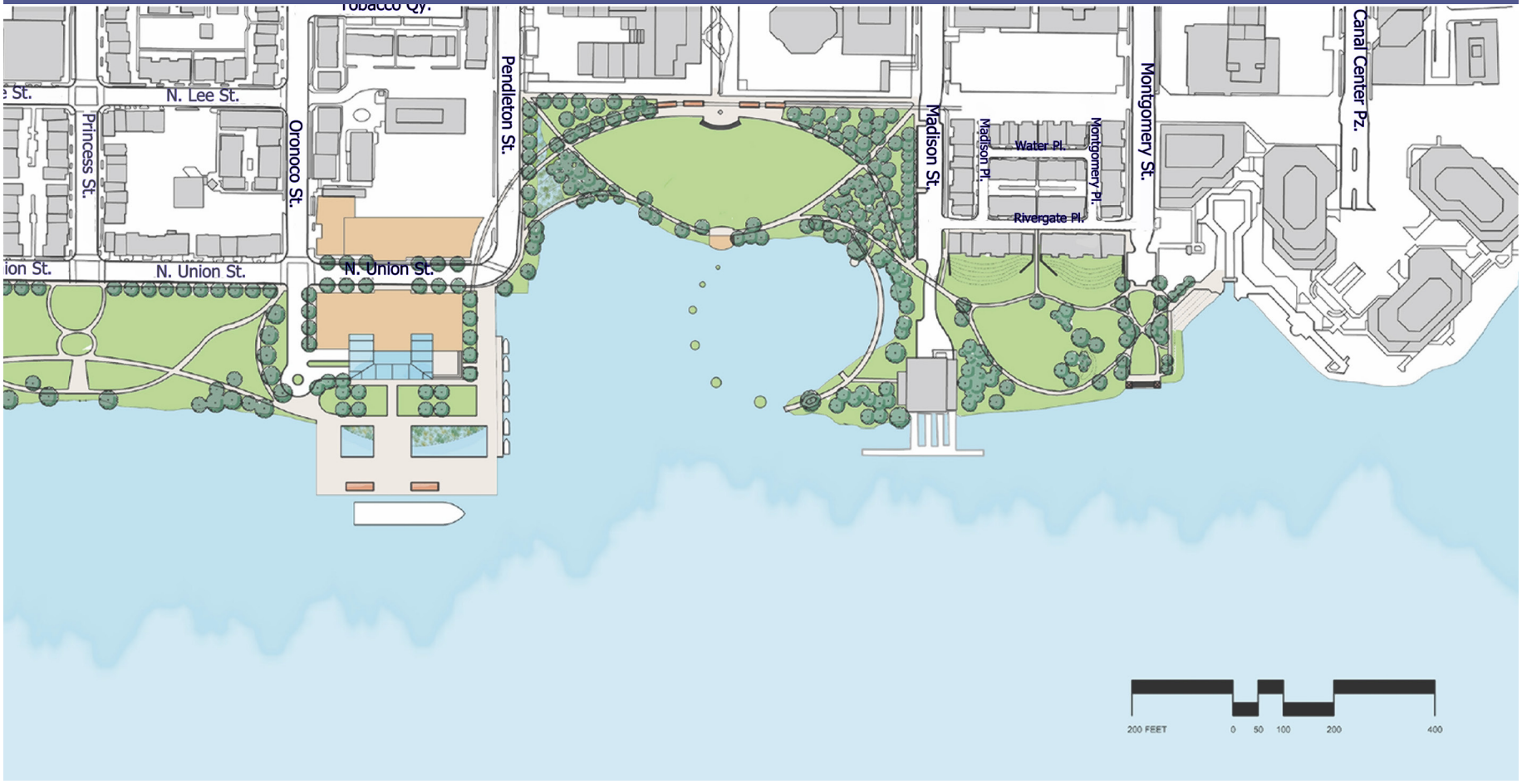


Alexandria Waterfront
Small Area Plan

City of Alexandria
Department of Planning and Zoning
Adopted by Ordinance No. 4749
February 25, 2012

Alexandria Waterfront Small Area Plan: Illustrative (Northern Core)



Alexandria Waterfront Small Area Plan: Illustrative (Southern Core)

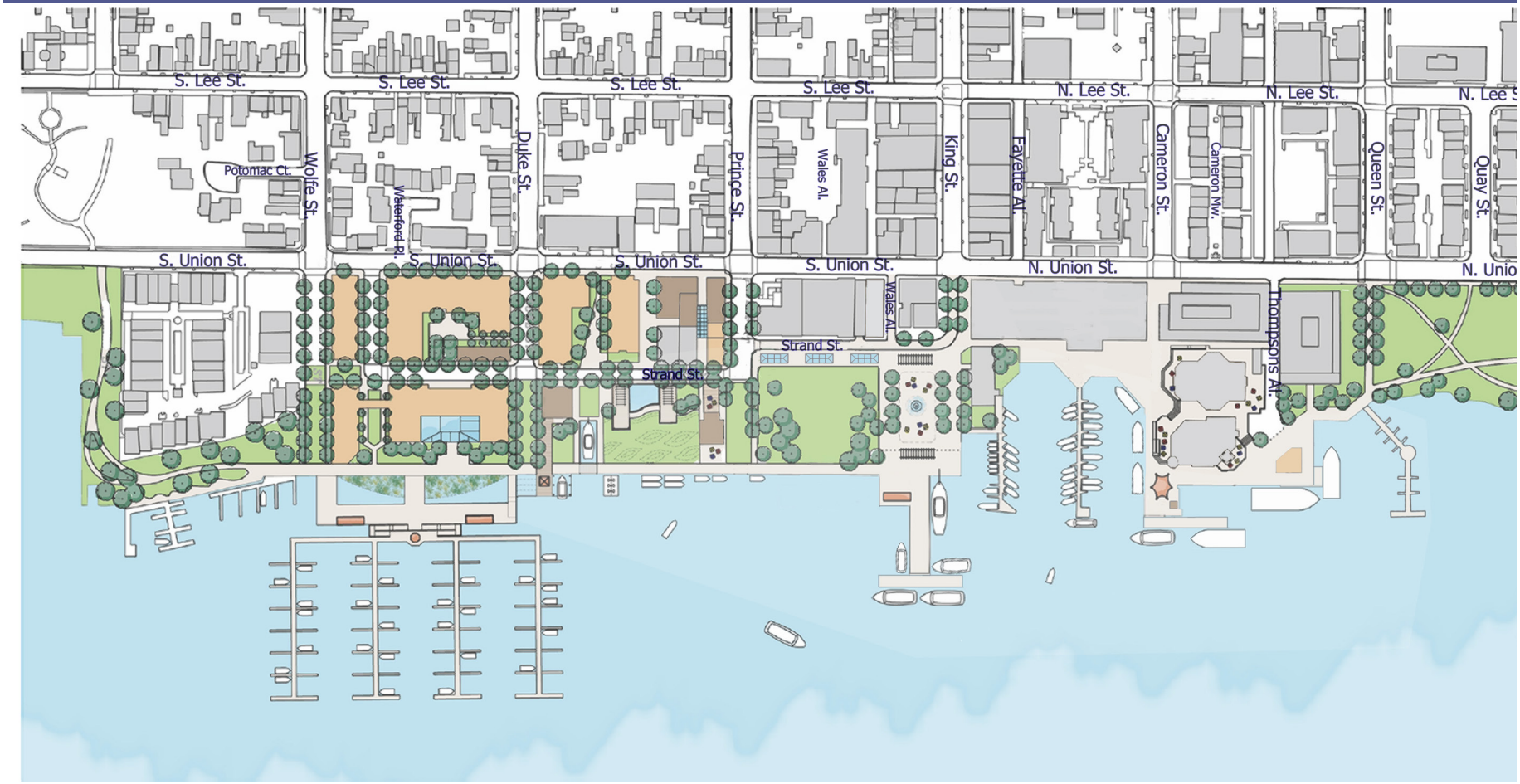


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Acknowledgements

City Council
Mayor William D. Euille
Vice Mayor Kerry Donley
Frank H. Fannon
Alicia Hughes
Rob Krupicka
Redella S. Pepper
Paul C. Smedberg

Planning Commission
Chair John Komoroske
Vice Chair H. Stewart Dunn, Jr.
Donna Fossum
Jesse Jennings
Mary Lyman
J. Lawrence Robinson
Eric R. Wagner

Committee for Public Arts, Alexandria Commission for the Arts
Matthew Harwood, Chair
Rebecca Adams
Susie Cohen
Karen Conkey
Mike Detomo
Dene Garbow
Kathy Glennon
Pat Miller (Chair, Alexandria Commission for the Arts)

History Plan Committee, Alexandria Archaeological Commission
James McCall, Chair
Katy Cannady
Ann Davin
Tom Fulton
Ellen Hamilton
Vince LaPointe
Ted Pulliam
Seth Tinkham

Alexandria Restaurant Commission, Alexandria Chamber of Commerce
Tina Leone, President & CEO,
Alexandria Chamber of Commerce
Jay Palermino, Director,
Membership and Sponsorship Investments

Marina Subcommittee, Alexandria Waterfront Committee
Doug Gosnell, Chair
Linda Hafer
Nate Macek (Chair, Alexandria Waterfront Committee)
Peter Pennington (Vice Chair, Alexandria Waterfront Committee)
Townsend Van Fleet

City Departments

Alexandria Economic Development Partnership, Inc.
Val Hawkins, President & CEO
Stephanie Landrum, Senior Vice President
Christine Mindrup, Vice President Commercial Real Estate

Alexandria Convention and Visitors Association
Stephanie Pace Brown, President & CEO

City Manager's Office
Rashad M. Young, City Manager
Mark Jinks, Deputy City Manager
Tom Gates, Assistant City Manager

Fire Department
Adam K. Thiel, Fire Chief
John North, Battalion Chief
Rodney Masser, Fire Captain

General Services Administration
Jeremy McPike, Deputy Director
Patrice McAuliffe, Capital Projects Manager

Office of Historic Alexandria
J. Lance Mallamo, Director
Dr. Pamela Cressey, City Archaeologist

Police Department
Earl L. Cook, Police Chief
Tamara Hooper, Captain
Len Fouch, Lieutentant

Acknowledgements (Continued)

Planning and Zoning *Waterfront Team*
Faroll Hamer, Director
Jeffrey Farner, Deputy Director
Karl Moritz, Deputy Director
Barbara Ross, Deputy Director
Tom Canfield, City Architect
Al Cox, Historic Preservation Manager
Nancy Williams, Principal Planner
Ben Aiken, Urban Planner

Planning and Zoning
Gary Wagner, Principal Planner
Brandi Collins, Urban Planner III
Pat Mann, Urban Planner III
Catherine Miliaras, Urban Planner III
Garry Meus, Urban Planner II
Jim Roberts, Urban Planner II
Colleen Willger, Urban Planner III
Kim Agee, Administrative Support V
Barbara Carter, Administrative Support V

Recreation, Parks and Cultural Activities
James Spengler, Director
Alisa Carrel, Office of the Arts, Director
Ron Kagawa, Division Chief
Laura Durham, Open Space Coordinator
James Hixon, Dockmaster

Transportation and Environmental Services
Rich Baier, Director
Yon Lambert, Deputy Director
Abi Lerner, Deputy Director
Emily Baker, City Engineer
Sandra Marks, Division Chief
Jim Maslanka, Division Chief
Dr. Claudia Hamblin-Katnik, Watershed Program Administrator
Lisa Jaatinen, Civil Engineer IV
Daniel Imig, Civil Engineer III
Daphne Kott, Civil Engineer III
Carrie Sanders, Principal Planner
Andrea Wilkinson, Principal Parking Planner

Waterfront Plan Work Group (WPWG)

Christopher Ballard
Bert Ely
Melinda Lyle
Elliot Rhodeside
Nathan Macek
David Olinger
Lt. General Bob Wood (Ret.)
Councilman Paul Smedberg, Convener

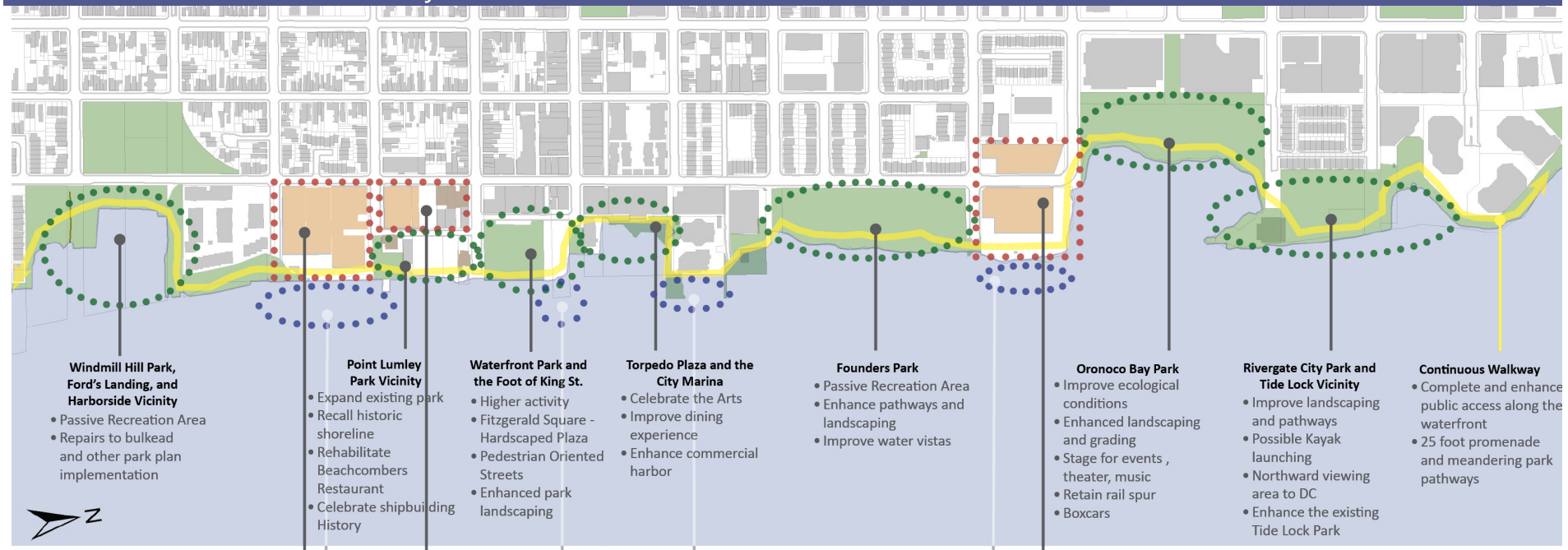
Consultants

Plan
AECOM
AECOM – Economics
AECOM - Transportation
Moffatt and Nichol
The Perspectives Group

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Alexandria Waterfront Plan: Key Sites and Recommendations



Windmill Hill Park, Ford's Landing, and Harborside Vicinity
- Passive Recreation Area
- Repairs to bulkead and other park plan implementation

Point Lumley Park Vicinity
- Expand existing park
- Recall historic shoreline
- Rehabilitate Beachcombers Restaurant
- Celebrate shipbuilding History

Waterfront Park and the Foot of King St.
- Higher activity
- Fitzgerald Square - Hardscaped Plaza
- Pedestrian Oriented Streets
- Enhanced park landscaping

Torpedo Plaza and the City Marina
- Celebrate the Arts
- Improve dining experience
- Enhance commercial harbor

Founders Park
- Passive Recreation Area
- Enhance pathways and landscaping
- Improve water vistas

Oronoco Bay Park
- Improve ecological conditions
- Enhanced landscaping and grading
- Stage for events , theater, music
- Retain rail spur
- Boxcars

Rivergate City Park and Tide Lock Vicinity
- Improve landscaping and pathways
- Possible Kayak launching
- Northward viewing area to DC
- Enhance the existing Tide Lock Park

Continuous Walkway
- Complete and enhance public access along the waterfront
- 25 foot promenade and meandering park pathways

Robinson Terminal South Redevelopment
- 50 foot height limit
- Mixed use with emphasis on Hotel and active ground floor uses
- Must maintain access along water's edge
- Subject to BAR approval and Development SUP Process

Cummings-Turner Redevelopment
- 50 foot height limit
- Mixed use with emphasis on Hotel and active ground floor uses
- Subject to BAR approval and Development SUP Process

Robinson Terminal North Redevelopment
- Heights range from 45 ft. east of Union to 66 ft. west of Union
- Mixed use with emphasis on Hotel and active ground floor uses
- Must maintain access along water's edge
- Subject and Development SUP Process

Robinson Terminal South Private Marina
- Potential location for private marina
- 100+ slips to be commercially viable

King Street Pier
- Public pier set just south of King Street
- Docking for a historic ship or ship of character
- Water taxi embarkation point

Cameron Street Wharf
- Commercial harbor expansion area
- Docking for existing vessels and potential future vessels
- Improved access around Chart House Restaurant

Robinson Terminal North Pier
- Public Pier/Plaza over water
- Improved as part of Robinson Terminal redevelopment
- Maintain deep water birth for ships

Executive Summary

Alexandria's waterfront is special.

Alexandria's waterfront is special because of its unique and significant role in the nation's history and because it is a world renowned example of the revitalizing role of art in the community. The waterfront is a source of prosperity, hometown pride and national significance. It is Alexandria's front door; it is where the City was born; it is where we often go to celebrate; and it is where we take our guests from out of town. The waterfront is where we live; it is where we make a living; and it is where we go daily to walk, relax, meet neighbors, and see what's happening.

Weaving art and history into every aspect of the Waterfront

The City is the beneficiary of exceptional efforts by two groups of hardworking Alexandrians that resulted in the Alexandria History Plan – Alexandria, a Living History (History Plan), prepared by the Waterfront History Committee of the Alexandria Archaeological Commission, and the Alexandria Waterfront Art Plan (Art Plan), prepared by the Public Art Committee of the Alexandria Commission for the Arts. These efforts recognize the important contributions of history and art to Alexandria, especially at the waterfront. The Waterfront Small Area Plan (Plan) is an opportunity to add back history that's been missing from the waterfront for too long. Moreover, the Art Walk concept is ideally suited to link the series of public spaces that comprise the waterfront, and public art has a limitless potential to interpret the stories, people and places of our past.

Based on recommendations in the History Plan and the Art Plan, six Art and Culture Theme Areas are utilized as guiding elements for each of the character areas of the Plan. The Art and Culture Theme Areas, like the Plan's character areas, are linked by the proposed Art Walk designed to help unify them and other elements of the waterfront together. These Art and Culture Theme Areas are reflected in Figure 1. As one moves from one Art and Culture Theme Area to another, one will be introduced to the rich history of that given area through interpretation, art, architecture, activities and more. Additionally, a History Center in the vicinity of the 200 block of The Strand is proposed. There, one would be able to learn not only about the waterfront's maritime history but also about other cultural resources, along the waterfront, and throughout the City. The History Center would be the history counterpart to the Torpedo Arts Center a few blocks north. This Plan not only incorporates these concepts and ideals contained in the History Plan and Art Plan but it also includes each plan in its entirety as Appendices 5 and 6, respectively.

Planning Area Boundaries

- The waterfront planning area is approximately 3 miles long and extends between the Potomac River on the east, North Fairfax Street and South Union Street on the west, Daingerfield Island on the north and Jones Point Park on the south.

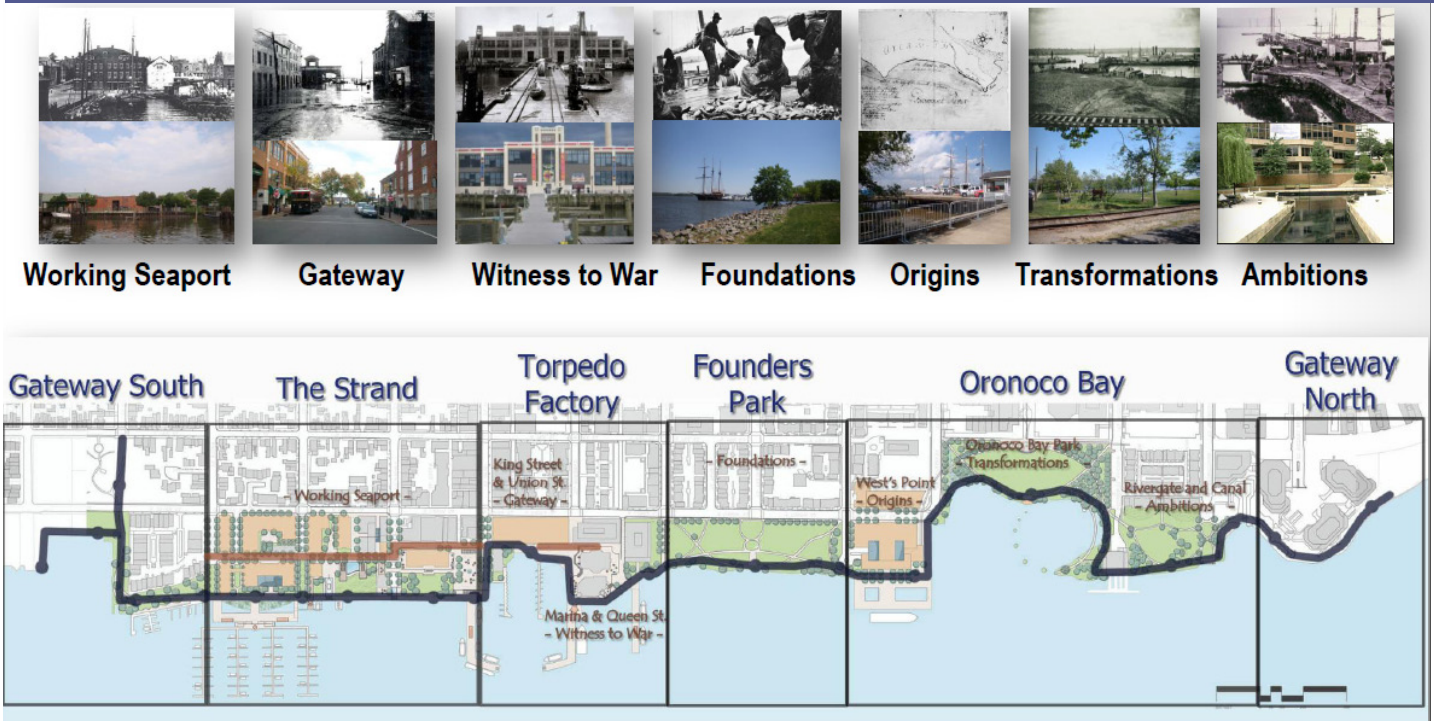
Planning Process

- Community Participation Process: community and group meetings, charettes, topical meetings, website, video, comment board and more - April 2009 to January 2012
- Concept Plan Released – June 2010
- Draft Small Area Plan Released – February 2011
- Planning Commission Public Meetings and Approval – April/May 2011
- City Council Public Meeting – May 2011
- City Council Meeting – June 11, 2011
- Establishment of the Waterfront Plan Work Group (WPWG) - June 2011
- WPWG Report Released December 2011
- City Council Public Hearing and Plan approval - January 2012

Website Address and Key Content: www.alexandriava.gov/Waterfront

- What's New?
- Approved Waterfront Small Area Plan
- Implementation Activities
- Information Archive
- Public Comment Board

Figure 1: Arts and Culture: Theme Areas



A Strand that is lively, fun and uniquely Alexandrian

Throughout the planning process, Alexandrians asked for more "things to do" on the waterfront and they identified The Strand, from King Street to Robinson Terminal South, as the place for activities. That makes historic sense – Alexandria once was a working waterfront, bustling with activity, and the Plan returns some of that level of activity to The Strand.

At the hub of the waterfront is a new public space connecting King Street to the Potomac River, and The Strand to the Torpedo Factory, Chart House and beyond. Dubbed "Fitzgerald Square," the new plaza will be almost the size of Market Square. When amassed with Waterfront Park, the combined public space will total 2.3 acres (100,000 sq. ft.), or approximately 64% larger than the existing 1.4 acre Waterfront Park. In the summer there will be food carts, tables and chairs, fountains, and other activities; in the winter there is plenty of room for an ice skating rink.

With Fitzgerald Square, Waterfront Park and a new, expanded Point Lumley Park, The Strand will comprise three distinct outdoor "rooms," each with its own character. Waterfront Park will continue to include a broad lawn shaded by mature willow oaks. The restored Beachcomber's Restaurant activates the park to the south and creates two doorways – one along the Potomac River – to a new Point Lumley Park, created out of the existing surface parking lot. In the new park, there are multiple opportunities for fun and culture with strong themes of history (especially shipbuilding and maritime history) and public art.

Among the first requests from Alexandrians participating in the Plan: more options for outdoor, waterfront dining. The Plan identifies the few places where this request can be addressed and actually enhance the public spaces nearby.

At the heart of the Waterfront, a new gateway to the City

During its earliest days and for long afterward, Alexandria recognized its waterfront as the front door to the City. Pictures of the ferry terminal that was once located at the foot of King Street remind us that for many visitors and residents, this location was the gateway to the City. As waterfront uses became more industrial, the daily life of Alexandrians moved away from the water's edge and new waterfront buildings often faced away rather than toward the river.

Early in the public process for this Plan, Alexandrians expressed a strong wish to see the foot of King Street once again become a gateway to the City. The hundred or so participants in an early public meeting identified "extending King Street as a pier" as a highly desired element of the Plan and so it was included in the Waterfront Concept Plan released in the summer of 2010. With the advice of residents, the pier concept has been refined and would provide:

- a dramatically improved arrival experience, with water taxis delivering new visitors and returning residents to a pier with "natural" wayfinding: a clear view of the entire waterfront core area and of King Street to the George Washington Masonic National Memorial as well as easy access to the King Street Trolley;
- a docking location for a historic ship or other "ship of character" as requested by residents to be visible as one walks down King Street toward the Potomac River;
- a connection to Alexandria's past, since long piers characterized Alexandria's waterfront for more than 100 years;
- a way to let people do what they really wish when they come to a river: get out over the water and enjoy the view; and
- a clear marker that this spot, where one of America's great streets meets one of America's great rivers, is the "center" of the waterfront.

More and better public spaces of all kinds

The essence of Alexandria's waterfront is public space and the Plan not only increases the amount of space for the public, it also adds to the variety of public spaces. The redesign of Waterfront Park, combined with the new Fitzgerald Square, adds 40,000 square feet (approximately an acre) of park at the heart of the waterfront. Overall the Plan adds nearly six acres, or 250,000 square feet, of new public spaces of all kinds, including new public piers, streets that are converted to pedestrian-oriented spaces, and more. Over 5 acres of public space will be located between Thompsons Alley and Wilkes Street (Table 1).

The Plan completes the long-standing goal of "where land meets water, the public is welcome" by planning for continuous access and accessibility along the river. The Plan calls for continued investment in our existing parks, inspired by art, history, and the environment, and adding small scale active recreation in many locations along the waterfront.

Table 1: Public Space Summary	
Total Current Public Space	2.3 Acres
Plan Implemented Public Space	1.8 Acres
Other New Public Spcae	1.2 Acres
Public Space from Private Redevlopment	2.5 Acres
Total Net Gain	5.5 Acres
Total Public Space	7.8 Acres

Guides redevelopment to achieve Plan goals

With just three redevelopment sites in the Plan area, each has an important role to play in achieving the multiple goals of the Plan. The recommendations for redevelopment are fine-tuned to ensure authentic, welcoming and accessible development that reflects Alexandria' history and showcases public art. Care has been taken to balance neighborhood compatibility – in architecture, land use, and impacts such as noise, traffic and parking – with financial feasibility and long-term economic success. Equally important, the guidelines steer development toward uses that would pay for the new infrastructure and public amenities in the Plan. The Plan also identifies public amenities that new development would be expected to contribute.

Non-residential development, including boutique hotels, would be encouraged on parcels immediately adjacent to the water or to high activity public spaces. Residential would be encouraged to locate in quieter locations near existing housing. Hotels yield significant potential benefit to residents and other waterfront visitors and are among the land uses with the lowest impacts on nearby neighborhoods.

As reflected in Table 2 (Private Redevelopment Sites – Density and Height Analysis), the net increase in development potential (compared to what the current zoning allows), spread over a distance of just over one mile, is about 160,000 square feet). New buildings are limited to 50 feet in height, except for the western half of Robinson Terminal North, where one building would be permitted to be built as tall as the office building next door (66 feet).

Table 2: Private Redevelopment Sites: Density and Height Analysis

Private Development Sites			Settlement (1983)			Current Zoning (1992)			Adopted (2011 Plan)			Change
Site	Land Area	Existing Development	Development	FAR	Max Height with SUP	Development	FAR	Max Height with SUP	Development	FAR	Max Height with SUP	Current Zoning vs Proposed
	sq. ft.	sq. ft.	sq. ft.		ft.	sq. ft.			sq. ft.		ft.	sq. ft.
Robinson Terminal North	**141,181**	**91,814**	**238,816**	**1.69**	**30/45/66**	**195,296**	**1.38**	**30/45/55**	**238.816**	**1.69**	**30/45/66***	**43,520**
Robinson Terminal South	**163,696**	**NA**	**380,528**	**2.32**	**50**	**327,393**	**2.0**	**50**	**380,529**	**2.32**	**50**	**53,136**
Cummings/ Turner Block (Total)	**64,180**	**70,732**				**128,360**	**2.0**	**50**	**192,540**	**3.0**	**50**	**64,180**
214-220 S. Union St.	*21,299*	*21,240*				*42,598*	*2.0*	*50*	*63,897*	*3.0*	*50*	*21,299*
2XX, 203, 205, 211 Strand	*27,948*	*19,232*				*55,896*	*2.0*	*50*	*83,844*	*3.0*	*50*	*27,948*
204-206 S. Union St., 2, 10 Prince St.	*14,933*	*30,260*				*29,866*	*2.0*	*50*	*44,799*	*3.0*	*50*	*14,933*
Total	**369,057**					**651,049**			**811,885**			**160,836**

** Heights at Robinson Terminal North shall be limited to 30 feet on Parcel C, 45 feet on Parcel D, and 66 feet on Tract 1.*

Table 3: Garage Spaces and Utilization				
	Current Conditions			
	Spaces	Friday Evening Utilization	Spaces Available	Spaces Available
Waterfront Core Parking Area		(7-8 PM)	(Self - Park)	(Valet)
The Strand Parking Lot	85	118%	0	0
Altman's Lot*	87	11%	77	121
Solo Garage	25	84%	4	17
115 S. Union Garage	68	51%	33	67
Torpedo Plant Condo Garage	361	64%	130	310
Thompson's Alley Garage	43	58%	18	40
N. Union Street Garage	174	33%	117	204
Market Square Garage	196	79%	41	139
Tavern Square Garage	164	17%	136	218
Altman's Garage*	62	24%	47	78
Total:	***1265***	***52%***	***604***	***1194***

Resolving the parking problem

Parking has been a front burner issue in Old Town for many years. The Plan addresses parking comprehensively, aided by the City's renewed focus on Old Town parking with detailed analysis, renewed enforcement, and investments in improved meters and signage.

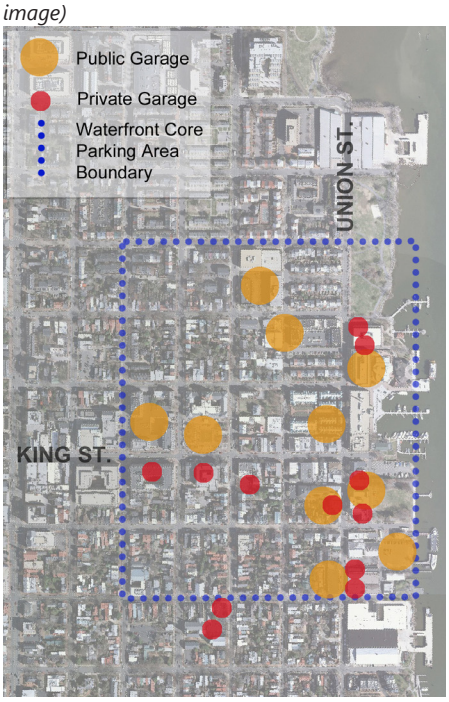
With those tools, Table 3 (Garage Spaces and Utilization) reflects the existing off street parking capacity and potential capacity. For the waterfront, the most important finding of the recent Old Town Area Parking Study is that during periods of peak demand, there are about 700 unused parking spaces within 3-4 blocks of the intersection of King Street and Union Street. So the challenge is not that there are not enough spaces – the challenge is directing visitors (especially those planning to park for more than 2 hours) to the parking garages. Moreover, through the use of valet parking and by opening private garages to the public, there is potential for parking as many as 1,400 additional vehicles in that "core" area of the waterfront.

Plan implementation includes initiatives to fully use and to increase parking garage capacity with wayfinding, pricing and technology. Parking implementation will involve regular monitoring of parking and set "triggers" for actions – for example, when public garages approach capacity, the City would increase capacity through valets and private garages.

The Plan also balances parking supply and demand by encouraging land uses that minimize parking demand (such as hotels) and by encouraging visitors to arrive by means other than the automobile: trolley, bike, or boat.

Residential areas will be protected by increased enforcement (which has already begun), regular monitoring, and potentially a resident-only parking program.

Public and Priavate Parking Locations (please see Figure 40 on page 121 for full size image)



Improving environmental conditions

Alexandria's industrial past has left a legacy that includes pollutants in the soil and in the riverbed. In addition, as in many of the country's oldest cities, Old Town has combined sanitary and storm sewers that have the potential to overflow into the river during rain events. Flooding is a recurring issue in The Strand area; a two phased solution to the most frequent flooding is included in the Plan.

The City is addressing in-soil contaminants near the foot of Oronoco Street through the use of biosparging technology, while the separation of the sanitary and storm sewers is expensive and long-term. The Plan recognizes these efforts and also addresses flooding by integrating mitigation measures into structures and landscaping. The Plan recommends replacing rip-rap with a more natural shoreline including native plants wherever possible.

Practical and educational initiatives include a series of floating "islands" of water-cleansing plants in Oronoco Bay, as well as the re-creation of a marsh once known as "Ralph's Gutt" that will also assist in cleansing stormwater runoff.

Practical, cost-conscious, and pays for itself

Throughout the planning process, concerns were raised that the Plan would call for public expenditures that the City could not afford. The Plan addresses this concern by keeping proposed expenditures well within what can be supported by net revenues from new development.

The recommendations in the Plan are estimated to cost $51 million, of which $6.5 million is for flood mitigation. Improved or new bulkheads, along with completing the waterside esplanade, are estimated at $4 to $6 million, with the remainder for improvements to the Marina area and to parks and public spaces from Windmill Hill Park to the Tide Lock.

Revenue estimates were based upon four potential sources of new revenues: the real property taxes on new development, the meals taxes from new restaurants, the lodging taxes from new hotel rooms, and the sales taxes on both the restaurants and hotels. Waterfront improvements are likely to spin off additional economic benefits but these were not included in the analysis and summary, which shows that the Plan could "pay for itself."

Public spending on parks, flood mitigation, and other benefits can occur after private development (to ensure that tax revenues precede public expenditures - emphasizing fiscal discipline), or they can proceed before private development to ensure that the public benefits come in a timely manner and to encourage higher quality private development. A key aspect of the Plan is that there is significant flexibility as to when the public investments are made.

A plan to complete the final chapter of the Waterfront's transformation

The Plan reaffirms Alexandria's commitment to this precious resource. It seeks to continue the remarkable achievement of reclaiming the City's waterfront for itself and for the country. Not so many decades ago, it took people of tremendous vision to imagine a waterfront dedicated to public enjoyment instead of industrial production. Today, the results of their efforts are clearly evident, enjoyed daily, and the source of great pride.

The transformation of the waterfront over the past four decades was the result of Alexandrians making great plans and working together to achieve them. At each step, the plans aimed high, and it was never certain that every goal could or would be achieved. That's always true, to some extent, of any long range plan. So it is clear that the heroes of waterfront's decades-long transformation were more than visionary.

This Plan continues that tradition since it is the collective product of Alexandrians applying their knowledge, understanding, experience, history, and ideas toward the goal of completing the final chapter in the transformation of the waterfront. This Plan is Alexandrian because the key elements of the Plan come from Alexandrians.

Note
The illustrative figures in this summary as well as the illustrative figures throughout the Plan should not be construed as final development schemes. They communicate intent. Further design, engineering and planning, and construction-related study will be required for each sub-area design as part of the implementation process.

1 A Waterfront Introduction

Alexandria's waterfront has long been of great significance to the mid-Atlantic region. Nearly 400 years ago, before early Europeans first stepped foot on its banks, native people settled these shores, fished and sustained their lives along what is now the Potomac River. A small port settlement during the Colonial America period by the 18th century, the port had become a key center for coastal and global trade. Local commerce quickly grew along the waterfront in the form of sugar refineries, mills, foundries, tobacco warehouses, fish markets, distilleries, shipbuilding and repair, and more. Such activity brought a blossoming distinction to Alexandria. According to the Alexandria History Plan- Alexandria, A Living History (History Plan) ". . .by 1779 it was a port of entry for foreign vessels and a major export center for flour and hemp. Its waterfront was soon filled with brigs, schooners and other vessels which engaged in coast-wide and international trade and related businesses. . . . " With the good also came Alexandria's notoriety as home to one of the largest slave trading operations for the south. Many Alexandrians owned slaves, utilizing their labor to help build and maintain homes, businesses and the City. The Alexandria Waterfront Art Plan (Art Plan) states that "Enslaved Africans should be credited for helping to shape much of Alexandria. They graded the bluff overlooking the Potomac River, built roads and wharves to expand Alexandria's trade, and constructed brick and frame houses which can still be seen today."

1930's Aerial Perspective of the Alexandria Waterfront



Table 4: Historical Periods	
1. Native American	13,000 B.C.-1608
2. Exploration & Early Regional Settlement	1608 -1731
3. Tobacco Port	1732-49
4. Development & Early Growth of Alexandria	1749-70
5. American Revolution - Birth of a Nation	1771-1814
6. International Port –Prosperity & Challenges Expansion of Street Grid, Land Area, Wharves	1805– Civil War (1860)
7. Secession & Civil War	1861-1865
8. Reconstruction & African American Neighborhoods	1865-1890
9. Industrialization	1891-1929
10. Early Historic Preservation & Tourism	1930-1940
11. Center for National Defense	1940-1950
12. Bedroom Suburb/Urban Renewal/Modern Historic Preservation (Beginning of Waterfront Renewal)	1950-1985
13. Urban Regional Center/Heritage Tourism & Arts Destination (Continuation of Waterfront Renewal)	1986-Present

In the 18th and 19th centuries, Alexandria found itself serving a strategic role in several major wars, including the French and Indian Wars, the Revolutionary War, the War of 1812, and the Civil War. It was not only its designation as a key trading port that made it a significant location during these conflicts, but it was its close proximity to strategic points in the North and South. Following these conflicts, Alexandria was able to continue to prosper as a seaport, except for the Civil War; the impacts of that event were so overwhelming that it was difficult for the area to fully recover.

As the 20th century emerged, Alexandria's waterfront transitioned towards industrial use, and later, became a critical national defense center. During the latter part of the century, the City and the area around it experienced rapid growth as a metropolitan center. With that change, the industrial buildings and uses were replaced with housing, parks and open space. While the area has transformed into a destination for residents and visitors alike to enjoy, there are still opportunities to enhance it by further building on the history and character of the past and incorporating activities and elements that can help sustain its future.

Table 4 is a summary of general historic time periods of Alexandria's history:

In addition to recognizing the importance of these periods, the City requested and received two white papers from the history and art communities as part of the planning process for the Waterfront Small Area Plan (Plan). Both documents, referenced above, are included as addenda to this Plan and their recommendations will be utilized to help shape the implementation process through the use of historic preservation, interpretative tools, cultural and historic programming, public art and related creative resources. The History Plan was produced by a committee organized by the Alexandria Archaeological Commission. The Art Plan was produced by the Public Art Subcommittee of the Commission on the Arts.

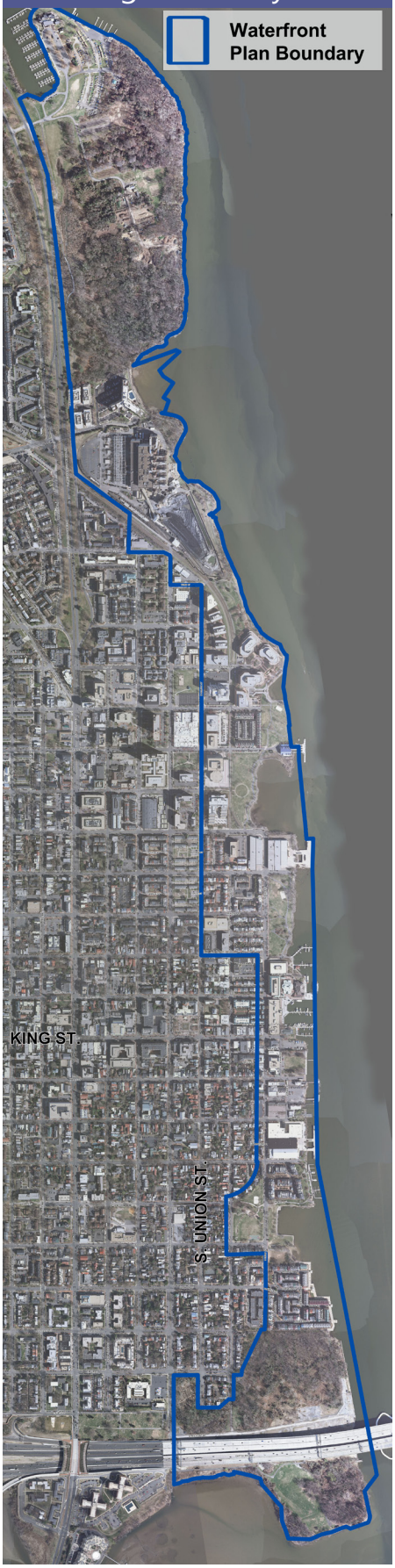
Recognizing and embracing the core components of these documents, the Plan seeks to, as it has been eloquently stated in the History Plan, create a vision for the waterfront in which "real people and their daily lives, as well as witnesses to history, form the core of the physical representation of history and programming for the waterfront."

Waterfront Planning History

The land from Daingerfield Island to Jones Point and generally east of Fairfax and Union Streets has been formally designated as Alexandria's waterfront in a series of planning documents since the 1960s. In 1965, the City published the Alexandria Waterfront Study consisting of a survey and analysis, and a 20-year plan including urban design concepts. A supplemental study was completed in 1966, which focused on land use concepts. These documents evolved into the 1967 Alexandria Waterfront Adopted Plan. Figure 2 shows the Waterfront Planning Boundary.

In 1971, an Urban Design Study for the Master Plan was conducted for the City's waterfront area. Later, this study was incorporated as a component of the City's Consolidated Master Plan, adopted in 1974. Among other things, the

Figure 2: Waterfront Planning Boundary



Consolidated Master Plan replaced previous waterfront planning documents and served as the new guide for the waterfront. Included in the plan was an outline for future redevelopment.

Three years later, in April of 1977, Alexandria's City Council adopted ten general waterfront policies to guide planning. These policies evolved into the draft Alexandria Waterfront Plan, published in 1978. The Alexandria Waterfront Plan divided the study area into three sections: North Waterfront, Central Waterfront, and South Waterfront. Each section was given different recommendations. Due to the proximity to the District of Columbia; land-ownership disputes between local, federal, and private entities; and the historic nature of the area, the National Park Service of the U.S. Department of Interior drafted an Alexandria Waterfront Study of Alternatives in August of 1979. After the publishing of this document, the City and the National Park Service began to collaborate in the waterfront planning process.

Jones Point Park Illustrative Plan

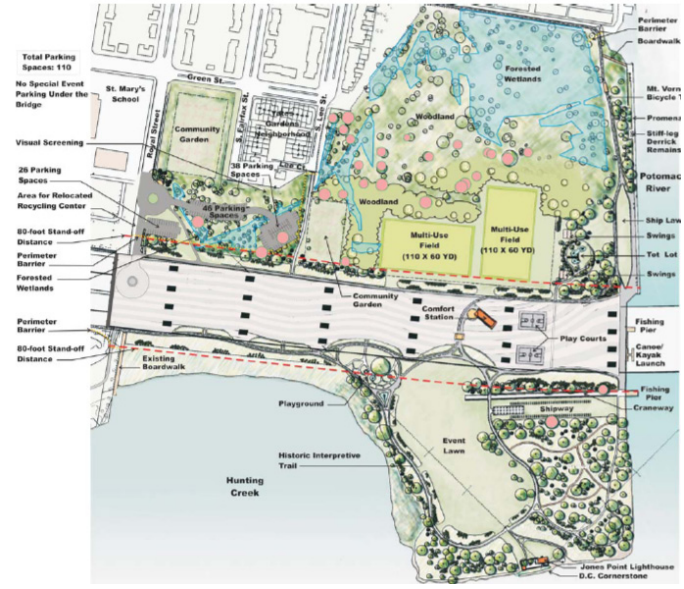


Figure 3: Activities Map



In 1982, the City adopted the 1982 Alexandria Waterfront Plan, which updated the previous Alexandria Waterfront Plan and defined the waterfront even further. Breaking the previously delineated three sections into five areas: Jones Point, South Waterfront, Urban Waterfront Core, Founders Park and Oronoco Bay, and North Waterfront, the 1982 Plan successfully combined the previous planning efforts and provided direction on specific areas along the waterfront. Many of the goals in all the above plans are consistent, such as:

- Promotion of public access along the waterfront;
- Multi-modal connectivity along the waterfront, particularly for pedestrians and cyclists;
- Creation of parks and open space and the linkage of those amenities; and
- Redevelopment of obsolete sites and development of a mix of uses to promote an active waterfront with a diversity of activities.

Ford's Landing Promenade





Tide Lock Looking West



Many goals have since been achieved or remain underway, such as

- 2010-2012 Jones Point park planned improvements;
- Pedestrian bicycle trails;
- Torpedo Factory redevelopment;
- Founders Park improvements;
- Oronoco Bay development;
- Alexandria Public Schools Rowing Facility relocation;
- Restoration of the Alexandria Canal Tidal Lock;
- Daingerfield Island improvements; and
- Acquisition of priority public open space fronting the Potomac River.

The above prior planning efforts and goals have been summarized in Table 5.

The City's Open Space Master Plan, which was adopted in 2003 and seeks to enhance and grow the City's open space network through a strategic framework of 15 goals, is also a related component of the waterfront's planning history. The Open Space Plan includes reference to multiple waterfront properties and states a goal of reviewing and completing implementation of the Potomac River Waterfront Plan, which this Plan replaces. Many of the Open Space Plan's other goals fall in harmony with the goals of this Plan, and the two plans are complimentary in terms of preserving and enhancing public open space. For example, the Open Space Plan's goal of "expanding, enhancing, and maintaining public access and spaces" is fully endorsed and buttressed by the goals identified in this Plan.

The City's Comprehensive Transportation Master Plan, adopted in 2008, envisions a multimodal transportation system which reduces automobile dependence and puts more emphasis on transit-oriented, pedestrian friendly development. The Old Town Area Parking Study has been another transportation related analysis aiding in the waterfront planning process. The study, completed in February 2010, analyzed parking utilization in Old Town. This Plan's intent for transportation is in keeping with the goals of the Comprehensive Transportation Master Plan, and seeks to achieve a well-planned transportation future for the City's waterfront. This Plan is informed greatly by the work of both the Old Town Area Parking Study and Comprehensive Transportation Master Plan.

Table 5: Waterfront Planning History					
1971 Urban Design Study for the Master Plan	*1974 Consolidated Master Plan*	*1977 Ten General Waterfront Policies*	*1978 Alexandria Waterfront Plan*	*1979 National Park Service-Alexandria Waterfront Study of Alternatives*	*1982 Alexandria Waterfront Plan*
• A promenade for walking as a pleasant alternative to driving • Landmarks to define the length and configuration of the Waterfront • Development that is diverse, intimate and full of surprises, that creates places to walk and linger • Innovative traffic planning, such as major parking 'interceptors'	• Pedestrian walkway between Jones Point and Daingerfield Island • Creation of parks and recreation areas and assure public access to the water • Residential and office development in the north Waterfront area • Hotel/motel conference facilities in the north riverfront area • Limit residential density east of Lee Street to no more than 40 DUs per acre • Replacement of older industrial and storage uses • Development of the Union Street Collector • Encouragement of new high density development	• Open and recreational space for public use • Convenient public access along the Waterfront • A continuous pedestrian promenade and bikeway • Daingerfield Island and Jones Point should remain recreation and open space areas and be further enhanced • Residential development east of Fairfax Street shall be limited to no more than 40 DUs per acre • Uses east of Union Street and along the Waterfront should primarily include marinas, shops, restaurants, markets, and other water-oriented uses • Existing port and river-related activities should continue • Obsolete and incompatible industrial uses should be replaced • The natural shoreline shall be maintained, except for stabilization. No major filling • Systems of circulation should be implemented	• Divides the Waterfront into three distinct sectors – north, central, and south with different recommendations for each sector • The North Waterfront calls for Waterfront mixed use development, preservation of open space and a continuous promenade and bicycle path • The Central Waterfront with the Torpedo Factory complex and King Street calls for redevelopment of the Torpedo Factory, development of the south Strand area and continuation of the 25-50 foot wide pedestrian promenade and bicycle path, and • The South Waterfront calls for development of the VEPCO property (Harborside), upgrading the Old Town Yacht Basin and continuing the promenade	This study identified three alternatives for the Waterfront based on these goals and objectives: • Protection and enhancement of cultural, natural and scenic values • Protection and interpretation of Archaeological remains • Preservation and enhancement of natural resources • Retention of the natural shoreline and prevention of major infill • Preservation of open space along the shoreline • Adequate public access to the river and along the shoreline • Provision of parkland and recreational facilities, including a pedestrian promenade and bikeway with a minimum width of 50 feet • Removal of obsolete and incompatible uses • Establishment of land use controls • Strengthen and enhanced vitality • Efficient movement of people • Reinforcement of relationship between the river and the historic town	1982 Alexandria Waterfront Plan • A refinement of the 1978 Alexandria Waterfront Plan • Facilitates the 1977 Ten Waterfront Policies • Provides substantial parkland on the Waterfront, public access to the river, a continuous walkway and bikeway, controlled density of development, emphasis on water-oriented uses and continuation of river related activities

The Concept Plan

By building on the waterfront's history and prior and related planning efforts, this planning effort continues the process of adapting the City's waterfront from an active port in the 18th and 19th centuries, and an industrial center in the late 19th to mid-20th centuries, to a 21st century waterfront that is publicly accessible, economically viable, environmentally and historically sensitive, culturally rich and operationally sustainable for residents and visitors alike.

Prior to development of the Plan, staff released an early Concept Plan as an intermediate step in the planning process, providing the public with a broad narrative outlining the vision and goals for the waterfront as heard from the public during an extensive community outreach process . This Plan brings the vision and goals in the Concept Plan to the next level, incorporating more detailed analysis, specificity in design and improvements, and a strategic approach to financing and implementation. This Plan is a result of two years of information-gathering; public input; research and analysis on critical technical issues such as parking and traffic; the commercial, retail and marina markets; shoreline, flooding, and related environmental conditions; financing and implementation. It is the long-term collaborative effort of citizens, City staff, and consultants – entailing meetings, tours, charrettes, and more - which have brought the Plan to its current status. Figures 4a and 4b illustrate the vision for the Concept Plan.

Figure 4a: Waterfront Early Concept Illustrative Plan (May 2010) - North Section

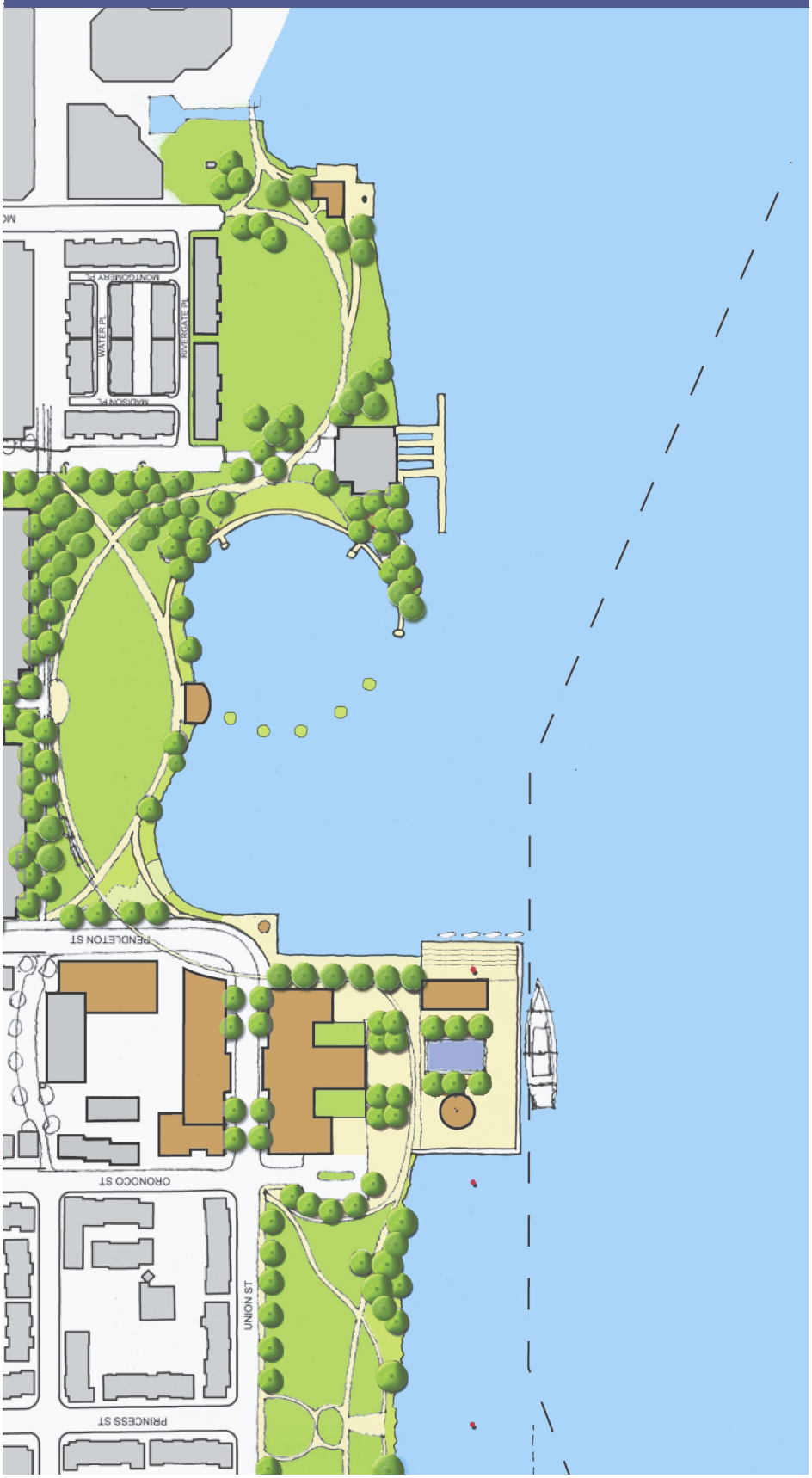


Figure 4b: Waterfront Early Concept Illustrative Plan (May 2010) - South Section



The Plan

The boundaries of the planning area extend from Daingerfield Island in the north to Jones Point Park in the south, between the western side of North Fairfax Street and South Union Street to the west and the Potomac River to the east, in Old Town Alexandria.

These boundaries are similar to prior waterfront planning efforts; however, through this Plan, the City is amending portions of the Old Town Small Area Plan and the North Old Town Small Area Plan and, therefore, amending the City's Comprehensive Master Plan.

This document will be utilized to complete the goals of past waterfront planning efforts through the provision of enhanced and expanded public and open space, visual access of the water by land and by boat, and connectivity from end to end. It will further be utilized to guide the redevelopment of remaining development sites, namely, the Robinson Terminal North and Robinson Terminal South sites and the Cummings/Turner properties in the 200 block of South Union Street to ensure uses, design and scale are compatible with the goals of a revitalized waterfront but also with the ambience, history, and character of the area and surrounding neighborhood. These sites can redevelop under current zoning. In the case of the Robinson Terminal sites, development is also subject to the terms of 1980's era settlement agreements between the property owner, the City and the federal government. With the Plan, however, the citizenry is given the opportunity to help guide that redevelopment, while also providing a more accessible, creative, and inviting waterfront for all to enjoy.

Figure 5a: Waterfront Small Area Illustrative Plan With Place Names - North Section

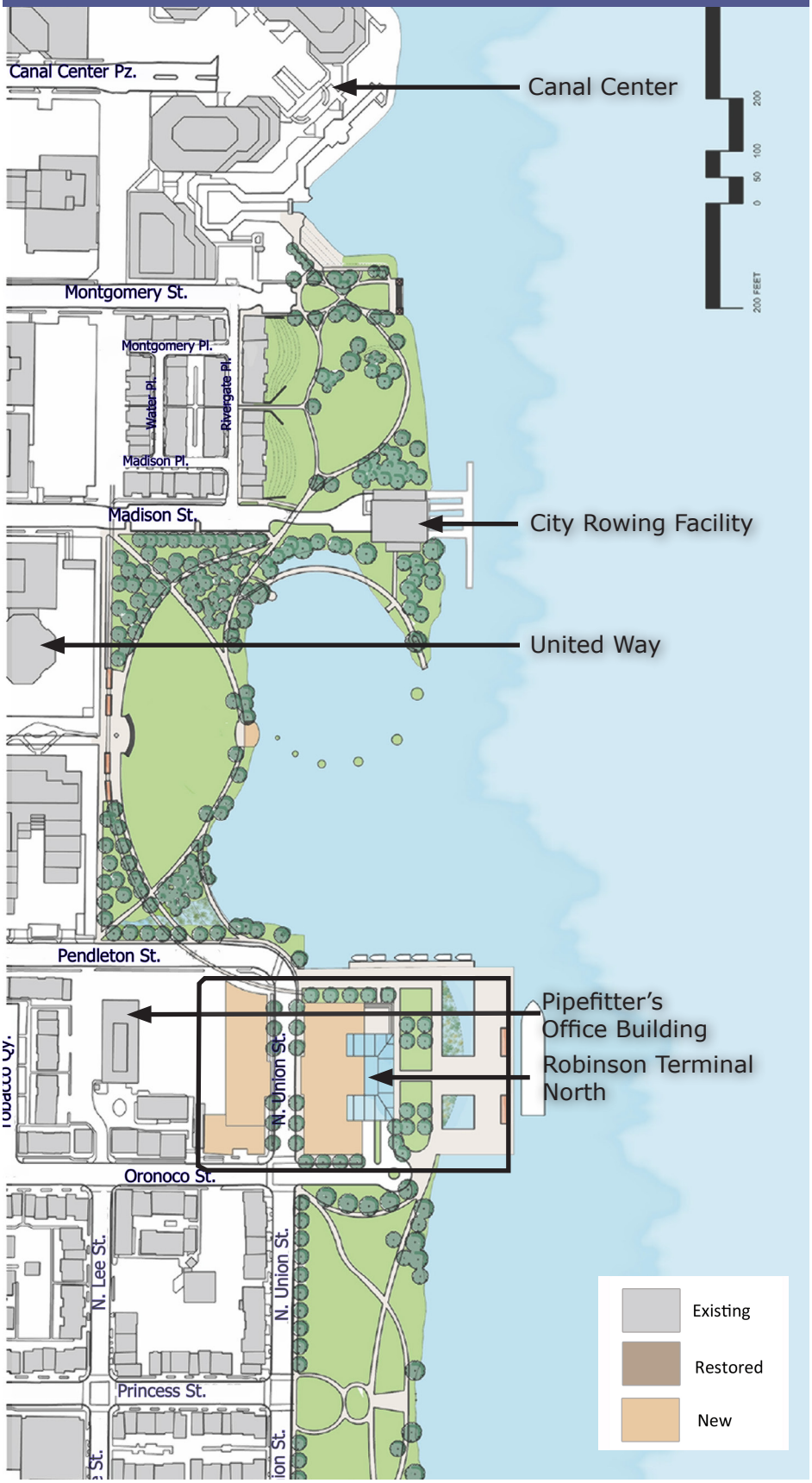
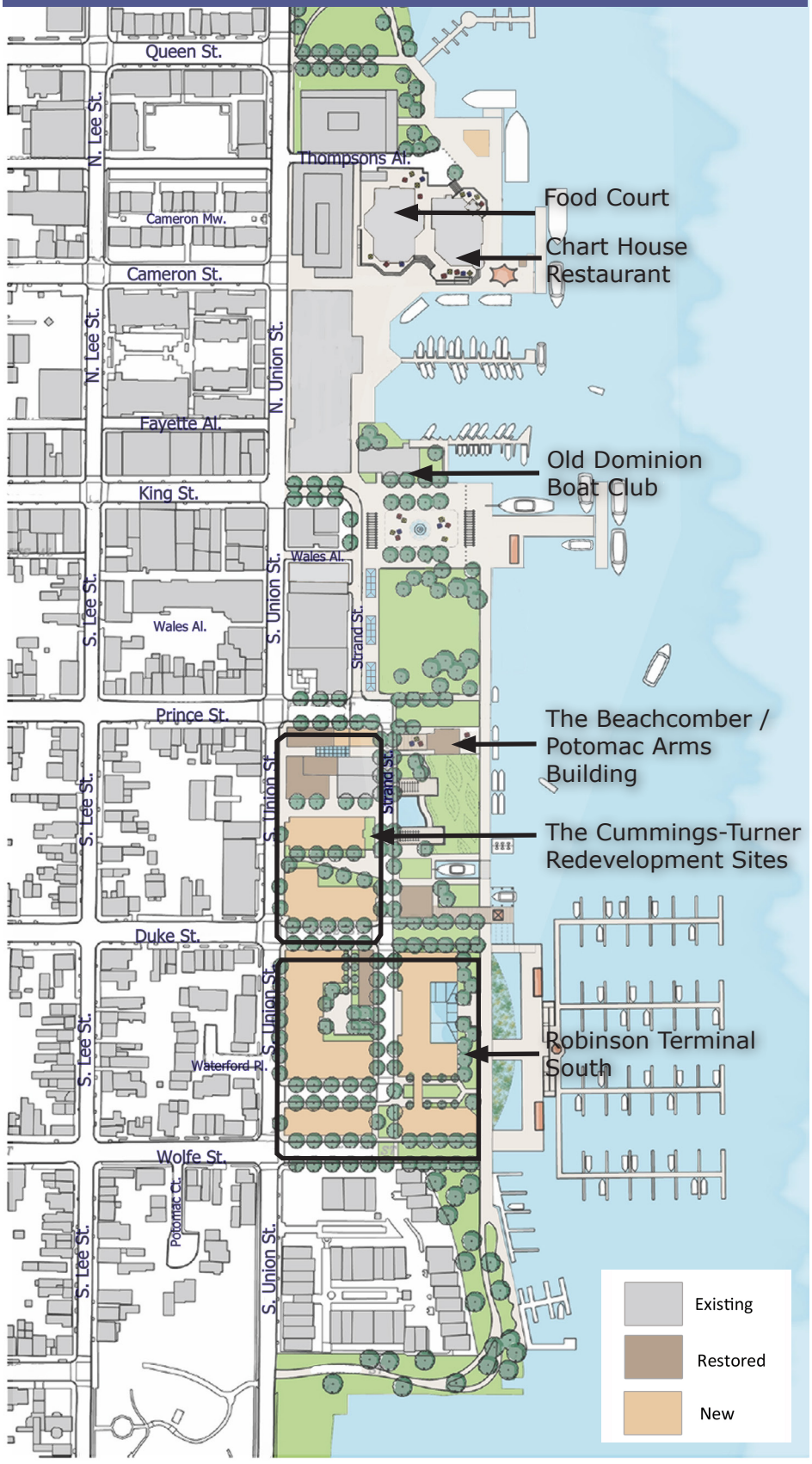


Figure 5b: Waterfront Small Area Illustrative Plan With Place Names - South Section



View from Potomac River looking toward Canal Center Plaza



As noted under the Concept Plan section, the planning process for this Plan incorporates extensive information-gathering, public input and technical analysis.

The Plan is organized into chapters and appendices. Chapter 2 - Goals and Area-wide Systems describes the vision and goals for the Plan and the critical area-wide systems needed to help the area function adequately; Chapter 3 – Character Areas and Themes describes existing conditions of each subarea and recommendations for enhancements, improvements and in the case of the development sites, recommendations for development guidelines and a proposed zoning text amendment; this chapter also includes information on how art and history are integrated into the areas based on recommendations of the art and history white papers with particular emphasis on a cultural theme for each area, the Art Walk, and how a History Museum helps establish a cultural anchor in the southern core; Chapter 4- Transportation, Circulation and Parking describes the area's multi-modal transportation and circulation systems and recommendations for anticipating and addressing potential impacts, including vehicular and pedestrian congestion; addressing handicapped accessibility; and also addressing parking by including a parking inventory and a parking management strategy to ensure adequate parking remains available throughout the implementation of the Plan; and Chapter 5 – Implementation describes recommendations for implementation of the Plan and the projected costs and revenues associated with the implementation process. The appendices include: Appendix 1 – Community Participation Process; Appendix 2 – Jurisdictional Notes and settlement agreements; Appendix 3 – Hotel Technical Memorandum; Appendix 4 – Marina Market Assessment Data; Appendix 5 – Alexandria Waterfront Art Plan; Appendix 6 - Alexandria History Plan - Alexandria, A Living History.

Finally, since the Concept Plan, the City has received various comments regarding the restaurant building once proposed for Waterfront Park. The building has been eliminated from the Plan.

2 *Goals and Waterfront Wide Elements*

The Design

To help shape the vision, goals and objectives of the Plan, information was gathered from many important sources including the public, technical resources and more. However, a key source of information came from the history community. Having information regarding the subareas of each Culture and Theme Area dating from the beginning of Alexandria's founding to today was essential to ensuring a document that is authentically Alexandrian.

In addition to the above, and the past planning efforts described in Chapter 1, information for the planning process was gathered relating to community assets, marina design, circulation and parking, historic preservation and conservation, park planning, and more. Information from Citywide planning efforts such as the Open Space Plan, the Transportation Master Plan and the Eco-City Action Plan was also utilized. With the benefit of this information, a design for the waterfront began to take hold, first through an Activity Map, then a Concept Plan and now the Waterfront Small Area Plan (Plan).

The planning principles are highlighted below with the goals and objectives highlighted on pages 18 to 20

A Plan which is uniquely Alexandrian – Art and History Themes …

The Plan embraces the recommendations of the Alexandria History Plan—Alexandria, a Living History (History Plan) and the Alexandria Waterfront Art Plan (Art Plan) by capturing the waterfront's history and preserving it through art, programming, historic preservation and conservation, and more. Toward that end, these two documents have identified a series of themes and they have matched the themes to physical areas (depicted in Figure 1 in the Executive Summary) along the waterfront based on that area's history. This Plan recommends implementing the Art Walk as proposed. It also adopts the recommendations for historic interpretation in nearly every location along the waterfront through such actions as:

- adding historic ships and emphasizing the City's maritime history;
- expressing the City's historic shoreline;
- recreating historic alleyways;
- greater use of historic names;
- restoring all of the historic buildings on the waterfront and opening them to the public;
- identifying locations for a history center and other cultural anchors;
- proposing commercial uses that recall the taverns and inns of old Alexandria; and
- using a variety of approaches, including public art, to connect Alexandrians with the people, stories and events of our past.

Figure 6: Waterfront Small Area Illustrative Plan



Figure 7a: Connections - North Section

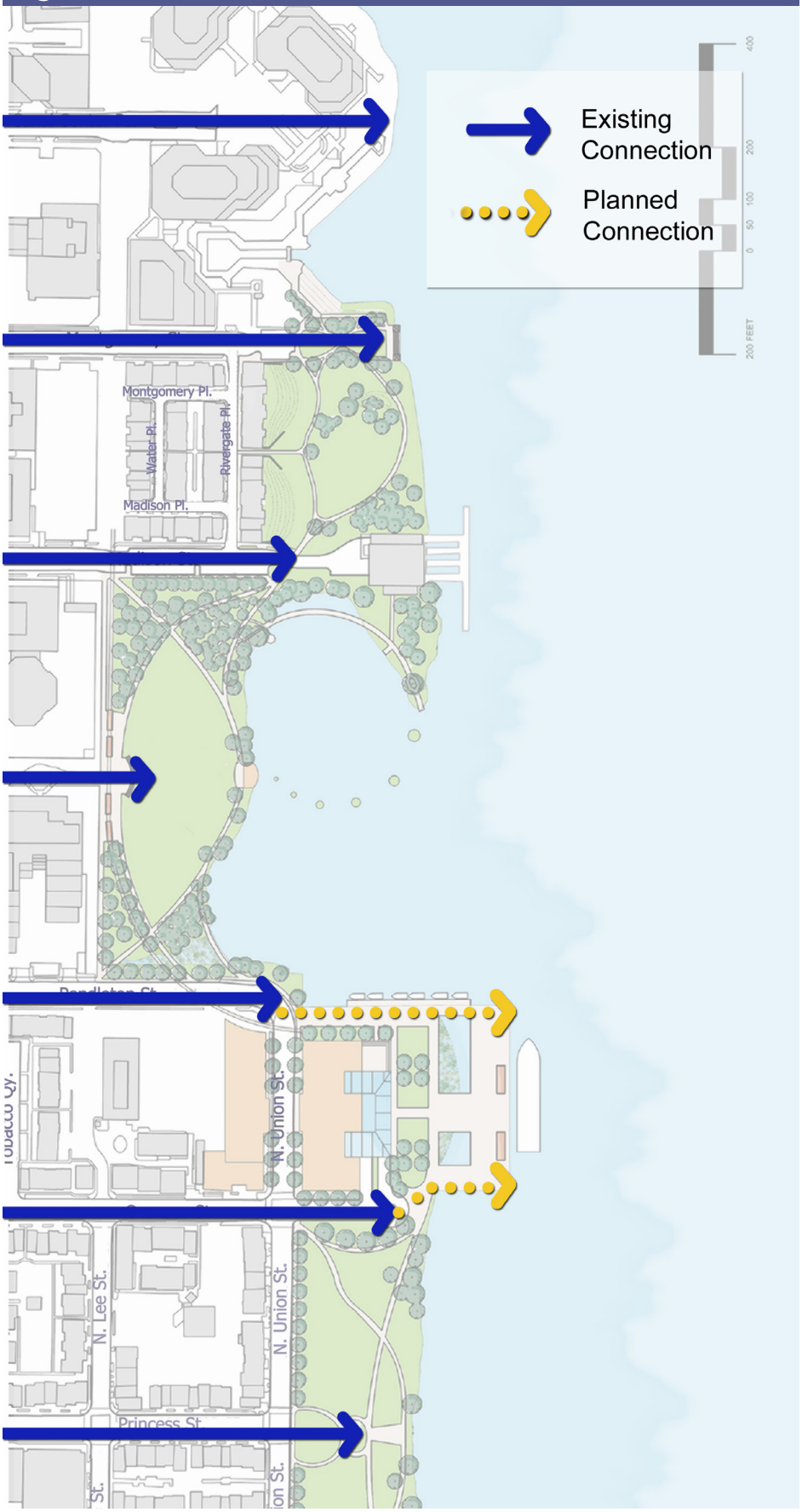
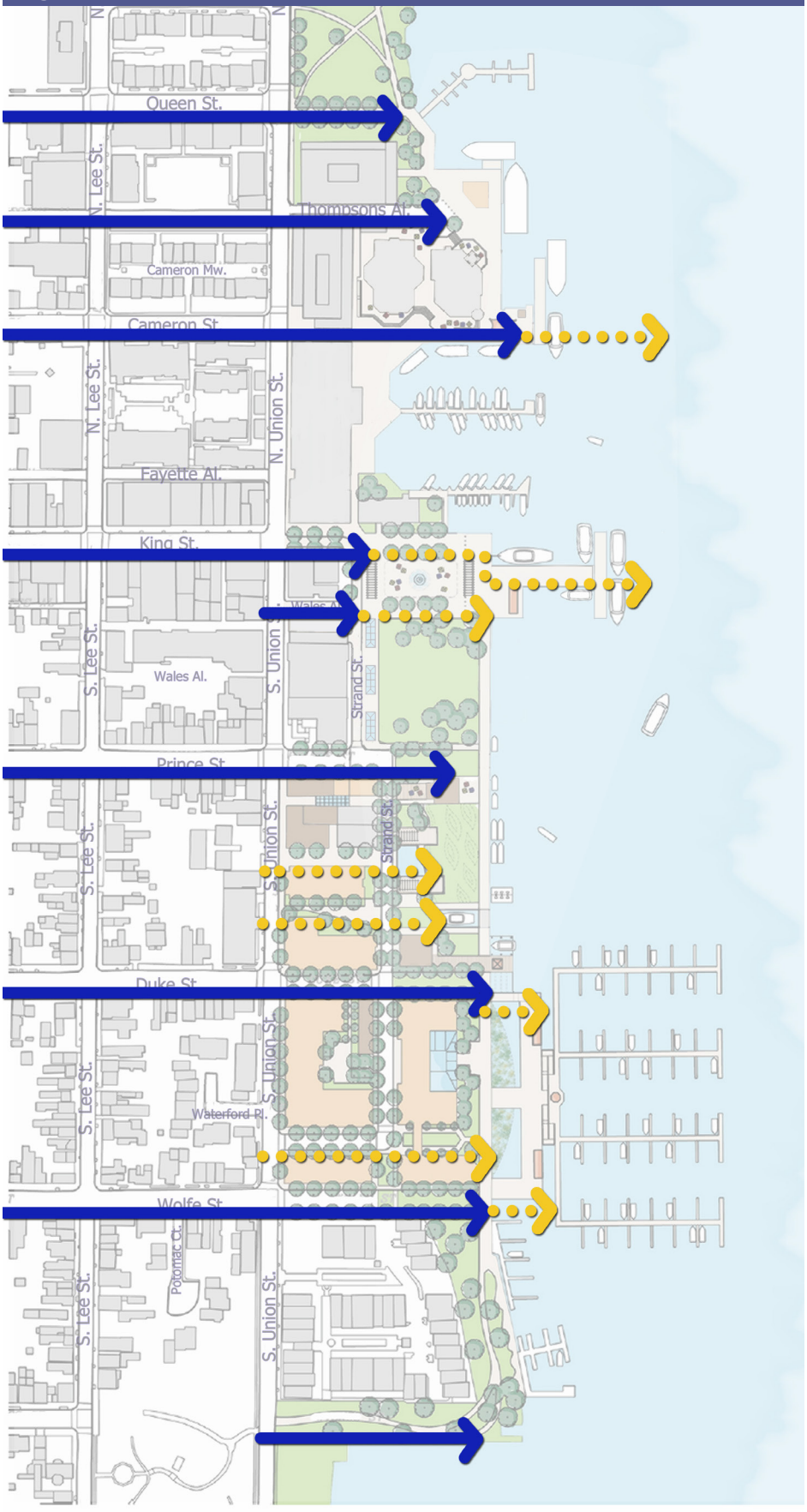


Figure 7b: Connections - South Section



Alexandria Waterfront Plan - Goal Statements

1. Authentic:

Create a unique Waterfront identity that is grounded in the City's history.

- Celebrate and honor the broad history and culture of the Alexandria Waterfront from prehistory to now.
- Respect the scale and character of Old Town.
- Protect identified historic resources, archaeological resources, and cultural resources, including buildings and sites.
- Adaptively reuse identified historic buildings.

2. Connected:

Increase and improve access to the public spaces of the Waterfront. Pedestrian connectivity along the Waterfront should be continuous.

- Create continuous pedestrian access along the entire Waterfront.
- Provide continuous north-south bicycle access.
- Enhance visual cues and sight lines for pedestrians, bicycles, and vehicles on all grid streets and alleys and increase accessibility for pedestrians, bicycles and, as appropriate, vehicles.
- Create connections to the Waterfront from Metro stations.
- Increase the capacity for access to Alexandria by boat.
- Encourage tourism, commuting, and leisure travel by boat between Alexandria and other regional waterfront destinations.

3. **Inclusive:**

The Waterfront is, and should continue to be, a citywide resource to be enjoyed by all Alexandrians.

- Ensure public access to the entire Waterfront.
- Provide a variety of activities for people of all ages and cultures.
- Link the Waterfront to Alexandria neighborhoods.

4. **Dynamic:**

Maintain a living, active Waterfront that is a destination that attracts all Alexandrians and visitors and should be integral to the visitor experience in Alexandria.

- Expand services and activities for visitors.
- Increase the use, frequency, and effectiveness of public spaces for gatherings and events.
- Emphasize art and history in each new initiative along the Waterfront. Utilize art and history as a unifying element.
- Strengthen the reputation of the area as a regional and national visitor destination by adding uses that complement existing retail, office and tourist attractions.

A Plan for the public realm...

Public spaces comprise the majority of land along the waterfront and appropriately receive the most attention in this Plan. In concert with previous waterfront plans and with input from Alexandrians over the past two years, this Plan emphasizes the value of the waterfront's public spaces: parks, plazas, promenades, trails, marinas and piers, streets and alleys. The Plan also importantly recognizes the significance of the land, largely created with fill over the course of Alexandria's history, that now makes up our public waterfront open space. Opportunities exist for interpreting the historic wharves that existed in these areas throughout the waterfront's preindustrial history. Several goals and objectives for the waterfront speak to expanding, enhancing and maintaining public access and spaces. The Plan's principles for the public realm are as follows:

- There will be a net gain of public space within the planning area.
- There will be continuous public access along the waterfront. Such access will be in the form of parkland and public space as reflected in Figure 8.
- View corridors, when possible, will be strengthened. Alleys should be retained or reopened where feasible, as illustrated by Figures 7a and 7b.
- Existing parks and open spaces will be protected and enhanced.
- New public spaces should add variety to those that already exist and provide locations for locally-desired activities.
- Natural systems will be integrated in an ecologically sustainable manner, and educational opportunities will be provided when possible.

Alexandria Waterfront Plan - Goal Statements (Continued)

5. Variety:

Provide a variety of uses, themes, activities, and experiences along the Waterfront.

- Create a diverse scale of spaces along the Waterfront.
- Offer activities and features that delight a diverse range of visitors.
- Provide a range of shoreline treatments and types that offer diverse ways to interact with the water.

6. Manageable:

Improve the Waterfront's vehicular and pedestrian circulation.

- Minimize pedestrian and vehicle conflicts.
- Increase way-finding for residents and visitors.
- Ensure adequate parking throughout the Plan area.
- Maximize underutilized parking opportunities elsewhere in Old Town.
- Promote use of designated pick-up and drop-off areas for motorcoaches.

7. Sustainable:

Ensure that the Waterfront is able to sustain itself economically, environmentally and operationally.

- Create revenue, initiate new partners, and leverage other resources that can be applied for enhancing and maintaining public open space and other public infrastructure.
- Maximize the utilization of existing resources.
- Generate sufficient net new tax revenue from new waterfront economic activities to pay for waterfront capital plans and ongoing parks and facilities maintenance
- Identify opportunities for satellite public facilities to provide onsite Waterfront maintenance, security and emergency services.
- Protect the existing amount of open space and, if possible, expand it.
- Ensure that Waterfront development presents Alexandria as an Eco-City.
- Integrate and activate natural systems and processes throughout the Waterfront.
- Identify opportunities for environmental education features.
- Use innovative and creative ideas for flood protection.
- Improve public health (including mental health) through opportunities for active living.
- Allow historic character and scale to influence new development opportunities.

- Facilities for waterfront and marina operations, maintenance, and security will be provided.
- Wayfinding and interpretive signage, to include names of historical figures, quotations, markers of significant places or events, or other creative implementation features, which facilitate access and add visual interest to the waterfront should be incorporated into all designs for improvement or redevelopment.

The waterfront planning area contains a number of public parks which are an important community asset and major elements of the public realm. Two parks are currently approved for renovation: Jones Point Park, a 52 acre facility at the southern end of the planning area near Woodrow Wilson Bridge, and Windmill Hill Park, a 3.5 acre park, also at the southern end of the planning area. The Plan recommends completing these renovation plans, which will work in concert with a redeveloped waterfront through improved facilities on-site and by enhancing connectivity of these parks to other parts of the waterfront. This Plan also calls for several other parks in the planning area to receive some measure of renovation and/or beautification, along with conservation and programming. Equally important is strengthening the connections among parks by completing the continuous pedestrian walkway and providing unifying elements such as art, history and recreational features.

Alexandria Waterfront Plan - Goal Statements (Continued)

8. **Compatible:**

Ensure that future development in the Waterfront respect the existing residential neighborhoods.

- Protect existing residential neighborhoods from excessive noise and traffic.
- Offer activities and features that delight a diverse range of visitors.
- Meet the needs of residents for open space, recreation and outdoor dining.

9. **Permeable:**

Enhance vistas of the water from surrounding areas and of the Waterfront from the river.

- Create overlooks with views to the water and to the City.
- Explore piers, especially where east-west streets meet the river.
- Preserve and enhance view corridors to the water, including historic streets and alleys.
- Create a system of visual elements to draw people to the water.

10. **Creative:**

Be bold, visionary, realistic, informative and offer surprises along the way.

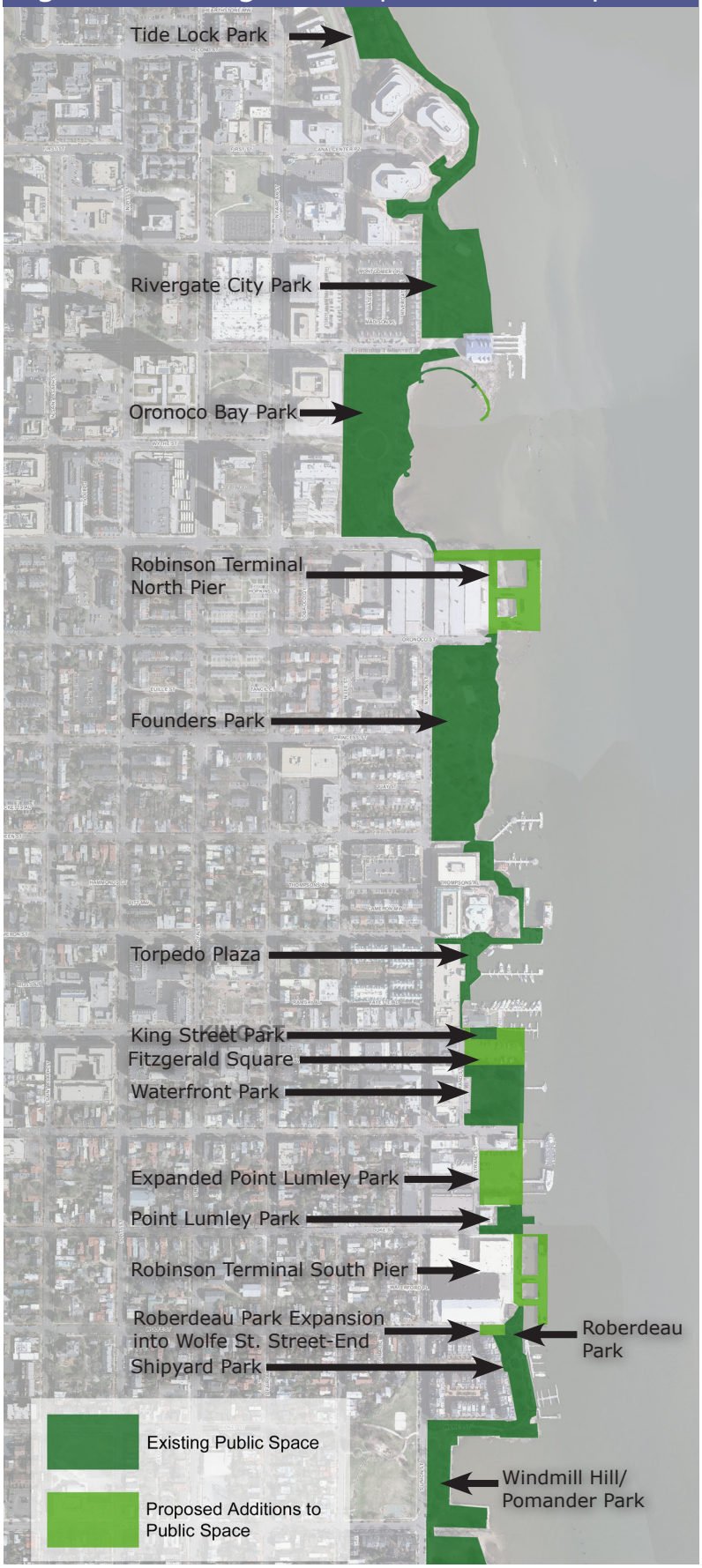
- Offer a variety of locations where the public can become engaged with each other, art, artists and history.
- Offer participatory opportunities for people of all ages.
- Use art and history to tell the unique story of people and experiences.
- Provide flexible spaces that could be used for multiple activities.
- Make the Waterfront an example of design excellence.

Alexandria Waterfront Parks
(Existing within Plan Area - From North to South):

- Daingerfield Island – north end of planning area
- Tide Lock Park, North of Rivergate Park on the Potomac River
- Rivergate City Park, Madison Street and the Potomac River
- Oronoco Bay Park, 100 Madison Street
- West's Point Park, 1 Oronoco Street
- Founders Park, 351 North Union Street
- Torpedo Plaza, east side of the Torpedo Factory
- King Street Park, Foot of King Street
- Waterfront Park, 1A Prince Street
- Point Lumley Park, Duke Street and the Potomac River
- Roberdeau Park, Wolfe Street and the Potomac River
- Shipyard Park, Wilkes Street and the Potomac River
- Pomander Park, 600 South Union Street
- Windmill Hill Park, 501 South Union Street
- Jones Point Park - south end of planning area

In keeping with the above principles, the Plan adds 1.85 acres of public parks (by expanding King Street Park into Fitzgerald Square and by expanding Point Lumley Park and Roberdeau Park), 1.2 acres of public space (creating pedestrian-oriented plazas in the unit blocks of King Street, Prince Street, and Duke Street as well as two new public piers) and 2.5 acres of public space on the three redevelopment sites. There is a greater emphasis on activities for families, especially in Oronoco Bay Park and the connected trio of parks from King Street to Duke Street: Fitzgerald Square, Waterfront Park, and Point Lumley Park. Services for park users, including restrooms, bicycle racks, and game/equipment rental, are provided in Point Lumley/Waterfront Park and Oronoco Bay Park, as are facilities for park operations and maintenance. Through public action and private redevelopment, the Plan removes the remaining gaps in public access to the water. Figures 9a.- 9d. illustrate the addition of public space on public lands.

Figure 8: Existing and Proposed Public Space



Additionally, the Plan recognizes and supports the cultural and institutional facilities within the waterfront planning area that support its current and future viability as a visitor and destination center. From south to north: The Athenaeum Fine Arts Museum; the Ramsay House; and the Carlyle House border the Plan area to the west; The Torpedo Factory Art Center, including the Archeological Museum, Art League, and the History Center and Museum Store; and Seaport Foundation are included within the Plan area; and the MetroStage, straddles the Plan boundary in North Old Town. Existing public art along the waterfront includes Promenade Classique in Tide Lock Park, which is a series of fountains and terraces combined with classically inspired sculpture. In each case, it is important to seek to retain these community assets within or near the planning area, for they not only help tell the story of the waterfront's rich history and the important role it has played in the City's growth, but are also a critical part of the daily life of the waterfront today, and they help connect and enhance the public realm. When these cultural facilities are joined together with others located just a couple blocks west, they create a cultural system that can broaden the visitor experience while enhancing the overall quality of life for residents.

Figure 9a: Existing Open Space in the Core Area



Existing Open Space
in the core area:

1. King Street Park: .15 ac.
2. Waterfront Park: 1.4 ac.
3. Point Lumley Park: .6 ac.
4. Roberdeau Park: .20 ac.

Total: 2.35 acres

note: areas are approximate

Figure 9b: Proposed Park or Plaza Public Space in the Core Area



Proposed Park or Plaza
Public Space:

1. Redesigned/Landscaped Waterfront Park : 1.4 ac.
2. Fitzgerald Square: .90 ac.
3. Expanded Point Lumley Park: 1.6 ac.
4. Roberdeau Park with Expansion into Wolfe Street Street-End: .28 ac.

Total Additional: 1.83 acres

Total: 4.2 acres

note: areas are approximate

Figure 9c: Proposed Park, Plaza, or On-Pier Public Space at Full Build-out in the Core Area



Proposed On-Pier
Public Space (At Full Buildout):

1. King Street Pier: .40 ac.
2. Cameron Street Wharf: .30 ac.

Total Additional: .70 acres

Cumulative
Total Additional: 2.55 acres

Total: 4.9 acres

note: areas are approximate

Figure 9d: Proposed Park, Plaza, On-Pier, or Pedestrianized Street Public Space at Full Build-out in the Core Area



Proposed Pedestrianized Street
(At Full Buildout):

1. King St. Street-End: .10 ac.
2. The Strand: .20 ac.
3. Prince St. Street-End: .15 ac.

Total Additional: .45 acres

Cumulative
Total Additional: 3.0 acres

Total: 5.35 acres

note: areas are approximate

A Plan for redevelopment...

Consistent with an emphasis on the public realm, this Plan identifies only a few redevelopment sites (Figure 10): Robinson Terminal North, Robinson Terminal South, and the Cummings/Turner properties in the 200 block of South Union Street. These properties have been anticipated to redevelop for many years. This Plan provides additional guidance for redevelopment of those parcels.

The two Robinson Terminals and the Cummings/Turner block can be redeveloped under current zoning. Both the Cummings/Turner block and Robinson Terminal South are located within the Old & Historic District and contain several buildings that are among the most historic on the waterfront. Adaptive reuse provides an opportunity to add some desired activities and reclaim the historic vibrancy of the waterfront. In addition, Alexandrians said that the new uses on the limited number of redevelopment sites should:

- welcome the public by providing accessibility and activity;
- be of a scale, type, and character compatible with, and evocative of, Old Town Alexandria;
- reflect through design the history and nature of the place on which redevelopment occurs; and
- focus new activities, such as cultural institutions and outdoor dining, in The Strand area.

The Plan recommends that any private development in the planning area be subject to design standards and guidelines approved for the waterfront. Private development should not, in any case, be of a type or design which inhibits public access or creates an uninviting disconnect at any point on the water. Any new development must be compatible with the goals of this Plan.

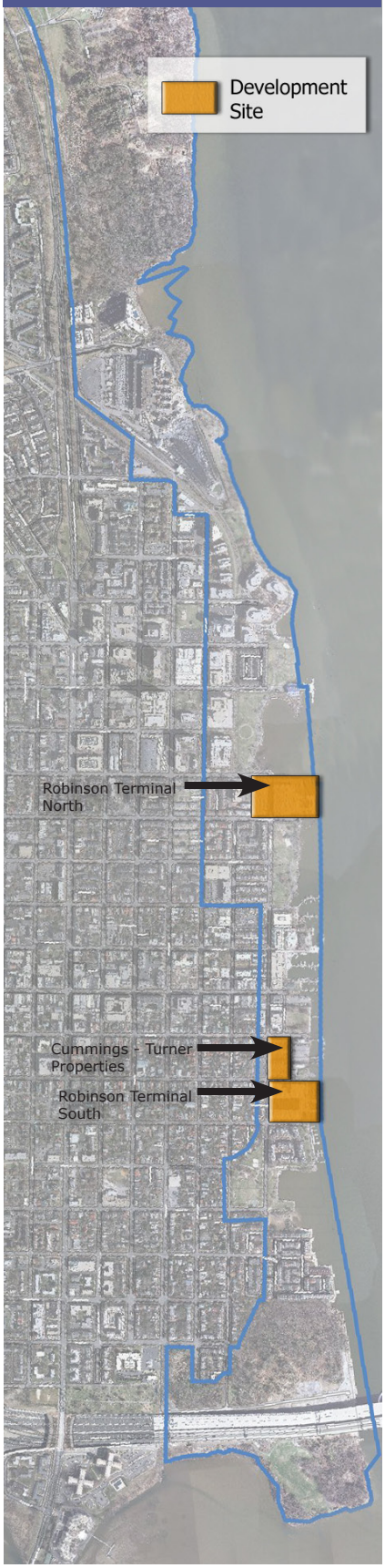
Design elements, New York NY



Tensile shade structure



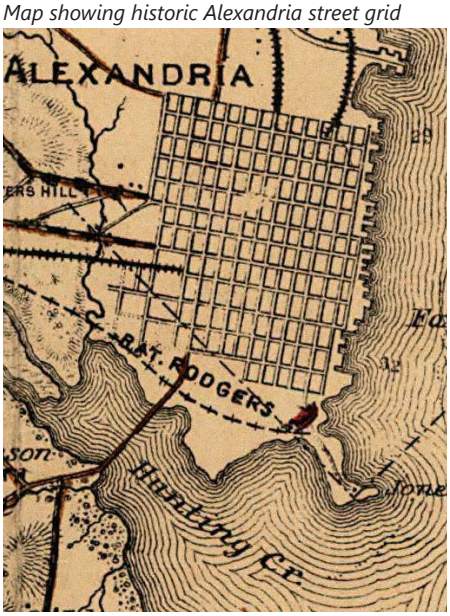
Figure 10:
Development Sites



A Plan which creates systems that work…

The need for improved facilities to support the waterfront, including marina operations, maintenance, security, as well as public restrooms, has been a concern of many of the residents. Multiple areas have been identified in the Plan which can serve these functions and provide valuable facility space which is accessible, manageable, and compatible with the overall fabric of the waterfront. The Plan recognizes that increases in such services will likely be required as the Plan's vision for the waterfront becomes more fully realized. Implementation must be monitored vigilantly, and the area periodically evaluated on its level of service, and of the public's perception of its success.

Map showing historic Alexandria street grid



Design details on walkway, Beaufort, NC



Environmental Sustainability

Environmental sustainability is critical to the future of a vibrant and organic waterfront. For Alexandria's waterfront this means attention to: (a) shoreline protection, (b) flood plain, flood mitigation and sea-level rise; (c) safeguarding resource protection areas; (d) improving combined sewer outflow systems; (e) monitoring related environmental challenges; and (f) continuing to implement the City's Green Building Policy.

Shoreline Protection

The Plan addresses the need to improve the condition of Alexandria's shoreline: to naturalize it where possible, to improve the condition and function of seawalls, and to reduce the need for dredging and debris removal. Other green space features, such as natural swales, rain gardens, bioretention areas, and geographically appropriate plantings, will beautify the environment and create a better organized arrangement of green infrastructure.

Vegetative Green Roof



Cromley Lofts, a Green Building in Old Town



Flood Plain, Flood Mitigation, and Sea-Level Rise

Much of the waterfront planning area is subject to flooding from the Potomac River. The area is affected by twice-daily tidal fluctuations, as well as occasional storm surges and heightened water levels caused by runoff from the upstream watershed. The lowest portion of the waterfront, located at the foot of King Street, experiences street flooding at least once a month. A significant portion of the waterfront planning area is within the 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA). Furthermore, there is a consensus in the scientific community that sea levels, and thus the level of the Potomac River, will rise in the next 100 years. These issues present a challenge to both the present and any future redeveloped state of the waterfront. Therefore, good floodplain management practices, as well as flood mitigation measures are integral to the Plan.

In terms of floodplain management, construction within the FEMA-mapped floodplain is subject to the requirements of the Floodplain Ordinance (zoning ordinance, section 6-300). The core principle is that any new or substantially improved construction within the floodplain must have its first floor at or above the 100-year water-surface elevation. Lower floors may be used for parking, storage, or entry, but not for habitation, cooking or food storage. Below grade floors are not allowed for residential structures.

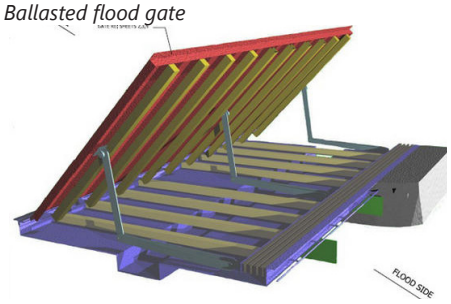
Flooding on The Strand and in Waterfront Park



Flooding at the foot of King Street



Ballasted flood gate

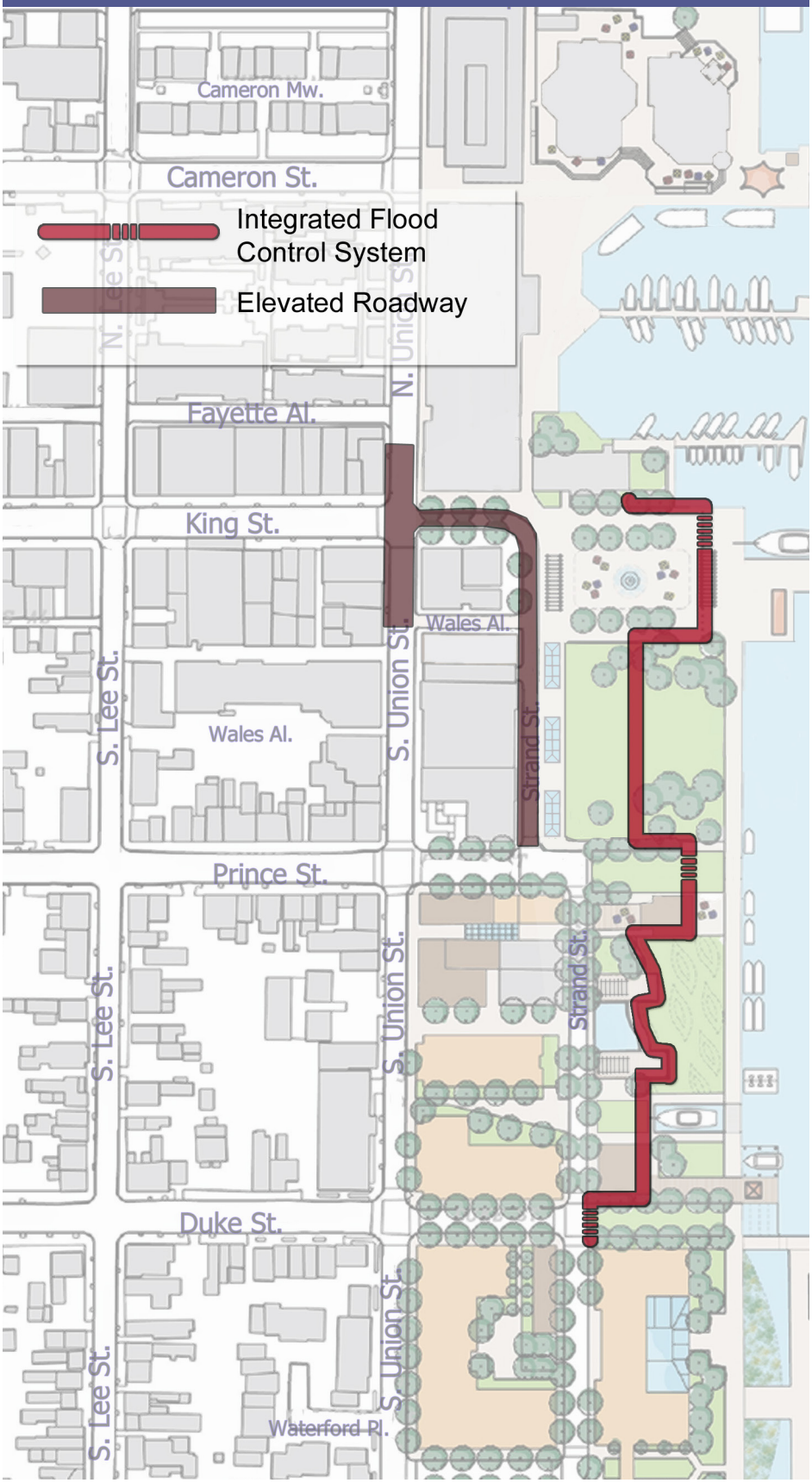


Additionally, the City has undertaken the Potomac River Waterfront Flood Mitigation Study to identify specific flooding problems and their causes, identify and evaluate solutions, and recommend the most effective solutions. The Potomac River Waterfront Flood Mitigation Study was coordinated with the waterfront planning effort and its project area generally conforms to that of the Plan.

The Potomac River Flood Mitigation Study considers several key water-surface elevations, including the nuisance level (4.0 feet NAVD88, 1.5-year return period), the intermediate level (8.0 feet NAVD88, 30-year return period), and the extreme level (10.2 feet NAVD88, 100-year return period). Through the course of the study, the elevation of 6.0 feet NAVD88, which has a return period of 10 years, emerged as the most cost-beneficial level of protection. Mitigation measures to achieve this level of protection would be required in two locations: at Robinson Terminal North when it redevelops, and from the Old Dominion Boat Club to Robinson Terminal South.

The recommended solutions identified in the study to address flooding include structural measures, such as a combination floodwall/pedestrian walkway at an elevation 6.0 feet NAVD88, elevating the street level for the unit block of King Street and portions of Union Street and The Strand and adding drainage improvements and a pumping system for this area to prevent flood waters from coming up through the storm drains, dry flood proofing individual buildings, and incorporating berms into landscaping. It also includes non-structural measures such as enhancing the existing sandbag program, encouraging internal relocation of goods and valuables, and strengthening the floodplain and zoning ordinances. Some of the recommended mitigation actions are ones which individual property owners and tenants will implement themselves, while others are City government efforts.

Figure 11: Integrated Flood Control System Concept



The Plan recommends a modified version of the elevated walkway approach in the flood study. An elevated walkway at the shoreline would obstruct views and isolate Alexandrians from the Potomac River, which is undesirable. The Plan recommends integrating the flood protection of the elevated walkway into building walls and park walls and into landscaped berms, and to use automated floodgate systems at the three affected street-ends (King Street, Prince Street and Duke Street) to provide protection when needed and to reserve views at all other times. This integrated system is depicted in Figure 11.

Concerning projected sea-level rise, historical data indicate that there has been approximately 1 foot of sea-level rise experienced in the tidal Potomac over the past 100 years. The scientific consensus is that this rate of rise will continue and likely accelerate over the next 100 years. Data have been extracted and downscaled from an ensemble of global circulation models accepted by the International Panel on Global Climate Change in 2007. These models predict that Alexandria's Potomac waterfront will experience sea level rises of 2.3 to 5.2 feet by 2100. There are other credible predictions of more feet of sea level rise by 2100. The Plan's recommendations balance the need for near and long-term flood protection, costs, day-to-day quality of life, and concern about impacts on the fabric of a historic city.

Resource Protection Areas

Resource Protection Areas (RPAs) consist of a 100 foot buffer area measured from the top of bank of a tidal shore, a tidal or non-tidal wetland, or a water body of perennial flow. In the case of the waterfront planning area, the tidal shore or wetland to which it is adjacent is the Potomac River and its tributaries. The 100 foot buffer – between active uses on the land and the adjacent water body – functions to remove pollutants collected from storm flows passing over it, thus intercepting pollutants from ultimately reaching the Chesapeake Bay.

Any new development under the Plan must comply with the City's RPA regulations and stormwater management requirements. Requirements for RPAs are set forth in the City's Environmental Management Ordinance (Chapter 13 of the Zoning Ordinance) under the State of Virginia's Chesapeake Bay Preservation Act. Within the 100 foot buffer redevelopment is generally restricted as follows:

- no increase in impervious surface cover;
- no further encroachment within the RPA; and
- proposed redevelopment must be consistent with the City's Master Plan.

Proposed redevelopment must comply with the City Code with respect to erosion and sediment control (Section 5-4-1 et seq.) and the applicable stormwater management requirements in Sec. 13-109(E) as well as stormwater management requirements of state and federal agencies.

Combined Storm Water System

Old Town is served by a Combined Sewer System which is operated under a permit from Virginia Department of Environmental Quality. In addition, storm water outfalls are regulated under a Municipal Separate Storm Sewer System permit. New regulations such as Chesapeake Bay TMDLs (Total Maximum Daily Load) for nutrients and sediments, and Hunting Creek Bacteria TMDLs will potentially require new capital improvements, i.e grey-infrastructure such as storage/retention tanks or storm water facilities in this area. This work, if required by the permits, will most likely be sited in the areas of Oronoco Bay Park, or near Jones Point. Additionally there may be new storm water outfalls needed along the waterfront as part of any sewer separation project required. Beyond meeting any future regulatory and permit requirements, the Environmental Action Plan 2030 calls for eliminating the impacts of the CSOs which requires similar storm water and Combined Sewer System improvements. As the waterfront redevelops, the planning and implementation phases will need to address these regulatory challenges.

The environmental regulatory challenges above will affect redevelopment throughout the waterfront planning area. Additional environmental considerations can be found in Chapter 3 where specific Plan areas are discussed.

In response to concerns, the City confirms that new development will not increase the amount of sewage going into the Potomac River, or increase the likelihood that sewage will go into the river. All of the redevelopment sites are served by a separate sanitary sewer which runs directly to the Alexandria Sanitation Authority facility. This separate sewer line has considerably more than enough capacity to meet the needs of proposed waterfront area development.

Monitoring Related Environmental Challenges

Natural Stormwater Retention Design



There are a number of other environmental concerns of which the waterfront planning process is mindful and which will impact implementation of the Plan's recommendations. These concerns stem from current or former uses and older infrastructure still in use. Redevelopment presents an opportunity to pursue environmental best practices throughout the planning area, as much of today's waterfront was implemented before many of these practices were expected.

These challenges and opportunities include:

- eliminating contamination due to coal tar migration into the Potomac River near Robinson Terminal North;
- enhancing RPA buffer areas and stormwater best management practices along the waterfront to improve water quality entering the Potomac River; and
- continuing to work with the GenOn Energy Plant to reduce fugitive and stack emissions to further improve local air quality.

These issues are being addressed outside the waterfront planning effort but will be coordinated with implementation of the Plan.

Green Building Policy

In 2009, the City adopted its Green Building Policy which requires all developments requiring a Development Site Plan or a Development Special Use Permit to acquire a Leadership in Energy and Environmental Design (LEED) Silver or equivalent rating for non-residential development or a LEED Certified for residential development. In assessing compliance with the LEED standards, consideration is given by the City to priority elements included within the project's design that: (a) enhance energy efficiency; (b) promote water conservation and reduce stormwater runoff; and (c) reduce the overall carbon footprint of the development. More information on the City's Green Building Policy can be found on the City's website at http://www.alexandriava.gov/GreenBuilding.

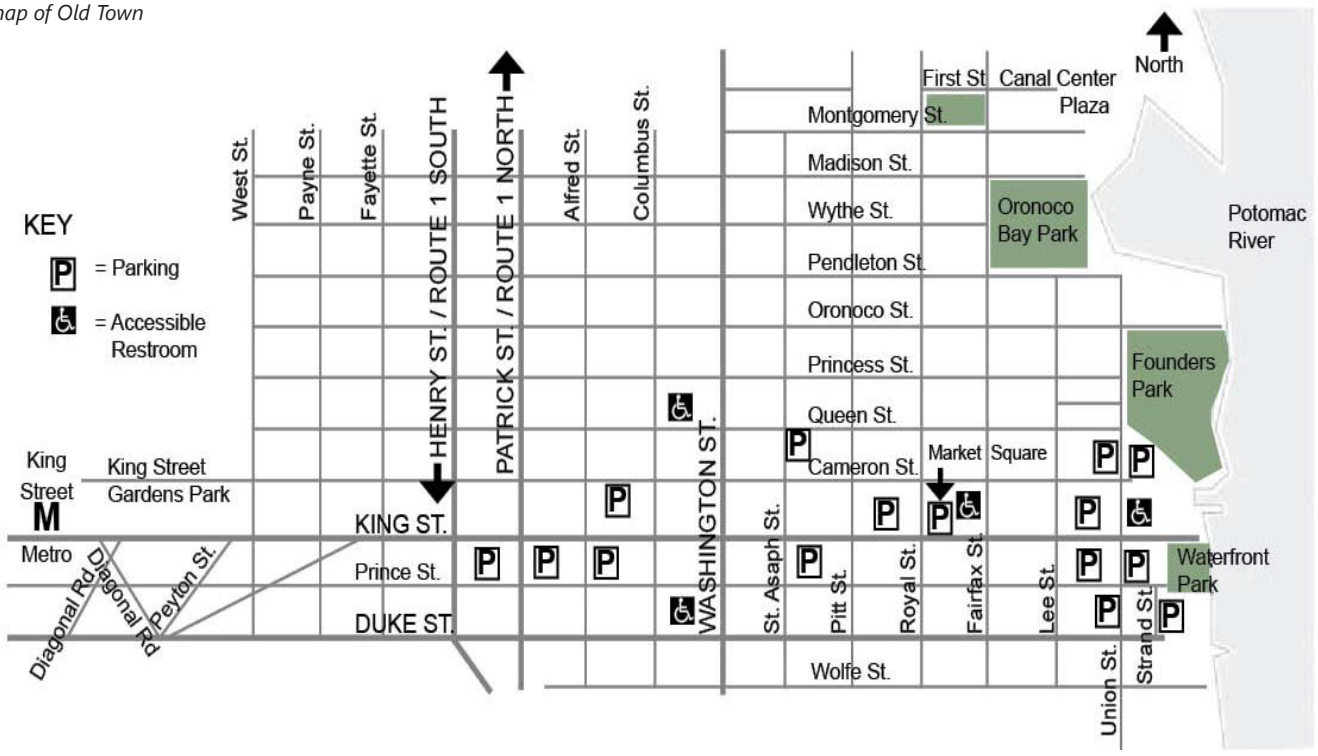
Circulation and Parking

One of the most important elements in the Plan in terms of systems that work is parking. Chapter 4 of the Plan provides an overview of the area's multi-modal transportation and circulation systems and recommendations for anticipating and addressing potential impacts, including vehicular and pedestrian congestion; handicapped accessibility; and it also includes a parking inventory and a parking management strategy to ensure adequate parking remains available throughout the implementation of the Plan

Economic Sustainability

Financial and operational issues are also critical elements to the long-term sustainability of the waterfront. The Plan expects needs to evolve over time, especially at the marina. Strategic phasing of the marina will be a key component in management of the financial expenditures laid out in the Plan. As well, a comprehensive approach to funding will be required in order to properly fund both initial and phased overall improvements and their maintenance over time. Chapter 5 further identifies specific costs and potential sources of revenues, as well as the Plan's recommendations in approach to its overall implementation.

Parking map of Old Town



3 *Character and Theme Areas*

The Waterfront Small Area Plan (Plan) planning area extends approximately 3 miles, from Daingerfield Park in the north to Jones Point Park in the south. However, the focus of the Plan is the "core area" between Canal Center Plaza in the north and Windmill Hill Park in the south because both Daingerfield Park and Jones Point Park are under the jurisdiction of the National Park Service. Additionally, the GenOn Energy, Inc. power plant is anticipated to close in October 2012. The future use of that site will be addressed as part of a separate community-based planning effort.

This chapter ties the theme areas identified in the Alexandria Waterfront Art Plan (Art Plan) and the Alexandria History Plan – A Living History (History Plan) with character subareas located within the core area. The Plan's recommendations for these subareas take into consideration the recommendations for these same subareas found in the Art Plan and History Plan. The primary goal of this chapter is to, as recommended by the History Plan, create a system of north-south pedestrian circulation which is linked and anchored by a series of cultural elements and thematic areas (See Figure 1: Arts and Culture Theme Areas in the Executive Summary).

One key component of all the character areas is a continuous walking path adjacent to the riverfront. The idea, which has been a fundamental precept in waterfront planning for decades, is reinforced in the Plan to strengthen connectivity and access. Consistent with previous plans and settlement agreements, this Plan concurs that the walkway should be a minimum of 25 feet in width. Moreover, the walkway should incorporate the vision of an Art Walk as reflected in the Art Plan and it should include appropriate paving, lighting, railing, and other amenities to create a sense of continuity, identity and character. As the signature element of the Art Plan, the Art Walk both expresses and transcends each of the art/history geographic themes and seeks to "unify Alexandria's waterfront experience by establishing a continuous walking path along the Potomac River with a wide variety of public art inspired by Alexandria's rich history, culture and natural beauty." The Plan includes the continuous walkway as a stated in recommendation 3.4, along with recommendations below relating to the Arts and History Plans.

RECOMMENDATIONS: :

3.1: First and foremost, The City should take proactive measures to retain, enhance, and strongly promote existing cultural institutions on the Alexandria waterfront as the Plan is implemented, including the Seaport Foundation, the Art League, the Alexandria Archaeology Museum, the Torpedo Factory Art Center, and others.

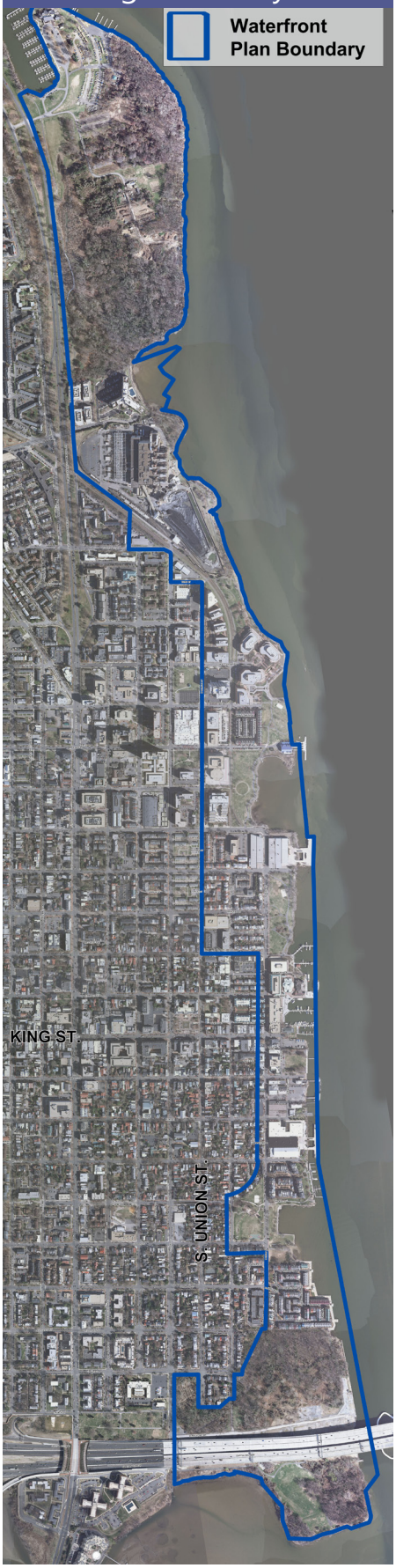
3.2: The parks and public spaces of the waterfront should be considered an integrated system and should have a holistic design vision.

3.3: As the Plan is implemented, the City should take proactive measures to attract new cultural institutions on the Alexandria waterfront that complement its history and existing cultural institutions.

3.4: Create a continuous waterfront public space of at least 50 feet and preferably 100 feet or more to comply to the greatest degree possible with Chesapeake Bay Preservation Act guidelines and to better achieve the goals of the Eco-City Charter. There shall be a continuous waterfront walkway with a minimum width of 25 feet or wider, where appropriate.

3.5: Inscribe historical quotations along the pathway where appropriate.

Figure 2: Waterfront Planning Boundary



3.6: Emphasize the use of local paving and plant materials that may have historical precedent.
3.7: Add where appropriate materials such as glass, oyster shells, coral, fish bones, colored stones etc. as aggregate to the paving material and to reflect past activities occurring in a given area.
3.8: Incorporate in-pavement lighting where appropriate.
3.9: Make the path ADA compliant.
3.10: Keep the bike path and the walkway separate to the greatest degree possible.
3.11: Funding by the Plan for art and history should reflect the importance of these elements to the overall Plan.

In addition to the proposals for art and history, the Plan makes recommendations to address the functional requirements of managing and maintaining high quality waterfront public space throughout the Plan area. Many of these recommendations will require further study in regard to specific maintenance needs for the public spaces; however, the Plan provides a variety of options for services such as park equipment and public restrooms. More information pertaining to the requirements of maintenance, storage, and public facilities can be found in Chapter 5: Implementation.

Aerial View of the Tide Lock and Canal Center



Light display, Roppongi Hills, Tokyo, Japan



"Urban Light," Chris Burden, Los Angelas, CA



Gateway North/ Canal Center

- Illumination -

The Arts and Culture theme for this area is *Illuminations* and it denotes light, recognizing that it has been the location of electrical companies and lighting can be utilized as a form of art to highlight this area and other cultural areas along the water.

The Northern Gateway area extends from Third Street/Bashford Lane southward to Montgomery Street. It includes MetroStage, TransPotomac Plaza, Canal Plaza, Tide Lock Park, and the Crowne Plaza Hotel. While no changes are proposed for Metro Stage, TransPotomac Plaza, and Canal Center, the City has met with a Crowne Plaza Hotel representative to discuss ways to possibly incorporate streetwall elements into the site. The Crowne Plaza Hotel is a suburban tower development, surrounded by parking and located on a full block extending from First and Montgomery Streets between North Fairfax Street to the Mount Vernon Trail. Proposed changes to the streetwall could make it more urban and pedestrian friendly. Such changes might include liner units wrapped around the parameter of the site with added hotel accessory space, possibly at the northeast corner.

Quotations from the Art Plan relating to the Northern Gateway/Canal Center

"During Alexandria's first half century . . . Your path would be lit only by the meager light from your own lantern and by the kindness of strangers – candles or oil lamps in the windows of the wakeful and in the taverns that you passed." Diane Riker in August 2010

"In Alexandria, the lamplighter ' goes round at dusk with a light ladder in [his] hands by which [he] ascend[s} the lamp post and set[s} fire to the lamps . . . tenaciously fixed on top of a high post, out of reach, so that disorderly persons may not have it in their power to extinguish them.'" Sketches of History, Life and Manners in the United States, Ann Royall 1826

"The [gas] light is steady and brilliant. Large numbers of our citizens turned out to see the 'lighting up' – and all were pleased to see the success exhibited." Alexandria Gazette in October 1851

The Art Plan speaks of Alexandria's early years when the City paid a lamplighter to walk the streets at dusk and, one by one, hand light the public oil lamps. In 1851, the Alexandria Gas Light Company became the source of illumination.

Embracing this theme of Illuminations, the Plan recommends the following in this area:

3.12: Commission and install public art in this area using light as an integral element and inspired by the suggestions of the Art Plan, such as using solar collectors and working with the owners of Canal Center and the energy plant to build a private/public collaboration as an alternative energy/public art project.
3.13: Establish a cultural anchor on the northern end of the Art Walk by tying park activities into cultural facilities.
3.14: Increase outdoor seating.
3.15: Continue discussions with Crowne Plaza Hotel representatives on the possible incorporation of urban design elements to the site to make it more pedestrian and urban friendly. See also pages 84 and 85.

Promenade Classique



View from Potomac River toward Tide Lock Park



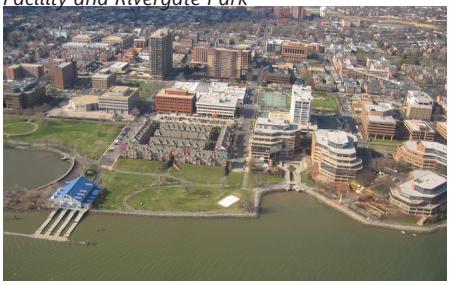
View from Potomac River toward Rivergate Park



Tide Lock in use during the Civil War



Aerial view of the City Rowing Facility and Rivergate Park



Tide Lock Park and Rivergate/Rowing Facility

- Ambitions -

The Arts and Culture theme for the next two areas, namely, Tide Lock and Rivergate Parks is *Ambitions* and represents Alexandria's early ambitions as the gateway from the Ohio Valley and the West to the world. It celebrates the engineering accomplishments of the Alexandria Canal and the aqueduct bridge and will note the City's efforts to act as the transition port between sea, canal, road and rail and will address Alexandria of the 1820s-1850s period.

Tide Lock Park
Ambitions

Where Montgomery Street meets the Potomac River, there is a small cove to the north and at the center is the recreated Tide Lock No. 1 of the Alexandria Canal that operated from 1843 to 1886. It is adjacent to parkland and the existing walkway. A maritime museum on the site was not successful in attracting visitors and was closed. Due to a lack of programming, marketing, wayfinding, as well as its isolated location, the Tide Lock itself is not well-visited. The surrounding Canal Center Plaza creates an amphitheater-like space suitable for interpretive programming, music, and other performance arts. A temporary stage could be erected on or near the Tide Lock for performances. The Tide Lock, when filled with water, could be programmed with play features for children, water-related art pieces, or historic elements; a reconstruction of a canal boat would help further understanding of the role of the canal in Alexandria's economic history.

The cove itself is suitable for canoe and kayak launching due to its depth, location away from other boating activity, and nearby parking. There is a small observation area at the end of Montgomery Street that may be modestly enhanced for the comfort of the visitors who come for the excellent views and where additional historic interpretation would be suitable. The foot of Montgomery Street has been identified as a kayak and canoe loading unloading area only; trailer parking is not recommended for this location. Parking for trailerless vehicles is available in nearby parking garages or on-street spaces.

Kayak stand on the Baltimore Harborfront



Recommendations:

3.16: Establish Tide Lock Park as the gateway to the Art Walk, with in-pavement lighting and signage to distinguish the Art Walk from the bike path.

3.17: Increase programming of the park, focused on history and the arts (including performances).

3.18: Consider additional physical elements that explain or evoke the importance of the canal site in the City's history. Replace and augment the existing interpretive signage as recommended by the History Plan.

3.19: Take greater advantage of the tide lock basin as an interactive water feature. Incorporate glass to evoke the City's glassmaking history. Commission an artistically engineered bridge over the canal.

3.20: Provide a location for the public to launch (or land) canoes, kayaks, and other self-propelled watercraft at Rivergate Park or through joint-use of the City-owned Dee Campbell Rowing Facility, owned and maintained by the Alexandria City Public Schools.

3.21: At the end of Montgomery Street, consider low impact hardscape options and enhance the observation area at the point, possibly with a set of steps leading down to the river and vertical elements to frame the view and possibly angled to the north to better capture views of the nation's capital.

3.22: A public boat ramp for trailered vessels is incompatible with the center of Old Town; trailered boat ramp activity should be accommodated elsewhere in the waterfront study area or nearby.

Artist's perspective drawing of Rivergate City Park, looking southwest from the foot of Montgomery St.



Rivergate City Park and Rowing Facility
Ambitions

Rivergate City Park, just south of the Tide Lock, consists primarily of lawn dotted with trees and is suited to passive enjoyment. Its paths allow walkers and runners to continue along the waterfront from Tide Lock Park to Oronoco Bay Park. Most of the park's 2.4 acres is owned by the Rivergate homeowner's association with a public access easement. The balance, about 2/5 acre in the northeast corner, is owned by the City, where there is a volleyball court.
The Dee Campbell Rowing Center, a fixture of youth and community rowing events in the City, is located just south of Rivergate Park, at the foot of Madison Street. The Center is owned and maintained by Alexandria City Public Schools for the use of the TC Williams Crew, and is also used for adult and off-season youth events held by the Alexandria Crew Boosters and Alexandria Community Rowing.

Aerial view of Oronoco Bay Park

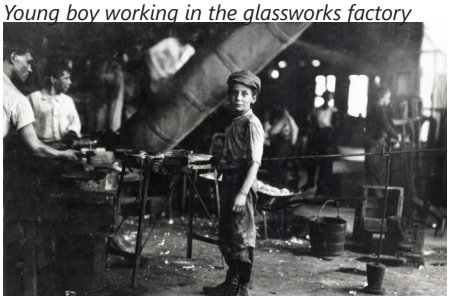


Waccabuc Ampitheatre, Beverly Pepper





Young boy working in the glassworks factory



Recommendations:

3.23: The Plan recommends only minor enhancements to Rivergate City Park. Due to limited nearby parking and proximity to residences, the current level of activity in the park is appropriate.

3.24: Maintain a strong connection to the river; re-orient the pathways so that the main "through" pathway is the one that takes visitors along the river's edge.

3.25: Provide additional plantings featuring native plants in the western half of the park, in part to subtly orient visitors toward the more public, eastern section of the park.

3.26: Commission artist-designed seating to increase enjoyment of the park's views of the river and contribute to the unique identity of Rivergate Park. Additional art elements may incorporate original tide lock stones.

3.27: Keep options open for removal/repurposing of the existing volleyball court in this location.

3.28: The Plan recommends no changes to the rowing facility. The facility should be maintained and enhanced as necessary, in order to continue its successful operation.

Artist's perspective drawing of Oronoco Bay Park, looking south toward a redeveloped Robinson Terminal North



Oronoco Bay Park

- Transformations -

The theme for Oronoco Bay Park is *Transformations*. Based on history, Oronoco Bay and West's Point should form the Northern Cultural Anchor of the waterfront, with the park offering open space and performing arts events. It should quietly evoke Ralph's Gutt, the original crescent bay, and the importance of Alexandria as a rail center starting in the 1850's.

Oronoco Bay Park comprises four acres of lawn dotted with trees between Madison and Pendleton Streets. The park features spectacular river views and grand open lawn areas. The signature element, Oronoco Bay, is a natural bay featuring shallow water, wading birds, and riparian plantings.

Figure 12: Illustrative Plan showing Oronoco Bay Park



Artist's perspective drawing of Oronoco Bay Park, looking north over a reimagined Ralph's Gutt



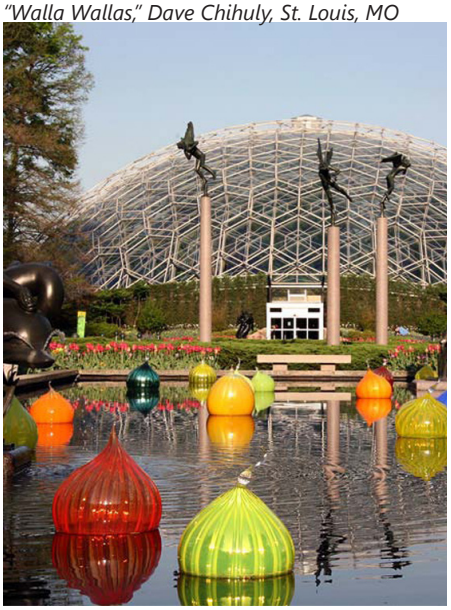
Water Sculpture, "Flowforms," John Wilkes, UK



Conceptual "Boxcar Theater"



"Walla Wallas," Dave Chihuly, St. Louis, MO



Diamond Teague Park Islands, JDLand



Oronoco Bay is rich in history, anchored as it is by West's Point at its southern edge. West's Point is the location of the City's settlement as a tobacco port in the early 18th century and is now the location of Robinson Terminal North. Oronoco Bay was originally larger than it is today, with a marshy area behind West's Point known as Ralph's Gutt. In the City's more recent history, the area was heavily industrial, with uses that included oil refining (the bay was once known as "Texaco Bay") and meat rendering. Industrial remnants exist now as environmental issues: arsenic in the bay's mud and a sewer outfall at the foot of Pendleton Street.

The park is framed on the west and south by office and warehouse buildings and to the north by a narrow parking lot and the Rivergate townhouses beyond. The Mount Vernon Trail enters the park from the northwest corner and continues along its western edge, along with railroad tracks that curve eastward to Robinson Terminal North site.

The park attracts a modest number of visitors compared to nearby Founders Park. The predominant users are the cyclists, runners, and dog walkers who enjoy the park as they move along the waterfront. Park users can also be found relaxing on the lawn or benches, or engaging in low-intensity activities such as bocce or kite-flying.

The park has also provided the location for a number of large-scale events, including the Red Cross Waterfront Festival and Alexandria's birthday celebration.

During the waterfront planning effort, Alexandrians supported higher levels of activity in Oronoco Bay Park and recommended that the park be enhanced to provide more activities for families and children, to better embody nature and history, and to better support events large and small, including weddings, family reunions, and birthdays.

The park can evolve into a more rich and diverse natural experience in the City, for both active and passive recreation. As identified by the community, a real opportunity for the park lies in improving its ability to better accommodate large events while transforming portions of the space into more natural settings.

There are also opportunities to improve the park's relationship to adjacent land uses, especially the commercial uses to the west and south. Much of the park is framed by long stretches of blank wall: the parking garages of the United Way and Sheetmetal Workers Union buildings do not engage the park, nor do the walls of the Pipefitter's building parking lot and Robinson Terminal warehouses. Uninviting access from Fairfax Street at Wythe Street further discourages entry and cuts the park off from adjacent neighborhoods.

Recommendations:

3.29: Redesign the mews between the United Way building and Sheet Metal Workers building to create a more open, visible, and safe extension of the Wythe Street viewshed toward the river. The current condition is a cluttered and dark ramble and should be a major entry to the park, complete with belvedere and orientation space at the intersection of Wythe Street and the Mount Vernon Trail.

3.30: Enliven the garage walls lining the western edge of the park with public art, lighting, and landscaping.

3.31: Re-grade the park to create a single shallow sloped lawn, creating a more flexible amphitheater-like space facing Oronoco Bay for performances and events.

3.32: Redesign the major paths into a pair of intersecting curved walks to better frame the single great lawn. One of these arcs would include the Mount. Vernon bicycle path so that users of the path would automatically traverse through the park instead of past it.

3.33: Erect a large shade structure at water's edge to provide an overlook, picnic shelter, or stage. This structure would become the focal point of the park and should be a significant work of garden architecture. It may be fitted with solar panels on the roof to provide power for small events or ceiling fans.

3.34: Create a series of terraced wetlands on the south side of the park that recapture the historic drainage swale called Ralph's Gutt. These terraces would be graded into the current ground and planted with aquatic plants which will naturally cleanse the storm water before it enters the river. Boardwalks can cross the wetlands to connect pedestrian desire lines and create opportunities for interpretive education. These wetland enhancements could involve day-lighting the storm water pipes that currently convey the water under the park to the bay.

3.35: Explore opportunities to reduce the impact of the combined sewer overflow (CSO) outfall that discharges at the foot of Pendleton Street. Options include installing a retention basin to reduce the volume of combined sewage discharged into the river during rain events and incorporating features into the proposed extension of Pendleton Street that would direct CSOs away from Oronoco Bay.

3.36: Allow a successional forest to emerge on the north side of the park, extending the natural landscape of the tidal flats to the adjoining uplands. The intent is to plant a variety of trees, shrubs, and groundcovers, and to end the practice of mowing in a small area, allowing that area to evolve naturally. This could be an excellent interpretive and research opportunity for city school children to discover the restorative power of nature.

3.37: A small children's play area is proposed, with recreation equipment and water features – uniquely designed by artists – perhaps comprised of recycled materials or even carefully screened flotsam from the river, so children will see a direct relationship to natural and cultural cycles.

3.38: Replace the existing curved boardwalk along the north edge of Oronoco Bay with one that better handles tide changes and extend the boardwalk to the end of the point to maximize views. Impacts on waterfowl breeding should be avoided, and the point should be evaluated for potential enhancement as an avian sanctuary. The Plan suggests a series of floating islands in the bay, continuing the arc created by the boardwalk and containing water-cleansing plants.

3.39: Replace the existing rip rap with a more natural and inviting shoreline treatment, to include native plants.

3.40: Retain the rail spur through Oronoco Bay Park to support railroad-themed park elements and historic railroad interpretation. The portion of the rail line on Robinson Terminal North property may not be needed when Robinson Terminal North ceases operations.

3.41: Implement the Art Walk proposal, with public art featured in several locations throughout the park. Performing arts would be emphasized with outdoor performances at the proposed waterfront stage structure and possibly a "boxcar theater." Other ideas include a sculptural picnic area, with artist-designed tables and benches, temporary sculpture exhibits around the boardwalk and sculptural elements for bird perching and nesting.

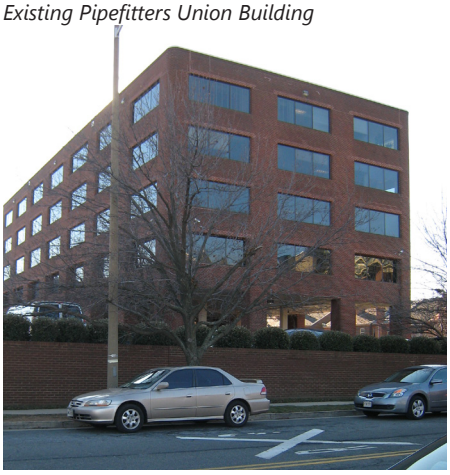
3.42: Retired railroad box cars could also serve as park buildings containing services for park users, such a place to borrow bocce and croquet sets, chess pieces, or horseshoes.

3.43: Accommodate the need for storage of park maintenance equipment and services for cyclists, especially bike racks.

3.44: Activities that would place people in direct contact with water near the sewer outfall or the creosote seepage area are not envisioned. For that reason, the Plan does not recommend use of the Bay for water-related activities, including paddle boating. The Plan recommends continuing to pursue separation of storm and sanitary sewers when possible.

3.45: If the Sheet Metals Workers building were to be redeveloped, such redevelopment shall provide a high level of pedestrian and visual connectivity between the redeveloped property and Oronoco Bay Park. Provided that the redevelopment is compatible with the uses in Oronoco Bay Park, a rezoning may be considered.

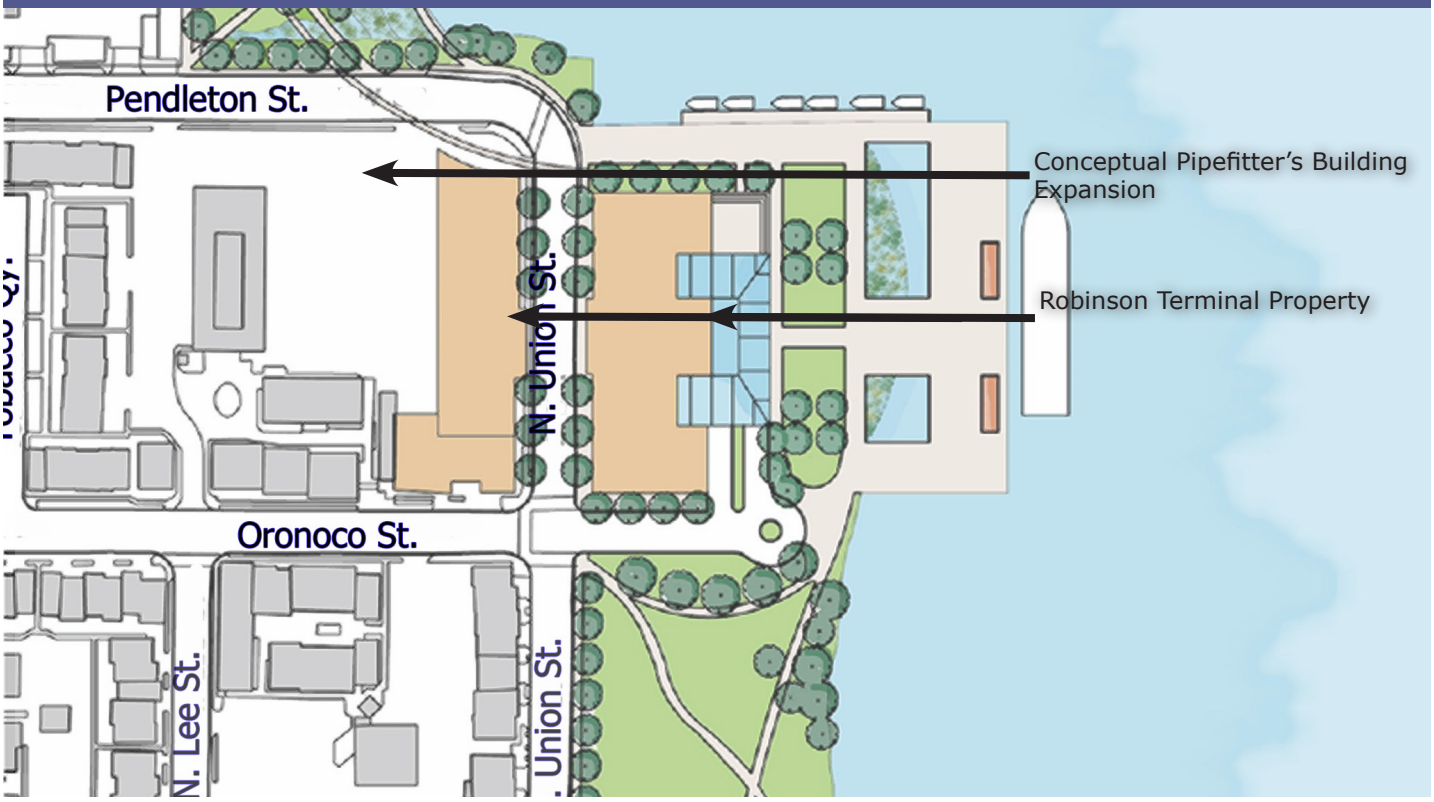
Existing Pipefitters Union Building



Oronoco Outfall at the foot of Oronoco St.



Figure 13: Illustrative Plan for Robinson Terminal North showing Conceptual Pipefitter's Building Expansion



West's Point

Origins

The theme for West's Point is *Origins* with West's Point representing the origins of Alexandria and the idea of America in the early to mid-18th century and the importance of tobacco to the development of the town. The time period was the colonial era.

Robinson Terminal North
Origins

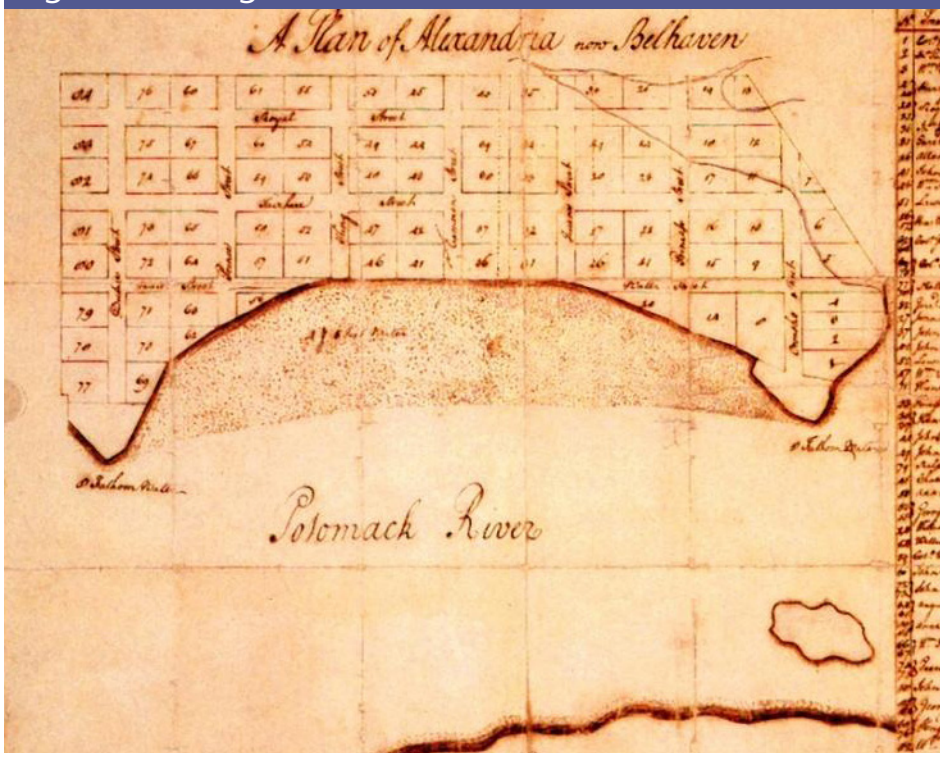
Robinson Terminal North, which is owned by the Washington Post, is bisected by Union Street and currently consists of warehouses, a nearly 40,000 square foot pier, and the terminus of a rail line. Redevelopment of the site has been envisioned for several decades.

In keeping with the goals of this Plan to promote public access and enjoyment of the waterfront, land uses in the redeveloped Robinson Terminal North should be active and welcoming to the public, particularly on the eastern, waterside portion of the site. The existing deep water pier would be retained to continue to accommodate larger ships and, more importantly, to be opened for the use of the public. Reinforcing this concept, Pendleton Street would be extended as a waterside promenade along the south shore of Oronoco Bay and then out into the Potomac River to meet the pier. Views from here would also capture the monumental core of Washington, DC and Ronald Reagan Washington National Airport, and thus become a significant waterfront destination.

Aerial View of the existing Robinson Terminal North



Figure 14: Original Shoreline

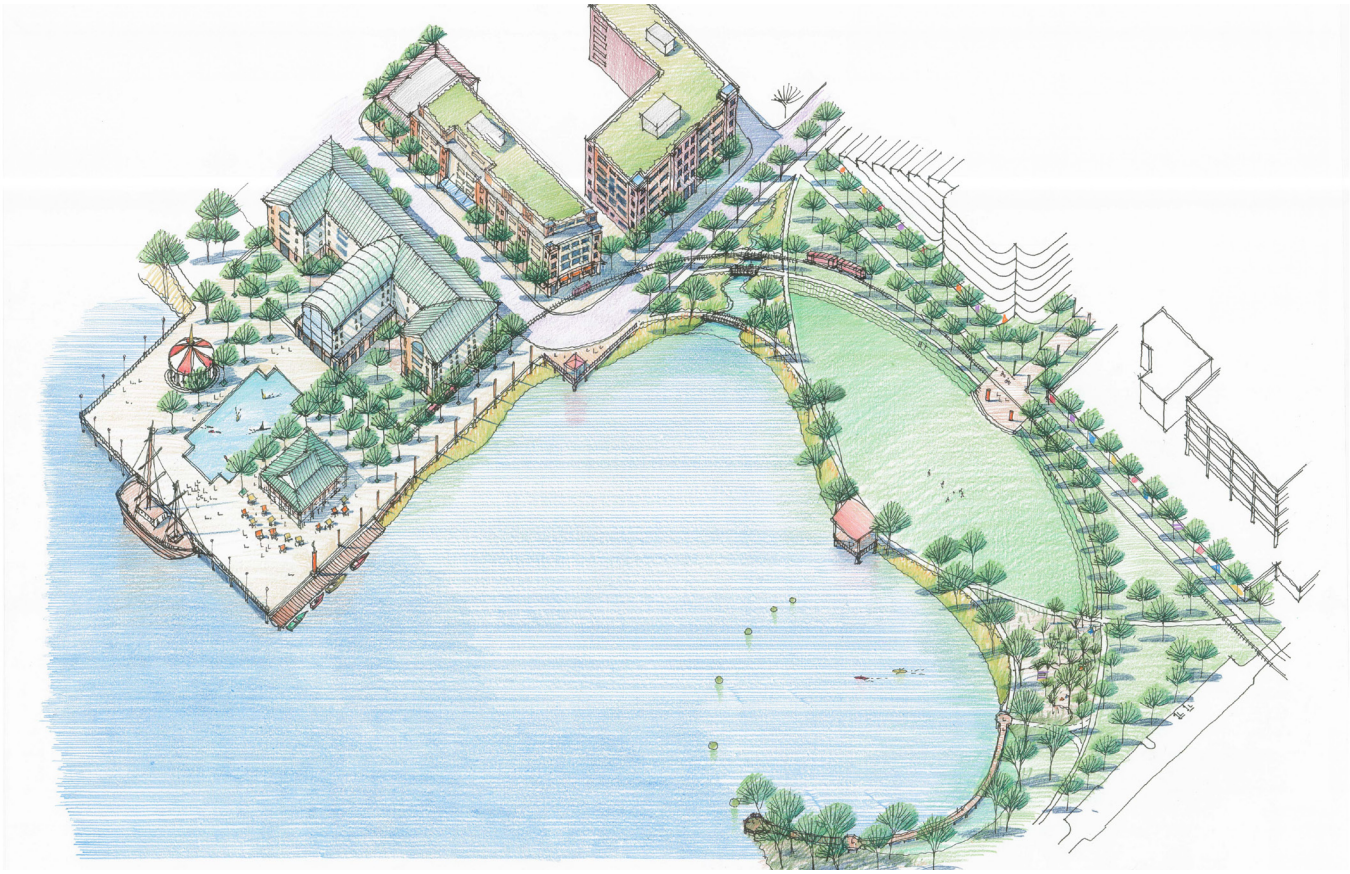


Alexandria's original shoreline was established in 1748. As depicted in Figure 14 , the northern point of shoreline can be found at the end of Oronoco Street and the water's edge (West's Point) and the southern point of the shoreline is at Duke Street and the water's edge.

Because the property is located on one of the most historically significant sites in the City – where Virginia tobacco was readied for shipment at West's Point and where Alexandria originated – redevelopment proposals must make a special effort to find opportunities to recall or interpret the site's history in the design and function of the project and its surroundings. History should inform every decision about uses, activities, structures, plantings, architecture and design, names, and programming.

Active, publicly-welcoming uses include restaurant, retail, boutique hotel, and cultural institutions. Of these, a boutique hotel is preferred because it is most compatible with the Plan's goals for Oronoco Bay Park, the active use of the adjacent pier, and its relatively low parking requirement. Residential development would not be optimal in the areas facing the water or public activity areas, as it tends to privatize the waterfront and can be incompatible with the lively activities that are planned for the public realm. However, residential use may be appropriate in locations facing away from the water, including along Union Street. The Robinson Terminal federal government settlement agreement requires open public access on the river side of this property.

Artist's conceptual aerial view drawing of Oronoco Bay Park and a redeveloped Robinson Terminal North



Today, Union Street between the two Robinson Terminal North sites is very inhospitable to pedestrians and cyclists, with high blank walls close to the street and one undersized sidewalk. This stretch of Union is periodically closed to vehicles to create a pedestrian promenade between Oronoco Bay and Founders Parks during special events. Redevelopment will provide an opportunity to make Union Street a better pedestrian and cyclist link between Oronoco Bay Park and Founders Park with building frontages that are welcoming, active and of high quality urban design and with street and streetscape elements (such as special paving and removable bollards that allow the street to be closed to vehicular traffic).

A gas manufacturing plant previously existed west of this area and coal tar contamination from that plant remains. The City will be implementing a bioremediation system at the foot of Oronoco Street to prevent migration of coal tar from the former manufactured gas plant from entering the Potomac River. Future redevelopment of North Robinson Terminal will need to be compatible with the bioremediation system that is anticipated to be installed in 2012.

The Plan provides an option for coordinated redevelopment of Robinson Terminal North with the Pipefitters' building and Dalton's Wharf, adjacent to the block west of Union Street, providing flexibility to achieve better urban design on both sites by replacing the current blank wall along the south edge of Oronoco Bay Park with a more active street edge and possibly more efficient underground parking.

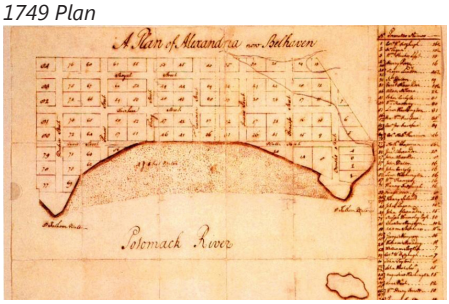
Figure 15: Illustrative Plan showing Founders Park



Fish Wharves in 1912



1749 Plan



Recommendations:

3.46: Adopt Development Goals and Guidelines for Robinson Terminal North. These are detailed in the Proposed Zoning for Private Development Sites section at the end of this chapter.

3.47: West's Point represents the origins of Alexandria and was the site of much of the City's early seaport history. Therefore, this historic wharf should emphasize significant activities that occurred here, such as tobacco shipment, the transit of military forces, Fishtown, railroads, and the gasworks. This may be accomplished through multiple approaches, including: interpretive artwork, text, and signage; sculpture; historically inspired building design; rail linkage; and landscaping. West's Point could also be a good location for a maritime museum and the docking of an historic ship.

"School of Fish," Buster Simpson, Edmonds, WA



Founders Park

- Foundations -

The theme for Founders Park is *Foundations* and should celebrate the creation of Alexandria as well as Alexandria, DC, and its development as a trading and commercial center. The park is for passive use, and interpretation should center on the founding to incorporation period, 1749-1779 and through the founding of the District of Columbia through retrocession to Virginia in 1847.

Founders Park is a 4.3 acre, primarily passive, park with a volleyball court, walking paths, shade trees and plantings. The park was originally part of the large crescent bay around which Alexandria was laid out. In the years after West's Point was established as a tobacco trading port, it is thought that the Founders Park area was used for tobacco storage. The wharves that once lined the shore here saw the landing of slaves from Africa, commercial bakeries, a thriving fishing trade (including a seasonal shantytown known as "fishtown"), and an occupying Union Army during the Civil War. For about the first half of the 20th century the area was industrial, and was home to the Smoot coal and lumber yard. The departure of industry brought a development proposal, which was successfully overcome with the establishment of the park. Founders Park is one example of the efforts of the late Ellen Pickering, an Alexandria Councilmember and longtime waterfront champion.

Aerial view of Founders Park



William Smoot & Co. Coal Yard



Structural Revetment for Shoreline Naturalization (Center for Coastal Resources Management, Virginia Institute of Marina Science)





During the course of the waterfront planning effort, Alexandria advocated protecting the character of Founders Park while beautifying it. The Plan recommends naturalizing the shoreline where possible and improving the landscaping. Shade trees are very important to park users who expressed interest in greater shaded area, with perhaps fewer blocking the view along this shore and a greater number in the western edge of the park, closer to Union Street. A park plan which reconfigures plantings and seating areas to take best advantage of existing trees while siting new shade areas is recommended for this park.

The location's role as a port in the slave trade and in the Civil War has excellent potential for historic interpretation in the park. The City's industrial past includes shipbuilding, munitions production, tobacco, coal and lumber. These may be recalled through public art and park infrastructure, among other methods. Implementation of the Art Walk could include small scale performances – such as puppet shows or stops on a "ghost tour" – as well as sculptures and artist-designed benches and other park furniture.

The water's edge in Founders Park is primarily large diameter rip-rap, which is a detriment to the overall aesthetic, creates a barrier between the park and water, and is generally uncomfortable as seating. The Plan has an overall goal of a more natural, environmentally sensitive treatment for the water's edge.

Thompsons Alley looking west



Recommendations:

3.48: Retain the current character and use of Founders Park.

3.49: Prepare and implement a new park plan that incorporates the History Plan's recommendations for historic interpretation and the Art Plan's recommendations for public art, and improve landscaping, park furniture, and wayfinding and lighting. Consider naming an important park element, such as the walking path, after Ellen Pickering.

Aerial view of the Waterfront Core



3.50: Where possible, replace existing large diameter rip-rap with appropriate (native and/or historic) plantings, using an engineered shoreline restoration system where necessary, in order to achieve the naturalized shoreline envisioned by the Plan. Consider interpretive signage or other means to explain the system to passersby, and to encourage ecologically friendly use and a "tread lightly" mentality in this sensitive area.

3.51: If rip-rap is retained in some locations, incorporate larger, flatter boulders to provide informal seating areas along the water's edge.

The Waterfront's Center

- Witness to War -

The theme for the next several areas is *Witness to War*. This section of the waterfront crosses Alexandria's major wartime experiences with its varied commercial past through the 20th century. It will also be one location to discuss its role in the slave trade and African American contributions. It will reflect aspects of the 1860's through the World Wars.

The heart of the waterfront is a two-block area centered on King Street – from Prince Street to Thompsons Alley/Queen Street. The north side of King Street is characterized by the largely successful and vital Torpedo Factory Art Center, the City Marina, and Chart House restaurant. The Food Court and the Old Dominion Boat Club properties do not contribute as much as they could to this ambiance as they present essentially blank walls to the landside public realm. However, the overall impression is still a strong pedestrian environment for residents and visitors. The south side of King Street has a completely different atmosphere as it is comprised of a series of parking lots, secluded park spaces, and buildings that turn away from the river. The terminus of King Street is weak and King Street Park is somewhat visually insignificant given its small size and location between the Old Dominion Boat Club building and its fenced in parking lot. Because of such features, King Street Park is not widely used.

From a historical standpoint, this area contains only the Old Dominion Boat Club and Torpedo Factory as early to mid-20th century architectural pieces, both located north of King Street. To the south, the area retains a number of structures from and invoking the 18th and 19th century. These structures have critical value to the historic fabric of the waterfront and are envisioned to be improved as part of the Plan's strategy for adaptive reuse. The Strand formed and forms the historic spine of this core area, and should be celebrated as an integral feature.

The urban design opportunity is to create an elegant and more functional Marina area for Alexandria that embraces the reach of the river from Prince Street to Thompsons Alley, that celebrates a waterfront gateway to Alexandria, and that envisions new buildings and public spaces with riverfront addresses. In short, the Plan suggests that the front door to the City face the river, much as it did historically. Specific recommendations have been assigned by sub-areas within this area.

Figure 16: Illustrative Plan view of the Food Court and Chart House, showing Conceptual Piers near the foot of Thompsons Alley and extending from Cameron Street



Existing perspective of the Food Court and Chart House



Thompsons Alley
Witness to War

The area of the waterfront south of Founders Park but north of the Torpedo Plaza is centered on the point where Thompsons Alley meets the Potomac River. This location is challenged by frequent nuisance flooding, a failing bulkhead, a narrow sidewalk (given the large number of pedestrians), and is one of the major spots where floating debris collects in the water. Wayfinding is not intuitive and pedestrians often find themselves in the "alley" between the Chart House and Food Court.

The spot could be one of the highlights of the waterfront, but is currently most notable for several conflicting uses: back of house activities for the Chart House and Food Court, such as dumpsters and deliveries; misdirected drivers looking for the parking garage under the Food Court; water-related emergency services (the fire boat is docked here). The trees block the excellent views, but there is little opportunity to enjoy the shade. These conditions do not attract visitors to the elevated dining area behind the Food Court and discourage pedestrians from lingering near the Seaport Foundation floating building, which is one of the highlights of this area.

RECOMMENDATIONS:

3.52: Rebuild and realign the bulkhead with a gently curving and much wider promenade that would intuitively lead pedestrians from Founders Park around the Chart House to the Torpedo Plaza.

3.53: In conjunction with changes to the Food Court and Chart House, relocate the dining area rear staircase to be adjacent to the promenade, possibly bridging the "alley" with a walkway or small dining terrace for the Chart House. Address handicapped access with an outdoor lift.

3.54: Look to the History Plan and Art Plan for guidance to improve Thompsons Alley with the use of special paving, artistic elements, lighting, or minor façade treatment to help screen the parking garage and "back of house" activities, beautify the alley, interpret, and assist in wayfinding for both vehicular and pedestrian traffic.

3.55: Provide parking for electric carts to bring mobility-impaired visitors to commercial boat docks and other Torpedo Plaza locations.

Chart House and Food Court
Witness to War

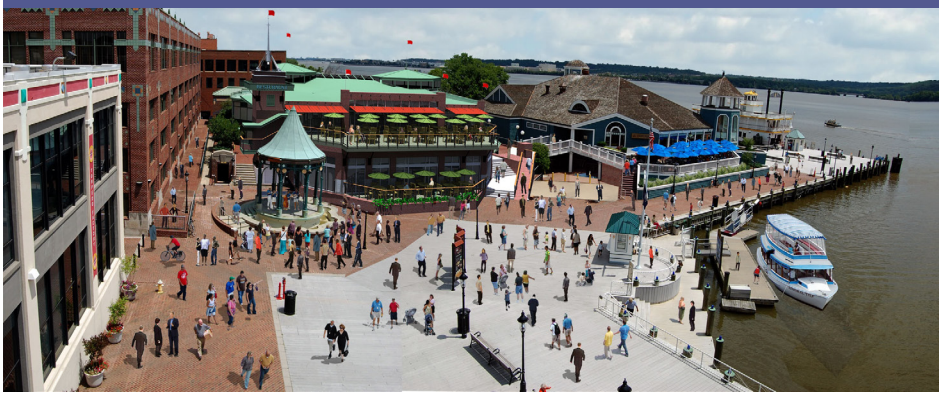
The Chart House and Food Court are the major non-floating dining destinations on the waterfront. The land upon which the Chart House, Food Court, and Torpedo Factory sit are owned by the City. In 1986, in order to improve the Marina area, the City leased air rights where the Food Court and Chart House now sit, the Torpedo Factory retail "arcade" and offices, as well as some surface area just outside where the Torpedo Factory's riverside entrances are located, to a private development company. It is a long-term lease with more than 30 years remaining.

Looking north from rear of Food Court



The Chart House is a popular and successful regional dining destination. However, the building does not fully capitalize on views – especially upriver – or on additional potential outdoor dining demand. Because of floodplain issues, the main floor and outdoor dining area of both the Chart House and Food Court are well elevated and somewhat removed from the activities of the Torpedo Plaza and Marina (it is difficult for passersby to know if an outdoor table is available). The Chart House has overcome this elevation disadvantage to a greater degree than the Food Court.

Figure 17: Developer's Conceptual Perspective of a Redesigned Food Court



In recent years, the Food Court has not been able to capitalize on its location and does not draw sufficient customers to be successful. However, the Food Court attracted the Snack Shack, which serves light meals, snacks and other treats from the Bittersweet café/bakery, which has increased its appeal. Residents and other participants in the planning process have expressed a strong desire for a more successful use (or set of uses) at the Food Court site and have expressed a willingness to support major changes to the building and adjacent public spaces. Among the uses suggested by members of the public: a market hall (like Eastern Market in the District of Columbia), a cultural or performing arts venue, and dining options that complement the Chart House offerings, and/or shops that specialize in Alexandria or Virginia-made crafts. The leaseholder has expressed interest in redeveloping the Food Court into two restaurants and is actively pursuing the restaurant option. Figure 17 shows a conceptual perspective of such a redesign.

Currently, the entrances to the Chart House and Food Court comprise a confusing and awkward set of stairs and ramps, divided by a narrow alley that is not intended for pedestrian passage. A coordinated redesign of the two entryways, possibly as a series of terraces and seating walls, would expand outdoor seating and dining space, be more welcoming to patrons, and define the marina plaza in a more inviting manner. There is a small bandstand near the Food Court entrance.

Colonel Ellsworth and the Marshall House Hotel



Figure 18: Illustrative Plan showing Torpedo Plaza and the Expanded Marina Concept



The air-rights lease for the outdoor area of the Torpedo Plaza permits food vending and outdoor dining, although those locations have not been regularly used for that purpose. Regular programming of vendors would serve to enliven the Marina Plaza as well as the Torpedo Factory entrance, welcoming visitors to this world class arts destination.

Recommendations:

3.56: Work with the leaseholder of the Food Court to attract more successful uses that better meet resident and visitor needs, including options such as a market hall, cultural venue, restaurants or shops featuring locally-made goods. The Plan supports interior and exterior changes to the Food Court structure, including replacement, that are necessary to accommodate more successful uses. A renovated or replaced Food Court structure should be designed to actively engage with Torpedo Plaza and Marina activity, better address the use conflicts and other design problems in Thompsons Alley, and generally maintain a similar height and footprint as the current building.

3.57: Prepare a comprehensive redesign of the access area in front of the Chart House and Food Court, providing a unified series of terraces or decks that gradually rise to the main floor level for both buildings and better define the outdoor space at Torpedo Plaza. Replace the handicap ramp between the two structures with a lift, retaining the ramp along the western edge of the Food Court.

3.58: Evaluate the utility of the bandstand outside the Food Court for more active programming or demolition.

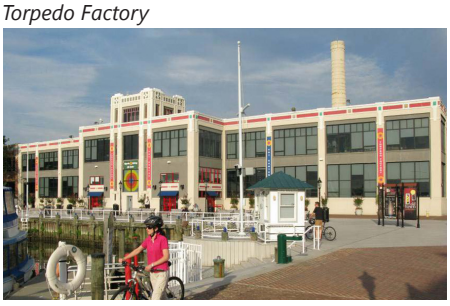
Torpedo Plaza and
the Cameron Street Wharf
Witness to War

The wharf in front of the Food Court and Chart House aligns with Cameron Street and is the location of a famous early event of the Civil War: the landing of Colonel Elmer Ellsworth on May 24, 1861 as part of the seizing of Alexandria by the federal government. Ellsworth's killing later that day – after having taken down a Confederate flag from the Marshall House Hotel on the 400 block of King Street– created one of the first martyrs of the war and President Lincoln ordered that his body lie in state at the White House. Alexandria was occupied during the war to 1870 by Union forces.

The area is currently furnished with benches for visitors to use while looking out onto the Potomac, waiting for a water taxi or cruise ship. The dockmaster booth in front of the Chart House will be renovated in the spring of 2011. A ticket booth for Potomac Riverboat Company cruises and water taxis is located on the dock. Some portions of the dock are not handicapped accessible.

Portions of the bulkhead under the City Dock are in need of repair.

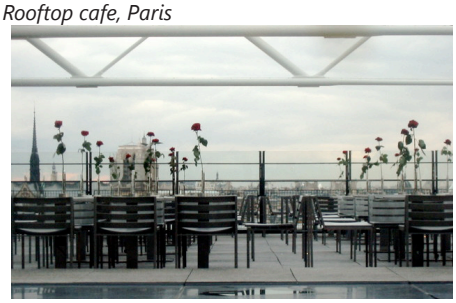
Torpedo Factory



Light projections, Lucette de Rugy, Pittsburgh, PA



Rooftop cafe, Paris



Recommendations:

3.59: Because this site has often played a key role in Alexandria's history and its identity as an arts destination, look to the History Plan and the Art Plan for guidance in designing the spaces, as inspiration for providing new features of all kinds, and for historic interpretation (including naming). Celebrate the Torpedo Factory Art Center with public art at a variety of scales in the public spaces surrounding the building.

3.60: Encourage active use of the outdoor vending sites adjacent to the Torpedo Factory, including more intensive uses than are currently permitted, such as outdoor food/beverage service. Delineate the space with planters, art, or other hardscape features to help with wayfinding and visibility. Encourage visitors to linger with shade structures or tables with umbrellas.

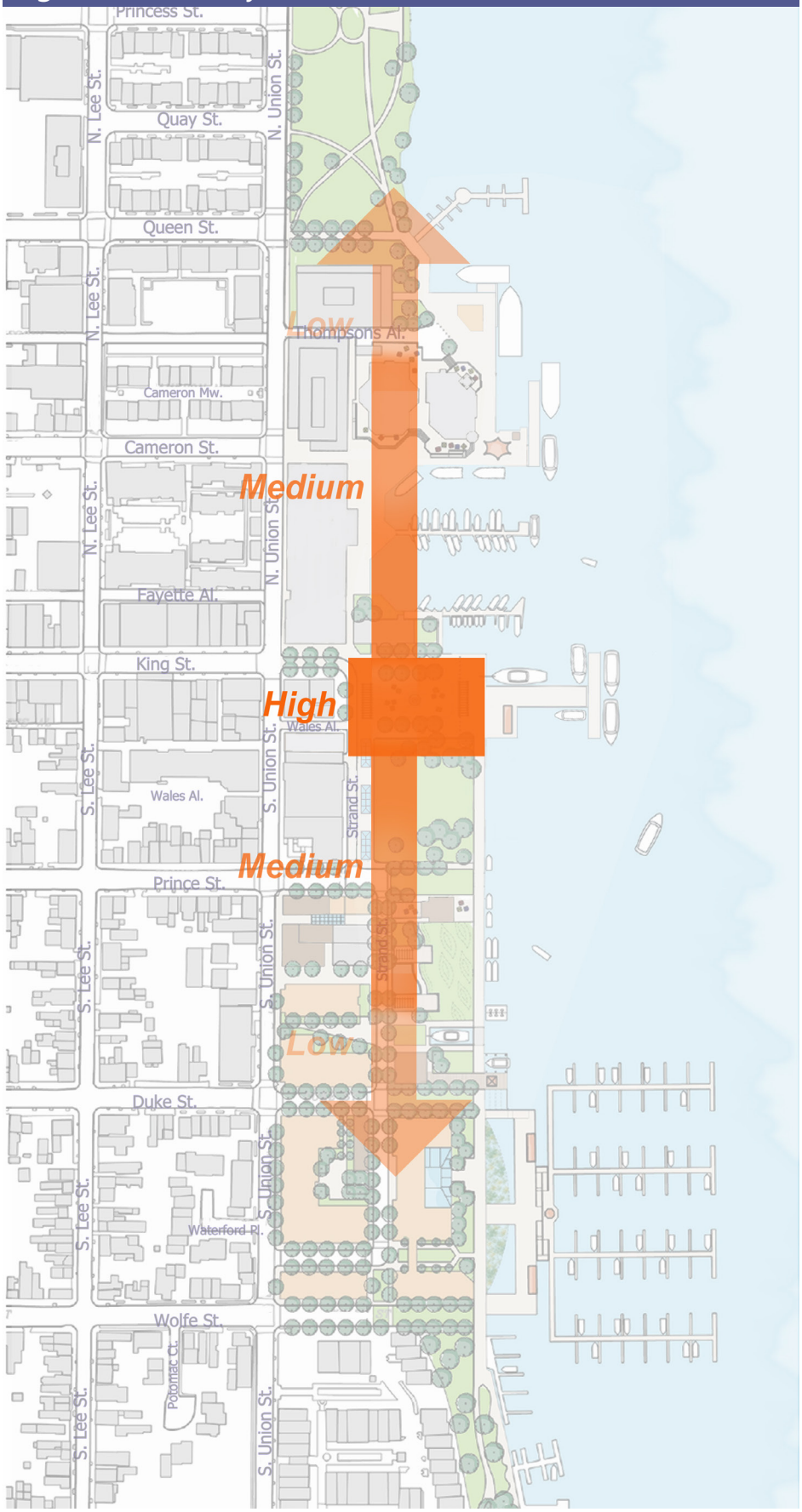
3.61: Ensure adequate pedestrian circulation and access throughout the Torpedo Plaza and Marina area, and minimize conflicts between pedestrians and services to the river and activities along the river.

3.62: Create overall design guidelines to ensure consistency for elements such as paving, lighting, street furniture, etc.

3.63: Rebuild the bulkhead in areas where it is failing in a way that is compatible with other newly designed bulkheads in the waterfront.

3.64: In conjunction with improvements to the City Marina, provide a better location for dockmaster functions.

Figure 19: Activity Levels in the Core Area



The Torpedo Factory Art Center
Witness to War

The Torpedo Factory is an internationally-recognized art center, one of the City's principal tourist attractions, and a key element of the City's identity as an arts destination. The adaptive reuse of the Torpedo Factory to house working artists' studios and galleries in the mid-1970s is also a significant turning point in the story of reclaiming the waterfront for public use. The Torpedo Factory has also been home to the Alexandria Archaeology Museum for 31 years.

In the past two years, a strategic planning effort for the Torpedo Factory has culminated in the establishment of a new board for the purpose of providing oversight and management of the facility. The new board will be considering a number of potential initiatives that are relevant to the Plan. Such initiatives include: longer hours; gallery expansion and a café on the first floor; building modifications at the first floor level that would make it easier for visitors to see inside or to locate entrances, including direct entry for the building at 101 North Union Street at sidewalk level on King Street to help activate the commercial space in the Torpedo Factory Arcade; and the greater use of signage and public art outside and on the building. These are potentially beneficial changes that would enliven the public areas surrounding the Center and make the Torpedo Factory building more welcoming. Recently, the Hirshhorn Museum on the National Mall announced the future installation of a temporary blue "bubble" which could be the inspiration for some kind of temporary structural installation at the Torpedo Factory.

The large roof area of the Torpedo Factory could serve as extremely attractive event space – the building's concrete construction is sufficiently strong to support additional activity – but the Center's elevator does not reach the roof. A solution could be to renovate the existing Torpedo Factory elevator so that roof access can be achieved.

The Arts Commission has noted that images projected onto the Torpedo Factory could create a temporary artwork out of the Factory itself, and the Plan endorses this idea. This method and others – such as a re-enactment each May 24 – could be used to remember Colonel Ellsworth's 1861 landing. To recall a different era, swing dancing or big band concerts could be hosted in the Center or on the public space outside. Any arts related function should be timed and planned as to limit disturbance (light and noise) to the surrounding residential neighborhoods.

Recommendations:

3.65: Work with the new Torpedo Factory governing board to identify and implement initiatives to strengthen the arts center and its role as the heart of the waterfront. Include for consideration ideas generated during the waterfront planning effort.

3.66: Explore direct entry of the building at 101 North Union Street directly from King Street, also known as the Torpedo Factory Arcade, in order to help activate commercial space within the building.

Torpedo Factory in the 1920s



King Street at the River, Waterfront Park and the City Marina

- Gateway -

The theme for the King Street at the River area is *Gateway.* This area should convey the historic sense of arrival and focus, celebrating the bustle of Alexandria as the point of entrance and departure in the past and present.

One of America's great streets meets one of America's great rivers where King Street reaches the Potomac River. Alexandrians participating in the planning process agreed that improving this area should be a cornerstone of the Plan, and that the new public space should be active and create feelings of celebration and arrival.

During the periods that Alexandria's waterfront was its most commercially active, it was lined on the water side with a series of wharves and piers extending into the river, and lined on the land side with warehouses and industrial buildings. Activity was almost entirely commercial in nature.

The wharves and warehouses of 19th century Alexandria inspire the Plan's vision for the foot of King Street, The Strand, and the Marina. It is not possible nor desirable to try to duplicate the level or type of commercial activity that Alexandria once experienced, however the Plan proposes an increase in commercial boat activity over that which exists today - from Cameron Street to the area near King Street - and guides development in the four blocks between Cameron Street and Wolfe Street to enliven both the land and water sides of the "core area" of Alexandria's waterfront.

Residents and tourists alike want to connect to Alexandria's history when they are visiting the waterfront. One good place to see evidence of Alexandria's original shoreline is the intersection King Street at South Fairfax Street (Figure 14: Original Shoreline). Looking west from Fairfax Street toward the Metrorail station, King Street is largely flat. But looking east to the river, King Street descends approximately 30 feet in two blocks to the river below, and one can picture how the city was originally positioned on a bluff overlooking the bay.

The two blocks of King Street between Fairfax and Union Streets are among the City's busiest during tourist season. The unit block of King, between Union Street and the Potomac, is quieter, terminating in the tiny King Street Park, where one can seek some view of the river. The park is bordered to the north by the Old Dominion Boat Club (ODBC) building and to the south by the ODBC parking lot. Beyond the parking lot to the south is Waterfront Park. For a number of years the City has been negotiating with ODBC to change this situation, but to date no agreement has been reached.

Nuisance flooding is a regular occurrence here; the intersection of King Street and The Strand is slightly lower in elevation than land closer to the river and river water comes up through storm drains, often during highest tides of each month, and when the Potomac River rises from storms locally or upstream.

Waterfront Park is primarily an open turf area bordered on the north and south by trees as well as floral and shrub planting beds. There are two stands of mature Willow Oaks that frame the lawn area's view of the river. Other amenities include a chess table, benches and trash receptacles and a very large 18th-century cannon that the children like to climb on. Waterfront Park is also currently available to be rented for events by the public.

Waterfront Park is often very quiet, even on days when the nearby Torpedo Plaza is quite crowded. This is in part because the ODBC parking lot and ODBC concrete wall limits views of the park from King Street, but another reason is that there are very few and direct active uses facing the park from any side. On the western edge of the park, there is a single row of parking spaces; across The Strand are the "backs" of the buildings in the 100 block of South Union Street, including the historic Fitzgerald Warehouse at 106 South Union Street, which is currently being converted into a restaurant. At the ground floor, these buildings have either parking garages or loading docks. Near the southwest corner are three businesses that actively engage the public: Chadwick's, Big Wheel Bikes, and Old Towne Gemstones.

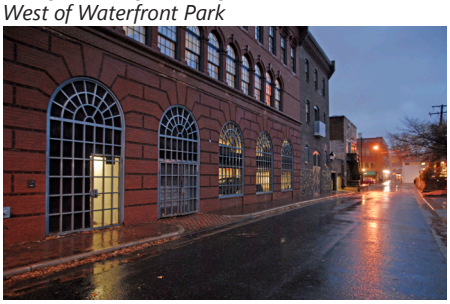
Existing ODBC Parking Lot



Looking North on The Strand



Garage Parking Fronting The Strand West of Waterfront Park



During the planning process, Alexandria residents stated that they would like to see a greatly improved public space at the foot of King Street and along The Strand. Many residents embraced the idea of extending King Street into the river as a pier and relocating the ODBC parking lot to enable King Street Park to be joined with Waterfront Park. Residents asked for more things to do and to visit at the waterfront – outdoor dining, museums and cultural sites, fountains, events and activities for all ages – and identified The Strand as where these activities should go. There was clear consensus that there should be more waterfront dining options at The Strand.

There is no federal "settlement agreement" for land upon which the ODBC and parking lot sit, and given the U.S. Court of Appeals decision in January 2011, a settlement agreement will not likely occur between the Old Dominion Boat Club and the federal government.

The waterfront planning process revealed both a strong market and a strong interest for an expanded marina for both pleasure and commercial boats. Currently the City Marina area hosts approximately ten commercial vessels (passenger, tour and charter). There are approximately 80 docking locations, including slips and T-heads, within the City Marina. The marina offers electric, pump-outs, potable water, fire suppression, and other services not including fuel or repair. However, much of marina infrastructure is fair to poor condition or outdated (insufficient electric service for modern boats, for example).

The Marina planning process was greatly informed by the Marina Subcommittee of the Waterfront Committee and the special "Marina Night" held early in 2010. From these efforts came the suggestion that the City should plan for the expansion and improvement of docking locations for both commercial and pleasure boats and for visiting or permanent historic ships. There was debate about whether it is better to have slips in several different locations all along the waterfront, or to focus the expansion near the existing Marina. There was some agreement that it is useful to separate commercial and pleasure boat activity as well as high frequency commercial boat activity (such as water taxis) from lower frequency activities, such as dining cruises. There is considerable interest by pleasure boaters in visiting Alexandria for the day or the weekend. There is also interest expressed by the private sector in expanding commercial boat activities.

The City commissioned a Marina Market Analysis in 2009 by the firm of Moffatt and Nichol Engineers. The market analysis concludes that the Washington area is a very strong market for boat owners and there is market support for a large number of pleasure boat slips in Alexandria. In addition, a new marina could meet current user demand for slip sizes, utilities, and other services, and a larger marina would have the potential to be operated without subsidy and possibly by a private entity.

Figure 20a: Existing Public Spaces - King Street Park and Waterfront Park

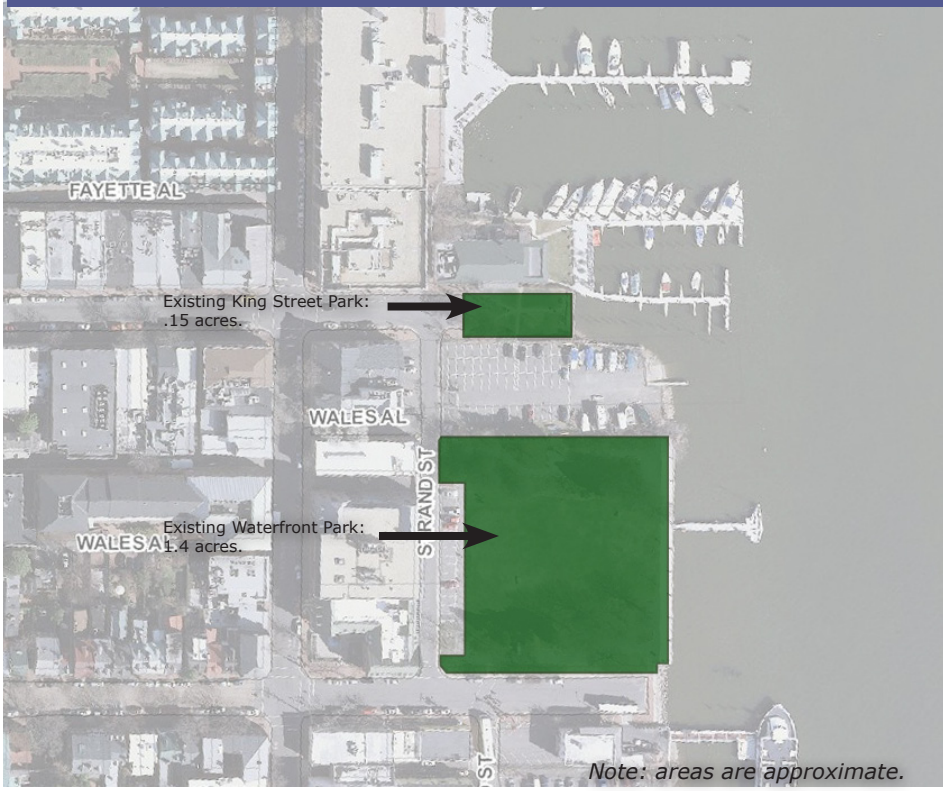
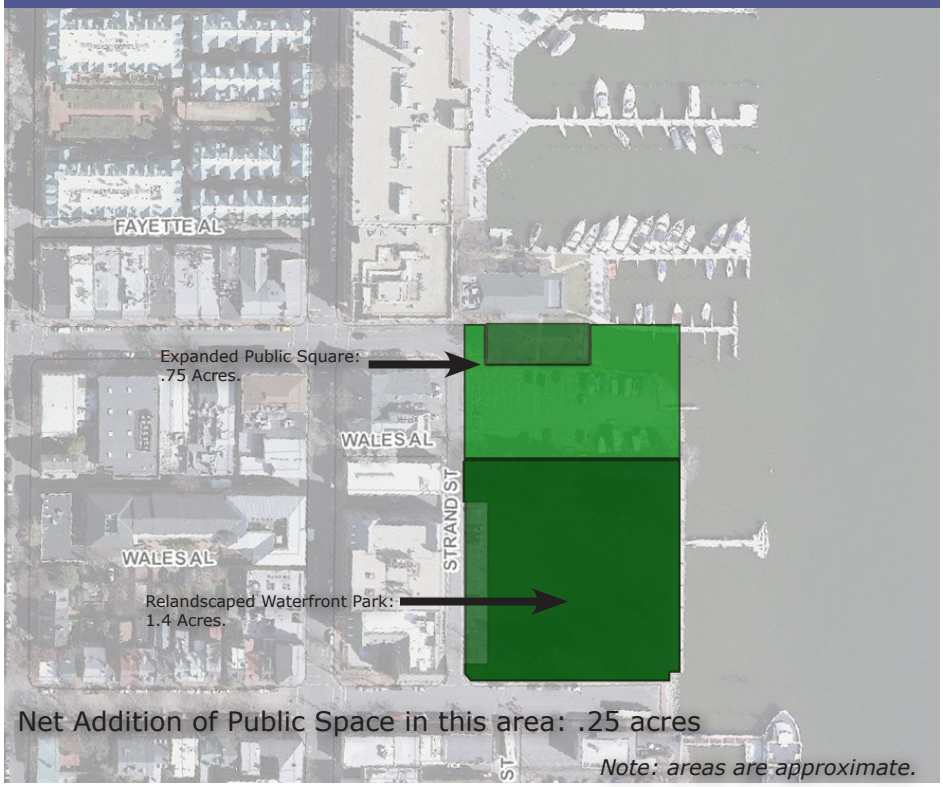


Figure 20b: Conceptual Proposed Public Spaces - Fitzgerald Square and Waterfront Park



Accordingly, the design for the waterfront includes two marinas under the Plan. The City's Marina located east of the Torpedo Factory is currently utilized for both commercial and pleasure boat activities; under the Plan it would be utilized solely for commercial boats, thus allowing expanded commercial boat docking opportunities. Pleasure boat slips would be located east of Robinson Terminal South in a new 100+-slip marina. Parking for users of the pleasure boat marina at Robinson Terminal South would be accommodated within a redeveloped Robinson Terminal South.

In addition to the above, permanent docking space for a historic ship would be located off the King Street pier and docking space for a visiting historic ship would be located off Waterfront Park.

A multipurpose public plaza Kendall Square, Cambridge -



RECOMMENDATIONS:

3.67: Implement the vision of the Plan for King Street at the river, Waterfront Park, and the City marina. The component elements of this vision are outlined below but the sequence and timing of the elements will vary based on the unique challenges and opportunities of each element. Phasing is also addressed in Chapter 5 of this Plan;

Element 1 - Pedestrian Plaza from Union Street to the River; Marina Repairs and Upgrades

The Plan recommends closing the unit block of King Street to daily vehicular traffic and transforming it into a pedestrian-oriented plaza, with access limited to emergency services, deliveries, motorcoaches and trolleys. The plaza would extend from Union Street to the water, incorporating the existing King Street Park. The project would include reconfiguration of trees and other plantings in order to create a strong visual connection to and from the water and King Street.

View looking southeast toward Waterfront Park



Figure 21: Portion of Plaza Constructed over Water as Proposed.



Model depicting a redesigned Waterfront Park with surface parking



Model depicting potential for de-mountable structures to serve activity at Waterfront Park.



The creation of this plaza may be an opportunity to complete an initial element of a comprehensive program to mitigate the most frequent "nuisance" flooding: raising the elevation of the foot of King Street and The Strand.

Completion of both the plaza and the flood mitigation may not be feasible without involving the ODBC parking lot, and so these elements may need to wait until the parking lot issue is resolved.

The Plan recommends completing repairs and upgrades of Marina and shoreline elements as needed, with emphasis on elements in immediate need of repair, such as bulkheads, or are needed for the daily operations of the Marina, such as a dockmaster facility. Bulkhead repairs should be limited to those which will not be replaced or removed in later phases.

Recommendations:

3.68: Limit vehicular access to the unit block of King Street and The Strand between Prince and King Streets to emergency vehicles, deliveries (limited hours), motorcoaches, and the King Street Trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block of The Strand.

3.69: Implement initial elements of the comprehensive strategy to mitigate nuisance flooding by elevating the unit block of King Street and The Strand as feasible.

3.70: Retain the ODBC building with ongoing use by the ODBC.

3.71: Complete repairs to bulkheads and other facilities as needed, as well as marina upgrades consistent with the long-term vision of the Plan.

Element 2 – Eliminate the Parking Lot at the Base of King Street; Create New Public Plaza at the Foot of King Street.

The Plan proposes a long term goal of eliminating the ODBC parking lot, which is currently located on the site of the original Fitzgerald Wharf. This would open up continuous public access along the waterfront and increase the amount of public space at one of the most important locations on the waterfront.

The Plan recommends providing ODBC with equivalent vehicle parking but relocating boat and trailer storage elsewhere (possibly at a location in the Eisenhower Valley).

Looking south on The Strand past what is currently an inactive frontage



The elimination of the parking lot creates the opportunity for a major new public space between the Fitzgerald warehouse and the water. The Plan envisions the construction of a hardscaped park extending east from The Strand, framed by the ODBC on the northern edge. The new plaza will be more than an acre in size and serve as a hub of activity, as it links King Street with the river and Torpedo Plaza with The Strand. This public space is envisioned to extend over part of what is now unimproved shoreline and open water (Figure 21). The final design and support method will be determined by further study and engineering analysis as part of the Plan's implementation. Any extension of public space, as a platform or other material over water, will be subject to review and approval by State and Federal permitting agencies.

The Plan proposes locating an open-air structure or structures within the new park/plaza, to be used for public activities, markets, arts and crafts displays, and other events and to provide a shady refuge for waterfront visitors, who will be able to look across the new park to the broad expanse of the Potomac River. The plaza is sized to support an ice skating rink and could also be rented for parties, weddings, and meetings, providing a revenue stream to help support the adjacent park. At the water's edge, a new promenade will connect the foot of King Street to the existing riverside promenade in Waterfront Park. This park/plaza area will both significantly improve the experience of local residents and visitors to Alexandria's waterfront, and stimulate the future improvements in later phases.

The King Street Pier/Fitzgerald Square concept is the optimal design for this very important location on the waterfront. To the extent this design is not possible, the Plan acknowledges the value of reaching an interim agreement with the ODBC that would improve public access to the Potomac River and/or Waterfront Park, prior to relocation of the ODBC parking lot. Options under discussion include one which would add a public path along the river from King Street to Waterfront Park and one which widens The Strand into a public plaza between King Street and Waterfront Park. Other interim options may be considered.

Aerial view of existing condition at the foot of King Street



Looking South West Across the Existing Waterfront Park



Recommendations:

3.72: Pursue eliminating the ODBC parking lot along The Strand, preferably through negotiation with the ODBC.

3.73: There should be a significant public space on King Street between Union Street and the river that acts as the gateway to the City from the river and functions as the focal point of pedestrian-related waterfront activities for residents and visitors.

3.74: The detailed design of the new park/plaza should look to both the History Plan and the Art Plan for guidance in design, functionality, and historic interpretation (including naming). An iconic piece of public art is suitable for this location. The design could include an open-air structure suitable for hosting a variety of public activities and private events as well as an information kiosk to provide a concierge role for arriving visitors.

3.75: Orient and design the public space in such a way as to accommodate multi-seasonal programming, to include vending carts, moveable tables, chairs, and umbrellas in the warmer months, and an ice rink during the winter. If an ice rink is not feasible in this location, other waterfront locations should be considered, such as the foot of Prince Street near The Beachcombers Restaurant site.

3.76: Include a fountain or other water feature, and identify or create an area to be used as a small stage or performance area as part of the final design of this public space or in nearby Waterfront Park.

3.77: At a minimum, improvements to this site reached through negotiation with the ODBC should include public access along the waterfront and preserve public access at King Street Park.

Element 3 - Add Activity along The Strand at Waterfront Park:

An eliminated parking lot is a clear improvement over the current condition, but it does not solve the problem of inactivity. Although passive parks are highly desirable in the right locations (and Founders Park is a good example), residents have identified The Strand area as where they would like to have more things to do, especially more outdoor dining, fountains and other water-related elements, ice skating rink and other fun activities, and opportunities to learn about Alexandria's history, such as museums and tall ships.

The Plan is informed by retail analyses conducted specifically for the Plan as well as studies conducted for King Street and for other areas of the City (Landmark, Potomac Yard, and Carlyle). Of the findings, three are key: (1) the current market (residents, employees and tourists) will support more retail and restaurant space at the waterfront; (2) a larger and more successful collection of retail at the waterfront will foster, rather than compete with, retailers and restaurateurs on King Street – functioning as an anchor to the retail district; and (3) to be fully successful and to act as a strong anchor for King Street, waterfront retail should be perceived as a single, cohesive unit.

Fountains in Yards Park in nearby Washington, DC



Aerial view of the existing Strand from King Street to Duke Street



A restaurant building (part of an idea for the relocating of the ODBC parking lot) was once proposed for the western edge of Waterfront Park. That concept has been eliminated from this Plan. Desired activity will be supported with much smaller scaled activities for families and other visitors.

The Plan recommends redesigning Waterfront Park to be parallel to the river and to capture the historic pattern of wharfs that have been filled in over time. As Waterfront Park currently exists, the functional lawn space is oriented east-west and is constrained by the planter beds which line the north and south interior edges. The redesign of the park would largely maintain or increase functional lawn space, by reorienting it north-south, removing the planter beds, creating shade lawn under the willow oaks to be retained, and opening up the connection to the new park plaza at the foot of King Street. A terraced landscape and low walls could provide informal seating areas with views of the river and to a newly constructed stage or stage-like tensile structure at the eastern edge of the park.

There is currently around 1.5 acres of public space in the area at the foot of King Street, which includes Waterfront Park and King Street Park. This phase of the Plan's implementation will increase this public space to approximately 2.25 acres, which includes a slightly larger Waterfront Park in combination with the new Fitzgerald Square. This new space is not only larger, but more functional from a design perspective - creating an unabridged and inviting connection from the foot of King Street through Waterfront Park and on to the southern Strand area. Figures 20a and 20b on page 59 graphically depict this public space reorientation.

The Ferry Arch at the foot of King Street



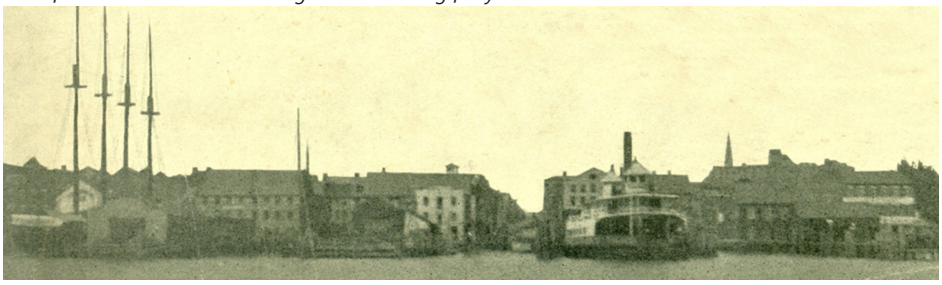
The City's flood mitigation strategy calls for low flood walls or barrier to be integrated into new parks and buildings in the area between the ODBC and Robinson Terminal South. In this area, flood walls may be part of the construction of a seating wall in the redesigned Waterfront Park. The flood walls would protect the area from the most frequent flooding, to approximate elevation 6.0.

Recommendations:

3.78: Implement a redesigned Waterfront Park to include a newly landscaped lawn framed by the existing willow oaks and new tree plantings.

3.79: Integrate low flood walls into the design of the park in order to protect against frequent flooding. To the extent possible, walls should be constructed to be used as functional seating elements and to allow park users to view the stage.

View from the water toward King Street showing ferry boat in 1900



3.80: Encourage the active enjoyment of Waterfront Park with elements such as.

- Food and other carts, tables and chairs, small scale recreation activities, and programming of events, displays or performances providing entertainment, culture, history and the arts.
- Kiosks and other temporary or seasonal structures serving as outdoor cafes, unique retail (such as made in Alexandria items), cultural or history-themed displays.
- An open-air market structure or pergola, suitable for farmer's markets, art shows, and the like, possibly glass enclosed in winter to support ice skating and other winter recreation activities.
- A new public pier, which will serve both to bring park users out onto the water as well as a location for water taxis and other boats to bring visitors to Alexandria.
- Permanent and/or visiting historic ships and other ships of character.
- A stage supporting performances, movies, and other entertainment or cultural events, using the natural slope of Waterfront Park and the low berms or seating walls of the flood mitigation strategy to allow park users to view the stage.

Figure 22: Illustrative Plan showing a Marina Arrangement Extending only to the Pierhead Line



Element 4 – Create a New Pier and Expanded Commercial Harbor:

In the heyday of Alexandria's commercial waterfront, piers accomplished the efficient transfer of goods from boat to land and back again. Piers were also arrival and departure points for visitors. Ferries once arrived at Ramsay's Wharf at the foot of King Street. The ferry building's arched portico was a focal point of the view down King Street to the river.

When people glimpse a river from inland, it creates within them a wish to come closer to the water. Once they do, they like to continue out into the water – on a pier, bridge or boat – and turn to view the land from the river. The nearly universal desire for this type of experience can be met by restoring or recreating some of the historical features of Alexandria's waterfront in this key location.

The City Marina



The Plan proposes expanding the City's commercial waterfront and creating a new pier at the foot of King Street to extend the new public space and celebrate Alexandria's relationship to the Potomac River. The February 2011 draft of the Waterfront Plan showed an expanded harbor flanked by two new piers that would have extended from Cameron Street and King Street into the Potomac River in a distinctive "crab claw" shape. The original design has been scaled back; while the end of King Street and the current City Marina are still designated for commercial vessels under the Plan, there is only one new pier recommended. Pier and harbor designs are conceptual at the small area plan stage; however, this Plan shows a new pier extending from Fitzgerald Square that is smaller in length and width than previously shown. It also has a T-head shape which commercial boat operators have indicated is a more practical design. The pier is planned to host water taxis, visiting ships, and a permanent historic ship that would be partially visible as one approaches the river from King Street.There would also be a stage area on the southwestern edge of the new pier for performances that can be enjoyed by visitors at nearby at Fitzgerald Plaza and Waterfront Park.

The latest design concept for the King Street/Fitzgerald Square pier continues to reflect input from users and other experts as well as the general public. The location – approximately centered on Fitzgerald Square – responds to public input that historically, Alexandria's wharves were not typically at public streetends, but rather built in front of the warehouses that would receive the shipped goods. The location also responds to the public's suggestion that pedestrians on King Street should either see water or a ship at the foot of King Street. The Plan shows a historic ship berthed at the pier, which depending on the size of the ship, could be visible for a considerable distance on King Street. It is likely that for much of the length of King Street, a pedestrian would be able to see both the Masonic Temple and the ship at the foot of King Street. This pier plan would require relocation of one of the ODBC's piers which currently sits within King Street City-owned riparian rights.

Fitzgerald Square and the new pier create a signature public space that invites pedestrians from King Street to walk out over the river and experience both the Potomac and Alexandria in more satisfying way. Views would be considerably improved by a pier that extends beyond the current pierhead line so that visitors would have uninterrupted views of the Alexandria shoreline. Even a pier that extends a relatively short distance beyond the pierhead line would provide views of the Torpedo Factory and Torpedo Plaza area to the north and The Woodrow Wilson Bridge and the blocks of The Strand to the south. In addition, the pier and square would have a view up King Street to the George Washington Masonic Memorial. Combined with the new waterfront, the pier and adjacent public spaces create a varied sequence of experiences and invite visitors to both linger and to explore.

The Plan proposes to expand the ability of Alexandria's waterfront to support commercial boat operations and host ships of character devoting the Marina area in front of the Torpedo Factory and Chart House to these purposes. The pleasure boat slips in this area would be relocated to a new marina at Robinson Terminal South. The expansion of the City Marina for commercial vessels could be accommodated within the current pierhead line, as depicted in Figure 22.

The City Marina would accommodate an expansion of the current commercial fleet as well as the local cruise ships now docked in the Strand area, including the Dandy and Nina's Dandy. The operation of these vessels requires accommodation for passengers (parking, ticketing, protected waiting areas), offices, storage, deliveries and servicing. Waiting area and concession facilities would be included on or nearby the new pier and at the area of the City marina where docking for local cruise ships would be expanded.

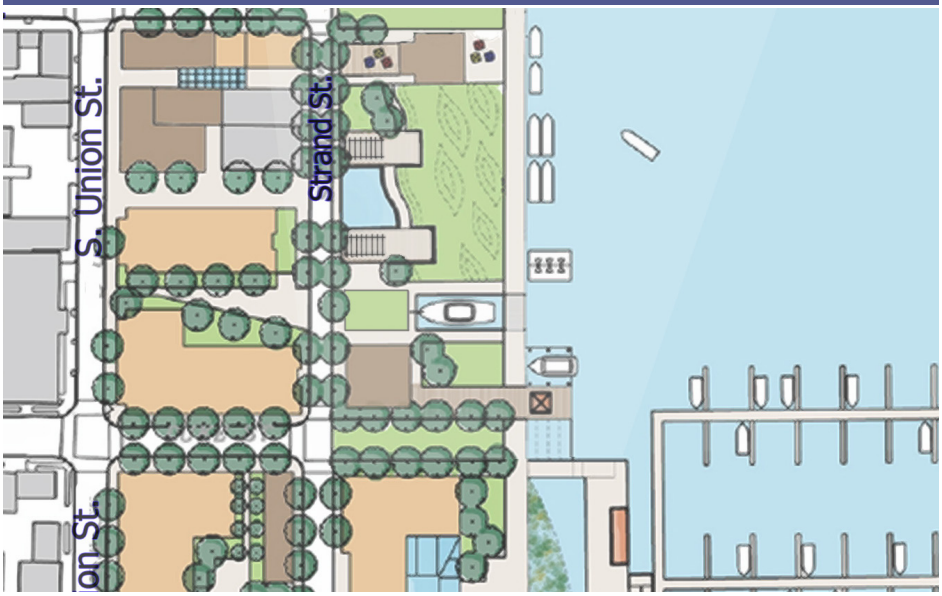
Model depicting the concept for a new commercial habor, centered on the Torpedo Factory with additional docking locations and a new pier at or near the foot of King Street.



Artist's perspective of an expanded Point Lumley Park, looking south from the foot of Prince St.



Figure 23: Illustrative Plan showing an Expanded Point Lumley Park and a Portion of the Redevelopment in the Surrounding Area



Access for service deliveries to commercial vessels would be improved by eliminating the conflicts with emergency vehicles in Thompsons Alley and by ensuring continued access to both Robinson piers and other key locations (such as street ends) for heavy trucks, such year round potable water, wastewater pumpout, and electrical service, as well as adequate and convenient trash receptacles. Passenger arrival could occur via the King Street Trolley, via motorcoach (current locations to be retained), or via private vehicle with parking in garages off Union Street (such as the currently underused parking garage under the Food Court). The mobility-impaired would be served by fully-accessible facilities and the Plan suggests parking locations for privately provided airport-type "golf carts" to shuttle the mobility-impaired between motorcoaches and cruise ships.

The new Pleasure-boat Marina located in front of Robinson Terminal South could be operated privately and without public subsidy – possibly in conjunction with uses on the redeveloped Robinson Terminal South. This marina, located east of the existing Robinson Terminal deep water pier and out into the Potomac River shipping channel, would replace and slightly expand the existing number of pleasure boat slips currently at the City Marina.

The proposed waterside elements will involve a number of different regulatory and governmental approvals, including agreements with the federal government and the District of Columbia. There was previously some concern that the District of Columbia might withhold permission for Alexandria to extend a pier across the existing pierhead line, which is also the boundary between Virginia and the District of Columbia. The District of Columbia has communicated to the City its legal finding that existing law permits Alexandria to extend piers beyond the current pierhead line.

Some elements could also require modification of the western boundary of the designated "shipping channel" by Congressional action; the current channel was established in part to accommodate regular deliveries to and from both Robinson Terminals. It is the recommendation of the Plan to retain at least one of these locations for continued use by larger vessels, and that the channel only be modified in order to create the desired pier and permit the construction of the new marina at Robinson Terminal South. The pier aids in creating a functional docking location that can serve a variety of vessel types and operations. As was requested by some residents, the Plan does not propose expanded marine operations in the river in front of Founders Park. However, the opportunity for tie-ups for transient boaters exists along the bulkhead between King Street and Robinson Terminal South. Such spaces, while encouraging turnover, would allow short-term visitors by boat to enjoy Alexandria without docking at the commercial marina.

1865 image looking north up The Strand





The Waterfront Concept Plan considered inclusion of a jetty or breakwater which was located upriver from the harbor area and was proposed to reduce debris and siltation. Further review showed that it would not serve either purpose adequately. Therefore, the Plan does not include this feature.

All required archeological assessments and protection measures would be applied, pursuant to Section 11 of the Zoning Ordinance, in undertaking improvements under the Plan.

Recommendations:

3.81: Create a new commercial pier in the vicinity of King Street to accommodate water taxis and historical vessels. Pier designs shown in this Plan are illustrative; the ultimate design will be determined during the implementation phase and may be of a different length, width or location from that shown in the Plan.

3.82: Attract a tall ship or other ship of character to be berthed at the new pier. In addition, there should be other berthing opportunities along the waterfront for other ships.

3.83: Incorporate where appropriate interpretive elements which recall or pay homage to the historic wharves in and around this location.

3.84: The Alexandria waterfront shall provide sufficient dock space and other facilities required to support existing and expanded commercial vessel operations, including tour boats and water taxis.

3.85: Any pleasure boat marina should be a modern, well-maintained facility for docking boats that meets the technical specifications and market demands of recreational boaters. Re-locate the pleasure boat marina to avoid conflicts with commercial operations. The marina should be a self-sufficient enterprise, with user fees covering the cost of operations, maintenance, and capital improvements that primarily benefit boaters. Consider private construction and operation.

3.86: Retain the capacity for docking large vessels at Robinson Terminal North and Robinson Terminal South. To minimize dredging expenses, consider docking large shallow-draft vessels at Robinson Terminal North while maintaining the option of docking deep-draft vessels at Robinson Terminal South.

3.87: Relocate the City fireboat and the Seaport Foundation floating building to the waterfront near the foot of Duke Street

3.88: The next phase of the design and engineering of the comprehensive strategy to mitigate flooding should take into consideration: drainage impacts on existing buildings, storm sewers, vehicle and pedestrian access issues, and visual and historic character. Consider impacts of nuisance flooding along the entire Waterfront within this comprehensive strategy.

The Strand

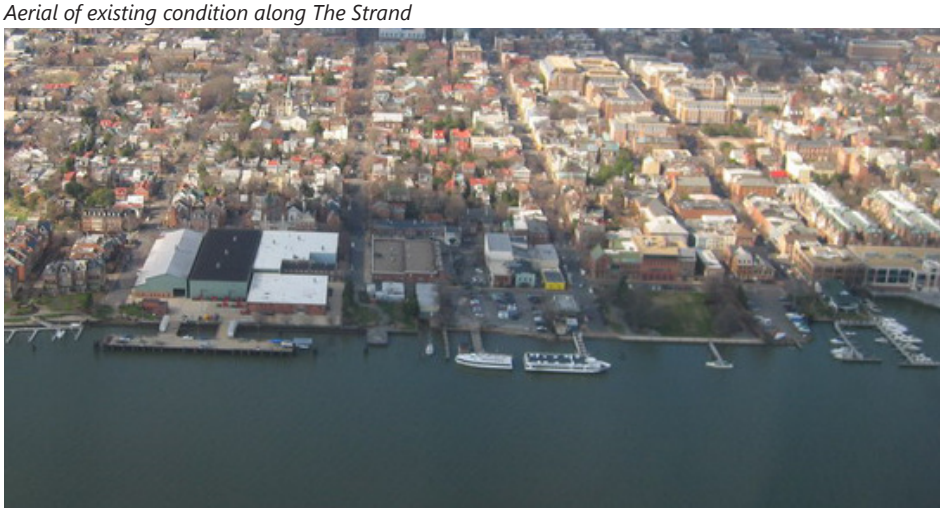
- The Working Seaport -

Point Lumley and The Strand South of Waterfront Park

The theme for The Strand is *The Working Seaport* and the 100 and 200 blocks of The Strand and South Union Street contain the last observable vestiges of Alexandria's golden maritime era from the last half of the 18th century to the early 20th century. This area should evoke the character of the heyday of the waterfront in The Strand and should be used as the Southern Cultural Anchor.

Much of the two-block section of the waterfront between Wolfe Street and Prince Street is warehouses and surface parking. As a consequence, a large amount of the total redevelopment planned for the waterfront occurs in these two blocks.

Aerial of existing condition along The Strand



At the same time, the area features a concentration of some of the last remaining historic buildings on the waterfront and it encompasses Point Lumley, part of the City's original shoreline and a former center of shipbuilding.

The northern block, as it exists today between Prince Street and Duke Street, is bisected by The Strand. The waterside half of the block contains a surface parking lot, the former Beachcombers Restaurant building, the Crenshaw building at 210 The Strand, and the Alexandria Marine building at 226 The Strand. This building is owned by Robinson Terminal and contains historic fabric of an old sumac mill. The two Dandy dining cruise boats dock and have and office adjacent to The Beachcombers Restaurant building. The City purchased The Beachcombers Restaurant building, the Crenshaw building, and part of the adjacent parking lot with City Open Space Funds, and plans to acquire the remaining two parcels of the surface parking lot between them in the near term. These purchased lands were identified within the Open Space Master Plan as priority open space properties.

The block on the west side of The Strand, between Prince and Duke Streets, is composed of nine parcels totaling 77,000 square feet, with the majority owned by the Cummings and Turner families. The block is home to Chadwick's restaurant, the offices of the Potomac Riverboat Company, Old Towne Gemstones, and a number of other offices and retail stores. The Art League leases two warehouses in the southern third of the block, while the northern third contains a number of 19th and early 20th century warehouses in need of restoration and/or repurposing.

The warehouses of Robinson Terminal South cover much of the block between Wolfe and Duke Streets. A historic brick warehouse at 2 Duke Street is surrounded on three sides by more modern structures. These structures are currently being actively used as warehouses, but the owner wishes to have these properties redeveloped over the long term. Deep water access is maintained to the pier, accommodating larger boats. The warehouses are also home to the Seaport Foundation's boat building activities.

The Art League and the Seaport Foundation embody core attributes of the City's history and are important to the City's daily life. The continued operation of both institutions is a high priority of this Plan.

Because of the historical significance of Point Lumley, and of the character of the collection of buildings in this area, any plans for redevelopment must respect and contribute to the appreciation of these elements. The Plan recommends that the 19th and early 20th century warehouses be restored and adaptively reused, with priority toward public or non-profit uses oriented toward history, the arts, or recreation. These could possibly include new or relocated/expanded museums devoted to Alexandria's history and arts centers with galleries or classrooms. Also appropriate are private, for-profit uses that which are open to the public, such as retail shops or restaurants or other publicly-welcoming uses associated with the adjacent redevelopment.

Then and Now: The Beachcombers Restaurant





Recommendations:

3.89: Draw inspiration from The Strand's role in Alexandria's history as a working waterfront in public improvements, private development, and programming, including park design and the scale and positioning of new development in this area.

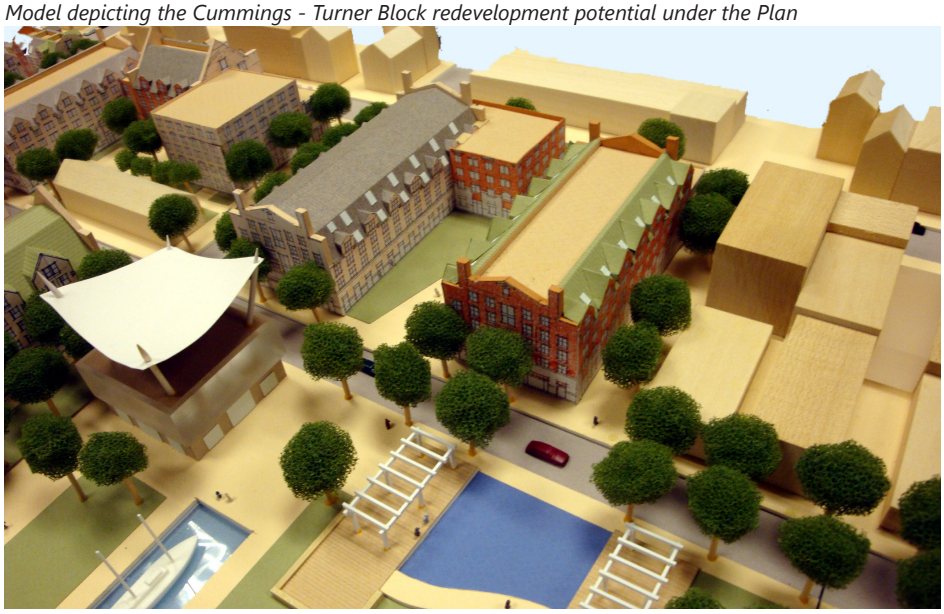
3.90: Establish The Strand area, south of Prince Street, as a cultural anchor of the waterfront, with reference to history and art. In planning and implementation, consider the public realm from King Street to Robinson Terminal South holistically.

3.91: Create a comfortable pedestrian-focused zone along The Strand from King Street to Point Lumley, limiting vehicular access where possible. Open alleyways and other east-west links between Union Street and the river.

Aerial with highlight of existing conditions at the Cummings /Turner Block



Model depicting the Cummings - Turner Block redevelopment potential under the Plan



Between Prince and Duke Streets:
An Expanded Point Lumley Park and the Cummings/Turner Block

The Plan recommends that the riverside properties between Prince and Duke Streets be transformed into a greatly expanded Point Lumley Park, which could showcase Alexandria's shipbuilding history and other elements of its past. Along the water's edge, the entire length will be a pedestrian promenade. The new park is an excellent location for interpreting the City's history through physical markers, monuments, educational signage, or artistic elements. The materials within this park should embrace principles of sustainable landscapes including native plants, rain gardens, porous paving, and recycled materials. Waterside activities should include opportunities to get into the water, such as kayak, canoe, rowboat or small sailboat rental. The Plan anticipates that the park may include one or more park buildings at the southern end, possibly on the footprint of the Alexandria Marine building at 226 The Strand, to house visitor services, historical exhibits or programs, and other civic, institutional, and park support functions. The building at 210 The Strand would be demolished, but the channel leading to it maintained and enhanced.

The Plan also envisions that the park design will recall both the historic wharf-line and shoreline in this location. Raised hardscaped areas, positioned to mimic the historic piers, could be constructed and designed to not only provide historic interpretation but as part of the functional floodwall in this area. These pier-like elements in the park could also provide locations for small scale activities or be designed in such a way as to frame a model-boat basin. Undulating wave-like grass berms in the lawn area could also provide an interpretive feature. More detailed park planning will follow the adoption of this Plan.

Celebrating the City's shipbuilding industry is an ideal focus of the expanded Point Lumley Park because it is the location of historic wharfs and shipbuilding activities during the 18th and 19th century. Nearby Robinson Terminal is already the site of the contemporary educational boat building program of the Seaport Foundation, but the workshop is not accessible to the public. The Plan recommends continuing the Seaport Foundation's current activities in The Strand area, as well as exploring how the Seaport Foundation's boat building activities could be part of a multifaceted engagement with Alexandria's shipbuilding past, along with outdoor display of boats and boatbuilding, "living history" programs onboard historic ships, and other creative approaches to involve the public.

In the shorter term, the Plan recommends relocating the Seaport Foundation's floating building from Thompson's Alley to a location near the foot of Duke Street to be close to their boat building workshop and as part of an effort to reduce the number of conflicting uses at the Thompson's Alley waterfront. Similarly, the Plan recommends relocating the City's fire boat to the same general location at the foot of Duke Street, which is better suited to accessing their emergency water-related activities from the Prince Street firehouse.

The Beachcombers Restaurant building is a 3,630 square foot former restaurant building built over the water in the early 1950s at the corner of The Strand and Prince Street. Over time the water all around and underneath the building was filled, in part with the excess from a concrete business located adjacent to this building. The site was a restaurant for only a few years and later became a gun shop and military surplus store. There is some interest in the public and the private sector in restoring the building to active use as a restaurant, although the building is not historic in a classic historic preservation sense. The City supports the restoration to uses that are found to be economically viable.

The City undertook a review and engineering analysis of the structure, and found that options exist for both demolition with reconstruction, and rehabilitation. The Plan recommends that further cost-benefit analysis be undertaken and that the building only be preserved if it is found most cost effective to do so. There has also been some interest in demolishing this building to open up the view of the river from the public areas along the river; however the Plan recommends trying first to retain and repair or reconstruct the building for use as a restaurant. It was acquired in 2005, along with one-third of The Strand parking lot to its south, from dedicated Open Space Fund monies as one of the priority acquisition sites. Later in 2006, the City acquired another property on The Strand to help complete more of the waterfront corridor. The remaining adjacent properties in the 200 block of The Strand are on the City's priority list to be acquired for this purpose (middle and far south end of The Strand parking lot.)

Model depicting an expanded Point Lumley Park and redeveloped Beachcomber Restaurant



Depiction of potential for a hardscaped plaza in an expanded Point Lumley Park



The range of estimated costs to rehabilitate the building (i.e., gut to the four walls) to make code compliant (such as ADA) and to outfit as a restaurant could cost $2 to $3 million or more. It is an open question as to whether this concept is economically viable.

If The Beachcombers Restaurant building can be restored or reconstructed, high quality design is a priority since the building is highly visible and will define the transition from Waterfront Park to the expanded Point Lumley Park created on the Dandy parking lot. A unique water feature could also be incorporated as part of the building's redevelopment to recall the fact that the building was once sited over the water in the river. The roof of the building could potentially be used for outdoor dining along with the porches on the second floor.

Between Prince and Duke Streets on the west side of The Strand, the Cummings/Turner block is one of the Plan's Development Sites for which a redevelopment strategy has been proposed. A coordinated development for the block is desirable, although major parcels in the block are owned by two different entities. In either scenario, it is important that redevelopment address the restoration and adaptive reuse of the 19th and early 20th century warehouses located on the southern portion of the block and that the site's location adjacent to active, open space along the waterfront be a motivating factor in massing, uses and orientation of development. Generally, the Plan recommends that development for this block be of a use type, such as boutique hotel, which is of a scale that activates the street frontage, improves the pedestrian realm of The Strand, and does not create actual or perceived privatization of an expanded Point Lumley Park.

A goal of the Plan generally is to improve both physical and visual access to the water's edge by retaining and reopening, where possible, the historic alleys. On the Cummings/Turner block, there is more than one opportunity. The first is the alley between Chadwick's and Big Wheel Bikes. Completely reopening this alley is challenging because that would require the demolition of an existing building that connects the historic warehouses. Instead, the Plan recommends that when the block is redeveloped, this connecting structure be rebuilt in transparent material so that there is a visual connection through the alley from Union Street to The Strand.

In addition, the Plan recommends that redevelopment of the Turner Property at 209 The Strand retain a portion of the existing parking lot as an alley. The alley would be along the northern edge of the property so that, for example, the building that currently houses the Potomac Riverboat Company would front the new alley, rather than a parking lot as it does today. The mid-block location of this alley would retain desirable access from Union Street to the River. It would also allow the historic warehouses in the 200 block of South Union Street to be distinct from new construction on the Turner parcel. This alley should be open for public use and be of a character appropriate in scale and design to historic alleys in the area.

Recommendations:

3.92: Complete the acquisition of the waterside properties between Prince and Duke Streets and develop them as a public park showcasing shipbuilding, and other important elements of the City's past. Look to the History Plan and the Art Plan for guidance in park features and structures, naming, historic interpretation, and art.

3.93: Provide varied activities and recreation opportunities in the park, such as a model boat basin, climbable ship's rigging, rowboat or canoe rental, rented bocce or croquet, and others. Look to other waterfronts worldwide for inspiration.

3.94: Consider a civic structure in the park, with potential uses including history, art, or shipbuilding activities, as well as services for park users and other park functions. Relocate the Seaport Foundation's floating building to the foot of Duke Street. Provide one or more temporary or permanent berths for historic ships.

3.95: Create a varied water's edge with piers, inlets, boat ramps – consistent with the shapes of wharves in Alexandria's history. Continue the waterside public promenade, using small drawbridges over inlets to maintain a continuous path while allowing for a varied shoreline. Echo or recall the historic shoreline with landside features.

3.96: Continue to pursue reuse or reconstruction of the Beachcombers Restaurant Building as a working restaurant, provided it is financially feasible without public subsidy. Demolish this building if an economically viable use is infeasible.

3.97: Preserve, restore, and adaptively reuse all of the historic warehouses in The Strand area, with emphasis on cultural uses or uses that allow these elements of the City's past to be open to the public.

3.98: Pursue the use of one or more of the warehouses, or the civic building in the park, as a history center as described in the History Plan.

3.99: Development Guidelines for the Cummings/Turner block are detailed in the Proposed Zoning for Private Development Sites section at the end of this chapter.

Model depicting Robinson Terminal South redevelopment potential under the Plan



Aerial of the existing Robinson Terminal South

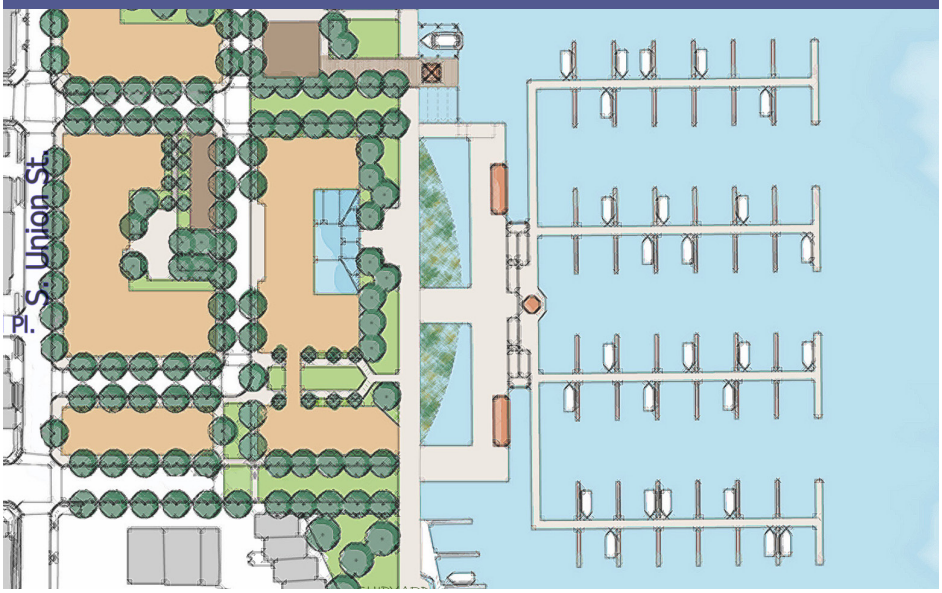


Robinson Terminal South

The block between Duke and Wolfe Street is now occupied by Robinson Terminal South and consists of two parcels totaling approximately 130,000 square feet of lot area. Currently the site contains warehouses (including a historic and very attractive historic brick building at 2 Duke Street) and an approximately 15,000 square foot pier with deep water access. As with the Robinson Terminal North site, the eventual redevelopment has been planned by its owner, the Washington Post, for several decades.

This property is located on one of the most historically significant sites in the City, and redevelopment proposals must make a special effort to find opportunities to recall or interpret the site's history in the design and function of the project and its surroundings. The southern point of the City's original shoreline can be found on this property at Duke Street and the water's edge with the northern point at the West's Point site at Oronoco Street and the water's edge. History should inform every decision about uses, activities, structures, plantings, architecture and design, names, and programming. Robinson Terminal South's location in relation to the northern-adjacent sites, including the expanded Point Lumley Park and potential Cummings/Turner redevelopment area creates a unique opportunity to implement a coordinated design strategy which illustrates the significance of Point Lumley and which is compatible in nature with the scale and character of the surrounding Old Town neighborhood.

Figure 24: Illustrative Plan of Robinson Terminal South showing Conceptual Marina



In recommending uses for the redeveloped Robinson Terminal South, the Plan applies the same approach as it does for Robinson Terminal North. New structures with water frontage should have uses which are welcoming to the public, do not restrict public access or create a perceived privatization of the waterfront. The Robinson Terminal federal government settlement agreement requires future public access on this property. This goal is accomplished through public-welcoming uses such as boutique hotels and active ground floor uses in strategic locations and by orienting privacy-seeking uses, such as residential, away from the water and the new park. The Plan envisions a well-developed public space along the waterfront, as well as a private marina for pleasure boats adjacent to the development.

Model depicting Robinson Terminal South redevelopment potential under the Plan



The Plan's conceptual design envisions The Strand continuing south through the block with the option of connecting with Wolfe Street, and a connection from The Strand extension to Union Street to allow public access and views of the water. Other configurations that meet the Plan's goals are possible and will be evaluated during the development review process, but this configuration serves to facilitate public access while still allowing flexibility among block segments to serve market acceptable floor plates for a variety of use types.

Model looking North along The Strand from Wolfe Street



Although this site is not envisioned to redevelop in the near term, the goal of continuous public access through the site along the water is a primary goal of the Plan and is encouraged to be accomplished as soon as possible. The landowners have been approached and have indicated a willingness to consider providing limited waterside public access across the Robinson Terminal South site prior to redevelopment.

Recommendations:

3.100: Development Goals and Guidelines for Robinson Terminal South are detailed in the Proposed Zoning for Private Development Sites section at the end of this chapter.

3.101: Pursue the concept of a limited public access agreement along the waterside of Robinson Terminal South in collaboration with the landowners of the property.

3.102: In coordination with the redevelopment of Robinson Terminal South, pursue expansion of Roberdeau Park west on Wolfe Street as is generally depicted on the illustrative plan.

Windmill Hill Park to Jones Point Park

South of Point Lumley, the two main opportunities for change from current conditions are Windmill Hill Park and Jones Point Park. Both of these areas have up-to-date park plans adopted and ready for implementation.

Looking south through Windmill Hill Park



Figure 25: Windmill Hill Park Concept Plan



The Windmill Hill Park Plan (Figure 25) adopted by the City in 2002 identifies a number of improvements. The Plan does not propose changes to that plan, which is the result of considerable public review, but instead supports its full implementation, with replacement of the bulkhead as one of the earliest priorities. As the adopted plan begins to be implemented, choices in design, materials and other elements should be consistent with other sections of the waterfront. Adherence to the adopted plan should not constrain opportunities to add public art, to interpret the City's history, or to be consistent with future design guidelines for the waterfront.

Union Street divides Windmill Hill Park; the approved plan shows three pedestrian crossings of Union Street in the park area that have a special paving treatment, as well as one or more speed tables on Union Street. The Plan recommends applying the special paving treatment to the length of Union Street within the park to further reduce vehicle speeds and with the expectation that the street may be closed periodically to join the two halves of the park.

The National Park Service, through a Virginia Department of Transportation (VDOT) construction contract, has begun implementing the Jones Point Park Plan. The Plan does not propose changes to the Jones Point Park Plan. VDOT has initiated a neighborhood liaison process to aid in the implementation of the Jones Point Park Plan.

The Plan emphasizes the importance of the continuity of the public pathways (bicycle and pedestrian) from Point Lumley south to Hunting Creek and onward to Mount Vernon, as well as crossing the Woodrow Wilson Bridge into Maryland. The 1982 Waterfront Plan shows the Mount Vernon Trail proceeding as a boardwalk along the shore of Hunting Towers and Porto Vecchio. The Plan recommends implementing this vision of a boardwalk trail, as funding or redevelopment permits.

Recommendations:

3.103: Implement the adopted Windmill Hill Park Plan. Ensure consistency with the balance of the waterfront in terms of design of paths, facilities, and other park elements. Look to the History Plan and the Art Plan for guidance for public art and historic interpretation within the park. In particular, implement the proposal to complete and conclude the Art Walk in Pomander Park.

3.104: Assess pedestrian/bicycle trail conditions between Windmill Hill Park and Jones Point Park and repair or elevate as needed.

Tide Lock Park to Daingerfield Island

Although the Plan focuses most of its attention on the section of the City's waterfront between Tide Lock Park and Point Lumley, there are areas of potential change north of Tide Lock Park, principally the GenOn Energy, Inc plant and Daingerfield Island, a unit of the National Park Service. There is also some long-term potential for redevelopment within the Plan area along Fairfax, Royal and Pitt Streets.

The 106-acre Daingerfield Island is home to the full-service Washington Sailing Marina with slip rentals, boat ramp, learn-to-sail programs, boat and bike rentals, marine services, sailing clubs, restaurant and snack bar, gift shop and restrooms. Daingerfield Island also hosts fishing and field sports and is busy with cyclists and joggers on the Mount. Vernon trail. Options for change to Daingerfield Island are constrained as the site is part of the George Washington Memorial Parkway. Other constraints include environmental issues and its location in the flight path of National Airport, both of which discourage uses that accommodate large numbers of people. Alexandria residents requested that the future Daingerfield Island include a boardwalk or path along the Potomac shoreline and park elements that support nature interpretation, bird watching, and similar activities. The Plan recommends requesting that the National Park Service undertake a Daingerfield Island master planning process as soon as practicable. In addition to the park itself, there is likely future demand for public access to the Mount Vernon Trail along the George Washington Memorial Parkway from several points in the Potomac Yard development. In addition, there is potential demand for pedestrian access to a future Potomac Yard Metrorail station from North Old Town via the Mount Vernon Trail. Addressing either of these demands would involve pedestrians crossing the George Washington Memorial Parkway; a crossing at the Daingerfield Island entrance would facilitate access to the park from Potomac Yard while an alternative path could follow along or near the train tracks from the GenOn Energy, Inc. Plant to the Bashford Lane entrance to Potomac Greens, and then through Potomac Greens to the Metrorail station.

There has been a power plant at the site of the plant since the 1930s. The Plan provides the following general guidance for the eventual reuse of the area when the plant is no longer in operation, which is anticipated in October 2012: Extension of Old Town's grid network of streets should be considered; doing so would provide a means for organizing and connecting the site to the rest of the City in a compatible way. Potential uses may take advantage of the outstanding views and the close proximity to National Airport and may include office, hospitality, or meeting facilities. Redevelopment should be designed to improve public enjoyment of – and access to/along – the waterfront and could include a significant new public amenity. The identification by the Open Space Master Plan of the plant as a priority open space site should also be taken into consideration as part of the future planning effort for the site described in the implementation chapter.

GenOn Energy Power Plant



Looking from the water past Tide Lock Park (Crowne Plaza showing in background - left)



The Crowne Plaza hotel provides approximately 250 hotel rooms and approximately 10,500 square feet of meeting and event space. The 12-story building is podium-style surrounded by surface and garage parking, an urban form that is outdated and inconsistent with much of Old Town North. The addition of low-rise (2-4 story) development fronting Fairfax, Montgomery and/or First Streets would improve the pedestrian experience and this building's compatibility with its neighbors. It would also integrate the Perfect Pita building into the fabric of the neighborhood. The block is zoned OCM (50); existing development uses all of the density permitted by this zone. There are no immediate development proposals for this site, but the Plan supports consideration of low-rise infill development on this site fronting the street. Figure 26 gives an illustrative example of a conceptual infill/liner unit redesign of the Crowne Plaza Hotel.

Similarly, there are buildings on the east side of North Fairfax Street in the 700 and 800 blocks that are either pulled back from the street edge or have an inactive presence at the street level. Redevelopment or renovation is an opportunity for these buildings to better engage with pedestrians and the neighborhood.

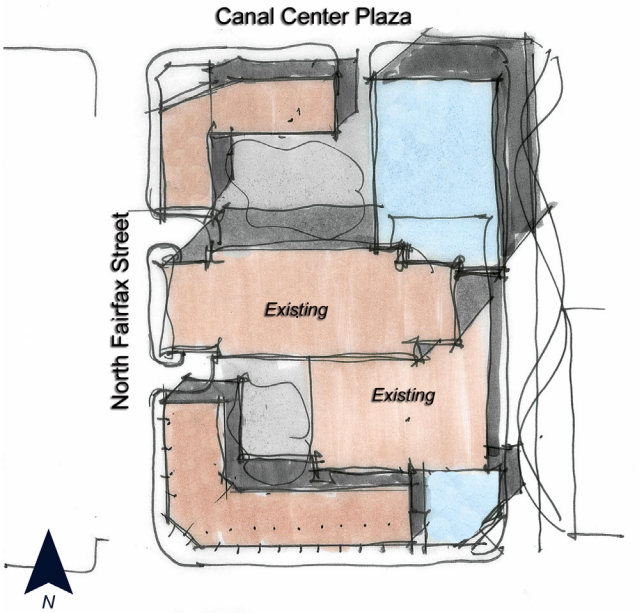
The west side of North Fairfax Street is outside the Plan boundary, but there are existing office and warehouse buildings on the west side of North Fairfax Street where the owners may be interested in upgrades or redevelopment to meet current tenant demands. In that regard, the Plan supports outreach to these property owners to explore urban design improvements. When an update to the North Old Town Small Area Plan is scheduled, it should consider whether flexibility in the building envelope may be needed to encourage or allow modernization. Renovation or redevelopment should emphasize a continuous street wall. in order to accommodate such changes to the building envelope.

Recommendations:

3.105: Request the National Park Service to begin a Daingerfield Island master planning process and address resident proposals for a waterside boardwalk and other features.

3.106: Support redevelopment of the North Old Town parcels in the Plan area when redevelopment is compatible with existing uses, will improve the relationship of buildings to the street and will provide an active presence at the street level.

Figure 26: Crowne Plaza Infill Concept



Waterfront Small area Plan
Policy For Restaurant/Hotel/Commercial Uses

The cultural and historic ambience of Old Town provides the primary attraction for visitors and for residents. Restaurants, hotels, entertainment venues, marinas and other commercial establishments along the waterfront will provide activity and destinations for residents and visitors, allowing enjoyment of the City's Potomac River location. Such uses, however, must be sited in appropriate locations and designed in such a way to ensure that goals of the Waterfront Plan are achieved, including:

- Enhancing enjoyment of the waterfront for residents and visitors alike;
- Appropriately locating uses consonant with public open spaces, development sites, and the Potomac River; and
- Maintaining compatibility with both the historical and residential character of the adjacent neighborhood.

Restaurants, hotels, farmers' markets, retail, personal service, private recreational facilities, and marinas each require SUP approval in the Waterfront area. The SUP process is designed so that each use is reviewed and assessed for its appropriateness at a specific location and for its ability to coexist with adjacent and nearby uses without impacts to the character of the area, the plan goals as a whole, and the enjoyment of nearby property.

The Small Area Plan for the adjacent area of Old Town states the City's policy that the fragile balance between the residential and commercial areas "must be preserved if both are to remain strong and if the ambience of Old Town is to be preserved. Further, the commercial areas contain a mix of activities that is unique within the metropolitan area, and that mix needs to be protected if the character of Old Town is to be preserved."

The Old Town Small Area Plan (and the King Street Retail Strategy by reference) includes the City's policy with regard to restaurants, establishing guidelines to assist in SUP decision-making. The Old Town Restaurant Policy requires that Council review each restaurant application for its impacts on noise, late night hours, alcohol, parking, litter and the balance of retail and restaurant uses. A similar approach should be taken to protect the Waterfront, King Street and the nearby residential areas as to future uses and SUP review.

Each SUP for a restaurant, hotel, entertainment, or other commercial use on the waterfront must be reviewed, and appropriate findings made, according to the following guidelines:

1. City Council shall not approve an SUP for a use on the waterfront unless it finds that the use does not create significant negative impacts on the vitality and character of King Street or the character and enjoyment of nearby residential neighborhoods
2. City Council shall consider the cumulative effect of the proposal and the number of already established uses in the nearby area.
3. In the case of an expansion or other intensification, the entire operation shall be taken into account in determining the impact on King Street and nearby residential neighborhoods.
4. In making its determination, City Council shall consider the following factors as applied to the proposed use:
    a. Restaurant
        i. The potential for undue congestion of pedestrians or vehicles;
        ii. The extent to which the use is open in the late night hours and situated so as to potentially disturb residential areas;
        iii. The extent to which alcohol consumption will predominate over food consumption and situated so as to potentially disturb residential areas and negatively impact waterfront public spaces.
        iv. The availability of off-street parking for the restaurant's patrons and employees, including whether the restaurant has contracted with nearby garages for additional off-street parking for patrons and/or employees.
        v. The predicted extent of litter generated;
        vi. The potential for loud or otherwise inappropriate noise; and

Waterfront Restaurant/Hotel Policy (continued)

vii. The extent to which other restaurants already exist in the same area. Restaurant uses should not located in such proximity as to detract from the character and authenticity of the waterfront by creating a monoculture similar to a Food Court or "restaurant row" environment.

viii. The extent to which the restaurant provides incentives for employees who are able to use transit.

ix. The extent to which new parking is available to support overlfow parking needs of Old Town residents.

x. The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.

xi. The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront planning process, including alleys as view corridors; design elements that minimize the impacts of height, such as setbacks above the third story along Union Street and incorporation of the top story within a roof form; and small footprint buildings instead of large "superblock" development.

b. Hotel

i. The potential for undue congestion of pedestrians or vehicles;

ii. The type and size of hotel, and whether it is designed to attract large conventions, banquets, or other functions (such as trade shows). Hotels shall be "boutique" hotels: that is, hotels with 150 rooms or less, no ballroom, and meeting rooms for on-site use by guests. The Waterfront Small Area Plan allows the addition of up to two hotels in the W-1 zone, with a total limit of 300 rooms.

iii. The ability of the hotel to accommodate, and screen all of its service needs on site, including loading and delivery operations.

iv. Parking for visitors, customers and employees must be provided on site. Additional parking may be provided by contract with a nearby garage for patrons and/or employees. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.

v. The extent to which garage spaces will be available to the public. Parking garages must be operated so that they are open to the public at least at peak times.

vi. A restaurant within a hotel that is open to the public shall be the subject of a separate SUP and the same requirements as other restaurants.

vii. The location of the hotel and whether its layout is designed to produce the least impact on nearby residential areas and on the lower King Street area.

viii. The extent to which the hotel provides incentives for employees who are able to use transit.

ix. The extent to which new parking is available to support overlfow parking needs of Old Town residents.

x. The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.

xi. The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront planning process, including alleys as view corridors; design elements that minimize the impacts of height, such as setbacks above the third story along Union Street and incorporation of the top story within a roof form; and small footprint buildings instead of large "superblock" development.

c. Other commercial uses: Factors from the above lists shall be applied as relevant to the specific SUP under consideration.

Proposed Zoning for Private Development Sites

Three private sites, as depicted in Figure 10, have been identified in this Plan as Development Sites:

- Robinson Terminal North
- Robinson Terminal South
- Cummings/Turner Block

Large, new development on each site has been anticipated for decades and permitted by either settlement agreements with the federal government, Alexandria zoning, or both. All sites are now zoned W-1, Waterfront Mixed Use zone. The zone permits residential, office and retail development, at an FAR of up to 2.0 with an SUP, depending on the uses included in the project. Hotels are not now permitted in the W-1 zone. Where both a settlement agreement and zoning apply, the 1992 W-1 zoning is more restrictive than the agreement.

This Plan provides the City with an opportunity to create a more refined approach for each development site, focusing on design, historic importance and amenities and, most importantly, each site's physical connection with the new public open spaces and facilities in the Plan. As to each site, the Plan proposes some increase to what existing zoning already permits, but does so with additional requirements. Thus, increases in density are permitted but only with SUP approval, and only if the proposed development is found to comply with the specific Development Goals and Guidelines outlined below.

Figure 10:
Development Sites



A system of active frontages is integral in connecting waterfront places, as illustrated in Figures 28a and 28b. Specific requirements for active frontage are depicted for each development site on the following pages.

Each of the development sites will continue to be subject to the W-1 zone, but the zone text is proposed to be modified

- to allow hotels with SUP approval;
- to allow additional density with SUP approval; and
- to require compliance with the Development Goals and Guidelines listed below.

No height limits are proposed to change with the exception of the portion of Robinson Terminal North to the west of Union Street, which is proposed to increase from 55 ft. to 66 ft. This change will align the Zoning Ordinance with the Height Districts for this area (Figure 27).

As to Robinson Terminal South and the Cummings/Turner block, each are located within both the Old and Historic Alexandria District and the Potomac River Vicinity Height District, making them already subject to design guidelines and standards in existing zoning regulations that will not change at sections 6-404 and 10-105(A)(4)).

Specific zoning changes and Development Goals and Guidelines for each site are outlined below.

Within the Development Guidelines, a stated preferred use is a boutique hotel for certain locations. The typical characteristics of boutique hotels - small, unique, and offering limited meeting space but high levels of guest services - are compatible with the waterfront area. The Plan considers a "boutique" hotel to be one with 150 rooms or less, no ballroom, and meeting rooms for on-site use by guests. The Waterfront Small Area Plan allows the addition of up to two hotels in the W-1 zone, with a total limit of 300 rooms. A February 2011 hotel analysis conducted by W-ZHA, Inc., as part of the waterfront planning process, states "Future improvements to the area as well as expanded access options (e.g., water taxi service as well as trolleys and shuttles), will give the waterfront a prime location for future lodging development . . . an improved core area waterfront could support new lodging development of roughly 700-1,000 new rooms."

It is the clear intention of this Plan that buildings designated as historic are to be preserved, restored and adaptively re-used. In reviewing redevelopment proposals that addresses the preservation, restoration and adaptive re-use of historic buildings. All historic preservation actions contained in an approved development proposal should be phased to occur beofre or contemporaneiously with the construction of new buildings.

Figure 27: Height Districts

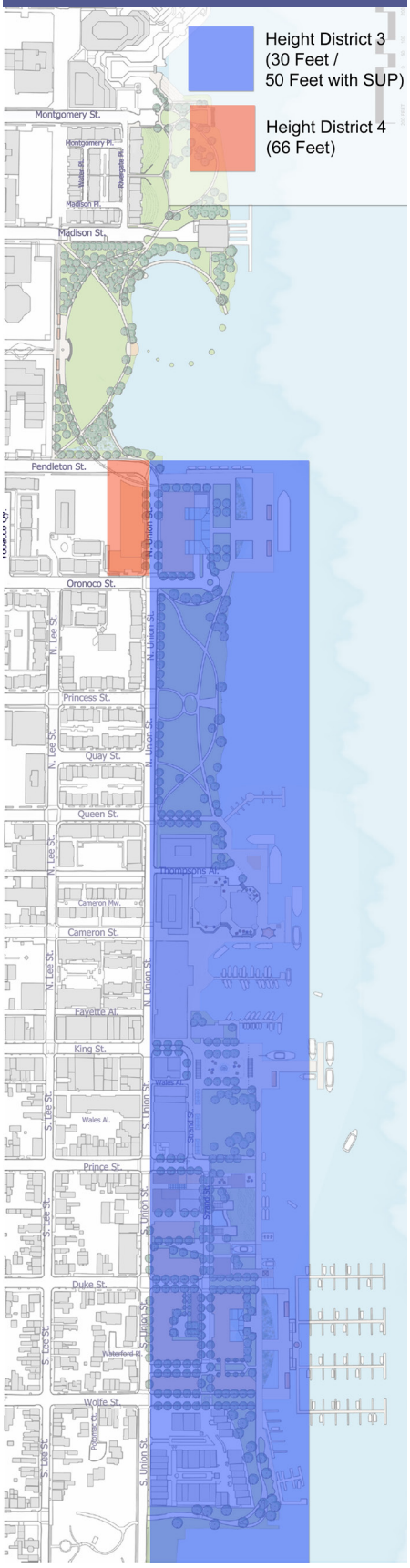


Figure 28a: Active Frontages - North Section

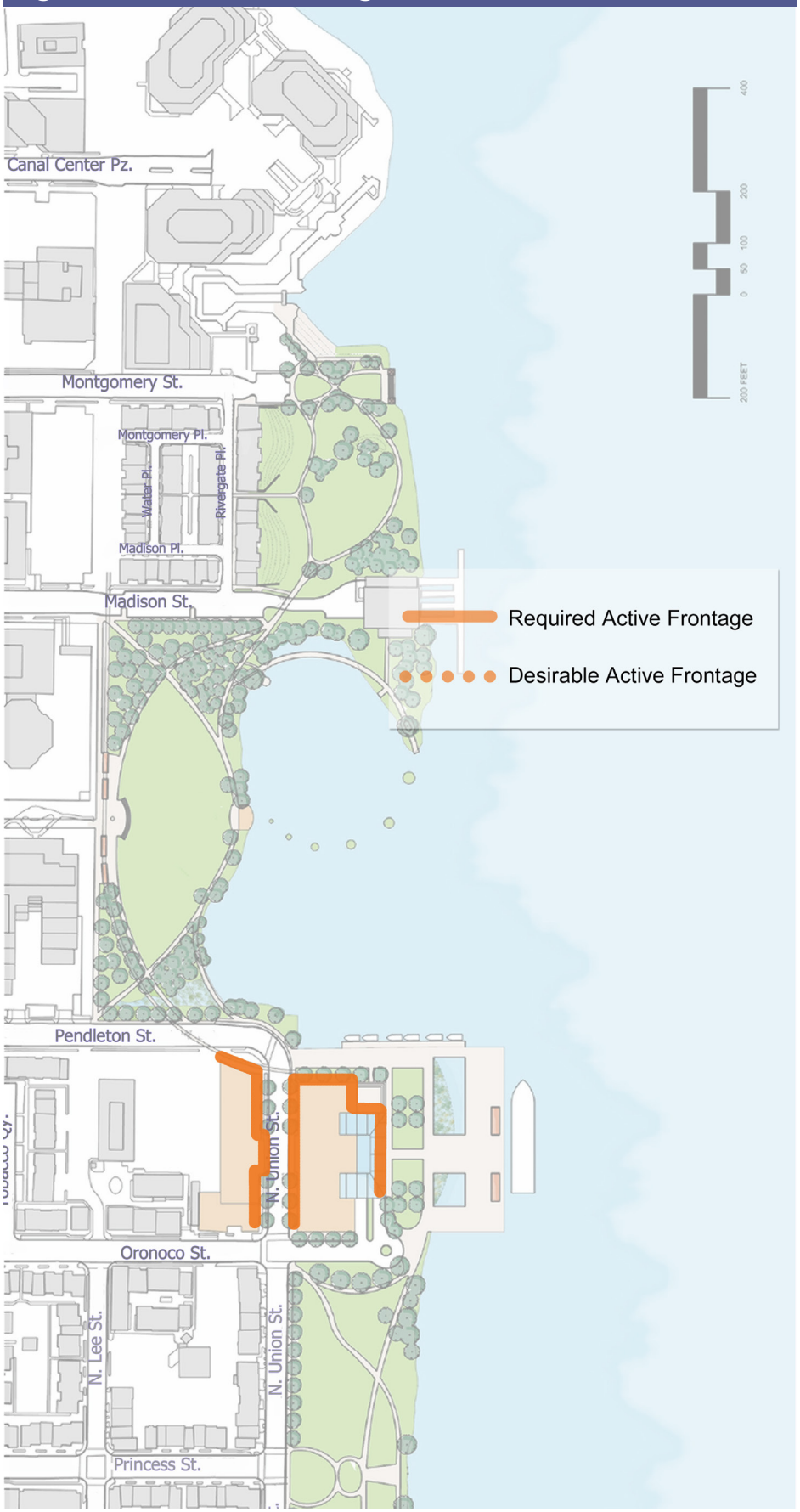
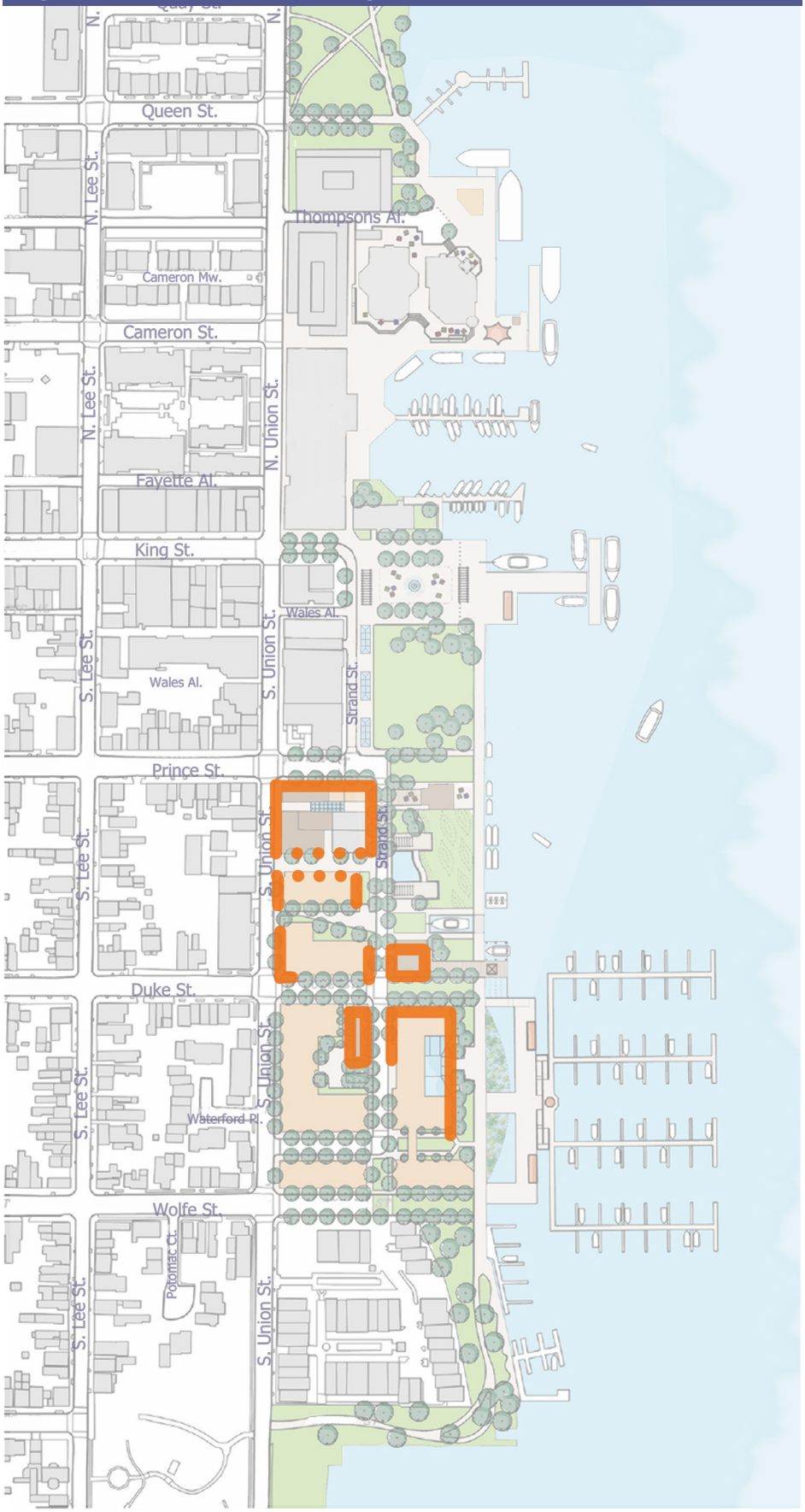


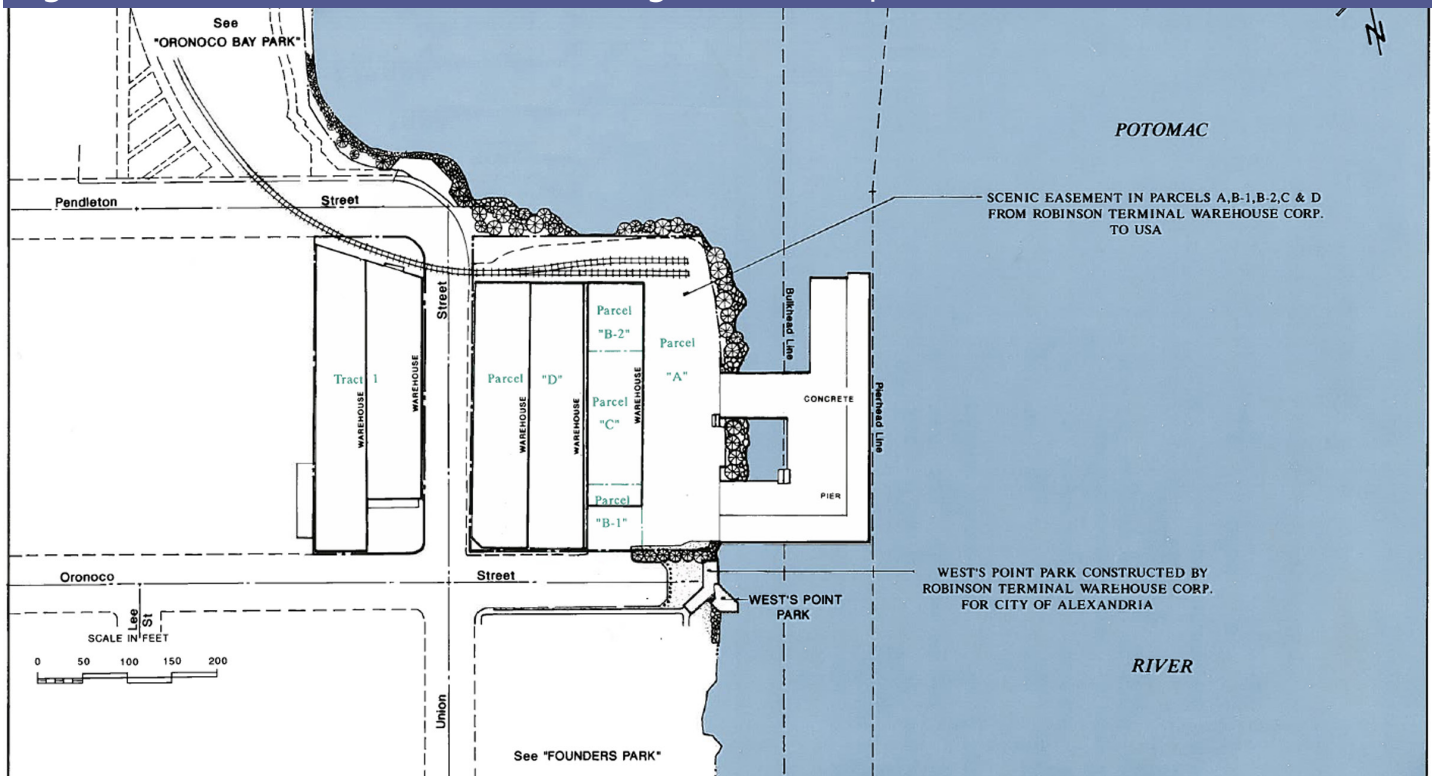
Figure 28b: Active Frontages - South Section



Robinson Terminal North

The W-1 zone is more restrictive than the federal government settlement agreement in terms of density and height. The settlement agreement allows a square footage of 238,816 square feet on three development parcels with a total buildable lot area of 91,814 square feet, resulting in an effective Floor Area Ratio (FAR) of 1.69. Under existing zoning, a total of 195,296 square feet is permitted with an SUP (1.38 FAR). The proposed maximum density in this Plan constitutes a 43,520 square foot increase over the existing W-1 zoning, but does not exceed the settlement allowances. Tract 1, or the parcel of property on this site located west of North Union Street, is limited to 66 feet in height and heights east of North Union Street are limited to 45 feet on Parcel D and 30 feet on Parcel C, as described in the settlement agreement.

Figure 29: Terminal North settlement agreement Map



Development Goals:

1. Employ a land use mix and design which invites the public and encourages activity within the proposed development and in the adjacent public spaces.
2. Provide extensive public amenities and free access to and along the water's edge.
3. Improve access by extending Pendleton Street as a pedestrian connection to an improved public pier.
4. Pay homage to historic West's Point through public space design and interpretive features
5. Maintain a building scale compatible with existing fabric to the south and west.
6. Maximize water views from buildings, streets and rooftop open spaces.

Figure 30: Robinson Terminal North Conceptual Massing Model

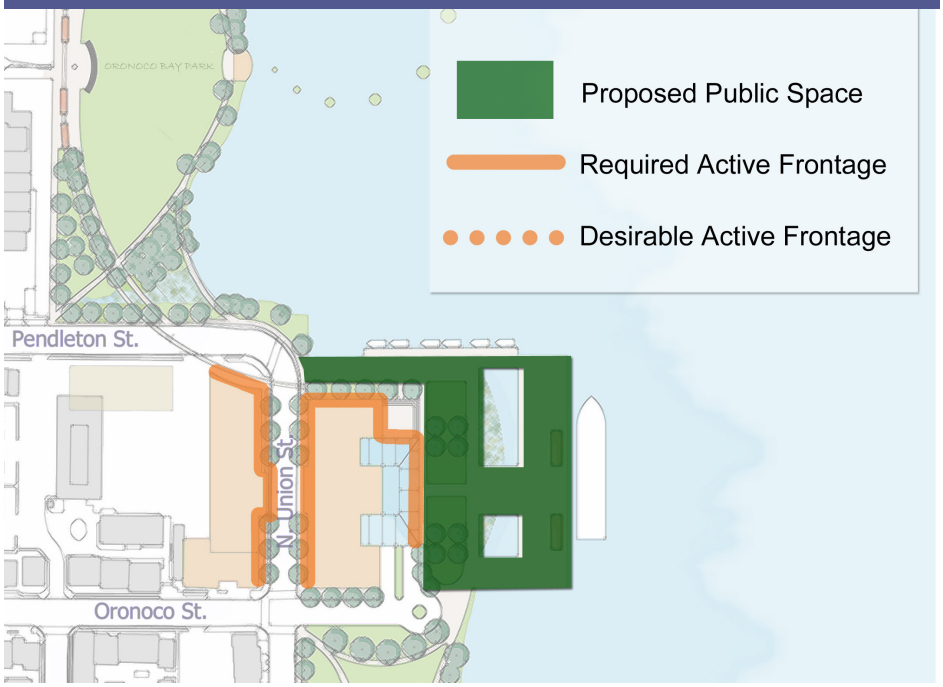


Robinson Terminal North

Development Guidelines:

1. Active uses should be part of any development and should constitute the predominant ground floor uses. Active ground floor uses shall be generally located as depicted in the Public Space and Active Frontages Diagram (Figure 31), and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses.
2. The preferred use on the site is is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel).
3. Residential use and design should be compatible with a high level of public activity and located away from the water.
4. Residential use should not be the primary use of the site. The location, design and specific type of residential use proposed must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development. Ground floor residential units are not permitted.
5. The streetscape and pedestrian experience along North Union Street should be enhanced; in addition to undergrounding utilities, providing street trees and appropriate light fixtures, Union Street should present an obvious continuation of pedestrian access between open space areas to the north and south and be improved with, at minimum, wide sidewalks, landscaping and special street paving.
6. Historic interpretation, consistent with the recommendations of the History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, with particular attention given ot the West's Point site which is the area which extends from the water west up Oronoco Street to Union Street, and represents the origins of Alexandria.
7. Encourage modern design inspired by historic precedent (such as 18th century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations. Reflect historic east-west orientation of buildings, alleys and wharves.

Figure 31: Robinson Terminal North Proposed Public Space and Active Frontages



Development Guidelines Continued:

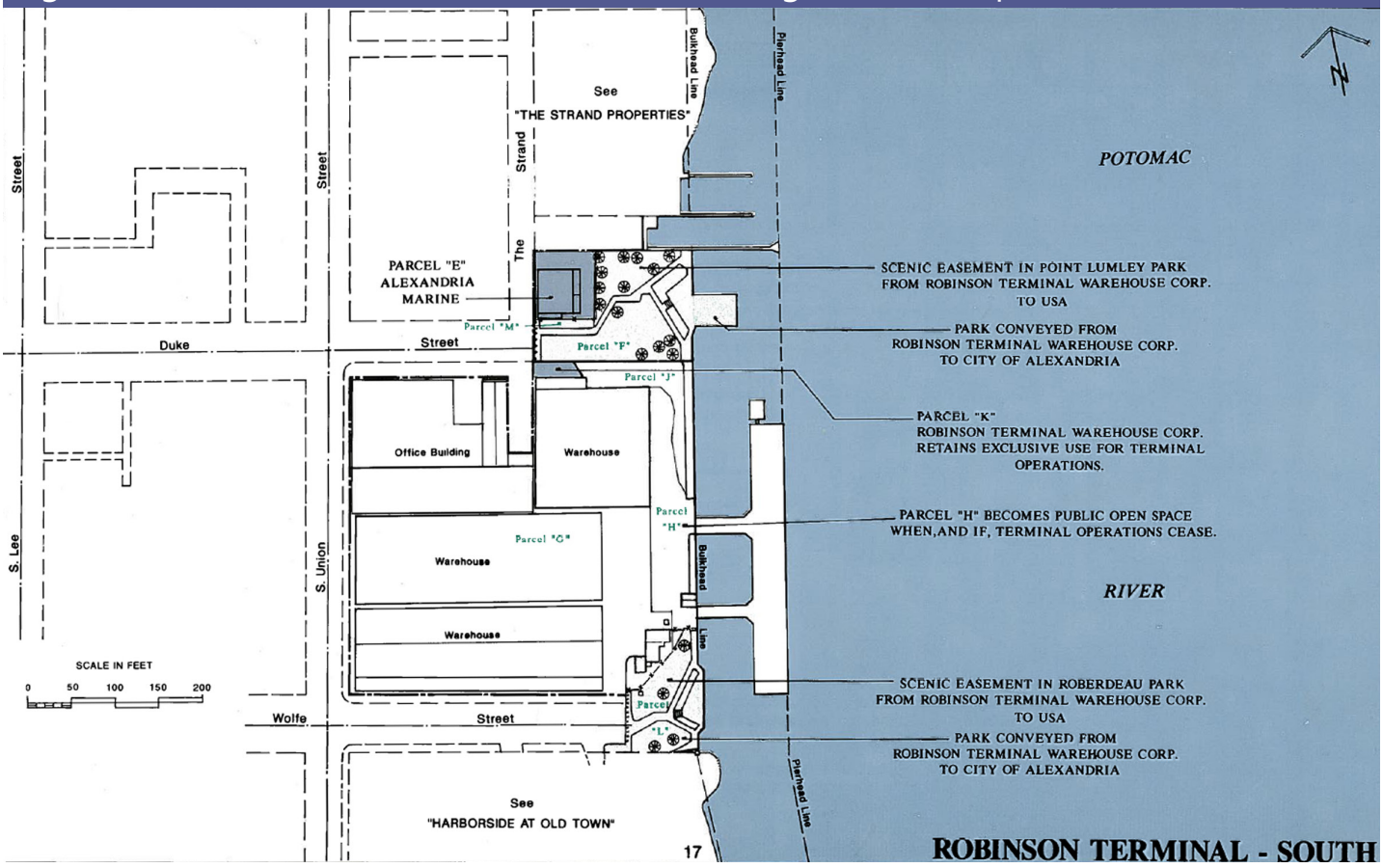
8. Redevelopment proposals shall require review on an advisory basis by the Old and Historic District Board of Architectural Review prior to being considered by the Planning Commission and City Council prior to approval.
9. Parking for new buildings should be accomodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.
10. The bulk and scale of the buildings should be stepped down from Union Street toward the water.
11. Curb cuts should not be located on any building and/or block frontages facing the water or North Union Street, and should be minimized if facing open space along Oronoco Street.
12. Shoreline treatment at Robinson Terminal North should include native plantings and naturalization where possible.
13. Redevelopment should be compatible with any biosparging technology, or other bioremediation, being employed by the City in treatment of the Oronoco Outfall-Alexandria Town Gas site located at the eastern end of Oronoco Street.
14. As part of redevelopment, on and off site public amenities shall be provided by the developer of the site. The specific amenities to be provided will be determined during the development review process. Desirable public amenities include:
    - Public art as a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the greatest extent possible, in the design for the redeveloped warehouses, pier, and public spaces.
    - Open spaces with public access easements and/or dedications, provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 31). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement. Riverside open space widths of less than 100 feet are acceptable only if it is found that an alternative site design better meets the objectives of this Plan.
    - Retention of the Robinson Terminal pier, repaired and expanded to be used as a public space and incorporated into the public space/pedestrian concept for the Plan as a whole. The Plan encourages retaining the pier's ability to accommodate larger ships visiting Alexandria. Use of the pier should be active and welcoming to the general public, and should advance the goal of the uninterrupted public pedestrian walkway along the water's edge. Examples of potential uses include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cafes. Any structure erected on the pier should be temporary in nature, such as a tensile structure, fabric awning, or prefabricated, demountable, glass pavilion. The responsibility for the design, construction, maintenance and programming of the pier and public space will be determined in the future; the Plan recommends close coordination between the City and the developer on all of these issues.
    - Environmental amenities, above and beyond the minimum required.
15. The maximum FAR and floor area allowed is included on the chart at page 105.

Robinson Terminal South

Like Robinson Terminal North, the Plan envisions redevelopment in the same general scale as outlined in the settlement agreement, with height not to exceed fifty feet, which is the existing limit. The two primary parcels, between Duke and Wolfe Streets, consist of 134,158 square feet. Adjacent to the primary parcels is 226 The Strand, a 6,258 square foot parcel which currently contains the Alexandria Marine building. This parcel is also considered part of the Robinson Terminal South site under the settlement agreement.

Under the settlement agreement, a total of 380,529 square feet is allocated across the three parcels. The City's W-1 zone allows a total of 327,293 square feet at a maximum of 2.0 FAR across the three parcels; the Plan's recommendations to move to the settlement agreement allowances would increase the maximum permitted density by 53,136 square feet. Under the 1992 Zoning Ordinance, the allowable height is 30 feet above the average finished grade, which can be increased to a maximum of 50 feet with the approval of a Special Use Permit.

Figure 32: Robinson Terminal South settlement agreement Map



Development Goals:

1. Employ a land use mix and design which invites the public and encourages activity within the proposed development and in the adjacent public spaces.
2. Provide extensive public amenities and free access to and along the water's edge.
3. Improve access by extending neighboring streets and creating new east-west alleys.
4. Create improved pedestrian connections to an improved and expanded public pier.
5. Pay homage to historic Point Lumley through public space design and interpretive features.
6. Maintain a building scale compatible with existing fabric across South Union Street and Wolfe Street.
7. Maximize water views from buildings, streets and rooftop open spaces.
8. Redevelopment that includes a new pleasure boat marina is encouraged.

Figure 33: Robinson Terminal South Conceptual Massing Model



Robinson Terminal South

Development Guidelines:

1. Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages Diagram (Figure 34), and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses. There shall be adequate and reasonable buffering of the existing residential uses facing the site on Wolfe Street and South Union from the active uses in the new development.
2. The preferred use on the site is is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel). In particular, facilitate the vision for The Strand and its uses.
3. Residential use and design should be compatible with a high level of public activity and located away from the water.
4. Residential use should not be the primary use of the site. The location, design and specific type of residential use proposed must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development. Ground floor residential units are not permitted.
5. The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees and appropriate light fixtures, and design should enhance the views of the water, pedestrian access and porosity and reflect the historic orientation of buildings and alleyways.
6. A new east west connection north of Wolfe Street between South Union Street and the pier is strongly encouraged.
7. An extension of The Strand from Duke Street is strongly encouraged, with a pedestrian-only connection at the The Strand/Wolfe Street intersection to buffer the Harborside community.
8. Historic interpretation, consistent with the recommendations of History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, including recognition of the southern point of the original shoreline.
    - Buildings and open space should reflect Alexandria's maritime history.
    - The Plan encourages modern design inspired by historic precedent (such as 18th century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations.
    - Architecture should reflect historic east-west orientation of buildings, alleys and wharves.
    - The historic 2 Duke Street warehouse shall be preserved and adaptively reused.
9. Curb cuts should not be located on any building and/or block frontages facing the water or South Union Street, and should be minimized if facing residences along Wolfe Street.

Development Guidelines Continued:

10. Parking for new buildings should be accomodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.
11. Shoreline treatment at Robinson Terminal South should include native plantings and naturalization where possible.
12. Robinson Terminal South is a potential location for a new and expanded pleasure boat marina. The proposed marina is conceived to be financially self-supporting as either a publicly or privately built and operated marina, and may be developed and operated in conjunction with the landside redevelopment of Robinson Terminal South. If the developer of the Robinson Terminal South development site does not develop the marina, it shall cooperate with the City and others to allow its development by others.
13. As part of redevelopment, on and off site public amenities shall be provided by the developer of the site. The specific amenities to be provided will be determined during the development review process. Desirable public amenities include:
    - Public art as a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the greatest extent possible, in the design for the redeveloped warehouses, pier, and public spaces.
    - Open spaces with public access easements and/or dedications, provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 34). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement. The Plan encourages the use of Parcel E for park, civic, or cultural activities. Riverside open space widths of less than 100 feet are acceptable only if it is found that an alternative site design better meets the objectives of this Plan.
    - Significant improvements shall be designed for Duke, Wolfe and additional street ends with green, pedestrian areas extending from The Strand to the water to expand the waterfront open space area.
    - A new kayak launching area at the foot of Duke.
    - Retention of the Robinson Terminal pier, repaired and expanded to be used as a public space and incorporated into the public space/ pedestrian concept for the Plan as a whole. The Plan recommends that connections be provided at both the northern and southern ends of the pier, and improvements made to ensure the safety of users. Examples of potential uses on the pier area include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cafes. Until or unless a pleasure boat marina is constructed adjacent to the Robinson Terminal South pier, the use of the pier as a docking location for larger vessels should be maintained.
    - Environmental amenities, above and beyond the minimum required.
14. The maximum FAR and floor area allowed is included on the chart at page 105.

Robinson Terminal South - Cummings / Turner

Figure 34: Robinson Terminal South and Cummings - Turner Proposed Public Space and Active Frontages



Cummings / Turner Block

This large block between Duke and Prince Streets, now owned by three landowners, contains a total lot area of 64,180 square feet. The owners of the major parcels are the Cummings and Turner families; a parcel of 1,025 square feet is owned by the Young family. The Development Guidelines anticipate redevelopment with a series of breaks within the block allowing access from South Union Street to the water and park areas. The Guidelines also require the retention and reuse of the historic buildings on the northwestern portion of the block. No settlement agreement governs this property, so the W-1 zone provides the legal development constraints. The Plan recommends changing the zoning to allow development density similar to the adjacent Robinson Terminal South. Under the 1992 Zoning Ordinance, the current height limitation of 30 feet above the average finished grade, which can be increased to a maximum of 50 feet with approval of a Special Use Permit, would be retained.

The proposed increase in zoning will allow a total of 192,540 square feet, or 64,180 square feet more than the maximum development (128,360 square feet) allowed under existing W-1 zoning. About 83,000 square feet of the total development potential could occur on the Turner properties and the balance on the Cummings and Young properties.

Cummings / Turner Block

Development Goals:

1. Employ a land use mix and design which invites the public and encourages activity within the proposed development and in the adjacent public spaces.
2. Provide extensive public amenities, with particular attention to the restoration of the historic buildings on the block.
3. Improve access and views to the Potomac River by creating new east-west alleys.
4. Pay homage to Alexandria's waterfront history through public space design and interpretive features.
5. Maintain a building scale compatible with existing fabric across South Union Street and Wolfe Street.
6. Maximize water views from buildings, streets and rooftop open spaces.

Figure 35: Cummings-Turner Redevelopment Conceptual Massing Model



Development Guidelines:

1. Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages Diagram (Figure 34) and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses.
2. The preferred use on the site is is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel).
3. For the cluster of buildings that includes the historic warehouses, residential (including owner occupied units) is permitted above the first floor along Union Street and around the northwest corner on Prince Street.
4. Residential use should not be the primary use of the site. The location, design and specific type of residential use proposed must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development. Ground floor residential units are not permitted.
5. The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees and appropriate light fixtures, and to enhance the views of the water, pedestrian access and porosity and reflect the historic orientation of buildings and alleyways:
    - At least two midblock breaks between new buildings, with public space, including alleys and courtyards shall be provided extending from South Union Street to The Strand;
    - A third alleyway between 10 Prince Street and 204 South Union Street shall be opened, with new infill construction permitted, provided that it creates an open, transparent space reflecting the historic alley in that location.
    - Access to uses within the alleys and courtyards is essential to the pedestrian experience;
6. Historic interpretation, consistent with the recommendations of History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces.
    - Buildings and open space should reflect Alexandria's maritime history.
    - The Plan encourages modern design inspired by historic precedent (such as 18th Century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations.
    - Architecture should reflect historic east-west orientation of buildings, alleys and wharves.

Cummings / Turner Block

Development Guidelines (Continued):

7. Redevelopment of any portion of the block should be coordinated with restoration and adaptive reuse plans for the historic warehouse buildings in the block. As part of any SUP for any development of Cummings property, the applicant shall provide a plan for the restoration and adaptive reuse of the historic buildings at 10 Prince Street, 204 South Union Street and 206 South Union Street. Adaptive reuse should emphasize uses that are open to public access and shall include a civic or cultural use.
8. Public art should be a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the extent possible, in the design for the redeveloped warehouses, pier, and public spaces.
9. Contribute significantly to the public amenities in the new park between the redevelopment block and the Potomac River, including environmental amenities, above and beyond the minimum required.
10. Open space with public access easements and/or dedications shall be provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 34).
11. Curb cuts should not be located on any building and/or block frontages facing open space.
12. Parking for new buildings should be accomodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.
13. Both the Cummings and the Turner properties are encouraged to develop jointly under a single scheme and in such a way as to share amenities such as an on-site restaurant or other common space. However, if that does not occur, each site can develop on its own. At ultimate buildout, the underground parking will share a single entrance on Duke Street, with a knock out panel provided between the underground garages.
14. The maximum FAR and floor area allowed is included on the chart at page 105.

Table 2: Private Redevelopment Sites: Density and Height Analysis

Private Development Sites			Settlement (1983)			Current Zoning (1992)			Adopted (2011 Plan)			Change
Site	Land Area	Existing Development	Development	FAR	Max Height with SUP	Development	FAR	Max Height with SUP	Development	FAR	Max Height with SUP	Current Zoning vs Proposed
	sq. ft.	sq. ft.	sq. ft.		ft.	sq. ft.			sq. ft.		ft.	sq. ft.
Robinson Terminal North	**141,181**	**91,814**	**238,816**	**1.69**	**30/45/66**	**195,296**	**1.38**	**30/45/55**	**238.816**	**1.69**	**30/45/66***	**43,520**
Robinson Terminal South	**163,696**	**NA**	**380,528**	**2.32**	**50**	**327,393**	**2.0**	**50**	**380,529**	**2.32**	**50**	**53,136**
Cummings/ Turner Block (Total)	**64,180**	**70,732**				**128,360**	**2.0**	**50**	**192,540**	**3.0**	**50**	**64,180**
214-220 S. Union St.	*21,299*	*21,240*				*42,598*	*2.0*	*50*	*63,897*	*3.0*	*50*	*21,299*
2XX, 203, 205, 211 Strand	*27,948*	*19,232*				*55,896*	*2.0*	*50*	*83,844*	*3.0*	*50*	*27,948*
204-206 S. Union St., 2, 10 Prince St.	*14,933*	*30,260*				*29,866*	*2.0*	*50*	*44,799*	*3.0*	*50*	*14,933*
Total	**369,057**					**651,049**			**811,885**			**160,836**

** Heights at Robinson Terminal North shall be limited to 30 feet on Parcel C, 45 feet on Parcel D, and 66 feet on Tract 1.*

Table 6: Private Redevelopment Sites: Uses

Private Development Sites: Uses				
Site	Owner(s)	Current Use	Required Uses	Preferred Uses
Robinson Terminal North	Washington Post	Warehouse	Ground Floor Active	Mixed (See Development Guideline #2 on page 92)
Robinson Terminal South	Washington Post	Warehouse	Ground Floor Active	Mixed (See Development Guideline #2 on page 96)
Cummings/Turner Block (Total)	Various			
214-220 S. Union St.	*Cummings*	*Warehouse with Art League Annex*	*Ground Floor Active*	Mixed (See Development Guideline #2 on page 101)
203, 205, 211 Strand	*Turner*	*Retail, parking lot, PRC office, Chadwicks*	*Ground Floor Active*	Mixed (See Development Guideline #2 on page 101)
204-206 S. Union St., 2, 10 Prince St.	*Cummings/Young*	*Historic warehouses, retail (gemstones, bikes)*	*Ground Floor ActiveCivic, Cultural*	*Civic, Cultural*

4 *Transportation, Circulation, and Parking*

Old Town Alexandria – and the Waterfront Small Area Plan (Plan) planning area in particular – is predominantly mixed-use and pedestrian-oriented, having been used by City residents, businesses and visitors for more than 400 years. In addition to walking, visitors and residents to the waterfront use all forms of travel ranging from personal vehicles to water taxis, motorcoaches, trolleys, buses and bicycles, giving the waterfront a true multi-modal transportation system.

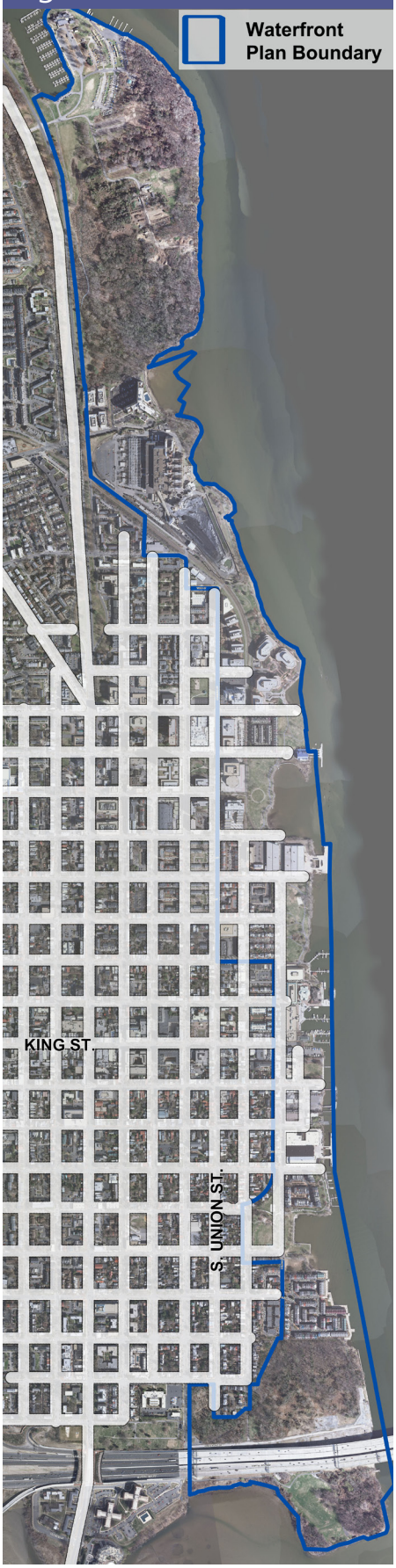
Testing the Plan's proposed changes with the area's multi-modal transportation and parking systems has been an essential element of the waterfront planning process; the City will only support a future vision for the waterfront that has adequate transportation and parking systems to support it. It has therefore been imperative in planning for the City's waterfront that any increase in private or public activity not overwhelm the existing multi-modal transportation and parking systems by increasing vehicular or pedestrian congestion or parking impacts for residents, businesses or visitors beyond which this area can support.

Recent studies on pedestrian and vehicular traffic, motorcoach travel and parking allow a better understanding of existing and future conditions, opportunities and constraints and help ensure that the proposed Plan will coexist in Old Town's sensitively calibrated transportation and parking systems. To support a more active waterfront, the transportation and circulation strategies in this Plan strengthen the existing multi-modal system and strengthen the range of mobility options for employees, residents and visitors. They also address parking needs for the future, with approaches that involve monitoring waterfront resident and visitor habits over time. The goal is for Old Town residents and businesses, living with a residential, commercial and civic mix of uses as neighbors, to be assured a balanced, livable environment into the future.

Vehicular Traffic

Alexandria's location within the region makes it highly accessible to other parts of Virginia and to Maryland and Washington, DC due to an adjoining interstate transportation network and to north-south principal arterials. Washington Street and Patrick/Henry Streets, which are just blocks from the planning area's western boundary, connect Old Town to the George Washington Memorial Parkway and to Route 1, respectively. These regionally important roadways provide critical north-south connections for drivers travelling not only to and from Alexandria but also through Alexandria and to and from areas beyond it. The upper end of King Street includes the passenger heavy rail service of Metrorail, VRE commuter rail and Amtrak. As shown in Figure 36, within the waterfront planning area, there is a network of roads that run in an east/west direction. At both the southern and northern end of the area, development or natural areas create a terminus to eastbound traffic, blocking travel to the waterfront.

Figure 36: Road Network



The Alexandria Waterfront Traffic Impact Study was performed as part of the waterfront planning effort to analyze future conditions in the transportation network that attends Old Town and the waterfront. The study identified six key intersections for analysis of traffic and pedestrian volumes as well as operations and capacity limitations at the intersections. The intersections were selected because they are major access points from Washington Street to the east-west streets that carry vehicular traffic to and from the east part of Old Town and the waterfront. These six key intersections were studied during peak weekday morning and evening hours and the mid-day peak hours on Saturday:

- First Street/ Washington Street
- Cameron Street/Washington Street
- King Street/ Washington Street
- Prince Street/ Washington Street
- Duke Street/ Washington Street
- Franklin Street/Washington Street

The traffic study concluded that traffic will continue to increase on Washington Street through 2030 with a corresponding deterioration in the level of service at intersections. However, the increased congestion is not a result of the planned new development along the waterfront but primarily due to growth in regional background traffic, including through traffic coming in from or going to Fairfax County to the south. Significantly, the study found that the traffic generated by the additional waterfront development would not be perceptible to persons driving through the six intersections that were studied. The most impacted intersections under current conditions are Duke Street and Washington Street during the AM peak hour and Cameron Street and Washington Street during the PM peak hour. The most congested intersections under projected conditions in 2030 are Franklin Street and Washington Street during the AM peak hour and Cameron Street and Washington Street in the PM peak hour.

The City does not plan to add or widen streets within the existing street grid. Signal timing adjustments and exploring the addition of protected left turn movements, will not only help manage through traffic but can also optimize the distribution of waterfront-bound traffic. As to waterfront-specific traffic, the City's strategy is to remove the vehicles from the street as soon as possible by proactively directing drivers to parking garages. The City is currently implementing a Wayfinding Program, which is a toolbox of signage and information resources to efficiently guide and disperse all modes of transportation – pedestrian, vehicular, bicycle, transit and motorcoaches -- to and through the waterfront and relieve congestion on heavily traveled routes, such as King Street. The Plan recommends a parking approach for the waterfront that builds on the work of the recent Old Town Area Parking Study and the Old Town Area Parking Study Work Group to identify parking locations and intercept vehicles before they reach the waterfront and the residential neighborhoods near the Potomac River in order to reduce vehicular congestion in those areas.

Recommendations:

4.1: Complete implementation of the City's Wayfinding Program to facilitate access to and throughout the planning area, to provide pedestrian and bicycle way-finding, and to direct motorists to parking garages.
4.2: Enhance the current carpool and bus ridership campaign.
4.3: A Transportation Management Plan that comprehensively addresses parking, motor coach, freight loading and other impacts along the Union Street corridor should be completed prior to approval of any new development.

Pedestrian Movement

With its historic buildings, parks, small blocks, narrow roadways and alleys in a traditional grid, Old Town accommodates pedestrians better than any other mode of travel. Pedestrian travel is the most basic and essential means of mobility along the waterfront, with opportunities ranging from the boardwalks near the Marina and Torpedo Factory to the popular sidewalks along King Street where the eclectic, pedestrian-scaled character of the area encourages residents and visitors alike to explore by foot. The Plan therefore includes recommendations to improve pedestrian connectivity and safety and to reduce pedestrian congestion.

The most significant pedestrian recommendation in the Plan envisions that a pedestrian walkway will extend along the entire Alexandria riverfront to include the eastern frontage of Daingerfield Island on the north. Implementation of this key Plan feature will create connectivity from one end of the waterfront to the other and give pedestrians wider public access to the Potomac River in the future.

The path along the river is not fully accessible today because of both visual and physical barriers that interrupt the connectivity. Examples of physical barriers include the private future redevelopment sites at both Robinson Terminal North and South, as well as the ODBC facility and parking lot. Visually, pedestrian wayfinding is confused by such barriers, and by visual and physical impediments associated with the two Robinson Terminal sites. With the implementation of the Plan, the Robinson Terminal sites will include public access along the water, part of which will be incorporated as an extension of the public walkway. The Plan also recommends removal of the ODBC parking lot, which will expand open space at the foot of King Street and aid in the connections between King Street and the southern portions of the waterfront.

Table 7: Pedestrian Volumes

Intersection	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
1. First Street/ Washington Street	9	41	28
2. Cameron Street/ Washington Street	48	103	163
3. King Street/ Washington Street	203	603	1569
4. Prince Street/ Washington Street	42	96	292
5. Duke Street/ Washington Street	33	60	136
6. Franklin Street/ Washington Street	42	65	124

There are also locations that are not fully wheelchair accessible, presenting additional challenges for persons with disabilities. For the disabled, accessibility should mean ensuring that there is multi-sensory access to public art and historic interpretation and multi-sensory and physical access to and within public spaces. It also means accessibility to and along an expanded marina and to commercial and private water-related vessels. The Plan recommends that the City's Commission on Persons with Disabilities be involved to ensure that persons who are vision, hearing, and mobility impaired have full access to the waterfront and its many resources and activities.

The Alexandria Waterfront Traffic Impact Study, which focused on access from the main north-south arterial, Washington Street, to the waterfront, found that pedestrian volumes are the greatest at the King and Washington Streets intersection, with 1,569 pedestrians crossing at the peak hour on Saturdays. The second most popular intersection for pedestrians on Washington Street is at Prince Street, with 292 pedestrians crossing at peak times on Saturdays. As a general rule, volumes of pedestrians are highest along King Street, and in addition to the Washington Street intersection, particularly between Lee Street and the waterfront.

Data from pedestrian counters at the entrances of the Torpedo Factory show a 471,271 count in 2008 and 514,414 in 2009. Additionally, Recreation Parks and Cultural Activities (RPCA) maintains a counter on the flagpole near the Potomac Riverboat Company ticket booth at the Marina. It helps measure increases and decreases in pedestrian trends by tracking weekly volumes for certain times of day within 15 feet of the device eye. For the week of July 4, 2010, the weekly count was 18,462; the count for the week of Labor Day (September 6, 2010) was 20,519; and the count for the week prior to Labor Day was 12,065.

To improve pedestrian safety in general and, in particular, between pedestrians and bicyclists and pedestrians and vehicles, the City regularly improves sidewalks, signs and markings, and installs ADA accessible ramps and encourages the use of City-designated bicycle routes by cyclists. Further, the Plan recommends pedestrian safety improvements at high-conflict intersections, with specific locations identified in Figure 37: Crash Map. In terms of pedestrian and vehicular conflicts, crash analysis shows that injuries tend to be minor because of the slow speeds occurring at the conflict intersections reflected in Figure 37.

Pedestrian Congestion Recommendations:

4.4: Enlarge the pedestrian hub at King and Union Streets, by closing the unit block to most vehicular traffic, maintaining police, fire, EMS, and delivery, trolley and motorcoach access as necessary. Creating a significant public space will give pedestrians more room to congregate, and allow them a sense of where they are in relation to other points of interest along the waterfront. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.

4.5: Place key activities along the waterfront to help disperse pedestrians and vehicles both north and south of King Street.

4.6: Implement the Art Walk concept, which will be physically continuous, to provide visual interest all along the riverside path.

4.7: Implement the adopted Wayfinding Program to guide pedestrians to key activities.

4.8: Use pedestrian counters at strategic locations along the waterfront and frequent monitoring and tracking of the counts to enable adjustments when necessary to strategies designed to address pedestrian congestion.

Pedestrian Safety Recommendations:

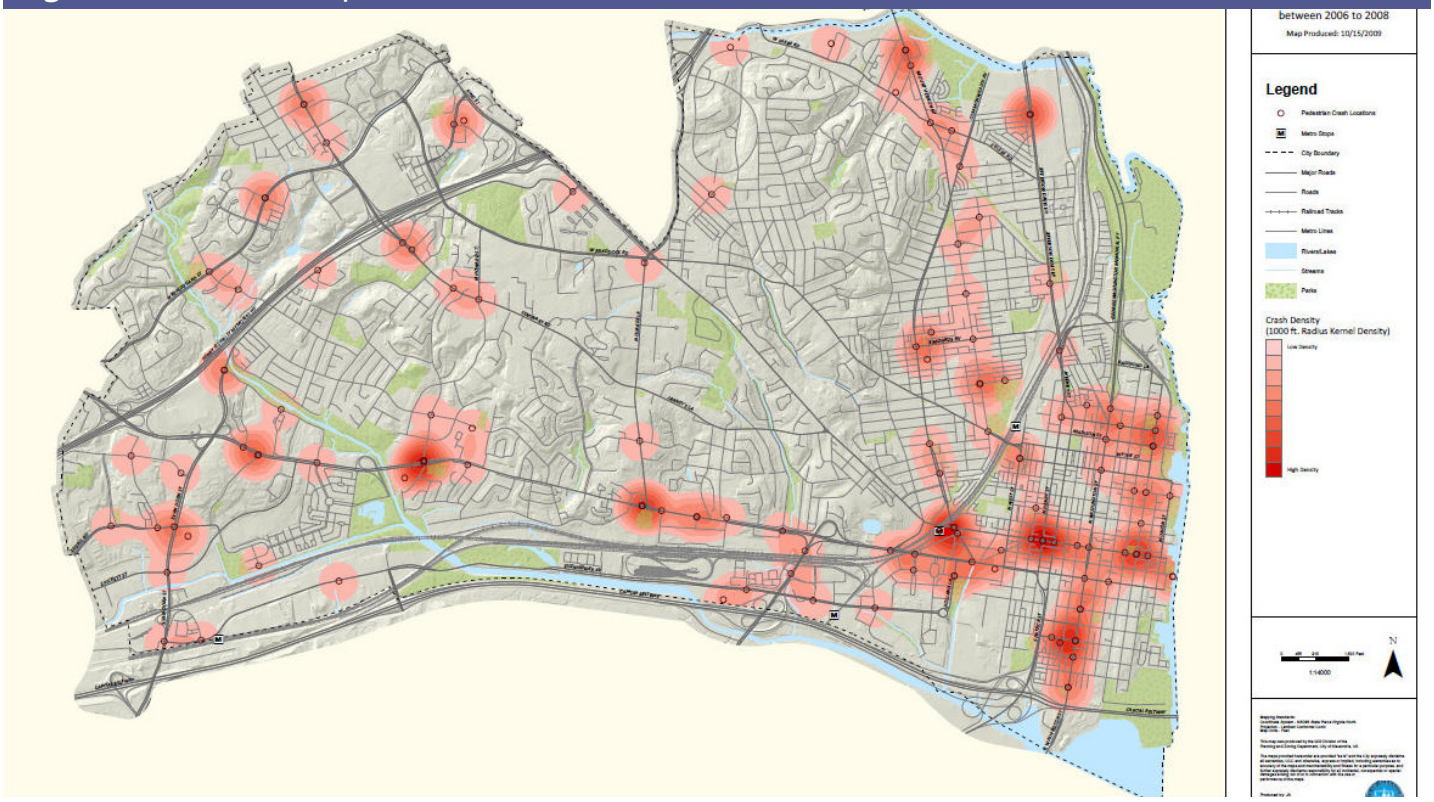
4.9: Add pedestrian facilities including pedestrian signals where appropriate and accessible curb-ramps where missing.

4.10: Accessible pedestrian infrastructure should be incorporated into new pedestrian facilities and the current practice of inclusion of the Commission on Persons with Disabilities at 30% design should be continued in the design of public infrastructure, public art and historic interpretation to make sure that persons who are vision, hearing and mobility impaired have full access to interior and exterior public resources, including the Marina. Such access plans need to be coordinated with federal boat standards.

Bicycle Travel

The Alexandria waterfront has excellent bicycle access. While the on-street bicycle network has relatively few bicycle lanes, the slow design speed and pedestrian orientation of most streets on the waterfront encourage bicycles to 'take the lane' when traveling on Old Town streets. Significant off-street facilities include the 18-mile long Mount Vernon Trail (north-south) and the 3-mile long Woodrow Wilson Bridge Trail (east-west). Bicycle sales, rentals, repair facilities, as well as bicycle parking and restrooms are available along the waterfront.

Figure 37: Crash Map



The Mount Vernon Trail runs between George Washington's Mount Vernon Estate and the Key Bridge in Rosslyn. In Alexandria, the Mount Vernon Trail begins and ends as a shared-use paved path, but through Old Town cyclists must use local streets, including a signed, on-road bikeway along Union Street between Pendleton and Jefferson Streets. This Plan is not recommending changing that arrangement. While Union Street is considered the "spine" of the Mount Vernon Trail in Alexandria and is often used as the slow route through Old Town, many cyclists also use an alternate, parallel route on Royal Street because it offers a faster and more direct connection between the Woodrow Wilson Bridge and Daingerfield Island with fewer potential pedestrian conflicts.

At a regional level, the Mount Vernon Trail also provides connections to the 45-mile long W&OD Regional Park and the 184-mile C&O Canal.

Since 2009, the Mount Vernon Trail has also provided a connection to Prince George's County, Maryland via the three-mile long Woodrow Wilson Bridge Trail. A junction on South Washington Street near Jones Point Park also provides a non-motorized connection to Huntington Avenue in Fairfax County and allows bicyclists to navigate around the formidable Route 1 corridor from Huntington to Old Town.

The east-west bikeways that connect to the waterfront range from shared use paths at Four Mile Run and the Woodrow Wilson Bridge to on-street bikeways in Old Town. Pendleton Street is a key route to the Braddock Road Metrorail station which has been designated with shared-lane markings for bicyclists. Two one-way couplets, Cameron Street and Prince Street (partially one-way), offer wide lanes and typically slow-moving traffic to facilitate on-road bicycle travel. The City is also making safety improvements along Wilkes Street between Route 1 and the Wilkes Street Tunnel to encourage better bicycle connections to the Eisenhower Valley.

A critical planned enhancement along the Mount Vernon Trail for pedestrians and bicyclists is funded through the Northern Virginia Regional Commission. Safety improvements on East Abingdon Drive west of the GenOn Energy, Inc plant will improve safety and connectivity to the waterfront for southbound cyclists on this section of trail. Additional enhancements for cyclists will include better connections to Jones Point after completion of the park renovation, safety improvements along Wilkes Street, and a variety of other improvements to bicycle trails serving the area that are currently underway by the City or U.S. National Park Service.

Improved bicycle services, including parking, is an important element of the Plan. The Plan creates an opportunity to expand upon current successful bicyclist services, such as the recently included bike racks on DASH buses. Because cyclists are understandably reluctant to visit an area without support services available, this Plan proposes to add those services at key locations along the waterfront. Specifically, the Plan envisions a bicycle parking station at or near the foot of King Street, with additional parking facilities in Oronoco Bay Park. In addition, facilities for refreshments as well as bicycle repair are envisioned as part of the non-vehicular waterfront experience.

Bicycle Recommendations:

4.11: Provide improved signage for bicyclists to improve safety and help delineate the urban section of the Mount Vernon Trail between Bashford Lane and Green Street. Encourage through traffic to use Royal Street as a preferred route through Old Town.
4.12: Implement a bike sharing station to connect the waterfront to a larger regional system that will extend the reach of transit and the parking system as part of a City-wide program.
4.13: Rehabilitate and make surface improvements to the Mount Vernon Trail.
4.14: Reconnect waterfront bicycle routes to Jones Point Park as part of the renovation efforts for that park.
4.15: Apply and enforce on and off road bicycle laws to help improve bicycle safety and minimize pedestrian and bicycle conflicts and vehicular and bicycle conflicts as recommended in the 2008 Pedestrian and Bicycle Mobility Plan. The City should proactively explore and implement urban design approaches that help minimize these conflicts.
4.16: Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near or at the foot of King Street with more racks and/or covered bicycle shelters.
4.17: Explore improved bicycle facilities on North Union Street and North Royal Street, as recommended in the 2008 Pedestrian and Bicycle Mobility Plan.

Transit

The waterfront planning area is well served by the King Street Trolley and a network of bus routes, primarily operated by the DASH system.

The King Street Trolley conveyed 1.2 million passengers between the Potomac River and the waterfrontbetween in April 2009 and 2011. It runs seven days a week and, through June 2011, it operated every 20 minutes, between 11:30 a.m. and 10:15 p.m. conveying people between the Torpedo Factory at the waterfront and the King Street Metrorail station. In response to its success, trolley headways were decreased in July 2011 to run every 15 minutes, rather than every 20 minutes. Periodic count samples show that approximately 68% of east bound ridership begins at the King Street Metro and 42% of west bound ridership begins at Union and King Streets. It is free to users, supported by an increase in the transient lodging tax rate. A survey of riders found :

- 98% view the trolley as making Alexandria a more desirable place to visit;
- 76% of nonresidents said it increased the number of restaurants and businesses used; and
- 24% said they would not have made the trip to Old Town but for the trolley. Of the 76% who would have come anyway, 33% would have used a personal car or taxi amounting to approximately 300,000 people who would have added to the vehicular congestion in Old Town without the trolley.

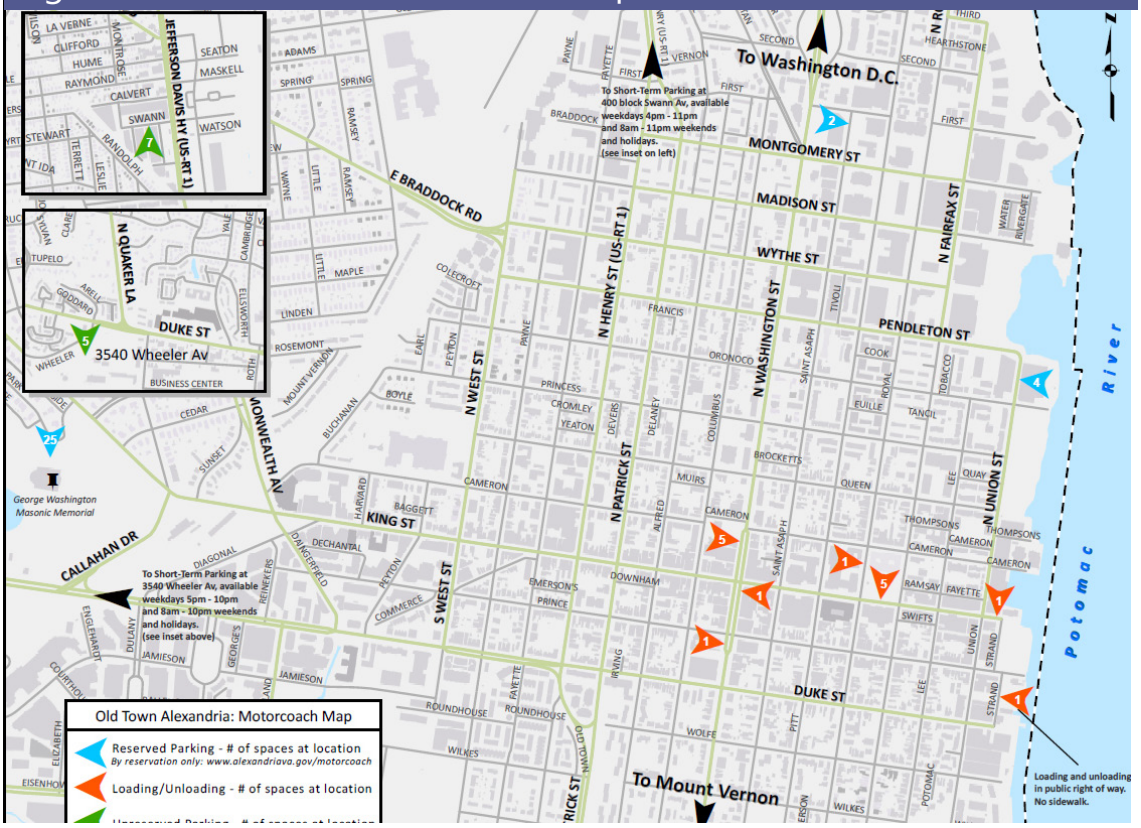
A series of recommendations for enhancing King Street Trolley service are included in the 2009 King Street Retail Study. This Plan supports those important transit recommendations, most notably:

- Expanding the trolley hours to 9:00 am to 11:00 p.m., or later on Friday and Saturday nights, to better accommodate a range of users, including employees, students, visitors;
- Maintaining the trolley turn-around location at the foot of King Street.

With a new one added in July 2011, there are now six dedicated trolleys used for the King Street Trolley service, four of the six are used everyday to provide the service. The other two are spares. All of the trolleys have a lift for persons with mobility disabilities. In cases of major emergencies or vehicle breakdown, other trolleys may be put into service which are non accessible; however, this is a rare and infrequent occurrence. The City has purchased five new hybrid diesel-electric trolleys with American Reinvestment and Recovery Act stimulus funds which will go into operation in spring 2012. The current fleet is leased.

There are six Alexandria DASH bus routes that provide regular and reliable east-west and north-south service through the waterfront planning area and including stops at the Braddock and/or King Street Metro Stations. Moreover, WMATA provides regional bus services to the greater Alexandria, Fairfax and Arlington county areas as well as to the District of Columbia, supplementing the Metro which also provides service to those areas. The City's Department of Transportation and Environmental Services reports that all DASH buses are accessible as defined by the Americans with Disabilities Act, meaning they are all wheelchair accessible with room for wheelchair seating.

Figure 38: Motorcoach Locations Map



During development of the Plan, residents and stakeholders expressed a desire to supplement the King Street Trolley route with a north-south route that originates in The Strand area to connect to activity centers located north of Founders Park. Future parking needs may also support the need for an easy connection to existing parking garages in the north Old Town area along the Potomac River. Shuttles or an expansion of the trolley service can be explored if and when development and tourism supports its operation, and may be part of a route for connecting the waterfront to the Braddock Road Metro station, the future Potomac Yard development and/or Del Ray, provided it can be done without harm to existing neighborhoods. Until that time, existing bus transit service appears adequate to serve the north-south routes near the waterfront and can be enhanced during special events to garages outside the core Plan area.

Motorcoach routes and loading and unloading are difficult issues requiring careful balancing of the needs of visitors, businesses and residents. The question relates to the transportation system however and it is important that coaches not overwhelm the capacity limitations of the transportation network. A City stakeholder task force met over the last few years to assess the issue and develop solutions. Figure 38 is a map of the approved motorcoach circulation in Old Town providing access to loading, unloading and parking facilities.

Motorcoaches may currently load and unload passengers in convenient proximity to the waterfront activity centers in designated locations shown in Figure 38, which were recommended by the City Motorcoach Task Force. Figure 38 also shows on-street reserved parking spaces available in Old Town as well as long-term parking spaces available at the George Washington Masonic Temple and Wheeler Avenue near Duke Street. Users may reserve the spaces through an online permitting system or by contacting the City by phone. Information about Motorcoach parking and loading in the City and in Old Town is found on the City website (http://alexandriava.gov/Motorcoach). Any changes in locations to current loading or parking areas as part of the implementation of this Plan shall not result in a loss of motorcoach parking spaces and parking areas and will be made in coordination with the recommendations of the City Motorcoach Task Force.

Transit Recommendations:

4.18: Continually assess existing transit service to determine where enhancements are needed.
4.19: Consider transportation linkages between the waterfront, Braddock Road Metro, Potomac Yard and Del Ray.
4.20: Increase King Street Trolley service between the King Street Metrorail station and the waterfront by decreasing headways and reinstating longer hours of operation.
4.21: In the short and mid-term explore use of shuttle and other short-distance transportation services for those utilizing remote parking facilities and Metrorail Stations during special events and other activities as the City directs.
4.22: Modify the trolley route to conform to the new vision of the foot of King Street and to maintain the linkages between the King Street Trolley and the waterfront and water-based modes of transport
4.23: As Plan implementation affects motorcoach parking needs and locations impacts, study and identify motor coach drop off and parking locations that are not in conflict with public or private facilities on Union Street. Include potential increase in motor coach traffic in the Union Street traffic study.

Water Taxi and Water Transportation

Among transportation modes, the most relevant and historically important to the waterfront are those that provide travel by water. Water transportation was once the lifeblood of the City; Alexandria was created because of its port potential. Today, communities in the Washington D.C. region are rediscovering and replanning their waterfronts and recognizing the efficiency and desirability of water transportation. With density centers located along the Potomac River, water vehicles have become one of the main opportunities for people to enjoy the water. The Potomac River is the last major untapped north-south transportation corridor in the D.C. region.

The Potomac Riverboat Company, which operates from its offices on The Strand, offers water taxi service between Alexandria's City Marina and National Harbor in Prince George's County, Maryland, ferrying an estimated 125,000 visitors per year. The service – a 20-minute one-way trip – runs daily in the spring, summer and fall and on an abbreviated evening schedule during the winter months, with plans for expansion. The Potomac Riverboat Company also offers boat service from Alexandria to Washington, DC with service to the Nationals Stadium during baseball season and to Georgetown. In addition to offering water taxi service, the company offers cruises to Mount Vernon and private charters. The Potomac Riverboat Company has a total fleet of 8 vessels, a current license to dock vessels at the City Marina, and anticipates expanding its services.

Two other commercial vessel companies also have current licenses to dock at the City Marina, thereby attracting residents and visitors to the waterfront. Potomac Party Cruises offers lunch and dinner cruises daily along the Potomac River on two vessels: the 98 foot Dandy and Nina's Dandy, which is 138 feet long. In addition, the Potomac Belle, a 59 foot long vessel, accommodates approximately 25-35 passengers and offers charters along the Potomac to Georgetown and Mount Vernon during the spring and summer season.

Alexandria is periodically a stop for cruise ships and visiting historic ships such as the Godspeed, which bring visitors to the waterfront. The City also recognizes the possibility of a high speed water commuter service emanating from Prince William County to Washington, D.C, with the potential for a stop in Alexandria. Water taxi service to National Airport may also be feasible.

This Plan recommends that as part of the Marina expansion, more emphasis be placed on docking for commercial vessels to help improve the financial viability and sustainability of the marina and the local economy, and to reduce vehicular traffic and parking demand.

Water Taxi and Water Transportation Recommendations:

4.24: Commercial and pleasure boat activity should be segregated as much as possible to enhance each operation. Commercial boat activities should generally be north of King Street (primarily the Torpedo Factory/Chart House area).

4.25: Water taxi stops should be pursued for the new pier in the vicinity of the foot of King Street in order to reinforce that area as the "hub" of the waterfront and make the commercial boat operations, especially the water taxi, more visually and physically accessible to the public. Additional stops may be considered.

4.26: Locate lower-frequency commercial boat operations, such as regular lunch and dinner cruises and charters, at the wharf near the Chart House and on an expanded Cameron Street wharf. If needed, a third commercial pier is recommended between Thompsons Alley and Founders Park.

4.27: All public locations in the commercial and pleasure boat marinas should be accessible, including facilities for boarding vessels. The Plan recommends that a parking station for airport-style golf carts be provided in the Food Court parking garage so that carts can be employed by the private sector to shuttle mobility-impaired passengers to commercial boats.

4.28: Deep-water docking should be retained at the Robinson Terminal North location.

4.29: Appropriate accomodation should be made for daytrippers visiting by boat.

4.30: Ensure all ancillary facilities needed to operate the Marina in an efficient manner are provided and that appropriate amenities are provided for boaters and commercial passengers visiting the waterfront.

4.31: Commuter service with a stop in Alexandria via marine vessel should be encouraged with Potomac River speed limitations along Alexandria lifted for such vessels as long as low-wake boats are used.

Parking

When the waterfront had many industrial and warehouse uses, parking was a waterfront land use as well as an amenity for visitors to Old Town and the waterfront. As time has passed, the area's multi-modal connectivity has improved. However, as well as the waterfront area may be served by pedestrian, bicycle, transit, and water transportation, motor vehicles will continue to bring people to Old Town to enjoy the waterfront, especially when the enhanced features of this Plan are implemented. Therefore, the Plan includes strategies, analysis and recommendations for the parking needs that attend the future changes the Plan envisions.

Parking Strategy: Principles Guiding Waterfront Parking

The goal of the Plan's parking strategy is to support existing and desired land uses and to safeguard nearby neighborhoods, and is supported by the following principles:

- *The land adjacent to the water is for people, not cars*. The Plan proposes to eliminate the ODBC parking lot. In order to accomplish a change in the ODBC parking lot situation, negotiations in regard to land would need to occur. The Plan also proposes to eliminate the surface parking lot on The Strand between Chadwick's and the river and replace it with a park. The Plan also proposes to eliminate a few on-street parking spaces where King, Prince and Duke Streets meet the Potomac River and reorient that space for public use.

Table 8: Core Area Garage Spaces and Utilization

	Current Conditions			
	Spaces	Friday Evening Utilization	Spaces Available	Spaces Available
Waterfront Core Parking Area		(7-8 PM)	(Self - Park)	(Valet)
L9. The Strand Parking Lot	85	118%	0	0
L10. Altman's Lot*	87	11%	77	121
G1. Solo Garage	25	84%	4	17
G2. 115 S. Union Garage	68	51%	33	67
G3. Torpedo Plant Condo Garage	361	64%	130	310
G4. Thompson's Alley Garage	43	58%	18	40
G5. N. Union Street Garage	174	33%	117	204
G6. Market Square Garage	196	79%	41	139
G7. Tavern Square Garage	164	17%	136	218
G12. Altman's Garage*	62	24%	47	78
Total:	***1265***	***52%***	***604***	***1194***

- *Do not build new public spaces; maximize use of existing spaces.* The Old Town Area Parking Study found that even at peak periods, such as Friday evening, there are some 700 available unused parking spaces in the waterfront core area. The Plan's Parking Strategy is to continue actions to promote greater use of garage spaces by people who are now parking on the street, especially longer term parkers. These actions include the Wayfinding Program and installation of multi-space meters. These steps also encourage short-term use of on-street parking, resulting in more rapid turn-over and a greater likelihood of spaces being available for short-term parkers. Over time, as parking demand increases, the Plan proposes that the City and the business community work with the owners of existing private garages to open them for public use.
- *Protect nearby neighborhoods from excessive parking impacts from waterfront visitors*. The City is implementing a series of recommendations of the Old Town Area Parking Study, including regular monitoring of parking in the adjacent nearby neighborhoods, and further discussion about permit parking, with the intent to implement protection strategies when or if they are needed.
- *Move some uses closer to existing parking*. When all of The Strand surface parking lot becomes a park, the Plan proposes to relocate the Dandy cruise boats to the Cameron Street wharf area, close to several parking garages.
- *Parking for certain waterfront uses – cultural, retail and restaurant locations – need not be located within or adjacent to the use*. People visiting the waterfront for fun will have multiple destinations, so they only need to park close to one of those destinations. The area immediately adjacent to the waterfront is a very pleasant walk and the walk from car to destination is part of the experience of Old Town.
- *Parking for new hotel, office and residential uses should be provided on site; new development projects in these categories should provide the parking on site that its users will demand.* Workers and residents are people who are going to the same destination every day and those who drive will expect to have parking very close by. The Plan proposes that new hotel, office, and residential development projects provide the parking their users will need. The parking ratios should be low, to reflect the multiple modes of travel available and the City's interest in encouraging arrival by modes other than single-occupant vehicle.

Supply and demand

The Old Town Area Parking Study, completed in February 2010, analyzed parking utilization and occupancy in approximately 85 city blocks of Old Town between King Street Metro Station and the Potomac River and centering on King Street. The study identifies all parking spaces in the study area and highlights those locations where parking is currently under utilized and further capacity exists. Although parking in the Old Town area is often perceived to be limited with a demand beyond its capacity, the study concludes that issues with Old Town parking relate to proximity, rate, and availability and not to overall capacity. A significant finding of the study relates to the excess capacity in many garages in Old Town, even at peak times. Thus the study's parking management recommendations include serious suggestions for better utilization of garages as a key to improving parking availability now and in the future.

As to the waterfront, the study overlaps the waterfront planning area in part and provides critical information to guide the City's efforts and to assure that adequate parking exists for future planned waterfront uses. For example, within the waterfront core area, consisting of those blocks between Union and Pitt Streets, and between Duke and Princess Streets, there are currently a total of 2,693 on street and garage parking spaces available to the public. Of those, a full 721 spaces were not being utilized on a Friday evening, thus providing ample existing capacity. When only the spaces in garages that are open to the public are considered, the study found a total of 1,265 spaces exist and a peak (Friday evening) utilization rate of 52%, leaving 604 spaces still available for parking.

Existing capacity in garages in the core area can be enhanced to increase utilization by:

- Existing space within garages open to the public should be made available at consistent times for consistent rates, and some garages should be enhanced to be perceived as attractive and safe for the public.
- The Wayfinding Program is being implemented: its first phase, including parking identification and directional signs, so that drivers can find existing garages, has been approved.
- Existing garage space can be used for attendant/valet parking, thus increasing significantly the number of cars that will fit in the garage.

Figure 39: Publicly Available Off-Street Parking Locations (Old Town Area Parking Study)

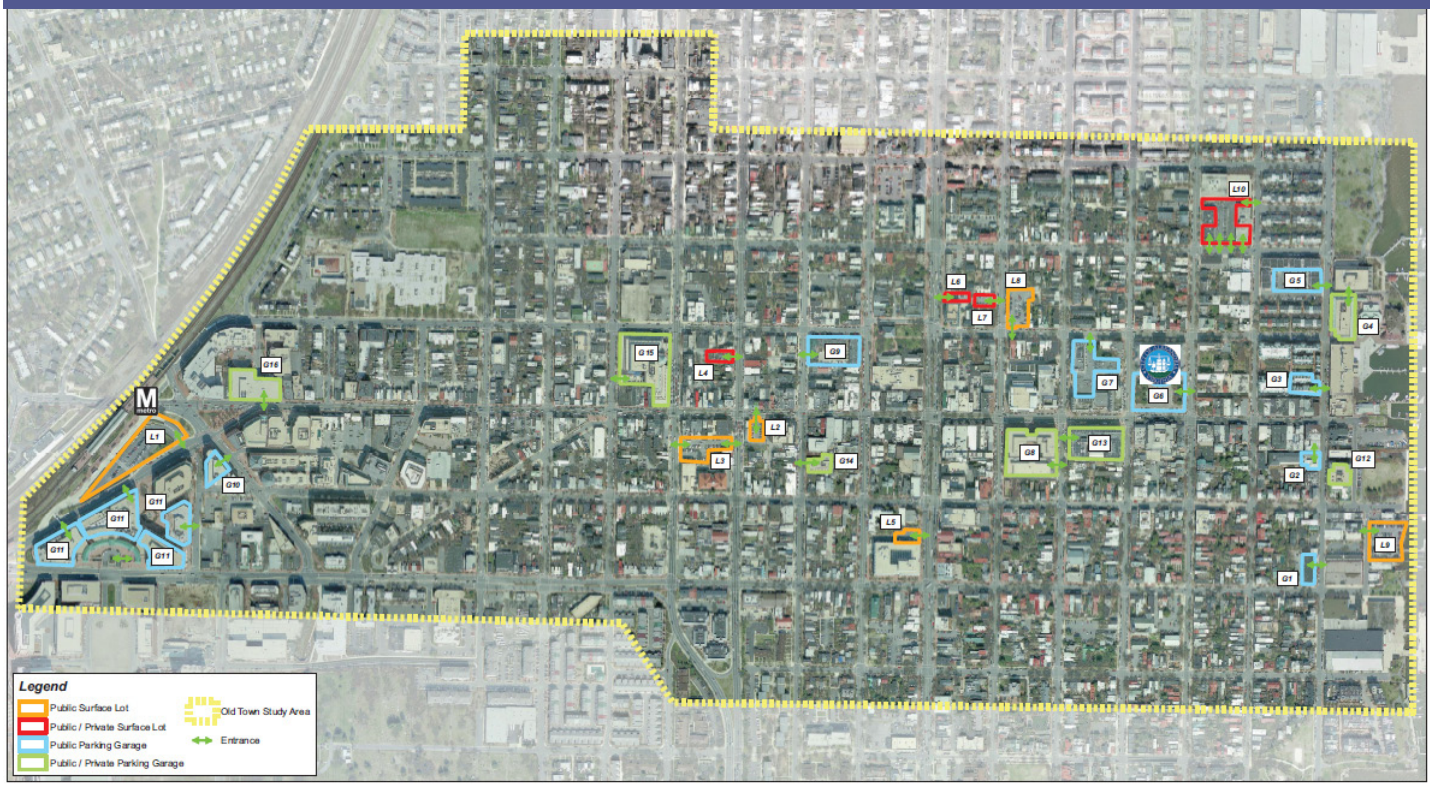


Table 9: Waterfront Demand Generators and Parking Space Analysis

New off-site parking demand generators	Low	High
Civic Building	25	35
New uses in historic warehouses	45	63
Strand restaurant and Beachcomber**	44	155
Additional outdoor dining seats near Food Court	7	25
Expanded Marina (Net Increase)	11	13
New commercial boating operations	65	100
Totals	***197***	***390***

Spaces to be lost to redevelopment	Low	High
Off-Street (Strand and Turner Lots)	148	148
On-Street (Waterfront Park and Duke St./Prince St.)	23	23
Totals	***171***	***171***

Private spaces to be replaced	Low	High
ODBC Parking Lot	53	53
Replacement spaces, if any, to be determined	(53)	(53)
	-	-

Total Off-Site Demand	368	561

Table 10: Core Parking Area* Supply Summary

Currently open to the public	Garages	On-Street	Total
Total Spaces (Self - Park)	1,265	1,428	2,693
Friday Evening Availability	604	117	721
Friday Evening Utilization	661	1,311	1,972
Total Spaces (Under Valet Garage Scenario)	1,898	1,428	3,326
Friday Evening Availability (Under Valet Garage Scenario)	1,237	117	1,354
Currently Private			
Total Spaces (Self - Park)	674	0	674
Friday Evening Availability	460	0	460
Total Spaces (Under Valet Garage Scenario)	1,011	0	1,011
Friday Evening Availability (Under Valet Garage Scenario)	797	0	797

** Defined as between Duke St. and Princess St. and between Pitt St. and the Potomac River*
*** Strand Restaurant has been removed from the Plan, so actual demand is less than what is reflected in the chart.*

An analysis of the proposed new uses in the Plan has been done, specifically focused on their estimated parking demand, based on standard parking generation rates, in order to assess that demand relative to existing and future supplies of parking. Beyond the new private development, which will be required to provide its own parking, the overall Plan should increase the off-site parking demand in a range between 197 and 390 spaces. Under the Plan, 171 spaces, both on and off street, will be lost, bringing the total demand to between 368 and 561 spaces as shown in Table 9.

This analysis shows that the demand – even at the high end of the range – can be met with the existing unused parking capacity in the waterfront core area, even if only garage space is considered.

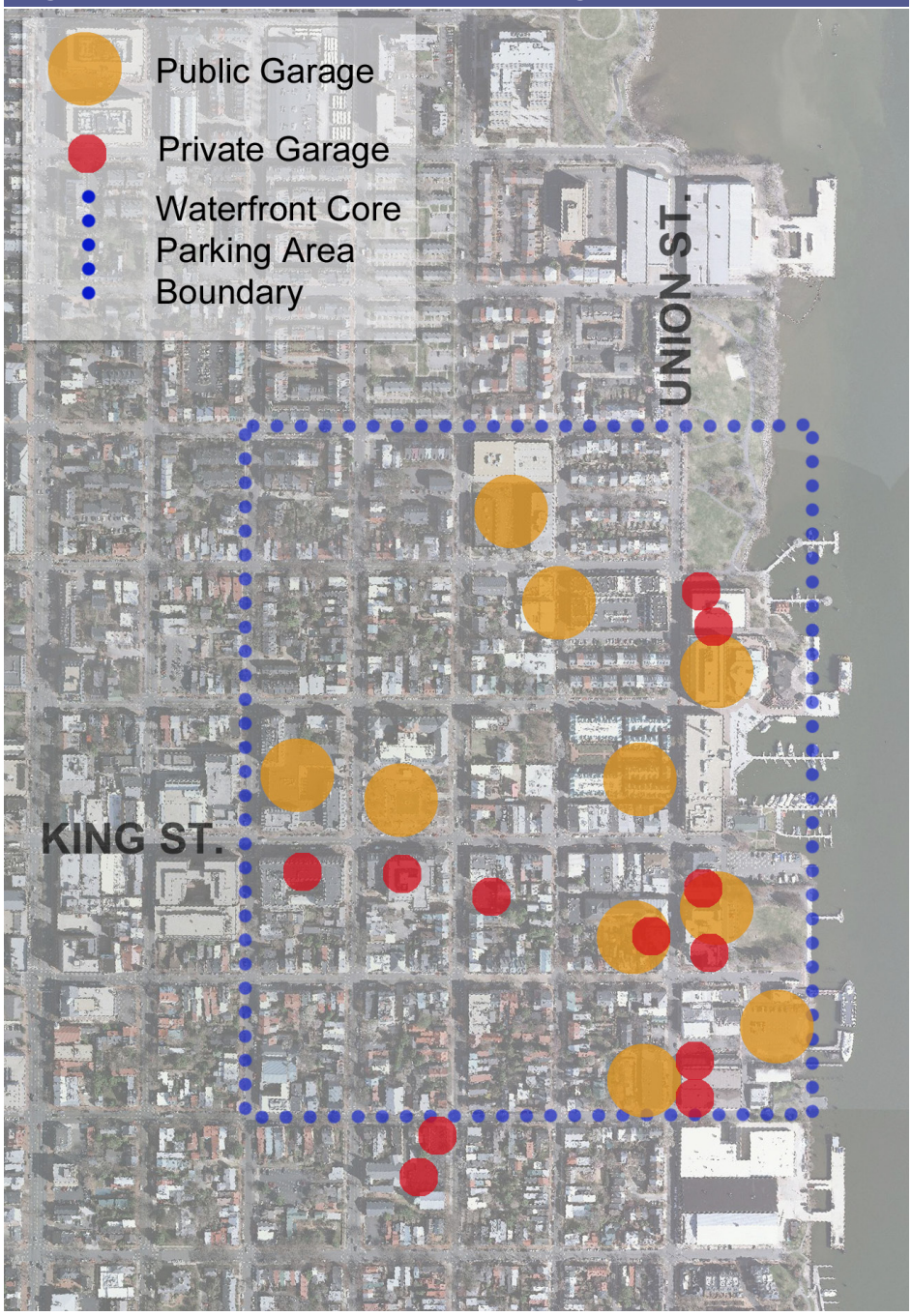
Furthermore, there are several ways to increase the supply of parking both in and outside of the core area.

There are 385 private garage spaces in the waterfront core area that could be open to the public, at least at peak times. Contact with garage owners and operators confirms that they are willing to open their facilities if and when there is sufficient demand to make it financially feasible for them to do so. Monitoring the usage of the existing public parking facilities will help private facility owners recognize when demand reaches the economically feasible point for additional parking spaces to be made public. Typically, an 85% occupancy rate indicates that a garage is reaching practical full capacity. Once the existing publicly available spaces reach an approximate 85% occupancy rate, private garages will be encouraged to respond to the demand and open their facilities to the public at times that do not conflict with current uses.

When the garages in the waterfront core area are successfully occupied at peak times, additional garage space to the west of the core area along King Street and also to the north of the area in large commercial buildings along the River can be utilized. The study identifies some 5,000 parking spaces in those locations, including both public and private garages. Especially with enhanced trolley service on King Street and future transit to Old Town North, these parking garages provide opportunities to significantly expand parking supply in the short and long term, in particular for special events. It is recommended that staff continue to work with privately owned garages to open the facilities to include public parking during time periods of high demand. The City's monitoring program will alert it to approach additional garage owners when there is demand for their use.

Another option for increasing capacity in the existing garages is through the implementation of a public valet program. Valet parkers are able at times to double or triple the parking capacity in garages through maximization of the existing parking area. Proper location of valet services helps unfamiliar visitors find parking easily, and reduces the demand for on-street parking, thus minimizing the impact of the loss of on-street spaces for valet loading and unloading. Additional advantage can be achieved by strategic location of valet loading spaces and garages for valet parking, thus intercepting vehicles prior to their reaching the most congested areas of Old Town near the waterfront. The City will explore valet parking for this area as well as for King Street generally in the future.

Figure 40: Public and Private Parking Locations Map



Many of the benefits of valet parking, especially the increase in parking garage capacity, can also be achieved through the use of parking attendants at garages. Attendant-parked garages can accommodate many more cars than self-park garages.

Based on a conservative 1.5 factor applied to all of the garage parking in the core area, as well as the area west and north of it, an astonishing total of over 8.000 parking spaces could be achieved by an aggressive parking program for Old Town and the waterfront.

In addition to the large, untapped supply of parking spaces available, the City and the Old Town business community will have to actively take steps to better utilize those spaces. In addition, before new restaurant uses that place significant new demand for parking are allowed through the SUP process, parking solutions to meet that new demand will need to be calculated, identified and detailed in the SUP report recommendations in order to ensure that sufficient parking is in place contemporaneously with the opening of a restaurant. Part of the parking solution will also need to be addressed through transportation demand management (TDM) programs which can incentivize restaurant employees and customers to use transit when traveling to and from Old Town. The expansion of the King Street trolley hours and headways also will reduce parking demand.

Parking Management

There is some on-street parking in almost every block throughout the waterfront planning area, and includes spaces that are metered, restricted to short-term parking (less than two or three hours), and spaces that have no time limits or payment requirement. Other on-street spaces are reserved for disabled parking, loading and unloading, valet, taxicabs, tour buses, or the trolley. On-street spaces in the residential areas operate under a Residential Permit Parking program, which allows residents to buy a permit for their vehicle to exempt them from time restrictions for non-permit holders.

The Old Town Area Parking Study showed that on-street parking spaces in the core waterfront planning area are generally fully utilized for the majority of the study periods. There are a total of about 1,428 on-street parking spaces in this area, with an overall average utilization of 90% at peak times. Although approximately 10% of the spaces are open, the occupancy rate indicates that on-street spaces are effectively full. The study shows that some of these on-street spaces are possibly being used for long term parking, instead of the short term parking opportunity that they should be providing, resulting in the higher on-street occupancy, the lower off-street occupancy, and the perceived parking problem.

Subsequent to the study and as a result of it, the City has taken a series of steps to more effectively manage its on-street parking assets. Specifically, the City is seeking to maximizes available parking spaces for short term and long term parking needs through the use of meters and effective meter pricing. For example, it has raised its parking rates from $1.00 to $1.75 an hour. By raising the rate of on-street spaces, shorter turnover and more space availability will occur, and drivers are economically encouraged to use parking garages. In addition, blocks near the waterfront that had not been metered, have been metered with convenient, multi-space meters. Similar meters replaced existing ones along the remainder of King Street, with pricing to support short term use. New parking technologies that use smart phone applications and other devices are likely to emerge in the near future to help drivers including those coming to Old Town be better able to quickly find open and available spaces. Continued monitoring and performance parking strategies can encourage use of off-street parking facilities for long term parking needs by adjusting meter pricing. Long term public parking in unmetered on-street spaces in the residential areas should be discouraged. Future examination of the Residential Permit Parking program will be necessary to ensure that parking on residential streets is properly managed and so that visitor parking does not conflict with residential parking. The new Wayfinding Program will also assist with this effort.

Parking Recommendations:

4.32: The Plan recommends that a Waterfront Parking Implementation Plan be created in order to articulate those actions that must proceed in the future to support the Plan and the events that are deemed appropriate triggers for such actions. It should include at least four specific categories of implementation measures both to create additional parking opportunities and to protect existing residential areas:

a. **Public garage capacity.** Monitoring utilization in existing public garages, setting triggers for the need for specific number of new parking spaces to be added to parking capacity at peak times. For example, assuming full utilization of on street parking, when the utilization of public garages in the waterfront core area reaches a level of 85% use, then additional parking spaces would be added to the parking capacity during peak times, through the use of garage attendants, valet parking programs, and the opening of now private garages (supported with appropriate wayfinding signage).
b. **Waterfront development**. Requiring additional parking capacity at the point that new parking demand generators are constructed on the waterfront.
c. **Valet parking.** Implementing a systematic valet parking program generally for Old Town and King Street, with specific emphasis on the waterfront core area. Implementation of valet parking should not add to congestion or create queing backups on Old Town streets.
d. **Protecting residential parking**. Testing and monitoring the effect of waterfront development on residential parking areas, with the understanding that additional protective measures should be taken to protect those residential parking areas. New residential parking controls, such as restricting parking to permit holders after 6:00 p.m., should be considered an implementation priority.

The Parking Implementation Plan should be created immediately after the adoption of the Plan. It should be led by a multi-agency team and also be assisted by the advice of stakeholders affected by parking issues in the waterfront area.

4.33: Before new restaurant uses that place significant new demand for parking are allowed through the SUP process, parking solutions to meet that new demand shall be calculated, identified and discussed in the SUP report recommendations in order to ensure that sufficient parking is in place contemporaneously with the opening of the restaurant.

4.34: Continue to implement the City's Wayfinding Program to facilitate access to public parking facilities throughout the waterfront planning area.

4.35: Continue to implement the recommendations of the February 2010 Old Town Alexandria Area Parking Study and the 2010 Old Town Alexandria Area Parking Work Group, including those strategies designed to encourage use of on-street spaces in shopping areas for short-term visits, to encourage the use of parking garages for longer-term parking, and to protect residential areas from excessive parking impacts.

4.36: Consider implementing new parking technologies such as smart phone applications that show locations, rates, and spaces available in parking garages. Use pricing to incentivize parking away from the waterfront and consider using pricing to encourage use of garages.

4.37: New parking capacity on redevelopment sites should be made available to support the overflow parking needs of Old Town residents.

5 *Implementation*

Among the most important attributes of any plan is implementation. This chapter reviews key factors affecting the Waterfront Small Area Plan (Plan) implementation – phasing, costs and revenues, and options for civic uses.

Revenue Potential

Much of the Plan addresses public spaces and, compared to recent small area plans, there is a relatively low level of potential development. The revenue implications of Plan implementation are significant, however. Over the life of the Plan, revenues resulting from the Plan's recommendations will exceed their costs, with public investment in Alexandria's waterfront yielding both returns from new development as well increased commerce for existing businesses.

When completed, the redevelopment of the three redevelopment sites will yield a net increase in annual tax revenues of $3.5 million. Even with development phased over 15 years, cumulative revenues at the end of 28 years will total $51 million (in 2011 dollars).

Revenue is estimated solely from net tax increases due to new development in the following categories: real property, sales tax, meals tax, BPOL tax, and transient lodging tax. The positive impact of new waterfront development, parks, and/or cultural attractions on existing development value or on the sales of existing businesses, is not included.

Developer contribution potential

In recent small area plans it has been the practice to estimate the potential for redevelopment to contribute to public amenities. The analysis determines the potential profit for proposed projects based upon land costs, costs of construction, type of project, and market rents. After accounting for the developer's need to make a return on investment, the remainder of the profit is potentially available for investment in on-site or off-site amenities desired by the community.

If there are specific developer proposals on the table, it is considerably easier to calculate the developer contribution potential with a high degree of validity. In the waterfront, the three major development sites have not yet been sold to a developer. In addition, the region is currently at a recovering point in the real estate cycle. It is therefore premature to attempt to estimate the profit potential (in dollars) on these sites.

In addition, this Plan defines expectations for developer contributions to the public realm on their property and in the immediate vicinity of their projects. For example, both Robinson Terminal sites have significant stretches of shoreline that will need to be become publicly-accessible promenades. In addition, this Plan anticipates investment by developers into transforming the large piers at both sites into high quality public spaces. For the Cummings/ Turner properties, developer contributions could go toward desired civic uses and/or the new park. In all cases, there will be high expectations for urban design and for implementing the recommendations of the waterfront Art and History Plans.

Analysis of the value of the additional density provided in this Plan strongly suggests that, at a minimum, a per-square-foot developer contribution to off-site amenities of $9.00 in 2012 dollars is financially feasible. The actual contribution will be determined at the time of development approval. The per-square-foot contribution should be calculated based upon all new square-footage, including that which replaces existing structures. The value of in-kind contributions, which may include property, buildings or construction of planned improvements, should be credited against this contribution.

A $9.00 per-square-foot contribution applied to approximately 800,000 square feet of new development in today's (2012) dollar, would total $7 million.

All contributions from redevelopment within the Waterfront Plan area should be applied toward improvements within the Plan area.

Increase in the Property Tax Base (New Development)

The current assessed value of the redevelopment sites is $47 million. Buildout of the redevelopment permitted in the Plan will add $220 million to the tax base. This figure includes redevelopment of both Robinson Terminal sites, and the Cummings/Turner properties in the 200 block of The Strand.

Using the FY2011 real property tax rate of $0.987 per $100 assessed value, the net increase in real property tax rates will be $2.2 million.

Meals Tax

For the purposes of estimating revenue, the Plan anticipates 50,140 square feet of restaurant space, including restaurants in up to two boutique hotels and operation of The Beachcombers Restaurant. This amount of restaurant square footage would yield at least $700,000 per year in net new meals tax revenues.

The meals tax revenue estimate does not assume a change in the revenues from the Food Court; if the operator is successful in his plans to attract restaurants to that location, meals tax revenues could increase substantially.

In addition, restaurants pay both sales tax and Business/Professional/ Occupational Licensing (BPOL) tax. The revenue from these taxes from restaurants is estimated to be $210,000 per year.

Sales Tax

The Plan anticipates about 22,000 square feet of retail other than restaurants, and the City's sales tax revenue is anticipated to increase by about $85,000 per year as a result. . This estimate does not include increases in retail activity on Union Street, King Street, or in the Torpedo Factory arcade. The local share of sales tax revenues is 1 percent.

Transient Lodging Tax

The number of hotel rooms that are ultimately constructed on the three redevelopment sites will depend on a variety of factors. For the purposes of estimating revenues, the Plan is looking at a figure of 300 rooms, which reflects the Plan's limitation on the size of boutique hotels to 150 rooms. The estimated transient lodging tax revenue to the City from 300 hotel rooms is $770,000 per year.

The transient lodging tax is one dollar per room-night and 6.5 percent of gross revenues.

In addition, hotels would pay both sales and BPOL tax; the estimated revenue is $107,474 per year.

Total Net New Tax Revenues

In calculating new tax revenues, it is important to be looking at net, rather than gross, tax revenues. Calculating net tax revenues involves subtracting property taxes currently paid on the redevelopment parcels as well as subtracting new revenues that need to be set aside to provide City services to the redevelopment sites. Using City models, about 15% of potential revenue needs to be set aside for City services. This figure is closely related to proposed land uses; if a greater share of future development is residential, a larger proportion of potential revenues would need to be set aside for City services.

Grants

Both grants and other forms of fundraising are a potential source for funds to support Plan implementation. There is considerable competition for grants and while the Plan does not assume grant-funding, this should not limit the pursuit of these sources of funds.

Local fundraising is also a possible source of funds. For over 30 years, the Founders Park Community Association has been working to protect, preserve, and improve Founders Park – including by raising funds for maintenance and improvements.

Increased Visitor Spending

Recent studies, including the two King Street retail studies completed in 2005 and 2009, indicate strongly that visitors to the waterfront (both tourists and Alexandria residents) would spend more money if they had additional opportunities to do so. The 2009-2010 Visitor Profile prepared for the Alexandria Convention and Visitors Association (October 2010) notes that per-visitor spending by Alexandria's 3 million annual visitors is $807 per visitor, which is an increase but less than the per-visitor spending for Northern Virginia as a whole ($900) and for the District of Columbia.

An important factor in per-visitor spending is the whether the visitor stays overnight and if so, how many nights. A little more than half (55%) of Alexandria's visitors pay for a guest room, similar to Northern Virginia (57%) but well below DC (74%).

The profile of Alexandria's visitors strongly suggests that Plan elements that appeal to residents will also appeal to visitors. Two-thirds of Alexandria's visitors come primarily for leisure – and for most of these (70%), the primary reason is to see friends or relatives – suggesting that when they explore the waterfront, they will be doing so with, or at the suggestion of, local friends and family. Moreover, Alexandria visitors are highly educated and the top three activities of Alexandria visitors are museums, urban sightseeing, and historic sites.

Development Phasing

Fiscal sustainability is an important aspect of any plan and particularly important in the waterfront where there are limited sources of new revenues. The Plan employs a number of strategies to balance costs and revenues, including recommending land uses that have the most positive fiscal impacts (such as boutique hotels and restaurants, which are also highly desirable for the waterfront for non-fiscal reasons), by reducing unnecessary investments (such as new public parking) and by developing a Marina concept that can be constructed and operated without subsidy, or with only a partial governmental subsidy.

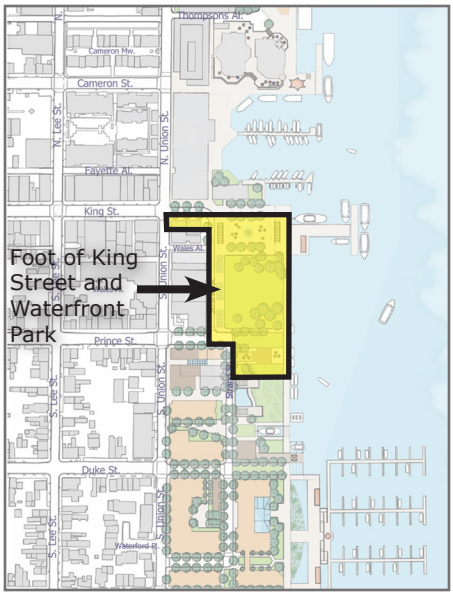
The phasing concept shows how the Plan can "pay for itself" and that the City has considerable flexibility in phasing public improvements.

Development Phasing Assumptions

The phasing concept is a set of assumptions about the pace of development and other private sector activity, the revenue generated by new development and new economic activity, and the pace of public investments. The three timeframes for the phasing are: 0-3 years, 3-5 years, and 5-15 years. The assumptions about the pace of development are conservative; a faster pace of development would increase revenues more quickly than is assumed.

The phasing concept assumes that in the first 3 years of the life of the plan, the Cummings property will redevelop as a boutique hotel and The Beachcombers Restaurant will begin operations. In years 3-5, the phasing concept assumes that the mid-block Turner property will redevelop as a boutique hotel and Robinson Terminal North will redevelop – half as a boutique hotel and half as multifamily residential. In years 5-15, the phasing concept assumes that Robinson Terminal South will redevelop as mixed use, the majority of which would be residential, about one-third boutique hotel, and some ground floor active uses.

The timing of public investments in the waterfront may precede, be coincident, or follow, the private sector investment that will generate the new tax revenues. The timing of Plan implementation will be the subject of future City Capital Improvement Program (CIP) decision making, as well as the result of opportunistic decisions related to timing of the indicated elements of the Waterfront Plan.



Assumed revenues are based on a limited set of tax categories for these properties only. The tax categories are: real property tax, meals tax, sales tax, and transient lodging tax. The phasing concept does not include any new tax or lease revenue from the Food Court itself (other than anticipated additional outdoor dining), does not count any revenues from commercial boats or any revenues from user fees, such as park rental, food carts, and other potential revenues. The phasing concept does not anticipate any increase in tax rates, the creation of tax districts, or directing tax revenues from existing waterfront development toward the waterfront improvements in this Plan. The phasing concept does not assume federal funding of any of the improvements that would be eligible.

While it is reasonable to expect an increased number of waterfront visitors as well as increased spending by each waterfront visitor (beyond what is spent in the new hotels and restaurants), the phasing concept does not count on increased revenues from either source.

The phasing concept is purposefully conservative in the sources of revenues that are counted, but this should not be interpreted as the Plan limiting the amount, type, structure and source of funds that may be applied to the waterfront in the future.

Both the History Plan and the Art Plan suggest significant investments; a limited number of these are included in the Plan's "base budget" that is the basis of this phasing concept. Both the History and Art Plans emphasize fundraising to pay for their recommendations; while this Plan encourages such fundraising, the Plan also recognizes that the City may decide to make investments in the waterfront beyond what is in the base budget.

Artists Perspective showing how proposed flood mitigation can be integrated into the building and park design. Here, flood control is highlighted - along building facade at a repurposed Beachcomber, through grading, and integrated into a series of pier-like structures in an Expanded Point Lumley Park.

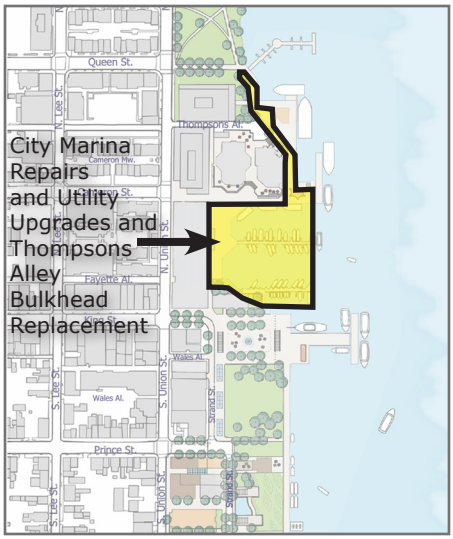


Phasing of Physical Improvements and Implementation Activities

There are two elements to phasing: phasing of physical improvements, and phasing of implementation activities (legal, financial, permitting, governance and coordination).

The phases of physical improvements are generally grouped by location; in many cases it is more efficient to complete all planned improvements in one location in the same phase. Each phase of physical improvements is described below; the detailed spreadsheet that accompanies this document shows the calculated costs for each phase.

Phasing Elements
(Physical Improvements)

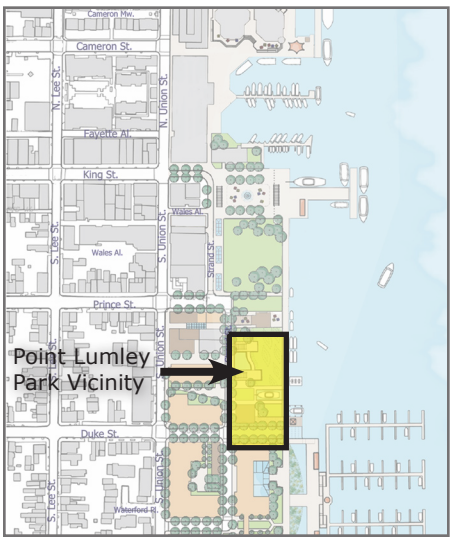


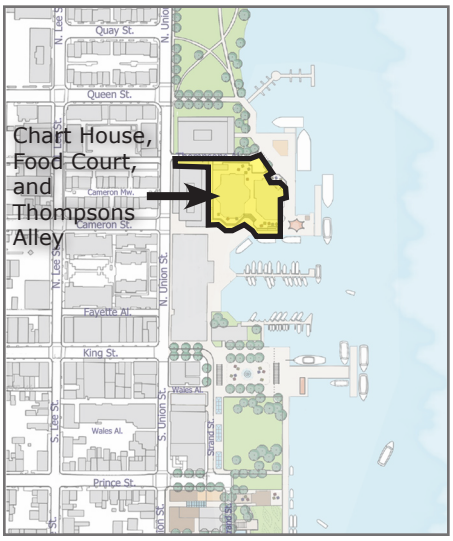
Fitzgerald and Waterfront Park Phases: These phases are designed to provide the most immediate improvement to the waterfront as a City asset, visitor and resident attraction, and anchor of commerce on King Street. The key is the removal of the Old Dominion Boat Club (ODBC) parking lot, which opens up a continuous shoreline from the ODBC clubhouse to the parking lot in the 200 block of The Strand. All elements involving the ODBC, including the elimination of the parking lot, anticipate the successful conclusion of a negotiated agreement with the ODBC. These phases also include the early elements of the flood mitigation strategy.

Elements:

- Remove the ODBC parking lot from its current location. This element addresses the key problem at the most important spot on the waterfront: the parking lot that substantially undermines the public's experience where King Street meets the river and blocks access to the waterfront south of King Street. Relocation or removal of the parking lot is the optimal solution for this very important location on the waterfront; to the extent this is not possible, the Plan acknowledges the value of reaching an interim agreement with the ODBC that would improve public access to the Potomac River and/or Waterfront Park, prior to removal of the ODBC parking lot.
- Implement other elements of mutual interest to the ODBC and City. Such elements may include: a boat ramp, off site boat storage, screening, and boat slips.
- Elevate King Street and The Strand slightly; repave, creating a pedestrian-oriented plaza or square in the unit block of King Street; trolley and bus lane retained and marked with bollards. This element addresses some of the nuisance flooding at one of the places where it is most problematic and creates a new public plaza or square, significantly improving the public's experience between Union Street and the river and adding pedestrian capacity in an area where sidewalks can be congested.

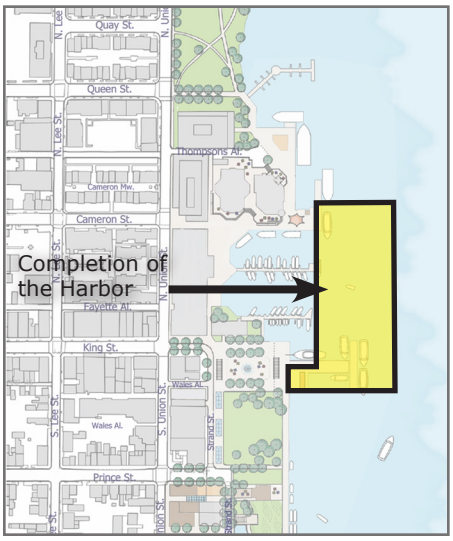
- Create a continuous public space in the area occupied by the ODBC parking lot. This element would ideally involve implementing the Plan recommendations for the open space including the former parking lot, Waterfront Park and the foot of Prince Street. At a minimum, this would involve creating a pedestrian promenade connecting the existing King Street Park to Waterfront Park and a plaza between the river and The Strand.
- This phase may include the construction of a new pier somewhere between King and Prince Streets. This is a relatively low-cost element that is a key design feature for this area. It may also begin accommodating either commercial boats or visiting ships of character. Extending this pier just beyond the pierhead line will provide the best views of the Alexandria waterfront, the U.S. Capitol dome, and other points up and down river.
- Pursue reuse or demolition of The Beachcombers Restaurant building (depending on the outcome of further financial analysis and private sector interest). Disposition of this building is important to both Waterfront Park and Point Lumley Park; it should be included in whichever phase moves forward first. Reuse of the building depends on public support and financial feasibility. Because the City owns the building (and neighboring land) there are relatively few barriers to implementing the Plan's recommendations. Demolish the 210 The Strand - Crenshaw building.
- Implement other flood mitigation elements for King Street, Prince Street, and Waterfront Park. These elements were described in the Flood Mitigation Study; about half would be completed in this phase. These costs cover flood walls, pumps, and other elements. Additional elements include automatic flood gates at the foot of King and at the foot of Prince. These may be accomplished in a later phase but should be coordinated with improvements to Waterfront Park.





The "Fitzgerald" and "Waterfront Park" phases of the Plan are estimated to cost $6.5 million and $3.5 million respectively, exclusive of contingency (estimated at 30%) and design and engineering (estimated at 20 percent).

City Marina Repairs and Utility Upgrades and Thompsons Alley Bulkhead Replacement: This phase makes ongoing maintenance/improvements to the Marina, upgrades the Marina utilities to meet current standards, and makes the most critical bulkhead repairs outside of the King Street/The Strand area: about 140 feet of bulkhead in the vicinity of Thompsons Alley. This phase also includes at 25-foot-wide walkway atop the new bulkhead and incorporation of flood mitigation measures. Immediate improvements to the Marina include utility upgrades, planned security upgrades, and other maintenance/repair. The long-term plan is for the north end pleasure boat slips to be replaced with commercial boat facilities, but that is not likely to happen for some time. These projects have been included in the FY2012-2021 CIP, with the exception of the cost to improve the walkway atop the new bulkhead and the flood mitigation measures.



The elements of this phase that are not already included in the CIP are estimated to cost $1.6 million, exclusive of contingency (estimated at 30%) and design and engineering (estimated at 20 percent). The majority of this cost ($1.3 million) is for the potential expansion of commercial boat docking facilities.

Point Lumley: Along with the "Fitzgerald" and "Waterfront Park" phases, this phase will complete much of the public realm in The Strand area of the waterfront: an expanded Point Lumley Park. Elements include construction of a bulkhead and walkway (or esplanade) along the shoreline, generally between Prince and Duke Streets; construction of a park in the location of the parking lot; demolition of 210 The Strand and 226 The Strand; construction of a new park/civic building and other park elements; and the remaining flood mitigation elements.

Disposition of The Beachcombers Restaurant building is included in the "Waterfront Park" phase, but should be included in this phase if this phase moves forward first.

The cost of completing the acquisition of the parking lot is not included, as funds have already been identified for this purpose. This phase includes capital funding for a debris skimmer, including trailer and associated equipment so that waterborne debris can be removed on a regular basis. The operating cost estimates of this Plan include the cost of two staff persons for debris removal activities.

The "Point Lumley" phase of the Plan is estimated to cost $6.0 million, exclusive of contingency (estimated at 30%) and design and engineering (estimated at 20 percent). A civic building on the site of the Marine Supply building is estimated to cost an additional $3.6 million.

Chart House, Food Court and Thompsons Alley: This phase includes pedestrian improvements to the front, rear, and between the Chart House and Food Court, improving the relationship of these buildings to visitors and providing better screening of "back of house" activities such as deliveries and dumpsters. Elements include dining terraces and pedestrian walkways and a tensile structure on the expanded Cameron Street wharf to provide shade and shelter.

The planned improvements are estimated to cost $900,000, exclusive of contingency (estimated at 30%) and design and engineering (estimated at 20 percent). The dining terraces and other improvements should benefit the restaurants in this location, and private financial participation would be a condition for project elements that directly benefit the restaurants.

Torpedo Factory Marina area: This phase includes repairs to the bulkhead in the Marina near the Torpedo Factory, associated dredging, and possible expansion of the Cameron Street Wharf. This phase also includes funds for public art. Funds for the bulkhead repair are not included in the cost estimate as they were already programmed.

This phase is estimated to cost $1.7 million exclusive of contingency (estimated at 30%) and design and engineering (estimated at 20 percent). The major cost is the expansion is the Cameron Street Wharf ($1.4 million), which is optional.

Founders, Oronoco Bay, and Rivergate Park Improvements: The three elements of this phase are relatively independent, but all three involve naturalization of much of the current shoreline, which will cost about $2 million for all three parks. Very modest changes to Founders Park are planned, and these include lawn repair, a general increase in the number of shade trees away from the water's edge and some reduction of trees along the shore; and other ornamental plantings. The Plan calls for re-grading Oronoco Bay Park to emphasize its role as an amphitheater and construction of a waterside stage area, creation of a "Ralph's Gutt" wetland, replacement and extension of the curved boardwalk, and other improvements. Improvements to Rivergate Park include some additional plantings and a reorientation of the main public path to a location closer to the shore. In addition, at the foot of Montgomery Street, a set of stairs into the water is planned so that residents can better enjoy both the water and the view of the National Capitol and a kayak launching area is planned in the cove facing Tidelock Park.

Windmill Hill Park: This phase includes the improvements to Windmill Hill Park contained in the approved park plan, including the bulkhead repair and shoreline improvement projects.

The cost estimates for the proposed park improvements include Rivergate Park at $1 million, Oronoco Bay Park at $2.5 million, and Founders Park at $700.000 exclusive of contingency (estimated at 30%) and design and engineering (estimated at 20 percent).

Other important elements: A number of Plan elements are not included in the overall cost estimates. These elements may be pursued when funding is identified.

The Plan shows one or more historic ships or ships of character; there are a variety of options for having ships of this type on display, not all of which require the City to acquire them outright. Among the ideas raised during the planning process is to commission the construction of a replica of George Washington's brig, the Farmer. For comparison purposes, the Godspeed replica in Jamestown cost $2.4 million to construct in 2006. Private fundraising is often the mode for financing the construction or purchase of ships of character. If the ship was to be used for tours/charters, then the private sector might fully fund it.

The Plan also endorses the proposal for an Art Walk along the river, for which significant pieces of public art would need to be acquired. A commonly-used estimate for the average cost of a major public art piece is $200,000. The Plan's cost estimates include funds for one piece of public art. The Plan also anticipates considerable investment in historic interpretation, well beyond what is included in this Plan as major physical elements. Both the History Plan and the Art Plan place importance on private fundraising as a key component of implementing the history and art recommendations in the Plan.

A new pleasure boat marina is proposed at the Robinson Terminal South shoreline, to be accessed from the existing pier. The intention of this Plan is that it will be constructed and operated without subsidy.

Phasing Elements (Implementation Activities)

There is a range of implementation activities not associated with specific physical improvements to the waterfront. These include work to resolve legal issues, obtain required permits, continue design and engineering work, pursue funding sources, strengthen governance, and support strong and continuous community involvement in each step.

In the immediate period after the adoption of the Plan, and for the next several years, implementation activities will include:

Negotiations, coordination and inter-governmental issues: These activities include: negotiating with the ODBC regarding the parking lot and other elements of mutual importance (boat ramp, boat storage, etc.); formalizing any changes to existing settlement agreements with the National Park Service; pursuing alteration of the stated boundaries of the navigation channel; working with regulatory agencies to obtain required permits for bulkhead repair and other water-based improvements; working with the leaseholder of the Food Court/Chart House/Torpedo Factory retail spaces on both physical improvements and regulatory approvals; and coordinating with the new Torpedo Factory Board.

All of the relevant governmental and regulatory entities have been kept abreast of the recommendations in the proposed Plan and have been given opportunities to provide comments or responses. None of the entities are in a position to either endorse or reject the Plan's recommendations until they have a formal request or application before them. However, based on discussions and feedback from these governmental entities, City staff is sufficiently encouraged to continue to recommend them in this Plan.

Any development proposal on the waterfront will be subject to the City's standard procedures for development review, to include public engagement and review by the Board of Architectural Review.

Parking: The Plan recognizes that Old Town parking, particularly in the blocks closest to the waterfront and the nearby residential streets, must be actively managed. The City is pursuing a multi-pronged parking program for Old Town that includes new signage and parking meters, coordination with garage owners, and regular monitoring of both parking space usage and neighborhood impacts. Active management of parking in Old Town, including along the waterfront, will address needs in addition to those related directly to the waterfront. However, Plan implementation will be closely coordinated with implementation of the parking strategy to ensure that there is parking capacity available at each stage of the Plan's implementation, as well as at each restaurant SUP stage.

The Plan's parking strategy is discussed in Chapter 4; among the specific recommendations is an emphasis on intercepting vehicles early by directing them to garages or valet stations before they enter the most congested streets in Old Town. The Plan also recommends, as an implementation action, developing a detailed parking program with triggers. This would be completed in partnership with Old Town stakeholders following the guidance in the Plan.

Engineering and Design: The Plan recommends, as follow-up to adoption of the Plan, that a design and engineering phasing plan be prepared. This will involve preliminary engineering to 15 percent design for the proposed infrastructure and park improvements in the Plan. This work will involve preliminary geotechnical and underwater investigation, preliminary grading of streets, pathways and park areas. It will include a preliminary layout of flood mitigation elements, storm sewer improvements and bulkhead replacements. This will also include a construction phasing plan to establish how the improvements will be accomplished while allowing continued use of the waterfront facilities. This preliminary design and engineering plan will allow for the prioritization of improvements such as the bulkhead replacements. This phase will involve significant outreach to the community as the infrastructure elements move from planning to engineering. Significant coordination with permitting agencies will also be required. There will be specialized geotechnical and underwater investigation and marine engineering associated with this project.

Decision-making and leadership, operations and maintenance, programming, and fundraising: The Alexandria waterfront is a unique treasure and like many of the country's most important public places, it both requires and deserves a high level of care. Implementation activities include identifying service level targets and structuring operations and maintenance activities to meet them and developing the capacity for enhanced programming of appealing activities and events at various scales and locations.

An important implementation step is developing an effective model that continues to marshal the high level of interest and expertise of waterfront stakeholders, and identifies additional leadership and financial resources to support the Plan's objectives. Both the history and art communities, through the papers attached to this Plan as appendices, call for establishment of a non-profit entity with the mission of implementing the Plan. While their suggestion focuses on the implementation of the history and art elements of the Plan, there will be an equivalent need for leadership in supporting the parks and waterside elements of the Plan.

Old Town residents have suggested that an oversight body be established to manage parking and traffic initiatives and to manage public spaces and programming.

The Plan recommends, as an implementation element, that an implementation advisory model be explored, including the potential establishment of one or more committees charged with elements of Plan implementation and/or operations. The Waterfront Committee will be part of any implementation equation.

The Plan also encourages the Arts and History commissions to continue their cooperation on the Plan to assist with its implementation. Both groups will respect existing policies set by the City Council for each commission, including the policy on acquired art.

Among the early Plan implementation activities, a high priority is for staff to work with the community to develop a recommendation to the City Council for a foundation or other type of non-profit organization to support realization of the arts, history and cultural elements of the Plan as well as support active enjoyment of the waterfront.

Early Phasing Elements

Of the phasing elements in the Plan, those recommended for early implementation include:

- Continuing to actively track, report and manage parking, particularly in the Old Town area of the waterfront. Conduct regular checks on supply and demand, success in directing visitors to garages and on neighborhood impacts. Continue to implement parking strategies.
- Complete acquisition of The Strand parking lot for use as public park.
- Address failing bulkheads and marina electrical system inadequacies.
- Prepare a CIP project description for the flood mitigation project.
- Pursue reuse or reconstruction of The Beachcombers Restaurant building, potentially with a release of a Request for Proposals.
- Complete ODBC negotiations, pursue agreements with the National Park Service and Washington DC, and continue discussions with permitting agencies.
- Work with Art and History Plans representatives to implement early phases of arts and history plans. Continue working with all stakeholder groups during implementation. Explore organizational options for implementation, management, fundraising, and programming.
- Complete the engineering and permitting plan.
- Begin the technical analysis to convert The Strand parking lot to a park, including bulkhead design and design of the flood mitigation elements.

Early phasing elements will also include working with the private sector, including the Food Court. The phasing schedule will also depend on the timing of the major redevelopment projects. As specific projects are proposed, it will be necessary to devote staff resources to working with the developers and the public to achieve the best possible outcomes for all. When the private sector indicates that redevelopment is ready to move forward, the City will evaluate if nearby public investments need to be coordinated with private sector construction. Coordinating public investments with private investments also helps the City financially, so that public expenditures do not occur too far ahead of City tax revenues.

Civic Uses

There are number of important cultural, civic, and operational uses to be accommodated on or near the waterfront. The role of the Plan is to suggest locations which are suitable for these uses. Implementation of the Plan will involve specific arrangements for specific uses.

History Center

The Plan recommends establishing a Southern Cultural Anchor and History Center in the waterfront area as recommended by the History Plan, as a compliment to the Torpedo Factory Arts Center. The Southern Cultural Anchor may include a Maritime Museum, History Center encompassing elements from Alexandria's existing history museums (and be a starting point for further explorations of Alexandria's history) and a museum shop. The History Center could also include a relocated or expanded Archaeology Museum, if an assessment determines that relocation is the best option for the Archaeology Museum. Other potential elements of the Southern Cultural Anchor include a ship of character, the Seaport Foundation, and uses in the restored historic warehouses. Funding for the elements of the Southern Cultural Anchor/History Center could come from a number of sources, including as part of the proposed Point Lumley civic building, developer contributions, direct City funding and/or private contributions.

The City currently operates a history center/museum shop in donated space in the Torpedo Factory retail arcade. For planning purposes, the Plan uses 5,000 square feet as a potential size of the History Center, which does not include the space that would be needed for the Archaeology Museum if it were co-located. Location options for the History Center include the new civic building or any of the three historic warehouse buildings. The "concierge" function suggested by the History Plan could occur in the Point Lumley civic building or in a historic warehouse. Since a preferred location is near the foot of King Street, a freestanding kiosk in the new public space is another option.

The Archaeology Museum currently occupies 3,200 square feet in the Torpedo Factory. A specific assessment of future needs has not been done; for planning purposes 3,500 square feet has been used. The location options for the Archaeology Museum include: remain in Torpedo Factory, new civic building, or any of the three historic warehouse buildings in the 200 block of South Union Street.

Alexandria Seaport Foundation

Through the building and use of wooden boats, the Alexandria Seaport Foundation helps at-risk youth turn their lives around and provides families, community groups, and schools with meaningful educational, social, and recreational experiences. The Seaport Foundation currently uses its floating office/classroom at the foot of Thompsons Alley and approximately 4,500 square feet in Robinson Terminal South (classroom, workshop and more).

The Plan recognizes the importance of supporting the Seaport Foundation's work on the waterfront, and, to the extent that the Seaport Foundation is interested, expanding their role. In the short term, the Plan recommends relocating the floating building to an area near the foot of Duke Street to be closer to their current workshop. Over the longer term, the Plan's vision for this area includes an emphasis on the City's shipbuilding heritage, which the Seaport Foundation is in a unique position to demonstrate. A new workshop location may be needed when Robinson Terminal South redevelops or earlier if/when the Seaport Foundation is ready. A more visible or accessible location near Point Lumley would allow the Seaport Foundation to showcase

shipbuilding activities in a location where these activities occurred historically. Specific options include space in the new Point Lumley civic building or on a ground floor of one of the restored warehouse buildings in the 200 block of The Strand.

The Seaport Foundation's involvement in interpreting shipbuilding would be very valuable. In addition, the Plan recommends a small boat rental operation at the foot of Duke Street; the Plan supports the Seaport Foundation's involvement in waterside activities, including boat rental sailing lessons, or other educational/recreational activities.

Small Boat Rental

The Plan recommends that a small boat rental operation be located in the vicinity of the new park in the 200 block of The Strand, possibly at the foot of Duke Street and possibly operated by an organization such as the Seaport Foundation. Rental of canoes, kayaks, rowboats, small sailboats and other low-impact watercraft should be considered. The space needs for this operation could include a small kiosk, hut or booth for cashier and life jackets and rolling racks for boats.

The Art League

The Art League is a multifaceted visual arts organization that meets its mission of nurturing artists and the community through its gallery, fine art school, art supply store, and outreach programs. The Art League is not only a cornerstone of the City and regional arts community but has also been an important part of the daily life of the waterfront for decades.

The Art League is currently housed in multiple locations, centered around its presence in the Torpedo Factory, where it occupies 7,775 square feet. The Art League's Torpedo Factory space includes gallery, classroom, art supply store and office space. The Art League occupies 13,000 square feet in its Madison Street Annex and about 10,000 square feet in its Duke Street Annex. The total current space occupied by the Art League is 30,700 square feet; the Art League has determined that their future space needs are about 40,000 square feet, plus retained space in the Torpedo Factory.

The site of the Duke Street Annex is planned for redevelopment, the timing of which is market-dependent but could be in the short-term. The Art League has indicated their interest in pursuing a long-term solution for their space needs, including identifying a location for a future building for which they could begin fundraising. The Art League has indicated that designation in this Plan of potential locations for the Art League would assist in the fundraising efforts. The Art League also stresses the importance of a location in proximity to the Torpedo Factory.

The Plan desires the continued operations of the Art League in a location near the waterfront and the Torpedo Factory. Staff has explored a variety of potential locations – these have varying costs, degrees of suitability, and for some, the availability is not known.

In the case of the Cummings warehouse, the Art League could continue operations there until it is ready to pursue a new building; however, there is a potential near-term sale of this property for private redevelopment.

Initially, one option was the possibility that the Art League could occupy some, most or all of the historic warehouses in the 200 block of The Strand. Together these buildings encompass 28,000 square feet, which is shy of the 40,000 square feet the Art League ultimately needs. However, Since the identification of this location as a possible option, the warehouses have been purchased for conversion to office space with an identified tenant.

Another option is for the Art League to continue to rent in the short or long term and seek additional space at the Madison Street Annex in order to consolidate its activities. Toward that end, discussions are occurring with the building representative to determine availability of space.

Staff also looked at a number of different locations in North Old Town near the Art League's Madison Street Annex. These locations begin to be farther away from the Torpedo Factory than the Art League would like, but the area has the advantage of redevelopable parcels, a location near the water, nearby cultural uses (such as Metro Stage) and proximity to the Braddock Metro Station.

The parcels in the 700 block of North St. Asaph Street are a redevelopment opportunity and several lots offer a potential location for the Art League. However, since the analysis was completed, a proposal has come forward for a mixed use development project on that block to include a Harris Teeter grocery store with housing above. This project was approved by the City Council in June 2011.

Other parcels in the North Old Town area with potential for the Art League include the warehouses at 1112 - 1120 N. Fairfax Street and the auto repair facility at 501 Bashford Lane. The owners of these properties have not been approached about a potential sale, however, the zoning of these parcels would permit a building of the size and type needed by the Art League.

Inclusion within a redeveloped Robinson Terminal South is also a possibility; portions of that site are within the 100 year flood plain, which limits the types of uses that can be accommodated on the ground floor, making the Art League tenancy an option. Inclusion within other redevelopment projects is also a possibility; redevelopment proposals should be evaluated for their potential to accommodate Art League needs.

Event Space

Over the course of the planning process, input has been received that there is a very limited set of options for holding meetings and other indoor events near the waterfront. Current options include the Crowne Plaza Hotel and the Torpedo Factory; the Mary Gates conference center at the United Way headquarters overlooking Oronoco Bay Park is a recent addition. The Plan has evaluated alternative event space sizes and locations:

- Space suitable for meetings of 100-150 people, including prep kitchen and storage, requires about 1,750 square feet.
- Space suitable for meetings of 200-300 people requires about 3,450 square feet.
- Space suitable for meetings of 400-600 people requires about 6,900 feet.

Potential locations for event space include the new Point Lumley civic building or within a restored historic warehouse. Cultural institutions, such as museums, are also often used as event space (something that the Torpedo Factory does today).

Some residents have expressed concern about the parking demand that would be generated from of event space in The Strand area. Any event space parking demand would need to be managed.

Black Box Theater

The Art Plan suggests that a black box theater be considered as part of one of the cultural anchors along the waterfront. Black box theaters can vary greatly in size (which makes them relatively easy to locate); for evaluation purposes the Plan determined space needs for theaters accommodating 100 patrons (2,500 square feet including space for lobby and backstage needs), 150 patrons (3,000 square feet), and 200 patrons (3,500 square feet).

This size space could be accommodated in the new Point Lumley civic building, in one of the restored historic warehouses, or within one of the redevelopment sites.

However, the uses along the waterfront should be waterfront related, and a black box theater which focuses inward and not outward toward the water is not a priority use for valuable waterfront property. Parking demands are also present with this type of use.

Park Operations and Services

It is not typical for a Small Area Plan to be so detailed as to discuss locations of park services and operation facilities with any specificity. However, in many ways the Plan is a plan for public space, and stakeholders have expressed interest in where services and operations could be housed or located.

One element involves locations for City maintenance vehicles and equipment. Although small scale equipment and storage could be accommodated in a number of different locations, for efficiency purposes a location near maintenance vehicles is desirable. The Plan recommends exploring the allocation of parking spaces within garages at various locations along the waterfront for vehicle, equipment, and other storage. Parking spaces in garages can be secured using fencing. These garage locations could be within new garages built as a result of redevelopment (locations in The Stand and

near Oronoco Bay Park are suitable) or, potentially, obtained through a rental arrangement with owners of existing garages.

Another important element involves public restrooms, park guest services, concession space, information or ticket counters, and storage for those services. Guest services could include rental of play items such as model boats, bocce sets, chess pieces, and the like. The square footage requirement is estimated at about 350 square feet for two ADA restrooms, concession, storage and mechanical. Location options in The Strand area include the new Point Lumley civic building, or in a nearby garage.

Oronoco Bay area location options include a restored boxcar or a new freestanding building.

Marina Services

A new marina at Robinson Terminal South would likely require space for a dockmaster office, showers, and a laundry room, which could total about 1,100 square feet. The Plan's expectation is that these services would be provided on-site by the operator, and potentially incorporated into the Robinson Terminal South redevelopment.

Table 11: Cost by Phasing Location

Phasing Location	Waterfront Plan	Flood Mitigation	Total
Rivergate City Park	$1,015,600	$0	$1,015,600
Oronoco Bay Park	$2,498,100	$0	$2,498,100
Robinson Terminal North	Developer Funded		
Founders Park	$709,400	$0	$709,400
Thompsons Alley	$2,534,900	$22,500	$2,557,400
Torpedo Plaza	$1,700,000	$0	$1,700,000
Fitzgerald Square	$5,392,400	$1,088,454	$6,480,854
Waterfront Park	$1,889,550	$1,620,884	$3,510,434
Point Lumley Park / Expanded Point Lumley Park	$7,974,280	$1,620,884	$9,595,164
Robinson Terminal South	Developer Funded		
Windmill Hill Park	$5,500,000	$0	$5,500,000

Table 12: Cost Summary

Cost Summary	Waterfront Plan	Flood Mitigation	Total
Construction Total (not including civic building)	$25,614,230	$4,352,723	$29,966,952
Contigency (30%)	$7,684,269	$1,305,817	$8,990,086
Point Lumley Park Civic Building or Equivalent	$3,600,000	$0	$3,600,000
Plus Design and Engineering	$7,379,700	$1,131,708	$8,511,408
Grand Total	$44,278,198	$6,790,247	$51,068,446

Park/Emergency Staff

Over time it may become desirable to provide some park or emergency services office space within or near the parks in The Strand area. For example, an increase in programming in these parks could make it desirable to have on-site staff. A three-person office can be accommodated in 400 square feet. There are several options for space of this size in each of the new or restored buildings along or near the waterfront.

Options by Building

To provide additional information about which uses can be accommodated in the various locations in the Waterfront Plan, scenarios for some of the potential buildings were developed. These are illustrative scenarios and not proposals, and they show that there a many different configurations of the potential cultural, civic and operations needs that can be considered.

The New Point Lumley Civic Building

This parcel, the site of the Marine Supply building, 226 The Strand, is currently owned by Robinson Terminal. The lot is 6,258 square feet; a two-story building that uses most of the site could be 10,000 square feet (a possible tensile structure on a third story could be open or enclosed). Scenarios for use of this building include:

- 8,300 square feet could accommodate rest rooms, guest services, storage & mechanical (352 sf); Seaport Foundation functions now in Robinson Terminal South (4,500 sf); and event space for 200-300 (3,375 sf)
- 10,000 square feet could accommodate rest rooms/guest services (352 sf), park staff offices (400 sf); a 5,000 square foot History Center/Maritime Museum, and a 150-person Black Box theater.
- 10,000 square feet could accommodate rest rooms/guest services (352 sf), Seaport Foundation (4,500 sf); and a 5,000 square foot History Center/Maritime Museum.

The funds identified for the construction of a civic building are intended to be used to implement the "Southern Cultural Anchor" recommended by both the Art and History Plans as well as the Plan itself – even if that implementation does not include a new building.

Historic Warehouses

The three historic warehouse buildings in the 200 block of South Union Street could be used separately or in combination. This Plan notes that all three buildings encompass about 28,000 square feet and could be suitable for a relocated Art League. In addition, there is a historic warehouse at 2 Duke Street that is partially enveloped by the Robinson terminal warehouses and would be preserved during redevelopment.

Illustrative scenarios for individual building include:

10 Prince Street: This building is two stories tall and is 8,760 square feet in size.

- 7,275 sf could accommodate the Archaeology Museum (3,500 sf), event space for 200-300 (3,375 sf) and office space for park/police/fire personnel (400 sf).
- 8,500 sf could accommodate a combined Archaeology Museum (3,500 sf) and History Center (5,000 sf)
- 8,750 sf could accommodate a smaller History Center (4,375 sf) on one floor and a private sector use (office/studio/other) on the second (4,375 sf)

204 South Union Street: This building is two stories tall and is 7,875 square feet in size.

- 7,863 sf could accommodate a 3,938 square foot Archaeology Museum, event space for 200-300 (3,375 sf), additional rest rooms and space for park operations (550 sf)
- 7,875 sf could accommodate a combined Archaeology Museum & History Center
- 7,875 could accommodate the Seaport Foundation need for 4,500 sf as well as event space for 200-300 (3,375 sf).

206 South Union Street: This building is three stories tall and is 10,665 square feet in size.

- 10,665 sf could accommodate a 3,555 square foot Archaeology Museum and an equally-sized History Center and event space for 200-300.
- 10,555 sf could accommodate event space for 200-300 (3,555 sf), the Seaport Foundation (4,500 sf) , and a Black Box theater with capacity for 100 (2,500 sf)
- 10,665 sf could accommodate a History Center (3,937 sf), Black box theater with 200 capacity (3,500 sf) and event space for 150-250 (3,228 sf)
- 10,500 sf could accommodate the Seaport Foundation (4,500 sf) and a combined History Center/Archaeology Museum (6,000 sf).

2 Duke Street: This building is two stories tall and is 6,000 square feet in size.

- The building could be incorporated in the redevelopment of Robinson Terminal South. In addition, the 6,000 square feet could accommodate the Seaport Foundation, a History Center/Archaeology Museum, or a combination of black box theater and event space for 200-300 people.

Box Cars

Box cars have been proposed for use in Oronoco Bay Park as park buildings (restrooms, guest services, park equipment) and as a theater. Box cars can be used individually and in combination; they come in 40, 50, 60, and 86-foot inside lengths; inside width is about 10'; inside height is 10-13 feet. A common older boxcar is about 40 feet in length, 10 feet wide, and has a 10 foot inside height (400 sf).

Planning for the GenOn Potomac River Generating Station Site

The GenOn Potomac River Generating Station is scheduled to cease operations in October 2012. This site is of considerable importance to the City of Alexandria, the Waterfront, and to Old Town North and Northeast communities. As soon as practicable, the City should commence and conclude a community-based planning effort for the GenOn site, to potentially include all or portions of the Old Town North Small Area Plan. The planning effort should aim to appropriately incorporate the connectivity, parks, arts, history and cultural themes of the Waterfront Small Area Plan while also recognizing and balancing the unique needs of the Old Town North and Northeast Small Area Plans.

Implementation Recommendations:

5.1: The net additional City revenues generated by redevelopment of the waterfront should generally be dedicated and applied to waterfront-area amenities, including parks, programming and other public uses. The City should prepare an annual waterfront capital and operations budget, and the annual funding should be sufficient for timely implementation of the Plan and annual expenditures should generally be no less than the net annual revenues generated from redevelopment.

5.2: During implementation of improvements to the ODBC parking lot, the existing chain-link fencing should be removed or, if replaced, constructed of materials consistent with the architectural fabric of Old Town. Art and Historic interpretation should be incorporated into the reconfigured site.

5.3: Pier designs in this Plan are illustrative; the engineering and design will be determined during the implementation phase and may be of a different length, width or location from that shown in the Plan. Pier location and design should be compatible with interim or ultimate agreements with ODBC and recognize the different operational needs of water taxis and other commercial boating operations.

5.4: Waterfront public spaces should be actively managed - both maintenance and programming - as an integrated system. City staff should be organized in a manner to ensure this integrated approach occurs with a designated senior-level lead manager to establish clear accountability for implementation of the Plan and the necessary resources and authority for consistent progress.

5.5: The City will pursue early phasing elements outlined in the Plan with immediate attention on predevelopment activities such as tracking, reporting and managing parking; completion of City acquisition of the Strand properties and technical analysis work to convert it to parkland; addressing failing bulkheads; completion of the Union Street study; preparation of CIP for the next phase of design and engineering for flood mitigation; pursuing reuse of the Beachcombers Restaurant; completing ODBC negotiations; working with Art and History commissions on early phases of their plans; completing an engineering and permitting plan; and others such as an analysis for a new civic building with a related spatial needs assessment for the Archaeological museum; updating settlement agreements; development of a grants strategy; etc.



City of Alexandria
Department of Planning and Zoning

Adopted by Ordinance No. 4749
February 25, 2012

A.1

Appendix 1: Community Participation

Community Participation: Outreach Activities

The outreach activities for the Waterfront Small Area Plan (Plan) began in April 2009 and continue to the present. The outreach program has been multi-faceted and extensive, with a variety of activities, including tours, meetings, and charrettes that have promoted access to information and involvement in the process. Additionally, different outreach tools such as eNews and the waterfront webpage are being utilized to help citizens and other interested stakeholders keep abreast of activities and stay involved. The Plan and information generated at various activities can be downloaded from the webpage at www.alexandriava/Waterfront. The City is committed to continuing this level of community outreach throughout the public review process for the Plan and its implementation.

The following pages discuss the iterative community process which led to the draft Plan, beginning with: (1) Early Outreach Activities; (2) Ideas and Guiding Concepts; (3) Activity Map; (4) Goals and Objectives; (5) Concept Plan; (6) Core Area Draft Design; and (7) the Plan.

Table A1: Early Outreach Activities

Community Participation: *Early Outreach Activities from April 2009 to April 2010*	
Community Forum #1 - April 23, 2009	Presentation of schedule and an "open mike" **solicitation of themes** from stakeholder organizations and individuals.
Community Forum #2 – April 30, 2009	Introduction of consultants and sub-consultants; **discussion of best practices** and examples of waterfronts from around the world.
Boat Tour – May 30, 2009	View of the entire Alexandria Waterfront from the water with background **information on the history of the Waterfront** and **identification of key places** along the Waterfront.
Walking Tour – June 24, 2009	An hour and a half tour of the Waterfront, hosted by the Waterfront Committee, to provide information about **landside features** and solicit input.
Community Charrette – June 27, 2009	Morning Session – background information on existing conditions and opportunities and constraints; Afternoon Session – breakout groups that developed **ideas for a vision** of the Waterfront.
New York Field Trip – August 5, 2009	**New York Assets**: Battery Park City, Bryant Park, High Line and South Street Seaport.
Community Meeting – September 29, 2009	Presentation of **Guiding Concepts** from Community Charrette and Open House (hosted by the Torpedo Factory).
Work Sessions to describe Outreach and Guiding Concepts – October 2009	o **Planning Commission** – October 6, 2009 o **BAR** – October 21, 2009 o **City Council** – October 27, 2009
Topical Meetings – January and March 2010	o **History Night** – January 14, 2010 o **Marina Night** – January 28, 2010 o **Arts Night** – March 8, 2010
Chamber of Commerce – March 22, 2010	o Alexandria **Restaurant Commission** Meeting – Waterfront Presentation
Community Meeting – May 3, 2010	o **Concept Plan Presentation**

Community Participation: ***Ideas and Guiding Concepts***

From the activities noted above, a series of Ideas and Guiding Concepts from the community emerged for an Activity Map which followed.

Ideas and Guiding Concepts:

- Celebrate the **Foot of King Street**
- Improve the **Public Realm** of the Waterfront
- Enhance Access and **Connectivity**
- Strengthen **View Corridors**
- **Protect** and Beautify **Founders Park**
- **Strengthen Oronoco Bay Park** with Celebrations, Family Activities, Special Events and Concerts
- Preserve and **Celebrate History**
- **Public Art and History** as Unifying Elements
- **Enhance The Strand**
- Expand **Water-related Activities**
- **Improve Shoreline** Treatment
- Expand **Multi-Modal Access**
- Make Economically, Operationally and Environmentally **Sustainable**

Community Participation:
Activity Map

The community created an Activity Map which organizes the Ideas and Guiding Concepts in geographic order along the waterfront.

Activity Map

Waterfront Plan Activity Map based on Community input-

Daingerfield Island:
Waterfront trail with interpretation and nature

Mirant Plant:
Explore long-term opportunities

Mid-Section of Map
Oronoco Park (Green):
Events, families and nature

Robinson Terminal North (Red):
Redevelopment that invites the public and transforms the pier

Founders Park (Green):
Protect and beautify

City Marina Plaza (Red):
Waterfront hub

Foot of King (Arrow & Spiral):
Feelings of celebration, arrival and anticipation

The Strand (Red):
A destination; dining; a place to be seen

Windmill Hill Park (Green):
Realize the vision of the park plan

Jones Point Park (Green):
Work with NPS to implement park plan

Figure A1: Activities Map



Community Participation: Goals and Objectives

Based on the vision reflected in the Activity Map for the waterfront, and community input during various Early Outreach Activities, the following Goals and Objectives were developed. These Goals and Objectives shaped the Concept Plan:

1. **Authentic:** Create a unique waterfront identity that is grounded in the City's history.
   - Celebrate and honor the broad history and culture of the Alexandria Waterfront from, from prehistory to now.
   - Respect the scale and fine grain of Old Town.
   - Protect identified historic resources, archaeological resources, and cultural resources, including buildings and sites.
   - Adaptively reuse identified historic buildings.

2. **Connected:** Increase and improve access to the public spaces of the Waterfront. Pedestrian connectivity along the Waterfront should be continuous.
   - Create continuous pedestrian access along the entire Waterfront.
   - Provide continuous north-south bicycle access.
   - Enhance visual cues and sight lines for pedestrians, bicycles, and vehicles on all grid streets and alleys and increase accessibility for pedestrians, bicycles and, as appropriate, vehicles.
   - Create connections to the Waterfront from Metro stations.
   - Increase the capacity for access to Alexandria by boat.
   - Encourage commuting and leisure travel by boat between Alexandria and other regional waterfront destinations.

3. **Inclusive:** The Waterfront, is and should continue to be, a citywide resource to be enjoyed by all Alexandrians. Ensure public access to the entire Waterfront.
   - Provide a variety of activities for people of all ages and cultures.
   - Link the Waterfront to Alexandria neighborhoods.

4. **Dynamic:** Maintain a living, active Waterfront that is a destination that attracts all Alexandrians and visitors and should be integral to the visitor experience in Alexandria.
   - Expand services and activities for visitors.
   - Increase the use, frequency, and effectiveness of public spaces for gatherings and events.
   - Emphasize art and history in each new initiative along the Waterfront.
   - Utilize art and history as a unifying element.
   - Strengthen the reputation of the area as a regional and national visitor destination by adding uses that complement existing retail, office and tourist attractions.

5. **Variety:** Provide a variety of uses, themes, activities, and experiences along the Waterfront.
   - Create a diverse scale of spaces along the Waterfront.
   - Offer activities and features that delight a diverse range of visitors.
   - Provide a range of shoreline treatments and types that offer diverse ways to interact with the water.

6. **Manageable:** Improve the Waterfront's vehicular and pedestrian circulation and parking.
   - Minimize pedestrian and vehicle conflicts.
   - Increase way-finding for residents and visitors.
   - Maximize underutilized parking opportunities elsewhere in Old Town.
   - Promote use of designated pick-up and drop-off areas for motorcoaches.

7. **Sustainable:** Ensure that the Waterfront is able to sustain itself economically, environmentally, and operationally.
- Create revenue, initiate new partners, and leverage other resources that can be applied for enhancing and maintaining public open space and other public infrastructure.
- Maximize the utilization of existing resources.
- Generate sufficient net new tax revenue from new Waterfront economic activities to pay for Waterfront capital improvements and ongoing parks and facilities maintenance.
- Identify opportunities for satellite public facilities to provide onsite Waterfront maintenance, security and emergency services.
- Protect the existing amount of open space and, if possible, expand it.
- Ensure that Waterfront development presents Alexandria as an Eco-City.
- Integrate and activate natural systems and processes throughout the Waterfront.
- Identify opportunities for environmental education features.
- Use innovative and creative ideas for flood protection.
- Improve public health (including mental health) through opportunities for active living.
- Allow historic character and scale to influence new development opportunities.

8. **Compatible:** Ensure that future development in the Waterfront should respect the existing residential neighborhoods.
- Protect existing residential neighborhoods from excessive noise and traffic.
- Offer activities and features that delight a diverse range of visitors.
- Meet the needs of residents for open space, recreation and outdoor dining.

9. **Permeable:** Enhance vistas of the water from surrounding areas and of the Waterfront from the river.
- Create overlooks with views to the water and to the City.
- Explore piers, especially where east-west streets meet the river.
- Preserve and enhance view corridors to the water, including historic streets and alleys.
- Create a system of visual elements to draw people to the water.

10. **Creative:** Be bold, visionary, realistic, informative and offer surprises along the way.
- Offer a variety of locations where the public can become engaged with each other, art, artists and history.
- Offer participatory opportunities for people of all ages.
- Use art and history to tell the unique story of people and experiences.
- Provide flexible spaces that could be used for multiple activities.
- Make the Waterfront an example of design excellence.

Community Participation: The Concept Plan

The Concept Plan was developed as an intermediate step in the planning process by taking the vision, ideas, activities and goals and shaping them into a narrative and preliminary design for the planning area. Following the release of the Concept Plan in May 2010, the City attended nearly 20 meetings with public stakeholder groups to solicit their comments on the information in the Concept Plan. The Concept Plan and meetings were an opportunity to check-in with stakeholders to determine if the document was a valid representation of their earlier input. That feedback helped in further shaping the Plan**.**

The group meetings occurred between May and October 2010:

- 5/3/2010 Community-wide Meeting on Concept Plan
- 5/12/2010 Old Town Civic Association Meeting
- 5/13/2010 Chamber of Commerce Government Relations Committee Meeting
- 5/18/2010 Waterfront Committee Meeting
- 5/20/2010 Park and Recreation Commission Meeting
- 5/25/2010 City Council Work Session
- 5/25/2010 Rivergate Homeowners Association Board Meeting
- 5/27/2010 Old Town North Community Partnership Event
- 6/2/2010 BAR – Old & Historic District Meeting
- 6/8/2010 Waterfront Committee – Waterfront Walk
- 6/15/2010 Waterfront Committee Meeting
- 6/15/2010 Historic Alexandria Resources Commission Meeting (with the Archaeological Commission and the Historic Restoration and Preservation Commission)
- 6/21/2010 Commission for the Arts Meeting
- 7/30/2010 Waterfront Alliance Meeting
- 9/15/2010 Archaeological Commission Meeting
- 9/21/2010 Commission for the Arts Meeting
- 9/21/2010 Historic Alexandria Resources Commission Meeting
- 10/13/2010 Commission on Persons with Disabilities Meeting

The above meetings, along with emails and letters, provided an opportunity for members of the community to share what they liked about the Concept Plan, most notably the prospect of expanding the King Street pier and offering residents and visitors more public access, more connectivity and more activities along the waterfront. Key questions which the public had relative the Concept Plan were incorporated into a Frequently Asked Questions document that is posted online. The positive feedback from the Concept Plan and the questions helped to shape the next stages of the process.

Community Participation: *Proposed Design for the Core Area*

Following the Concept Plan, the City developed a more detailed proposed design for the core area of the larger waterfront planning area. The core area generally extends from approximately First Street to Wolfe Street.

The more detailed proposed design for the core area was released in December 2010 at a Waterfront Open House and Community Meeting. The Open House consisted of an Exhibit Hour highlighting 4 related components of the waterfront planning process: the *Alexandria Waterfront Art Plan 2010* produced by the arts community, the *Alexandria History Plan 2010* produced by the history community, the *Potomac Waterfront Flood Mitigation Study* prepared in October 2009 by URS Corporation for the City, and an internally developed Waterfront Parking Strategy which in part utilized data from the *Old Town Area Parking Study* prepared in February 2010 by Kimley-Horn and Associates, Inc. for the City. The Exhibit Hour was followed by a presentation consisting of a powerpoint and a video tour of a scaled model highlighting features of the proposed design for the core area. Breakout sessions to solicit community feedback on the proposed design followed the presentation. Nearly 200 people attended this event. Like other events, the presentation and related materials are posted on the waterfront webpage.

Following the Waterfront Open House and Community Meeting, the City again attended 13 regular meetings of stakeholder groups to solicit their direct feedback on the proposed design. Examples of the stakeholder groups include:

- 1/11/2011 Chamber of Commerce Government Affairs Committee Meeting
- 1/12/2011 Old Town Civic Association Meeting
- 1/12/2011 Waterford Place Homeowners Association Meeting
- 1/18/2011 Commission for the Arts Meeting
- 1/19/2011 Archaeological Commission Meeting
- 1/20/2011 Park and Recreation Commission Meeting
- 1/24/2011 Alexandria Convention and Visitors Association Meeting
- 1/24/2011 Environmental Policy Commission Meeting
- 2/1/2011 Planning Commission Work Session
- 2/2/2011 Old & Historic District Board of Architectural Review Meeting
- 2/7/2011 North Old Town Civic Association Meeting
- 2/8/2011 City Council Work Session
- 2/9/2011 Commission on Persons with Disabilities Meeting

Information from these meetings, along with the information generated through earlier community participation activities, technical data and analysis, design and regulatory expertise, meetings with property owners, meetings with commercial boat companies regarding the marina, and meetings with staff of various City departments was utilized to finalize the proposed design and other key recommendations for inclusion in the Plan.

Figure A2: Waterfront Small Area Illustrative Plan



Community Participation: *Small Area Plan*

Feedback, questions and comments from the community and other stakeholders are welcome on the Plan. That information will then be incorporated into an updated draft that is anticipated to proceed to the Planning Commission and City Council in preparation for another round of community input during the Planning Commission and City Council public hearing processes in spring.

A.2

Appendix 2: Regulatory and Permitting-Considerations and Settlement Agreements

Regulatory and Permitting Considerations

Under the Plan, the City is proposing redevelopment of the marina to separate and expand the commercial and recreational boating activities. These proposed facilities would extend piers beyond the jurisdictional line between the City of Alexandria and the District of Columbia. The jurisdictional line is the pierhead line. Additionally, the proposed facilities would pierce the federal navigational channel. See the graphic at the end of this section, prepared by Moffatt and Nichol Engineers, for more information about the pierhead line and the navigational channel. In addition to changes to the marina area, the Plan is also proposing other shoreline modifications/improvements.

Proposed waterfront improvements would likely trigger both state and federal environmental review, thus the City would need to follow both the State Environmental Protection Act (SEPA) and the National Environmental Protection Act (NEPA) processes.

Additionally, the proposed waterfront improvements would require District of Columbia approval if piers are extended into District waters.

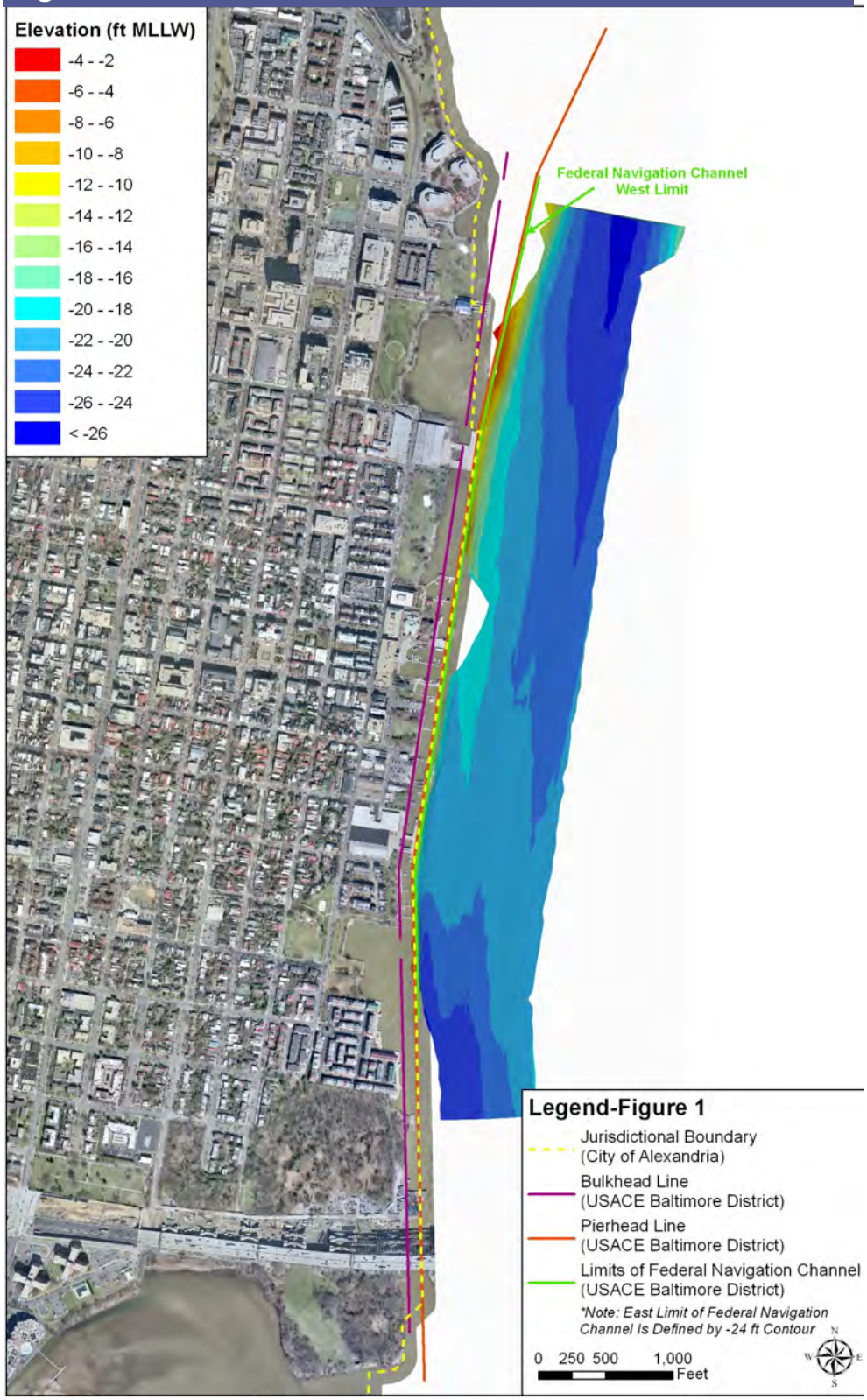
Moreover, although the United States Army Corps of Engineers (USACE) is responsible for the federal navigational channel, potential waterfront improvements would be subject to review not only by USACE but also by a number of federal and state agencies such as the US National Park Service (NPS), the US Coast Guard, and a variety of agencies within the Commonwealth of Virginia. For most activities that would disturb either tidal or non-tidal wetlands or shallow water habitat, a Joint Permit Application would be utilized. Activities that are subject to joint applications include:

- Bulkheads
- Stone Revetments
- Piers
- Boatlifts
- Boathouses
- Boat Ramps
- Moorings
- Marinas
- Aquaculture Facilities
- Marsh Toe Stabilizations
- Dredging
- Breakwaters
- Beach Nourishment
- Groins
- Jetties
- Road Crossings over Tidal Waterways
- Filling Waters of the US or Wetlands
- Stream Restoration Projects

Additionally, the NPS played a key role in the settlement agreements which guide the use of many City-owned and private properties along the waterfront. Elements of the Plan, such as expansion of the marina, change of use within street ends along the waterfront, or change in use of parts of Waterfront Park would require adherence or, in some cases, amendments to the settlement agreements. Such changes or amendments would require the approval of the NPS. See the next section for more information on settlement agreements.

The City has held meetings with the District of Columbia and federal and State lead agencies to inform them about the Plan and the proposal to expand the marina facilities and to improve and/or modify the shoreline treatment in areas of the waterfront. Through these meetings, which have been positive in outcome, and through guidance from the Plan consultant team, the City is readying itself to pursue the required regulatory and permitting processes once the Plan is adopted.

Figure A3: Jurisdictional Boundaries



settlement agreements

As background, in 1632, King Charles granted a charter to Lord Baltimore and that charter included the bed of the Potomac River. In 1791, Maryland ceded a portion of its territory including part of the Potomac riverbed to help form the nation's seat of government. Although Virginia also ceded territory on its side of the river, including Alexandria, the 1791 high-water mark became the District's border and marked the edge of the federally owned riverbed when the US retroceded Alexandria back to VA in 1846. In 1973, the federal government commenced legal action against 34 Alexandria riparian owners pursuant to two statutes that authorize the US Attorney to bring quiet title actions against parcels of dry or submerged land in the District of Columbia: 1912 – Public Law No. 62-138 and Public Law 79-208.

The federal government claimed ownership of all filled and submerged lands on the District of Columbia side of the 1791 high-water mark and argued that no riparian owners had any right to fill the land at issue.

In 1979, the City of Alexandria and the U.S. National Park Service (NPS) agreed to a process for joint planning and public participation. The resulting 1981 Alexandria Waterfront Draft Joint Land Use Plan helped to guide settlement agreements with a majority of the 34 owners in the 1980's. Through the settlement agreements the property owners retained ownership, with restrictions on land uses, including the requirement of public access.

Three defendents have continued to defend the lawsuit, with the latest decision in favor of those defendents issued on January 11, 2011 by the United States Court of Appeals for the District of Court Circuit (United States of America v. Old Dominion Boat Club).

The settlement agreements have facilitated substantial public parkland and the public walkway which this Plan intends to enhance. More information regarding the settlement agreements is included on the next page with detail on each agreement found in the NPS document titled Alexandria Waterfront: Land Use Agreements, June 1992.

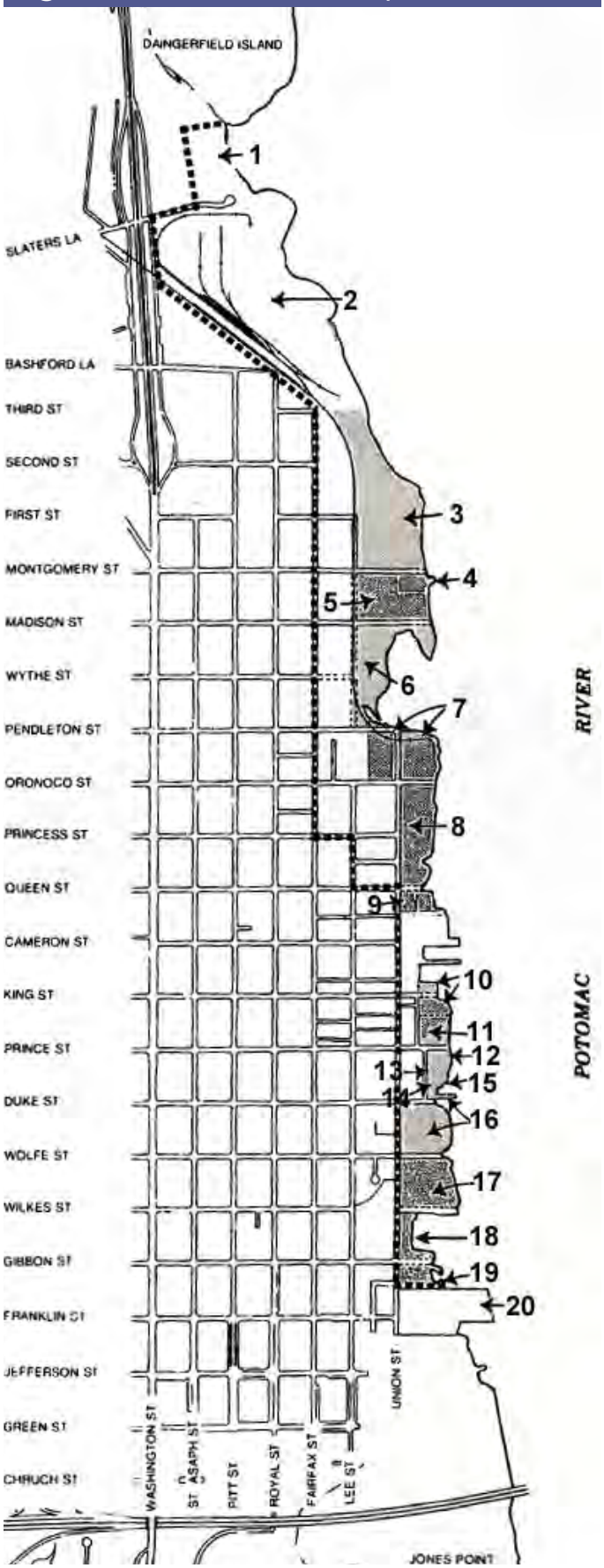
NPS and the City have held frequent meetings to discuss waterfront and other City-NPS issues. NPS also participated with the City in the multi-year negotiations with ODBC (where some of the ideas in this waterfront Plan originated).

Table A2: Settlement Properties

Properties	Settlement Date
1. Marina Towers	1981
2. Pepco Generating Station	1981
3. Canal Park	1983
4. Andrews Park	1985
5. Rivergate	1982
6. Oronoco Bay Park	1981, 1985
7. Robinson Terminal North	1981, 1983
8. Founders Park	1981
9. 211 Harbor Center	1981
10. Old Dominion Boat Club	None*
11. Waterfront Park	1981
12. Potomac Arms	None*
13. Strand Property - Mann	None*
14. Strand Property - Sweeney	None*
15. Strand Property - Crenshaw	None*
16. Robinson Terminal South	1983, 1987
17. Harborside	1982
18. Old Town Yacht Basin	None*
19. Pomander Walk	1981
20. Ford's Landing	1986

**United State of America vs Old Dominion Boat Club, US Court of Appeals for the District of Columbia Circuit, decided January 11, 2011.*

Figure A4: Settlement Properties



A.3

Appendix 3: Hotel Technical Memorandum

W-ZHA, LLC

1031 Skidmore Drive
Annapolis, MD 21409
410-267-7070

MEMORANDUM

To: Nancy Williams
City of Alexandria Dept. of Planning & Zoning

From: Dick Paik, W-ZHA, LLC
Sarah Woodworth, W-ZHA, LLC

Date: February 10, 2011

Re: Waterfront Hotel Development

This memorandum presents findings regarding the long-term feasibility of lodging development on the core area waterfront in Old Town Alexandria.

KEY DEFINITIONS

"ADR" means "average daily rate."

"RevPAR" means "revenue per available room," which is calculated by multiplying the achieved room rate by the average occupancy rate among available rooms.

"Old Town Core" describes the lodging submarket comprising 7 properties located along King Street: Embassy Suites, Hampton Inn, Hilton Inn, Lorien, Hotel Monaco, Morrison House, and Residence Inn.

"East Alexandria" is not a recognized phrase, but shall be used herein to describe the lodging market that includes Old Town and extends north and southwest from the Old Town core to 1st Street on the North to Telegraph Road on the southwest. In addition to those properties included in the "Old Town Core," this submarket includes: Crowne Plaza, Holiday Inn & Suites, Sheraton Suites, Westin, Residence Inn Carlyle, Holiday Inn and Courtyard.

I. REGIONAL MARKET CONTEXT

- The Washington DC lodging market is one of the nation's most resilient. According to Jones Lang LaSalle Hotels, the DC market was one of just seven in the nation to achieve RevPAR

growth during 2008. In addition, as shown in the table below, in comparison with other major metropolitan area markets, the DC market has sustained comparatively minor losses since 2007.

TABLE 1

Recent RevPAR Change in Major Metropolitan Area Markets

	2007	2008	2009	'07-09 Change	'08-09 Change
Boston	$103.77	$102.14	$85.58	-17.5%	-16.2%
Chicago	$87.54	$83.47	$63.75	-27.2%	-23.6%
New York	$224.93	$225.24	$166.11	-26.2%	-26.3%
San Francisco	$111.35	$117.54	$95.59	-14.2%	-18.7%
Washington	$102.44	$102.73	$94.04	-8.2%	-8.5%

Source: Smith Travel Research; Hotel & Leisure Advisors

- On a macro level, lodging growth bears a strong correlation to overall economic growth, as measured by GDP (GMP for metropolitan areas). Given the positive growth projected for the Washington region, RevPAR is likely to resume growth as the national and regional economies recover from the recent recession.

TABLE 2

Washington DC Metropolitan Area Economic Trends and Forecasts

	2006	2010	4-yr. CAGR	2014	4-yr. CAGR*
Gross Metro Product ($b)	$224.9	$254.7	3.2%	$290.6	3.4%
Total Employment (000s)	2,390.6	2,380.7	-0.1%	2,579.3	2.0%

* "CAGR" = compounded annual growth rate

Source: Moody's economy.com

II. ALEXANDRIA MARKET PATTERNS AND DYNAMICS

- Market Support: The Alexandria lodging market derives much of its support from (1) government- or government-related business travelers visiting federal government offices in the region; and (2) leisure travelers visiting destinations in DC, among others. According to recent data prepared by TNS TravelsAmerica for the Alexandria Convention & Visitors Association, "leisure-" and "business-related" travelers account for the main bulk of paid lodging nights in Alexandria; the leisure segment accounts for a slightly larger portion.[1] Among business travelers, government-related business travelers are cited as an important subset; this category provides a stable market base, with per diem allowances generally targeting regional mid-range rates.

- Alexandria's Competitive Position: Old Town Alexandria's historic ambience and retail presence gives it an advantage for many travelers. While Arlington Metro station areas are closer to Washington DC, Old Town Alexandria offers a strong competitive location for travelers targeting DC destinations.

- Overall Alexandria Market Performance: As shown in the table below, in recent years the overall Alexandria market has achieved higher occupancies than the overall DC regional market. At the same time, the DC regional market has achieved higher ADRs and RevPAR figures. This pattern suggests that Alexandria does not contain as many higher-end properties as the DC regional market. This is borne out by the finding, according to Hotel & Leisure Advisors, that while Alexandria contains 7.7 percent of regional market supply, it contains just 5 percent of the regional "upper-priced" room supply.

[1] The report does not break out "group" or "meetings" as separate guest segments, but rather defines both leisure and business travelers to include both transient as well as "group." Business and leisure segments as referenced here exclude "personal business" and "other" categories (e.g., medical, academic, etc.).

TABLE 3

Lodging Performances: Selected Submarkets, 2005-2009

	Occupancy	ADR	RevPAR	Supply	Demand	Revenues
2005						
Old Town Core	81.3%	$163.47	$132.91	403,690	328,217	$53,654,708
East Alexandria	77.4%	$146.29	$113.26	788,035	610,112	$89,254,766
Alexandria	75.4%	$129.41	$97.58	1,500,515	1,131,518	$146,425,167
DC Metro	71.3%	$131.51	$93.79	n/a	n/a	n/a
2006						
Old Town Core	76.0%	$180.52	$137.15	403,690	306,712	$55,366,322
East Alexandria	72.7%	$159.81	$116.24	788,035	573,214	$91,603,953
Alexandria	69.5%	$141.20	$98.16	1,502,723	1,044,637	$147,505,089
DC Metro	68.3%	$141.54	$96.71	n/a	n/a	n/a
2007						
Old Town Core	73.4%	$191.20	$140.25	379,398	278,311	$53,211,708
East Alexandria	69.3%	$168.06	$116.54	783,202	543,125	$91,277,526
Alexandria	68.8%	$147.71	$101.60	1,500,062	1,031,737	$152,402,116
DC Metro	68.3%	$149.33	$102.44	n/a	n/a	n/a
2008						
Old Town Core	74.9%	$197.99	$148.23	408,800	306,048	$60,594,544
East Alexandria	68.7%	$176.29	$121.10	920,621	632,396	$111,487,464
Alexandria	68.1%	$147.50	$100.34	1,421,587	967,777	$142,646,819
DC Metro	67.0%	$153.26	$102.73	n/a	n/a	n/a
2009						
Old Town Core	74.1%	$187.67	$138.99	444,538	329,227	$61,784,435
East Alexandria	70.3%	$163.22	$114.68	1,011,383	710,593	$115,980,448
Alexandria	67.5%	$146.97	$99.19	1,649,768	1,113,387	$163,633,703
DC Metro	64.9%	$144.93	$94.04	n/a	n/a	n/a

Source: Smith Travel Research

- Market Strength in Old Town Core:

  Within Alexandria, the Old Town core area represents the strongest lodging submarket. As shown in the preceding table, occupancies, ADR, and RevPAR in the Old Town core consistently and substantially exceed those in the overall Alexandria and broader regional markets.

  The following table presents additional data on these properties' performances. Overall, with the exception of declines in 2009 from peak-year performances, over the last six years this market has shown strong growth in revenues, demand, and RevPAR, and for the entire period has maintained occupancy rates in excess of 73 percent.

TABLE 4

Market Indicators in Old Town Core Area Properties*

Year	Occupancy	ADR	RevPar	Supply	Demand	Revenue
2004	79.4%	$150.64	$119.60	403,690	320,495	$48,280,455
2005	81.3%	$163.47	$132.91	403,690	328,217	$53,654,708
2006	76.0%	$180.52	$137.15	403,690	306,712	$55,366,322
2007	73.4%	$191.20	$140.25	379,398	278,311	$53,211,708
2008	74.9%	$197.99	$148.23	408,800	306,048	$60,594,544
2009	74.1%	$187.67	$138.99	444,538	329,227	$61,784,435
CAGR		4.5%	3.1%	1.9%	0.5%	5.1%
Aug YTD 2009	75.6%	$187	$142	294,844	222,848	$41,749,778
Aug YTD 2010	79.5%	$190	$151	298,161	236,968	$45,023,172
1-Yr. Growth		1.4%	6.6%	1.1%	6.3%	7.8%

* Includes Embassy Suites, Hampton Inn, Hilton Inn, Hotel Monaco, Lorien, Morrison House and Residence Inn (Duke St.)

Source: Smith Travel Research

- RevPAR Growth Overcomes Difficult Challenges:

  It should be noted that the Old Town Core Area market has achieved its recent successes (shown in the preceding table) despite (1) declining regional employment (shown previously in Table 2) and (2) increasing competitive supply. New supply has included rooms at The Lorien (107 rms, 2008) as well as the Residence Inn Old Town (240 rms, 2008).

  In addition to these core area properties, Table 5 below shows that new supply has also been added to nearby locations. This table presents market indices for an expanded trade area encompassing the Old Town core but also extending north to First Street, and south and southwest to Telegraph Road. Recent properties added to this area in recent years include the Westin hotel (319 rooms, 2007), and the Residence Inn Carlyle (181 rms, 2008). As this supply has increased, occupancies fell, but in 2010 have rebounded to a 77.1 percent year-to-date level. Moreover, despite the recent supply growth, this expanded "East Alexandria" submarket has continued to achieve RevPAR growth, as revenue growth has exceeded supply growth.

TABLE 5

Market Indicators in "East Alexandria"* Properties (First St. to Telegraph Rd.)

Year	Occupancy	ADR	RevPar	Supply	Demand	Revenue
2004	75.9%	$135.19	$102.58	788,035	597,991	$80,840,242
2005	77.4%	$146.29	$113.26	788,035	610,112	$89,254,766
2006	72.7%	$159.81	$116.24	788,035	573,214	$91,603,953
2007	69.3%	$168.06	$116.54	783,202	543,125	$91,277,526
2008	68.7%	$176.29	$121.10	920,621	632,396	$111,487,464
2009	70.3%	$163.22	$114.68	1,011,383	710,593	$115,980,448
CAGR	--	3.8%	2.3%	5.1%	3.5%	7.5%
Aug YTD 2009	72.0%	$163.39	$117.65	672,223	484,031	$79,085,762
Aug YTD 2010	77.1%	$163.39	$125.97	675,540	520,826	$85,097,415
1-Yr. Growth	--	0.0%	7.1%	0.5%	7.6%	7.6%

* Includes all properties included in the "Old Town Core Area" group shown in the preceding table as well as the Crowne Plaza, Holiday Inn & Suites, Sheraton Suites, Residence Inn Carlyle, Holiday Inn, Westin and Courtyard.

Source: Smith Travel Research

- Sustainable Advantages:

  Old Town derives its advantages from (1) reasonable proximity to the King St. or Braddock Road Metro Stations; (2) the historic ambience of the Old Town district and the retail/restaurant presence along King Street; (3) its proximity to Reagan National Airport; and (4) the scarcity of other easily developable property in close-in suburban locations. Over a long-term time frame, new developments in the Potomac Yards area may be competitive for high-quality lodging, but over the next ten years Old Town will be able to offer the dominant location for future opportunities in Alexandria.

  Within Old Town, the waterfront offers a prime location. Future improvements to the area (as envisioned in the City's waterfront plan) as well as expanded access options (e.g., water taxi service as well as trolleys and shuttles), will give the waterfront a prime location for future lodging development.

  It should also be noted that several lodging brands (and entire companies, most notably Hyatt and Carlson, among others) -- maintain limited or no presence in Alexandria. Where such brands can identify desirable locations in strong markets such as Old Town, brand loyalty

introduces an additional market factor, wherein traveler brand preferences would drive additional business to Old Town.

If an historic property was well suited for adaptive reuse to a hotel the project may be able to capitalize on tax credits for rehabilitating historic property. The Historic Rehabilitation Tax Credit can effectively reduce the cost of rehabilitating an historic structure. Lower capital costs improve a project's financing feasibility.

III. SHORT-TERM PROSPECTS

In the short-term (2 to 3 years) future, the foregoing discussions portray a strong market, but hotel development in the waterfront core area faces challenges. These include:

- Costs and Financing: For institutional investors, lodging is the most volatile of the major sectors; rather than seeking tenants over 1-, 5- and 10-year lease terms, lodging properties must achieve occupancies on a nightly basis. Under current economic conditions, lenders remain cautious. Anecdotal evidence suggests that while investors are likely to pursue acquisitions of well-performing properties, new developments would incur high costs as and difficult financing terms.

- Niche Limitations: While Old Town appears to offer an upscale location with upscale properties, the upper-most tiers of the market area may be limited by (1) per diem GSA-imposed spending limits for room rates, which generally target regional middle-market averages; and (2) a leisure market that features a relatively high presence of families (compared to leisure segments at high-end properties in locations such as Georgetown or DC) – which often face more stringent budget constraints than couples.

- Distance from Metro Station: New hotels on the Old Town waterfront would sit more than one mile from the closest (King Street) Metro station. This relative disadvantage, however, can be partly offset by the waterfront's proximity to the Old Town core, by an improved waterfront setting with new amenities, and by a combination of transportation options that will include shuttle services, trolley service, and possibly expanded water taxi services.

Notwithstanding these challenges, it should be noted that, even without regional employment growth, Old Town Alexandria has supported additional lodging supply based on its sites' abilities to compete with other properties in Northern Virginia. Recent RevPAR gains during a time of (1) declining regional employment; and (2) new competitive supply provides a strong indicator that the market may have been underserved in Alexandria. Older properties, less upscale properties, and suboptimal locations may have contributed to this underservice. In any event, developers will perceive opportunities for upscale waterfront hotel development even in the absence of significant office or tourism growth. Regardless of the market's capacity or growth prospects, a high-quality hotel in an improved waterfront setting should be positioned to outperform other properties – in other parts of Northern Virginia as well as in Alexandria – and succeed.

IV. LONG-TERM DEVELOPMENT OUTLOOKS

Long-term development prospects for the core area waterfront will most likely overcome the short-term challenges. Such prospects will be driven by growth in general business conditions – as reflected in general office employment; by ongoing tourism growth; and by the strength of Old Town's amenities. In forecasting additional hotel room capacity this analysis applies two alternative methodologies.

Methodology #1:
The first and simplest methodology is based on projected employment in Alexandria's accommodations & food services industry sector. As forecasted by Moody's economy.com, this is as follows:

Accommodations/food service employment (000s)	
2009	7.93
2020	11.08
2020 Growth Factor	39.8%
Annualized	3.1%

Applying this growth factor to 2009's total room-demand of approximately 1.1 million room-nights (see Table 3) in Alexandria, this would increase by 443,000 rights, to roughly 1.55 million room-nights. Over a 365-day year, applying an overall City-wide market occupancy rate of 70 percent,[2] this growth would result in demand for approximately 1,700 additional rooms in Alexandria.

Forecast Methodology #1	
2009 Room-night demand	1,113,387
2020 Growth Factor	39.8%
2020 Room-Night Demand	1,556,011
Increased Room-Night Demand	442,624
New daily room demand (demand/365)	1,213
Supportable new rooms @ 70% occ.	1,732

[2] This assumption leads to a more conservative projection: If a lower occupancy rate is applied, then room-demand translates to a higher number of supportable rooms.

Old Town and the core area waterfront would occupy the strongest location and would capture the largest share of new development. As mentioned previously, Old Town has achieved the strongest performances in the Alexandria market, and new lodging development will face a limited range of other high-quality sites. Overall, under this forecast scenario, over 10 years Old Town should be able to capture roughly to 800 to 1,000 net new rooms, and the waterfront is likely to offer the prime location for such rooms.

Methodology #2:

The second forecast methodology presents a more conservative scenario, resting in the assumption that, over a ten-year time frame, visitation to national and international destinations such as the Washington area is likely to grow – simply as a function of increased population as well as increased national (and global) economic growth leading to increased incomes for travel. In deriving a reasonable growth factor, this methodology blending three different growth factors:

(1) Office employment growth in Alexandria. Interviews and statistics both indicate that Alexandria's office tenant market is based predominantly in three sectors: "professional service," "federal government" and nonprofit associations ("Religious, Grantmaking, Civic & Professional organizations").

TABLE 6

ALEXANDRIA EMPLOYMENT TRENDS AND PROJECTIONS BY INDUSTRY SECTOR: 1990-2020

	1990	2000	2005	2009	2010	2015	2020	CAGR 2005-2010	CAGR 2010-2020
Total Payroll Employment	81.42	99.17	106.56	113.16	113.73	129.78	138.07	1.3%	2.0%
Total Nonfarm	76.24	93.75	100.62	108.20	108.72	124.78	133.11	1.6%	2.0%
Natural Resources & Mining	0.14	0.26	0.23	0.20	0.20	0.20	0.19	-3.0%	-0.5%
Construction	3.29	2.89	4.20	3.10	2.93	3.98	4.05	-6.9%	3.3%
Manufacturing	1.88	1.99	1.87	1.70	1.62	1.83	1.89	-2.8%	1.5%
Wholesale Trade	2.78	2.64	2.86	2.09	2.05	2.37	2.47	-6.4%	1.9%
Retail Trade	11.07	9.01	8.77	7.78	8.08	9.02	9.16	-1.6%	1.3%
Transportation, Warehousing, & Utilities	2.70	2.79	2.26	2.13	2.11	2.19	2.09	-1.4%	-0.1%
Information	3.00	3.03	1.99	2.14	1.96	1.81	1.65	-0.3%	-1.7%
Financial Activities	7.87	6.86	6.83	6.33	6.23	6.81	7.05	-1.8%	1.2%
Professional & Business Services	12.21	21.60	24.78	26.05	25.98	31.72	35.45	1.0%	3.2%
Education & Health Services	6.53	7.78	8.46	8.08	8.33	9.64	10.70	-0.3%	2.5%
Leisure & Hospitality	7.30	8.31	9.08	8.75	8.85	10.80	12.04	-0.5%	3.1%
Arts, Entertainment, and Recreation	0.47	0.57	0.72	0.82	0.75	0.88	0.96	0.9%	2.4%
Accommodation and Food Services	6.83	7.74	8.36	7.93	8.09	9.92	11.08	-0.6%	3.2%
Other Services (except Public Administration)	6.03	9.92	11.81	14.00	14.83	16.67	17.28	4.7%	1.5%
Religious, Grantmaking, Civic, & Prof'l Org.	4.01	8.04	9.74	11.96	12.66	14.38	15.06	5.4%	1.8%
Government	11.44	16.67	17.48	25.84	25.56	27.80	29.15	7.9%	1.3%
Total Federal Government - Civilian	4.20	7.45	6.93	15.28	15.48	16.46	17.35	17.4%	1.1%
Total State Government	3.68	2.65	2.71	2.96	2.80	3.11	3.25	0.6%	1.5%
Total Local Government	3.55	6.57	7.83	7.61	7.29	8.23	8.56	-1.4%	1.6%
Non-BLS Sectors	5.18	5.42	5.94	4.97	5.01	5.00	4.97	-3.3%	-0.1%
Military Personnel	4.83	4.96	5.48	4.48	4.51	4.45	4.35	-3.8%	-0.4%

Source: moody's economy.com

Recent federal government civilian employment has helped drive lodging market in recent years. While this growth is likely to decelerate, forecasts indicate that growth will continue in Alexandria's major office-oriented sectors at a rate of 2.2 percent per year over the 11-year (2009-2020) forecast period.

While this factor is substantially lower than the 2005-2009 growth factor, it provides a reasonable basis for projection.

TABLE 7

EMPLOYMENT IN MAJOR OFFICE SECTORS*: ALEXANDRIA, 2005-2020

2005	2009	2010	2015	2020	CAGR 2005-09	CAGR 2009-20
41.45	53.29	54.12	62.57	67.87	6.5%	2.2%

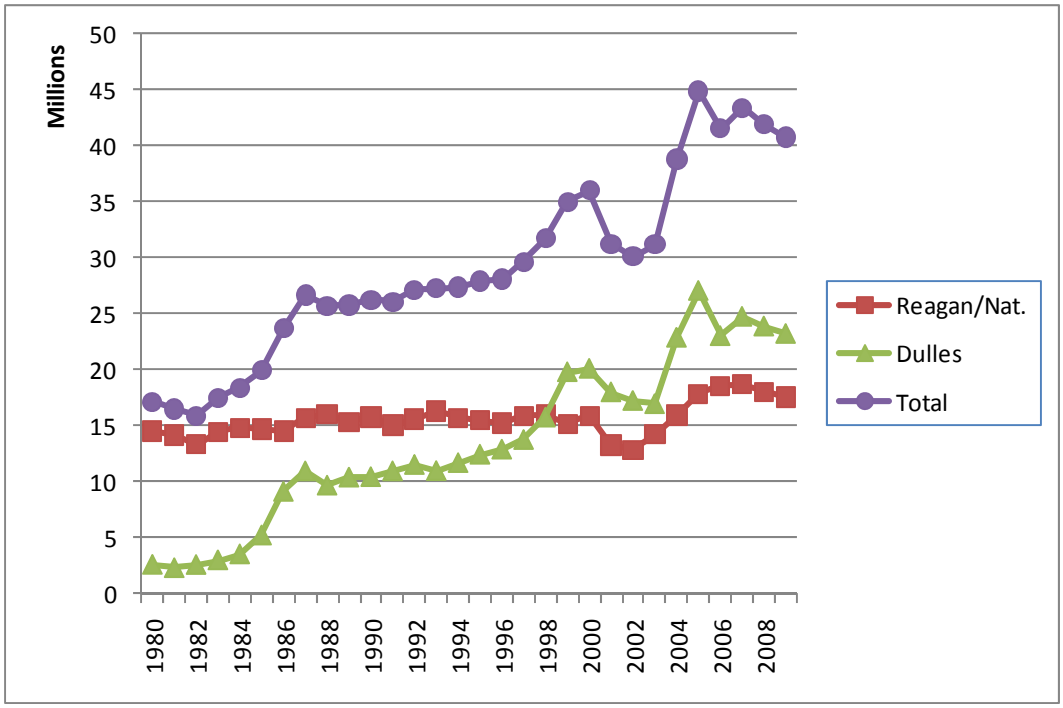
* Includes professional & business services, religious, grantmaking, civic & professional organizations, and civilian federal government sectors.

Source: moody's economy.com

(2) Regional Deplanements: Airport activity provides as a reasonable proxy for regional overnight visitation. The following presents the historical trend of deplanements at Reagan/National and Dulles International Airports. While passenger volumes at Reagan/National have remained relatively stable, this is probably attributable to the airport's size and constrained ability to expand. In contrast, as its profile and capacity has expanded, since 1980 Dulles deplanements have increased from approximately 2 million deplaned passengers/year to more than 20 million passengers in 2009. Over this 30-year period, the total combined number of deplanements has approximately doubled, increasing from a range below 20 million annual passengers to more than 40 million.

FIGURE 1

Deplanements: Reagan/National and Dulles International Airports: 1980-2009



Over this long-term history, deplanements have increased at compounded annual averages of 4.6 percent in the 1980s, 3.1 percent in the 1990s, and 1.5 percent in the previous decade. Over the entire 29-year period, deplanements have increased at a compounded annual growth rate of 3.0 percent. For the purposes of projection, however, this analysis applies the lowest and most recent (1.5 percent) growth rate for regional visitation. This would result in 16.6 percent growth in visitation through 2020.

(3) GMP: On a macro- level, lodging bears a strong relationship to real GDP growth. As shown earlier in Table 2, Moody's economy.com projects the Washington area's GMP to grow at an annualized rate of 3.4 percent per year over the next four years. Extending this growth rate over a 10-year period, anticipated growth attributable to GDP growth would increase the regional lodging demand by 43.7 percent, enough to support an additional 635 rooms.

Applying each of these three growth factors to a one-third share of Alexandria's 2009 room-night demand, the following table shows new room-night demand, which amounts to a blended total of 325,000 additional annual room-nights by 2020. Assuming a City-wide average market occupancy rate of 70 percent, this new room-night demand would support an additional 1,273 rooms.

TABLE 8

	Alexandria Office Empl	Regional Deplanements	DC GMP	Blended Total
2009 Room-Night Demand (1/3 shares)	371,129	371,129	371,129	1,113,387
Annualized Growth Rate	2.2%	1.5%	3.4%	2.4%
2020 Growth Factor	27.3%	16.6%	43.7%	29.2%
2020 Room-Night Demand	472,623	432,746	533,345	1,438,714
Increased Room-Night Demand	101,494	61,617	162,216	325,327
New avg. daily room demand	278	169	444	891
Supportable new rooms @ 70% occ.	397	241	635	1,273

Under this more conservative growth scenario, hotel development opportunities would be more limited than under the previous forecast. Given the more limited growth, however, developers would be less aggressive and would limit their projects to those on high-amenity sites. Thus, Old Town and the core area waterfront may be able to capture the largest share – roughly 700-900 rooms -- of this supportable room increase.

V. FORECAST CONCLUSION

Overall, considering the two different forecast methodologies, it is likely that over time, as economic cycles proceed, an improved core area waterfront could support new lodging development of roughly 700-1,000 new rooms. These new rooms would be offered in 3 to 5 properties that would most likely fit an upper-mid-price-with-food-service niche.

A.4

Appendix 4: Marina Market Assessment Data

TECHNICAL MEMORANDUM

TO: Andrea Sweigart
EDAW/AECOM

FROM: **MOFFATT & NICHOL**

DATE: December 4, 2009

RE: MARKET ASSESSMENT DATA

This memorandum documents the Alexandria regional boating market as it relates to the existing Alexandria City Marina in accordance with Moffatt & Nichol's limited scope of services in support of EDAW/AECOM. The objective of this summary, prepared in accordance with task 4.3 of the Phase 1 scope of work, is to outline trends in the regional boating market with regards to slip demand, vessel class and size, slip pricing, support facilities, and amenities to assist EDAW/AECOM with programming of the waterfront. Information within this summary is based upon professional knowledge and experience in the region, city reports, discussion with city staff and memoranda from City staff (RPCA Park Planning, June 12 and November 18, 2009).

1.0 Alexandria City Marina

The Alexandria City Marina consists of 62 boat slips, three T-head piers and hundreds of feet of seawall docking space. The following summarizes marina operations as reported in the memoranda by City park planning staff (RPCA Park Planning, June 12 and November 18, 2009) and communication with the project team (RPCA Park Planning, August 12 2009):

- Docking facilities include 57 annual pleasure boat lease slips, 1 fire boat slip, 4 transient slips, 17 T-Head, seawall slip (no electric) and gazebo docking locations and 6 commercial lease moorings
    - Total capacity approximately 85 vessels
    - 6 commercial vessels currently berth at the docks
        - Lease rates vary - negotiated individually
    - 57 slips reserved for license agreements (annual leases)

        - In the past five years, typically there was reported a waiting list (25 to 50 names)
        - $8.00/ft/month for residents; $9/ft/month non-residents. Annual lease only
    - 22 slips for transients
        - Demand exceeds supply in-season
        - $12 for a 4 hour stay in 2009; $15 in 2010
        - Longer stay is $1.50 per ft in-season per night plus electric
    - Location of short-term commercial visits is dependent on length, beam and freeboard of vessel; commercial vessels can be scheduled to dock in slips.
    - Short term commercial visits on "T" heads
        - Demand "far exceeds" supply
        - $3 per ft per day
- Boat Slips Utilities & Amenities
    - Electric
        - 61 slips and 3 T-heads have electric
        - 3 T-heads and 2 slips have 50 amp electric
        - One 100 amp
    - Potable water on each dock
    - Fire suppression installed in 2002
    - Pump-out - free for agreement holders, $25 for others
    - Showers and restrooms available (access controlled and available to leaseholder and over-night guests only)
- Revenue and Expenses are identified tables below with description as provided by RPCA staff in memo dated November 18, 2009:

Table 1: Operating Revenue

	FY2007	FY2008	FY2009
Pleasure Boat Leases	$106,946	$96,538	$127,677
Transient Boat Short-Term	$18,891	$15,376	$16,436
Transient Overnight	$80,688	$75,363	$68,578
Commercial Leases	$101,659	$92,725	$101,711
Total	$308,184	$280,002	$314,402

Table 2: Expenses

	FY2007	**FY2008	**FY2009
Personnel	$151,139	$384,456	$358,454
Non Personnel	$16,677	$22,660	$20,067
Total	$167,816	$407,116	$378,521

* Note most marina expenses are incurred in services provided to pedestrian foot traffic and maintenance of tourist destination (pedestrian). Expenses incurred in service of boat traffic (exclusive of pedestrian traffic) are unknown.

**Note in FY2008 and FY2009 RPCA Department Administrative Personnel Costs were split across all accounts regardless of relevancy. There is no mechanism to allow for the removal of personnel costs that were not directly or indirectly assumed by the marina.

- Facilities
    - Based on a summary of the June 12, 2009 RPCA memo, the Marina Subcommittee minutes of September 17, 2009 and discussion with city staff, a number of facility improvements are needed including, but not limited to: sidewalk repair, seawall and infrastructure repair, replacement of broken pilings, improved security (access, control, surveillance), ADA improvements, improved amenities (such as electric), additional slips to accommodate larger vessels and tall ships, improvements to dockmaster's office, restrooms and floating docks, etc. Please refer to the June 12, 2009 memo for more information.

2.0 Market Area

Nationwide studies and boater interviews suggest boaters are willing to travel up to one hour from home to reach their boat. Using this guideline, the marina market region for Alexandria City may be defined geographically as Washington D.C. (D.C.) and surrounding areas including Montgomery and Prince George's County in Maryland and Fairfax, Arlington and Prince William County in Virginia (Figure 1). North of this area, the narrowing of the Potomac River, low clearance bridges, and the presence of the Brookmont Dam limits the marina market. The D.C. geographic market area overlaps with adjacent marina markets including the Annapolis market and coastal Chesapeake Bay as boaters in the D.C. area may choose to keep their boat in these adjacent markets; however, boaters do not tend to travel regularly between these markets. In addition, these markets vary demographically as boaters in the Annapolis market are more predominantly sailing and open water oriented, reflecting Annapolis' proximity to the

Chesapeake Bay, while boaters in the D.C. market participate in river based and local destination based activities.

According to information provided by RPCA, all current non-resident leaseholders in the City's marina reside in Fairfax and Prince William Counties. RPCA also notes that the largest percentage of transient vessel owners hail from Prince William County. Many factors contribute to the willingness of boaters to travel including their individual recreational interests, access, availability of slips, and nearby amenities as well as the price of fuel and transient slip prices. Boaters will return to a destination based on their experiences on prior visits including customer service at the marina.

The Washington D.C. market area can be further geographically separated into two sub-markets; 1) downtown marinas and 2) suburban marinas in Maryland and Virginia. Boat usage in these two sub-regions differs. The "downtown" marinas serve the adjacent tourist destinations and provide berthing for the majority of the tourist transient vessels as well as accommodating local boaters and several social clubs. In addition, the downtown marinas are popular among "live-aboard" boaters. Only two marinas in the regional market area, the City of Alexandria and National Harbor, maintain a substantial number of designated transient slips. The "suburban" marinas tend to support regional boaters and are analogous to "parking lots" for boats with no live-aboards permitted.

It should be noted that there is a trend with recent waterfront development to promote water-based connectivity between regional market areas. Commercial water taxi service will connect the City of Alexandria waterfront with Diamond Teague, at the Nationals Ballpark as well as National Harbor.

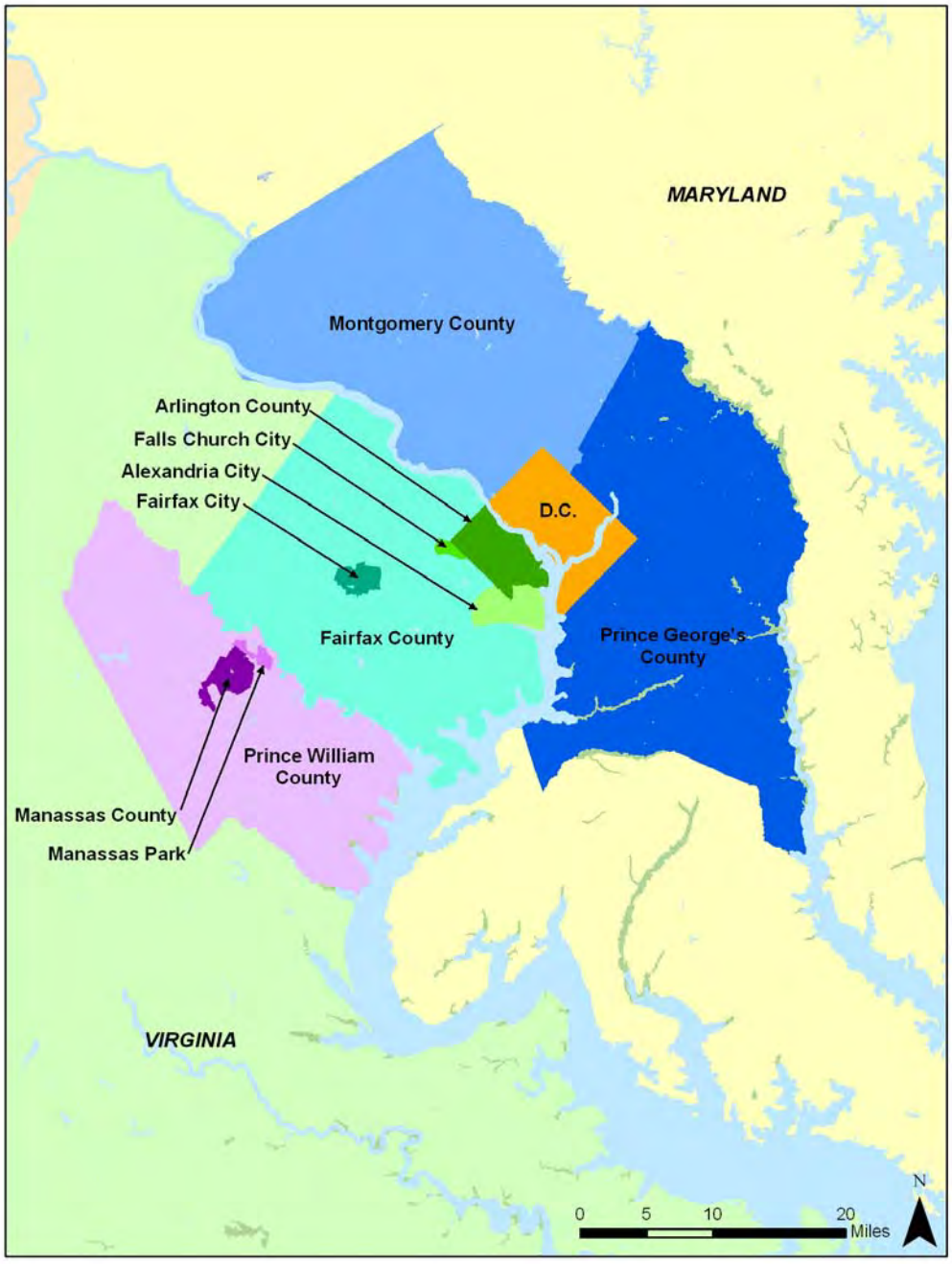


Figure 1: Context Map

Existing Marinas

For this study, 26 marinas were identified in the D.C. market comprising approximately 3,800 slips. The location of each marina is shown in Figure 2 and number and size of slips in each marina is shown in Table 3. The source of the data is a historical database of regional marina markets; the data was compiled by a combination of site visits and phone interviews by Moffatt & Nichol. As part of this study, the regional database was reviewed and updated by telephone interview, where possible, in June 2009.

The marinas in Table 3 range from residential community marinas to members-only yacht clubs. There are more than 2,500 slips less than 40 feet in length in the existing market and only 1 percent of slips capable of accommodating vessels 80 feet and longer. The majority of the vessels occupying slips in the D.C. market are power boats and small sailboats. While weather in this area is favorable for sailing, which is a popular activity in the nearby Chesapeake Bay, river width restrictions and shallow draft (outside of the federal navigation channel) limit the size vessel that can comfortably sail these waters. Height restrictions due to bridges are also deterrents for sailboats. The 75-foot clearance afforded by the newly reconstructed Woodrow Wilson Bridge can accommodate a sailboat up to approximately 46 feet (Tobiasson, 2000). Larger vessels may still be accommodated through the Woodrow Wilson Bridge drawbridge opening, although the hours are restricted to off-peak times.

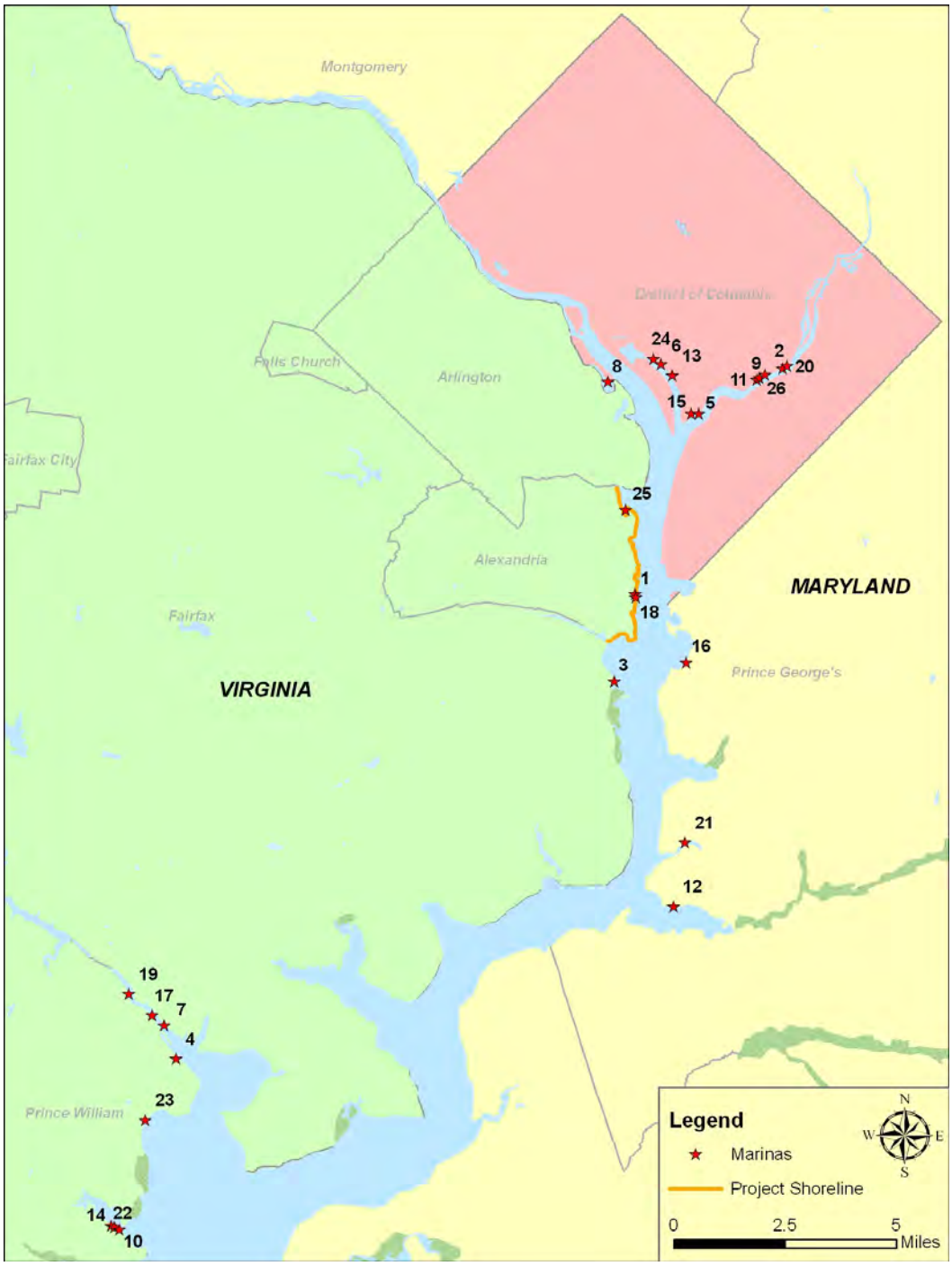


Figure 2: Existing Marinas

Table 3: D.C. Market Marina Slip Allotment by Size

		Total Slips	Percentage of Slips by Length (feet)						
			20-29	30-39	40-49	50-59	60-69	70-79	80+
1	Alexandria City Marina	**62**			100%				
2	Anacostia Marina	**75**	4%	67%	21%		8%		
3	Belle Haven Marina	**128**	14%	41%	41%	5%			
4	Belmont Bay Harbor Marina	**151**	21%	64%	16%				
5	Buzzard Point Boat Yard	**85**	64%	28%	5%	4%			
6	Capital Yacht Club	**78**			44%	28%	24%		4%
7	Captain John S. Beach Marina	**84**	79%	21%					
8	Columbia Island Marina	**380**	58%	32%	4%	6%			
9	District Yacht Club	**43**		30%	65%	2%			2%
10	Hampton's Landing Marina	**123**	29%	41%	29%				
11	Eastern Power Boat Club	**29**		21%	66%	10%	3%		
12	Fort Washington Marina	**300**	67%	20%	13%				
13	Gangplank Marina	**303**	17%	24%	40%	8%	8%		4%
14	Pilothouse Marina	**219**	60%	28%	12%				
15	James Creek Marina	**294**	51%	35%	14%				
16	National Harbor Marina	**66**			48%		48%		3%
17	Occoquan Harbor Marina	**199**	63%	24%	9%	3%	2%		
18	Old Dominion Boat Club	**52**	63%	29%	8%				
19	Prince William Marina	**351**	32%	54%	5%	9%			
20	Seafarer's Yacht Club	**66**	15%	68%	14%		3%		
21	Tantallon Marina	**106**	52%	12%	25%	11%			
22	E-Z Cruz Marina	**187**	58%	36%	6%				
23	Tyme n Tyde Marina	**29**	52%	41%	7%				
24	Washington Marina Co	**111**	77%		13%	1%	4%	3%	3%
25	Washington Sailing Marina	**200**	70%	30%					
26	Washington Yacht Club	**40**	35%	30%	35%				
	Total	**3,759**	**45%**	**32%**	**16%**	**4%**	**3%**	**0.1%**	**1%**

Source: Moffatt & Nichol historical database; updated June 2009.
Note: Table is organized alphabetically.

Amenities

Table 4 indicates potable water and electric are the two most commonly provided amenities in the regional market. As many of the marinas in the market area are older and have a predominance of smaller slips, power is generally available at 30 amps with some marinas offering 50 amps and two marinas offering 100 amps. The 50 and 100 amp services are offered only at a few slips. National Harbor, opened in spring 2008, caters specifically to larger vessels with large slips and 100 amp power. Dockmasters in the market reported increased power as the most necessary amenity upgrade at existing facilities due to increased standard amenities offered on vessels, such as air conditioning, television and audio systems.

Table 4: Available Amenities

Amenity	Number of Marinas
Potable Water	26
Electric	25
Sanitary Pump-out	23
Gas	12
Ice Machine	12
Shower	12
Restaurant	9
Diesel	7
Satellite TV/Cable	6
Bar	5
Laundry Facilities	5
Telephone	4
Internet	4
Shopping	2
Swimming Pool	2
Hotel	1

Source: Moffatt & Nichol database; updated June 2009.

Sanitary pump-outs are becoming a more prevalent amenity at marinas as the use of pump-outs creates a cleaner marina environment by decreasing the number of vessels that illegally empty waste into the marina basin. Newly constructed or renovated marinas are often required to have pump-out available in order to obtain a permit to decrease the negative impact of the marina on the environment. However, pump-outs are not required in all regional marinas.

The amenities offered at most regional marinas, especially the "suburban" marinas, are consistent with serving the local boating market. Marinas catering to local boaters offer amenities such as ice and packaged food and drink consistent with day-boating activities like fishing or cruising. These marinas may also include on-site repair capabilities and include a ship's store for parts. Marinas serving live-aboards and transient boaters typically provide

showers, laundry, satellite TV/cable, telephone, and internet in addition to sufficient power and water. A marina may be considered a destination if shopping, restaurants, and bars are located within close proximity or the marina facilitates access to a tourist location.

As identified above, the City of Alexandria Marina has many of the basic services offered at marinas catering to local boaters. At the City Marina there is potable water service to all docks. The majority of slips (61) have 30 amp electric service; 3 T-heads and 2 slips have 50 amp service and there is one 100 amp outlet. Sewer pump out facilities are available. The City Marina does not have gates or full-time security staff monitoring the area. (RCPA, September 2007)

Recommendations have been made by City staff to enhance out-dated facilities and infrastructure, upgrade base electric and provide security commensurate with other facilities in the market which cater to both local boaters and transients. (RPCA Park Planning, June 12 2009)

Pricing

Slip lease rates in the regional market vary and are influenced by location, type of facilities, amenities, season and slip size. Table 5 shows published rates for the regional market area.

In the region, marinas provide electric services to slip holders using one of three different pricing methods. The Capital Yacht Club meters power at each slip and passes the electricity rates through to the slip holder based on the power company's metered rates. This requires the additional cost of electric meters for each slip and effort to read the meters. Columbia Island and the City of Alexandria marinas, as noted in Table 3, include utility services in the base lease rate. Several marinas charge an additional fixed monthly rate for an electric hook-up based on the slip size; for example, at James Creek a monthly utility charge for a 40 ft vessel per connection is $45/month, or an additional $1.125/ft/month above the base rate.

The existing wet slip lease price range for a transient vessel is $1-$3 per foot per day. Marinas located near downtown D.C. and Alexandria as well as larger slips command the higher end of the spectrum while those on the lower end are further from the city center and have older, smaller docks. These trends carry into the monthly and annual lease slip rates. Monthly ranges

are on the order of $6-$17 per foot per month and the annual ranges are slightly discounted to $5.50-$15 per foot per month.

Table 5: Marina Market Slip Lease Rates

Marina	Rate per Foot		
	Daily (/day)	**Monthly (/month)**	**Annual (/month)**
District Marinas			
Buzzard Point Marina	$1.00	$7.25	$7.25
Capital Yacht Club	$1.50 - $3.00	*Yacht Club Rates Not Applicable*	
District Yacht Club	*Yacht Club Rates Not Applicable*		
Eastern Power Boat Club	*Club Rates Not Applicable*		
Gangplank Marina	$1.50	$13.60 - $17.00	$11.00 - $15.00
James Creek Marina	$1.25	$9.00 - $10.25	$8.00
Seafarers Yacht Club	*Yacht Club Rates Not Applicable*		
Washington Marina Company	$2.00	$12.00	$9.67 - $12.00
Virginia and Maryland Marinas			
Alexandria City Marina [1]	$2 - 3	$8.00 (resident) $9.00 (non-resident)	$8.00 (resident) $9.00 (non-resident)
Anacostia Marina	*Yacht Club Rates Not Applicable*		
Belle Haven Marina	$1.00	$8.25	
Belmont Bay Marina	$1.50	$16.00	$11.25
Captain John S. Beach Marina	*Rates Not Available*		
Columbia Island Marina[1]	$1.50		$10.25 - $11.83
E-Z Cruz		$6.10 - $8.33	$5.49 - $7.50
Fort Washington Marina	$1.50	$6.80 - $10.79	$8.25 - $8.58
Hampton's Landing Marina	$1.00		$8.33 - $12.50
National Harbor	$2.25		$10.83
Occoquan Harbour Marina	$1.50		$10.00 - $14.17
Old Dominion Boat Club	$2.00	*Club Rates Not Applicable*	
Prince William Marina	*Rates Not Available*		
Tantallon Marina	*Rates Not Available*		
The Pilot House Marina			$6.25 - $12.34
Tyme n' Tyde Marina	*Dry Storage Rates Not Applicable*		
Washington Sailing Marina		$8.50 - $8.98	$7.40 - $7.88
Washington Yacht Club	*Yacht Club Rates Not Applicable*		

Source: Moffatt & Nichol database; updated where information available June 2009. [1] Base rates include electric.

Comparable Facilities

As described above, marinas within the market area cater to different boater demographics. Rural marinas and marinas that may be described as "parking lots for boats" are not considered comparable. Comparable facilities are shown in the following table and attached summary sheets in Appendix A with location, number of slips, and lease rates. Moffatt & Nichol contacted all marinas by telephone in an effort to update data on slip vacancy and verify current rates. Table 6 indicates whether or not current data was collected.

Table 6: Comparison of Regional Marine Facilities

	Name of Marina	Location	Public or Private	Total Slips	# Leased Slips	Lease Rates+	Tie Up Rates++	# Vacant Slips	Notes
1	City of Alexandria Marina	Alexandria, VA	Public	62	45	$8.00/ft (resident)	$1.00/ft		
2	Old Dominion Boat Club	Alexandria, VA	Private	53	53		$2.00/ft	0	Short Wait List
3	Belle Haven Marina	Alexandria, VA	Public	130	130	$8.25/ft	$1.00/ft	0	100% for past 15 years
4	Washington Sailing Marina	Alexandria, VA	Public	200		$7.88/ft			No response
5	Columbia Island Marina	Washington, DC	Public	380		$11.50/ft	$1.50/ft		No response
6	Gangplank Marina	Washington, DC	Public	309		$15.00/ft	$1.50/ft		No response
7	James Creek Marina	Washington, DC	Public	300	276	$8.00/ft	$1.25/ft	24	Popular marina due to floating docks
8	Washington Marina Company	Washington, DC	Public	110	99	$12.00/ft	$2.00/ft	11	90% full typical for this marina - demand for other services is off
9	National Harbor	National Harbor, MD	Public	64		$10.83/ft	$2.25/ft		No response

Source: Moffatt & Nichol; ERA AECOM

\+ /ft/month

++ /ft/day

For the comparable marinas, lease rates range from $7.88 to $15.00 per foot per month for seasonal leases. Higher lease rates correspond to marinas in the District while lower rates generally correspond to marinas in Alexandria. Additionally, the variation in price reflects the difference in amenities and quality of the facilities at the marinas.

Dock Structures

Dock structures in marina design are chosen based on environmental conditions and client needs. The environmental factors that influence the dock type at the project site include tide range and wave climate and currents. Docks may be either fixed or floating structures and can be constructed of a variety of materials including wood, concrete, metal and composite materials.

Tides at the project site are on the order of 3 feet as reflected in the water levels measured at the Cameron St Dock (USGS gage 0165258890) and reported at the benchmarked tide gage located at the Police and Fire Harbor Patrol Office on the Washington Channel (NOAA gage 8594900). In areas of high tidal fluctuation, floating docks have become more prevalent as they allow a constant freeboard to be maintained between the dock and the boat. Although floating docks may be preferred given the accessibility, a site specific evaluation is required to assess loading under variety of conditions (e.g. wave energy, currents, ice) on the docks to determine cost and feasibility of implementation of a floating dock system, as compared to a fixed structure.

A variety of slips are represented in the market with fixed, floating and lift slips available both uncovered and covered. Construction materials range from wood to composite material with examples of metal and concrete docks. Although a variety of docks are present in the market, the majority of marinas are comprised of floating wood docks with double load slips. Table 7 outlines the frequency of dock type in the market with some marinas having more than one type.

Each dock material type has advantages and disadvantages. In the D.C. market, timber is the typical construction material utilized for fixed docks and wood decks on an aluminum frame for floating docks. Wood and metal are readily available and generally cost less than concrete while concrete has a longer life cycle and better durability. With the exception of a few floating docks for commercial boats, the City Marina slips consist of fixed docks with timber decking and pile supported piers; the wharf includes composite decking material.

Table 7: Dock Type Prevalence in the D.C. Market

Dock Type	
Fixed	11
Floating	19
Deck Material	
Wood	23
Concrete	2
Composite	2
Aluminum	1

3.0 Projected Market

Market drivers for each marina region are identified and the slip-taker demand generated by each driver is estimated. Typical market drivers include:

- Underserved Existing Population
- Population Growth
- Demographic Change
- Upland Development
- Transient Boaters
- Charter/Commercial

  Please refer to the RCPA memo dated November 18 2009 for the staff's assessment of regional market factors.

Under prior investigations Moffatt & Nichol evaluated population growth, increases in boating use per capita, tourism trends based on US census population numbers, boat registration data, and available tourism data in the Washington D.C. market area. The resulting analyses are based on long term trends and may not reflect short term increases or declines in demand due to episodic economic fluctuations. For this study, the data was further analyzed to develop an estimate of the sustainable number of slips for the City of Alexandria Marina over the next 10 to 15 years.

Underserved Existing Population

While population growth is expected to increase the number of vessels in an area, there are markets that have already reached a saturation point and a portion of the existing population is underserved. That is, there are boaters that seek a slip but insufficient slips are available. The underserved aspect of a market will either keep their vessel further outside of the region or will prevent a potential boater from purchasing a vessel. The extent of the underserved population may be evaluated using several methods including:

- Marina Slip Wait List - The majority of the marinas in the market historically reported wait lists for wet slips with the predominant recent requests for wet slips in the 40-foot and 50-foot range. Marinas in the downtown region historically reported wet slip waiting lists for most slip sizes. These wait lists range from 50 to 100 slips and appear to be mainly comprised of District workers seeking live-aboards or part-time residency on their boats. Although the majority of the existing slips in the market are in the range of 20-feet to 30-feet in length, there is increased demand for larger slips. The 40-foot and longer slips have waiting lists while the smaller slips in the under 40-foot range have seen a decrease in demand in the current market attributed to the economic downturn. The under 40-foot vessels are able to be kept on a trailer and launched at boat ramps. Boaters are increasingly trailering their boats to cut back on wet slip berthing costs.

- Boats Per Capita - The existing D.C. marina market rate of boats per capita is 1 boat for every 125 people. This is far less than the statewide per capita boat ownership in Virginia and Maryland which are approximately 1 boat for every 30 people. Although these numbers are vastly different, the coastal areas of Virginia and Maryland are expected to have a higher per capita boat ownership than the more metropolitan areas upriver. This vast difference could indicate that, while the D.C. market will not necessarily support a per capita boat ownership rate equal to the statewide rate of Maryland and Virginia, the per capita boat ownership is lower than expected, indicating an underserved marina market.

Analysis of these data suggests demand for an additional 70 to 100 slips in the existing market due to underserved population. Properly sized slips would be quickly absorbed into the market at market lease prices.

Population Growth

As the overall population grows, it can be assumed that the boating population will grow at a similar rate. While there are other influences, such as demographic changes in population, that affect the growth of the boating market, the number of boats per capita can be assumed constant, as long as sufficient resources remain to support this increase.

Historical population trends and future projections for the market area show an overall population increase over the period 1980-2030. Although the trend for D.C. shows a decrease in population, the surrounding counties show an increase of a greater magnitude allowing for an increase in the overall market. The overall regional growth in the market is expected to increase 12% between 2007 and 2030.

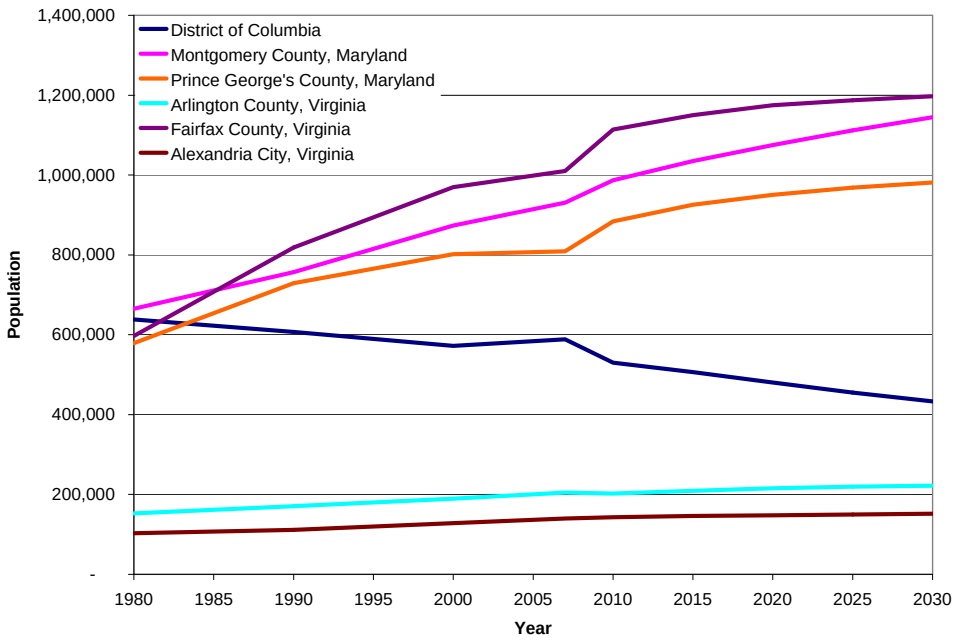


Figure 3: D.C. Market Population Growth Trends

Source: U.S. Census Bureau, Northern Virginia Regional Commission, Metropolitan Council of Governments, Maryland State Data Center

The area population expected to increase by approximately 300,000 people by 2015 and a per capita boat ownership of approximately 1 boat per 125 people, an additional 2,400 vessels are expected in the market region by 2015. According to boat registration data, over 90% of vessels in this market are trailerable; as such, approximately 200 to 250 additional wet slips will be needed to meet the demand from population growth. These slips are expected to be absorbed throughout the population growth period at prevailing market rates.

Demographic Change

According to Margery Austin Turner and Christopher Snow from the Urban Institute, Washington, D.C. is undergoing a gentrification process in many areas. This process often involves a decrease in the number of housing units available, while keeping the area income intact as people with higher income levels move into areas that previously had lower income occupants (Turner and Snow, 2001). As shown in Table 8, the household income has significantly increased in the region. While the average D.C. household income has increased at the slowest rate, the median household income is expected to increase at a greater rate as gentrification plans continue.

Table 8: D.C. Market Income Demographic Trends

Location	Number of Households		Median Household Income	
	1990	Present	1990	Present
Washington, D.C.	249,634		$40,088	$54,317
Montgomery County, MD	282,228	347,625	$54,089	$91,835
Prince George's County, MD	258,011	303,232	$42,127	$68,370
Arlington County, VA	78,745	97,100	$44,600	$91,896
Fairfax County, VA	292,345		$59,284	$105,241
Alexandria City, VA	53,280		$41,472	$80,806

Boating is a luxury expense and an increase in median household income creates an area where there is a greater possibility of disposable income being spent on this industry. This demographic shift in income levels can increase the per capita boat ownership above the current level.

A change in population age demographics can be indicative of the potential for increases or decreases in the boating market. As shown in Figure 4, the population in the market area has shown the greatest increase in the age range of 45-64 years. This age group is likely to equate to an increase in the number of vessels in the market region.

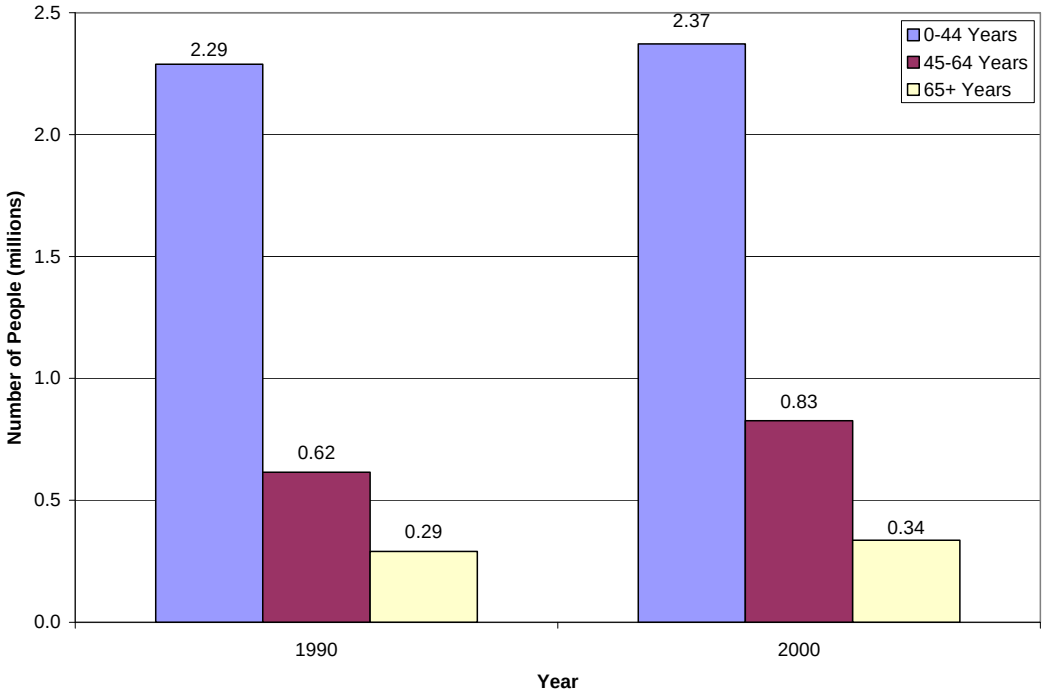


Figure 4: D.C. Market Age Demographic Trends

Source: U.S. Census Bureau

Upland Development

The type of upland development associated with a marina can attract different types of boaters to the project. Residential components of upland developments typically draw long-term boaters and absorption of slips is in line with the upland absorption. Conversely a commercial development will generally attract more transient boaters seeking a temporary stop.

Transient Boaters

Restaurants, shops and walkways provide upland amenities that transient boaters typically desire. These amenities offer an advantage over other marinas and will attract transient boaters to the marina.

However, barriers exist to out-of-market transient vessels visiting the D.C. market. The Chesapeake Bay is a day-long cruise from Washington, D.C. This is a deterrent for the transient boater that is passing through the mid-Atlantic region. A transient boater passing through a region will stop at marinas along the route that are convenient. They will not spend a day cruising to and from a marina unless it is specifically to visit that area.

"Downtown" marinas also report shortages of parking for marina patrons. Sufficient parking for marina patrons will need to be accounted for during upland development planning.

Transient boating is expected to contribute demand for 5 to 15 out-of-market boaters per day in the D.C. market and 25 to 50 in-market transient boaters during peak demand periods. Currently these boaters are accommodated in designated transient slips or temporarily vacant slips in marinas that do not specifically reserve slips for transient boaters. These slips are expected to be fully occupied during periods of peak demand and potentially unoccupied during the offseason.

Commercial/Charter

Tourism influences aspects of the commercial and charter vessel industry through tour boats, water taxis and fishing vessels, depending on the market region. Local tourism bureaus report that the majority of tourists seek out activities in the region ranging from museums to the monuments.

Many tourists travel around town utilizing public transportation and not just limiting themselves to land. Water taxi service from the Potomac Riverboat Company is available between the Alexandria City Marina, National Harbor Marina, Georgetown and Mount Vernon. These areas are popular for their historic sites, restaurants, nightlife and other activities. While the water taxi service ferries people from one location to another, it also serves as a tour boat offering a guided

tour along the way of the various monuments and historic sites. In addition to the taxi service, there are companies that operate at the various marinas that conduct similar river tours.

Summary

Analysis of the existing regional boating market in conjunction with the identified market drivers results in the following observations:

- Boating population has been historically underserved (not enough local slips for boaters).
- Regional population growth and income has supported an increase in boating growth.
- Recently completed and planned regional development of marina facilities and destination points (e.g. Diamond Teague at Nationals ballpark, National Harbor) may create an increase in transient boating and presents new opportunities and potential growth for increase an commercial boating (e.g. water taxis). Waterfront revitalization may draw more transient traffic to Alexandria.
- Long-term support for several hundred additional wet slips in the regional market.
- The boating market is expected to increase by several thousand boats. However, most of these boats will be trailerable and may not seek wet-slips.
- Market wide wet slip demand is projected to increase by several hundred slips over the next 10-15 years. New marina projects and renovations to existing marinas will compete for these slips. Expanding the Alexandria City Marina to a total of 150 to 200 slips is projected to satisfy recreational demand as well as the commercial and short term transient demand, while maintaining high occupancy levels. Expansion of the marina will allow for collection of additional revenue to fund operational and maintenance expenses.
- The market is expected to support wet slip lease rates on the order of $1.00-$2.50 per foot per day and $8-$12 per foot per month.
- Based on review of the National Marina Manufacturing Association (NNMA) (e.g. NNMA, 2008, 2009), the 35 to 50 ft boat class is growing faster than smaller boat segments.
- ADA accessibility will be an important consideration in the evaluation and planning of marina infrastructure.

4.0 Marina Size vs. Revenue

Marina viability must be assessed on a case by case basis. There is no specific number of slips that assures profitability. A marina economic analysis or pro-forma compares revenue to costs to determine potential profit or loss.

Major costs include land acquisition, infrastructure construction (seawalls, breakwaters), dock construction, and dredging. Ongoing operational costs include personnel, insurance, maintenance.

Dock construction costs for a 40-foot slip, not including land, infrastructure, or dredging, is on the order of $20,000 to $30,000 per slip (fixed or floating) including utilities.

Operation of a marina requires the following staff:

- General Manager
- Dockmaster
- Accountant/Controller
- Assistant Dockmaster
- Maintenance Staff
- Dockhands (seasonal – 1 for every 50 to 100 boats during peak season)

Depending on the size and activity level of the marina, several of the jobs may be combined to reduce staff levels. Salaries vary by region.

The primary revenue source for marinas is slip leasing. Fuel sales generate significant additional revenue, where available.

5.0 Discussion and Key Findings

Based on the preliminary research of the regional marina market the following general conclusions are drawn:

- Analysis of the existing and projected markets indicates that the long-term marina market is expected to grow.

- In the short term, consideration of temporarily reducing lease rates may allow for increased occupancy, if desired.

- Expanding the Alexandria City Marina to a total of 150 to 200 slips is projected to satisfy recreational demand as well as the commercial and short term transient demand, while maintaining high occupancy levels; this is provided improvements of facilities are made commensurate with other marinas in the market.

- Given the potential growth in increased commercial requirements and the importance of the commercial sector to the waterfront, commercial slip and mooring requirements need to be assessed and prioritized in association any recreational boating needs. Construction of additional recreational boating slips will facilitate consolidation and expansion of commercial berthing on the existing fixed docks.

- The distribution of recreational slip sizes should be centered on a 40 ft boat length. Slip layout and fairway width should be designed to allow for flexibility to accommodate larger vessels. New docks should be floating where possible to cater to recreational users.

- Planning for marina expansion will need to take into consideration consider environmental permitting and jurisdictional constraints (Moffatt & Nichol, August 27, 2009) as well as physical design parameters (e.g. sedimentation, waves, currents, ice loading, etc.).

- An independent engineering assessment of existing marina facilities and operations is recommended in conjunction with Phase 2 planning services. Specific recommendations for facilities rehabilitation and replacements would be made in conjunction with evaluation of expansion alternatives. Phased prioritization of rehabilitation and facilities improvements would be identified.

6.0 References

Marina Subcommittee, September 17 2009, Meeting Minutes.

Moffatt & Nichol, August 27, 2009. Memorandum to EDAW/AECOM regarding permitting conditions for waterfront redevelopment.

NMMA. 2008. Recreational Boating Statistical Abstract. Chicago, Illinois.

NMMA Website. 2009. http://www.nmma.org/facts/boatingstats/challenges/demo.asp

RCPA, September 2007. *City of Alexandria staff in the Marina Operations Fiscal Year 2007 Cost Center Report.*

RPCA Park Planning, June 12 2009. *Memorandum regarding Waterfront Planning & Operations Criteria and Potential Improvements.*

RPCA Park Planning, August 12 2009. Conference call with EDAW/AECOM project team.

Tobiasson, 2000. *Marinas and Small Craft Harbors.*

7.0 Definitions

Transient (guest): Boater passing through or by a place, staying 10 days or less

Short-term transient (guest): Boater passing through or by a place, staying 8 hours or less (over 8 hours becomes Transient Guest).

Leaseholders: Boaters staying in a marina for 10 or sometimes 14 days or more are normally required to complete lease documents and submit insurance binders. This elevation in status is normally taken as a risk management/mitigation tool and practice.

Wet slip: Berthing area designed with vessel mooring system for a long term stay.

APPENDIX A – SUMMARY DATA ON MARINA OPERATIONS

MARINA DATA REPORT

Market	US - Maryland - Western Shore	SubLocation	Potomac - Upper (Occoquan River to D.C.)
Marina Name	Alexandria City Marina	Web Page	http://alexandriava.gov/recreation/info/default.aspx?id=12474

Research Date	8/2008	Street	0 Cameron Street	Contact Person	
Latitude	38.805241	City, State	Alexandria, VA	Telephone	(703) 838-4265
Longitude	-77.038963	Postal Code/Country	22314 United States	Fax	



Slip Information

Dock Style	Fixed	Busy Season	
Dock Material	Timber/Comp	Off Season	

Wet Slips

Wet Slips	62
Wet Peak Occupancy	
Wet Off Occupancy	
Max Slip Length	210
Min Slip Length	
Ave Slip Length	38

Lease Rates /ft

Daily (Low)	$2.00
Daily (High)	$4.00
Daily Live-Aboard	
Weekly (Low)	
Weekly (High)	
Weekly Live-Aboard	
Monthly (Low)	$7.25
Monthly (High)	$8.25
Monthly Live-Aboard	
Yearly (Low) /mo	$8.00
Yearly (High) /mo	$9.00
Yearly Live-Aboard /m	

Dry Slips

Dry Slips	0
Dry Peak Occupancy	
Dry Off Occupancy	

Lease Rates /ft

Daily	
Weekly	
Monthly (Low)	
Monthly (High)	
Yearly (Low) /mo	
Yearly (High) /mo	

Miscellaneous

Moorings	0
Mooring Rate /mo	
Transient Berths	20
Boat Ramp	
Approach Depth	20
Port Of Entry	N
Clean Marina	
Blue Flag	

Slip Sizes

Under 20'	0
20'-29'	
30'-39'	
40'-49'	62
50'-59'	
60'-69'	
70'-79'	0
80'-89'	0
90'-99'	0
100'-109'	0
110'-119'	0
120'-129'	0
130'-139'	1
140'-149'	0
150'-159'	0
160'-169'	0
170'-179'	0
180'-189'	0
190'-199'	0
200'-209'	0
210'-219'	0
220'-229'	0
230'-239'	0
240'-249'	0
250'+	0

Upland Amenities

Hotel	N
Restaurant	Y
Shopping	Y
Bar	Y
Pool	N
Laundry Facilities	N
Shower	Y
Ice	Y
Water Sports	N
Crews Quarters	N
Security - Passive	N
Security - Video	Y
Security - Guard	N

WaterSide Amenities

Water	Y	$0.00	/gal
Pumpout	Y	$25.00	/use
Telephone			N
TV/Cable			N
Internet Access			N

Electric

1 Ph	Y	3 Ph	N

Rates	/kwH	/Day	/Mo
30A			
50A			
100A			

Fuel

Gas	N	High Speed	N
Diesel	N	High Speed	N

Comments

No Liveaboards, some overnight transient allowed.
Additional charge of $4 per day for 1-
30 amp electric connection, $7 per day for 1- 50 amp electric connection
In addition to the wet slips identified there are berthing areas for commercial vessels
and designated areas for temporary "tie ups"

Local Notes

Associated Events

Marina Number 0821

MARINA DATA REPORT

Market	US - Maryland - Western Shore	SubLocation	Potomac - Upper (Occoquan River to D.C.)
Marina Name	Belle Haven Marina	Web Page	www.saildc.com

Research Date	8/2008	Street	1201 Belle Haven Marina Road	Contact Person	
Latitude	38.776681	City, State	Alexandria, VA	Telephone	(703) 768-0018
Longitude	-77.048325	Postal Code/Country	22307 United States	Fax	



Slip Information

Dock Style	Fixed	Busy Season	
Dock Material	Timber	Off Season	

Wet Slips

Wet Slips	130
Wet Peak Occupancy	100%
Wet Off Occupancy	
Max Slip Length	50
Min Slip Length	
Ave Slip Length	25

Lease Rates /ft

Daily (Low)	$1.00
Daily (High)	$1.00
Daily Live-Aboard	
Weekly (Low)	
Weekly (High)	
Weekly Live-Aboard	
Monthly (Low)	$8.25
Monthly (High)	$8.25
Monthly Live-Aboard	
Yearly (Low) /mo	$8.25
Yearly (High) /mo	$8.25
Yearly Live-Aboard /m	

Dry Slips

Dry Slips	0
Dry Peak Occupancy	
Dry Off Occupancy	

Lease Rates /ft

Daily	
Weekly	
Monthly (Low)	$6.00
Monthly (High)	$6.00
Yearly (Low) /mo	$6.00
Yearly (High) /mo	$6.00

Miscellaneous

Moorings	25
Mooring Rate /mo	
Transient Berths	0
Boat Ramp	Y
Approach Depth	
Port Of Entry	N
Clean Marina	
Blue Flag	

Slip Sizes

Under 20'	0
20'-29'	20
30'-39'	52
40'-49'	52
50'-59'	6
60'-69'	0
70'-79'	0
80'-89'	0
90'-99'	0
100'-109'	0
110'-119'	0
120'-129'	0
130'-139'	0
140'-149'	0
150'-159'	0
160'-169'	0
170'-179'	0
180'-189'	0
190'-199'	0
200'-209'	0
210'-219'	0
220'-229'	0
230'-239'	0
240'-249'	0
250'+	0

Upland Amenities

Hotel	N
Restaurant	N
Shopping	N
Bar	N
Pool	N
Laundry Facilities	N
Shower	N
Ice	Y
Water Sports	Y
Crews Quarters	N
Security - Passive	N
Security - Video	N
Security - Guard	N

WaterSide Amenities

Water	Y	$0.00	/gal
Pumpout	Y	$5.00	/use
Telephone			N
TV/Cable			N
Internet Access			N

Electric

1 Ph	N	3 Ph	N

Rates	/kwH	/Day	/Mo
30A			
50A			
100A			

Fuel

Gas	N	High Speed	N
Diesel	N	High Speed	N

Comments

extensive wait list according to website
100% full for past 15 years

Local Notes

Associated Events

Marina Number 0819

MARINA DATA REPORT

Market	US - Maryland - Western Shore	SubLocation	Potomac - Upper (Occoquan River to D.C.)
Marina Name	Columbia Island Marina	Web Page	www.columbiaisland.com

Research Date	8/2008	Street	1 George Washington Memorial Parkway	Contact Person	
Latitude	38.874894	City, State	Washington, DC	Telephone	(202) 347-0173
Longitude	-77.049058	Postal Code/Country	20024 United States	Fax	



Slip Information

Dock Style	Floating	Busy Season	
Dock Material	Timber	Off Season	

Wet Slips

Wet Slips	380
Wet Peak Occupancy	
Wet Off Occupancy	
Max Slip Length	50
Min Slip Length	20
Ave Slip Length	

Lease Rates /ft

Daily (Low)	$1.50
Daily (High)	$1.50
Daily Live-Aboard	
Weekly (Low)	
Weekly (High)	
Weekly Live-Aboard	
Monthly (Low)	$10.25
Monthly (High)	$11.83
Monthly Live-Aboard	
Yearly (Low) /mo	$10.25
Yearly (High) /mo	$11.83
Yearly Live-Aboard /m	

Dry Slips

Dry Slips	
Dry Peak Occupancy	
Dry Off Occupancy	

Lease Rates /ft

Daily	
Weekly	
Monthly (Low)	
Monthly (High)	
Yearly (Low) /mo	
Yearly (High) /mo	

Miscellaneous

Moorings	
Mooring Rate /mo	
Transient Berths	0
Boat Ramp	Y
Approach Depth	
Port Of Entry	N
Clean Marina	
Blue Flag	

Slip Sizes

Under 20'	0	
20'-29'	220	
30'-39'	123	
40'-49'	14	
50'-59'	23	
60'-69'	0	
70'-79'	0	
80'-89'	0	
90'-99'	0	
100'-109'	0	
110'-119'	0	
120'-129'	0	
130'-139'	0	
140'-149'	0	
150'-159'	0	
160'-169'	0	
170'-179'	0	
180'-189'	0	
190'-199'	0	
200'-209'	0	
210'-219'	0	
220'-229'	0	
230'-239'	0	
240'-249'	0	
250'+	0	

Upland Amenities

Hotel	N
Restaurant	Y
Shopping	N
Bar	N
Pool	N
Laundry Facilities	N
Shower	Y
Ice	N
Water Sports	N
Crews Quarters	N
Security - Passive	
Security - Video	
Security - Guard	

WaterSide Amenities

Water	Y	$0.00	/gal
Pumpout	Y	$5.00	/use
Telephone			N
TV/Cable			N
Internet Access			N

Electric

1 Ph	Y	3 Ph	

Rates	/kwH	/Day	/Mo
30A		$5.00	
50A		$7.00	
100A			

Fuel

Gas	Y	High Speed	N
Diesel	N	High Speed	N

Comments

Seasonal slips are for vessels 20' and under and have limited outlets and water hose availability.

Local Notes

Associated Events

Marina Number 0807

MARINA DATA REPORT

Market	US - Maryland - Western Shore	SubLocation	Potomac - Upper (Occoquan River to D.C.)
Marina Name	Gangplank Marina	Web Page	http://www.gangplank.com/

Research Date	8/2008	Street	600 Water Street SW	Contact Person	
Latitude	38.876708	City, State	Washington, DC	Telephone	(202) 554-5000
Longitude	-77.022102	Postal Code/Country	20024 United States	Fax	(202) 554-2740



Slip Information

Dock Style	Floating	Busy Season	
Dock Material	Timber	Off Season	

Wet Slips

Wet Slips	309
Wet Peak Occupancy	
Wet Off Occupancy	
Max Slip Length	125
Min Slip Length	
Ave Slip Length	40

Lease Rates /ft

Daily (Low)	
Daily (High)	$1.50
Daily Live-Aboard	
Weekly (Low)	
Weekly (High)	$8.00
Weekly Live-Aboard	
Monthly (Low)	$13.60
Monthly (High)	$17.00
Monthly Live-Aboard	$150.00
Yearly (Low) /mo	$11.00
Yearly (High) /mo	$15.00
Yearly Live-Aboard /m	$150.00

Dry Slips

Dry Slips	0
Dry Peak Occupancy	
Dry Off Occupancy	

Lease Rates /ft

Daily	
Weekly	
Monthly (Low)	
Monthly (High)	
Yearly (Low) /mo	
Yearly (High) /mo	

Miscellaneous

Moorings	0
Mooring Rate /mo	
Transient Berths	0
Boat Ramp	N
Approach Depth	
Port Of Entry	N
Clean Marina	
Blue Flag	

Slip Sizes

Under 20'	0	
20'-29'	50	
30'-39'	78	
40'-49'	120	
50'-59'	25	
60'-69'	25	
70'-79'	0	
80'-89'	7	
90'-99'	1	
100'-109'	2	
110'-119'	0	
120'-129'	1	
130'-139'	0	
140'-149'	0	
150'-159'	0	
160'-169'	0	
170'-179'	0	
180'-189'	0	
190'-199'	0	
200'-209'	0	
210'-219'	0	
220'-229'	0	
230'-239'	0	
240'-249'	0	
250'+	0	

Upland Amenities

Hotel	N
Restaurant	N
Shopping	N
Bar	N
Pool	N
Laundry Facilities	Y
Shower	Y
Ice	N
Water Sports	N
Crews Quarters	N
Security - Passive	Y
Security - Video	N
Security - Guard	Y

WaterSide Amenities

Water	Y	$0.00	/gal
Pumpout	Y	$12.00	/use
Telephone			N
TV/Cable			Y
Internet Access			N

Electric

1 Ph	Y	3 Ph	

Rates	/kwH	/Day	/Mo
30A		$5.00	
50A		$10.00	
100A			

Fuel

Gas	N	High Speed	N
Diesel	N	High Speed	N

Comments

Approximately 100 slips have liveaboards and no new applications being taken only transfers allowed. City-owned marina with a private management company. Bubblers for the dock during the winter. Most occupants are recreational or government contractors

Local Notes

Associated Events

Marina Number 0808

MARINA DATA REPORT

Market	US - Maryland - Western Shore	**SubLocation**	Potomac - Upper (Occoquan River to D.C.)
Marina Name	James Creek Marina	**Web Page**	www.jamescreek.com

Research Date	8/2008	**Street**	200 V St SW	**Contact Person**	
Latitude	38.864006	**City, State**	Washington, DC	**Telephone**	(202) 554-8844
Longitude	-77.014489	**Postal Code/Country**	20024 United States	**Fax**	



Comments

DC Clean Marina. National Park Service owned, privately managed. Mostly 40-45 foot LOA. Approx. $0.60/gal markup on fuel. Electric ranges by boat size from $10-$70 with an additional $6 per month surcharge.

Local Notes

Slip Information

Dock Style	Floating	**Busy Season**	
Dock Material	Timber	**Off Season**	

Wet Slips

Wet Slips	300
Wet Peak Occupancy	
Wet Off Occupancy	
Max Slip Length	87
Min Slip Length	26
Ave Slip Length	

Lease Rates /ft

Daily (Low)	
Daily (High)	$1.25
Daily Live-Aboard	
Weekly (Low)	
Weekly (High)	
Weekly Live-Aboard	
Monthly (Low)	$9.00
Monthly (High)	$10.25
Monthly Live-Aboard	
Yearly (Low) /mo	$8.00
Yearly (High) /mo	$8.00
Yearly Live-Aboard /m	

Dry Slips

Dry Slips	0
Dry Peak Occupancy	
Dry Off Occupancy	

Lease Rates /ft

Daily	
Weekly	
Monthly (Low)	
Monthly (High)	
Yearly (Low) /mo	
Yearly (High) /mo	

Miscellaneous

Moorings	
Mooring Rate /mo	
Transient Berths	0
Boat Ramp	
Approach Depth	
Port Of Entry	N
Clean Marina	Y
Blue Flag	

Associated Events

Slip Sizes

Under 20'	0	
20'-29'	150	
30'-39'	110	
40'-49'	40	
50'-59'	0	
60'-69'	0	
70'-79'	0	
80'-89'	0	
90'-99'	0	
100'-109'	0	
110'-119'	0	
120'-129'	0	
130'-139'	0	
140'-149'	0	
150'-159'	0	
160'-169'	0	
170'-179'	0	
180'-189'	0	
190'-199'	0	
200'-209'	0	
210'-219'	0	
220'-229'	0	
230'-239'	0	
240'-249'	0	
250'+	0	

Upland Amenities

Hotel	N
Restaurant	N
Shopping	N
Bar	N
Pool	N
Laundry Facilities	N
Shower	Y
Ice	Y
Water Sports	N
Crews Quarters	N
Security - Passive	Y
Security - Video	N
Security - Guard	N

WaterSide Amenities

Water	Y		/gal
Pumpout	Y		/use
Telephone			N
TV/Cable			N
Internet Access			N

Electric

1 Ph	Y	**3 Ph**	

Rates	**/kwH**	**/Day**	**/Mo**
30A		$3.00	$60.00
50A		$5.00	$60.00
100A			

Fuel

Gas	Y	**High Speed**	N
Diesel	Y	**High Speed**	N

Marina Number 0811

MARINA DATA REPORT

Market	US - Maryland - Western Shore	**SubLocation**	Potomac - Upper (Occoquan River to D.C.)
Marina Name	National Harbor	**Web Page**	http://www.nationalharbor.com/

Research Date	8/2008	**Street**	163 Waterfront Street	**Contact Person**	
Latitude	38.782513	**City, State**	National Harbor, MD	**Telephone**	(301) 749-1582
Longitude	-77.018326	**Postal Code/Country**	20745 United States	**Fax**	



Slip Information

Dock Style	Fixed & Floating	**Busy Season**	
Dock Material	Conc/ Timb	**Off Season**	

Wet Slips

Wet Slips	64
Wet Peak Occupancy	
Wet Off Occupancy	
Max Slip Length	
Min Slip Length	
Ave Slip Length	

Lease Rates /ft

Daily (Low)	
Daily (High)	$2.25
Daily Live-Aboard	
Weekly (Low)	
Weekly (High)	
Weekly Live-Aboard	
Monthly (Low)	
Monthly (High)	
Monthly Live-Aboard	
Yearly (Low) /mo	$10.83
Yearly (High) /mo	$10.83
Yearly Live-Aboard /m	

Dry Slips

Dry Slips	0
Dry Peak Occupancy	
Dry Off Occupancy	

Lease Rates /ft

Daily	
Weekly	
Monthly (Low)	
Monthly (High)	
Yearly (Low) /mo	
Yearly (High) /mo	

Miscellaneous

Moorings	
Mooring Rate /mo	
Transient Berths	0
Boat Ramp	
Approach Depth	
Port Of Entry	N
Clean Marina	
Blue Flag	

Slip Sizes

Under 20'	0	
20'-29'	0	
30'-39'	0	
40'-49'	32	
50'-59'	0	
60'-69'	32	
70'-79'	0	
80'-89'	0	
90'-99'	0	
100'-109'	0	
110'-119'	0	
120'-129'	0	
130'-139'	0	
140'-149'	0	
150'-159'	0	
160'-169'	0	
170'-179'	0	
180'-189'	0	
190'-199'	0	
200'-209'	0	
210'-219'	0	
220'-229'	0	
230'-239'	0	
240'-249'	0	
250'+	0	

Upland Amenities

Hotel	Y
Restaurant	Y
Shopping	Y
Bar	Y
Pool	Y
Laundry Facilities	Y
Shower	Y
Ice	Y
Water Sports	N
Crews Quarters	N
Security - Passive	Y
Security - Video	Y
Security - Guard	Y

WaterSide Amenities

Water	Y	$0.00	/gal
Pumpout	Y		/use
Telephone			Y
TV/Cable			Y
Internet Access			Y

Electric

1 Ph	Y	**3 Ph**	N

Rates	**/kwH**	**/Day**	**/Mo**
30A		$5.00	
50A		$10.00	
100A			

Fuel

Gas	Y	**High Speed**	N
Diesel	Y	**High Speed**	N

Comments

All inclusive marina with upland restaurants and lodging. Water taxi to Alexandria. Larger slips but smaller vessels occupy the slips.

Local Notes

Associated Events

Marina Number 0820

MARINA DATA REPORT

Market	US - Maryland - Western Shore	SubLocation	Potomac - Upper (Occoquan River to D.C.)
Marina Name	Old Dominion Boat Club	Web Page	www.olddominionboatclub.com

Research Date	10/2008	Street	One King St	Contact Person	
Latitude	38.804722	City, State	Alexandria, VA	Telephone	(703) 836-1900
Longitude	-77.046667	Postal Code/Country	22314 United States	Fax	



Slip Information

Dock Style	Fixed	Busy Season	
Dock Material	Timber	Off Season	

Wet Slips

Wet Slips	53
Wet Peak Occupancy	
Wet Off Occupancy	
Max Slip Length	
Min Slip Length	
Ave Slip Length	

Lease Rates /ft

Daily (Low)	$0.50
Daily (High)	$2.00
Daily Live-Aboard	
Weekly (Low)	
Weekly (High)	
Weekly Live-Aboard	
Monthly (Low)	
Monthly (High)	
Monthly Live-Aboard	
Yearly (Low) /mo	
Yearly (High) /mo	
Yearly Live-Aboard /m	

Dry Slips

Dry Slips	0
Dry Peak Occupancy	
Dry Off Occupancy	

Lease Rates /ft

Daily	
Weekly	
Monthly (Low)	
Monthly (High)	
Yearly (Low) /mo	
Yearly (High) /mo	

Miscellaneous

Moorings	0
Mooring Rate /mo	
Transient Berths	0
Boat Ramp	Y
Approach Depth	
Port Of Entry	N
Clean Marina	
Blue Flag	

Slip Sizes

Under 20'	0	
20'-29'	34	
30'-39'	15	
40'-49'	4	
50'-59'	0	
60'-69'	0	
70'-79'	0	
80'-89'	0	
90'-99'	0	
100'-109'	0	
110'-119'	0	
120'-129'	0	
130'-139'	0	
140'-149'	0	
150'-159'	0	
160'-169'	0	
170'-179'	0	
180'-189'	0	
190'-199'	0	
200'-209'	0	
210'-219'	0	
220'-229'	0	
230'-239'	0	
240'-249'	0	
250'+	0	

Upland Amenities

Hotel	N
Restaurant	Y
Shopping	N
Bar	Y
Pool	N
Laundry Facilities	Y
Shower	Y
Ice	Y
Water Sports	N
Crews Quarters	N
Security - Passive	Y
Security - Video	N
Security - Guard	N

WaterSide Amenities

Water	Y	$0.00	/gal
Pumpout	Y		/use
Telephone			
TV/Cable			
Internet Access			

Electric

1 Ph	Y	3 Ph	N

Rates	/kwH	/Day	/Mo
30A			
50A			
100A			

Fuel

Gas	N	High Speed	N
Diesel	N	High Speed	N

Comments

Membership required, some transients allowed

Local Notes

Associated Events

Marina Number 0823

MARINA DATA REPORT

Market	US - Maryland - Western Shore	SubLocation	Potomac - Upper (Occoquan River to D.C.)
Marina Name	Washington Marina Company	Web Page	www.washingtonmarina.com

Research Date	8/2008	Street	1300 Maine Ave SW	Contact Person	
Latitude	38.882219	City, State	Washington, DC	Telephone	(202) 554-0222
Longitude	-77.029793	Postal Code/Country	20024 United States	Fax	



Slip Information

Dock Style	Floating	Busy Season	
Dock Material	Composite	Off Season	

Wet Slips

Wet Slips	110
Wet Peak Occupancy	
Wet Off Occupancy	
Max Slip Length	100
Min Slip Length	20
Ave Slip Length	30

Lease Rates /ft

Daily (Low)	$2.00
Daily (High)	$2.00
Daily Live-Aboard	
Weekly (Low)	
Weekly (High)	
Weekly Live-Aboard	
Monthly (Low)	$9.00
Monthly (High)	$12.00
Monthly Live-Aboard	
Yearly (Low) /mo	$9.00
Yearly (High) /mo	$12.00
Yearly Live-Aboard /m	

Dry Slips

Dry Slips	0
Dry Peak Occupancy	
Dry Off Occupancy	

Lease Rates /ft

Daily	
Weekly	
Monthly (Low)	
Monthly (High)	
Yearly (Low) /mo	
Yearly (High) /mo	

Miscellaneous

Moorings	0
Mooring Rate /mo	
Transient Berths	0
Boat Ramp	
Approach Depth	
Port Of Entry	N
Clean Marina	
Blue Flag	

Slip Sizes

Under 20'	0	
20'-29'	86	
30'-39'	0	
40'-49'	14	
50'-59'	1	
60'-69'	4	
70'-79'	3	
80'-89'	0	
90'-99'	0	
100'-109'	0	
110'-119'	2	
120'-129'	0	
130'-139'	0	
140'-149'	0	
150'-159'	0	
160'-169'	0	
170'-179'	0	
180'-189'	0	
190'-199'	0	
200'-209'	0	
210'-219'	0	
220'-229'	0	
230'-239'	0	
240'-249'	0	
250'+	0	

Upland Amenities

Hotel	N
Restaurant	N
Shopping	N
Bar	N
Pool	N
Laundry Facilities	N
Shower	N
Ice	N
Water Sports	N
Crews Quarters	N
Security - Passive	Y
Security - Video	N
Security - Guard	N

WaterSide Amenities

Water	Y		/gal
Pumpout	Y		/use
Telephone			N
TV/Cable			N
Internet Access			N

Electric

1 Ph	Y	3 Ph	

Rates	/kwH	/Day	/Mo
30A			
50A			
100A			

Fuel

Gas	N	High Speed	N
Diesel	N	High Speed	N

Comments

Marina created to fulfill dictate by FDR for a first-class marina in DC. Parking is limited. Slips available the past 2 years in the 20-foot range with a waiting list for 30-foot and longer. Most slip holders use the boat for entertaining after work an

Local Notes

Associated Events

Marina Number 0810

MARINA DATA REPORT

Market	US - Maryland - Western Shore	SubLocation	Potomac - Upper (Occoquan River to D.C.)
Marina Name	Washington Sailing Marina	Web Page	www.washingtonsailingmarina.com

Research Date	8/2008	Street	1 Marina Dr	Contact Person	
Latitude	38.832887	City, State	Alexandria, VA	Telephone	(703) 548-9027
Longitude	-77.042364	Postal Code/Country	22314 United States	Fax	



Slip Information

Dock Style	Floating	Busy Season	
Dock Material	Timber	Off Season	

Wet Slips

Wet Slips	200
Wet Peak Occupancy	
Wet Off Occupancy	
Max Slip Length	35
Min Slip Length	
Ave Slip Length	28

Lease Rates /ft

Daily (Low)	
Daily (High)	
Daily Live-Aboard	
Weekly (Low)	
Weekly (High)	
Weekly Live-Aboard	
Monthly (Low)	$8.50
Monthly (High)	$8.98
Monthly Live-Aboard	
Yearly (Low) /mo	$7.40
Yearly (High) /mo	$7.88
Yearly Live-Aboard /m	

Dry Slips

Dry Slips	0
Dry Peak Occupancy	
Dry Off Occupancy	

Lease Rates /ft

Daily	
Weekly	
Monthly (Low)	
Monthly (High)	$5.15
Yearly (Low) /mo	
Yearly (High) /mo	$4.68

Miscellaneous

Moorings	0
Mooring Rate /mo	
Transient Berths	0
Boat Ramp	
Approach Depth	
Port Of Entry	N
Clean Marina	
Blue Flag	

Slip Sizes

Under 20'	0	
20'-29'	140	
30'-39'	60	
40'-49'	0	
50'-59'	0	
60'-69'	0	
70'-79'	0	
80'-89'	0	
90'-99'	0	
100'-109'	0	
110'-119'	0	
120'-129'	0	
130'-139'	0	
140'-149'	0	
150'-159'	0	
160'-169'	0	
170'-179'	0	
180'-189'	0	
190'-199'	0	
200'-209'	0	
210'-219'	0	
220'-229'	0	
230'-239'	0	
240'-249'	0	
250'+	0	

Upland Amenities

Hotel	N
Restaurant	Y
Shopping	N
Bar	N
Pool	N
Laundry Facilities	N
Shower	Y
Ice	N
Water Sports	N
Crews Quarters	N
Security - Passive	Y
Security - Video	N
Security - Guard	Y

WaterSide Amenities

Water	Y	$0.00	/gal
Pumpout	Y		/use
Telephone			N
TV/Cable			N
Internet Access			N

Electric

1 Ph	Y	3 Ph	

Rates	/kwH	/Day	/Mo
30A	$0.00		
50A			
100A			

Fuel

Gas	N	High Speed	N
Diesel	N	High Speed	N

Comments

No Liveaboards.

Local Notes

Associated Events

Marina Number 0822

A.5

Appendix 5: Alexandria Waterfront Art Plan

ALEXANDRIA WATERFRONT
Public Art Proposal



ALEXANDRIA
COMMISSION
FOR THE ARTS



Manhole cover, King Street Gardens Park, Alexandria, VA

Researching, designing and writing this public art plan required thousands of volunteer hours to complete. Thank you to the following from the Public Art Committee for their dedication, hard work, vision and professionalism:

Rebecca Adams
Susie Cohen
Karen Conkey
Mike Detomo
Dene Garbow
Kathy Glennon
Matthew Harwood
Pat Miller

If you have any questions or comments, please contact the Public Art Committee, Alexandria Commission for the Arts or Office of the Arts.

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Manhole covers, Japan

INTRODUCTION



Float Boat, Dale Chihuly, Phipps Conservatory, Pittsburgh, PA

Overview

In the City of Alexandria's 1982 Waterfront Plan, the Torpedo Factory Art Center was established as a cultural anchor and became an important catalyst for revitalizing the waterfront. The Art Center's unique character attracted hundreds of thousands of people annually to the area. Economic opportunities developed; restaurants and shops opened. There was prosperity and growth.

Alexandria must now compete with the growing cultural attractions of nearby communities, including National Harbor, Georgetown, the Capitol Riverfront, Annapolis and Lorton.

Alexandria's Art Policy

The Alexandria Commission for the Arts and the Public Art Committee embrace the goals stated in the City's 2008 revised *Policy on Acquired Art* to support the current waterfront revitalization effort:

- To integrate art into the City
- To promote public awareness of and interest in art
- To promote Alexandria's cultural heritage
- To foster tourism and encourage economic development
- To enhance the City's reputation as a national leader in the arts
- To provide for future artistic endeavors

The Alexandria Commission for the Arts and the Public Art Committee took these goals as a mandate and developed this proposal based on them. The overarching concept is to make Alexandria's waterfront an arts destination and cultural anchor by establishing an Art Walk along the Potomac River.

Art on the Waterfront Proposal

Public art, inspired by the confluence of art, culture, history and nature, would be highlighted throughout the waterfront. The aim is to have public art pieces set at regular intervals along one continuous walking path. This Art Walk pathway would straddle the Potomac River unifying the waterfront experience for residents and visitors by connecting City Parks and helping to establish and to reinforce existing cultural areas.

In 2008 and 2009, an ad hoc committee under the Public Art Committee created a concept presentation called *Art on the Waterfront* that explored the potential of an Art Walk along the Potomac. After obtaining approval by the Public Art Committee and the Alexandria Commission for the Arts, members of the group went out to the community to share their ideas and to listen and learn from others. This proposal builds on the *Art on the Waterfront* presentation and the 2010 *Waterfront Concept Plan*, fulfilling the City's request to the Public Art Committee to provide a vision and a design framework for public art on the waterfront.

Art along the waterfront must work for Alexandria. Public art succeeds when it creates a sense of place and complements its environment and culture. Examples of public art pictured in this proposal come from all corners of the world and are meant to show the possibilities for integrating art along the waterfront.

Goals and Objectives

The purpose of this proposal is twofold: to help the City develop a comprehensive, long-range plan for public art on the waterfront; and to give guidance to the public, arts administrators and artists contributing to the Art Walk.

THE ART WALK PATH



Alleyway behind the Athenaeum, Alexandria, VA

The history of the land and physical changes the waterfront has undergone tell one thing; the Potomac River and wildlife tell another. The people who worked and lived on the land; the commerce and industry, all have stories. All these tales are entwined and will help inspire the public art along the Art Walk.

The Art Walk pathway will measure a mile and a half, winding through Alexandria's waterfront from Tide Lock to Pomander parks, shadowing the Potomac shoreline.

Concepts:

- Unify Alexandria's waterfront experience by establishing a continuous walking path along the Potomac River with a wide variety of public art inspired by Alexandria's rich history, culture and natural beauty
- Restore the "living shoreline" to improve water quality, to provide shoreline access to wildlife, and add diversity of plant species
- Encourage economic development and foster tourism by highlighting Alexandria's waterfront as a cultural anchor



Central Park, Frederick Law Olmstead, New York, NY

Recommendations:

- Establish a winding path that flows in harmony with the natural shoreline of the Potomac River
- Inscribe directly on the Art Walk pathway historical quotations describing Alexandria (lettering should be in the same typeface)
- Pave the Art Walk with a warm, golden-hued, exposed aggregate concrete
- Incorporate additional paving materials that are native to the Potomac River, as well as ballast stones symbolically transplanted from ports throughout the world
- Add where appropriate (to reflect the planning concepts and recommendations outlined in this proposal) glass, oyster shells, coral, fish bones, colored stones, etc. as aggregate to the paving material
- Incorporate in-pavement lighting on the Art Walk pathway (powered by solar collectors from the public art project proposed for Tide Lock Park near the Mirant Potomac River Generating Station)
- For pedestrian safety, keep the bike path and Art Walk separate
- Make the path ADA compliant



Alley pavers in Old Town, Alexandria, VA



Exposed aggregate concrete

Historical references:

- Ballast stones: When sailing vessels took on cargo, it was at times necessary to sail to a port with light or empty hulls. To keep from being too top-heavy at sea and vulnerable to capsizing in high winds, ships carried stones in their hulls as counterweight. These ballast stones were then left behind to make room for the cargo being exported. Alexandria's early cobblestone streets are paved with some of these discarded ballast stones transported from around the world.



Cobblestones, Prince Street



Confluence Project, Maya Lin, Columbia River, OR and WA

"…we…traveled a hilly road that frequently gave us a view of the river Potomack (sic) and reached Alexandria at 11 o'clock, while the horses were bathing, we took a walk through the town." [Baron Alexander Von Humboldt's Visit to Washington, D.C., Herman R. Friis, 1804]

TIDE LOCK PARK (north)

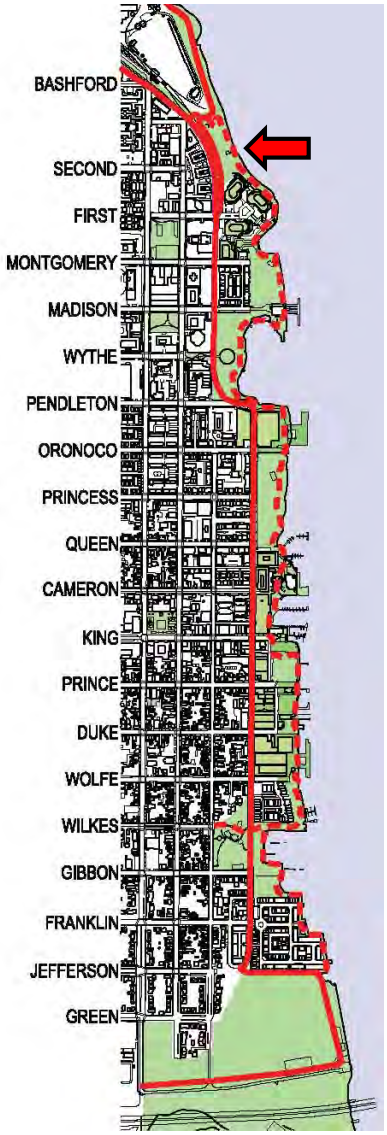


Privately owned property with public access

In Alexandria's early years, the City paid a lamplighter to walk the streets at dusk and, one by one, hand light the public oil lamps. In 1851, the Alexandria Gas Light Company became the source of illumination. Today, electricity is generated with the use of coal at the nearby Mirant power plant. Alternative energy sources, like solar and wind, may power the lighting of the future. The inspiration for the light-sculpture garden proposed for Tide Lock (north) is to be taken from Alexandria's streetlights.

Concepts:

- Establish this park as a gateway to the Art Walk, beginning the pathway at the north end and moving southward, following the Potomac shoreline
- Work with the owners of Canal Center Plaza and the Mirant Potomac River Generating Station to build a private/public collaboration on a public art project inspired by the light of Alexandria's historic streetlamps
- Establish a cultural anchor on the northern end of the Art Walk by tying park activities into nearby cultural facilities, such as MetroStage

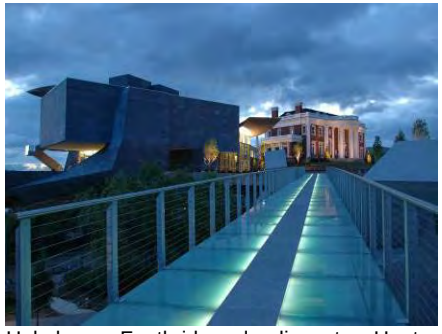




Light display, Roppongi Hills, Tokyo, Japan



Interactive light sculpture, London, England



Holmberg Footbridge leading to Hunter Museum of Art, Chattanooga, TN
(© Ross Glass and Aluminum, LLC)

Recommendations:

- Commission and install a Light-Sculpture Garden in the park, inspired by the lighting fixtures from Alexandria's history
- Include solar collectors in the Light-Sculpture Garden to power the in-pavement lighting alongside the Art Walk pathway
- Create and install signage giving an overview of the Art Walk
- Include signage to distinguish the Art Walk from the bike path
- Increase outdoor seating

"During Alexandria's first half-century…Your path would be lit only by the meager light from your own lantern and by the kindness of strangers – candles or oil lamps in the windows of the wakeful and in the taverns that you passed." [Diane Riker, August 22, 2010]

In Alexandria, the lamplighter "goes round at dusk with a light ladder in (his) hands by which (he) ascend(s) the lamp post and set(s) fire to the lamps…tenaciously fixed on top of a high post, out of reach, so that disorderly persons may not have it in their power to extinguish them." [From Sketches of History, Life, and Manners in the United States by Ann Royall, 1826]



Franklin lamp

"The (gas) light is steady and brilliant. Large numbers of our citizens turned out to see the 'lighting up' – and all were pleased to see the success exhibited." [Alexandria Gazette, Oct. 20, 1851]

Historical references:

- Alexandria utilized a variety of energy sources and lighting devices to illuminate its streets after sunset, each lending its own special magic to the night.
- The lighting theme for Tide Lock Park (north) lends itself to the limelight of the nearby MetroStage. MetroStage is an award winning theater dedicated to producing contemporary American plays and musicals. The theater premieres new works by Washington area and regional playwrights drawing its audiences from the Washington metropolitan area and beyond. (For more information, see addendum page 61.)



Streetlights on King Street, Alexandria, VA



Urban Light, Chris Burden, LACMA, Los Angeles, CA

Proposed locations at Tide Lock Park north:

1. Establish this park as a gateway to the Art Walk, beginning the pathway at the north end and moving southward, following the Potomac River shoreline
2. Work with the owners of Canal Center Plaza and the Mirant Power Plant to build a private/public collaboration as an alternative energy/public art project
3. Establish a cultural anchor on the northern end of the Art Walk by tying park activities into nearby cultural facilities, such as MetroStage
4. Commission and install a Light-Sculpture Garden in the park, inspired by the lighting fixtures and energy sources utilized throughout Alexandria's history
5. Include solar collectors in the Light-Sculpture Garden to power the in-pavement lighting alongside the Art Walk pathway
6. Create and install signage giving an overview of the Art Walk
7. Include signage to distinguish the Art Walk from the bike path
8. Increase outdoor seating



Tide Lock Park North



TIDE LOCK PARK (middle)

Promenade Classique



Tisara Photography Privately owned property with public access

The underlying theme for Tide Lock Park (middle) is remembrance and the importance of learning from the past. The existing public art piece *Promenade Classique* expresses these ideas beautifully.

Concept:

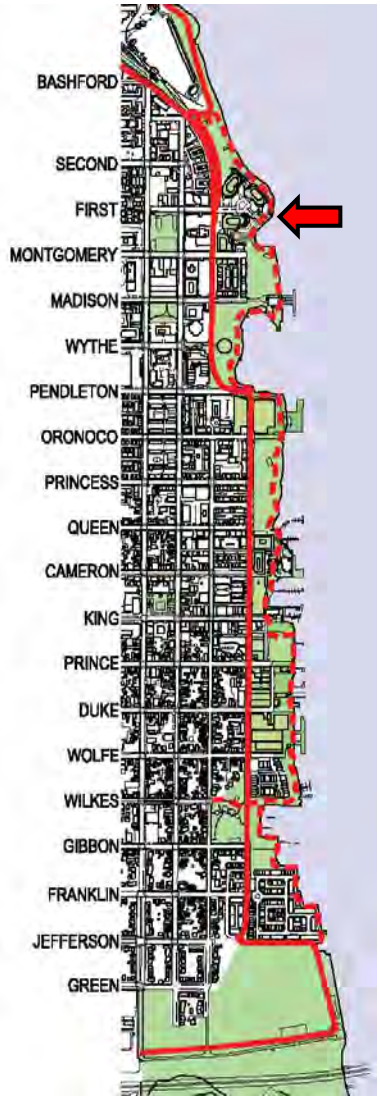
- Integrate *Promenade Classique* into the Art Walk

Recommendations:

- Continue Art Walk south along the Potomac River and through this successfully completed public art project
- Continue in-pavement lighting
- Increase summer concerts and recitals in amphitheater
- Publicize events
- Incorporate consistent signage and lighting

General information:

Completed in 1988, *Promenade Classique* was designed by landscape architect M. Paul Friedberg in collaboration with French artists Anne and Patrick Poirier. Commissioned by Savage Fogarty, the series of fountains and terraces combined with classically-inspired sculpture creates a "promenade" overlooking and leading the pedestrian to the Potomac River.





Detail, *Promenade Classique*
Tisara Photography



Detail, *Promenade Classique*
Tisara Photography



Detail, *Promenade Classique*
Tisara Photography

TIDE LOCK PARK (south)

The Tide Lock



Privately owned property with public access

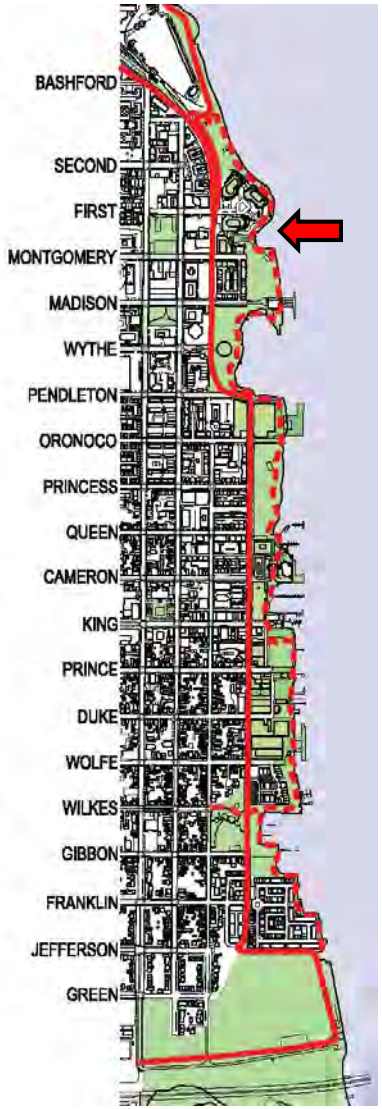
During the first half of the 19th century, the Alexandria Canal was part of a complex transportation system that utilized significant technology for its day. The canal system used waterways – natural and manmade -- to float goods and materials from the American interior to the port of Alexandria where sailing vessels then transported them around the world. Unfortunately, with the advent of rail transport, Alexandria's canal soon became obsolete. Proposed public art at Tide Lock Park (south) is to celebrate the engineering and physics employed by the Alexandria Canal.

Concept:

- Integrate the Tide Lock with the Art Walk

Recommendations:

- Continue the Art Walk south along the Potomac River
- Continue in-pavement lighting
- Remove the existing wooden span over the canal and replace it with an artistically engineered footbridge inspired by the gears and pulleys of the original locks
- Celebrate the buoyancy of objects on water and Alexandria's historic connection with glassmaking by adding a glass public art piece to the Tide Lock pool
- Establish consistent signage and lighting





Existing footbridge



Canary Wharf Footbridge, London, England



Rolling Bridge, Thomas Heatherwick, London



Painshill Park footbridge, Surrey, England

"May this important work succeed and prosper – may it more than realize our warmest hopes and may it RESTORE and PERPETUATE the TRADE and PROSPERITY of ALEXANDRIA." [On the Opening of the Alexandria Canal, Alexandria Gazette, 1843]

Historical references:

- Alexandria Canal, Tide Lock and holding basin: Barges started from a terminal in Georgetown and then carried across the Potomac River on an aqueduct near the current Key Bridge. They then ran along the west side of the Virginia shore, then crossed Four Mile Run on another aqueduct, and entered Alexandria. They descended to the Potomac by means of three lift locks, lowering barges to the river at low tide. The entire canal system was about seven miles long. Today, the original Tide Lock No. 4 is protected beneath an accurate reconstruction. After the canal closed, landfill covered the tide lock. Archaeologists re-exposed and restored the tide lock as part of the Transpotomac Canal Center development in the 1980s. (For more information, see addendum page 62.)





Yves Tinguely

- Alexandria Glasswork Factories: In its industrial heyday, Alexandria supported four glass factories: Virginia Glass, Old Dominion Glass Company, Belle Pre Bottle Company and Alexandria Glass. The one documented order that exists is from 1902 when Robert Portner Brewing Company contracted with Old Dominion, Virginia and Belle Pre to produce 1,500,000 bottles. Portner's product line included Tivoli ("I lov[e] it," backwards) branded lager, soda and malt extract. (For more information, see addendum page 62.)





Walla Wallas, Dale Chihuly, Missouri Botanical Garden, St. Louis, MO



On the Edge, Alison Sigethy, Anacostia River, Washington, DC

Proposed locations at Tide Lock Park south:

1. Celebrate Alexandria's historic glass factories by incorporating glass at the site
2. Remove the existing wooden span over the canal and replace it with an artistically engineered footbridge
3. Add to the Tide Lock pool a public art piece that incorporates glasswork inspired by Alexandria's four historic glass factories



RIVERGATE CITY PARK



Privately owned property with public access

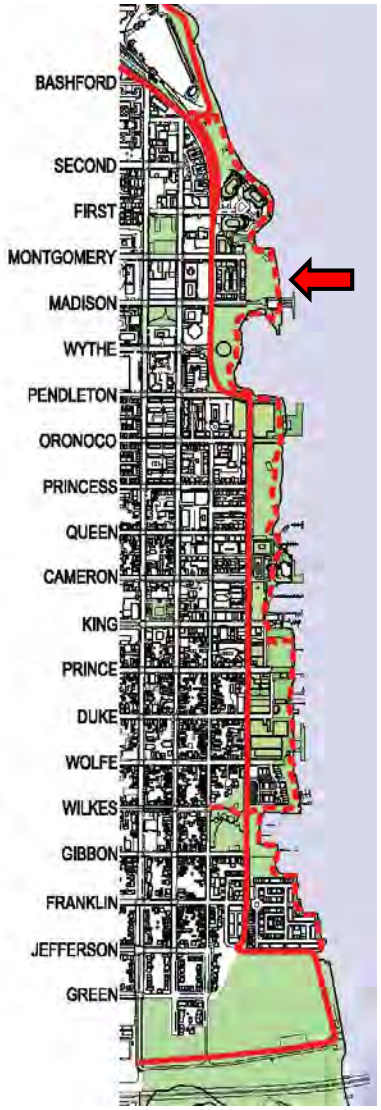
By the late 19th Century, the Alexandria Canal was abandoned, dismantled and filled in. Over a dozen stone blocks were relocated to Rivergate City Park, Ft Ward Park and sites further downriver. The idea for public art at Rivergate City Park is to reuse the canal stones in a meaningful way that will keep them together and safe.

Concepts:

- Repurpose the original stone blocks used in the construction of the Tide Lock
- Emphasize place making on the sweeping lawn of Rivergate City Park

Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Commission and install public art that incorporates the original stone blocks used in the construction of the Tide Lock by "returning" them to the earth as land art
- Place artistic seating in conversational arrangements with views toward the river
- Extend the Art Walk between the Dee Campbell Rowing Center and the river (the boathouse is owned and maintained by the Alexandria City Public Schools)





Armchair Theatre, National Theatre, London, England



Artist's Chair, Saori Ide, San Francisco, CA

General information:
Rivergate City Park lies at the eastern end of Madison Street and north of Oronoco Bay Park. Although owned by the Rivergate Homeowners Association, there is permanent public access to the waterfront park area. East of the pathway is maintained by the City with annual contributions from the Association towards maintenance cost.

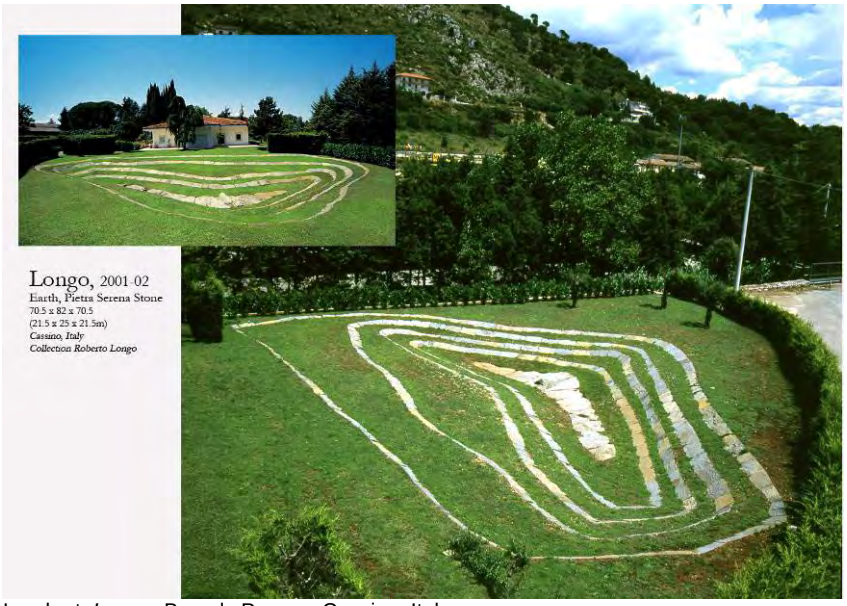
"The Old Alexandria Canal is fast disappearing. The outlet locks down below the railroad bridge are gradually being filled up while all along in the vicinity of the double bridge the banks have been plowed down and seeded." [Alexandria Gazette, 1890]

Historical references:

- Tide Lock Stones: Large stones used in the construction of the Alexandria Canal are located at Rivergate City Park, Ft. Ward Park and other locations along the river.



Land art, *Wave Field*, Maya Lin, Ann Arbor, Michigan



Land art, *Longo*, Beverly Pepper, Cassino, Italy



Proposed locations at Rivergate City Park:

1. Commission and install public art that incorporates the original stones used in construction of the Tide Lock
2. Emphasize place making on the sweeping, landscaped lawn to the river
3. Extend the Art Walk between the Dee Campbell Rowing Center and the river (the boathouse is owned and maintained by the Alexandria City Public Schools)
4. Place artistic seating in conversational arrangements with views toward the river



Rivergate City Park



ORONOCO BAY PARK



City owned property

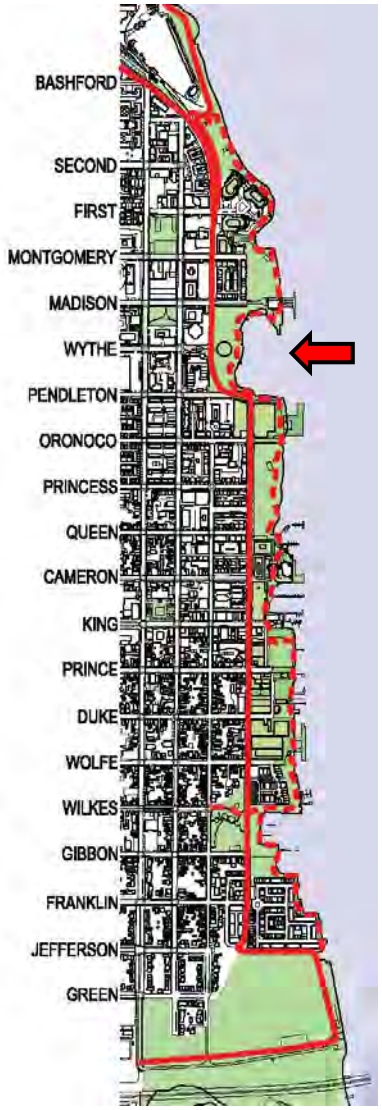
Oronoco Bay Park is an idyllic park that has become the gathering place for civic and musical events like the annual Alexandria Birthday Celebration. This was not always the case. In recent years, Alexandria has made great strides in repairing the ecological damage caused by 150 years of heavy industrialization at this site. To celebrate improving the health of the environment and making a place for the stage arts, public art at Oronoco Bay Park is to be inspired by nature and the performing arts.

Concepts:

- Establish a cultural anchor that emphasizes the performing arts, allowing for the annual Alexandria Birthday Celebration and other large outdoor events
- Continue to resolve environmental issues and celebrate the improving ecological health of Oronoco Bay Park

Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Restore Ralph's Gutt with ivy growing around the lower edge of the lot, as well as wetlands to the south side of the park to allow the river tides to flow in and out
- Reintroduce a "living shoreline" at the water's edge





WaterFire, Providence, RI



Conceptual image of Boxcar Theater



BosmaDance, Alexandria, VA

- Commission and install public art that contributes to the ecological restoration of Ralph's Gutt and the cleansing of the groundwater
- Design and install a permanent outdoor amphitheater, set into the landscape as land art and oriented parallel to the river with the stage facing south
- Re-contour the whole site to accommodate the new features
- Collaborate with the owners of the Sheet Metal Workers Building and United Way Building on public/private public art projects that include an "Art Wall" along the garage walls and in a redesigned Wythe Street entrance corridor
- Install Boxcar Theater (movable stage/production/storage unit on the existing railroad spur)
- Place a gateway sculpture at the Wythe Street entrance to the park






Land Art, *Waccabuc Amphitheatre*, Beverly Pepper, Waccabuc, NY

- Erect a bridge over the restored Ralph's Gutt
- Continue boardwalk along edge of bay
- Add public art to the jetties and to the avian sanctuary for perching and nesting in the original marsh

General information:

Oronoco Bay Park is located on the Potomac River between Madison and Pendleton Streets. Entry is from either Madison or Pendleton Streets or at the Wythe Street Plaza. The plaza entrance is approximately at the center of the park, located between the Sheet Metal Workers of America building and the United Way building. (See addendum page 63 for more information.)

"In its halcyon days, the citizens of Alexandria were a play going people, and would flock to the old Theatre on Cameron Street in crowds." [Alexandria Gazette, November 9, 1863]

"Thomas Graffort, age 79… states that he perfectly remembers that there was a great quantity of Ivy growing round the lower edge of the lot along the (Ralph's) Gutt…" [From deposition taken in 1790, Prince William County, Virginia, Land Causes, 1789-1793]

Historical references:

- A gut is a narrow passage, as a channel of water or a defile between hills. In colonial times a "gutt" was "a channel worn by a current of water." Ralph's Gutt extended from Oronoco Bay southwest across Oronoco Street. It was named in colonial times probably after Ralph Platt, an early settler in the Alexandria area who purchased his land in 1686 and probably moved here shortly afterward with his young son and the young orphan son of his late sister. They grew tobacco and raised cattle and hogs. (See addendum page 64 for more information.)



Amphisculpture, Beverly Pepper, Bedminster, NJ



Water cleansing sculpture*, Flowforms*, John Wilkes, UK

Ecological issues:

In the City's more recent history, the Oronoco Bay area was heavily industrialized, with uses that included oil refining and meat rendering. Ecological problems, such as arsenic in the bay's mud, sewer outfall at the foot of Pendleton Street, and creosote seeping into the Potomac River just south of West's Point, are still being addressed. (See addendum page 63 for more information.)



Downspout planter system, Buster Simpson Seattle, WA

Proposed locations at Oronoco Bay Park:

1. Restore the natural shoreline and Ralph's Gutt
2. Commission and install public art that contributes to the ecological restoration of Ralph's Gutt and the cleansing of the groundwater
3. Collaborate with the owners of the Sheet Metal Workers Building and United Way Building on public/private public art projects that include an "Art Wall" along the garage walls and in a redesigned Wythe Street entrance corridor
4. Install Boxcar Theater (movable stage/production/storage unit on existing railroad spur)
5. Design and install a permanent outdoor amphitheater, sculpted from the riverside landscape and oriented parallel to the river and with the stage area facing south
6. Place a gateway sculpture at Wythe Street park entrance
7. Place a bridge over the restored Ralph's Gutt
8. Continue boardwalk along edge of bay
9. Add public art to the jetties and to the avian sanctuary for perching and nesting in the original marsh



ROBINSON TERMINAL (north)



Private property

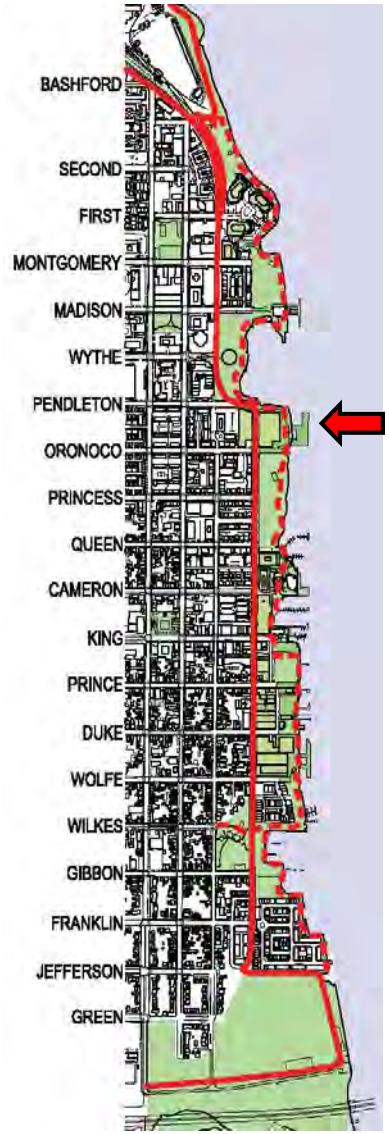
The theme for proposed public art at the Robinson Terminal is to parallel that of Oronoco Bay Park. Inspiration is found in nature and the performing arts.

Concepts:

- Work with the developers of the Robinson Terminal site to establish public/private collaborations on public art projects
- Emphasize the performing arts and return to nature

Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Encourage mixed-use development that includes a performing arts center (including a black box theater, practice studios and wardrobe facilities for music, dance and theater productions, as well as providing space for administrative offices for arts organizations)
- Emphasize the Potomac River and water in the design of the site
- Encourage the installation of a café overlooking the Potomac River as part of the mixed-use development of the site
- Maintain dock access for historic vessels and private boats





Signature Theatre and Shirlington Library, Arlington, VA



Waterfront Art Center, Scandinavia



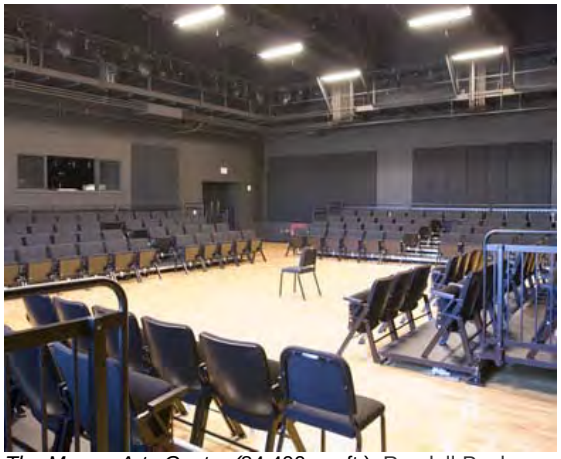
Fountain, WET Design, Brooklyn Museum of Art, New York, NY

- Add stepped seating in the new retaining wall that extends from Pendleton Street along the Oronoco Bay shoreline
- Place a water feature on the dock overlooking the river
- Keep biking and walking paths separate

"…It is to the advantage of every city to furnish places of amusement, and none, are as attractive as the theater." [Alexandria Gazette, October 13, 1859; T. Michael Miller, editor, "Alexandria and Its Improvements" Pen Portraits of Alexandria, Virginia, 1739-1900]

General information:

Robinson Terminal Warehouse Corporation has been actively involved in the warehousing business since 1939. The terminal has two deep water berths on the Potomac River with drafts of 22 feet. The terminal is also serviced by Norfolk Southern, and can handle up to seventeen railcars at one time. They are experienced in handling various commodities and products, most recently concentrating on forest products. The terminal is one of the largest handlers of newsprint on the East Coast and the only working port in Alexandria and the surrounding Washington D.C. Metropolitan area.



The Murray Arts Center (84,400 sq. ft.), Randall-Paulson Architects, Marietta, GA



Stepped seating, Serpentine Gallery Pavilion 2007, Olafur Eliasson and Kjetil Thorsen, London, England

WEST'S POINT



City owned property

In 1732, a tobacco warehouse was constructed on the shore of the Potomac on land owned by Hugh West. From this simple structure, the City of Alexandria grew. Proposed public art at West's Point is to celebrate the origins of Alexandria.

Concept:

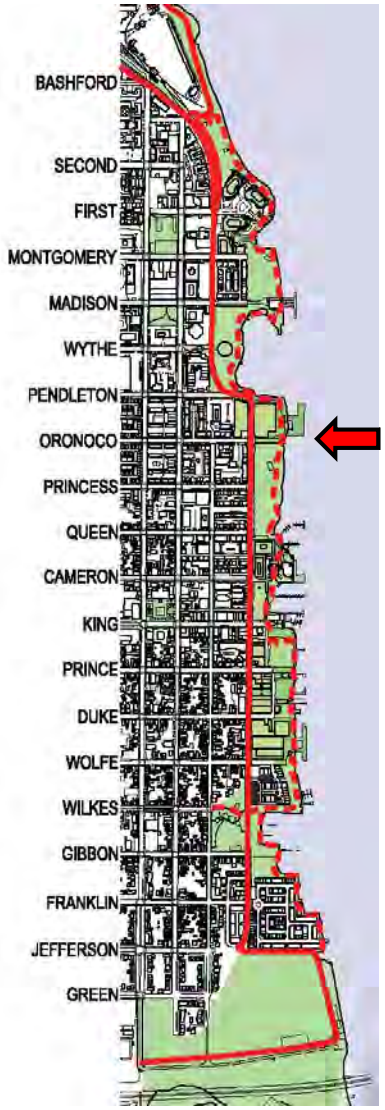
- Celebrate Alexandria's beginnings

Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Commission and install public art that is inspired by Alexandria's first colonial structure, a tobacco inspection warehouse built in 1732
- Install artist-designed seating on the jetty

General information:

West's Point Park is located at the eastern end of Oronoco Street on the Potomac River between Robinson Terminal North and Founders Park. This property was deeded over to the City by Robinson Terminal in 1986. Oronoco Street was named after a type of Tobacco grown in early Virginia.





Franklin Court, Robert Venturi, Philadelphia, PA



Curing tobacco leaves



Riven clapboards

"Early utilitarian structures showed no concern for fashion. The first tobacco warehouse was a simple forty- or sixty-foot square, probably ten feet high inside, framed with hewn timbers and sided with rough, riven clapboards. It was erected in 1732 by area resident John Summers and two of his slaves." [Alexandria Archaeology Looks Back at 250 Years of Alexandria History, Office of Historic Alexandria]

Historical references:

- 1732 Tobacco Warehouse: Passed in 1730, the Virginia Inspection Acts revolutionized tobacco regulation and became a permanent feature of trade until the War for Independence. The Inspection Acts established public warehouses with official inspectors and required planters to transport every hogshead of tobacco in the colony to a warehouse for inspection. The inspectors were empowered to break open each hogshead, remove and burn any trash, and issue tobacco notes to the owner specifying the weight and kind of tobacco. (See addendum page 64 for more information.)

Ecological issues:

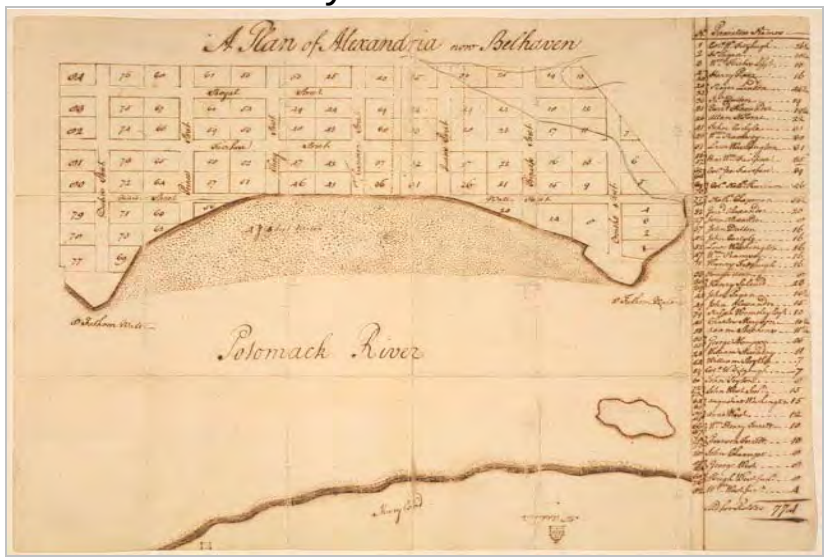
The City of Alexandria has installed a containment boom to control the discharge of an oily substance that has been found in the Potomac River near the Oronoco Street storm sewer outfall. The City is working with other governmental agencies to protect the environment and ensure that no residents or businesses are affected.

Proposed locations at West's Point:

1. Celebrate Alexandria's origins as a city at this site
2. Commission and install public art that is inspired by Alexandria's first colonial structure, a tobacco inspection warehouse built in 1732
3. Install artist-designed seating on the jetty



The Crescent Bay



A Plan of Alexandria, now Belhaven, Plat from 1749

Alexandria was established along a bay on the Virginia side of the Potomac River by Scottish traders in the 1730s. The original bay arced southward from West's Point to Point Lumley. Acknowledgement of Alexandria's former crescent bay is to be the inspiration for proposed public art at West's Point, Point Lumley and sites along the Potomac.

Concept:

- Indicate the location of colonial Alexandria's primal shoreline

Recommendation:

- Where possible, suggest with public art the outline of Alexandria's original crescent bay

Historical references:

- The crescent-shaped bay upon which Alexandria was founded offered proximity to the Potomac, but consisted largely of shallows and mud flats bounded by thirty-foot bluffs. The first citizens of Alexandria industriously altered the natural landscape to remove these impediments to fit their economic needs and concept of livability. [Alexandria Archaeology Looks Back at 250 Years of Alexandria History, Office of Historic Alexandria]

"The town is built upon an arc of this bay; at one extremity of which is a wharf; at the other a dock for building ships, with water sufficiently deep to launch a vessel of any rate or magnitude." [Travels through the Middle Settlements in North-America, Archdeacon Andrew Burnaby, 1775]



11 Minute Line, Maya Lin, Wanas Foundation, Sweden



11 Minute Line, Detail

FOUNDERS PARK



City owned property

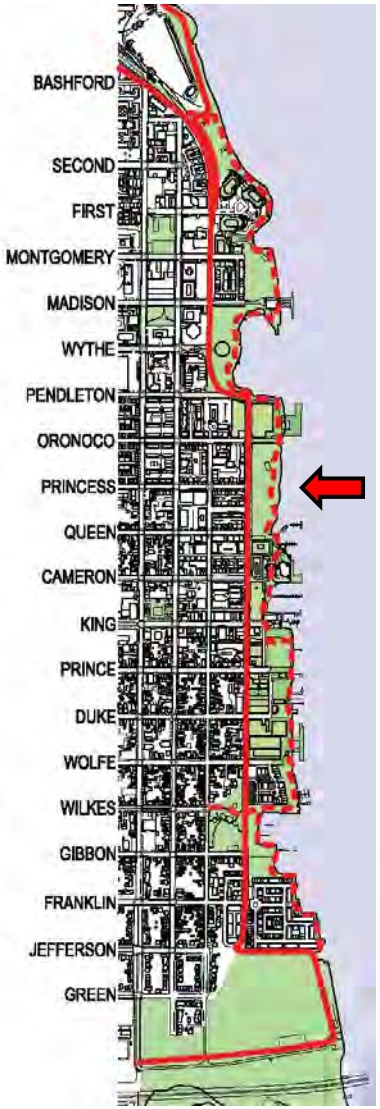
Every spring from the mid 1800s to the early 1900s, in what is now Founders Park, temporary tenements were erected along the wharves to house businesses dedicated to the salting, packing, selling and eating of fish. What became known as Fishtown was lively, loud, malodorous, and sometimes dangerous. Fishtown is to be the inspiration for proposed public art at Founders Park.

Concepts:

- Celebrate Fishtown, a seasonal African American enclave associated with the 19th Century fish trade
- Find inspiration for public art from the lives of Alexandria's founders

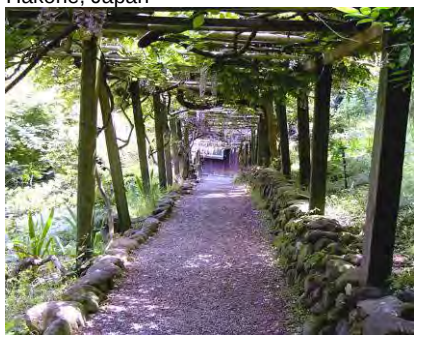
Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Commission and install public art projects inspired by Fishtown
- Commission and install public art inspired by the cultural and economic importance of shad and herring to the area
- Portray history: make the park home base for roving performers who make Alexandria's history and cultural heritage come alive
- Add to existing gardens: beds of perennial plantings, trees, and flowers; consider installing a maze garden and trellis for shade
- Frame views of the Maryland shoreline with permanent and temporary sculptures





Garden Maze, Hakone Open Air Museum, Hakone, Japan



Covered trellis, Hakone Gardens, Saratoga, CA



Floating Land, Elizabeth Poole, Queensland, Australia

General information:
Owned by the City, Founders Park is primarily a passive park with a volleyball court and dog park. Since 1978, Founders Park Community Association, a 501(c)3 organization, has been working to protect, preserve, and improve the park.

"From a quiet, almost deserted suburb, Fishtown springs in a few days to be a mart full of business and fish. The change which early in March comes over the waterside of this city, ranging between Princess and Oronoko (sic) Streets, is as great as that which visits the fields and the forests. [Alexandria Gazette, April 19, 1860]

Historical references:



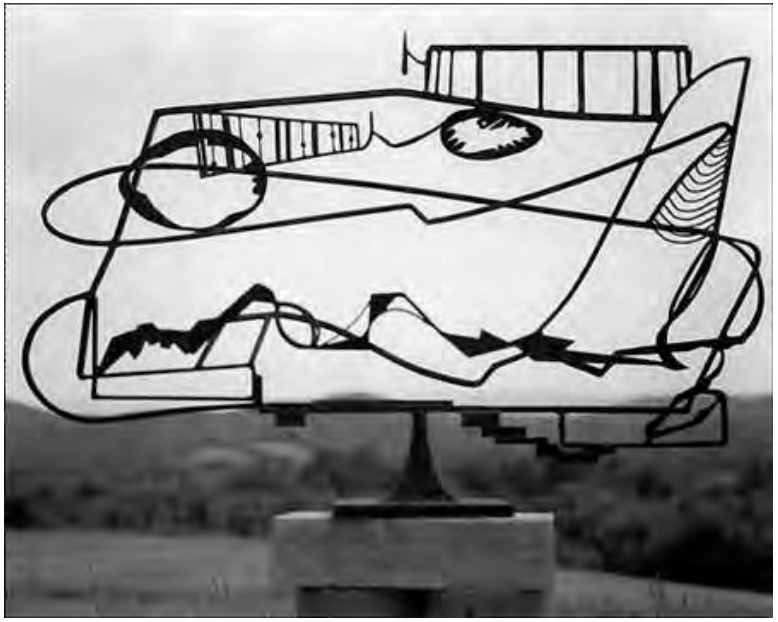
- Fishtown developed in the mid nineteenth century and occupied what is today Founders Park. As fishing season began each spring, throngs of fishmongers rented wood to build shacks along the wharves, dismantling them at the end of the season and returning the wood. Since "hired" wood could not be cut, a plank was left out; thus, windows were 15 feet long and 1 foot tall. These temporary tenements housed a variety of businesses dedicated to salting, packing, selling, and eating fish. (See addendum page 65 for more information.)



- Shad and herring were the fish of choice at Fishtown. Both fish are anadromous, fish that live mostly in the ocean but breed in fresh water. Young fish swim from the fresh water of the Potomac, where they are born, and make their way to the Chesapeake Bay and then to the seas beyond. Because their spawning patterns were predictable they were easily caught. They were overfished and their population greatly declined. In the 1980's, Virginia instituted restrictions on shad and herring fishing that continues today. (See addendum page 65 for more information.)



School of Fish (wind indicators), Buster Simpson, Edmonds, WA



Hudson River Landscape, David Smith, Whitney Museum of Art, New York, NY

Proposed locations at Founders Park:

1. Celebrate Fishtown, a seasonal African American enclave associated with the 19th Century fish trade
2. Find inspiration for public art from the lives of Alexandria's founders
3. Commission and install public art projects inspired by Fishtown
4. Commission and install public art inspired by the cultural and economic importance of Shad and Herring to the area
5. Portray history: make the park home base for roving performers who make Alexandria's history and cultural heritage come alive
6. Add to existing gardens: beds of perennial plantings, trees, and flowers; consider installing a maze
7. Place permanent and temporary sculpture, perhaps view-framing



CITY MARINA



City owned property

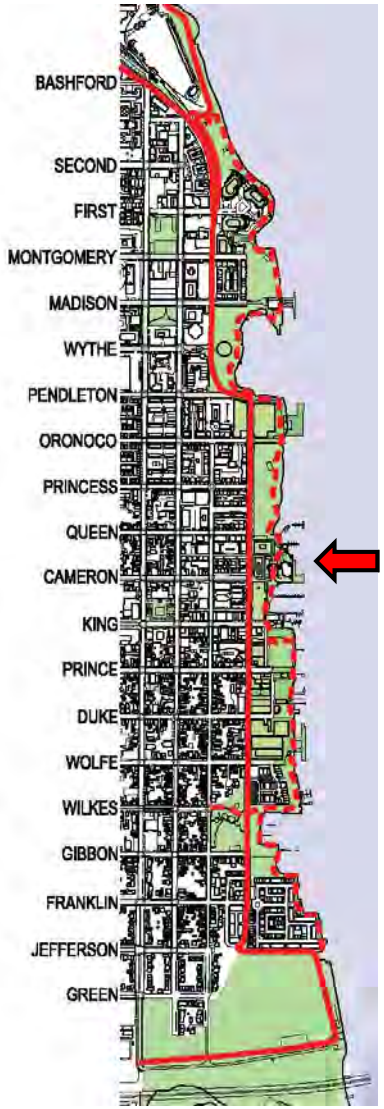
The redesign of the piers at City Marina will offer an opportunity to incorporate artistic design elements that tie into the Art Walk esthetic.

Concepts:

- Improve pedestrian flow from Founders Park to Torpedo Plaza
- Incorporating public art in all aspects of the City Marina and adjacent areas
- From multiple points of view, find inspiration for public art in the Federal Army's occupation of Alexandria during the Civil War

Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Work with Realco Project Management Services to redesign the first floor of the Food Court as open space for an indoor market or visitor orientation center
- Recognize the occupation of Federal troops in Alexandria and the death of Colonel Elmer Ellsworth, the first conspicuous casualty of the Civil War
- Place artist-designed outdoor screens in front of trash receptacles at the rear of Chart House Restaurant and Food Court





Mooring Ball and potential piece of public art



Eastern Market, Washington, DC



Artistic outdoor screen, DeYoung Museum, San Francisco, CA

General information:
The City owns the Food Court property with a long term lease with Realco Project Management Services.

City Marina is close to parks, the bike path, quaint restaurants, shops, and historic sites. For boating enthusiasts, the marina is a three mile cruise from Washington DC and Maryland. In addition to affording a spectacular view of the Potomac River, the City Marina has overnight boat slips plus additional short-term docking space on sea walls and adjacent areas. The City Marina offers docking for pleasure boats and commercial vessels. For boaters who wish to stay overnight, restroom and shower facilities are available.

"Excuse me but I cannot talk (unexpected sobbing). I will make no apology, gentlemen, for my weakness but I knew Ellsworth well, and held him in great regard." [Abraham Lincoln after hearing of Elmer Ellsworth's death, 1861]

Historical references:



- Colonel Elmer Ellsworth (1837-1861) was the first officer to die in the Civil War. He was twenty-four-years-old and a personal friend of President Lincoln, who appeared to be the Union's most promising officer. To the North, he was a symbol of patriotism, and America's foremost parade-ground soldier; to the South he was a symbol of arrogance and Northern aggression. (See addendum page 65 for more information.)

Proposed locations at City Marina:

1. Improve pedestrian flow from Founders Park to Torpedo Plaza
2. Incorporate public art in all aspects of the City Marina and adjacent areas
3. From multiple points of view, find inspiration for public art in the first day of the Federal Army's occupation of Alexandria during the Civil War
4. Work with Realco Project Management Services, to redesign the first floor of the Food Court as open space for an indoor market or visitor orientation center
5. Place artist-designed outdoor screens in front of trash receptacles at the rear of Chart House Restaurant and Food Court



TORPEDO PLAZA & MARINA PARK



City owned property

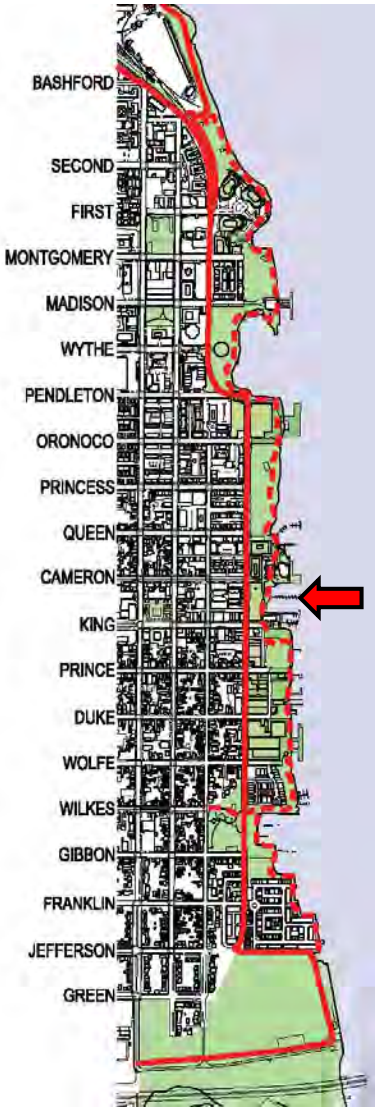
The proposed public art at Torpedo Plaza is to celebrate the transformation of the Torpedo Factory from a munitions plant into an art center.

Concepts:

- Integrate the Torpedo Factory Art Center with the Art Walk (see Torpedo Factory Art Center below)
- Encourage the installation of permanent and temporary public art pieces in and around the Torpedo Factory Art Center

Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Commission and install public art that contrasts the original purpose of the U.S. Naval Torpedo Station with that of the Torpedo Factory Art Center today
- Collaborate with the owners of 201 North Union Street and place a large vertical public art piece at the street-front plaza at the foot of Cameron Street
- Install artist-designed tables and conversational seating
- Install sculptural benches and sunshades





Seascape Canopies, Searsport, ME



Jamey Turner and his Glass Harps, Alexandria, VA



Fences, DeYoung Museum, San Francisco, CA

- Commission more food carts and add vendors for seasonal foods such as hot chestnuts, pretzels and ice cream
- Encourage outdoor performers
- Integrate technology, such as a digitized announcement board, to promote Art Walk events
- Remove the gazebo and replace it with a small artist sculpted carousel
- Install an artist-designed gated screen, to hide river debris near Old Dominion Yacht Club
- Enhance alleyways from Torpedo Plaza to Union Street, and from the dock area to King Street, with artistic lighting
- Restore original pier in front of Torpedo Factory; widen pier for public circulation to provide views of the Torpedo Factory from the water


Commission more food carts

General information:

The Torpedo Plaza and City Marina are located behind the Torpedo Factory Art Center. The dock allows for a wonderful vantage point to see the Potomac River, with views far south beyond the Wilson Bridge and north past the Washington Channel. Visitors find plenty of benches for resting, eating lunch or watching the boats come and go. The Potomac Riverboat Company offers the public river tours up and down the Potomac and as well as a water taxi services between Alexandria and National Harbor.

"…and they shall beat their swords into plowshares…"
[Isaiah 2:4]

Historical references:

U.S. Naval Torpedo Station: On November 12, 1918, the U.S. Navy began constructing a torpedo factory in Alexandria, named the U.S. Naval Torpedo Station. Over the next five years it was responsible for the manufacture and maintenance of torpedoes and subsequently served as a munitions storage area until World War II. As the demand for weapons dramatically increased during the war, it resumed production activity and the factory was substantially expanded with ten new buildings. Mark XIV torpedoes were manufactured in the factory in 1945, two of which are on display at the Art Center.



After World War II, production ceased and the building was used throughout the 1950s and 1960s by the Smithsonian institution who stored art and Paleontological items and by Congress who stored documents. In 1969, the President of The Art League, Marian Van Landingham proposed to adapt the building for studios for working artists and following the approval of the Alexandria Bicentennial Commission, the factory complex was purchased by the City of Alexandria from the Federal Government. Large-scale renovation began in the May of 1974 and the redevelopment team worked arduously through the summer, enabling the new center to formally open on September 15, 1974. From 1982 to 1983, the building underwent further renovation in compliance with the City's waterfront development plan and was entirely gutted and rebuilt with a new ventilation system and central heating. It formally reopened on May 20, 1983.




Mark XIV torpedo

Torpedo Factory Art Center



City owned property

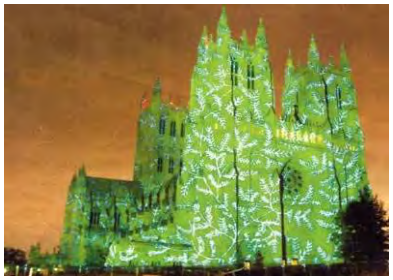
The Torpedo Factory Art Center was critical to the success of the 1982 Waterfront Plan and will be just as vital to the Art Walk.

Concept:

- Emphasize the Art Center as the central cultural anchor of the Art Walk
- Integrate the Art Center into the Art Walk

Recommendations:

- Encourage temporary public art exhibitions on Torpedo Plaza
- Reinforce the Art Center roof with a structural deck and install a rooftop sculpture garden and café; also add fourth-floor elevator access and bring the fire stair to code
- Make the Art Center building more innovative and dynamic by having temporary artistic displays on the waterfront façade, for example projecting light shows and hanging sculptures
- Incorporate the smokestack into a public art project
- Install Art Deco inspired stainless steel lettering on the waterfront façade to replace existing Art Center signage



Projected light, Washington Cathedral, Gerry Hofstetter, Washington, DC



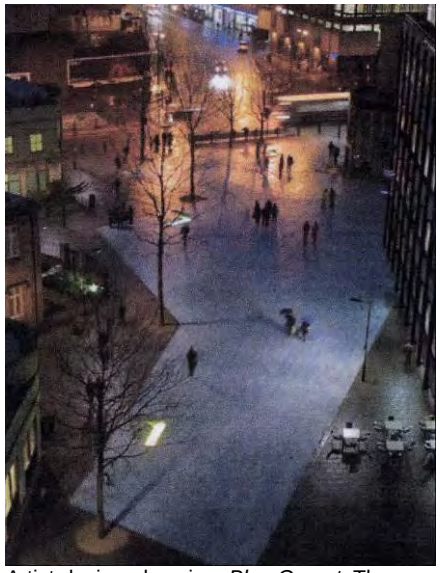
Projected light, Omni William Penn Hotel, Lucette de Rugy, Pittsburgh, PA



Smokestack, Leipzig, Germany



Artist concept for sculpted banners



Artist-designed paving, *Blue Carpet,* Thomas Heatherwick, Newcastle-Upon-Tyne, UK



The Iris and B. Gerald Cantor Roof Garden, Metropolitan Museum of Art, New York, NY



Roof Garden Café, the Met

- Commission and install artist-designed stainless steel banners on the waterfront façade
- Install Art Deco inspired glass and metal awnings over the Art Center's waterfront entrances
- Replace the existing Torpedo Plaza deck with an artist-designed deck
- Implement the interior design consultant Cooper Carry's renovation for the Art Center's interior waterfront entranceway

General information:

The Torpedo Factory Art Center is the highlight of Alexandria's Potomac River waterfront, attracting approximately 500,000 visitors annually. There are 82 artists' studios, six galleries, two workshops, The Art League Gallery and school, and the Alexandria Archaeology Museum. The Art Center has working studios for more than 165 visual artists who produce artwork in a wide variety of media, including painting, ceramics, photography, jewelry, stained-glass, fiber, printmaking and sculpture. The artists allow the public to join them in their studios and observe their creative processes. Visitors are encouraged to ask questions and may purchase the artists' original work. Interested individuals may sign up for art classes with The Art League School.

The Art Center building is owned by the City. Realco Project Management Services leases the air-rights to the two outdoor brick plazas adjacent to the waterfront entrances of the Art Center.





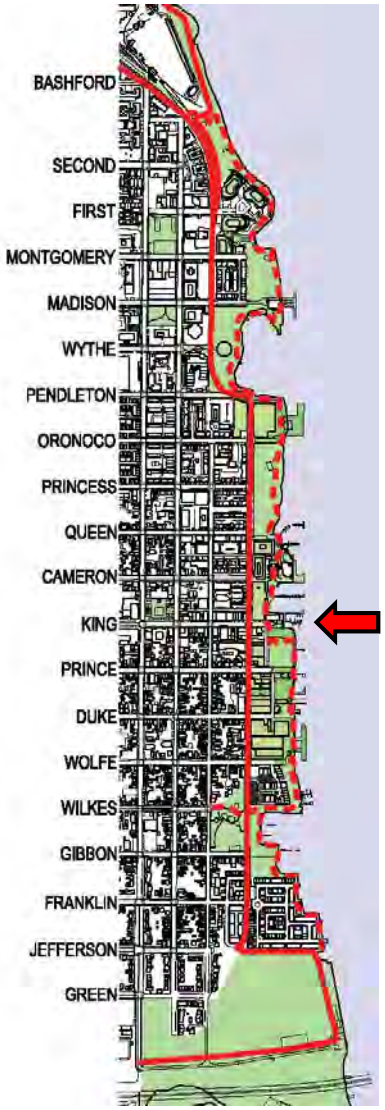
Rooftop sculpture garden, Shaw Center for the Arts, LSU, Baton Rouge, LA



Temporary holiday façade, Jean-Charles de Castelbajac, Paris, France

KING STREET PARK







Vertical Garden, Patrick Blanc, Madrid, Spain



The iconic *Pumpkin*, Yayoi Kusama Naoshima, Japan



Reflecting pool, Les Quatre Vents, Frank Cabot, La Malbaie, Quebec, Canada

King Street Park is located at the intersection of Alexandria's two most alluring sights: the Potomac River and King Street. Public art placed here will become the symbol of Alexandria.

Concepts:

- Give weight to the importance of where King Street meets the Potomac River
- Work with the Old Dominion Boat Club to build private/public collaborations for public art projects
- Combine Waterfront Park, King Street Park, and Point Lumley into one continuous park along the river as suggested in the *Waterfront Concept Plan*

Recommendations:

- Continue the Art Walk along the Potomac River

- Continue in-pavement lighting
- Extend a new pier from King Street out over the Potomac River as suggested in the *Waterfront Concept Plan*
- Place an iconic sculpture at the terminus of King Street that symbolically represents Alexandria, possibly a six-foot-tall statue inspired by Alexandria's oldest artifact, the 13,000-year-old Clovis Point
- Find inspiration for public art from artifacts found in the Alexandria Archaeology Museum collection
- Combine Waterfront Park, King Street Park, Point Lumley and the adjacent City owned buildings into one continuous park along the river as suggested in the *Waterfront Concept Plan*
- Install a reflecting pool
- Install a wall garden along the fences
- Install artist-designed benches along Art Walk

"Alexandria you would scarcely know; so much has it increased since you was (sic) there…What were the Commons are now all inclosed (sic) and many good houses placed on them." [George Washington in letter to David Humphreys, 1797]

Historical references:

- The Alexandria Archaeology Museum has an extraordinary collection of well preserved artifacts, excavated from more than 150 archaeological sites in the City. Containing over 2,000,000 items collected since 1965, the collection's breadth and depth make it one of the foremost for use in comparative studies in historic and urban archaeology.



The Clovis Point

General information:

The Old Dominion Boat Club is a private club, organized in July, 1880 to combine physical fitness and sport with a social atmosphere. In 1921, the Club purchased the property known as the Old Alexandria-Washington Ferry Company at the foot of King Street. After a fire destroyed the ferry building in March 1922, it was decided that as soon as the insurance was paid, a new Club would be built on the site. [From *History of the Early Days at the Old Dominion Boat Club* by Ray Cobean - ODBC Club Historian]





Reina Mariana (monumental sculpture), Manolo Valdés, New York, NY

WATERFRONT PARK



City owned property

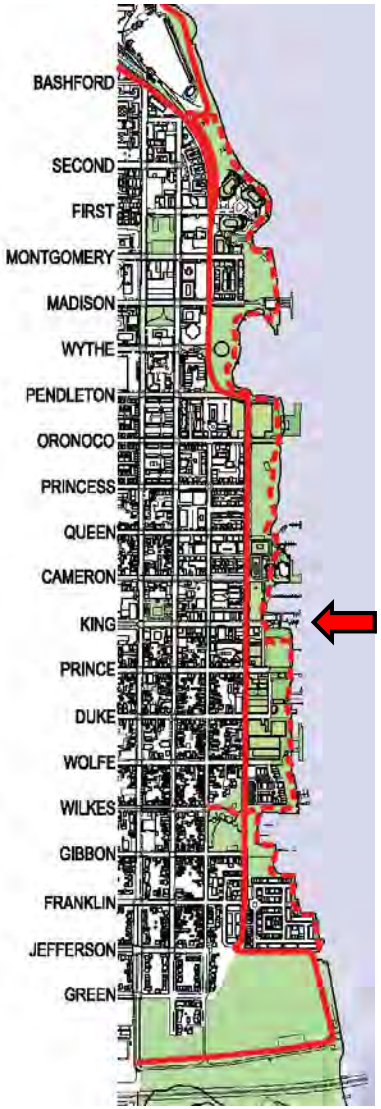
By relocating the Old Dominion Boat Club's parking lot and making changes to Prince Street, three waterfront parks can be joined, allowing greater public access to the Potomac River from King Street. The inspiration for proposed public art at Waterfront Park is to be the family.

Concepts:

- Combine Waterfront Park, King Street Park, and Point Lumley into one continuous park along the river
- Celebrate family life at Waterfront Park
- Place public art pieces among the trees

Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Move the Old Dominion Boat Club's parking lot away from the river to allow Waterfront Park to be joined with King Street Park as suggested in the Waterfront Concept Plan
- Conclude Prince Street at the Strand to allow Waterfront Park to be joined with Point Lumley





Spiral of Trees, Beverly Pepper, Barcelona, Spain



Outdoor chess board, Boston, MA



Jim Henson Puppets

- Commission and install a glass public art piece inspired by the historic Reed's Ice House
- Install sculptures placed among trees
- Enhance family use with seating in conversation groups
- Install artist-designed benches under trees
- Install tables with built-in game boards
- Establish puppet shows, storytelling and summer painting workshops

General information:

Waterfront Park is known for its summertime night concerts, as well as many other small festivals and events. The park is primarily an open turf area bordered on the north and south by several large evergreens that are used in Christmas/wintertime displays. The park benefits from an in-ground irrigation system.

Other amenities include a chess table, benches and a very large 18th century cannon that the children climb on. There is on site parking, area lighting and boat dock. The 19th Century Schooner Alexandria was docked here in recent years before being lost at sea in 1996.

The schooner Alexandria



Historical references:

- The Alexandria was a 125-foot three-masted schooner with four headsails. She was acquired in 1984 by the Alexandria Seaport Foundation. The foundation kept her as a live museum docked at Waterfront Park and the ship was sailed as a goodwill ambassador for the City of Alexandria. After being sold, she sank off Cape Hatteras, NC, on December 6, 1996.

"There is no better evidence of the sound and healthy condition of society – and of the taste and refinement of a community – than the attention that is paid by it to education, literature, and culture of the fine arts." [Manuscripts of an Old Bachelor: Reminiscences of Alexandria in the 1830's, T. Michael Miller]

Proposed locations at Waterfront Park:

1. Combine Waterfront Park, King Street Park, and Point Lumley into one continuous park along the river
2. Enhance family use with seating in conversation groups
3. Install artist-designed benches under trees. Install tables with built-in game boards
4. Install sculptures placed among trees
5. Conclude Prince Street at the Strand to allow more park space
6. Establish puppet shows, storytelling, summer painting workshops



THE STRAND



Private and City owned properties

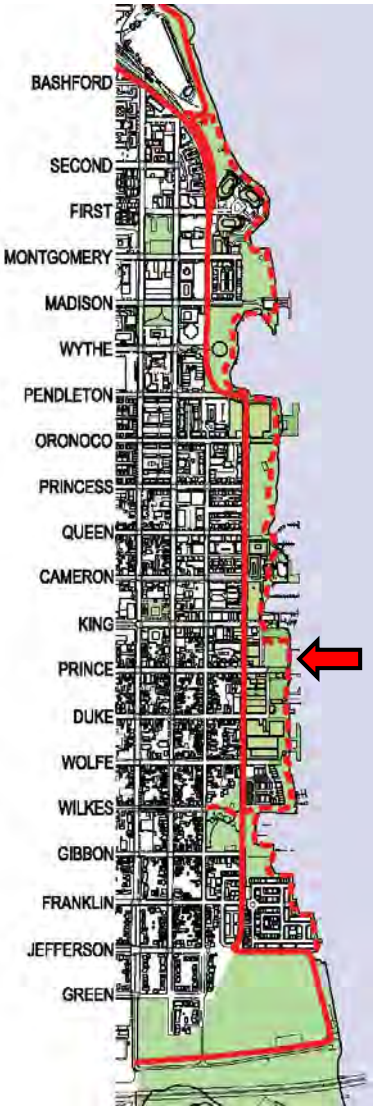
Through much of Alexandria's history, the Strand was the heart of the waterfront. Establishing a cultural anchor and giving people a feel for waterfront history is to be the inspiration for the proposed public art at the Strand.

Concept:

- Establish a cultural anchor on the Strand with access to the Art Walk
- Promote the Strand as a place where "strands" of history, art and culture intertwine
- Celebrate the lives of those who lived and worked on the waterfront

Recommendations:

- Provide space on the Strand for The Art League School, Alexandria Seaport Foundation and Historic Alexandria History Center and Museum Shop (see addendum pages 66-69)
- Include the Athenaeum as part of the newly established cultural anchor on the Strand (see addendum page 70)



theartleague

ALEXANDRIA SEAPORT FOUNDATION



Historic Alexandria History Center & Museum Shop

ATHENAEUM

- Commission and install a public art piece that acknowledges the role enslaved Africans played in developing the waterfront
- Commission and install public art pieces that are inspired by the history of the Strand

General information:

The Strand is a two block stretch of road that runs between South Union Street and the Potomac River, terminating at the foot of King and Dukes Streets. The Stand abuts the parks of King Street, Waterside and Point Lumley.

By definition a strand is a horizontal strip of land adjoining water that lies between the tide-marks. A strand is also a pattern forming a unity within a larger structural whole like "a strand of logic or hair." The Art Walk conceptually incorporates the Strand as the latter, as a convergence of art, culture, history and nature.

"(Union Street) and the Strand were alive with boats from early in the morning until late in the evening and the water was filled with everything that could float in the way of planks, barrels, fords of wood, broom corn, etc., which had drifted from the wharves and stores while anxious storekeepers encased in rubber suits were wading about in their stores endeavoring to move perishable goods to places of safety." [Alexandria Gazette, June 3, 1889]

"…There had been a fire and it had burned over a section at one time the busiest in Alexandria's history – the space on the Strand from Duke to Prince Streets." [Alexandria Gazette, June 3, 1897]

Historical references:

- The Strand: Throughout its history, the Strand was mostly made up of wharfs and warehouses. Fires were common, causing great damage and loss of property and life. Ironically, the addition of fire completes the four classical elements making up the phases of matter – wind (sails), water (river) and earth (land).
- Slavery: Enslaved Africans should be credited for helping to shape much of Old Town Alexandria. They graded the bluff overlooking the Potomac River, built roads and wharves to expand Alexandria's trade, and constructed brick and frame houses which can still be seen today.

  Slaves worked in many Alexandria businesses including potteries, sugar refineries and shipyards. They also provided service in homes and taverns. Some worked for their owners, and others hired out. Most slaves lived in their owners' homes or outbuildings; others lived at their place of employment or in independent households of free blacks.



Coal Wharf, circa 1864, photo by Matthew Brady, Alexandria, VA

Proposed locations on the Strand:

1. Establish a cultural anchor on the Strand with access to the Art Walk
2. Commission and install a public art piece that depicts the role of the slave in Alexandria's development
3. Provide space on the Strand for The Art League School, Alexandria Seaport Foundation and Historic Alexandria History Center and Museum Shop



POINT LUMLEY



City owned property

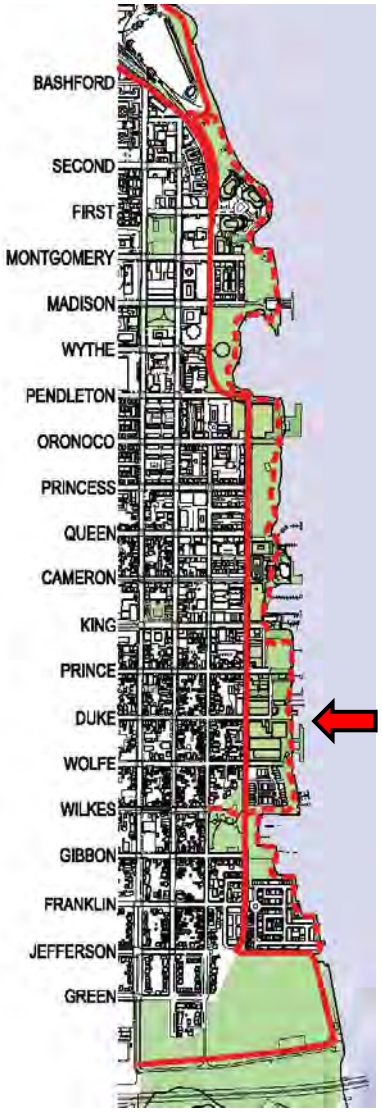
Alexandria was founded because of its potential as a seaport. The proposed public art in Point Lumley is to be inspired by Alexandria's maritime history.

Concepts:

- Recognize the port of Alexandria and its rich seafaring traditions in this park
- Recognize that George Washington's cargo-hauling brig *Farmer* was docked near here
- Combine Waterfront Park, King Street Park, and Point Lumley into one continuous park along the river

Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting





Joie de Vivre, Aristides Demetrios, castings available, Montecito, CA



Fountain, Bergen, Norway



Joyous Resonances, Aristides Demetrios, castings available, Montecito, CA

- Construct at Point Lumley a public art piece that represents the masts, sails and riggings of George Washington's brig
- Create a public art piece, with the advice of the Alexandria Seaport Foundation, where participants "learn the ropes" on the mast and riggings of the public art piece
- Establish a sculpture garden at Point Lumley
- Frame view of Wilson Bridge highlighted with "picture frame" sculpture
- Provide arbors for shade
- Install sculptures and artist-designed benches on jetty

General information:

Point Lumley Park is located at the foot of Duke Street on the Potomac River. It was formerly owned by Robinson Terminal and was deeded over to the City in 1986.

There are several benches for sitting and taking in the beautiful view of the river and nearby boat docks. At Point Lumley Park, people walk their dogs, sunbathe, river watch, read, boat and stroll from park to park along the river.

In April, 1775, Philip Curtis, the captain of George Washington's brig Farmer, arrived at Mount Vernon from a voyage that carried 4,000 bushels of "Indian Corn" to Lisbon and returned with 3,000 bushels of salt from the Turks Islands in the Caribbean. [The Diaries of George Washington, Vol. 3, Donald Jackson, ed., University Press of Virginia, 1978]

Historical references:



- A brig is a large sailing vessel with two square-rigged masts. George Washington's cargo-hauling brig *Farmer* was docked near Point Lumley.
- The idiom "learning the ropes" comes from the days of sailing ships when new recruits had to learn how to tie knots and which rope hauled up which sail. After mastering these basic skills sailors had "learned the ropes."



Cargo-carrying brig Pilgrim, photo by Donny Mac

Proposed locations at Point Lumley:

1. Combine Waterfront Park, King Street Park and Point Lumley into one continuous park along the river
2. Construct at Point Lumley a public art piece that represents the masts, sails and riggings of George Washington's brig
3. Create a public art piece, with the advice of the Alexandria Seaport Foundation, where participants "learn the ropes" on the mast and riggings of the public art piece



Point Lumley



ROBINSON TERMINAL (south)



Private property with no public access

Robinson Terminal is the last in a long line of working waterfront warehouses and wharves that proliferated on the Strand. As the waterfront is developed, the feel of Alexandria's historic waterfront must not be lost.

Concept:

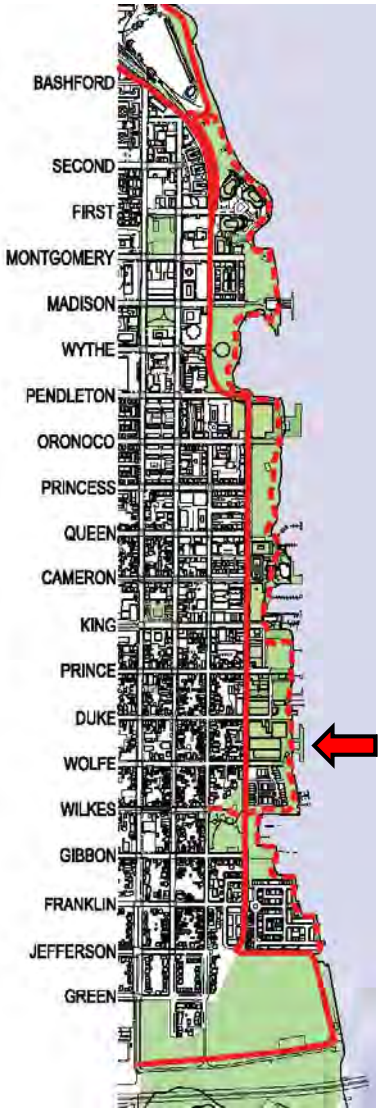
- Find ways to incorporate areas in and around Robison Terminal as part of the Cultural Anchor being established on the Strand

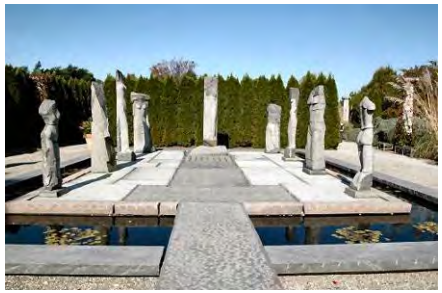
Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Establish public/private collaborations for public art installations at Robinson Terminal
- Place public art on the waterfront dock of Robinson Terminal
- Celebrate Robinson Terminal's place among the historic warehouses and wharves of the Strand

General information:

(For general information on Robinson Terminal north see above on page 21.)





Nine Muses, Carlos Dorrien, Hamilton, NJ



Eagle, Alexander Calder, Seattle, WA



Black Sun, Noguchi, Seattle, WA

Proposed locations at Robinson Terminal south:

1. Work with the owners of Robinson Terminal to allow public access along the shoreline
2. Establish public/private collaborations for public art installations at Robinson Terminal



Robinson Terminal South



ROBERDEAU PARK



City owned property

In the late 18th century, Daniel Roberdeau started his distillery business here. In the mid 19th century, Smith and Perkins Locomotive Works began building railway locomotives and cars. The inspiration for the proposed public art at Roberdeau Park will reflect its industrial past.

Concept:

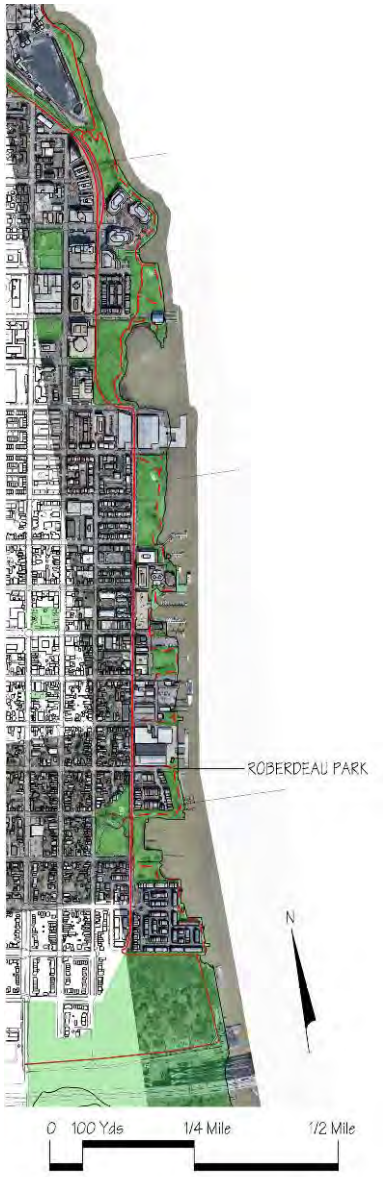
- Celebrate Alexandria's industrial past at Roberdeau Park

Recommendations:

- Continue Art Walk along river
- Continue in-pavement lighting
- Place sculpture reflecting the industrial history of the site
- Place view-framing sculptures

General information:

Roberdeau Park is located at the foot of Wolfe Street, on the shore of the Potomac River. The park is used by visitors for sitting and





Massimo Ghiotti, Turin, Italy



Industry, Queen's University, Belfast, Northern Ireland



Jeff De Boer, Calgary, Canada

watching life on the river. It has a wonderful view looking south toward Wilson Bridge, the boating marina, Harborside townhouses and the next-door neighbor park, Shipyard Park. In 1986, the owners of Robinson Terminal deeded the property over to the City.

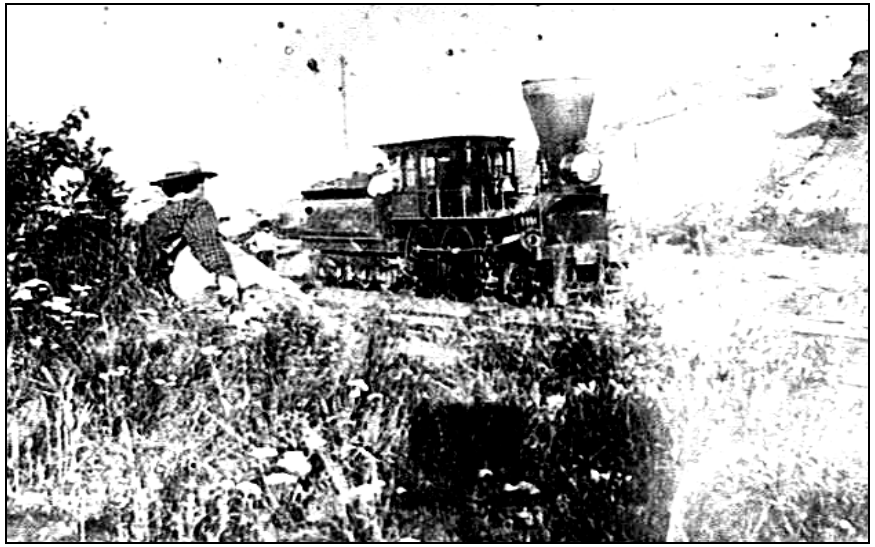
Historical references:

- In 1774, Daniel Roberdeau established a wharf and large distillery business on the waterfront, known for its Alexandria Rum. During the Revolutionary War, he served with distinction as a brigadier general in the Continental Army.

"…At the time of our visit, we saw three powerful freight engines destined for the Pennsylvania Central Railroad, one of which, the most finished specimen of workmanship we ever saw…" [Virginia Locomotive and Car Works located at Wolfe and Union Streets, Alexandria Gazette, December 1, 1852]

- Industry: In the mid nineteenth century, Alexandria was home to the Smith and Perkins Locomotive Works (also known as Virginia Locomotive and Car Works). Located on the south side of Wolfe at Union Street, the factory covered 51,500 feet of ground fronting the Potomac River. The company manufactured engines for the Manassas Gap Railroad, Baltimore and Ohio, and Hudson Valley Railroads. Indeed, all the cars utilized on the Manassas Gap Railroad and the Orange and Alexandria Railroad were constructed at this establishment. [William F. Smith and T. Michael Miller, *A Seaport Saga: A Portrait of Old Alexandria, Virginia*]

  Smith & Perkins built coal-burning locomotives, at the rate of three per month, for railroads that included the Baltimore & Ohio, Pennsylvania Central, Manassas Gap and Hudson River companies.



Orange and Alexandria Railroad locomotive, mid 1800's, stereoscope



From the Lyceum's model train collection, Alexandria, VA

Proposed locations at Roberdeau Park:

1. Celebrate Alexandria's industrial past at this Park
2. Place sculpture reflecting industrial history of the site
3. Place view-framing sculptures



Roberdeau Park



Shipyard Park/Harborside City Park



Privately owned property with public access

The Potomac River is a freshwater tidal estuary with a complex ecosystem. The proposed public art at Shipyard Park is to be inspired by the life cohabitating along the water's edge.

Concept:

- Celebrate the flora and fauna of the Potomac River at Shipyard Park

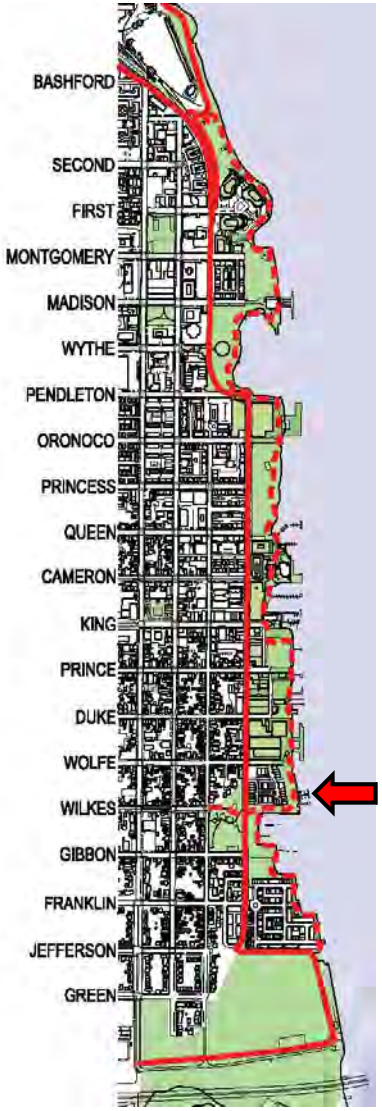
Recommendations:

- Continue Art Walk along river
- Continue in-pavement lighting
- Place sculptures inspired by indigenous flora and fauna

"…it aboundeth in all manner of fish….And as for deer, buffaloes, bears, turkeys, the woods do swarm with them and the soil is exceedingly fertile." [Journal of Captain Henry Fleet, log entry while anchored six miles south of Great Falls, 1632]

General information:

Shipyard Park is located at the foot of Wilkes Street. It was the old VEPCO easement that is now owned and maintained by the Harborside Condominium Home Owners Association with permanent public access along the shoreline and to the public wharf.





Make Way for Ducklings, Nancy Schön, Boston, MA



Stacked turtles, Mackinac Island, MI

Proposed locations at Shipyard/Harborside City Park:

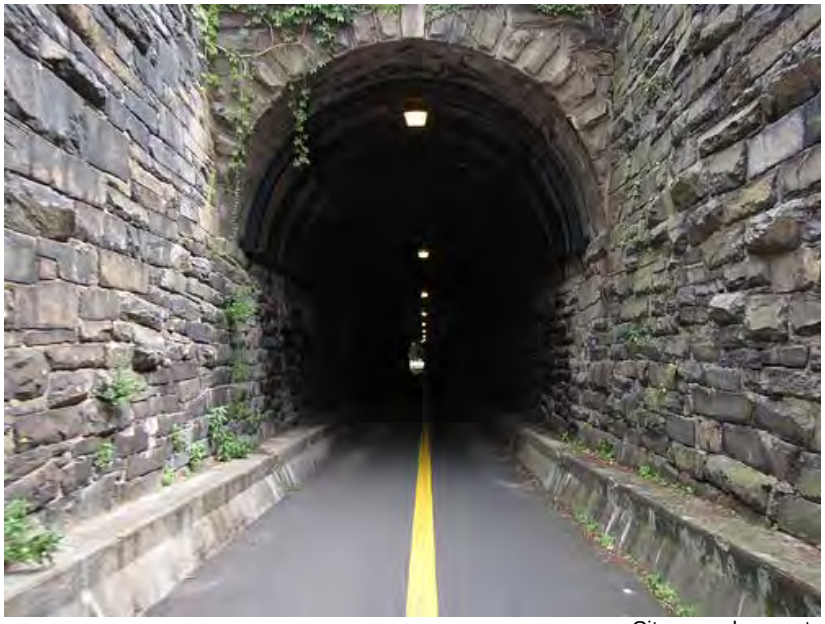
1. Celebrate the flora and fauna of the Potomac River at this park
2. Place sculptures inspired by indigenous flora and fauna



Shipyard Park / Harborside City Park



WILKES STREET TUNNEL



City owned property

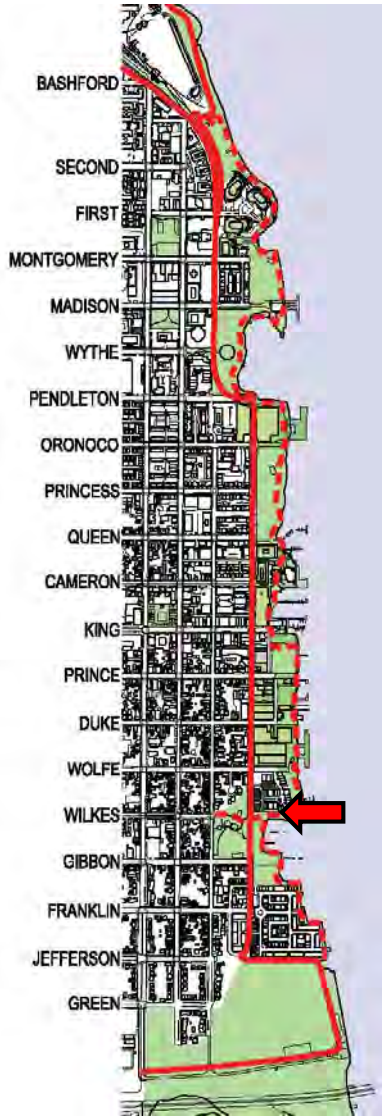
Historically, the railway industry has been important to the culture and economy of Alexandria's waterfront. Wilkes Street Tunnel is a remnant of that era. Temporary artwork in and around the tunnel is to be inspired by things associated with the railroad.

Concept:

- Integrate the Wilkes Street Tunnel into the Art Walk

Recommendations:

- Continue Art Walk
- Install site-appropriate lighting embedded in the pavement (like Lumenyte, flexible fiber optic cable)
- Install an auditory installation of train noises and railway workers' voices utilizing the tunnel acoustics
- Install temporary sculptures in and around the tunnel entrances
- Install signage that tells the history of the tunnel





Lighting imbedded in pavement



Underground Railroad Monument, Cameron Armstrong, Oberlin, OH



High Line Park, James Corner, New York, NY

General information:

The Wilkes Street Tunnel is about 380 feet long and open to the public as a lighted walkway and bike path. Access is from Union and Royal Streets. In 1975, rail operations ceased in the tunnel. In the 1980's, it was converted for use as part of the bike trail that connects to the Mount Vernon Trail.

"On May 6, 1851, the first locomotive belched smoke and cinders and the shrill sound of its whistle could be heard as it chugged down Union Street to the Wilkes Street tunnel." [A Seaport Saga: A Portrait of Old Alexandria, Virginia, William F. Smith and T. Michael Miller]

Historical references:



- The Wilkes Street tunnel went into service May 6, 1851 and was part of the Orange & Alexandria Railroad's mainline to Richmond. Several railroads that linked Alexandria to western Virginia used the tunnel to move passengers, mail and freight in and out of the industrialized area along the Potomac River waterfront in the 1850's. The rail line also linked the waterfront to the Alexandria Canal, which connected to the Chesapeake and Ohio Canal. Alexandria's railroads were important to the City's role as a distribution center for Union troops and supplies during the Civil War.

Proposed locations at Wilkes Street Tunnel:

1. Site-appropriate lighting embedded in pavement (like Lumenyte, flexible fiber optic cable)
2. Temporary sculpture and art exhibition site
3. Auditory installations utilizing the tunnel acoustics
4. Historic markers-historic railroad tunnel



WINDMILL HILL PARK



City owned property

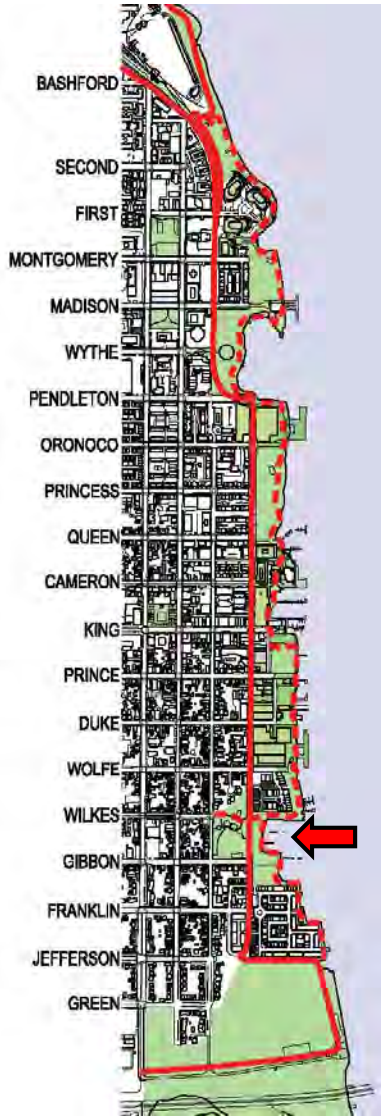
Through most of its history, Windmill Hill was the location where Alexandria's large outdoor civic gatherings were held just as Oronoco Bay Park is today. Since being deeded to the City in 1945, Windmill Hill has been designated as a park and playground. In this vein, proposed public art at Windmill Hill Park derives inspiration from the esthetics of children's playthings.

Concept:

- Incorporate public art as amendments to the existing Windmill Hill Park Plan

Recommendations:

- Continue the Art Walk along the river
- Continue in-pavement lighting
- Commission and install artist-designed playground equipment
- Commission and install a public art piece that is inspired by John R. Remington's 1843 windmill





Innovative Playground, David Rockwell, New York, NY



Concept for colored and textured paving on Union Street



OZmill, Tim Upham, Loveland, CO

- Visually unite the divided park by adding texture and color to the pavement of Union Street
- Install a footbridge over the canal between lower Windmill Hill Park and Pomander Park
- Install artist-designed benches

General information:

Windmill Hill Park, or Lee Street Park as it is still known to the local residents, is located at 501 South Union Street consisting of a sand volley ball court, a basketball court and an upper and lower open turf area where pick-up soccer games are played. The park's name comes from the wind-powered water mill that occupied the sandy bluff of Miller's Cliffs in 1843. First established as a park in 1945, Windmill Hill Park sits on a marshland that was filled in during the 19th century. The park was initially selected for a children's playground, as a result of a citywide open space study. On the northern end of the park resides an upper and lower playground, the upper playground or tot lot is for chlldren ages four to eight. The lower playground is designed for older children. Windmill Hill Park, until recently was called Potomac View Park, most likely because the park has a wonderful view of the river. City Council changed the name because of historical factors, one being that there once was a windmill located here.

"…the Windmill, on Miller's Cliffs, will soon be finished and put into operation." [Alexandria Gazette, July 11, 1843]



Historical references:

In 1843, the Alexandria Gazette reported that John R. Remington built a water pumping windmill on the 500 block of Lee Street. "The whole affair is something new in these parts and is well worth looking at." How long the windmill remained in operation is not known.

"…the windmill creaked and groaned, creating an eerie music in the otherwise silent landscape." [THE FARMER'S WIFE: Images from the Land of Corn & Soybeans]



Grasshopper Bridge, Ed Carpenter, Phoenix, AZ

"In an age of childhood obesity and children tethered to electronic consoles, playgrounds have rarely been more important." [Unpacking Imagination, David Rockwell, New York Times, September 25, 2010]

(See addendum page 71 for more information.)

Proposed locations at Windmill Hill Park:

1. Commission and install a public art piece that is inspired by John R. Remington's 1843 windmill
2. Commission and install innovative playgrounds
3. Unite park by adding texture and color to the pavement of Union Street that bisects the park
4. Footbridge over canal between lower Windmill Hill Park and Pomander Park
5. Install artist-designed benches



Windmill Hill Park



POMANDER PARK



City owned property

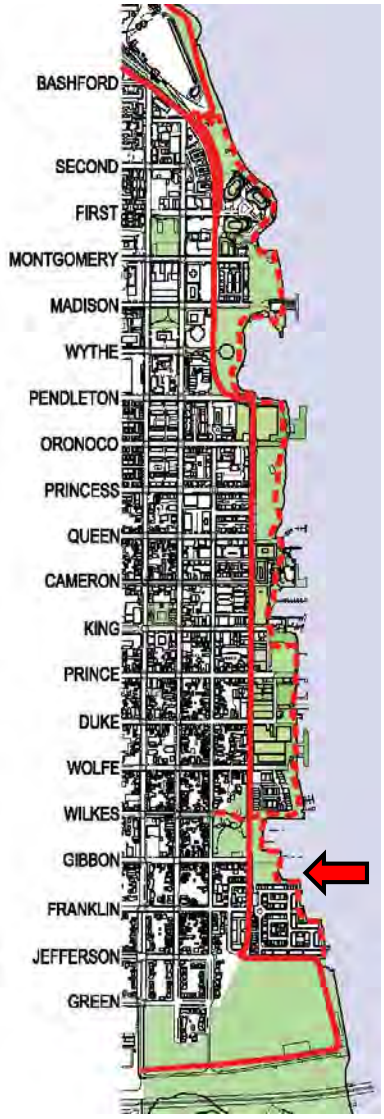
Pomander Park is the proposed southern gateway to the Art Walk. The park will mirror the northern gateway at Tide Lock Park and also find inspiration for public art from Alexandria's historic streetlamps, creating symmetry with light-sculpture gardens at both ends of the Art Walk.

Concepts:

- Establish Pomander Park as a gateway to the Art Walk, beginning the pathway at the south end and moving northward, following the Potomac River shoreline
- Celebrate the dog at this park

Recommendations:

- Conclude and begin the Art Walk (reestablish connection with the bike path)
- Continue in-pavement lighting





Urban Light, Chris Burden, LACMA, Los Angeles, CA



Balloon Dog, Jeff Koons, Versailles, France



Puppy, Jeff Koons, Bilbao, Spain

- Commission and install a Light-Sculpture Garden in the park, inspired by the lighting fixtures from throughout Alexandria's history
- Include solar collectors (or possibly use the proposed windmill at Windmill Hill Park) to power the Light-Sculpture Garden and in-pavement lighting set into the Art Walk pathway
- Create and install signage giving an overview of the Art Walk
- Include signage to distinguish the Art Walk from the bike path
- Commission and install public art that celebrates the dog
- Install dog drinking fountain
- Install a sculptural footbridge connecting Windmill Hill Park to Pomander Park

General information:

Pomander Park is located at 600 South Union Street, adjacent to Windmill Hill Park. The park is very popular with dog owners and walkers, who represent the greatest users of the park.



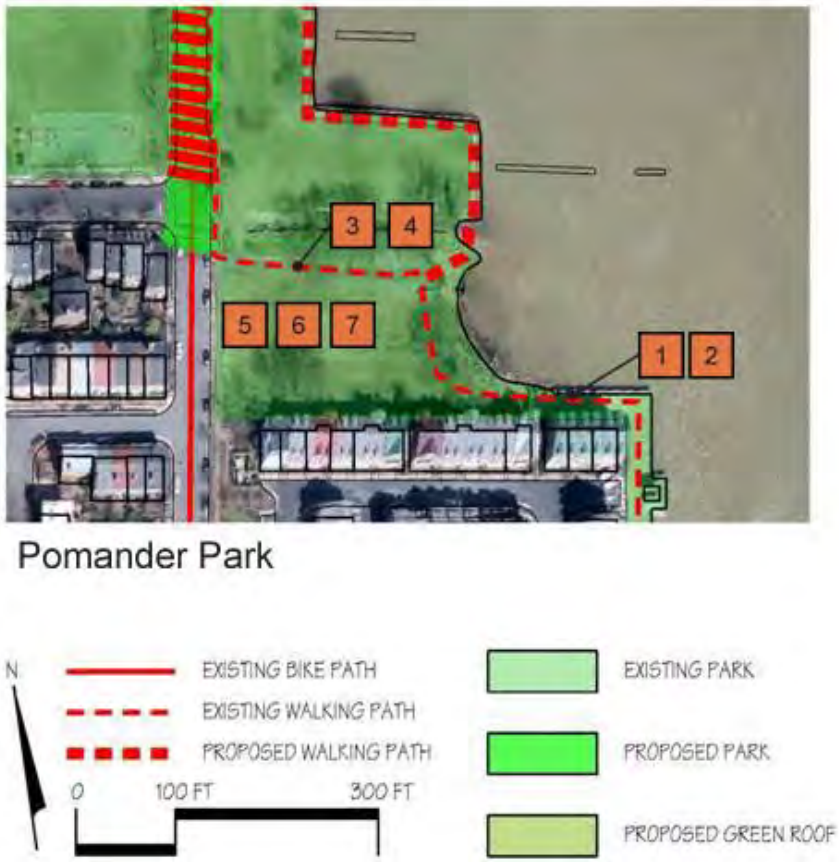
Detail, *Portrait of a Lady Holding a Pomander*, Pieter Pourbus

Historical reference:

"By definition, a pomander is a perfume carried with one, often in the form of a ball on a chain, used to mollify bad smells or ward off pestilence. Ironically for an ardent dog park, Pomander Park is named after a smelly thing at the end of a chain." [Anonymous]

Proposed locations at Pomander Park:

1. Conclude and begin the Art Walk (reestablish connection with the bike path)
2. Place signage giving an overview of the Art Walk
3. Install a sculptural footbridge connecting Windmill Hill Park to Pomander Park
4. Place temporary art in reclaimed stream
5. Place sculptures celebrating the dog
6. Install dog drinking fountain
7. Commission and install a Light-Sculpture Garden in the park, inspired by the lighting fixtures from throughout Alexandria's history



STRATEGIES FOR ACQUIRING PUBLIC ART

STRATEGIES FOR ACQUIRING PUBLIC ART

There are a variety of ways the City of Alexandria can obtain public art for the Art Walk. For example:

- Individuals and businesses may directly contribute funds, materials and art to the City's tax-deductible Arts Commission Donation Account.
- City Council may adopt the Public Art Funding Policy proposed by the Alexandria Commission for the Arts (ACA). For the last year, the ACA and the City's Office of the Arts have been working with the arts and business communities, developers, and various City staff members to craft a policy where public art funding can be tied to a percentage of new construction projects from the private sector as well as the City's Capital Improvement Plan (CIP).
- City Council can establish a new staff position responsible for applying for grants and managing public art projects.
- Grants for public art programs can come from federal and state sources. For example, certain National Endowment for the Arts grants are specifically geared to municipalities.
- Grants supporting public art may come from private foundations and corporate giving programs.
- Public art may be funded by establishing an annual fundraising event or drive.
- The City may receive long-term loans of public art pieces from museum collections. For example, under certain conditions, the Smithsonian Affiliations program will arrange for the loan of artwork from the museum collections of the Smithsonian Institution.
- Endowments and trusts may sponsor specific public art venues, like the Iris and B. Gerald Cantor Roof Garden at the Metropolitan Museum of Art in New York City.
- Temporary public art may be solicited from artists for temporary sculpture shows on the waterfront.
- Where appropriate, existing public art may be relocated from other parts of the City to the waterfront.



Cloudgate, Anish Kapoor, Millennium Park, Chicago, IL

ADDENDA

TIDE LOCK PARK (north)

Founded in 1984 as American Showcase Theatre Company, Inc., MetroStage is the oldest professional theater in Northern Virginia. From its inception until 1996, the theater operated out of a series of converted storefronts on Duke Street, until redevelopment in the area required their demolition. In July 2001, the theater re-opened at 1201 North Royal Street in north Old Town Alexandria. The expanded 130-seat facility put MetroStage back on the theater map in Washington with its season of plays and musicals, in addition to its FirstStage series of staged readings and Cabaret series. The theater attracts playwrights, directors, designers, and actors from across the country, and continues to showcase the best of contemporary theater with its productions.

MetroStage's opening came about through Producing Artistic Director Carolyn Griffin's commitment to finding a new home for the theater, which required a major $450,000 fundraising effort. Today, MetroStage is once again a significant member of the Washington theater community, drawing its audiences from the Washington metropolitan area and beyond.

MetroStage's new theater is a converted lumber warehouse, the former home of Alexandria's Smoot Lumber Company. Board member and architect Skip Maginniss converted the 35-year-old, 4000 square foot building into a modern, 130-seat Theater with a stunning glass entrance and a floating staircase leading to theater offices. The 30-foot high warehouse offers an interior volume that lends an expansive, dramatic feel to the space. Yet to maintain the intimate theater environment for which MetroStage has become recognized, seats on risers wrapping around a "thrust" stage keep the audience in close proximity to the actors. The unique theater space provides an added artistic challenge for set designers, and tables and chairs in the front row contribute to an intimate "cabaret" feeling for certain musicals. The location offers on-site and street parking and is convenient to many local restaurants and shops for before - or after - theater enjoyment.



ROOMS, a Rock Romance, with Natascia Diaz and Doug Kreeger



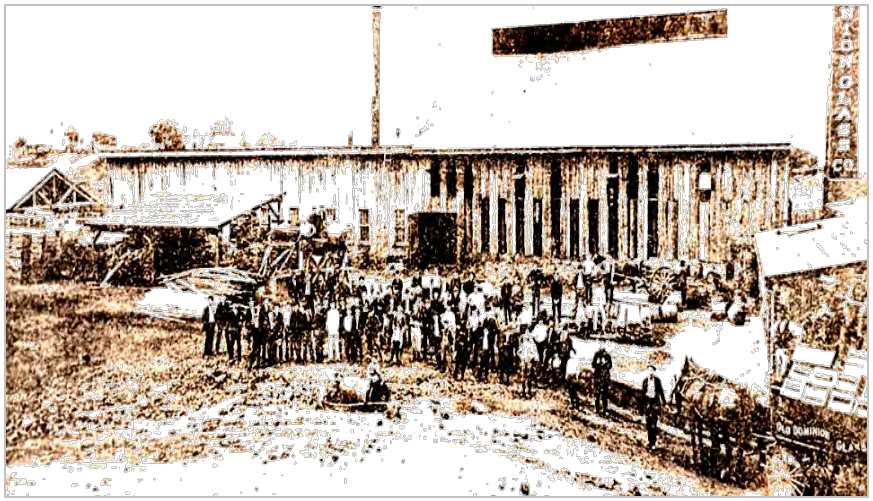
The 130-seat MetroStage auditorium

TIDE LOCK PARK (south)

Alexandria Canal and Tide Lock and holding basin, the only locally remaining portions of the Alexandria Canal, are significant physical representations of an economic rebirth for the City of Alexandria during the middle of the 19th century. The Canal was in operation from 1843-1886, except for the era of the Civil War. The artificial waterways were used to move goods and materials to and from sea going ships; these goods were transported by canal barges up and down the canal which were controlled by huge wooden locks.



Excavation and restoration of the Tide Lock of the Alexandria Canal in Alexandria



The Old Dominion glass factory operated at North Fairfax and Montgomery Street from 1901-1925 in Alexandria

Alexandria Glasswork Factories: Virginia Glass, first opened in 1894, was in the 1800 block of Duke Street. Glassblowers from Virginia Glass left to found the Old Dominion at North Fairfax and Montgomery Street in 1901. In 1902, the Belle Pre Bottle Company of Delaware opened their factory at Henry and Madison. Alexandria Glass was founded in 1905 in the 1100 block of North Henry on a lot leased from Belle Pre. Alexandria's bottle companies produced bottles for milk, medicine, beer and spirits.

ORONOCO BAY PARK

Oronoco Bay Park was once known as “Texaco Bay” and before that it was owned by John D. Rockefeller’s Standard Oil Company. The City acquired the property in the early 1980's, changed its name to Oronoco Bay Park, and developed the park into its present design.

Historically, the Alexandria area was inhabited by Indians when Captain John Smith sailed up the Potomac in the mid 17th Century. The park today is famous for the annual “Red Cross Waterfront Festival” which is the largest Red Cross fund raiser in the United States. The park also has many other festivals and is often rented to out to private concerns for their events as well

In May 2000, the City entered Virginia's Voluntary Remediation Program (VRP) to clean up the outfall from the Alexandria Town Gas site located at the eastern end of Oronoco Street.

Site history:

- Since 1975, oily wastes have been intermittently discharging into the Potomac River along Alexandria's waterfront at Founder's Park at the Oronoco Outfall Site. The source of the contamination and waste is a former manufactured gas plant (MGP) facility located two blocks from the waterfront at the corner of Lee and Oronoco Streets. The plant was owned and operated by the City during 79 years of its 95-year existence, which spanned from 1851 to 1946.
- Over the last 25 years, the City has taken numerous measures to prevent further discharges of plant-related wastes into the river. However, the extent and complexity of the problem has made the development of an effective and lasting solution a difficult challenge.
- In the late 1970’s the site was redeveloped into a commercial office townhouse complex.
- In 1999, the City received letters from USEPA and the US Coast Guard notifying the City that it must immediately address the issue of ongoing releases into the Potomac River. The City applied and was accepted into the VRP in May 2000.
- Interim corrective actions to date:
- Installation and operation of the floating oil containment boom with additional oil absorbent booms installed and replaced periodically on the interior to collect contaminants.
- The City has installed and is currently operating a free product removal system that includes recovery wells installed in the source area. The removal of free product from the subsurface will make future remedial efforts more efficient.
- The City successfully completed the relining of the Oronoco Street storm sewer in 2006. The relining has reduced the amount of oily substances infiltrating the pipe and subsequently reduced the amount of impacted material being discharged to the Potomac River.

The City’s environmental consultant, Marshall Miller and Associates, completed a biotreatability bench scale study for the Oronoco Outfall in the summer of 2008. The study was conducted to determine the mixture of air and nutrients needed to effectively reduce subsurface contamination levels along the storm sewer outfall. The study proved successful in that levels of contamination were shown to be significantly reduced via biodegradation after treatment. Before bioremediation can be employed full scale along the outfall, a field pilot study is necessary to develop design parameters for full scale implementation and to determine how field conditions will affect treatability.

In early 2009, Marshall Miller began work on a biosparging pilot study. This study will inject the mixture determined in the biotreatability study to the subsurface along a small section of the outfall. The results will be used to determine how biosparging technology could be applied to the overall Oronoco Outfall to reduce and eventually eliminate migration of contaminates into the Potomac River. The study is expected to be completed by the summer of 2009.

The City continues to operate its interim measures including the floating oil containment boom and the free product recovery system. Marshall Miller will also be rehabilitating some of the recovery wells in an effort to restore their free product capture capacity. This work is scheduled to be completed prior to the end of 2009.

WEST'S POINT

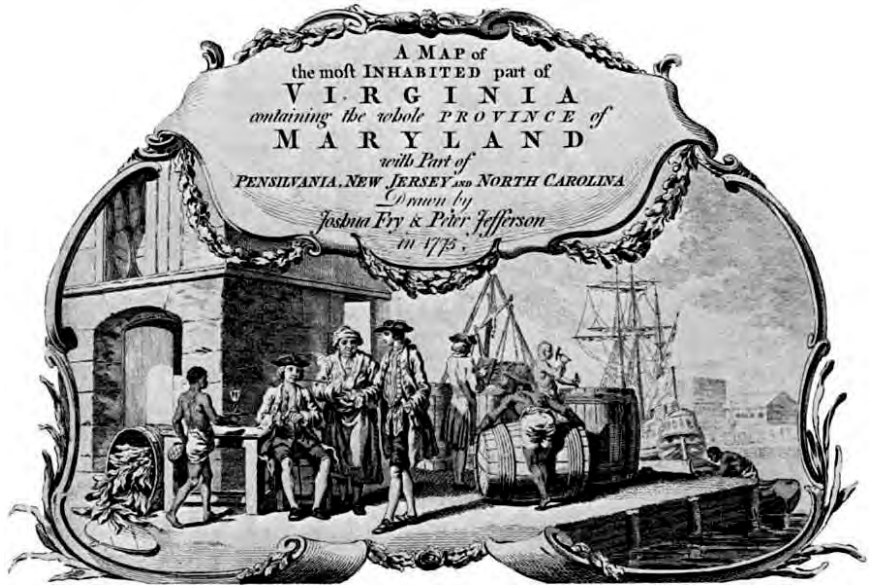
Alexandria Founders**:** In 1669, the Scotsman John Alexander purchased land which included the future site of Alexandria for 'Six thousand pounds of Tobacco and Cask'. The adjacent land was cleared and farmed as early as the 1720s by John Summers and Gabriel Adams. In 1732, Hugh West (the namesake of West's Point) established tobacco warehouses two miles north of Hunting Creek. To facilitate shipping, Scottish and English merchants who owned



real estate at Cameron, a small hamlet four miles west, petitioned the Virginia General Assembly in the fall of 1748 to establish a town at West's Hunting Creek Warehouse. In the spring of 1749, a site was selected. John West, Fairfax County surveyor, laid out 60 acres (by tradition, assisted by 17-year-old George Washington), and lots were auctioned off July 13 and 14, 1749.

Oronoco tobacco: There were two major kinds of tobacco present in the Chesapeake colonies; Oronoco and *Sweetscented*. Each was distinguished by its different thickness, texture, and shape of the leaf. The Oronoco leaf was bulkier, coarser, and had a sharper look like a fox's ear. The *Sweetscented* leaf was rounder and had finer fibers. Oronoco, which was grown all around the Bay, was stronger in flavor, while *Sweetscented*, which was grown on the banks of the James, York, Rappahannock, and Potomac rivers, had a milder taste. *Sweetscented* was considered the best in the world and as a result it brought a better price than Oronoco. However, Oronoco, which was thought to be too strong for the Englishmen, was in great demand in the rest of Europe. For that reason Oronoco, although inferior by English standards, came to have a much wider market than the *Sweetscented*, and was usually more profitable to planters.

Hogshead: A barrel called a hogshead was used to ship tobacco to England. A hogshead was one type of container made by a cooper. By law, it was 48" tall and 30" across the head (either end.) It held 1,000 to 1,500 pounds of tobacco. Numbers burned into the side of the barrel indicated the weight of the barrel alone (tare weight), the weight of both the barrel and the tobacco (gross weight), and the weight of the tobacco only (net weight.)



Detail, *A Map of the most Inhabited part of Virginia,* Joshua Fry and Peter Jefferson, 1773

FOUNDERS PARK

Fishtown: Workers may have lived in the Berg, an African-American neighborhood just west of Fishtown settled by blacks during and after the Civil War. Fishing increased in importance after Alexandria's manufacturing fortunes declined starting in the 1830s. Fishing and slave-trading became the City's two major commercial activities. During the antebellum period, the 150 or so fisheries along the Potomac made the Alexandria wharves a key source of employment for African-Americans—who also provided most of the labor used to manufacture the rope, bricks, and ships necessary to support Alexandria's standing as a major east coast port. Some 450 ships used in the shad and herring business hired free African-Americans as dock hands, and many others worked in Fishtown's fish processing plants. African-American bricklayers, carpenters, glaziers, and builders also found jobs in the wharf district.

Shad and Herring: After a time, shad and herring return to fresh water to spawn. They can be easily diverted by manmade obstruction, such as dams or seines strung across the river. When a gravid female is caught, the current fish population is reduced by one adult, but the next generation might be reduced by several hundred. By 1902 Joseph Packard, a frequent visitor to Alexandria, wrote "Fishtown is now passing away, its area bare, its trade gone." In 1906, the chief of the hatching service for the US Fish Commission recommended state laws restricting commercial fishing practices to allow the fish population to recover from over-fishing. Never the less, catches continued to decline, falling severely in the 1970's. In the 1980's, Virginia instituted additional restrictions on shad and herring fishing that continues today.

CITY MARINA

Federal Army Occupation: On May 24, 1861, the day after Virginia officially seceded, Union troops were ordered to cross the Potomac River and seize and control important areas on the Virginia side. As the port of Alexandria was a choice assignment, Colonel Elmer Ellsworth convinced the powers that be to give this mission to him and his Fire Zouaves.

Ellsworth and his troops traveled by steamer to a wharf (at the foot of Cameron Street.) They were met with no resistance. Alexandria's only Confederate troops, a small Virginia militia, were hurriedly leaving town. Ellsworth ordered one company of his soldiers to take and hold the railroad station, while he and a small detachment went off to capture the telegraph office.

While marching through Alexandria, Ellsworth came upon the Marshall House (on the corner of King and Pitt Streets). Ellsworth saw that the inn was flying a large Confederate flag, and ordered that it be immediately taken down. He and four of his men went upstairs and leaning out a window, cut it down. (They) then started back down the stairs. At the landing on the third floor, the innkeeper, James W. Jackson, was waiting with a double-barrel shotgun. As Jackson raised his weapon to fire, Corporal Brownell batted the barrel of Jackson's shotgun aside with the barrel of his musket, to avert the shot. Simultaneously, Jackson fired, hitting Ellsworth (and killing him). Jackson then fired a second shot, barely missing Brownell. At the same time as Jackson's second shot, Brownell fired, striking Jackson (dead). The first two casualties of the war: one for the North and one for the South. [From *Ephraim Elmer Ellsworth* by John Marck]



THE STRAND
The Art League School



Concept:

- Consolidate the two school annexes and provide a home on the Strand for The Art League School and Supply Store

Recommendations:

- Provide for 40,000 square feet of space for art school facility
- Provide space for outdoor sculpture exhibits
- Provide space for SOHO (a Space of Her Own), an award-winning art mentoring program serving low-income at-risk pre-teen girls in Alexandria.
- Include apron space for outdoor demonstrations in painting, ceramics and glass blowing
- Encourage The Art League Supply Store to expand and sell art supplies to the general public
- Design windows to allow views of exhibits and glimpses of class sessions to intrigue Art Walk participants



Duke Street Annex



Madison Street Annex



New Hampshire Institute of Art, Manchester, NH


Participants in the 2009-2010 SOHO class

General information:

Founded in 1954, The Art League, Inc. is a multifaceted, nonprofit 501c(3) visual arts organization that meets its mission through its gallery, fine art school, art supply store, and arts-outreach programs. Partially located in the Torpedo Factory Art Center, it rents additional classroom space for its school facilities on Duke and Madison Streets.



Glassmaking

Membership in their gallery is open to all and provides entry to a fellowship of over 1,000 artists with a wide range of exhibition and education opportunities. Member artists participate in monthly, juried exhibits - juried by noted fine art professionals from throughout the Washington area and beyond. Their engaging exhibition schedule makes The Art League Gallery an intriguing art space for gallery visitors in the DC metropolitan area to view original art of all media by talented artists from throughout Washington and the Mid-Atlantic region.

The Art League School is a non-accredited institution, open to all, that provides instruction to nearly 6,000 students annually. Courses are offered quarterly in virtually all of the fine arts, and a wide variety of crafts, with some of the most talented and well known artists and instructors in the country. Whether for the novice or a skilled professional, courses are offered for every skill level and for every age. Instruction is offered for children as young as five.

The Art League Supply Store, staffed by knowledgeable working artists, provides members and students with exceptional quality, low priced art supplies.



Students throwing pots on the pottery wheel



Paint Alexandria, June 2010, Alexandria, VA

Alexandria Seaport Foundation



Floating office and workshop of the Alexandria Seaport Foundation, City Marina

Concept:

- Work with the Alexandria Seaport Foundation to consolidate their facilities and become an integral part of the Art Walk and Historic Waterfront experience

Recommendations:

- Work with the Alexandria Seaport Foundation to help establish along the waterfront a facility similar to the *Center for Wooden Boats* in Seattle, Washington
- Relocate all the Foundation's facilities to Point Lumley and the Strand
- Provide the Foundation with 6,000 square feet of display and working space, plus docking room on the Potomac
- Consult with the Foundation for advice on constructing, on the Strand or at Point Lumley, a public art piece that represents the masts, sails and riggings of George Washington's Brig, *Farmer*
- Consult with the Foundation for advice on creating a program, where participants can "learn the ropes" of the *Farmer*

General information:

The Alexandria Seaport Foundation is a not-for-profit 501c(3), volunteer-based organization. The Foundation offers four programs that serve communities in the Washington, DC metro area:



The Apprentice Program**:** Through the building and use of wooden boats, the Foundation helps young people turn their lives around. Since 1992, the Foundation's focus has been a paid, work-based apprentice program serving DC, Maryland and Virginia. Here, disadvantaged youth from the ages of 17–21 develop the discipline, self confidence, workshop and social skills necessary to find a meaningful place in the regular workforce. If necessary, they also earn their GED using the Foundation's hands-on, contextual curriculum.

Community and Family Boatbuilding: Boat building events are a unique opportunity for any group to participate and build their own Bevin's Skiff rowboat. No experience is necessary. Groups are guided through the process by an expert team of Alexandria Seaport Foundation wooden boat builders. It takes two days to complete a boat and take it on its maiden voyage.



Tuesday Evening Open Shop: Volunteers and visitors are invited to work on the current boat building project and swap stories. The second Tuesday of each month is a potluck dinner at the Seaport Center with a presentation or liars' bench.

Boat Making Classes: The Foundation also offers classes in boatbuilding techniques in lofting, setting up, planking, steam-bending, finishing, metal casting and specific boats.

Historic Alexandria
History Center and Museum Shop



Commercial property with temporary City access


The Historic Alexandria History Center & Museum Store is temporarily located at 101 North Union Street, in the Torpedo Factory Arcade.

Concept:

- Establish a secure home for the Historic Alexandria History Center and Museum Shop

Recommendation:

- Continue to provide the public hands-on exhibitions

General information:

The Historic Alexandria History Center & Museum Store reflects themes from all the Office of Historic Alexandria museums. Discovery Carts give visitors a sneak peek of museums' collections including Friendship Firehouse, Alexandria Archaeology, and the Alexandria Black History Museum. Multiple hands-on activity areas for kids include a Civil War tent, dress-up costumes, and a “please touch” exhibit. The museum shop offers great gift ideas, a wide variety of Alexandria-related merchandise and the very best selections from all the OHA museum stores.



Hands-on exhibitions

The Athenaeum
Northern Virginia Fine Arts Association

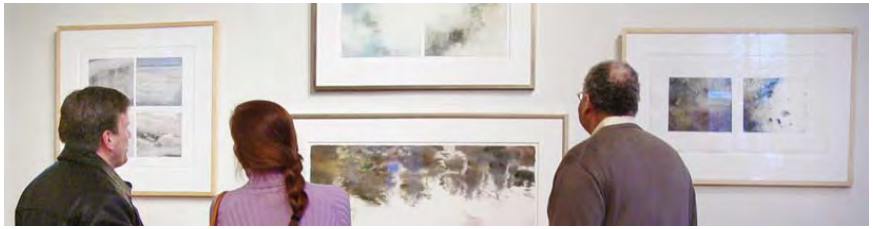


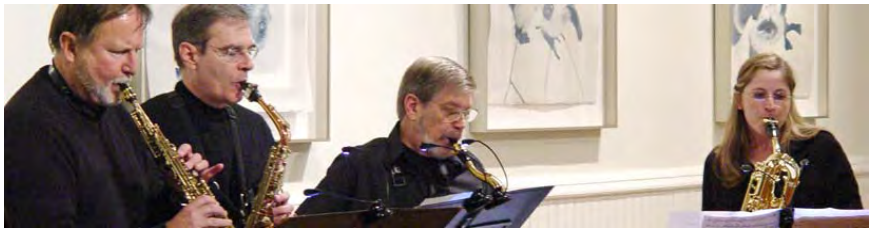
Concept:
- Include the Athenaeum as part of the Art Walk

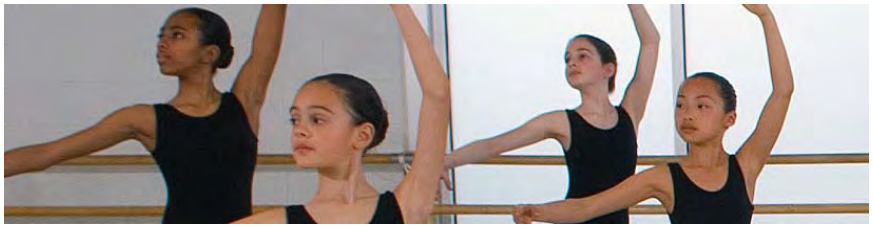
Recommendation:
- Include the Athenaeum as part of the proposed cultural anchor centered on the Strand and the southern portion of the Art Walk

General information:
The Athenaeum is located at the corner of Prince and Lee Streets. Its significance is threefold: it is a fine example of classical revival architecture, one of only two in the City of Alexandria; it has a long and colorful history of occupation; and it is home to the Northern Virginia Fine Arts Association.

The Northern Virginia Fine Arts Association is a 501c(3) nonprofit organization dedicated to the pursuit of excellence in all forms of art, and to establishing programs that will enrich the cultural life of Northern Virginia and the surrounding metropolitan area. As the primary site for these activities, the NVFAA owns and maintains the historic building called the Athenaeum.







NVFAA programs are open to the public and include:
- Art exhibits, lectures, and demonstrations featuring local and regional artists
- Performing arts events
- Ballet, yoga, and computer classes, as well as other educational programs

WINDMILL HILL PARK

In Manhattan, innovative playground design has become a multimillion dollar industry. David Rockwell, president of the Rockwell Group, an architecture and design firm, proposes an affordable option.

"In an age of constrained government budgets, playgrounds have rarely been a harder sell. Fortunately, the cost of play doesn't have to be prohibitive. In creating the Imagination Playground in Lower Manhattan — a playground with lots of loose parts for children to create their own play spaces — we realized that many of the elements with the greatest value to children were inexpensive and portable. Although traditional playgrounds can easily cost in the millions to build, boxed imagination playgrounds can be put together for under $10,000, land costs not included. The design below is one that my architecture firm has done in collaboration with the New York City Parks Department and KaBoom, a nonprofit organization. But it needn't be the only one out there. There are a lot of ways to build a playground — and a lot of communities in need of one. Let a thousand portable playgrounds bloom." [Unpacking Imagination, David Rockwell, New York Times, September 25, 2010]

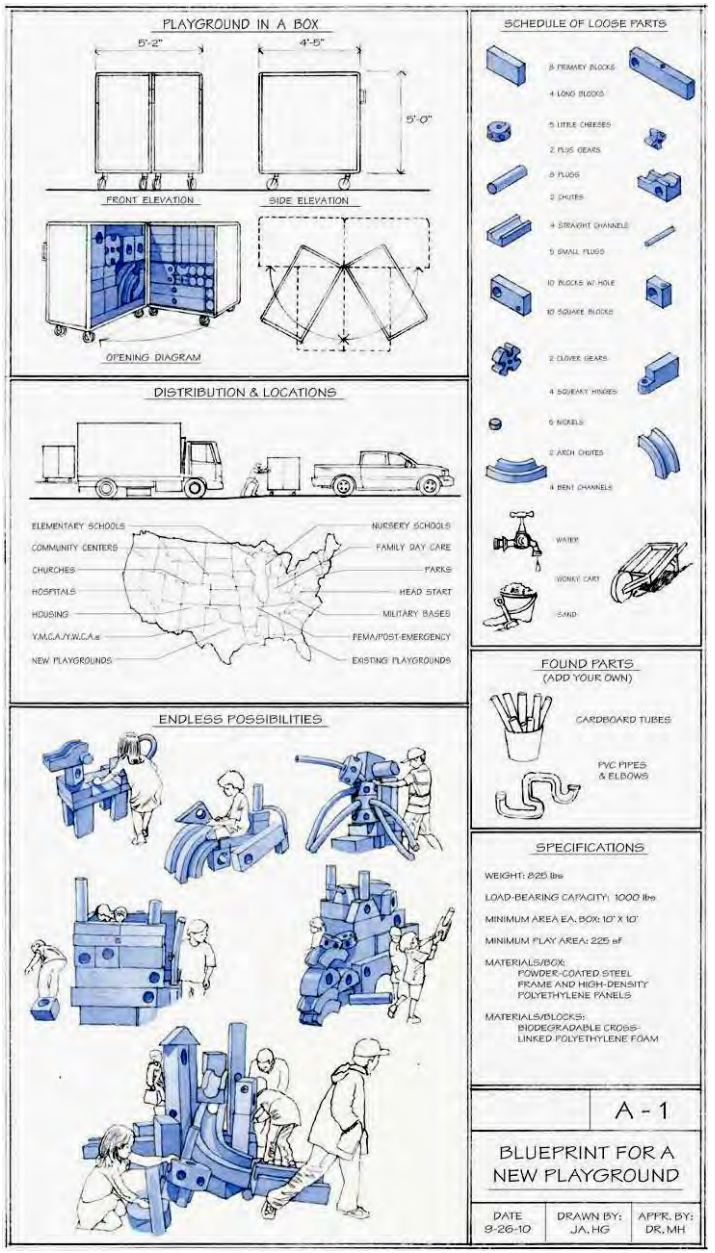


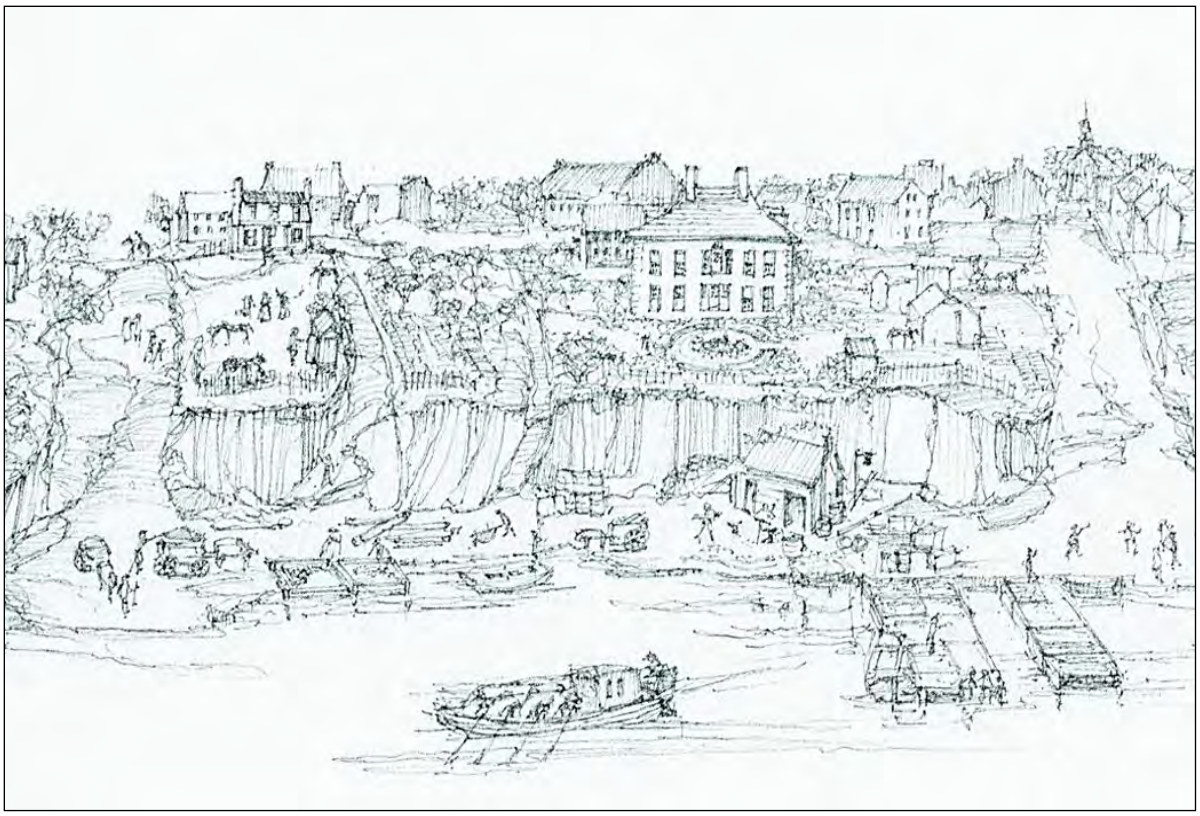
Illustration by Jamie Akers and the Rockwell Group

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Appendix 6: Alexandria Waterfront History Plan - Alexandria, A living History

Alexandria Waterfront History Plan

Alexandria, a Living History



Alexandria Waterfront with Carlyle House circa 1764
Drawing by Elizabeth Luallen based on research conducted by City of Alexandria/Office of Historic Alexandria, Archaeology staff and volunteers

> *At Alexandria…the Potomac rolls its majestic stream with sublimity and grandeur, sixty-gun ships may lie before the town, which stands upon its lofty banks, commanding, to a great extent, the flatter shore of Maryland. This town is rapidly on the increase, and … cannot fail of becoming one of the first cities of the new world.* **The Marquis de Chastellux. Travels in North America, Vol. III, 1780–1782.**

A Publication of Alexandria Archaeology
Office of Historic Alexandria
City of Alexandria, Virginia
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ALEXANDRIA CITY COUNCIL

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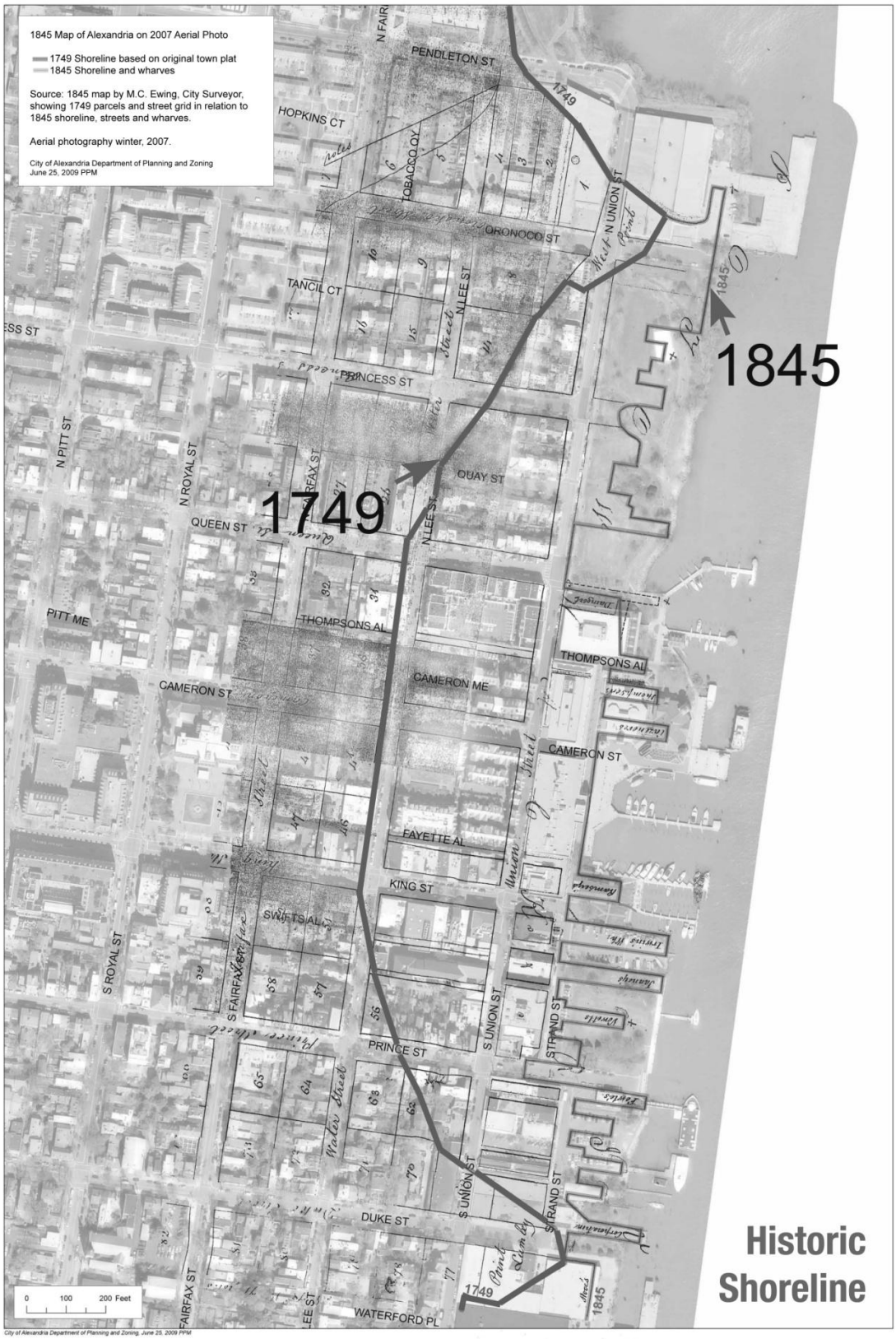
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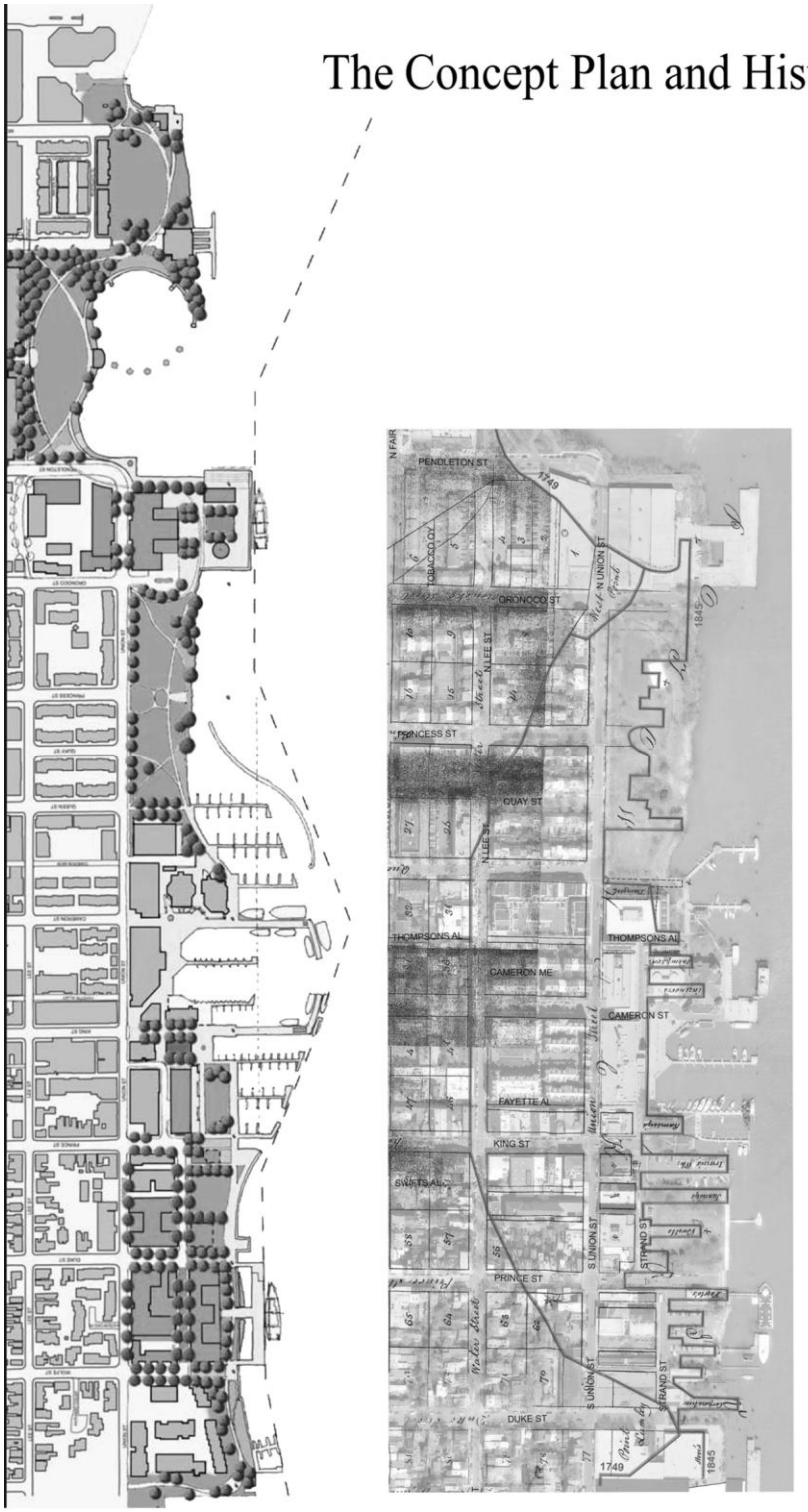
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Web Links

1. Alexandria History Timeline
   http://oha.alexandriava.gov/oha-main/waterfront/pdfs/OHAHistoryTimeline.pdf
2. First person accounts of the Alexandria waterfront through time
   http://oha.alexandriava.gov/oha-main/waterfront/oha-waterfront-travelers.html

ALEXANDRIA WATERFRONT





Left, Summer 2010 Concept Plan, City of Alexandria, Department of Planning and Zoning. Right, 2007 aerial image with 1749 shoreline based upon 1845 Map, by Maskell Ewing.

Alexandria Waterfront History Plan

Alexandria, a Living History

Preface by the Chair

This plan is the work of many hands in a span of a few weeks. It was sparked by a request by the City's Planning and Zoning Department asking the Historic Alexandria Resources Commission (HARC) to create a committee to advise the City about the historic and cultural content of the proposed Waterfront Plan. In turn, HARC asked the Alexandria Archaeological Commission (AAC) to create a committee and write a History Waterfront Plan on its behalf. The following day, the ACC formed an Alexandria Waterfront History Plan Committee. The AAC Members were: James McCall, chair, Vince LaPointe, Katy Cannady, Ted Pulliam, Ann Davin, Tom Fulton, Seth Tinkham, and Ellen Hamilton. A former commission member, Diane Riker, was asked to join the discussions and provided innumerable and essential contributions. Matthew Harwood, who helped create the Arts Plan for the Waterfront, was also invited to participate and provided not only insights into the approach of the arts community, but also specific recommendations for interpretive collaboration. Director of the Office of Historic Alexandria Lance Mallamo and City Archaeologist Pamela Cressey supported the committee, providing important suggestions and advice. Various members of the public and representatives of other commissions such as HARC and community organizations also participated in meetings and provided important suggestions.

Seven to ten members of the committee were present at each meeting, which were announced in advance, and there were six meetings over a seven week period, averaging 3.5 hours per meeting. Several members of the public attended most meetings. Outside of the meetings, the chair and other members of the committee conducted research, analysis, interpretation and wrote the report, which represents hundreds of hours of work from the end of July to mid-September. The committee used historical information, images, maps and artifact collections available through the Alexandria Archaeology Museum, as well as from researchers who served on the committee, most notably Ted Pulliam and Diane Riker. This information also drew heavily from research conducted over decades by the past City Research Historian, T. Michael Miller, Alexandria Archaeology staff, volunteers and students. It should also be noted that this plan relied greatly upon images collected by William F. Smith over most of the 20th century and now housed in the History Collection room of the Barrett Library. If not for Alexandrians' efforts to create and maintain archives and history in these facilities, our results would not have been possible.

The AAC committee produced a significant plan in a short time based upon historical research that is a landmark in Alexandria's community archaeology and preservation following in the path blazed by Alexandrians more than a half-century ago. Their goal—both in the mid-20th century and today—has been to preserve Alexandria's history and its historic fabric while making it meaningful today. While the methods and meaning of

history are different now than they were circa World War II, their intent is the same: to save Alexandria's past so it will live into the future.

One important idea unified the committee's vision: *The waterfront must be a place Alexandria residents inhabit, not only visitors.* The Alexandrian waterfront belongs first to Alexandrians. While it must connect not only architecturally, visually and through pedestrian circulations with the rest of Old Town and the city, it must also provide meaning and personal association for the residents across Alexandria who cherish it. While activities, festivals, and other events are important public aspects of the waterfront, its open space should have attractive and intimate places where anyone, any resident, can sit outside and enjoy the water with furniture and landscaping that allows people to sit in groups or individuals at tables with a cup of coffee or a chess board. These amenities will do much to bring the waterfront to life and make it meaningful to local people, as compared to hotels and their inside amenities. This is a personal waterfront. Yet the urban-style seating in small spaces can also become small venues for first-person narratives of characters relating to different periods, poetry readings, etc., all of which root the contemporary Alexandrian and visitor in a larger experience.

The Waterfront History Plan is a general framework and direction for the eventual Waterfront Plan as well as guidelines for interpretation developed in collaboration with art and history specialists. The plan limits the number of interpretive panels and other plaques or visual cues to avoid creating the feel of an outdoor museum, but the information and concepts here should form the core of cultural planning. The plan speaks very little to uses that should be considered for private property—leaving that to a wider public discussion—but does embrace historical names, themes, design, interpretation and art for such businesses. Finally, and importantly, the plan offers the City a strategy to immediately begin to improve and interpret the Alexandrian waterfront through art and history, in a series of stages and at reasonable cost. It is a plan which can be implemented right away.



Panoramic View of Alexandria taken from Pioneer Mills looking north, 1865.
Alexandria Library, Special Collections, William F. Smith Collection

Introduction

Alexandria embodies the sweep of American history and experience in ways unmatched by cities of similar or even larger size. As the only port city on the Potomac with a vibrant and accessible waterfront, Alexandria captures and showcases the nation's

maritime past, its history, and its commercial ambitions. The city also echoes and reflects the tragedies of the nation's wars, its complex struggle with slavery, the promise of civil rights, and the daily lives of people from all walks of life in all eras of the nation's history. Both as witness to this history and for its impressive, precious inventory of surviving structures, streetscapes, and fabric, Alexandria offers perhaps one of the most compelling history destinations in the United States. The opportunity to experience history sets apart the city from its neighbors in the Washington area.

Alexandria's waterfront is key to understanding the city's significance for much of its existence. The Potomac River shaped the development of the city even before its founding in 1749. This maritime theme anchors Alexandria's character as symbolized in the recently selected emblem for the wayside sign program. Already a tobacco shipping point by the early 18th century, and a warehousing and inspection post by the 1730s, by the late 1740s a small group of entrepreneurs grasped its strategic commercial location and potential as a city of major importance. The site of the best and easiest year round seagoing anchorage close to the river's fall line, these men saw Alexandria as the intermediary between the fertile and growing hinterlands of Virginia and the Ohio valley, the tobacco plantations of the area, and the world. It was an ambitious vision, if unevenly matched by an ability to fulfill it. From a few warehouses along the river's edge, the waterfront grew a city immersed in a global trade in everything from tobacco, grains, and flour to slaves. Yet it was also a city buffeted by boom and bust, hampered by the inability to adapt to commercial innovations and industrialization, and crushed by the despoliations of war.

The Alexandria Waterfront Plan, as it is being crafted in fall 2010, presents an exceptional opportunity to showcase the city's past and place Alexandria as a ~~"m~~must visit" destination regionally and nationally. This Waterfront History Plan supports that effort, and provides substance and historical content for the City's current Waterfront Concept. It offers a series of narratives about the city, as well as examples of specific elements and interpretive options. The Plan follows the City's draft Planning Outline (which is based upon the July 2010 Concept Plan) and adds depth and substantive detail, as well as suggestions for further study. To assist planners, the structure of the plan parallels the outline as much as possible. The committee defines the waterfront as both the original 18th-century river shore and the in-filled, present day waterfront. While most of the emphasis will be on the existing waterfront west to Union Street, we also note important sites and events connected to the waterfront which are located away from it up to Lee Street (formerly Water Street), and in some cases, beyond.

James H. McCall
Chair AAC Waterfront History Plan Committee
November, 2010

I. The Historic Context as Foundation



John Smith's map of 1608, the first survey of the colony of Virginia.
Library of Congress

> *This place without all question is the most pleasant and healthful place in all this country and most convenient for habitation, the air temperate in summer and not violent in winter … it aboundeth in all manner of fish. The Indians in one night commonly will catch thirty sturgeons in a place where the river is not above twelve fathoms broad. And as for deer, buffaloes, bears, turkeys, the woods do swarm with them and the soil is exceedingly fertile.* **Captain Henry Fleet journal entry, while anchored six miles from the falls, June 26, 1632.**

The historic context of Alexandria's waterfront is based upon the city's diverse cultural periods and rich experiences spanning centuries. For planning purposes, this historic context reflects significant places, structures, sites, and events, which taken together describe significant, broad patterns and themes of the city's development. Ultimately, the context forms the foundation for decisions regarding *how and where* the city should approach and interpret its past.

Identifying important, physical features, and the events that took place on the waterfront, can be daunting. Many important buildings and other features have been lost over the last three centuries. In many cases, however, one can still locate sites accurately through remaining physical evidence (often archaeological remains) and archival materials, and in turn place them on maps to establish their relationship to the existing profile of the Waterfront. Often one can even recreate how they might have appeared. These important tools can help ensure that the true, *authentic*, character of the waterfront can and should be preserved in any interpretations, recreations, or additions to the waterfront.

As to the events which took place on the waterfront over the centuries, while the broad sweep of Alexandria is generally understood, if often in an almost mythical sense, the depth and diversity of the city's experience, and as a microcosm of the American story, remains to be fully explored. Even if there is a wealth of material to build upon, our knowledge and understanding of our own City is incomplete. History is never ~~"s~~settled." One of the exciting challenges for the future will be the ongoing rediscovery of Alexandria, and our continual reevaluation of our interpretations and conclusions. For this reason, we should acknowledge that what we *now* interpret along the waterfront, and how, will require reconsideration and change in the future. The presentation and interpretation of the history of Alexandria and its waterfront will be a work in progress. What this plan contains is a first version. *As such, any history plan should allow for continual adaptation and revision without disrupting the quality and authenticity of the waterfront—a flexible and truthful presentation.*

A Brief History of the Alexandria Waterfront

Alexandria, Virginia, sits on the west bank of the Potomac River, six miles below Washington, D.C. and nine miles north of Mount Vernon. The Potomac River has defined Alexandria for more than the three centuries of European presence. For thousands of years previously, even as it shifted course or carved its steep banks, the river was the central trunk of a network of navigable waterways, which formed the trading web of native peoples in the area. By the time of the first documented European adventurers to the Chesapeake in 1588, the shores of the Potomac were home to thousands of inhabitants in scattered villages who fished the river, gathered fresh water mussels, and used it as a highway. When John Smith ventured upriver from Jamestown in his exploration in June of 1608, the area around what is now Alexandria probably included an established Indian settlement at Indian Creek—Great Hunting Creek—as well as seasonal camps for hunting and fishing. Evidence of far earlier Native American activity, a Clovis point archaeologically recovered from the bluff overlooking Hunting Creek at what is now Freedman's Cemetery and scores of stone tools excavated at Jones Point, document that Alexandria has been a crossroads in some form for millennia.

The first evidence of the value of the Alexandria area to Europeans came in 1654, when Mistress Margaret Brent claimed 700 acres, which included much of the current waterfront, as part of a much larger grant given to her and her brothers and sisters along the Potomac. After a conflicting grant in 1669, the land eventually passed to John

Alexander, who in 1674 cleared the title after paying 10,500 pounds of tobacco. Yet the first passing European establishment on the site would not come until 1682, when Calwallder Jones, a frontier trader, set up a post at the point of land where Hunting Creek and the Potomac meet, and which now bears his name. A more permanent settlement developed at Pearson‘s Island, now Daingerfield Island, in the 1690s, and with it the spread of tobacco.

The town developed as a result Virginia's Tobacco Inspection Act of 1730, which called for the establishment of a public inspection facility on the Potomac near Great Hunting Creek. A site was ultimately selected on what came to be known as West's Point, about a mile north of the creek at the east end of a 220-acre wedge of land conveyed by Robert Alexander to his son John, and to Hugh West. John West, Fairfax County surveyor, laid off 60 acres, and lots were auctioned off July 13 and 14, 1749.

No evidence has been unearthed which points directly to the rationale for naming the city –Alexandria.” It is surely more than coincidence, however, that much of the land upon which the town was founded was then still in the hands of several members of the Alexander family. Yet, to the classically educated elites of the day the reference to Alexandria, Egypt, would certainly not be unintentional. Given that city‘s illustrious history as a capital, a major port, and a center of learning, the naming of the new town was hopeful and ambitious.

Within just a few decades of its founding, the small town emerged into a bustling seaport and agricultural community. In fact, by 1779 it was a port of entry for foreign vessels and a major export center for flour and hemp. Its waterfront was soon filled with brigs, schooners and other vessels which engaged in coast-wide and international trade and related businesses such as sugar refineries; feed, corn, and grain mills; foundries; tobacco warehouses; fish markets; distilleries; ship building and repair; and more. As the port grew, so did the town. Its boundaries were expanded by filling in parts of the Potomac and by also acquiring more property. Alexandria‘s streets soon became lined with substantial brick houses and businesses and, with that, the town gained distinction as an attractive colonial city connected to a highly active port on the banks of the Potomac River.

In 1801, part of Alexandria was incorporated into the new Federal capital, the District of Columbia. Initially Alexandrians welcomed the town‘s inclusion into the ten-mile-square which comprised the nation‘s capital, but soon became disillusioned with their status. Provisions of the 1791 act creating the district precluded the construction of any public buildings south of the Potomac River. Furthermore, the 1801 District Act disenfranchised the local populace, who could not vote in presidential elections and had no representation in Congress. Therefore, a strong impetus developed to retrocede Alexandria to Virginia. On July 9, 1846, the U.S. Congress voted to permit Alexandria and Alexandria County to retrocede to Virginia upon referendum. On September 7, 1846, President James Polk issued the result of the vote and declared the retrocession –in full force and effect.” Virginia formally accepted the territory on March 13, 1847.

Alexandria's port not only served as a critical resource for its economic and physical growth as a city, but it also was a critical resource during wartime. The riverfront location of Alexandria, and its connections to other cities to the north and south, proved highly significant during the Revolutionary War, the War of 1812, and the American Civil War. During the 19th century, Alexandria continued to operate as an international port with a movement towards industrialization in the late 19th and early 20th centuries. By the mid-20th century Alexandria and its waterfront became a center for national defense with a number of key industries located along the river. Later in the 20th century such commercial uses along the waterfront were becoming obsolete, as the City and waterfront became part of a growing metropolitan urban area. It is during this period that appreciation of the waterfront's potential for cultural and recreational activities became widely recognized.

Historical Periods and Themes

It is useful in preservation and interpretive planning to develop both time periods and themes for any historical place. While Alexandria's waterfront could be divided into many more time periods the following relate to broad spans of the town's past. Various segments of the waterfront had different land uses and more specific historic periods. These variations are developed further in Part IV of this plan as Character Areas.

General Historic Time Periods of Alexandria's Waterfront History

- American Indian Heritage – 13,000 B.P. (Before Present) –1608
- Exploration & Early Settlement – 1608–1731
- Tobacco Port – 1732–1749
- Development & Early Growth – 1749–1770
- American Revolution/Birth of the Nation – 1771–1814
- International Port – 1815–Civil War
- Secession & Civil War – 1861–1865
- Reconstruction & Expansion of African American Neighborhoods – 1865–1890
- Early 20th-Century Industrialization & Processing – 1891–1929
- Early Historic Preservation & Tourism – 1930–1940
- Center for National Defense – 1940–1950
- Bedroom Suburb/Urban Renewal/Modern Historic Preservation – 1950–1985

General Themes of Alexandria's Waterfront History

- Witness to War
- Trade-World Connections & Navigation
- Entertainment/Leisure/Culture/Arts/Preservation/Tourism
- Maritime Manufacture
- Transforming the Landscape/Urbanization
- Starting Over – Fire, Floods
- Creating Community from Many – Ethnicity, Race, Religion



AN EXTENSIVE CONFLAGRATION.

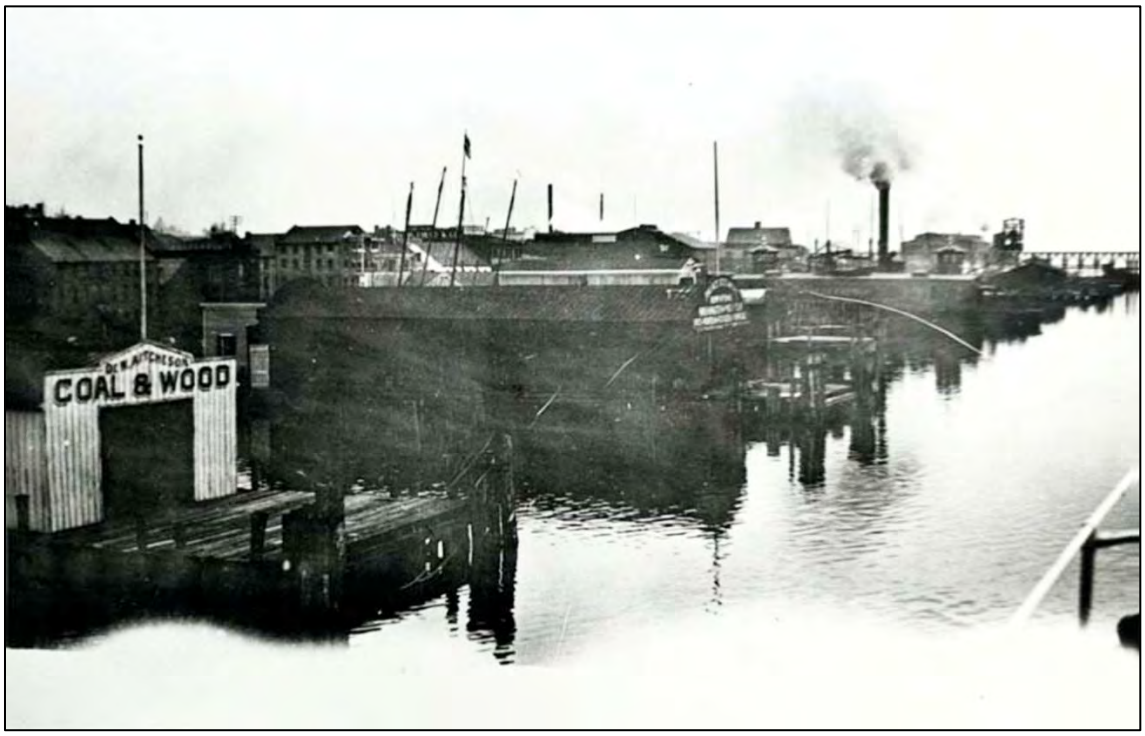
An Entire Block Destroyed---The Pioneer Mills a Mass of Ruins---The Most Destructive Fire Ever Known in Alexandria---A Desolate Spectacle

A sorry picture was presented to early risers this morning. Over a square of the river front was a mass of smoldering ruins—impending walls and stacks of tottering chimneys told the story—there had been a fire and it had burned over a section at one time the busiest in Alexandria's history—the

Left, the ruins of the Pioneer Mills at Point Lumley after the fire of 1897. Right, a newspaper account of the fire. *Special collections, Alexandria Library*

History Cultural System

Producing an authentic visitor experience is a major emphasis of Alexandria's Waterfront Plan, and the promotion and increased understanding of Alexandria's cultural, historic and natural resources into an organized Cultural System is a primary product of that focus. The intent is to enjoy Alexandria's unique resources of the waterfront corridors, gateways, destinations and anchors in their experiential totality, as defined by an analysis of Significant Places, Structures and Sites, rather than as a series of isolated components. The concept plan has developed a framework based on interrelated actions including preservation, revitalization, interpretation, programming, marketing and recreation to promote and interpret these features, and the people, activities and events that make them significant.



Undated view of wharves between Duke and Prince Streets.
Alexandria Library, Special Collections, William F. Smith Collection.

Authenticity is central to preserving the character of Alexandria, and to acting as good stewards of its historic fabric for future generations. The Waterfront Plan should include specific preservation goals, guidelines and standards. These should be embodied in new design standards and guidelines for waterfront adaptive reuse, public amenities, and new construction that would inform and assist the Board of Architectural Review, City planners, developers, and open space improvements.

The Cultural System will:

- Enrich the quality of life for City of Alexandria residents and visitors;
- Educate the public regarding the value of the arts, archaeology, history and their

association with the natural environment;
- Preserve and protect cultural, archaeological and historical resources;
- Promote and distinguish Alexandria's cultural, archaeological, historical and community identity from other Potomac River waterfronts;
- Tell the stories of Alexandrians as part of the national narrative;
- Establish connectivity between people and places through shared meaning.

These objectives are accomplished through the coordinated efforts, facilities and programs of City government and an extensive network of public and private cultural, arts and historical agencies in the City of Alexandria.

The Cultural System Components:

- Archaeological, cultural and historic, and natural resources
- Cultural Anchors, such as the proposed History Center/Art League/Seaport Foundation/historic ships at the South Strand Seaport area, Torpedo Factory Art Center at the King Street Gateway, and performing arts venue proposed for Oronoco Bay/West Point
- Public programming through activities and events
- Multi-sensory interpretation
- Lifelong learning opportunities
- Adaptive reuse of historic buildings
- Appropriate design guidelines and compatibility for new construction and public amenities and park improvements to reinforce historic themes, art and programming.
- Integration of art, culture and history in waterfront development
- Local arts, history and educational non-profit activities
- Integration of art, culture and history into unified marketing and promotion of the waterfront
- Historical information through web, markers, and written media
- Environmental and economic sustainability
- Artists, entertainers, re-enactors, and Living History characters that reinforce selected historic themes and places
- City Departments, Boards and Commissions, Alexandria Convention and Visitors Association, Alexandria Economic Development Partnership, National Park Service, State Cultural Affairs and Historic Resource agencies
- Private businesses, restaurants and retail stores
- Concierge and visitor services to inform and direct visitors through the waterfront and into the City

The strategy is a coordinated program to identify, define and reinforce the central themes and elements of the historic character and overall experience, while enhancing the quality of life for residents and visitors, enhancing economic expansion and recreational opportunities, and fostering the conservation of natural resources. Using strategies and policies that include adaptive reuse of historic buildings, compatibility in new construction, protection of natural features, integration of public art and cultural amenities, wayfinding and multi-sensory interpretive programming, the Cultural System

can help guide decisions on the impact of future waterfront projects or proposals, to determine their appropriateness with Sustainable Heritage Development objectives.

Sustainable Heritage Development is a revitalization strategy that enhances local quality of life through activities—preservation, conservation, recreation, interpretation and community capacity building—that demonstrate respect for the people, the place and the past.

Such strategies and policies can help manage change so that current environmental, economic and social forces are maintained and enhanced for future generations. The Cultural System can supplement preservation and public amenity initiatives by recognizing that the environment, economy and society are inter-connected and mutually dependent on each other.

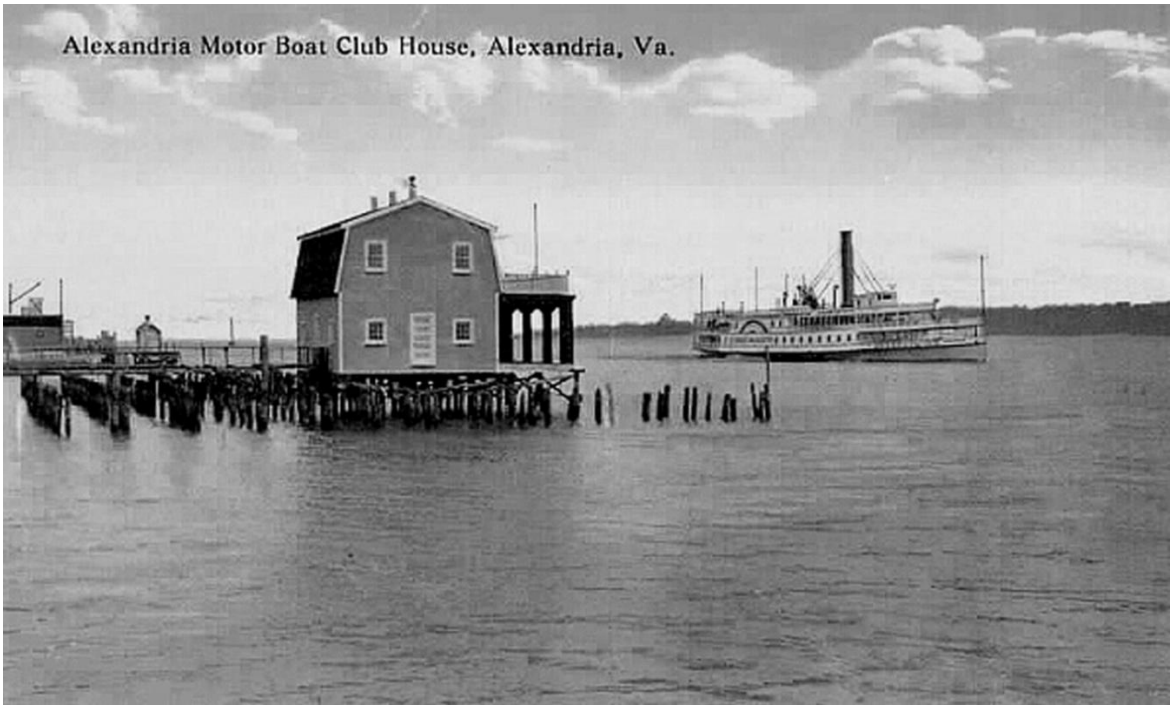


The foot of King Street, 1931.
Alexandria Library, Special Collections, Gallasher Collection

The City‘s approach to authenticity should build upon the preservation and enhancement of historic resources within a hierarchy of elements that create the Cultural System. The Historic Context, developed from an understanding of time periods and themes, is the overarching structure. Within this context, Significant Places, Structures and Sites are identified. Appropriate Adaptive Reuse is recommended for Significant Structures so that they may more fully contribute to the cultural landscape and experience of being within a historic waterfront recognized by inclusion on the National Register of Historic Places. Significant Places and Sites can be recognized through archaeological

investigation and preservation of resources and enhanced through design and treatments such as hardscape, landscape, lighting, and other amenities that bring the sense of the historic time, theme and place into new plans. In some cases, the design and treatment can be specific to one place, such as West's Point, but in other cases, a unifying treatment can be applied to portions of the waterfront, e.g. using wharf names to identify areas, defining the original shoreline, identifying The Strand, creating a link between open spaces with a Waterfront Walk of art and history using ideas from Art Night and the Art Walk presentation. All periods of Alexandria's past can be brought into the waterfront systematically and in appropriate locations.

Another level in the Cultural System is the incorporation of historic features in the design of Compatible New Buildings while maintaining their relationship to the scale and character of historic buildings. The Cultural System also includes elements that are appreciated by the public and make a Vibrant Waterfront: Historic Interpretation, Art and Cultural facilities/Amenities that may tell stories of African Americans or Civil War occupation known by few or offer contemporary and compelling art. Lastly, in the Cultural System are elements related to the operation of waterfront cultural facilities and services. Recommended Programming for Historical and Cultural Events related to specific places and themes in a seasonal structure will enhance the historic character and reinforce Alexandria's powerful image as a center for history, art and culture with an ambiance quite distinct from other destinations in the Metro area. Recommended Heritage Names and Images for businesses, interior design, and menus, open spaces, wharves, and alleys, such as the Orange Tree Tavern, Wales Brewery, Fitzgerald's Alley, can also provide another layer of the Cultural System to reinforce the historic character and distinction of the Alexandria Waterfront.



Old Dominion Boat Club at its original site on The Strand, between Duke and Prince Streets.
Image from an undated postcard published by Louis Kaufmann & Sons Baltimore, MD.

II. Principles



Waterfront at Foot of King Street with Ferry Boat, circa 1900.
Alexander J. Wedderburn's Souvenir Virginia Tercentennial 1607-1907 of Historic Alexandria, Virginia, Illustrated

> *Viewing the town which is laid off in squares of an acre each, streets 80 feet wide, several good brick buildings, and when it is completed according to the plan, will be a beautiful and regular town. Their chief trade is wheat, flour and tobacco. Mr. Kirk tells me they exported 100,000 bushels of Wheat and 14,000 barrels of flour from this port the last year.*
> **The Journal of Nicholas Cresswell, second edition. Port Washington: Kennikat Press, 1774-1777**

A short set of principles guide and inform this plan:

1) **The plan reflects the full complexity of Alexandria's rich history, its place within the American story, and reconciles it with contemporary America.** The plan provides an inclusive and relevant account of the city's evolution, and marks social, economic/commercial, political, cultural, and military history spanning the full sweep of the city. It underscores the appeal of the history of, and on, the waterfront as a draw for residents and visitors, beyond general charm and ambiance.

2) **The plan respects the diversity of uses and approaches to the waterfront.**

3) **The plan seeks to connect people and places through historical reality and meaning, and draws people to explore and experience the city beyond the waterfront.**

4) **The plan responds to the City's current outline for the waterfront plan** including recommendations and comment about specific locations, content, historic fabric and planned development on each area of the waterfront, as well as

vistas and alleys. The plan also offers constructive suggestions for the July 2010 Concept Plan, identifying what works, and what might be further amplified, refined, or altered.

5) **The plan identifies existing historic buildings and fabric on the waterfront which should be preserved and interpreted. At the same time, it recalls and places lost sites and historic events which should be marked or interpreted.** It will provide substantive reasons why these sites are important, and examples of interpretive options and text. (See also Appendix 1, *Preservation Perspective on Alexandria Waterfront Planning*.)

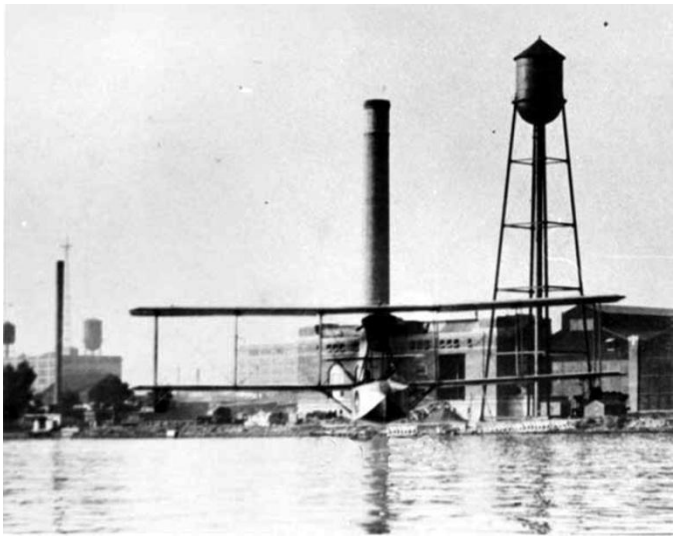
6) **The plan offers guidelines for a stewardship and preservation plan** for the Waterfront area, to include buildings, historic views, and specific sites. These guidelines can also apply to the city's entire historic fabric. (See also Appendix 2, *Historic Structures on the Waterfront.*)

7) **The plan offers suggestions for funding** to help implement this aspect of the overall Waterfront Plan.

8) **The plan envisions an ongoing collaborative planning effort with arts and history to showcase Alexandria within the American experience.**

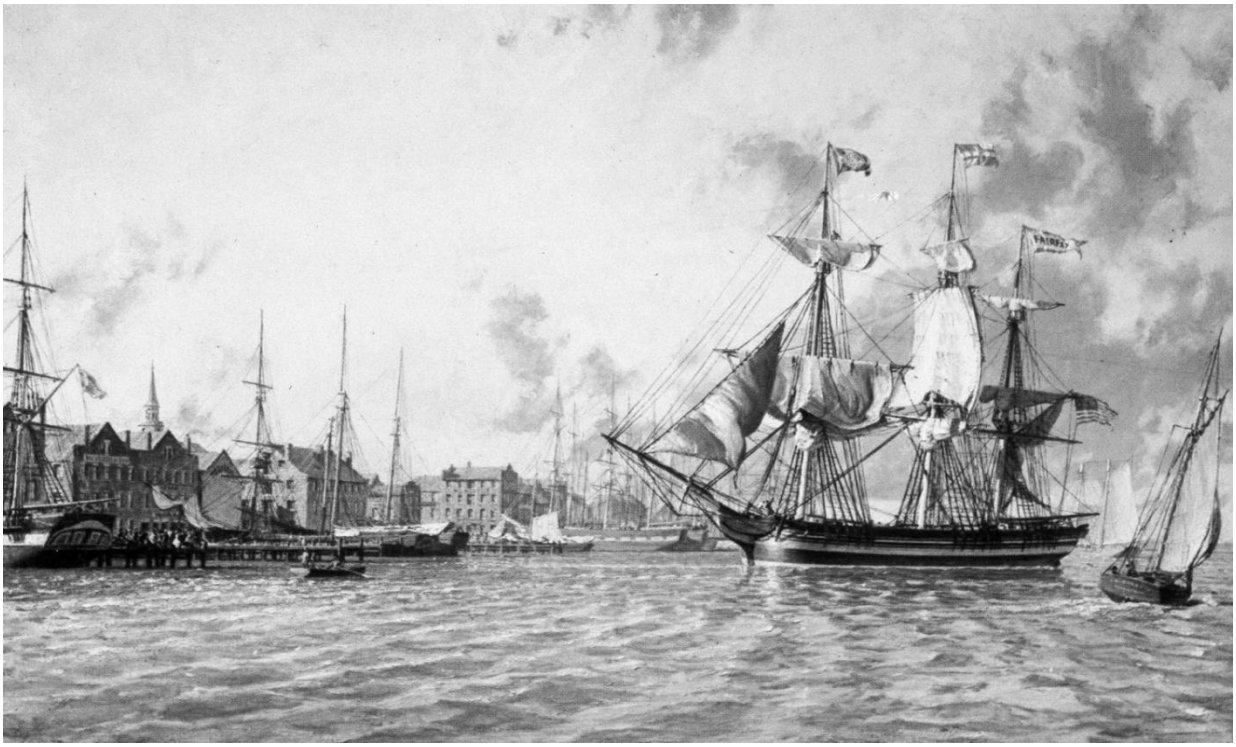
9) **The plan includes suggestions for year-round arts and history programming to bring the waterfront alive as more than a passive destination.**

Note: The principles and recommendations set forth as a whole in this plan are based upon those contained in *Preservation Perspective on Alexandria Waterfront Planning, March, 2007*, written by several City preservation commissions and organizations (See Appendix 1).



An Alexandria Aircraft F-19 test flight near Jones Point, 1918. The company closed in 1919.
Alexandria Library Special Collections

III. Core Recommendations to the 2010 Concept Plan and Implementation Strategy



–Alexandria," with the ship *Fairfax* leaving for Rio de Janeiro in 1845. John Stobart.
Maritime Heritage Prints, Boston, Massachusetts

> *Alexandria is very handsomely situated. The streets are laid out on the plan of Philadelphia, crossing each other at right angles, and are generally well paved. It is considered remarkably healthy, and the view from the City is very fine. The town is situated in the bottom of a valley which to the eye of an observer is terminated in every direction by lofty and verdant hills. ...[T]o the south, the broad translucent expanse of the Potomac opens upon him, with, lying like a white line on its distant margin, opposite to Mount Vernon.* ***Joseph Martin,*** **Alexandria, Virginia and the District of Columbia. Charlottesville: Mosley and Tompkins Printers, 1835.**

A Phased Strategy

The July 2010 Concept Plan calls for a phased approach to implement changes to the waterfront. Both the History and Arts plans should follow the same path based on opportunity, finances, and the sequence necessary in any development.

The History Plan proposes this outline for a phased strategy, with more details offered below. This strategy implements the plan almost from the time of approval:

1) Organizational (immediate):
    a. Establish Arts and History joint planning group to produce an art and history master plan.
    b. Establish History organization (possibly non-profit, see below) to begin fundraising strategy.
    c. These groups should establish an art and history mater plan and guidelines with priorities and opportunities. They would advise the management of the waterfront.
    d. Explore and, select, if beneficial, a structure such as a special district, authority or group to raise revenue, program, and integrate efforts and spearhead waterfront improvements.

2) Implement low or no cost aspects of the plan (immediate):
    a. The City begins a "Brand the Strand" effort.
    b. Restore the historic names of existing sites, alleys, and wharves.
    c. Adjust existing interpretive signs or artwork; give historic names to parks without such titles, e.g. Waterfront Park.
    d. Tie more events to the waterfront and waterfront programming, especially around the annual city celebrations, and integrate a calendar and promotion.
    e. Identify and launch Cultural Anchor and Theme Areas, even if all planned elements are not ready.
    f. Establish basic north-south and east-west circulation patterns (described below).
    g. Identify sites needed for acquisition for elements of the plan, begin staff work.
    h. Create archaeological plan for the phases of development on the waterfront.
    i. Bring the Potomac Riverboat Company skipjack to Alexandria from National Harbor as already planned, as soon as possible.

3) Implement aspects of the plan based on opportunity (near term):
    a. Civil War Sesquicentennial celebration can be tied to some aspects of the waterfront, and some grants specific to interpreting the Civil War will be available. There will be some donor opportunities as well.
    b. Implement elements as aspects of the waterfront are repaired and upgraded, such as signs, streetscape elements, parks, and alleys.
    c. Public Art donation opportunities. The city can redirect some public art tied to development to the waterfront.
    d. Grow programming schedules.

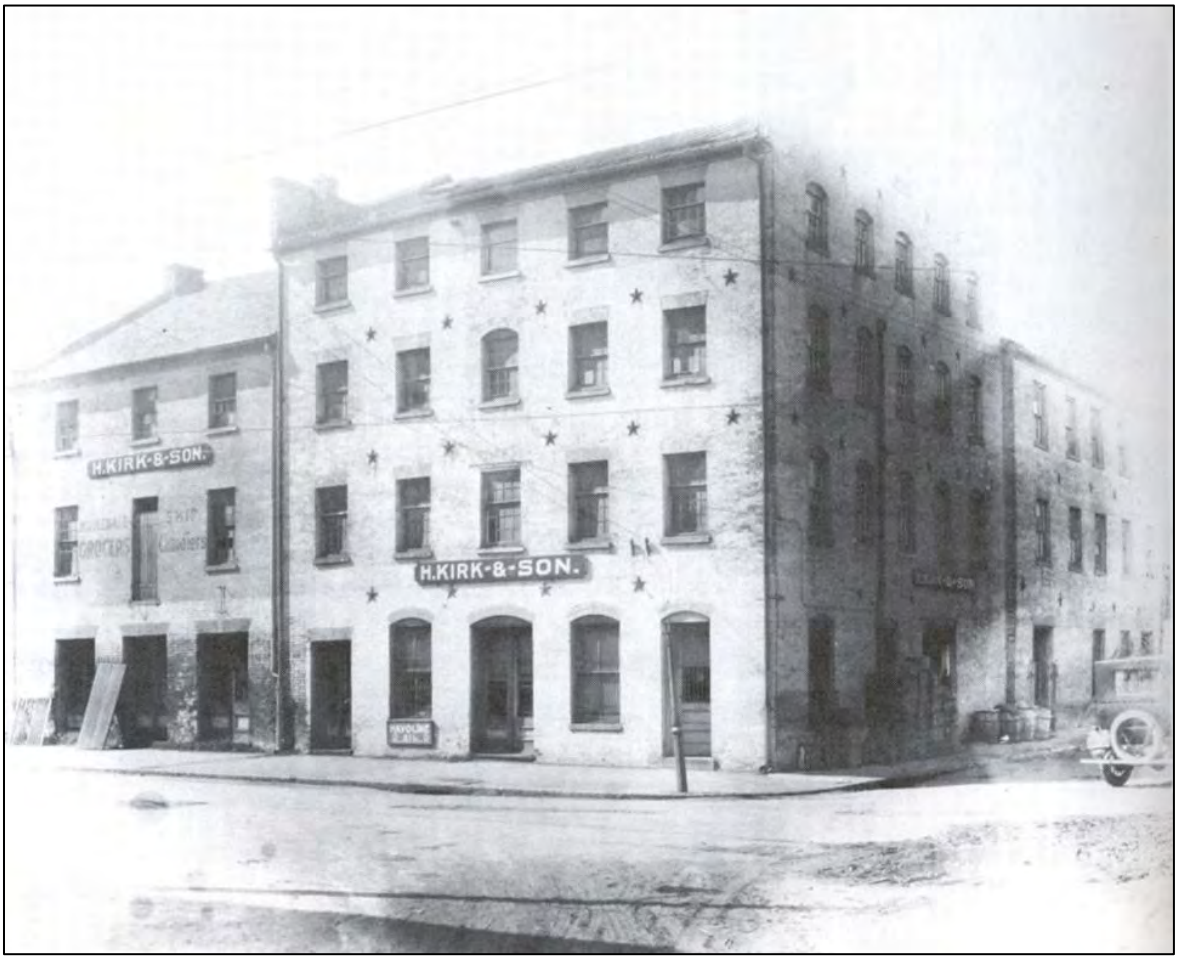
4) Implement elements that do not require major changes (near term):
    a. Interpretive artwork, flags, signage
    b. New programming and tours

5) Implement non-development aspects of the plan which require moderate

investment (near term):

a. The Strand pedestrian area
b. Streetscape work (paving, lighting, signage, etc.)
c. Major interpretive signs and artwork
d. Establish Waterfront Concierge (see below).
e. Commission study of best location for Archaeology Museum/History Center.

6) Implement major aspects of the plan (intermediate to long term). Some portions will depend on fundraising efforts.
   a. Opportunistic acquisition of historic buildings and their adaptive reuse for City use such as the History Center
   b. Redevelopment of West's Point and Point Lumley
   c. Full implementation of the Cultural Anchors
   d. Berthing of ships
   e. Self–supporting waterfront



Kirk & Son, 1 King Street and North Strand where the Torpedo Factory Annex now stands, 1920s.
Alexandria Library, Special Collections, William F. Smith Collection

Summary of Core Recommendations

These ideas are described in more detail, and in regards to specific locations, in subsequent sections of the History Plan. *Additional suggestions and recommendations will also be discussed elsewhere.*

1) In keeping with Goals 1 and 7 of Alexandria's 2010 Strategic Plan, the city should create a joint Arts and History Planning Group from the existing commissions to develop a coordinated Art and History Master Plan and Cultural Guidelines for the waterfront. This plan will inform waterfront design guidelines, as well as interpretive history, art and programming for the waterfront area. It will also lay the groundwork for future collaboration across the city.

2) The City should explore a special Art, Historic and Cultural area to help administer the waterfront and to develop financial opportunities for it. The city should study further how to take advantage of existing state and federal laws for funding opportunities for such an area.

3) The City should encourage existing History non-profits to contribute financially to aspects of the Waterfront related to their work. The City should also encourage the establishment of an umbrella, non-profit organization to assist in planning, programming and fundraising for Alexandria history, and particularly for the waterfront. Outlining the details of such an organization is beyond the scope of this plan: however, it should be independent of the City, be self-supporting, and be able to develop a professional fundraising presence with national reach. It should also develop events and revenue opportunities for the waterfront.

4) The waterfront should not appear to be an appendage to the city, rather it should reflect that the city grew from it. The waterfront should be an *authentic expression* of the city and its organic, fitful, and uneven past and development. To enhance this authenticity, the specific physical aspects of the plan should avoid creating an artificial or ~~"p~~planned" appearance in favor of an ~~"o~~rganic" one. Stagger wharf lines, vary building style and period, materials and rooflines, and bring back historic opportunities to create new alleys and vistas. Avoid an overall ~~"i~~dentity" mimicking a planned development, or trying to recreate another Williamsburg.

5) Alexandria should be understood as an expression of the American Story. Interpretation of Alexandria's history should bring to life people, places, and stories in the context of the American experience. Real people and their daily lives, as well as witnesses to history, should form the core of the physical representation of history and programming. Paradoxes and struggles should provoke curiosity, comment and thought.

6) The City should create a dynamic, north-south pedestrian circulation pattern, focusing on a series of Cultural Anchors and Theme Areas. The anchors will act much like the anchor stores in a commercial mall and provide draws for pedestrians to move along the waterfront and visit both businesses and cultural destinations. Pedestrians could circulate, for example, along The Strand south to Duke Street/Point Lumley, and return north along Union Street and its shops and restaurants continuing northwards to Founders Park and beyond to Oronoco Park and the north end of the waterfront.

   - Anchors: There should be three principal Cultural Anchors in the central waterfront:

     The **Northern Cultural Anchor** should be at West's Point (now Robinson Terminal, North)/Oronoco Bay Park. With performance areas, and a historic backdrop, this area will also be an important local draw.

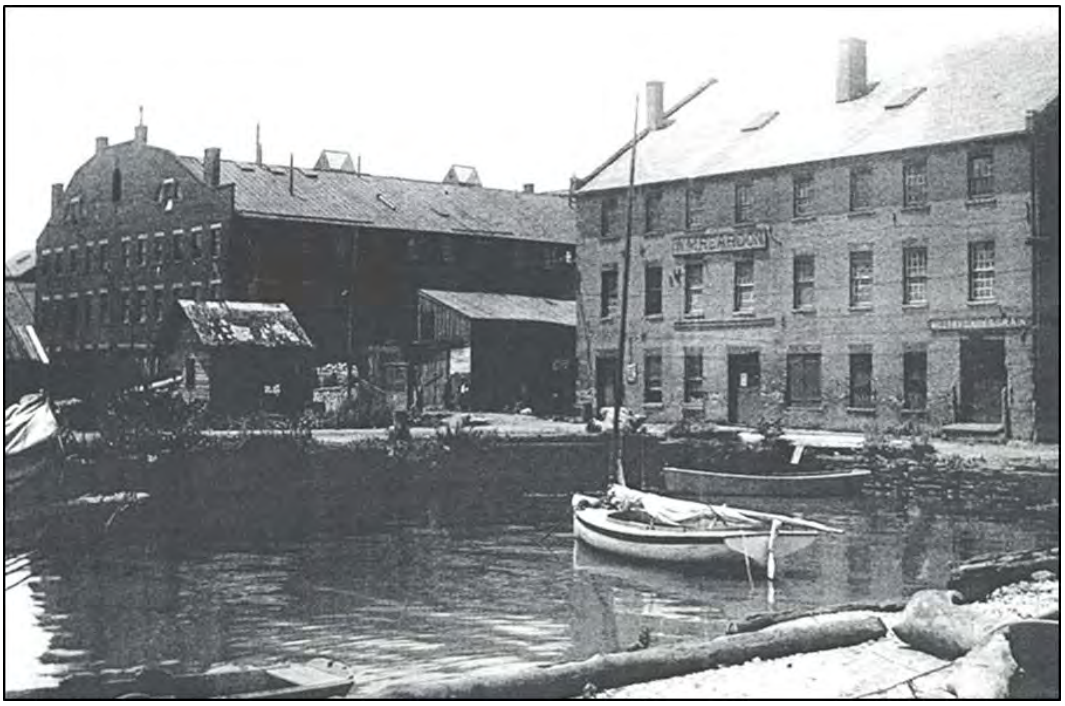
     The **Central Cultural Anchor** should be the Torpedo Factory Arts Center, which sits at the intersection of water arrivals and the King and Union Streets pedestrian core, as well as the north south axis of Union Street. It offers authentic artwork, and an opportunity to experience and watch artists at work and the Archaeology Museum.

     The **Southern Cultural Anchor** should be the 200 Block of The Strand, including a series of buildings containing both arts and history destinations, docks for historic ships, and the Seaport Foundation.

   - Theme Areas: Theme Areas coincide with the existing planning ~~-e~~haracter areas" in the July 2010 Concept Plan (see Part IV in this plan) with a few additions.
     Each area would emphasize a special aspect and time period of the city's history and its experience, yet would link to sites elsewhere along the waterfront or in the city. The areas will combine history and art, and are described below.

     The themes are true to their locations and represent most major periods of Alexandria's history. They provide for distinct character, thus providing a diverse set of environments and experiences. The Themes and Character Areas are:

     Ambitions – Rivergate and Tidelock Parks
     Transformations – Oronoco Bay Park
     Origins – Robinson Terminal North / West's Point
     Foundations – Founders Park
     Witness to War – Marina to Queen Streets
     Gateway – King and Union Streets
     The Working Seaport – The Strand



100 Block South of the Strand ca. 1910, McVeigh's and Reardon's Warehouses.
Alexandria Library, Special Collections, William F. Smith Collection

7) The City should ~~–~~Brand the Strand" as the key waterfront destination of the central waterfront. Treating the entire Strand as a whole and marketing it as an authentic Alexandria experience which sets the city apart regionally, and nationally. The Strand should be the Waterfront's King Street—the key north-south axis for pedestrians. The Strand should be returned to its historic use and character. It should link the waterfront areas, be continuous and have a physical identity from Wolfe Street to Queen Street.

Key features should be:

a. Create the feel of the historic, working waterfront in the 100–200 South blocks of The Strand, the area bounded by the river, Robinson Terminal South/Point Lumley, Union Street, and King Street. It contains all the surviving 18th- and 19th-century historic fabric of the working waterfront. This area should be highlighted to create what was once its character. The scale and positioning (perpendicular to the river) of any new construction and park improvements should also be consistent with and echo the wharves, warehouses, and businesses that were there in the past.

b. Make The Strand a pedestrian zone, from King Street to the proposed walk through at Point Lumley (Robinson Terminal South). Link the zone to the pedestrian area at the 0 block of King Street, and also to the Marina boardwalk and Queen St/Thompsons's Alley. With the exception of the trolley and appropriate overnight deliveries, and access to the proposed parking lot for the Old Dominion Boat Club, the area would be limited to

foot traffic and carriages. Make sure the 100 block of The Strand does not just become a garage entry and restaurant maintenance area, with dumpsters and crates.

c. Eliminate the proposed hard surface promenade in Waterfront Park and Point Lumley in favor of a gravel path as exists in Oronoco and Founders parks. The planned promenade is sterile, and creates a hard edged, artificial, and uninviting barrier. This path should be set back slightly from the water, and shaded. These parks should be informed by the wharves and linear designs perpendicular to the river, while providing intimate-feeling spaces for sitting.

d. Permit horse drawn carriages and carts along the waterfront, based in the Strand. These carriages should be allowed to move up and down the Strand and beyond, and to the interior of Old Town.

e. Union Street should be activated and associated again with the waterfront. It is the natural link to the rest of the urban grid and has interesting retail on the 100 and 200 South blocks. Establishment of a history center in the 200 South Union Street warehouses and mill. The Art League can help this effort.

f. Reuse all existing historic warehouses in the 200 block of South Union Street to create a showcase History Center for Alexandria. The City should take advantage of: Wattles Corn Mill, Fowle‘s Warehouse, and the building at the southeast corner of Union and Prince. All the City‘s various museums, archives, and history programs can use space here to promote themselves, along with rotating special exhibit space. In addition, private and non-profit history organizations in the city should be given access to exhibit space on a temporary basis. A portion of the first floor should also be used for the History Shop and perhaps additional, related retail, and a cafe.

   This area can also be grouped with the Art League and Seaport Foundation to create the Southern Cultural Anchor, to reinforce key and enduring themes a ~~–w~~working Seaport” and ~~–M~~Made in Alexandria.”

g. Use the History Center as the starting point for an Alexandria‘s history experience. The Center should include an introduction to the city‘s history, deeper interpretation of major themes and events across the waterfront and city in context, and offer rotating exhibits. By introducing such material here, themes can be interconnected along the waterfront and lessen the need for signage and interpretive materials elsewhere. The center should act as the starting point for historical destinations across Old Town and the greater city.

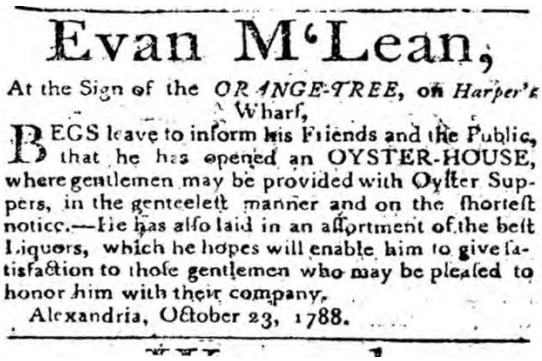
h. The History Center might also include permanent space for the Archaeology Museum, if it is found to be the best location for the museum. The AAC has not determined the needs of the Archaeology museum and office or where it ought to be housed. If, after careful study by AAC and the City, it is found that those needs would be better met if the offices and museum moved from the Torpedo Factory Art Center, their archaeological materials and reconstructions of finds such as wharves, ships, and factories could help form the core of the Southern Cultural Anchor.

i. The City should explore with the Seaport Foundation a permanent site in the redeveloped and repurposed Southern Cultural Anchor in The Strand/Point Lumley area. This area was associated with shipbuilding from the earliest time in the city.

j. The City should attract sailing ships and other historic vessels as permanently berthed attractions in The Strand/Point Lumley area. These could range from the skipjack currently at National Harbor to a recreation of Washington's brig, *Farmer*, to examples of the steam-driven ships that served the waterfront. These should be privately supported, but the City should make space to accommodate them.

k. The City should explore with the Art League what its needs and preferences are and consider finding them space in the Strand area/Southern Cultural Anchor.

l. If the proposed restaurant building on the 100 Block of the Strand in Waterfront Park, and above the possible ODBC parking is approved, it should appear as a pair of traditional Alexandrian taverns. Union Street was lined with taverns, and this is an ideal theme to follow, even if they are not replicas. They should be named after historic taverns, and use traditional signage and interior design.



Evan M'Lean,

At the Sign of the *ORANGE-TREE*, on *Harper's* Wharf,

BEGS leave to inform his Friends and the Public, that he has opened an OYSTER-HOUSE, where gentlemen may be provided with Oyster Suppers, in the genteelest manner and on the shortest notice.—He has also laid in an assortment of the best Liquors, which he hopes will enable him to give satisfaction to those gentlemen who may be pleased to honor him with their company.

Alexandria, October 23, 1788.

An advertisement for an oyster house on Harpers Wharf on The Strand.

m. If the Strand Restaurant use is approved, the outdoor seating should be

expanded to more of a plaza or town square, possibly terraced closer to the water. It should be bordered with trees for shade, and should be envisioned as the ~~"~~go to" place for visitors and residents alike. It should have the feel of a broad boulevard seating area as in Paris but with a sense of the wharves.

n. Beachcombers at 0 Prince Street should be restored as an operating restaurant, retaining its original design and name, with dining on the rooftop. This building has been a treasured part of the Alexandria waterfront in the recent past and should be again.

8) Preserve and enhance period streetscapes and pedestrian circulation in the waterfront area (not just the waterside) in their variety. The principle ~~"~~first do no harm" is important to the authenticity of the Alexandria waterfront. Much of the historic fabric directly adjacent to the river, and even a block away, has been lost. What remains does still echo the city's past in different periods and offers visitors a unique experience to ~~"~~travel back." New development and planned recreation areas should be minimized. The 100 and 200 blocks of North Union Street should be an integral part of planning so they retain significant historic structures and businesses.

9) Use historic names. To reinforce the authentic historic waterfront, use historic names for places, parks, buildings, and alleys. Rename ~~"~~generic" sites or places with historic names, and connect past names with new sites. (See Appendices 4, *Historical Place Names & Interpretive Ideas,* and 5, *Chart of Historic Wharf Owners and Selected Activities and Products*).

10) Use historic materials in pavement and wharves, and new construction. Choose unifying elements (historic gas lamps, street signage, paving, trash barrels, etc.) across the waterfront. Materials can also be modern adaptations closely resembling historic materials.

11) Mark the original shoreline in the pavement at key public points. Recommendations for exact locations by street are provided in an appendix map.

12) Save the existing, underused and threatened historic buildings in The Strand/Union/ Lumley area and preserve them intact for adaptive reuse. In particular, the City should ensure that the three warehouses in the 200 block of South Union Street be restored to 19th-century appearance and adaptively reused. The surviving historic structure at Robinson Terminal South (0 Duke Street) should also be protected in any redevelopment.

13) Restore and or create east-west corridors. Alleys allow a more porous pedestrian connection, and open waterfront vistas from Union Street and to the interior.

New development with alleys will feel ~~"o~~pen" rather than restrictive. In addition, any future redevelopment at Robinson Terminal South or in the proposed redevelopment where the Art League and Strand shops are now should include alley passages reminiscent of historic ones.

14) The Waterfront Plan should encourage pedestrian movement in an east-west manner into the city and neighboring cultural sites not just north and south. Many waterfront sites have direct connections to museums, buildings, places, and events just a few blocks from the water. Good examples are the relationships between the homes of merchants and their wharves and warehouses, as well as the Civil War experience and fires.

15) Beautify alleys. Make alleys a draw as experiences in themselves, inviting, safe, and paved in a manner to evoke historic materials and their historic names.

16) New construction should be compatible with the historic district, but be genuine contemporary works. The plan should encourage visionary, and potentially iconic, additions to the waterfront, but conform to existing Old and Historic District requirements. These additions should be in harmony with the existing character and features of surrounding structures and the historic fabric of Old Town. They should not overwhelm the surrounding historic fabric or distract from the general authenticity of the waterfront and its neighborhoods. They should draw their inspiration from the variety of waterfront structures and activities for periods here by character areas.

17) New construction should avoid large, monolithic buildings in favor of facades which appear to be multiple structures. For example, the building which might replace the current Art League and Strand structures should be of a scale similar to surrounding buildings, with a facade broken up to appear as more than one building, and oriented much like old warehouses with varying roof lines and heights. This History Plan provides historic photographs of that area as well as examples of successful ~~"v~~aried" facades and appropriate mass and scale from elsewhere in the city.

18) The City should create a set of preservation and design guidelines specific to the waterfront. These guidelines should be consistent with the Board of Architectural Review guidelines, but should also reflect the need to preserve street and waterscapes, as well as historic vistas. It should echo the historic reality of different time periods and styles.

19) The City should recreate a historic gateway area at the foot of King Street. This plan recommends that the historic ferry arch could become the iconic symbol of arrival. This gateway should include a permanent concierge site to assist visitors with planning their visit to Alexandria. It would be located near the intersection of King and Union, possibly in the space now occupied by the History Store in the arcade by the Torpedo Factory. The concierge would be staffed and would

help visitors not only plan destinations, but book entertainment, hotel rooms, and restaurants. It would also offer directions to destinations throughout the city. The Strand and King Streets vista of Fitzgerald's Warehouse and the Roberts Grain Warehouse should not be obstructed by any new construction such as a tall, roofed pavilion or Strand restaurant. The 100 block of The Strand should reinforce the historic character for all those arriving by water.

20) The history and arts elements of the Windmill Park plan should be more closely reconciled with and connected to the Waterfront Plan, both in continuation of the plan's themes and in treatment and materials for implementation. Such reconciliation need not reopen the Windmill plan, but may address additional elements or altering some treatments (or markers) to unify them with the final Waterfront Plan. This includes historic interpretations of Wilkes Street Tunnel.

21) The Waterfront Plan should not duplicate the history elements already present in the Jones Point Interpretative Plan (National Park Service), but instead complement them.



Alexandria Maritime Railway & Shipbuilding Co., late 19th Century,

between Gibbon and Franklin Streets.

William F. Smith and T. Michael Miller, A Seaport Saga, Portrait of Old Alexandria, Donning, Norfolk, 1989

IV. Theme/Character Areas



The drivers of the mules that towed the barges on the Alexandria Canal were often children of the Captain.
Thomas Hahn Collection

> *I was walkin' that towpath and did a six-hour trick nigh and day. I don't think there's an inch of it that I haven't tramped a couple of times. I were barefoot the whole summer.* **Joe Sandbower as quoted in The C. & O. Canal Boatmen 1892-1924. Thomas F. Hahn, The American Canal & Transportation Center, Shepherdstown, W. VA., 1980.**

Overview

The History Plan Theme Areas are essentially the locations of the Character Areas listed in Section 3 of the City's draft (July 2010) Waterfront Plan. These are geographic locations which are generally ordered north to south and are described in detail below. Each area combines history and art to varying degrees. To avoid repeating material, and reduce signage, each Theme Area emphasizes a special aspect or time period of the city's history and experience and links to related sites elsewhere along the waterfront or in the city. ***The proposed History Center in The Strand/Southern Cultural Anchor supports and unites the Theme Areas, providing opportunities for fuller interpretation, integrating the context across areas, and acting as the hub of programming which enriches understanding of each theme and location.***

The July 2010 Plan Outline lists several sub-categories to each area, not all of which apply to the History Plan, which in most cases addresses the *General description/inspiration/vision* and *Recommended Historic Elements*, and additional recommendations. The History Plan also provides specific sites, places, and events to be interpreted, examples of types of interpretation, and potential opportunities for art. Interpretation will center on people, places, and stories, and in the context of the American experience. Real people and their daily lives, as well as witnesses to history, form the core of the physical representation of history and programming.

This History Plan is not intended as a final guideline, but as a framework from which to write an Art and History Master Plan and Cultural Guidelines as the next step towards implementation.

Circulation of Pedestrians to Anchors and Theme Areas

An important and central concept of the History Plan is the pedestrian movement along the waterfront between the Cultural Anchors and Theme Areas (which are the Character Areas of the Proposed Plan Waterfront Outline). These Anchors and Theme Areas provide a series of different experiences and emphases on the waterfront, allowing people to explore and discover their environment. While the plan generally moves people north and south, it also offers opportunities to draw them to western sites outside the waterfront yet nearby, and connect them to the larger city.

Interpretation Options

The History Plan simplifies and minimizes signage. Displays should be enough to give the interested reader a familiarity with the city, its unique story, and its connection to the American Experience through a combination of wayside interpretive signs, markers, text, graphics, quotes, and artwork. Beyond this, the visitor should be provoked and inspired to learn more, either through multisensory interpretive materials in the History Center and other assets in the City, or with programming such as performers, guides, self-guided tours, and reference materials. Interactive options should be offered as part of a self-guided system such as cell phones, geo-caches, pods or wands. Future upgrades of interpretive technologies that minimize visual disturbance, but maximize opportunities for enhanced learning, should be considered as they become available. Furthermore, technologies must be included to assist diverse populations.[1]

The Arts and History Master Plan should guide interpretation. Here are examples of permanent visual options in ascending order of complexity:

1) Simple marking (individual sites, no interpretive text, e.g. ~~–s~~ite of" marker, for self-guided tours. These could be in pavement or on a wall or an outline of a site such as a wharf or building). This includes marking the historic shoreline in parks, sidewalks, and intersections from Oronoco to Duke Streets.

[1] Examples of personal stories that can aid in interpretation can be found in Appendix 6*, People and Stories Connected to the Waterfront.*

2) Simple marking within a theme group (interrelated, perhaps unified by color or design no interpretation, e.g. Civil War, African American, A Working Waterfront, for self-guided tours)

3) Interpretive text (e.g. on a building or wall)

4) Key interpretive text with graphics on City wayside signage in central theme areas. This could include quotes, primary materials such waybills, advertisements, diary excerpts.
5) Representative artwork, coupled with simple identification signage or site marker (murals, mosaics, illumination, water, etc.), which is inspired by actual events—fires, artifacts made in Alexandria, etc.

6) Representative artwork, with a site requiring interpretive text (e.g. Ellsworth, Fishtown, Slavery)

7) Selective figurative artwork (e.g. The Working Waterfront, Slavery), such as people in realistic, active poses—Civil War soldier, African-Americans rolling hogsheads, etc.

8) Selective figurative artwork requiring interpretive signage or materials

9) Major interpretive text, such as wayside interpretive markers (e.g. evolution of Alexandria as a port, Slavery, Central Civil War signage, transportation, shipbuilding)

The History Plan relies primarily on simple markers to create a dynamic and flexible approach to future History programming. These passive, unobtrusive markers, which might be numbered, shaped, or color-coded—or all three—help a pedestrian explore the waterfront on a self-guided tour using materials from the museum or with a guide. A visitor could also create a tour based on his or her own interests using materials and computers at the History Center, perhaps following an individual, an event, or a theme. Instead of extensive text or direct interpretation, the markers would merely denote location, perhaps stating only a building‘s name and date of construction, or the place of an event. In most cases they can be set in pavement so as not to obstruct views. The markers should be extended beyond the waterfront as well in some cases. These markers could also be grouped by unifying programming and arts themes of their own, such as The Working Waterfront (wharves, shipyards, warehouses, chandleries, taverns, etc.); The African American Experience (free and slaves); The Civil War (buildings, events, etc.); The Evolution of a Seaport; or The Transportation Center.

Beyond these fixed, visual aids to interpretation should be events, programming, first person and character actors and performances, all evoking historic issues in a contemporary setting, creating a living history in Alexandria. The collaborative Arts and History Plan should offer greater detail about these possibilities. Private tour companies, carriage drivers, and trolley audio can draw from real historic information.

Archaeological Potential for Sites, Features and Materials

Many important historic sites along the waterfront remain unexplored and untouched by archaeologists. Much is yet to be discovered about Alexandria's past on the waterfront, and valuable materials still exist at places such as West's Point and Point Lumley as well as elsewhere. The City should develop a careful and thorough archaeological plan for each waterfront area and coordinate at the earliest opportunity for each development to ensure that the sites are properly evaluated, excavated, and preserved, and that materials are recovered, treated, archived, and interpreted.



Carlyle-Dalton Wharf investigation 100 block Cameron St,
Office of Historic Alexandria, Alexandria Archaeology

Excavations should be conducted in sufficient time to allow for the protection of important structural remains *in situ* and interpretation in planning new developments and park improvements. Budgets for this work should be part of project budgets at the outset. In addition, display of artifacts, murals depicting historic scenes based on research, etc., should be part of any new development approvals. History and artifacts from the City's collections can be used to inspire art, landscaping, and interior design features (buried shipwrecks, historic wharf construction, baskets found embedded in a wharf). Planners and designers should take full advantage to access the City Collection and work with archaeologists and historians to create contemporary work completely unique and authentic to Alexandria

Descriptions and Contents of the Theme/Character Areas
(In geographical order from July 2010 Waterfront Plan Outline)

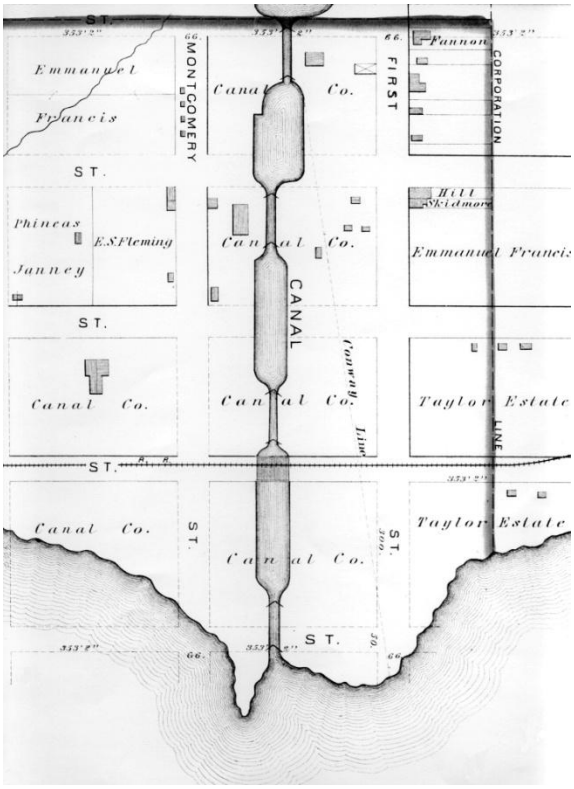
- Rivergate and Tidelock Parks – Ambitions
- Oronoco Bay Park – Transformations
- Robinson Terminal North / West's Point – Origins
- Founders Park – Foundations
- Marina to Queen Streets – Witness to War
- King and Union Streets – Gateway
- The Strand – the Working Seaport



Alexandria shipyard workers, 1919
Library of Congress

Rivergate & Tidelock Parks

Ambitions



The Alexandria Canal connected with the Chesapeake & Ohio Canal over the Potomac Aqueduct.
G.M Hopkins City Atlas of Alexandria of 1877.

> *Respecting the practicality of … and short communication between the Waters of the Ohio and Potomac … I am satisfied that not a moment ought to be lost in commencing this business.* **George Washington, a long-time proponent of a canal linking the Potomac and Ohio rivers, in a letter to Thomas Jefferson about the Potomack Company, March 1774.**

> *We repeat, now at the completion what we said at the commencement of the Canal. – May this important work succeed and prosper – may it more than realize our warmest hopes – and may it RESTORE AND PERPETUATE the TRADE and PROSPERITY OF ALEXANDRIA.*
> **Alexandria Gazette, December 4, 1843**.

Vision

Rivergate and Tidelock Parks will showcase Alexandria‘s early ambitions as the gateway from the Ohio Valley and the West to the world, and the town‘s inability to reach that goal. This area will celebrate the engineering accomplishments of the Alexandria Canal and the aqueduct bridge, and note the City‘s efforts to act as the transition port between

sea, canal, road, and rail, and will address Alexandria of the 1820s–1850s.

Historical Context



Alexandria Canal tide lock and basin during the Civil War
Mathew Brady photograph, Library of Congress

George Washington saw Alexandria, and eventually the new Federal District, as poised for rapid growth into a major city of international importance. He supported and helped develop plans to develop a canal system, connecting Alexandria to the Ohio Valley. Evidence of the city‘s hopes is visible in the last remnants of the canal that once linked Alexandria to the C & O Canal at Georgetown and eventually to the Ohio River. The canal itself eventually ran over the multilevel aqueduct bridge at Georgetown that was considered a major engineering feat in its day. The canal wharf area was one of those converted to a river railhead during the Civil War, where locomotives and rolling stock were moved onto specially adapted barges with track on them. This major innovation was devised in Alexandria and was a precursor to the roll-on/off shipping of today.

Recommendations

1) Add interpretive sign about Washington‘s shared vision for Alexandria as the port city for the Ohio, and how and why it did not come to pass.
2) Artwork representing Alexandria‘s aspirations

3) Revise and update existing interpretive signs for the canal and aqueduct. Add a figure of a canal boat captain with his hand on the tiller of a canal boat.



Archaeological excavation of the tide lock,
Office of Historic Alexandria, Alexandria Archaeology

4) Use recovered and preserved canal stones in artwork and identify.



Stones recovered from tide lock excavation now in Tide Lock Park
Office of Historic Alexandria, Alexandria Archaeology

5) Interpretive sign for the Civil War riverfront railhead and its innovation at the mouth of the canal

6) Artwork to represent the important glass factory that stood nearby, add small interpretive sign and link to cross-canal African American sign on Montgomery Street near North Fairfax Street.



–Carry-In Boy in a Glass Factory, Alexandria, Virginia" Lewis W. Hine, Child Labor Series, 1909, *George Eastman House, Rochester, New York.*

The glass was made in something like a furnace. It was runny, well, it was more soupy than dough. I'd say it would be more like the dough you make pancakes [from]. They had these long tools that they stick in there and wind around until they got a certain amount…on the stick when they take it out…it looked like a stone…they rolled it up and down, up and down, and there'd be two of us sitting at the molds…I was a mold girl once, and then I also [did] what they used to call –snapper" when it came out of the mold. [I'd] be right there with my…gadget and snap it off…When I first worked there I was making $3.00 [a week]…we got paid every two weeks…When the factory closed down I was making $15 a week. **As recounted by Mrs. Virginia Knapper, March 24 1982. Alexandria Legacies Oral History Program, Office of Historic Alexandria, Alexandria Archaeology Museum.**

Oronoco Bay Park

Transformations



The USS Pensacola off Alexandria, 1861
Library of Congress

> *This deponent further states that he perfectly remembers that there was a great quantity of Ivy growing round the lower edge of the lot to the westward of the present warehouse lott which lies along the Gutt or Marsh on part of which last mentioned lott the kiln for burning tobacco stood….*
> From a deposition by Thomas Graffort, age 79, in 1753, who once picked tobacco in Hugh West's new warehouse. **—A Suit in Chancery in the County Court of Fairfax." Pen Portraits of Alexandria, Virginia, 1739-1900. Michael T. Miller, ed., Maryland: Heritage Books Inc., 1987, p.5.**

Vision

Oronoco Bay Park and West's Point should form the Northern Cultural Anchor of the waterfront, with park portion offering open space for community and performing arts events. This area will showcase the pre-European environment, with an open and natural feel. It should quietly evoke Ralph's Gutt, the original crescent bay, and the importance of Alexandria as a rail center starting in the 1850s.

Historical Context

In the first years of the town, this area lay beyond the northern boundary. A creek ran through Ralph's Gutt and emptied into the Potomac at the southern side of the park. Much of the marshland here and to the west and south was used as pasture. The park shoreline should recall its original appearance as much as possible, and offer an example of how much the shore has been altered. Some of this land was created by filling in flats with cultural materials such as a ship,



1746 map (Cropped) showing Ralph's Gutt
Jennings Survey, Book of Surveys, 1746 Platt, Fairfax County Courthouse, Fairfax, VA

which still lies beneath the park. By the mid-19th century, it was industrializing. From the 1850s on, a railroad served the wharves, warehouses, lumberyards, coal depots, and other bulk materials handlers at what is now Founders Park, West's Point, and the Oronoco-Pendleton area, and ran north through what is now the western edge of Oronoco Bay Park. It was an important logistical rail head during the Civil War. Evidence remains of that railroad heritage, with the last active track on the waterfront.

Recommendations

1) Naturalize the shoreline and emphasize native plantings as well as historic and imported ones.
2) Naturalize or open Ralph's Gut; add a Cleansing Sculpture; provide historic map and text.
3) Mark site of railroad roundhouse in the 500 block of North Lee.
4) The proposed boxcar theater should be either a vintage railcar, or a reproduction of one.
5) Interpretation should be linked to the numerous and important Civil War rail sites along the waterfront.
6) Sculpture of Margaret Brent, first owner of property on the waterfront in the 17th century.

7) Personalize the story of transformation with a figure, such as a 17th-century tobacco farmer planting or picking tobacco. This figure could represent Ralph Platt. Images of such a figure are on the Jamestown-Yorktown Educational Trust website, paintings by Sydney King.
8) Retain the remnant rail track from the waterfront back to the main line to allow future, special rail events or programming such as vintage steam locomotive visits.



The Quartermaster Wharves at the foot of Montgomery Street, circa 1863. In the foreground are tracks that ran along the river through what is now Oronoco Bay Park and beyond.
National Archives

Robinson Terminal North / West's Point

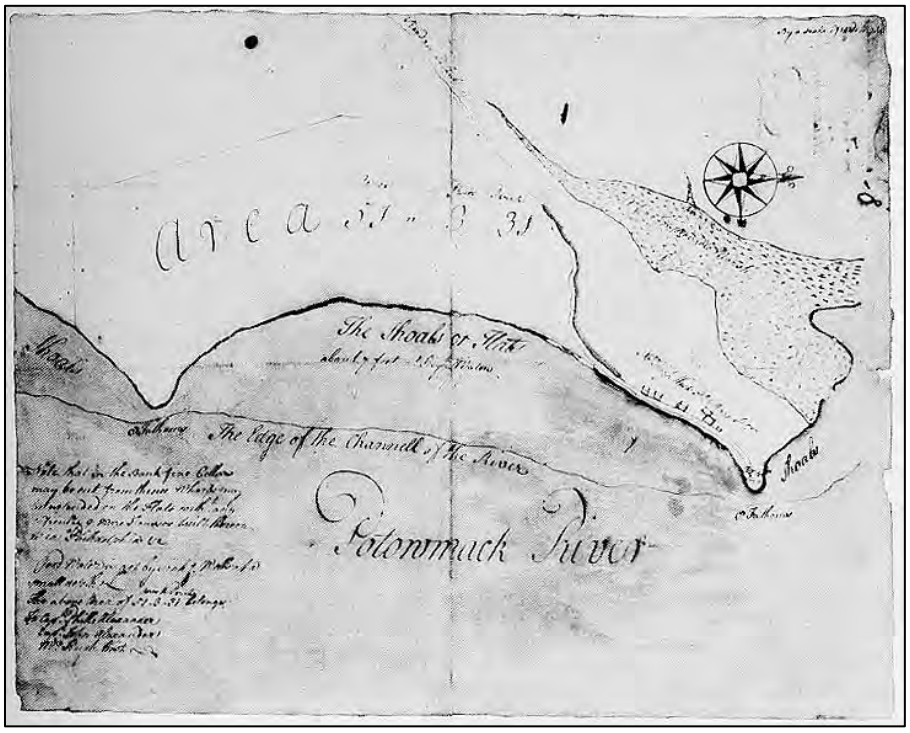
Origins



Fry/Jefferson Cartouche showing hogsheads of tobacco on a wharf

Vision

West's Point and Oronoco Bay Park comprise the Northern Cultural Anchor of the waterfront. The West's Point portion, which runs from the water west up Oronoco to Union Street, represents the origins of Alexandria—and the idea of America—in the early to mid-18th century and the importance of tobacco to the development of the town. Time period: the colonial era, especially the 1730s and 1740s.



1748 Map of what would become Alexandria.

Historical Context

West‘s Point is the earliest continuously occupied site in the city, and probably had warehouses and a wharf for tobacco even before a public warehouse for inspection was built in the early 1730s. It was from this settlement, at the foot of a rolling road, with a clutch of buildings and a ferry that Alexandria emerged. West‘s Point sits at the northern end of the cove which once ran down to Middle Point (Point Lumley), and is part of the original waterfront shoreline. It has been the site of various commercial activities since the 18th century and remains an important deep water anchorage for ocean-going vessels. West‘s Point was also the site of the arrival of Major General Edward Braddock‘s forces in March 1755. Braddock‘s march west to confront the French and Indians changed the future of the colonies and contributed to the experience and respect of a young George Washington and others who became the leaders of the American Revolution. Over the years, West‘s Point was enlarged to the east and north



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.
City of Alexandria, Office of Planning and Zoning

Recommendations

1) Emphasize the name West‘s Point in future development. Interpretive text about the West family and it‘s enterprises at the point. Call the pier a wharf, and name it either West‘s Wharf or Tobacco Wharf, and echo historic materials. Name a public house/restaurant in the development after West‘s Ordinary.
2) Design new development in a way that demarcates the original shoreline, possibly with break in buildings. The height of buildings should be in keeping with waterfront and zoning guidelines. Buildings should echo the scale and character of early warehouses and inspection station which stood there in the mid-18th century.
3) Landscaping should use native plants and examples of tobacco.

4) Interpret sites of early warehouses, when known (probably west of Union Street), and the original shoreline with simple, in-ground markers. Include a text and map depicting the evolution of the waterfront. Interpret site of first ferry and first private and public wharves on the waterfront.
5) Artwork and interpretive text about tobacco and Alexandria, the Potomac, and the tidewater, tobacco society. Interpret origins of the name Oronoco. Mark termination of the Rolling Road at Oronoco Street. Artwork to include a hogshead, possibly being rolled by African-Americans.
6) Interpretive text, artwork, about the landing of Braddock‘s army. For example, a figure of a member of the 48th or 44th Regiment of Foot of the Braddock's army marching up Oronoco Street with musket over his shoulder. Link to other sites in city about the importance to the American identity of the time (Carlyle House and encampment to the northwest.)
7) West of Union is the site of the Beverly estate, as well as possible sites of Fishtown. Interpret these.
8) Retain the vestige rail line at Pendleton, which is the last remnant of the working rails to water which were so important to the city.
9) Interpret the gasworks which stood nearby at the corner of Oronoco and Lee, and use original-style gas street lamps at that corner. Mark the use of the Gasworks for Civil War ballooning with artwork and an interpretive sign.
10) The concept plan carousel is not compatible with this vision.

If the area is also developed in coordination with the Pipefitters building:

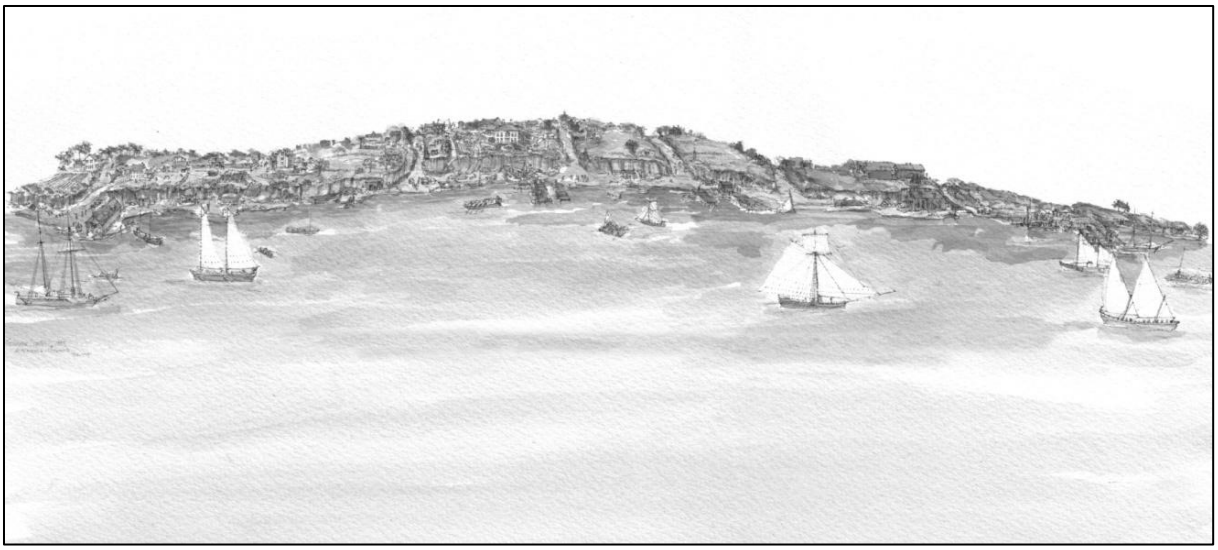
11) Interpret the site‘s strong connection to the railroad, which had its passenger and freight depots in the 200 blocks of Princess and Oronoco**.**



USMRR, Quartermaster Corps Depot (Alexandria, Loudon, and Hampshire RR), at Princess Street. To the right distance, the coal wharves. Behind the depot and rail yard is present day Oronoco Bay Park.
Library of Congress

Founders Park

Foundations



Alexandria Waterfront, circa 1764
Drawing by Elizabeth Luallen based on research conducted by
City of Alexandria/Office of Historic Alexandria, Archaeology staff and volunteers

> *In the evening we returned down the river about sixteen miles to Alexandria, or Bel-haven, a small trading place in one of the finest situations imaginable. The Potomac above and below the town, is not more than a mile broad, but it here opens into a large circular bay of at least twice that diameter. The town is built upon an arc of the bay; at one extremity of which is a wharf; at the other a dock for building ships; with water sufficiently deep to launch a vessel of any rate of magnitude."* **(1759, After visiting the Great Falls of Potomac), Travels Through the Middle Settlements in North America, Rev. Andrew Burnaby, London, 1775**

Vision

Founders Park, between Oronoco and Queen to the east of Union, should celebrate the creation of Alexandria as well as Alexandria, DC, and its development as a trading and commercial center. It should also explain the founding in the context of the independence of the United States, and link the larger story to local figures such as Washington, Mason, and less well known individuals and their experiences. The park is for passive use, and interpretation should center on the founding to incorporation period, 1749–1779, through the founding of the District of Columbia through retrocession to Virginia in 1847. It should also quietly reflect the evolution of the city, the challenges of its development, and the many uses of this part of the waterfront.

Historical Context



George Washington's ~~A~~ Plan of Alexandria now Belhaven," 1749.
Library of Congress

Founders Park is part of the northern section of the original waterfront of the 60-acre 1749 town. Like the rest of the original cove, by the 1790s it was filled in from what is now Lee Street with usable property and wharves. The founding generation created Alexandria as a port town to take advantage of its relative proximity to the Virginia hinterland and the Ohio valley and the west, as well as its position as the best ocean going anchorage on the river close to the fall line. Founders Park and the areas around it handled goods and materials brought in from the west by road, canal and rail for shipment via the Potomac. It eventually became among the grittiest and most industrial sections of the waterfront. Lumber, fish, grains, flour were warehoused, processed and shipped from here. This was also the center of Alexandria's important coal trade, and the city gasworks were at Oronoco and Lee Streets. A rail line ran down Union Street to Wilkes (and an elevated rail line briefly ran above a portion of it serving the coal yards), moving bulk materials to and from ships and destinations across the region and the eastern seaboard. This was also one of the processing point for ice shipments from Maine and portions of the local ice trade.



The Mutual Ice Company, Cameron Street, 1904.



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.
City of Alexandria, Office of Planning and Zoning

During the Civil War, the wharves handled grain hay and other supplies for the Union Army and the rail connection expanded. The seasonal fish wharves were also located here, and each spring, throughout most of the 19th century on, perennial shanty Fishtowns sprang up.


Salting fish on at the Fish Wharves, 1912, between Queen and Oronoco Streets.
Alexandria Library-Local History / William Smith Collection

Recommendations

1) Interpretive sign and artwork commemorating the founding of Alexandria in 1749, listing the names and stories of the 11 original trustees (detailed interpretation and materials in the City History Center on The Strand).
2) Use traveler‘s accounts and other primary materials to describe the early appearance and future promise of the city (see appendices for examples).
3) Interpret the role of Alexandrians in the founding of the country, especially in the lead up to the Revolution and the generation contributing alongside George Washington, in particular the Committee of Correspondence (which supported the actions of Boston) and the Fairfax Resolves (which took place at the old courthouse on Fairfax Street and can be seen as the ancestor of the Bill of Rights).
4) Map of the waterfront, the infill process and evolution of the city, with simple interpretive sign explaining Alexandria‘s historic street names. Interpret Alexandria as part of DC from 1801–1847, why it was retroceded, and noting the original cornerstone at Jones Point, the other surviving stones in the City, mentioning Benjamin Banneker‘s role in the boundary survey.
5) Note the locations of the various coal, lumber, and other warehouses and depots along the shore and Union Street, and using simple markers and names without interpretation (see appendix for names). This is an opportunity for figurative artwork celebrating the people who worked these difficult occupations.
6) Note Fishtown using artwork and a simple interpretation to explain it. Use a group of figures of African-American women heading herring.
7) Redesign path at south end of park as Kirkpatrick‘s Wharf using historically accurate materials and interpret with artifacts from the archaeological excavations west of the wharf.
8) Interpretive artwork on the office building wall at the south end of the park at Queen Street showing the Wharf over time.
9) Panel describing the founding of the preservation movement.



William Smoot & Co, Between Oronoco and Princess Streets.
Alexandria Library, Special Collections

Marina to Queen Streets

Witness to War



Guard Boat, at Alexandria wharves, ca. 1863
Library of Congress

There has been, we expect, few places more affected by the present war than Alexandria. Not six months ago, a thrifty growing city – with an energetic, prosperous, and happy population … But … a sad change has come over the good old town. A large number of the oldest and most respected families are no longer _of us,' having left their homes at the beginning of the war…The wharves, too, where once were all bustle and activity, are now, save when a transport or pungy arrives, almost bare, and on our broad majestic river no ships appear save those used in the service of the Federal Government. **Pen Portraits of Alexandria, Virginia, 1739-1900. T. Michael Miller, ed. Maryland: Heritage Books Inc., 1987.**

Vision

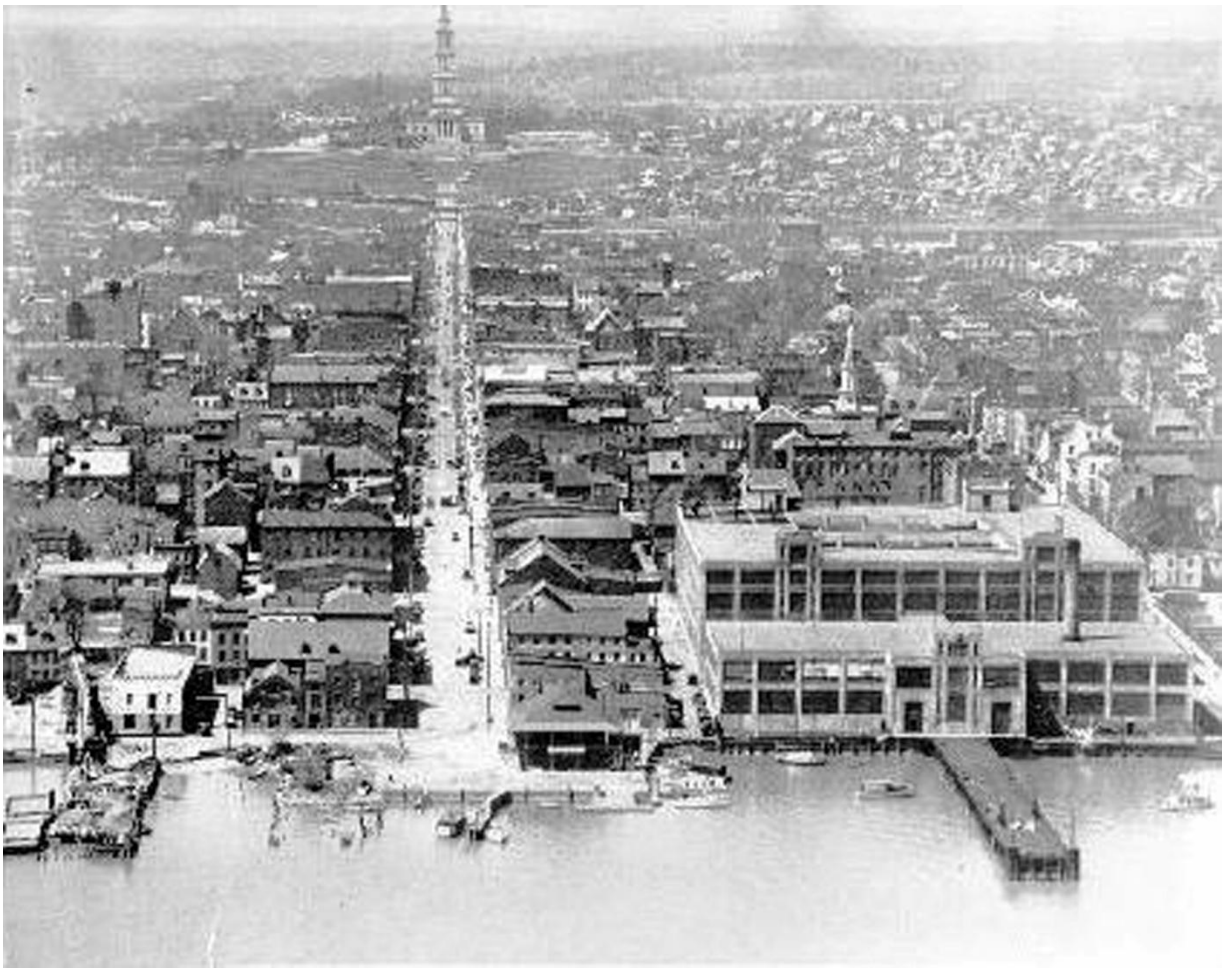
The Torpedo Factory Art Center is the Central Cultural Anchor of the waterfront, and the primary arts destination. Alexandria's history is also interwoven with the wars of the nation from the time of Braddock to the present. This section of the waterfront crosses Alexandria's major wartime experiences with its varied commercial past through the 20th century. It will also be one location to discuss its role in the slave trade and African American contributions. It will reflect aspects of the 1860s through the World Wars.

Historical Context

Alexandria's waterfront has played a role in the nation's major conflicts since colonial days in the mid-18th century, when Braddock's army landed during the French and Indian Wars. Close to the Kings Highway and the last important port on the Potomac close to the fall line, the town was an important southern supply point during the American Revolution, during which Governor Thomas Jefferson marked it as the depot for materials for the defense of Virginia. During the War of 1812, it surrendered to the British and was plundered in 1814. During the Civil War, Alexandria, protected by a string of forts and batteries, was the center of Federal operations in Virginia, and the logistical and railroad head, hospital center, the bivouac for many units of the Army of the Potomac, and the embarkation point for operations in the tidewater and Peninsula Campaigns. The Civil War was probably the most important event in the city's history, and transformed Alexandria forever. It dealt a major blow to its development, and the city fell further behind others of its size and importance. It also opened opportunity and civil rights to African Americans thousands of whom fled to Union-held Alexandria and contributed their labor to the war effort.



Freedmen laborers at the Quartermaster Coal Wharves at Montgomery Street in Civil War Alexandria
Library of Congress



Aerial View of King Street, 1935. The WWI portion of the Torpedo Factory is seen on the right and the Old Dominion Boat Club is next to it at the foot of King Street

In the 20th century, the waterfront was the scene of shipbuilding and the construction of a torpedo plant during WWI, and continued to play a role in national defense through WWII and beyond. This portion of the waterfront also reflects a special aspect of the city's growth—into the river. Much of the contemporary waterfront was created by a "banking out" process. Many features and surviving buildings point to that evolution. Original waterfront property owners were permitted and encouraged to extend their land from the river bank out into the Potomac. Their houses, once on the waterfront on a high bluff, ended up some two blocks away from the water with warehouses in between terminating in their private wharves. Here, and to the immediate west (north side of King Street in the 100 and 200 blocks), were the wharves and warehouses of such merchant founders as William Ramsey, John Dalton, John Carlyle, and Jonah Thompson, who cut down the bluff between Fairfax and Water and then banked out from Water to East of Union Street.



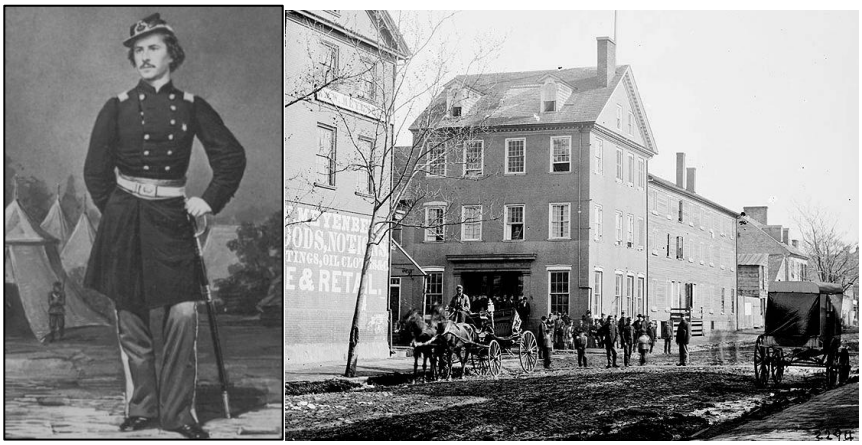
1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.
City of Alexandria, Office of Planning and Zoning



The Torpedo Factory in the 1920s.
Library of Congress

Recommendations:
0 Cameron Street:

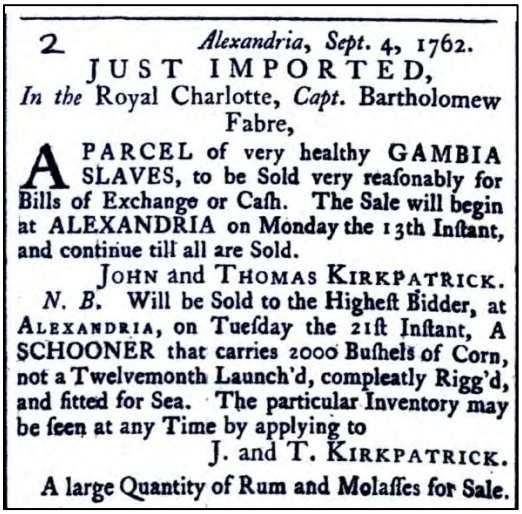
- Interpret Colonel Elmer Ellsworth, the landing of Federal Troops at Cameron Street in May 1861, and the initial occupation of the City. This sign should be linked to the route to the 1861 telegraph offices and the rail depots targeted by Ellsworth, but also the course of the detour to the Marshall House. It should also reference the two other columns of Federal troops and where they entered the city from the north. A figure of a New York Fire Zouave Union soldier in full uniform in an action pose.
- Interpret the importance of Alexandria to Federal operations in the Civil War, the occupation and the waterfront, but the principal interpretation and materials would be available in the History Center. Also interpret the city's role as the capital of Federally-occupied Virginia.
- Interpret the site of the icehouse at the foot of Cameron, and add interpretive feature about the importance of ice to Alexandria's trade. Link to Gadsby's icewell on Cameron Street.
- Eventually convert food court to cultural asset.
- Rename city docks after historic wharves on those sites. For example, the area at the foot of Cameron should be renamed Cazenove Wharf, its Civil War name and that of an important merchant of the era.
- Interpret Alexandria and National Defense: WWI and WWII.
- Interpretive sign about the 20th-Century Waterfront.



Colonel Elmer Ellsworth and the Marshall House.
Library of Congress

0 Queen Street:

- At Queen Street and the waterfront, mark the location of Kirkpatrick's/Queen Street/Conway Wharf, which was one place known to have been an importation point for importation of African slaves from Senegal and Gambia. The city must study how best to interpret this site, which should have a significant panel and artwork about slavery and the African-American experience and contributions. See also the Strand site.



2 *Alexandria, Sept.* 4, 1762.

JUST IMPORTED,

In the Royal Charlotte, *Capt.* Bartholomew Fabre,

A PARCEL of very healthy GAMBIA SLAVES, to be Sold very reaſonably for Bills of Exchange or Caſh. The Sale will begin at ALEXANDRIA on Monday the 13th Inſtant, and continue till all are Sold.

JOHN and THOMAS KIRKPATRICK.

N. B. Will be Sold to the Higheſt Bidder, at ALEXANDRIA, on Tueſday the 21ſt Inſtant, A SCHOONER that carries 2000 Buſhels of Corn, not a Twelvemonth Launch'd, compleatly Rigg'd, and fitted for Sea. The particular Inventory may be ſeen at any Time by applying to

J. and T. KIRKPATRICK.

A large Quantity of Rum and Molaſſes for Sale.

Alexandria Gazette, 1762

Thompson's Alley:

- Soften 0 Block of Thompson's alley, possibly with new paving and artwork inspired by the artifacts found on the wharf in the 100 block at Jamieson Bakery and the Gemini Tavern: coins, musical instruments, sewing items, and tavern wares. Link to Thompson's wharf and to Jonah Thompson's house on North Fairfax Street.
- Mark sites of the workingmen's taverns on Union and Thompson's Alley, artwork and interpretation describing the workingman of the waterfront.

100 Block of South Lee Street/Cameron Street:

- Interpretive sign on the Lee Street garden wall of Carlyle House explaining the original shoreline, the original Carlyle-Dalton wharf, infilling and also the grading of the 200 blocks below Lee, leaving houses like Ramsay's ~~h~~high and dry." Also interpret the Council of Governors and the planning of the Braddock Campaign in 1755.

King and Union Streets

Gateway



Foot of King Street showing arch of ferry building, 1900.
Alexandria Library-Local History/William F. Smith Collection

> *I purchased you two lots near the water upon the Main street, as everyone along the rode will be through that street.... The reason the lots sold so high was River side ones being sett up first,* **George Washington in a letter to his brother Lawrence, 1749.**

> *In 1749, Oronoco and Duke Streets extend into deep water, but between them lies an arc of swampy flatland backed by bluffs. When the town lays out its first building lots, George Washington's half-brother Lawrence is a trustee. Because he is away during the July land sale, his brother Augustine writes to him. The chafing at waterfront prices sounds familiar.*
> **—Fitzgerald's Warehouse, King and Union Streets," Diane Riker**

Vision

The intersection of Union and King Streets is the central gathering point for many residents, and for visitors arriving either by water or by land. This area should convey the historic sense of arrival and focus, celebrating the bustle of Alexandria as the point of entrance and departure in the past and present.

Historical Context

The central waterfront retains the oldest surviving waterfront warehouse (Fitzgerald's), and the Old Dominion Boat Club structure has the oldest continual organization and use. This area has some of the earliest private commercial wharves, and for many decades the foot of King Street, and immediately north and south along the waterfront, was the center of bustling passenger activity as well. Ferries to Maryland and DC, packet ships to Baltimore and destinations in Virginia, and ports up and down the east coast made the city a gateway for travelers and immigrants. While eclipsed by Baltimore, especially after the Civil War, Alexandria remained a passenger port into the 20th century. The sites of these passenger wharves remain, many of which became the troop wharves of the Civil War era. This central section of the waterfront also witnessed some of the city's worst fires and, barely above river level, still endures continual flooding.

Both Ramsey's Wharf and Fitzgerald's Wharf, as well as the 100 Blocks of King Street, were constructed in the 1780s and 1790s and became the central core of wholesale trade. The Old Dominion Boat Club stands on Ramsey's Wharf.



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.
City of Alexandria, Office of Planning and Zoning

Recommendations

0 Block of King Street:

1) To fit the Gateway Arrival Theme, create a permanent concierge site to assist visitors with planning their visit to Alexandria near the intersection of King and Union, possibly in the space occupied by the History Shop in the arcade by the Torpedo Factory Art Center. The concierge would be created in alliance with other visitor centers and offer broad services. It would be staffed and would help visitors not only plan destinations, but book events, hotel rooms, and restaurants. It would also offer directions to destinations throughout the city.
2) Identify Ramsay's Wharf which extends under and beyond ODBC. Link to Ramsay House at Fairfax and King Streets.
3) If the City does construct a long pier at the foot of King Street, it should be offset

to the south—where the original Fitzgerald Wharf was constructed and is still extant. Name the proposed pier Fitzgerald‘s Wharf, and link to Fitzgerald‘s Warehouse, the site of his counting house at King and Fairfax, and his home at Duke and Fairfax. Restore Wales Alley to the name Fitzgerald‘s Alley (which it was). Continue Fitzgerald‘s Alley to the waterfront with distinctive paving. Interpret Alexandria‘s private alleys and also the importance of alleys across the old city as a gathering place for African Americans.

4) Figure of a colonial merchant (like Fitzgerald) in tri-cornered hat, britches tied at the knee, large shoe buckles, with a slate in one hand and marker in the other looking up as though checking off cargo being loaded aboard ship
5) On south side of King Street, interpretive artwork about the importance of immigration to Alexandria‘s growth in the eighteenth and nineteenth centuries. Recognize the Irish who created this wharf and traded here.



John Fitzgerald‘s Warehouse southeast corner of King and Union built ca. 1796, photo by Virgil Davis ca 1940.
Seaport Saga, Smith and Miller, 1989

100 Block of King Street:

1) Mark the various surviving warehouses and buildings of 100 King Street with simple pavement markers giving only a name and date (interpretation from materials at History Center).

100 Block of Union Street South:

1) Interpret the floods and fires, and the continual rebuilding of the waterfront. Mark the sites of the outbreaks of fire. Use lighting and performance programming to recreate the experience, possibly with visitors themselves participating.

The Strand

The Working Seaport



View from Pioneer Mill, May 1865. (First known photograph of the 200 Block South of The Strand)
Alexandria Library-Local History/Special Collections

> *He settled in Alexandria in 1755 and always understood Lumney [sic] and West point(s) were reserved for the use of the town. Lumney lay on both sides of Duke Street. The warehouse was built on [the] north side [of] Duke on point Lumney. There was dry ground on [the] north side of Duke Street under the bank were the warehouse was built ...He remembered that a man could pass (and he himself had) between the west end of [the] warehouse and the bank about the time [the] warehouse was built.*
> ***Deposition of John Muir, Prince William County, Virginia, Land Causes, 1789–1793,* Pen Portraits of Alexandria, Virginia, 1739-1900, T. Michael Miller, ed. Maryland: Heritage Books Inc., 1987.**

Vision

The 100 and 200 Blocks of The Strand and South Union Streets contain the last observable vestiges of Alexandria's golden maritime era from the last half of the 18th century into the early 20th century. This area should evoke the character of the heyday of the waterfront in The Strand and use it as the Southern Cultural Anchor. All historic

buildings should be in use and their historic fabric preserved. The City should brand the entire area bounded by Point Lumley (Point Lumney) and Roberdeau Park to the south, Fitzgerald's Alley/King Street to the north, Union Street to the west, and the river as "The Strand," and treat it as an important, must see destination. Marketing this section as an "authentic Alexandria" experience will set the city apart regionally, and nationally. This area will reflect various aspects of the working seaport from the 1790s to the 1890s, with much interpretation centering on the theme "Made in Alexandria." [2] The Southern Cultural Anchor would contain the central historic interpretation hub/History Center as well as the Art League and Alexandria Seaport Foundation.



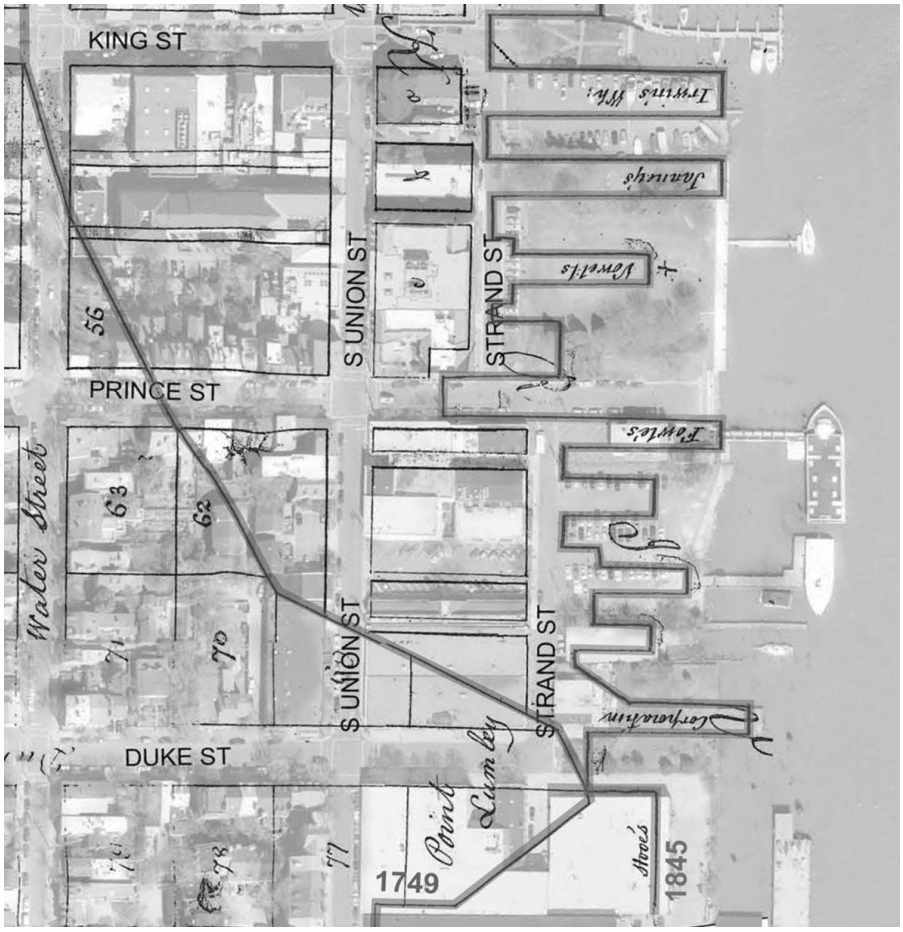
Point Lumley, ca. 1760
Drawing by Elizabeth Luallen based on research conducted by Alexandria Archaeology staff and volunteers.

Historical Context

This area once had many commercial wharves and warehouses, trading with destinations all over the world. The Strand contains all of the surviving 18th- and 19th-century fabric of the city's working seaport, with important vistas and open space. Here Washington conducted business, and the town responded to British threats in the Revolution and the War of 1812, when its warehouses were sacked. Point Lumley to the south was a shipbuilding center from the earliest days, and over time produced everything from small skipjacks to the largest schooners. Some of the ships which protected the city in the Revolution were produced here. Also at Point Lumley was the enormous Pioneer Mill (1852–1897), once the largest structure on the waterfront and one of the largest flour mills in the country. Emblematic of the city's importance as grain and flour exporter, it was destroyed in one of the great fires which swept The Strand. Prior to the Civil War,

[2] See Appendix 8 for examples of Made in Alexandria artifacts.

when the city was a major slave trading center, the wharves at the foot of Prince and/or Duke were also used to embark African Americans to places such as New Orleans. The Strand and Point Lumley remained active commercially through much of the 20th century.



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.
City of Alexandria, Office of Planning and Zoning

Recommendations

Core Strand Recommendations:

The City should –Brand the Strand" as an important must-see destination. Treating the entire Strand as a whole and marketing it as an authentic Alexandria experience will set the city apart regionally, and nationally.

Key features for the whole area should be:

1) Create the feel of the historic, working waterfront in the 100–200 blocks of the Strand area. The area bounded by the river, Robinson Terminal South/Point Lumley, Union Street, and King Street contains all the surviving 18th- and 19th-century historic fabric of the city's working waterfront. This area should be

highlighted to create what was once its character. The scale and positioning (perpendicular to the river like the historic wharves) of any new construction should also be consistent with and echo the warehouses and businesses that were there in the past.

2) Make The Strand a pedestrian zone, from King Street to the proposed walk through at Point Lumley (Robinson Terminal South). Link the zone to the pedestrian area at the foot of King Street, and also to the Marina area and Queen Street/Thompsons's Alley so that the original Strand is re-established. With the exception of the trolley and appropriate overnight deliveries, and access to the proposed parking lot for the Old Dominion Boat Club, the area would be limited to foot traffic and carriages. Make sure the 100 block of The Strand does not just become a garage entry and restaurant maintenance area, with dumpsters and crates. Note: This proposed land use of restaurant and parking is not endorsed by this plan, but its recommendations are based upon the proposed concept plan.

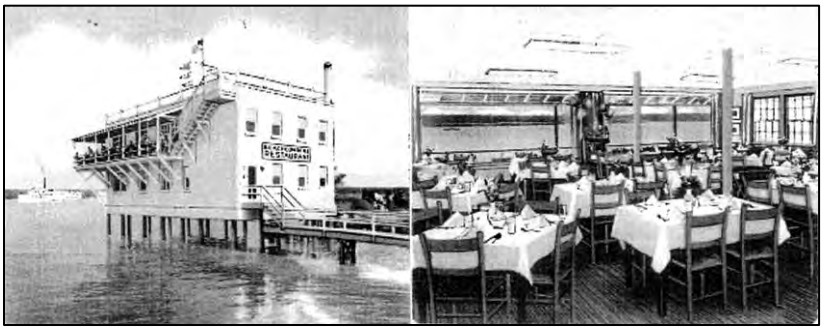
3) Eliminate the proposed concrete, hard surface promenade in the Waterfront Park and Point Lumley in favor of a gravel path as exists in Oronoco Bay and Founders parks. The proposed promenade illustration is sterile, and creates a hard edged, artificial, and uninviting barrier. This path should be set back slightly from the water, and shaded. These parks should be informed by the wharves' linear design perpendicular to the river.

4) Permit horse drawn carriages and carts along the waterfront, based in the Strand. These carriages should be allowed to move up and down the Strand and beyond, and to the interior of Old Town.

5) Union Street should be activated and associated again with the waterfront. It is the natural link to the rest of the urban grid, offer vistas and walkthroughs by improved street and alleyscapes.

0 Prince Street:

1) Beachcombers building at 0 Prince Street should be restored as an operating restaurant, retaining its original design and name, with dining on the rooftop.



Beachcombers Restaurant, ca 1940s.
Alexandria Library – Local History/ John C. Richards Collection

100 Block of The Strand:

1) The proposed restaurant building on the 100 Block of the Strand in Waterfront Park, and above the possible ODBC parking—if approved—should appear as two or three traditional Alexandrian taverns, rather than the illustration of the proposed veranda structure. Union Street was lined with taverns, and this is an ideal theme to follow, even if they are not replicas. They should be named after historic taverns, and use traditional signage and interior design.

2) The outdoor seating planned for the proposed Strand restaurant should be expanded to more of a town square, possibly terraced closer to the water. It should be bordered with trees for shade, and should be envisioned as the ~~"~~go to" place for visitors and residents alike. It should have the feel of an open seating area as in Paris.

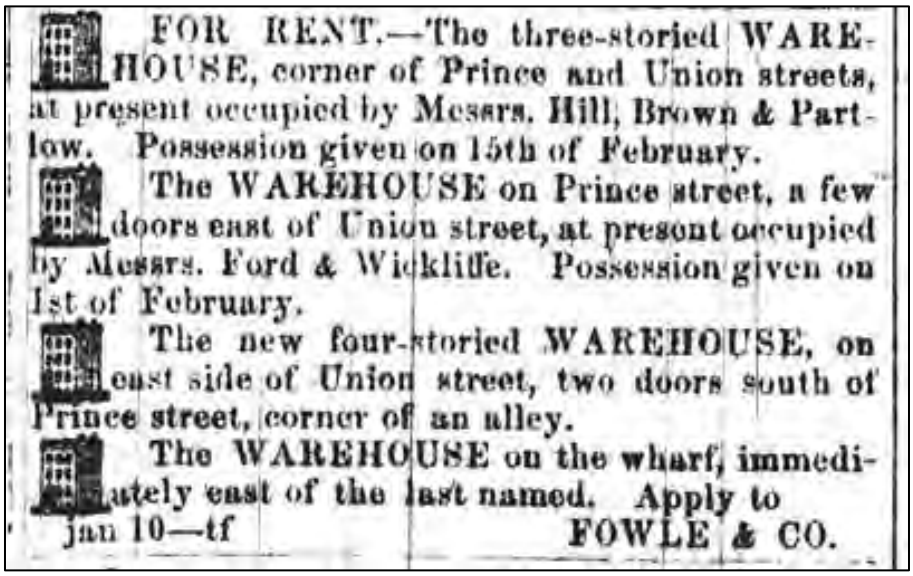


McVeigh's Warehouse and Reed's Ice House, 100 Block of South Strand, 1880s
Alexandria Library, Special Collections, Wm F. Smith Collection

200 Block of The Strand and The Strand and Duke Streets:

1) Repurpose existing historic warehouses in the 200 block of South Union Street to create a showcase History Center for Alexandria. The City should take advantage of: Wattles Corn Mill, Fowle's Warehouse, and the building at the southeast corner of Union and Prince. All the City's various museums, archives, and history programs can use space here, along with rotating special exhibit space. In addition, private and non-profit history organizations in the city should be given access to exhibit space on a temporary basis. A portion of the first floor should also be used for the History Shop and perhaps additional, related retail, and a cafe. This History Center can also be grouped with the Art League and Seaport Foundation to create the Southern Cultural Anchor.

2) Use the History Center as the starting point for an Alexandria's history experience. The Center should include an introduction to the city's history, deeper interpretation of major themes and events across the waterfront and city in context, and offer rotating exhibits. By introducing such material here, themes can be interconnected along the waterfront and lessen the need for signage and interpretive materials elsewhere. The center should act as the starting point for historical destinations across Old Town and the greater city.



FOR RENT.—The three-storied WAREHOUSE, corner of Prince and Union streets, at present occupied by Messrs. Hill, Brown & Partlow. Possession given on 15th of February.

The WAREHOUSE on Prince street, a few doors east of Union street, at present occupied by Messrs. Ford & Wickliffe. Possession given on 1st of February.

The new four-storied WAREHOUSE, on east side of Union street, two doors south of Prince street, corner of an alley.

The WAREHOUSE on the wharf, immediately east of the last named. Apply to

jan 10—tf FOWLE & CO.

Advertisement for Fowle's Warehouses.
Alexandria Gazette, Jan. 10, 1858

3) The History Center might also include permanent space for the Archaeology Museum, if it is found to be the best location for the museum. The Archaeological Commission (AAC) has not determined the needs of the Archaeology Museum and office, or where it ought to be housed other than its current space in the Torpedo Factory Art Center. If, after careful study by AAC and the City, it is found that those needs would be better met the offices and museum moved from the Torpedo Factory Art Center, their archaeological materials and finds could help form the core of the Southern Cultural Anchor. No relocation should be considered without proper planning and funding.

4) The City should explore with the Seaport Foundation relocating it to a permanent site in the redeveloped and repurposed Southern Cultural Anchor in the Strand/Point Lumley area. This area was associated with shipbuilding from the earliest time in the city.

5) The City should attract sailing ships and other historic vessels as permanently berthed attractions in The Strand/Point Lumley area. These could range from the skipjack currently at National Harbor to a recreation of Washington's brig, *Farmer*, to examples of the steam-driven ships that served the waterfront. These should be privately supported, but the City should make space to

accommodate them. Flags from historic ships which traded with Alexandria from around the world should be flown and rigging used in design art.

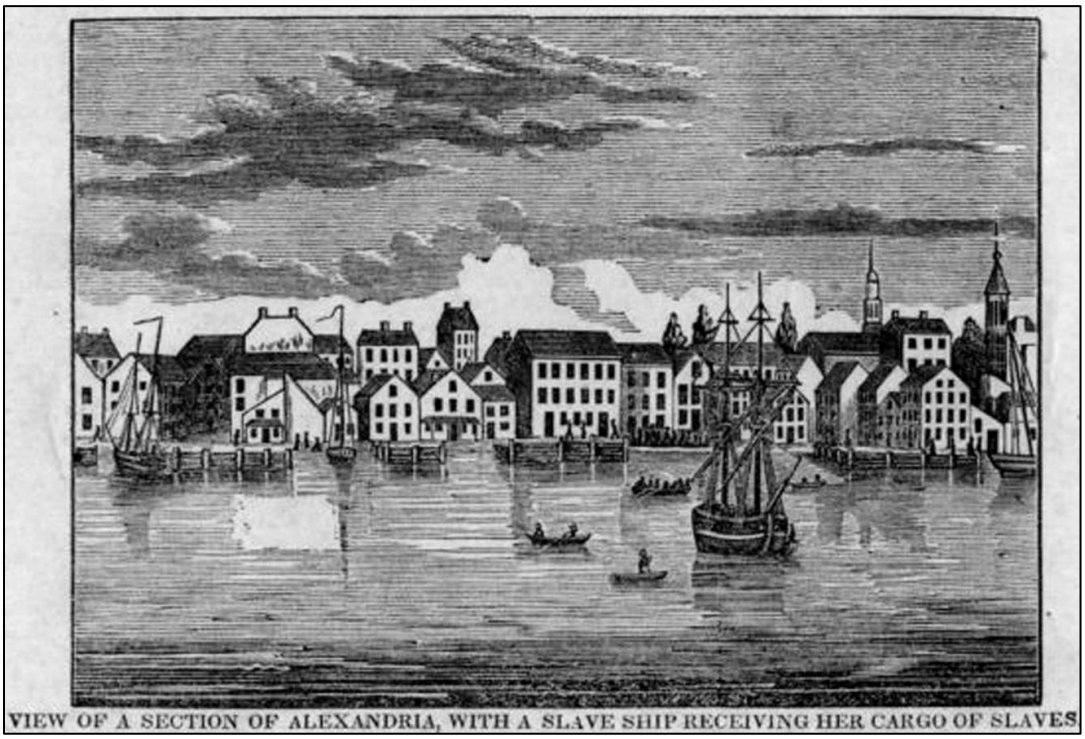
6) The City should explore with the Art League what its needs and preferences are and consider finding them space in The Strand/Southern Cultural Anchor.

Additional specific interpretive recommendations:

Name new piers in the proposed expanded marina in this area after the wharves which stood nearby (Irwin, Janney, Vowell, Fowles). Vary size and length where possible and more than in the concept plan to give an irregular, organic-growth feel. Vary materials to resemble historic types. Mark original wharf lines in pavement, and add interpretive material as appropriate. (See Appendices 4 and 5)

100 Block of The Strand:

1) Rename Waterfront Park –Harper's Wharf," the first wharf in the land which was filled and became this open space.
2) Interpret Alexandria in the Revolutionary War.
3) Mark Civil War sites (specific sites, especially wharves and warehouses; see appendices).
4) At the foot of Prince Street, interpretive sign and figurative artwork about slavery to help personalize it. This was a slave export site. Study needed for interpretation.



1834. American Anti-Slavery Society

200 Block of The Strand:

1) Name the proposed park in the 200 block of The Strand Gilpin‘s Wharf, which lies underneath. Connect to site of Gilpin‘s house in the 200 Block of King Street.
2) Interpret the War of 1812 (the British anchored off shore and eventually plundered the city), including possible figure of British naval officer pointing at warehouse to be plundered.

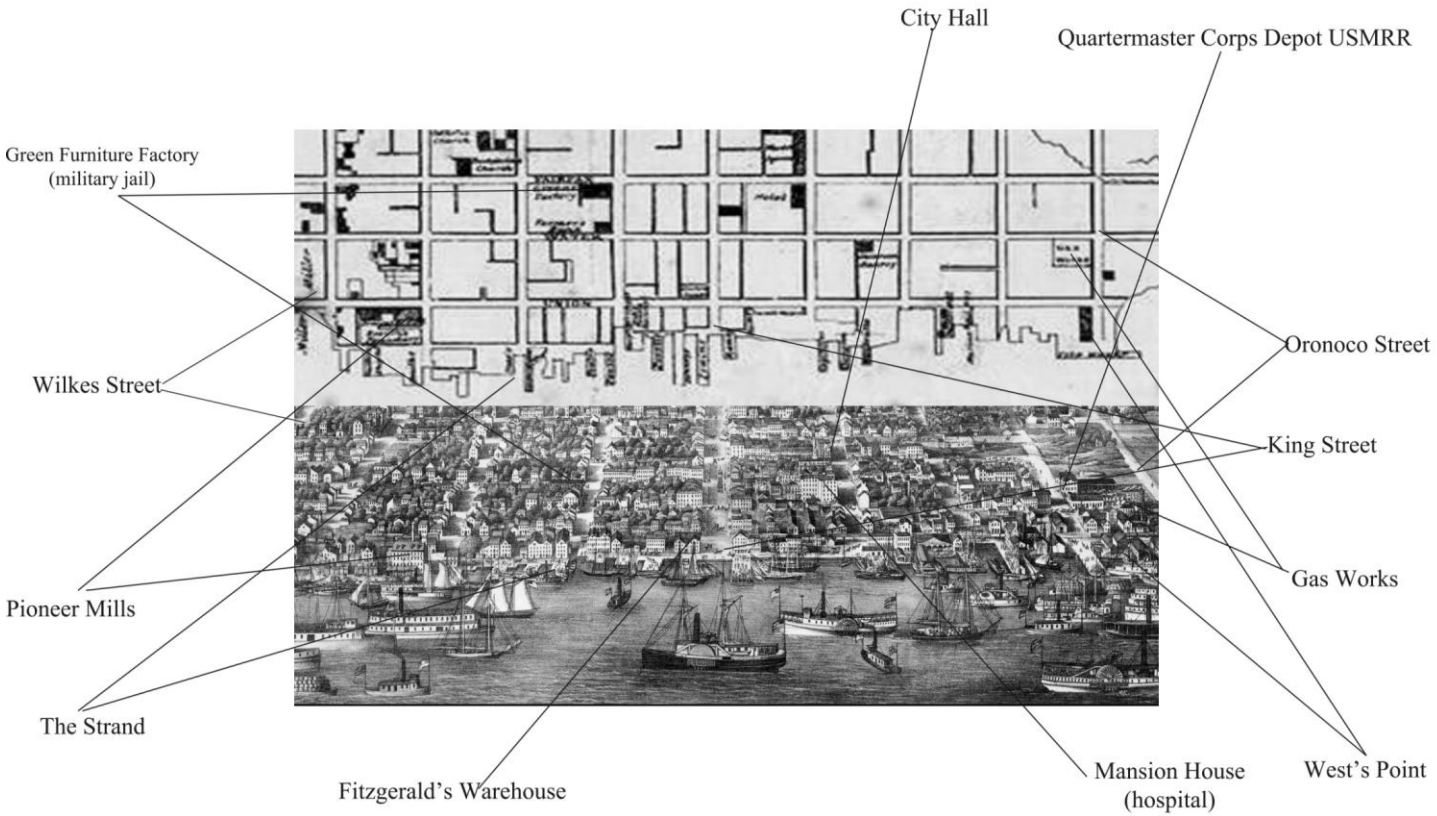


0 Block Duke Street (Point Lumley/Robinson South):

1) Interpretive sign for Pioneer Mill, once the largest structure on the waterfront. Consider historic images of this building when informing the design of the replacement buildings for Robinson Terminal.
2) Interpretive maritime artwork at Point Lumley, ―learning the ropes,‖ interpretive sign about Fleming‘s shipyard describing Alexandria shipbuilding through the centuries; national flags of Alexandria‘s historic trading partner. (See Appendix 7)
3) Figure of a stevedore bending over under the weight of a sack of grain or flour on his back
4) Site for tall ships at Point Lumley or foot of Duke, possibly Washington‘s brig, *Farmer*
5) Possibly design the proposed structure in the public space at the end of Duke to resemble the original 1880s Boat Club which once occupied the site for use of the Fire Boat and other municipal needs.
6) Use the walls of Sumac Mill within a new structure or as art and ruins.
7) Mark and interpret Hooe‘s Wharf and warehouse and connect to Hooe‘s surviving house at Lee and Prince Streets. He was a leading merchant and first mayor of Alexandria.

Roberdeau Park – Roberdeau Wharf:

1) Interpret the experience of Alexandria in the Revolutionary War.
2) Interpret Alexandrians involved in the Revolution and how they came back to build the seaport.
3) Connect Roberdeau with his house on South Fairfax Street.

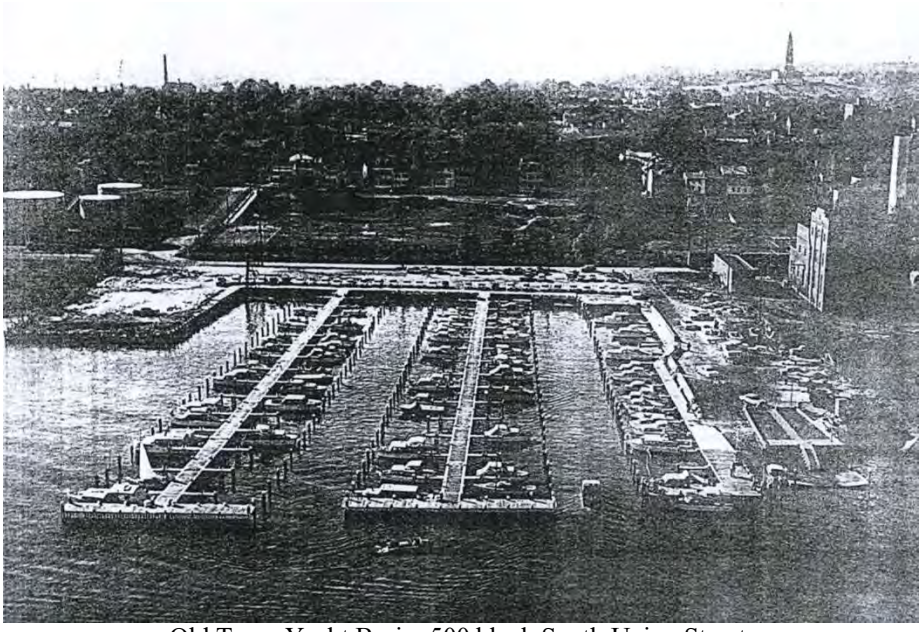


Charles Magnus' 1863 lithograph, *A Birdseye View of Alexandria*, which is displayed in Alexandria City Council Chambers, is a surprisingly accurate depiction of the mid-19th century waterfront and helpful to both historians and planners. Here it is set against the 1862 Coast Survey Office's *Plan of Alexandria.* Both mark the locations of the wharves and major buildings.

Both images Library of Congress

Areas Outside the Waterfront Plan

Harborside/Windmill Park/Fords Landing



Old Town Yacht Basin, 500 block South Union Street,
Alexandria Library-Local History/Special Collections

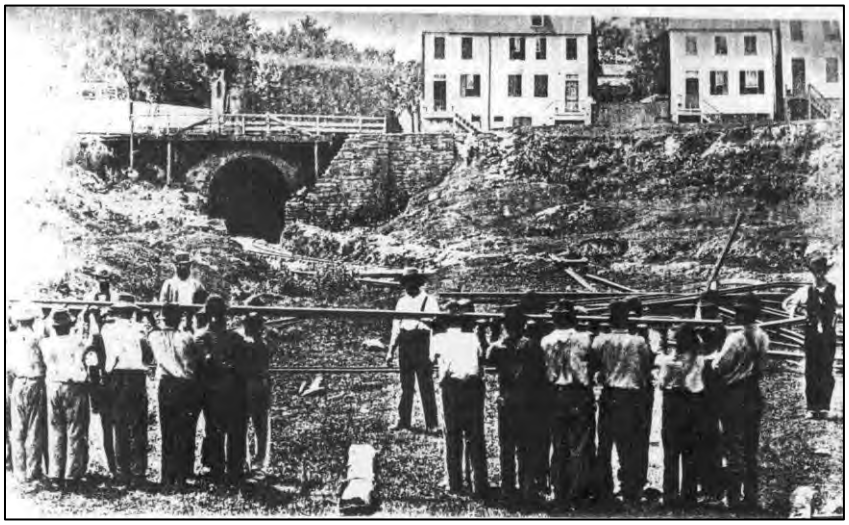
Windmill Hill Park already has a plan associated with it, however the City should ensure that the plan is reconciled to the Waterfront Plan. The area was an important Civil War logistics and railroad center, and where the dog park and Fords Landing now sit continued as a shipbuilding site.



Workers of the USMRR probably assembling bridge trusses at the foot of Franklin Street, ca. 1863
Library of Congress

Some important sites to be interpreted:

- Civil War railhead at 0 Wilkes
- Locomotive Foundry between Wilkes and Wolfe
- Wilkes Street Tunnel and the rail loop through Alexandria until the 1970s
- Civil War railroad transfer wharves at Windmill Park, and pre-fab construction area.
- The Portner‘s Alexandria Marine Railway and Shipbuilding Company (Agnew‘s Shipyard), at the site of the Civil War railroad transfer wharves.



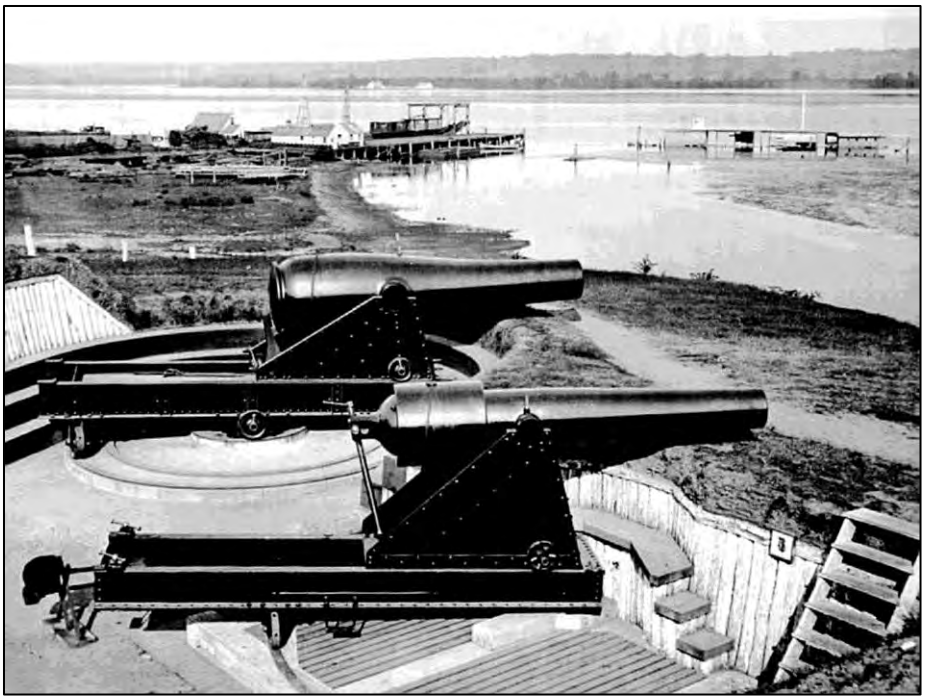
Workers moving rails near the Wilkes Street Tunnel, Alexandria, VA, 1863
National Archives



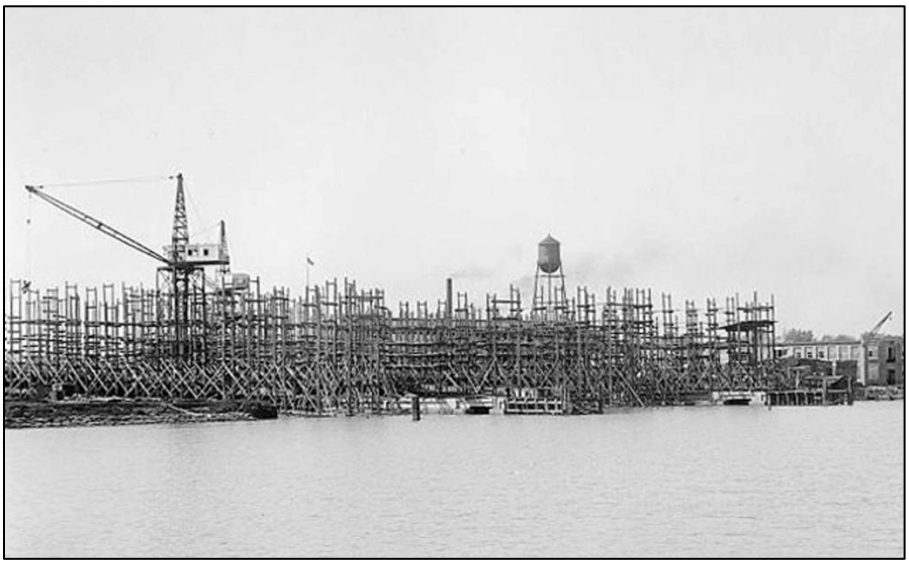
The innovative USMRR transfer bridges for loading barges with railcars, Franklin Street.
Library of Congress

Jones Point

Ensure that the Waterfront Plan complements the Jones Point Interpretive Plan.



Battery Rogers, with its 15-inch Rodman gun and one of its five Parrot guns, South Lee Street, overlooking Jones Point. Note the railroad transfer bridges at Franklin Street in the background.
Library of Congress



The Virginia Shipbuilding Corporation, at Jones Point.

V. Conclusion

Alexandria embodies the sweep of American history and experience. It can capture and showcase the nation's maritime past, its ambitions, the tragedies of its wars, its struggle with slavery, the promise of civil rights, and the daily lives of people from all walks of life in all eras. Both as witness to this history and for its impressive, precious inventory of surviving structures, streetscapes, and fabric, Alexandria offers a compelling story and destination. Interpretation of Alexandria's history should bring to life that story, and the people and places within it in the context of the American experience. Yet, the waterfront must be a place for residents, not just visitors. The Alexandrian waterfront belongs first to Alexandrians, and it should be an authentic expression of their city and personal to them, not a theme park or planned development.

This History Plan is not intended as a final guideline for the Waterfront Plan to interpret the city's past, but as a framework and reference from which to write an Art and History Master Plan as a next step. For this the City will need professional guidance in interpretation and for the arts, as well as professional fundraising. Nevertheless, the History Plan does offer the City a strategy to immediately begin to improve and interpret the Alexandrian waterfront through art and history, in a series of stages and at reasonable cost. It is a plan which can be implemented in part now, not decades away, and which both celebrates and protects the city for future generations.



Aerial view of Alexandria and the Waterfront in 1919

APPENDIX 1

PRESERVATION PERSPECTIVE ON ALEXANDRIA WATERFRONT PLANNING

March 27, 2007

Alexandria was a crescent bay enormously fruitful in fish when, centuries ago, Native Americans fished, camped and traded here. By 1749, European merchants had petitioned the crown for establishment of a town. They set about filling in the bay to reach the channel and provide footing for houses and warehouses. Ships from the West Indies and Europe unloaded their goods on our docks and took away Virginia tobacco and wheat. George Washington shopped here; the boy Robert E. Lee played here. Alexandria's waterfront had a role in the French and Indian War, the American Revolution, the War of 1812, the Civil War, and in both World Wars. Alexandria was home to free blacks who worked along the waterfront and also was a guilty partner in the slave trade. Today the waterfront the founders created from bluff and marshland is a precious asset of our National Historic Landmark District. Each block has a story to tell. It is our hope that the groups planning our waterfront's future will use the following principles as a basis for their discussions and decisions.

Preservation Planning

- Enhanced Heritage Tourism: The public benefit of a preservation perspective cannot be over-emphasized. Preservation planning together with planning for interpretive/visitors services will enhance heritage tourism.
- Economic Benefit to Waterfront Cultural District: The public will be served by the resulting economic benefit and by having a cultural district that complements the character of our City and provides a link to the surrounding historic districts. We envision planning that builds upon the success of the Torpedo Factory Art Center and works to make the waterfront a truly distinctive location that befits this authentic historic town.

Resource Inventory, Research, GIS

- Historic Structures and Sites Inventory: All good planning starts with knowledge and information. A complete inventory of all the historic buildings and sites currently along the waterfront is needed.
- Waterfront Properties and Structures Research: Research in photos, maps, deeds and other court documents must be completed and synthesized with past reports.
- GIS Project and Uses: The GIS project, which has been funded by private sources and has not been finished, is of great importance. Overlay maps would be helpful in understanding the evolution of the waterfront over the years.
- Need for Comparative Studies of other Historic Waterfront Cities: While recognizing that Alexandria is unique and will not replicate other cities,

comparative studies of what has been done in other historic waterfront cities -- what works and what does not -- is extremely helpful.

- Water-Related Organizations Inventory: Inventory all historic and current organizations that engaged in water-related activities.

Historic Interpretive Planning

- Thematic Planning based upon Waterfront History: Thematic planning should be the foundation of the following: designing historic signs, activities, education, and tours; and considering land uses, building restoration and new design. By laying out key themes and time periods that represent waterfront history and are central to the character of the Alexandria waterfront, the public will have an enhanced experience and tourism will be better promoted.
- Preservation as an Interpretive Whole must be Recognized: Preservation should not be seen on the basis of a single building or lot, but as part of a larger, interpretive whole that hangs together and is engaging. Key decisions should not be made prior to the collection of relevant material.

Protection Measures

- Adaptive Reuse of Historic Structures: Saving the existing historic buildings through adaptive reuse should be a priority. The greatest number of extant buildings are located south of King Street, between King and Duke Streets. This block comprised the central waterfront, with more wharves and commercial activity and with greater urban density and character. Other areas of the waterfront would be better utilized for parks and open space.
- Preserving Historic Interiors: In addition to saving the historic buildings, many interiors have been altered by renovations. Often these renovations irrevocably change the use and destroy the historic fabric of the building and should be discouraged. (An example is that of the open floor space in the second story of the warehouse buildings that were used for markets.)
- Preserving Historic Advertising: The building exteriors with early advertising painted on them are of importance to the character of the waterfront.
- Promotion of Easements: Easements should be strongly encouraged through promotion and seminars.
- City Acquisition of Historic Structures: Sometimes the purchase of historic buildings by the City for adaptive reuse is the only way to save the building.
- Supporting Water-Related Organizations: Provide a supportive environment for organizations engaged in water-related activities.

Historic Landscape

- Invest in Appropriate Landscaping: The waterfront would benefit from a "sprucing up" initiative through a public and private partnership endeavor.

- Streetscape and Hardscape within Historic Context must not be Omitted from Planning: Both the "streetscape" and the "hardscape" need to be planned within the historic context. Brick, stone, and historically correct materials should be used.
- Lighting and Signage: Lighting is important, as is consistent and attractive signage throughout the City.
- Intersections Importance to Historic Character: Other historic cities have found that intersections are critical in evoking the character of an area.
- Open Space Considerations: Open space is desirable and is defined not only as parks but also space surrounding buildings such as courtyards and gardens.

Corridors and Arteries

- Definition of Waterfront Area to be Incorporated into Planning: Because of the infill that occurred on the waterfront since Alexandria was founded, Lee and Fairfax Streets also can be considered as part of the waterfront and should be treated as such in any planning.
- Preservation and Use of Historic Alleys: The alleys are of interest and historic significance as well. We have lost many of the alleys that served as arteries to the river. Identifying, designing and using the existing alleys would make the waterfront more accessible and evoke the historic context. Re-connecting the Strand for north-south pedestrian movement is paramount.
- Recognize Importance of Rail Transportation to Waterfront: In addition, rail lines ran along the waterfront, providing transportation to and from the docks. Exploration of the history of (and future use) of rail in the City to improve transportation would be beneficial. Jones Point and the canal are the "bookends" of the waterfront.

Historic Commerce

- Commercial History of Waterfront Development: Commercial development should reflect Alexandria's location on the river and maintain the link to the commercial history of the waterfront. Until the late 19th and early 20th centuries, a large part of the commercial nature of the central waterfront was small-scale: homes and working places for traders, tavern keepers, artisans, as well as sailors and ship workers. Our seaport heritage is paramount even to our infrastructure. Wide wharves were used as streets.

Flood Levels

- Planning for Rising Sea Levels: The impact of rising sea levels in the future must be taken into consideration in any planning. This will impact the viability of parks and commercial development, the cost of insurance and the cost to the City of protecting the waterfront from damage.

Living History

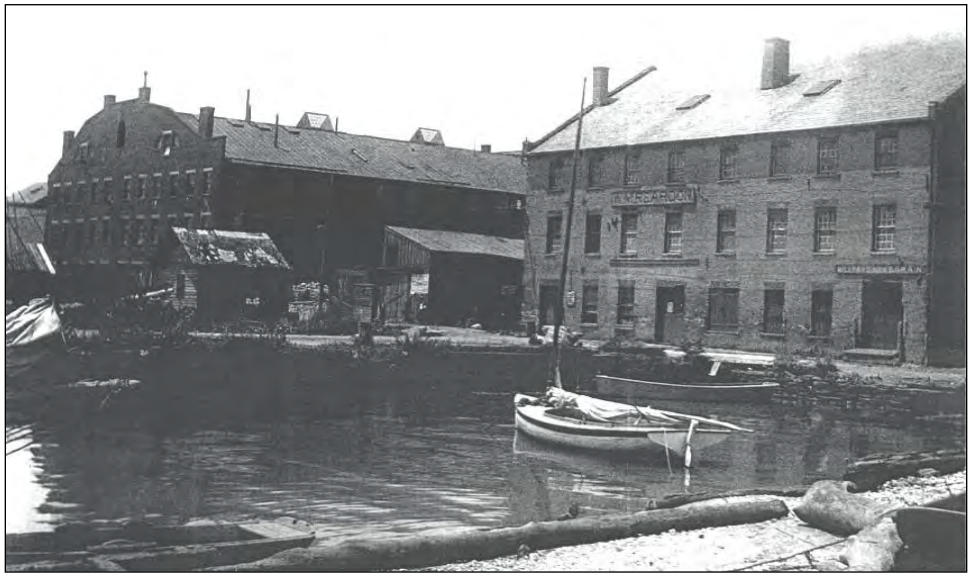
- Living History Interpretation of the Waterfront: We endorse interesting and lively interpretation of the waterfront through a variety of means that are planned in a unified manner, such as living history, stories, film/photos, and signage. Imagine seeing military reenactments (major military intrusions during the War of 1812 and the Civil War occurred on the waterfront), shipbuilding, and sailors singing sea shanteys; and meeting individuals such as George Washington, John Carlyle, Edward Stabler, Robert E. Lee, and Peter Logan (a free black ship carpenter who became town crier) as you visit the waterfront.

In summary, our vision for the future must be rooted in the past. The Alexandria waterfront has evolved over the centuries. It is a mosaic, with each time period having interest and value. Our planning should enhance and celebrate the history of Alexandria so that its distinctive and unique qualities are understood and enjoyed.

APPENDIX 2

Historic Buildings and Places on the Waterfront

Compiled by Douglas Applar
2008



McVeigh Warehouse on Alexandria Waterfront

18th Century

100-104 South Union Street
Year Built: c. 1795-1797
Original Owner: John Fitzgerald

Building History: Fitzgerald's Warehouse at 100-104 S. Union St. (c. 1797) is one of the Alexandria Waterfront's true historic treasures. John Fitzgerald was George Washington's aide-de-camp during the Revolutionary War and later served as his secretary while Washington was in office. Like most of the Waterfront District east of Lee Street, Fitzgerald's Warehouse sits on land that was made by filling in the marshland that originally occupied the site. In this case, Fitzgerald and his business partner, Valentine Peers, bought the land in 1778, and by 1781 they had ~~"b~~anked out" the property and divided it between them. Along with its warehousing activities, Fitzgerald's Warehouse reflected its maritime connections in other ways. An advertisement in the February 8, 1798, issue of the *Columbia Mirror and Alexandria Gazette* announces that sail maker Daniel McDougall was moving his business to the loft in Col. Fitzgerald's warehouse. Although his death in 1799 prevented John Fitzgerald from making significant use of the building himself, the Fitzgerald Warehouse has been a fixture on the Alexandria Waterfront for more than two hundred years.

Early 19th Century

101 King Street
Year Built: c.1803
Building History: The warehouse at 101 King St. may have been built in 1803, potentially making it one of the waterfront's oldest buildings. It sits on land that was made by William Ramsay in the mid-18th-century, when Ramsay extended his wharf into the Potomac. Ramsay bought lot 46 in 1749 at the City's founding and proceeded to bank out his lot, taking soil from the high bluffs on his property and depositing it on the mudflats as fill, until his wharf reached deeper into the Potomac to navigable water. (Diane Riker, "The Warehouses of Lower King Street," unpublished manuscript) A Mutual Assurance Society policy from 1803 shows a three-story building being constructed on this site in that year, and the 1886 Sanborn map shows a three-and-a-half story brick building on the site, which is consistent with the building's current appearance. The building's use of brickwork laid in Flemish bond also indicates an early-19th-century construction date. 101 King St. has spent most of its life being used as a wholesale grocery store, and today it is occupied by a furniture store.

100 Prince Street
Year Built: 1810
Original Owners: Benjamin Shreve and James Lawrason
Building History: The Shreve and Lawrason Warehouse was built at the beginning of the 19th century, during the Alexandria Waterfront's most successful years as a commercial port. Like many buildings in the Waterfront District, the Shreve and Lawrason Warehouse sits on land that was "made" by merchants extending their wharves out into the Potomac. The land under this building was once likely part of James Lawrason's Wharf, or possibly James Gilpin's Wharf. In the early 19th century, Thomas Lawrason, who was James Lawrason's son, formed a partnership with William Fowle. The firm of Lawrason and Fowle was responsible for importing a wide variety of goods to the Alexandria market. A sample of these include: New England rum, molasses, candles, chocolate, fine combs, suspenders, Belona gunpowder, hyson tea, raisins, ravens, duck, salmon, green coffee, nutmeg, cloves, Madeira wine, blubber oil, boxes of capers, boxes of "segars," Havana brown sugar, New York prime pork, cheese, plaster of Paris, crockery ware, lumber, English mustard, indigo, soap, tanner's oil and rope and more. (Alexandria Advertiser, various years, cited in T. Michael Miller, Artisans and Merchants of Alexandria, Virginia, 1784-1820, Vol. 1. Bowie, MD: Heritage Books, Inc., 1991, pp. 264, 265) In the late 19th and 20th centuries it was used as a grain warehouse, and it was also a facility for storing animal hides and skins, possibly related to the meat and fertilizer industries that were a major part of the city's later industrial landscape. (Sanborn Fire Insurance Co. maps for Alexandria, VA, 1885, 1912) The facility was converted to a private residence in 1966. (Ethelyn Cox, Historic Alexandria, Virginia: Street by Street, Historic Alexandria Foundation: Alexandria, VA, 1976, p. 118)

125 South Union Street
Year Built: c. 1827/1828

Original Owner: Norman Fitzhugh
Building History: The Norman Fitzhugh Warehouse at 125 S. Union St. (1827/1828) may be the fourth-oldest building in the Waterfront District. Only the Shreve and Lawrason Warehouse at 100 Prince St. (1784/1796), Fitzgerald's Warehouse at 100-104 S. Union St. (c.1796/1797), and the warehouse at 101 King St. (1803) are known to be older. The Waterfront District has suffered several fires over the centuries, and 1827 saw one of the worst. That fire destroyed the Harper Warehouse building, which had been located on the site now occupied by the Norman Fitzhugh Warehouse. When built, the Norman Fitzhugh building was valued by the City at $4,500. Since its construction, this warehouse has been occupied by a wide variety of businesses, though one of its longest-lasting occupants was the Dreifus family's junk and rag business, which used the property from the 1870s through the end of World War II. It is now occupied by the Christmas Attic, reflecting the Alexandria Waterfront's shift away from its early industries of shipping and manufacturing toward its current economic base of tourism and retail sales. The attic of the Fitzhugh Warehouse contains an exciting clue about its past. Like a handful of other warehouses in Alexandria, it contains the remains of a wheeled lift system for bringing goods from ground level to the upper story.

Mid-19th Century

206 South Union Street
Year Built: Pre-1877 or perhaps 1843
Original Owner: William Fowle
Building History: As with many buildings on the Alexandria Waterfront, 206 S. Union sits on land that was once part of the Potomac River but was gradually built out by creating wharves that extended into the river and by later filling in between the wharves. The structure currently identified as 206 S. Union St. probably began its life by 1843, when it is listed on the tax rolls. A similar structure is shown on the 1877 Hopkins Insurance map. In the late 19th century, the building's use reflected the city's long association with agriculture and industry, as it is identified by Sanborn fire insurance maps as a fertilizer warehouse and it sits adjacent to P.B. Hooe's grain warehouse. This building survived the 1897 fire that destroyed much of this section of the waterfront. (*Alexandria Gazette*, June 3, 1897, p. 3) By 1912, Sanborn maps indicate that the building was occupied by the tenant with whom it would be most strongly associated, the Wattles Corn and Feed mill, and by the 1921 map, 206 S. Union and 204 S. Union were connected by a fire door. The 1958 Sanborn maps indicate that the building was being used for guns and ammunition storage, which is the use that continues to the present day. It is interesting to note that throughout the building's lifetime, the Sanborn maps have identified this building as having metal shutters; the building still has metal shutters, which encourages one to wonder if the shutters that face the street today might still be those that were identified by the fire insurance company so many years ago.

204 South Union Street
Year Built: c. 1858

Original Owner: William Fowle
Building History: In the mid-1850s, William Fowle was a major industrialist in the City of Alexandria, involved in both the fertilizer and the flour businesses. Fowle was general agent of the Pioneer Mill during its most successful years before the Civil War, and in 1843 and 1857, reflecting the era's relative prosperity; Fowle built two new warehouses on S. Union Street. An 1859 *Alexandria Gazette* mentions William Fowle's new four-story warehouse on the east side of Union St., two doors down from Prince, bordering an alley. This description fits the site of 204 S. Union St. exactly. In addition, the warehouse at 204 S. Union features door fenders, which are essentially cast iron shields to protect brickwork in high traffic areas, bearing the initials "W.F." A building at this address is depicted in the 1877 Hopkins fire insurance map, and a building with the same footprint has occupied the site at 204 S. Union since at least 1877. The Sanborn maps include more information than did the earlier Hopkins maps, and the Sanborn maps show the building as having four floors, making it highly probable that the building standing in 1896 was the same building that was mentioned in the 1859 *Gazette* announcement. The depiction of the building changes on the 1902 map, when the number of floors in the building is reduced from four to two, likely reflecting the damage wrought by the fire of 1897. The earliest Sanborn maps show the building being used as a fertilizer warehouse, and by the time the 1921 Sanborn maps were published, the building had been connected to the adjacent Wattles Mill building by a fire door. By the 1941 map, the 204 S. Union seemed to have regained one of its lost stories, now being identified as a three-story building. By 1959, the building was being used for gun and ammunition storage, a purpose that it still serves today.

Late 19th Century

205 South Union Street
Year Built: Likely before 1877
Building History: 205 S. Union Street is one of the many warehouses that once served Alexandria's thriving shipping industry. Throughout the 20th century, it saw use as a grocery warehouse and as a plumbing facility, but as with other buildings in the waterfront district, understanding this building's 19th-century history is a bit more of a challenge. As early as 1877, the Hopkins fire insurance map shows a long narrow building on this lot, with a wall inside the building that essentially cuts it into a front half and a back half. Sanborn maps for the late 19th century show the same footprint, but the 1902 map shows that the back half of the building had been removed. This may mean that the back half of the building was destroyed in the fire of 1897. Whatever the cause, Sanborn maps indicate that since 1902, the building's footprint has remained unaltered. The building does contain several additional clues about its history: the scorch marks and one half of a brickwork arch visible on the north side of the façade, where this building abuts 203 S. Union St. Simply put, this building has these features and the building to the north, 203, does not have them.

This indicates that 205 S. Union is older than 203 S. Union. Before the fire of 1897, Sanborn maps show an alley between 205 and 203, but the 1902 map shows that the alley is no longer in existence. It is likely, then, that following the fire of 1897, 203 was rebuilt, or at least that part of the building was rebuilt, to occupy its half of the alley, leaving the owners of 205, which must have survived the fire at least in part, to brick over the entrance to their half of the alley and possibly expand into it themselves. The history of 205 S. Union St. definitely leaves opportunities for future research.

215 S. Union Street
Year Built: Prior to 1877
Building History: The building at 215 S. Union dates at least as far back as 1877, when the present structure was identified on the Hopkins Fire Insurance maps, and city directories from just before the Civil War identify the site as being occupied by a carpenter. In 1877 it is identified with the name –Jas. Monroe." Sanborn maps indicate that at the end of the 19th century, the building was used either as a –sash and blind warehouse" or as a –door warehouse." There is little indication of the building's use in the late 1920s through the early 1940s but in the late 1940s it was a beverage distributing company, followed by a four-year run as a warehouse used by the Christian Heurich Brewing Company, one of Washington's historic breweries. Later occupants of the building would include Bowen Machine Company, International Armament Corp., and a moped store.

2 Duke Street
Year Built: Probably prior to 1877, with extensive repair work after 1897
Building History: There are few addresses that better tell the story of the Alexandria Waterfront than 2 Duke St. One of the original distinctive features of the Alexandria Waterfront was a small peninsula of land known as Point Lumley. Originally, the land at the end of Point Lumley was too marshy for building, but by 1774, most of the dirt from a bluff of land on the western part of the point had been moved toward the end of the point to make sound land. Between 1774 and 1783, Hooe's Wharf extended the shoreline on the south side of Duke St. and created the land that would first be occupied by Hooe's Warehouse, which was made of stone, and later by the Robinson Terminal warehouse. Hooe's Warehouse and Wharf was one of the City's major shipping terminals. A list of some of the goods to have passed through Hooe's Warehouse provides a window into the lives of everyday 18th-and 19th-century Alexandria residents. Hooe sold from his warehouse: frying pans, shovels, hinges, Lisbon wine, skins from Morocco, lemons and oranges, olive oil, almonds, coffee, carpets, Negro cottons, blankets, porter and stout, looking glasses, japanned ware, plated table furniture, coffee urns, goblets, Grenada rum, fine salt in sacks, Italian marble slabs for hearths and much more. (Miller, Michael T. –Wandering Along the Alexandria Waterfront: 1780 thru 1820") The Robinson Terminal warehouse building that now occupies much the same space as Hooe's Warehouse is historic in its own right, though like many historic buildings, it takes a good bit of detective work to figure out when it might have been built. A Civil War map of the city shows the site occupied by a long narrow building used as a –Soldiers Mess house" and the 1877 Hopkins Fire Insurance map shows a long narrow brick building on the site, but

doesn‘t say much more. (Pulliam, Ted. ―Gunpowder, Flour, Fire and Heirs‖ in *The Alexandria Chronicle*, Fall 2007) An 1886 Sanborn map shows the same building with the notation ―Poor IR Shutters On All Sides,‖ which indicates that it had windows all around. The 1896 map shows windows with shutters all around the building. Today, the walls of the building clearly show differently colored brick where windows once were, running the length of the east side of the building, but the fire insurance maps starting in 1902 and going through the 1970s all show that the east side of the building on this site has no windows. So if the building was in fact destroyed by the 1897 fire, the new building would have had to have had windows built and bricked up within the 5 years between the 1897 fire and the 1902 Sanborn map. What may have happened instead is that the walls of the building survived the 1897 fire, and when it came time to rebuild, the owners may have simply decided to brick up their windows to reduce the likelihood of future fire damage. So there is fairly convincing evidence to suggest that the building pre-dates the 1897 fire and might even be the same structure identified by the 1877 Hopkins map and the Civil War map.

100 King Street
Date built: 1871
Building History: The building that presently sits at 100 King Street began its life as the Corn Exchange building in 1871. The first floor of the building was occupied by Noble Lindsey‘s grocery store, and the Corn Exchange occupied the second floor. (T. Michael Miller, ―Wandering Along the Waterfront: King to Prince Street‖ in *The Fireside Sentinel*, August 1991, vol. V, No.8) The Corn Exchange itself did not last long, but Lindsey‘s grocery business fared much better. By 1922 the *Alexandria Gazette* had the following to say about what had become the Lindsey-Nicholson Corporation:

> ―No firm has been more responsible for the development of Alexandria commercially, and with some 4000 square ft. of floor space in its large brick building at 100-110 King Street, it is the center of the wholesale district. It handles a complete line of staple and fancy groceries, notions, flour, feedstuff, etc. as well as the celebrated Diamond tires and tubes.‖

According to Sanborn maps, the building was occupied by the Virginia Public Service Company throughout the 1930s and into the 40s, and by 1959 it was occupied by the Federal Government. As with most of the Alexandria Waterfront district, 100 King St. sits on land that was created over time by filling in land and by the building of wharves to accommodate the city‘s once thriving shipping industry. Lot 51, at the corner of King and Water/Lee streets was originally purchased in 1749 by Lawrence Washington, George Washington‘s half brother, and the lot would eventually pass to John Fitzgerald and Valentine Peers, who banked out the land into the Potomac. (Fairfax County Deed Book B:497, cited in Diane Riker, ―The Fitzgerald Warehouse and Wharf,‖ unpublished manuscript, p. 2)

103, 105 and 107 South Union street
Dates Built: Possibly before 1877
Original Owners: Possibly the heirs of Thomas Irwin/Irvine
Building History: These three buildings appear to have stood adjacent to each other since at least 1877, so it makes some sense to discuss them as a group. As with most of the Alexandria Waterfront district, they sit on land that was created over time by filling in land and by the building of wharves to facilitate the city's thriving maritime shipping industry. This land was created when John Fitzgerald and Valentine Peers banked out their lot toward the river prior to 1789. Late-18th and early-19th-century insurance and property-tax records indicate that the buildings on this site stayed in the Irwin/Irvine family through at least the 1850s, and that small wood-frame buildings were replaced over time with larger and more valuable structures. Trying to provide an exact date for the construction of the buildings that are present today is very difficult, partly because the buildings contain so many conflicting clues. The brickwork on the buildings, Flemish bond on the front and a mix of four-and five-course American bond on side walls are more commonly found in early-19th-century buildings, but the windows on the front of the buildings are more typical of later-19th-century construction. The 1886 Sanborn maps indicate buildings that have changed only very slightly from what is present today, with the exception of the building at 103 S. Union St., which seems to have added a floor while maintaining the building footprint. So it is probably safest to say that these are late-19th-century buildings, but as with many buildings in the Waterfront District, further research would prove valuable. During their lives, these buildings have been used for a variety of purposes, including a woodworking shop and meat store (107) a machine shop and bolt works (105) and a wholesale grocery store (103).

203 South Union Street
Date Built: Prior to 1885, with modifications after 1897
Building History: The warehouse building at 203 S. Union St. shares much of its history with the building to its south, 205 S. Union. 203 S. Union has been used for many purposes over the years, including storage of salt fish, salt and flour, groceries, hay and feed, and in the late 1950s, ammunition. As with 203 S. Union, it is difficult to pinpoint exactly when this building was first constructed. The first relatively secure date that can be applied to the building now standing is 1885, when the Sanborn fire insurance map identifies a brick, three- story structure with a small angle in the north wall. The earlier 1877 Hopkins map does show a structure on the site, however, and although it is shorter in length, the angle represented in the later map may represent an addition made to that original pre-1877 structure. The first significant change to 203 S. Union appears to have happened following the fire in 1897, as the 1902 Sanborn map shows that 203 had been linked to 205 S. Union by a fire door. 203 and 205 also lost the alley that had separated the two buildings prior to the fire. It seems clear that at least the façade of 203 was destroyed in the fire, and probably more of the building was lost as well, but because other parts of the building still have essentially the same footprint, it is possible that the owner of the building made use of structurally sound ruins when reconstructing after the fire. This is speculation, however, and this remains a topic for further research. The 1902 map

also shows that at that time 203 had recently had an elevator installed. Following the post-fire reconstruction, the building remains largely unchanged throughout the 20th century. In keeping with the City's growing appreciation for its historic structures, 203 S. Union St. now houses an architectural ceramics store.

226 South Strand
Date Built: Pre-1920, with some parts possibly pre-1877
Building History: The site of 226 S. Strand shares the history of 205 and 206 S. Strand with respect to how the land was built up and to the past uses of neighboring properties, and like 205 and 206, 226 S. Strand has some interesting characteristics that make coming up with a precise date of construction a challenge. At the very least, 226 S. Strand was built before 1920, when the present one-story building shows up on the Sanborn maps as being vacant. In 1902, however, the site is occupied by a building with the same footprint, but one additional story, identified as an acid house connected to the Bryant Fertilizer Plant across the Strand. Before that, in 1902, things become murkier still. A building existed on the same location before the 1897 fire, and the building occupied the same position relative to many street and wharf features, but the old structure was wider, was identified as having 2 to 3 stories, and included interior walls or partitions. The old structure was once a sumac mill, constructed in the mid-19th century. So the building that stands on 226 S. Strand today may be a case where parts of an old building, such as a foundation or a wall, were incorporated into a new building built on the same site, or it may be entirely new construction from 1920.

200 South Union Street
Year Built: Between 1897 and 1902
Building History: Someday, when the yellow aluminum siding that covers 200 S. Union Street (or 10 Prince St.) comes down, the people of Alexandria will have an opportunity to answer some questions about a building that sits in one of the Waterfront District's most prominent locations. In 1877, the length of Prince Street from Union to the Strand was occupied by what was essentially one building, a series of five conjoined warehouses that shared a common roof. As time passed, fire insurance maps show the block-long series of three-story warehouses becoming old and/or vacant, 200 S. Union St. included. The first map after the 1897 Pioneer Mill Fire, published in 1902, shows that the building at the 200 S. Union address is only two stories in height, and it now occupies both its own address and that of 8 Prince St. Without being able to examine the brickwork of the building for telltale signs such as scorch marks on the brick, early patterns of brickwork, or other signs of age typical of 19th-century buildings in Alexandria, it remains anybody's guess as to whether this structure contains any remnants of the original block-long warehouse. For now, though, it is safest to assume that the building at this address was newly built following the 1897 fire, but before the 1902 Sanborn map. This building has served in the past as a grocer's warehouse, and today it is used by Interarms.

Early 20th Century

203/ 205 South Strand
Date Built: 1902-1905, with 19th-century ruins incorporated into existing structure
Original Owner of 205: DeWilton Aitcheson Coal and Wood Yard (20th century)
Original Owner of 203: William Fowle
Building History: By the late-19th century, coal, lumber and fertilizer had become the major sources of economic activity on the waterfront, and DeWilton Aitcheson owned and operated a major coal and wood yard adjacent to the site of 203 and 205 S. Strand, where two warehouses once used by P.B. Hooe for grain storage still stood. The Pioneer Mill Fire of 1897 largely destroyed the structures that occupied 203 and 205 S. Strand. A new two-story structure appeared at 205 before 1902, and while the 1902 map identifies the site of 203 S. Strand as being ruins, a new two-story structure was raised by the time of the 1905 map. A close examination of the stone and brickwork in the walls of both buildings appears to indicate that some of the ruins of the earlier buildings were incorporated into the new buildings at 203 and 205 S. Strand. If that is the case, both 203 and 205 S. Strand should be thought of as having two construction dates: one that is at least prior to the 1877 Hopkins map, and one in the early-20th century. The Strand is one of many legacies of Alexandria's maritime and industrial past. As with Union Street, the Strand was created by the gradual extension of the shoreline into the Potomac through wharf building and land filling. In this case, it appears that 203 S. Strand may sit on land created by George Gilpin sometime at the end of the 18th century; a 1798 map of the city shows land to the east of Union St., and an 1803 map identifies that land as belonging to Gilpin.

123 South Union Street
Year Built: between 1912 and 1921
Building History: Though it sits adjacent to a much older building (the Fitzhugh Warehouse), the building at 123 S. Union St. is one of the more recent historic buildings in the Waterfront district. The Sanborn maps prior to 1921 indicate a timber-frame dwelling on the property, but the 1921 Sanborn map identifies a brick structure being used for soft-drink storage, so it seems that the present building was constructed at some point shortly before 1921. In the late 1960s or 1970s, a new building was built at the long-vacant 121 S. Union St., and today 123 S. Union St. serves as part of the restaurant at 121 S. Union St.

106 South Union Street
Date Built: 1916
Original Owners: Hunt and Roberts
Building History: As Alexandria's involvement in shipping tobacco declined in the late 18th century, the selling and shipping of whole grains and flour became one of the city's biggest industries. Edmund Hunt and Robert Roberts operated one of the city's longest-lived grain businesses, starting operations here in 1847. Hunt and Roberts purchased 106 S. Union St. between 1901 and 1907 and demolished the structure that had been on the site in 1916. They built the structure that now occupies the site in that same year, and a Roberts family business stayed in the building until 1959.

Today the building reflects the waterfront's continuing transition toward retail shopping and tourism. (Manning, Derek. "106 South Union Street Alexandria, Virginia Historic Structures Report," 2005)

105 and 205 North Union Street
Year Built: Earliest portion completed in 1919 as a factory to build torpedoes
Original Owner: United States Navy
Building History: Two of the defining structures of today's Waterfront district are now part of the Torpedo Factory Art Center complex. Compared to many other buildings in the district, the Torpedo Factory is a relative newcomer, the oldest section at 105 N. Union St. having been completed in 1919. At the time of the City's founding in 1749, the land now known as the 100 block of N. Union Street did not exist. When land was auctioned off that same year, William Ramsay acquired lot numbers 46 and 47 on King St; lot 46 fronted on the Potomac River, and the adjacent lot 47 had frontage on Fairfax St. (Miller, T. Michael. "Wandering Along the Waterfront: Cameron to King St." in *The Fireside Sentinel*, published by the Alexandria Library, 1990, p. 101) Ramsay constructed a wharf complex into the Potomac, and continued to "bank out" or fill-in land next to his wharf, creating a road known as Fayette St. that ran to the waterfront. (Miller, ibid.) By the end of the 18th century, much of the waterfront had been filled in, and by 1791, Union Street was established. The process of wharf creation and landfilling continued, creating both the land that now sits under 105 N. Union St., and the Strand. Although the Ramsays continued to own large parts of this land, in 1794 the family sold a parcel of land north of King and east of Union, which would be at least some of the land now occupied by the Torpedo Factory. (Hammond Moore, John. "Historical Background of the Alexandria Waterfront Controversy," Unpublished Manuscript, p. 21)

By the mid-19th century, prior to the Civil War, the land was occupied by warehouses served by rail, including the Orange and Alexandria Railroad. During the war Alexandria's rail yard was used extensively by the Union Army. A fire swept through the block in 1872, and included among the losses were bushels of wheat, grain, fertilizer, horses with carts, and guano. (Miller, "Wandering…," p. 102,103) As the losses indicate, the sale and shipping of wheat and fertilizers were two of the city's major businesses. An 1885 Sanborn Fire Insurance map identifies several of the businesses on the block now occupied by the Torpedo Factory: grocers, ship chandlers, some of the Smoot lumberyard facilities, barrel makers, a sail loft, and other businesses. The Smoot and Perry Lumber Yards remained on the site until the Torpedo Factory was built in 1918/19. The factory was planned to build torpedoes for the First World War, but construction of the building wasn't finished until after the Armistice. So after roughly three years of producing torpedoes, the facility was essentially run by a skeleton crew until production resumed in 1937, in advance of World War II. Following the War, the factory was used for record storage. In 1974, the Torpedo Factory became a model example of adaptive reuse and became home to the Art League of Alexandria. The Torpedo factory now provides work and gallery space for approximately 160 artists, is an activity center for the community, and has become an attraction for Alexandria's tourist population.

1 King Street
Year Built: 1923
Original Owner: Old Dominion Boat Club
Building History: 1 King St. has been home to the Old Dominion Boat Club since its construction in 1923, following a fire that destroyed the Club's original home at the foot of Duke St. The ODBC sits on the site of what was once the terminal for the Alexandria-Washington Ferry. The structure has been heavily modified during its life, receiving a two-story addition in 1933, a remodeling in 1967, and a remodeling of the dining room/bar area in the mid-1990s. The most distinctive feature of the building is the wood-scissor truss system in the ballroom.

300 South Union Street
Year Built: 1937/1939
Original Owner: Robinson Terminal Warehouse Corp.
Building History: The corrugated metal building at 300 S. Union Street is relatively young when compared to some of the other buildings in the Waterfront District, but its use is well grounded in Alexandria's commercial traditions, and the ground on which it sits is steeped in Alexandria history. The 1877 Hopkins fire insurance map shows the 300 S. Union St. site west of the Strand as occupied by a lumberyard belonging to ~~"J~~as. Greene," the site to the east of the strand as being occupied by a coal yard of the same ownership, and also by the Pioneer Mill Grain Warehouse. When it was built in 1853/1854, the Pioneer Mill was six stories in height and was one of the largest steam flour mills in the United States. (~~"P~~ioneer Mills," *Alexandria Gazette*, March 11, 1854, p.3, in T. Michael Miller, ~~"P~~en Portraits of Alexandria, Virginia, 1739-1900" (Bowie, MD: Heritage Books Inc., 1987) 361) It received grain directly from the holds of ships docking on the waterfront by way of a grain elevator and also could receive grain by way of the rail line on Union St. The Pioneer Mill was a symbol of economic prosperity and of the city's strong connection to the region's agricultural economy, but the timing of its construction could not have been worse. The outbreak of the Civil War in 1861 left the mill sitting idle, and the postwar world could not find a use for the giant structure. By the 1890s it was a ruin, and it, along with many of the surrounding warehouses and buildings, burned to the ground in a major 1897 blaze. In subsequent years, the site west of the Strand was used for fertilizer storage, and the site east of the Strand was used by the Emerson Engine Co. to manufacture marine engines. The Robinson Terminal Warehouse Co. built the metal warehouse on Wolfe St. in 1937-1939, and the storage facility on the former site of the Pioneer Mill was built in the 1940s. The warehouse today deals primarily in paper products, such as newsprint and food-grade paper, in some ways continuing the waterfront's tradition of shipping products that have their roots in the countryside. The Robinson Terminal Warehouse facility also includes the address 2 Duke St., which has its own unique and interesting history.

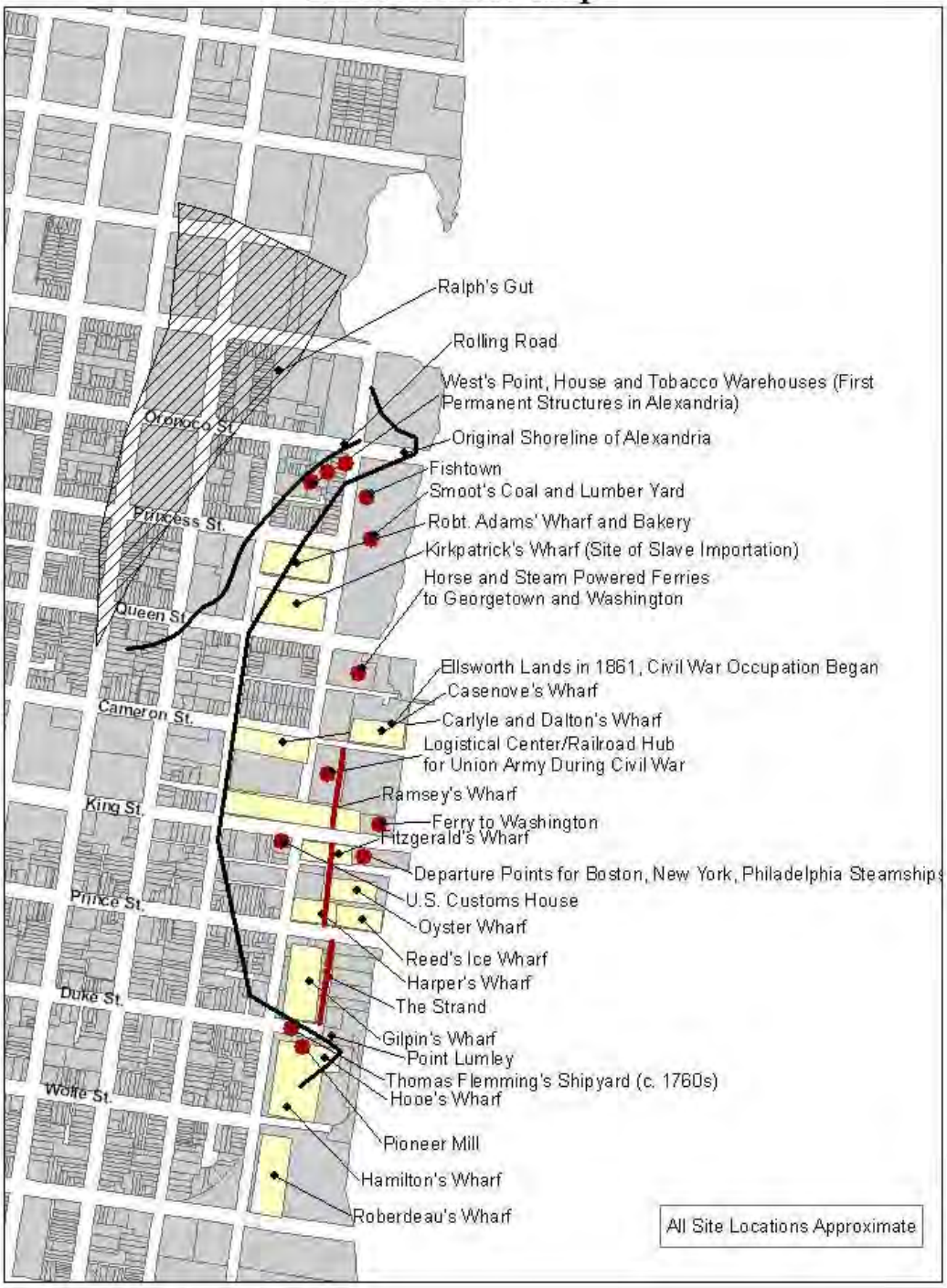
2 Prince Street
Date Built: Between 1931 and 1950
Building History: Hooe is a family name that occurs quite frequently in Alexandria history. In 1780, Robert Townsend Hooe became the first Mayor of Alexandria, and that same year he signed a lease for a wharf at the end of Duke St. along with Richard Harrison and Joseph W. Harrison. Hooe must have been quite a successful merchant, as the 1791 City Directory also identifies Robert T. Hooe as being the owner and occupier of a wharf on Prince St. The Hooe family continued to work on the Waterfront, and the 1871 City Directory bears an advertisement for Hooe & Johnson, General Commission Merchants, operating out of 2 Prince St. in Alexandria. Among the services they offer are the purchase and sale of flour, grain, salt, plaster, fertilizers, and fish, in addition to being insurance agents for the Petersburg Savings and Insurance Co. and the Liverpool & London & Globe Insurance Company. The 1877 Hopkins Fire Insurance map identifies a stone or brick structure on the site that runs the length of the Prince St. side of the block and is divided into 5 separate units. No. 2 shows the name ―P.B. Hooe." In June of 1896, the Virginia Beef Extract Company leased the building formerly occupied by P.B. Hooe and began remodeling work, introducing windows to the rear of the building. There was a major fire in this section of town in 1897, however, and this section of Prince St. was largely destroyed. A new building was then constructed at some point between the fire and 1907, when it is identified by the Sanborn maps as being occupied by a machine shop. In 1921 the building was occupied by the U.S. Department of Agriculture Hay Standardization Office, and at some point between 1931 and 1950, it appears that the building was again demolished and this time was rebuilt as a single-story building, possibly at the same time as the adjacent building at 6 Prince St.

Mid 20th Century

0 Prince Street
Year Built: 1945/1946
Original Owner: Clarence J. Robinson and Abbie H. Robinson
Building History: 0 Prince St. was originally built for and occupied by Beachcombers Restaurant, which opened to the public in 1946. When originally constructed, 0 Prince St. was actually in the water, built on piers. Although Beachcombers had a successful eight-year run as a restaurant, a first-floor fire in 1954 closed the restaurant, bringing a new occupant to the building, International Armaments Corp. (Interarms). The building would be used by one owner or another for gun and ammunition storage and sales for the next fifty years, although in its later years the building's waterfront access would also allow dinner cruises to take place from its dock. It was sold to the City of Alexandria in 2006. (Riker, Diane, and Rita Holtz, Alexandria Archaeology. ―Alexandria Waterfront Timelines: 0 Prince St." Unpublished Manuscript)

APPENDIX 3

Alexandria Waterfront Historic Sites Map



Map by OHA/Alexandria Archaeology
City of Alexandria, Virginia

Appendix 4

Historical Place Names and Interpretive Ideas

Prepared by Pamela J. Cressey, City Archaeologist

The Alexandria Archaeological Commission Waterfront History Plan Committee proposed that an authentic and cost-effective manner of enhancing the historic character and experience of the Alexandria Waterfront would be the use of accurate, historical names for parks, street sections, alleys, buildings and new developments. While people and places have changed, the names below have been selected to reflect significant historical periods, uses and/or individuals that shaped the heritage of locations. The goal is not to make a theme-park atmosphere, but to recall forgotten places, people and stories that document Alexandria's maritime past. Many other names are possible for businesses, restaurants, and theaters. The recommendations for names provided here reflect the thinking of the committee members in 2010. Along with the names, addresses of buildings associated with these people that are included to document the links that can be made from the waterfront to the town's architectural heritage and museums for a fuller understanding of Alexandria's maritime past.

Note: this information is taken from the Alexandria Archaeology files, waterfront articles on the Office of Historic Alexandria website, the Alexandria Historical Society publication, *Alexandria Chronicles*, Robert Madison's book *Walking with Washington*, Ethelyn Cox's book *Historic Alexandria Virginia Street by Street*, and T. Michael Miller's two volumes of *Artisans and Merchants of Alexandria Virginia* and his book *Pen Portraits of Alexandria.*

Also, this information deals primarily with the men who owned and operated the wharves, not the enslaved African Americans or indentured Europeans who worked the wharves, nor the women involved in their lives. More research is needed to expand the information ultimately provided in interpretive and artistic venues.

In the process of recalling and appreciating reality, several objectives are possible:

1. Open space, park, alley, street, wharf planning with landscaping, lighting, seating, signage that highlights the authentic past with novel design to add interest, vitality and distinctiveness to Alexandria's waterfront compared to other Potomac riverfront developments—National Harbor, Georgetown, Anacostia, Washington Harbor.
2. New development that uses names, themes, designs which echo the past reality, to create distinctive projects that are not only compatible with the historic district, but inform people of Alexandria's unique past as the key Potomac River trade city.

3. Informed art that adds to the experience of being on the waterfront while enhancing historical awareness and curiosity about the full diversity of the past inspired by actual events, struggles, materials, products, crafts and objects.
4. Location names and addresses that can ~~"b~~rand" a place and assist people recognize that the long waterfront has specific places with different atmospheres and purposes and so they can choose to arrive in these distinctive places with parking and amenities.
5. Signage and other amenities that enhance historic alleys and streets as links between the waterfront and the historic fabric/ businesses of the urban grid thereby reinstating and reinforcing the east-west connections for movement that were part of the successful commercial operation of the historic waterfront.
6. Connection of contemporary people to the various historic immigrant groups, races, classes, artisans, products, struggles and innovations so the national scope of Alexandria's history can be perceived and personally meaningful to many.
7. A framework for planning, developing, interpreting and experiencing the waterfront that can produce a compelling American story—of commerce, war, suffering, hope, technological advancement, craftsmanship, freedom, enslavement, action.
8. Historical interpretation and programming that can enliven the waterfront by reinforcing key themes in places through a planned integration of signage, art, landscaping, living history vignettes, engraved maps, quotes, performances, tours, podcasts, pda-accessible web links, cell phone first-hand accounts/oral history, exhibits and special events.

North Waterfront

Dangerfield Island

Opportunities for use of names and interpretive signage through discussions with National Park Service given the long history of this area, once called Pearson's Island. The Pearson ownership extends back to 1696. The Alexander family and the Dangerfields both have long histories that deserve attention.

Bay north of Power Plant

Is there a name for this bay? Given its similarity to Alexandria's historic bay and bluffs, opportunities to name the bay, provide scenic overlook signage to portray the early historic Potomac River environment and American Indian life.

Power Plant

Once near, or part of Bellevue Plantation, a mill and home were here by 1801. William Hodgson and wife Portia Lee Hodgson established a dairy farm. John Slater purchased Bellevue in 1841 and added greenhouses for his floral business which he learned from

William Yeates, an Englishman who established Yeates Garden, a pleasure garden with fine views of the Potomac River. Any new development, streets, open spaces, etc provide one of the few opportunities to echo riverfront gracious living and agriculture. Interim measures for art, signage along the path east of the plant and at the entrance gate on Slater‘s Lane can also use this theme, as well as the early riverine environment. Although, not tied to this area, it is an appropriate location to mark the name of Margaret Brendt, the first European owner of some of the land (and fascinating woman) which became Alexandria and/or Robert Howson, another early owner of the area.

Canal Center and Alexandria Canal Tide Lock

Increased use of the Canal name and signage from Fairfax Street can increase the awareness of the public of this northern park and promenade with interesting art. Improvement of the open space on the waterfront can use the historic stones preserved during the archaeological excavation of the Tide Lock for interesting landscape design/art purposes and increase the story of the Civil War on the north waterfront in a unified fashion with park to the south (Rivergate).
*Use of engraved large map medallion with 1845 (Ewing)Alexandria map showing the urban grid and the canal perhaps at the end of the street associated with Rivergate Park with the new proposed name
Ampitheater around the Tide Lock can be used for musical and theater performances, poetry readings, etc. and can be titled and signed for the Canal Tide Lock.

Rivergate Park

In order to maintain historical theme for waterfront parks, use of Maskell Ewing‘s name is proposed if the homeowner‘s association is willing. Alternatively, the water edge open space at Montgomery Street owned by the City could carry the name. Maskell C. Ewing was born in Pennsylvania and studied as a cadet at West Point, 1822-1826. From 1828 to 1836, he served as a military surveyor and topographer, based at Fort Monroe, Va., and Fort Severn, Md. He was chief engineer of the Georgetown-Alexandria Canal (1837-1846) and surveyor of the Alexandria Canal (1838-1846). He also served as City Surveyor and made the best map at its time of the city, often called the Ewing Map of 1845.

As noted for Tide Lock Park, Improvement of the open space on the waterfront can use the historic stones preserved during the archaeological excavation of the Tide Lock for interesting landscape design/art purposes and increase the story of the Civil War on the north waterfront in a unified fashion with park to the south

*Link the park name and use of canal stones with the engraved large map medallion with 1845 Alexandria map showing the urban grid and the canal suggested for Canal Tide Lock Park near this park.

This open space should be tied by design into the open space to the north and the Canal/Civil War theme. Two Civil War photographs and maps can be used to document

the area during the mid-19th century and underscore the role of transportation by canal and rail that continued Alexandria's commercial strength before the war, as well as the federal expansion of rails during the war that was responsible for Alexandria's role as the hub of a massive movement of goods and troops and the role of African American freedmen.

Oronoco Bay Park

While it is not know if this inlet was once referred to as Oronoco, it is an appropriate term for the area since the first tobacco port was established just to the south on West's Point with the rolling road going along a bluff just above Ralph's Gutt. Interpretation to assist people in understanding the name Oronoco as the colonial term for the kind of tobacco grown in the area is important. Planting tobacco would dovetail landscaping and interpretation. Some thought can be given to changing the spelling to the colonial one—Oronoko, or variation of this.

Ralph's Gutt on south can be associated with the theme of landscape transformation. In a court deposition, Richard Sanford age 79 in the 1750s remembered back to the earlier years of the tobacco warehouse. He recalled that ~~t~~here was a great quantity of ivy growing around the lower edge of the lot next to the Gutt or Marsh on part of which Lott the Tobacco Kiln stood, but that the Ivy never extended near so far up the Bank as to the present Warehouse Lot."

If woods are planted on the north side of the park, a place name can be associated with one of the gardens-specifically developed for pleasure such as Spring Gardens or Yeates Garden with use of flowering trees and plants associated with the 18th and early 19th century. A portion can be landscaped in a manner to evoke buried ships that are probably under the fill soil that created this land. Art inspired by buried ships would carry through the land transformation theme and also acknowledge Alexandria's long history of shipbuilding and ship trading. The schooners *Emily Washington* and *Plumie E. Smith* probably were deposited here in the early 20th century, as well as an 1836 shipwreck. The proposed curved pathway in the park could be associated with an earlier shoreline before the transformation caused by filling.

*Medallion with map showing Raph's Gutt and pre-Alexandria

Central Core Waterfront

Robinson Terminal North/ Oronoco – Pendleton streets: West's Point

Any new development should take on the name associated with the point of land that was the first and principal port, **West's Point** named after **Hugh West**. Other appropriate historical names are **Simon Pearson**, owner of the land when the first tobacco warehouse was constructed, and John Summers, builder of the structure. There are other West names to consider as well, including Hugh's wife **Sybil West**. **Hepburn & Dundas** purchased the West warehouses Buildings, open spaces, restaurants on the west side of

Union St. should bring in the name of the manor house, **Beverly** and could also be associated with the **Gas Works** once across Oronoco Street Beverly was advertised as a ~~l~~ovely dwelling with carriage house, smokehouse, stone cellar, new brick stable, lumber house." The rolling road that brought the tobacco to the point, warehouses and tavern should be evoked by a diagonal opening/passageway east of Union St. in the new development. There was also a tobacco kiln situated near here on West property—see Oronoco Park.

*Medallion of 1748 map showing rolling road and West's house and other buildings.

Founders Park

It is important to use the names of the town's founders in historical interpretation, but additional research and public input is needed to determine just who is considered to be the founders. Only the town trustees, or those who settled here, who were enslaved here, etc.? Also useful will be a basic marking system of wharf names along the water's edge of the park with some information about the person who operated the wharf and some of the commodities once traded. While many people operated the wharves over the years, the names of 18th century wharf owners have been selected as most appropriate to fit with the founders theme (Although, of course, the historic wharves and the land today did not exist in the bay at the time of the founding.) Many of these men were members of the Revolution Generation and thus helped found the country, not only the town. They walked in Washington's funeral procession and generally had passed away by the first years of 1800.

Wharf names from north to south in Founders Park

Taylor Wharf
Jesse Taylor, an Irish immigrant**,** imported goods and was mayor twice. He interacted with George Washington through business dealings, dined at Mount Vernon and helped lay the cornerstone of the U.S. Capitol. He owned, and may have built, the house that once was at **109 S. Prince St**. and was moved to the **southeast corner of South Pitt and Franklin** Street during the King St. Urban Renewal period. This may have been the building from which he operated a store at the southwest corner of King and Pitt streets. He also ran a ferry from his wharf to Maryland. Taylor had a flourishing business of imported goods particularly a variety of fabrics from Dublin and Liverpool, wine and salt from Lisbon, many kinds of hardware, ceramics, tools, scales, writing supplies, playing cards, tea, and many other products made in Holland, France and Germany.

Allison Wharf
Robert Allison was a merchant and operated a mill on Holmes Run. He particularly traded in English items—fabric, buttons, twine, knives, forks, ink powder, snuff boxes and tools. He was involved in the laying of the cornerstone of the U.S. Capitol with George Washington. He lived at **219 Wolfe St.**

Hepburn & Dundas Wharf
William Hepburn and John Dundas were business partners, and family. Dundas married Hepburn's daughter, Agnes who operated a tavern after her husband's death. Dundas served on city council. The firm did purchase African Americans, and Agnes offered a reward for at least one individual who ran away. Hepburn & Dundas traded with Glasgow and London to import dry goods and sail duck Hepburn traded alone before the partnership, bringing in a variety of dry goods such as calicoes, Irish linen, gingham fabrics, china, Egyptian teapots, saddles, needles, and twine. He owned a mill and distillery on Back Lick and Indian runs, and he also operated a fishery near town His warehouse on the wharf in 1815 would hold 30,000 bushels of grain or salt. A runaway ad from Agnes Dundas here would provide a statement that African Americans did resist enslavement and took action.

Adam (east of Princess St.)Wharf
Robert Adam arrived in Alexandria in 1752 very soon after its establishment. He lived on the west of side of the 200 block North Fairfax St. where George Washington actually did dine. He was a founder of the Masons in town and served as the group's first Master. Besides operating his wharf and warehouse, he also had a grist mill, a store, a tannery, iron foundry, and a bakery. Adam had a contract with George Washington to acquire all of the herring and shad he brought in from Posey's Landing fishery as well as most of his wheat production. These commodities may well have been exported from this wharf, including in 1770, nearly 474,000 herring and more than 4660 shad. Adam also fished and fox hunted with Washington. A town trustee, Adam was involved with various civic activities, including the repair of a schoolhouse in 1767. He provided a fascinating deposition in a court case when 56 years old in which he talked about the waterfront. He always thought that ~~—~~point Lumney and West point" were for the use of the town. There was a public warehouse built in 1753 by Carlyle at Lumney, north side of Duke St. to receive ~~—~~Braddock's casks." He testified that there were few other buildings to mark Duke Street at this time and noted where the high water mark was located.

Also located in this area between Queen and Princess in the mid-19th century was the marine railway of A.W. Eastlock. He employed caulkers who repaired ships and canal barges. His diary provides interesting entries on business, employees, a drowning, bad weather and poor economy: ~~—~~..almost sick with the blues ~~_~~nothing to do is awful."

Kirkpatrick Wharf (west of Union Street), later as extended, Conway Wharf (east of Union Street)
John & Thomas Kirkpatrick operated a wharf west of Queen Street, one of the first built into the original bay. It was found during archaeological excavation of the lot between South Lee, South Union and Queen Street. A basket embedded into the wharf could be interpreted as an interesting element in the southern pathway extending from Queen Street in Founders Park. The Kirkpatricks are noted for the ad they placed in the Maryland Gazette in 1762: ~~—~~*Just Imported, In the Royal Charlotte, Capt. Bartholomew Fabre, a parcel of very healthy Gambia slaves, to be sold very reasonably for bills of Exchange or ash. The sale will begin at Alexandria on Monday the 13th instant, and continue till all are sold."* This is one of the few documented importations of Africans

into Alexandria and their subsequent sale. Use of this advertisement for public interpretation can provoke significant discussion and thought.

Richard Conway's home **Beverly** was on Oronoco street just west of Union Street. Conway was one of the Revolutionary Generation, serving as a militia captain and member of the Fairfax Committee of Safety. He was mayor of the town when he oversaw the Alexandrian dinner for George Washington in 1783 celebrating his return from the war. A merchant, ship owner, town trustee and justice of Fairfax County court, Conway perhaps is best known for loaning Washington enough money (600 pounds) so the future president could settle his debts and travel to New York for his inauguration. Conway traded with Lisbon and Barbados using his brig, *Martha*, for items such as salt, wine, rum, and sugar in various forms. He also held important posts dealing with establishing the weights and scales for the port.

This wharf also figures into presidential history. John Quincy Adams visited Alexandria in April 1825. At 4 p.m. a signal gun was heard announcing the approach of the boat ~~–h~~highly ornamented and enlivened with delightful music" carrying the president. The captain of the ship ordered a thirteen gun salute when passing the *Gov. Strong* at Conway's Wharf. The other ships along the wharves were also ~~–d~~decorated with all the taste and variety that their commanders were capable of displaying." (*Alexandria Gazette* 4/14 & 16/1825.

*Medallion of 1749 map showing the first grid of the city and documenting the current location was in the bay in Founders Park.

Thompson's Alley

Jonah Thompson was a mayor of Alexandria (1805-1808) and president of the Bank of Alexandria. Jonah Thompson built **209-211 North Fairfax** in the yearly 1800s but the addition at the back with the unique loggia may have been designed by Benjamin Latrobe according to Evelyn Cox

Carlyle-Dalton Wharf, later extended as Cazenove Wharf (foot of Cameron Street)

John Carlyle and John Dalton were partners in trade and neighbors—each buying in the 1749 auction the properties north and south of Cameron Street on the bluff. They built their wharf from Water Street into the river (today approximately mid-way on the south side of the 100 block of Cameron Street). The wharf was discovered by the City archaeologists when the torpedo factory structure in this block was demolished in the 1980s. The pine wharf was constructed in the late 1750s/early 1760s. Carlyle and Dalton were major participants in the founding generation of Alexandria and traded in a variety of goods.

The homes of both Carlyle and Dalton are easily accessed from Cameron Street at

Fairfax. **John Carlyle's house (121 North Fairfax St**) is owned by the Northern Virginia Park Authority and operated as the only museum in Alexandria documenting 18th century elite life. John Dalton's house still stands at **207 N. Fairfax Street.**

Anthony Cazenove was a prominent merchant who started out trading on Prince Street and by 1800 had purchased **117 King Street** when he was an agent for Victor duPont, son of Pierre Samuel DuPont He later moved west on King Street, living at **915-917 King Street** as early as 1816 and also owning **900, 907 and 1007 King Street**. He traded in goods predominately from the British Isles such as umbrellas, Swiss chinzes, kid gloves, jewelry and pianos. But he had a diversity of items from a print of George Washington with gilt frame to bales of Calcutta goods, ~~–~~Buenos Ayres Ox hides" and ~~–~~Spanish segars." Anthony's son, Lewis, was involved in a duel with another merchant's son, William H. Fowle in 1827. Fowle was upset when he discovered that Lewis had written his brother in Boston about how the Fowles had not done anything when Ladd's Mill burned and were fined by the mayor. Since the Fowles had many friends in Boston, he did not want the family's name tarnished by ~~–~~slander."

The Cazenove properties can be seen on the 900 and 100 blocks of King Street as noted above.

Ramsay Wharf (foot of King Street, north side)

William Ramsay was born in Glasgow, Scotland and was a merchant, one of the original trustees of the town and elected honorary Lord Mayor in 1761. Ramsay purchased the two ½ acre parcels in the 1749 auction between North Fairfax and North Water (Lee) streets on King Street. This half block was centrally located between the river and Market Square. His early subdivision of the property including an alley (now Ramsay Alley) and later banking out (probably with his son) to create the 100 block of King Street with alley (now Fayette Alley and the 0 block of King Street and wharf (now Old Dominion Boat Club) may well have been a catalyst to the primacy of King Street for commerce over Cameron Street, the original center street of the town. He was also the owner of the George Tavern. Ramsay was close to George Washington and married his cousin, Anne. She was credited by Thomas Jefferson for raising $75,000 for the Revolution. At one point, Ramsay borrowed money from Washington, who walked in the funerals of both William and Anne in 1785.

His son, **Dennis Ramsay** served in the Revolutionary War and was a ~~–~~zealous" Mason and merchant. He married the daughter of another merchant and Irish immigrant, Jesse Taylor, Jane Allen. Ramsay traded in a variety of wares including rope, tools, Irish linens, gloves, and writing implements. As mayor, Dennis Ramsay is thought to be the first person to actually refer to George Washington as Mr. President at the farewell celebration held at **Wise's Tavern** before he left to be inaugurated the first president of the United States. The tavern still stands on the northeast corner of North Fairfax and Cameron Street. He also assisted Washington in the laying of the cornerstone of the U.S Capitol and was a pall bearer at his funeral. Dennis Ramsay was also a part of the larger American story since he was appointed by President John Adams as one of the ~~–~~Midnight

Justices" resulting in the landmark Marbury vs. Madison Supreme Court case that permitted the court to rule Congressional actions as unconstitutional.

Other Ramsays--William, Andrew, and John—also were merchants in this era.

The **Ramsay House** at **221 King Street** was reconstructed in 1956 and is the Visitor's Center.

Fitzgerald's Wharf (foot of King Street, south side)

John Fitzgerald, an Irish immigrant of the Revolutionary Generation, banked out to create the land in the 100 and 0 blocks of north side of King Street with Valentine Peers after returning from the war. Distrusting the British, both Fitzgerald and Peers had contributed their trading profits to help Bostonians during the English blockade before the War. Another Alexandrian close to George Washington, he served as the general's aide-de-camp and was at Valley Forge. Washington wrote a letter supporting Fitzgerald as the Collector of Customs in 1791. A committed citizen and businessman, he was a founder/director of the Alexandria Library, Bank of Alexandria, Potomac Company, and a Catholic who helped in the creation of St. Mary's Church and cemetery. He imported Irish linen with fellow Irishman Peers and exported wheat and then moved on to a wide assortment of European goods and wines. He was also involved in the Wales Brewery located on the 100 block of South Union Street and was a partner with Daniel Roberdeau in a distiller on Wolfe Street.

Fitzgerald's Warehouse stands at the southeast corner of King and Union streets and is the oldest structure to survive on the waterfront. **Fitzgerald's Wharf** is now the Old Dominion Boat Club parking lot east of the Strand.

*Medallion of the 1803 Plan of Alexandria

The Strand

There were several wharves stretching east into the Potomac from the 100 and 200 blocks of The Strand. This was the busiest commercial part of the Port of Alexandria which is why most of the waterfront brick warehouses were built from King Street to Duke Street. The wharves have been filled for park land and parking lots, but their names and materials could still be evoked in future landscapes and developments.

100 Block The Strand--Harper's Wharf (Waterfront Park)
This park currently covers from north to south, **Janney's, Vowell's, and Harper's Wharves.** It is recommended, however, that the park be renamed **Harper's Wharf** to commemorate the shipping element of the area and also to recognize one of the early settlers and maritime figures of the town.

Captain John Harper was a fixture of the first half century of the town. A major

merchant with a warehouse at Prince Street and the Potomac, he sailed a ship for West Indian trade. A Quaker, he settled in Alexandria and specialized in South American and West Indian trade. Interestingly, in 1799 a revolt of journeymen employed by Harper occurred when the men refused to work unless paid every Saturday. Harper also owned the north side of the 100 block of Prince St. and is credited with constructing **209, 211**, and **213 Prince Street**, and possibly **207 Prince** as well. He also owned the plantation, Mt. Airy in Fairfax County. His son, **Captain William Harper**, served with George Washington at Princeton, Brandywine and Valley Forge. He also operated a lumber yard and was a grocer on Union Street. Captain Harper was commander of an artillery company that passed in review on King Street ~~–~~with sixteen discharges of artillery and 16 vollies from the musquetry" in honor of President Jefferson's March 1801 visit. Ironically, he had been appointed by outgoing, but lame-duck, President John Adams just days before to a judgeship, thus becoming one of the ~~–~~Midnight Justices" that President Jefferson would not seat. These actions resulted in the *Marbury vs. Madison* Supreme Court case establishing judicial review of Congress and creating checks and balances.

Properties mentioned above in the 100 and 200 block of Prince St. can be associated with Captain Harper. While it has been thought for many years that the warehouse located on the northwest corner of Prince and Union streets was the Harper warehouse, it burned and the current structure is the **Fitzhugh Warehouse**. The structure is highly significant since it is one of the best examples of a commodious warehouse of the early 19th century and has painted advertising from many decades of the building's use. It was at **Gadsby's Tavern** that Jefferson gave the famous toast in 1801: ~~–~~Prosperity to the Town of Alexandria."

200 Block The Strand—Gilpin's Wharf

The structures and parking lot between Prince and Duke Streets east of The Strand are on made land that was once called Gilpin's Wharf. It is recommended that the area—much of which has already been purchased by the City as open space—have a name that provides maritime associations, such as George Gilpin.

Colonel George Gilpin was another individual who built the waterfront and the town in the last half of the 18th century and continued into the early 19th century. A surveyor, he is also credited with the 1798 ~~–~~Gilpin Map" that depicts Alexandria after its major annexation of land and was the first published map of the town. As other Alexandrians of his generation, he was active in the militia before the Revolution and then served with George Washington in the Battle of Germantown and the New Jersey Campaign. He was a long-time friend of Washington's, participating in the laying of the U.S. Capital cornerstone and serving as a pallbearer at the General's funeral. Both of his wives were Mary Washington's cousins and he was descended from the Washingtons of Westmoreland, England. He also had business connections with George Washington through the sale of whisky produced at the Mount Vernon distillery. Reportedly, he sold up to 800 gallons a month. Not only a merchant, Gilpin was active in other businesses—the Potomac Company, Bank of Alexandria, and Little River Turnpike Company. He also served in trusted positions such as the first judge of the Orphan's Court, postmaster, harbormaster and collector of customs and flour and tobacco inspector for the port. Harper's obituary references his ~~–~~personal exertion towards the improvement of the

town" and his ~~e~~levated and penetrating mind."

Gilpin's warehouse was on the southeast corner of Prince and Union Streets. His wharf extended east from the Strand and was described in 1819 as a:

> *...valuable wharf which is at present fit to accommodate large vessels and may if necessary be extended to 76 fathoms water. There is on the water lot a store house 20 ft by 40 ft two stories high built with stone.*

While his warehouse did not survive, another significant structure did. **206 and 208 King Street** is an outstanding example of an urban townhome with residence on upper floors and business on the first floor.

*Medallion of the 1798 Gilpin Map at Prince and the Strand.

Robinson Terminal South/Duke to Wolfe Streets: Point Lumley (Lumney)

A high bank once was at the original end of Duke Street—about 60 feet east of Union Street today. Below the bank, a point of land extended into the river and formed the southern edge of a crescent bay around which Alexandria was laid out. Due to the significance of this land form for commerce, it was owned by the town trustees. An early act of the trustees in 1751 called for cutting through the bank so there was access to the Point. The trustees rented the Point to **Thomas Fleming**, a ship carpenter from Annapolis. Fleming constructed the first Alexandria ship—the *Ranger*--in 1752 for a company in Whitehaven, England. It was 154 tons with eight guns and had a crew of twelve. See additional information about Point Lumley in the Adam Wharf section.

By the 1780s, as elsewhere on the waterfront, new land was created by banking out and new wharves extended farther into the Potomac. The two central figures in the transformation in this area were commission merchants and partners, Robert Townsend Hooe and Richard Harrison. Their names, as well as Fleming's and Lumley should be associated with new open space, buildings and businesses. Other maritime-oriented businesses on this block included a ship chandler, a barrel maker, and a ship's biscuit baker. At least one warehouse owned by Hooe was made of stone.

Robert Townsend Hooe was the first mayor of Alexandria when the change was made from town trustees to an elected council. He also served as an officer during the Revolution and Fairfax County sheriff. A good friend of George Washington, Hooe served with him as a charter member of the Potomac Company and a director of the Bank of Alexandria. The General wrote about Hooe in 1784: "...*Col. Hooe...is an exceeding good man and very competent in the execution of the trust which he accepts*." The same year, Washington wrote Hooe asking: "...*Knowing that you have a vessel bound to some port in Spain, I am inclined to ask if it is safe and practicable to bring from thence a good Jack ass, to breed from...*" Hooe was another one of the waterfront merchants made a "~~M~~idnight Justice" by President John Adams that precipitated the Supreme Court Case *Marbury vs. Madison* resulting in judicial review of Congress.

Richard Harrison was acting American consul in Martinique and Cadiz, Spain and during these postings developed good trade connections with the West Indies and Europe.. Hooe and Harrison operated by exporting wheat, flour, Indian corn and tobacco they bought using funds deposited in banks by firms who placed orders. They also took their commissions from these funds. As ships arrived with imported goods, the firm also acted as agents to sell the cargo. The company's records and newspaper advertisements from 1784 to 1811 document a wide variety of wares for sale: gin, Spanish wines, violins, flutes, stockings, refined sugar, Queens china, anchors, candle molds, bohea and souchong tea, and check shirts. The businessmen had to maintain the quality of their merchandise as is seen in this letter sent by the firm to a merchant in Philadelphia in 1789*: ~~—~~..The rum you sent to Port Tobacco was so extremely bad that it will not sell. It is not better than our country made…send us in vessels bound to Port tobacco bar iron well assorted for plantation use with plenty of plough plates among them, green tea or hyson if green is not to be had*."

Hooe and Harrison owned **310 South Lee** lot from 1790 to 1796, so the structure may date to their occupation. The company's account books dating between 1789 and 1796 have been transcribed by T. Michael Miller and provide very specific information regarding trade for this boom time. Robert Townsend Hooe's home stands at the southwest corner of Prince and Lee streets (**200 Prince Street/201 South Lee Street**). It was constructed about 1780 as one large structure. The second floor parlor woodwork was removed and is now in St. Louis, Missouri.

Roberdeau Park

General Daniel Roberdeau is another man who served during the Revolution and then developed the Alexandria waterfront. Originally born in St. Kitt, he moved to Philadelphia after his father's death. He was active in Pennsylvania for the cause of independence and served in the Continental Congress. In 1778, Roberdeau recognized that the American forces did not have sufficient powder and shot. He established a lead mine and built a palisade to protect it with his own funds. Fort Roberdeau has been reconstructed and is part of a historical park. Even before the Revolution, Roberdeau purchased property on the South Water (Lee) Street bluff overlooking the original shoreline. After the War he operated a distillery with John Fitzgerald on Wolfe Street and produced ~~–~~Alexandria rum which they engage equal in quality, either in strength, agreeable smell and good flavour to any made on this continent." He banked out the land that became the 0 block of Wolfe Street and created a wharf that ~~–~~will accommodate vessels of the deepest draught with the conveniences of stores for their cargo." He operated a large warehouse with different private apartments and a sail loft.

The Roberdeau House still stands at **418 South Lee Street**.

200 Block South Union Street

The **Fowle Warehouse at 204 S. Union and the Wattles Corn Mill at 206 South Union** Street should be called by their historic names, and development in this block should use these names as well as others associated with the property.

William H. Fowle was a powerful force on the waterfront in the 19th century. He operated a wharf between Prince and Duke, developed several warehouses along Union Street that still stand, and with brother George Fowle, built a steam-driven flour plant—**Pioneer Mill**—after leasing the block between Duke and Wolfe for 99 years. Completed in 1854 and 6-stories high, it was said to one of the largest mills in the country. They had the capability of producing up to 800 barrels of flour a day that was exported primarily to New York City. While very successful, the mill was silenced by the Union occupation while the structure was used as a warehouse. It never regained its glory. As recounted above, William Fowle was involved in a duel with Lewis Cazenove in 1827 when he was a young man. Cazenove wrote to his brother in Boston that during a fire of Ladd's Mill, both Fowle and his father stood by idly while others were trying to put out the fire, and even were ~~l~~looking on with apparent self-satisfaction." The Fowles were upset by this story. Fowle challenged Cazenove. Pistols were chosen, and they met December 26th in Maryland with their seconds. Fowle was a militia officer with apparently some training with weapons, but according to Cazenove's father, his son had not held a loaded pistol until the night before the duel. Even with this caveat, Cazenove's bullet hit Fowle in the face while he was not touched. Fowle went through life with a disfigured face while the two men continued to live in Alexandria.

Fowle constructed the warehouse that still stands at **204 S. Union** in 1858—note the fenders on the openings monogrammed with his initials (WF). He also constructed warehouses that have been modified or repaired at **200 S. Union and 206 S. Union**—which was enlarged and became the **Wattles Corn Mill**. This is the last mill to survive on the waterfront. Pioneer Mill established by Fowle where Robinson Terminal South now stands burned in 1897. The Fowle House stands at **811 Prince Street**. Interestingly, he bought the house and garden from another merchant, William Bayne, owner of one of the few other warehouses identified with monogrammed fenders in the doorways at the northeast corner of King and Lee streets. Brother George Fowle probably built **810 Prince Street.** The senior William Fowle purchased most of the block between Prince, Washington and Columbus streets in 1811. He enlarged the house that is now **711 Prince Street**. He was active businessman, president of the Alexandria Canal Company and president of the Old Dominion Bank (201 Prince Street now the Athenaeum. At the time of 1827 fire, the senior Fowle also owned the warehouse at **100 Prince Street**, originally constructed by the merchants Benjamin Shreve and James Lawrason.

Appendix 5

Chart of Historic Wharf Owners and Selected Activities and Products

Edited by Ann Davin, 2010

King Street North

King Street	King Street to Cameron Street
Fitzgerald's Wharf: SE corner of King and Water (Lee) Street and Warehouse (104 S. Union) at SE corner of King and Union Sts. • John Fitzgerald, aide de camp to George Washington during War, Merchant/ Brewer/ Mayor. • 1780s Wharf built by ~~–b~~anking out", infilling marshland along river. A pier extends 100' into the river from the wharf and is 50' wide. • Colonel Fitzgerald built 3 brick warehouses under one roof. Three stories high with sail loft on upper storey . On east side of warehouse is unimproved lot the whole length of warehouse terminating in 25' alley (Fitzgerald's/Wales Alley) laid out upon the front of the wharf. Still standing at 100-104 S. Union St. • 1786 Olney Winsor RI merchant leased a lot on wharf and built a large 2-story dwelling house with upper floor divided into 4 rooms and a store where he sold muscovado, loaf sugar, coffee, chocolate, NE potatoes, and a small assortment of European goods. 1789 leased an adjacent lot and in 1793 built a 3-storey warehouse with gambrel roof at 102 Lee Street. • 1800 James River coal was sold at Fitzgerald Wharf • 1801 warehouse sold for the purpose of raising sums demanded by Robert T. Hooe as security for Col. Fitzgerald to the Bank of Alexandria. • 1804 becomes Dunlap and Irwin's Wharf and warehouse and then Irwin's Wharf in 1806. • 1825 Irwin property includes 5 warehouses at King, S. Union and The Strand.	Carlyle-Dalton Landing • In 1749 John Carlyle obtained 1 of 2 half acre lots on what was then waterfront property south of Cameron and east of Fairfax. • 1759 Carlyle and Dalton obtained permission to build first private wharf, that ran partway down 100 block of Cameron, known as the Carlyle-Dalton Landing. Tax waived as public could use ½ of facility. • 1780 Carlyle died and left a portion of lot, now Cameron and Water, to his granddaughter including his warehouse. • William Herbert, president of the Bank of Alexandria inherited lot by marriage. • 1801 trade still flourished as evidenced by sale of sloop named *Favorite* at the wharf by Philip Marsteller a noted merchant.
Merchants Wharf: South of King Street, east of Union and north of Wales Alley. • In 1796 lot was purchased by Jonathan Swift from Milton, MA and had prerogative to build Merchant's Wharf. • 1801 offered to lease lots on wharf and by 1802 had erected several stores. William Hall, a hardware and retail merchant moved his store from Prince Street to Wharf in 1801. • 1808 Swift advertised lease of Merchant's Wharf with store and adjacent lot owned by S. Moore. Also a warehouse at corner of King and Union formerly occupied by Henderson & Co.	Ramsey's Wharf – King Street • William Ramsay established a wharf complex at the foot of the NE corner of Water and King Sts • 1749 built house facing river and built out land from there for his wharf. Owned from 101 King to 119 King St. • In 1780s W. Ramsay had begun to bank out and fill in the Potomac River adjacent to wharf between Water (Lee) and Union and called it Fayette Street or Ramsay's Alley. Fayette/Ramsay's alley was never properly laid out and after 1785 alley was reduced in

King Street	King Street to Cameron Street
• 1810 Joseph Rowen opened a cordage store where he sold cordage made by John Chalmers rope maker for the US and a variety of articles in the ship chandlery line. His store had previously been the US Office of Inspection • 1813 Swift conveyed wharf to Gird and Entwistle. Gird was a proprietor of a retail store that sold sugar, spinning cotton, ground alum, bacon and lard.	size from 50‘ to 30‘. • 1795 3-storey brick warehouse present along King St. and Lee St. Several brick warehouses were built along lower King St during 1790s. • 1797 John Ramsey – Wholesale Merchant. In 1797 at intersection of King and Water had a large wood frame 2 story building for sale. • Dennis Ramsay-Merchant/Mayor. Served Revolutionary War, owned many properties. • 1805 owned a wharf and warehouse on north side of King Street at Potomac • 1813 Wm Ramsay Jr inaugurated ship service via the fast sailing schooner *Antelope.* Would sail south from wharf with passengers and freight. Early 19th c. Cameron to King St businesses • 1804-Daniel McDougall, shaving shop at Irwin‘s store at King and Union. • 1805-James Dall merchant at NE corner King and Union. • 1806-Robert and James Mandeville grocers at King and Union. • 1812-William Herbert operated a bake house at Cameron and Union • Large 3-storey house built by C. & I.P. Thompson who used it as a hat factory.
King and Water Sts. • 1792 John Gill, merchant leased a warehouse at corner of King and Water (Lee). 1794 sold James River coal at warehouse. • 1797 JG to lease of dwelling house and store on Prince Street. Had 3 warehouses on Hamilton‘s Wharf • 1798 $10 reward for runaway mulatto woman. • By Josiah Smoot and Thomas Perry had 2 lumberyards on the northern half of the block • Samuel Boush- sea captain who operated a ship chandlery on the NE corner of King and the Strand • Joshua Schneider opens a restaurant at 0 King Street in late 19th century.	• 1856 joint stock company known as the Alexandria Ferry Company was incorporated by VA General Assembly to operate service from foot of King Street to Fox‘s Landing on Maryland shore. Service stopped in 1861 because of war and started again in 1868 as the Potomac Ferry Company. • New ferry house built in 1891 • 1904 Mutual Ice Co. Wharf at foot of Cameron St. • Ferry Tavern located just south of lumberyards at corner of Fayette/ Ramsay‘s Alley and Union Street. Operated by Wm Ball this was a one story brick bldg also known as the Union Hotel and later became a dance hall.

Cameron Street to Queen	Queen Street to Princess
18th c. Wharf Between Cameron and Queen and Union and Lee Sts. Archaeologists found a stone-paved surface of a wharf with a small section of a timber wharf bulkhead Cazenove‘ s Wharf • Antoine Charles Cazenove moved to Alexandria about 1794 and founded the banking house of Cazenove & Company. Head of a large shipping business, he maintained his own wharf and warehouses; was French consul; one of the founders of the Alexandria Water Company and of the cotton factory; and an active member of the old Presbyterian Church. • Had warehouse at 100 block of King Street.	Richard Conway/Bartle/Kirkpatrick/Queen St Wharf- Merchant/Mayor/ friend of Geo Washington • Foot of Queen Street • Entertained GW at Duvall‘s Tavern after his return from Revolutionary War. • Imported from Lisbon on brig *Martha* until 1785 when he put it and Barbados rum up for sale. • Built house on lower Oronoco named *Beverly* Andrew Bartle-Joiner, Carpenter, wharf and bridge builder. • 1816 sale of lumber at his wharf on Queen Street. • 1817 operated from his wharf the steamboat *Union*, ran from his wharf to Washington DC. • 1818 sale of his wharf on Queen St • 1860s wharf was an importation site fro Gambian slaves.
John Bogan- Tavern Keeper , Cameron Street 1806 had a 4th of July celebration at his garden	0 Block of Thompson‘ Alley
Thompson‘s Wharf • Jonah Thompson – Merchant/Mayor • 1816 Thompson‘s son-in-law Jacob Morgan constructed a building on the wharf which jutted out into the Potomac across from Water and Union. • Thompson was a wholesale and retail merchant. • Owned a number of lots along Water Street from Duke to Cameron.	
Colonel Ellsworth lands in 1861 at Cameron Street Wharf and prepares for initial occupation of the the City. Civil War occupation begins	Robert Adams Wharf and Bakery
Horse and Steam powered ferries to Georgetown and Washington, DC	

Queen to Oronoco	Oronoco North
Kirkpatrick‘s Wharf: Just north of Queen Street. • 1762 Thomas Kirkpatrick has a shipyard and 1764 granted right to build wharves and warehouses north of Queen St. Robert Adams‘ Wharf and Bakery • 1795 John Bogue a cabinetmaker, house builder, ship joiner on Princess Street. Naturalized US citizen. 1796 notice of sale of assorted	Ralph‘ Gut • Oronoco Creek ran through Ralph‘s Gut to Potomac. Historically area used as pastureland. West‘s Point • Tobacco Warehouse built at West's Point, about a mile north of the creek at the east end of a 220-acre wedge of land. Conveyed

Queen to Oronoco	Oronoco North
ironmongery on Princess near Adams' Wharf. Moved stores around to various locations in Alexandria.	by Robert Alexander to his son John and to Hugh West. West's Point was convenient for shipping; it was one of the last upstream anchorages, and it had the advantage of extending beyond the muddy river flats toward the deeper channel of the Potomac. • 1731 tobacco warehouse built by Simon Pearson and sold to Hugh West circa 1739. Lewis Elzey and John Awbry were appointed the first inspectors. A second warehouse was constructed by the county in 1734. Slaves rolled rounded hogsheads of tobacco from the plantations down the rolling road to the warehouse. • 1740 Hugh West operated 1st ferry across Potomac to Frazier's Point. By 1748 there were 2 ferries running. Warehouse possibly built. Initial ferries may have been similar two dugout canoes lashed together. Tiny settlement around West's Point dubbed Belhaven. • 1755 John West built wharf at West's Point funded by a county levy. Used by General Braddock that same year. • 1771 public wharf in disrepair and W. Ramsay awarded job of building a new wharf that included the old wharf on the south-side of the old warehouse. • 1785 notice that tobacco warehouse was broken into and a large quantity of loose tobacco was stolen. • 1798 tobacco warehouse not in use • 1799 re-established, 1801 tobacco inspectors appointed. • 1809 ordered that a committee be appointed to superintend the tobacco inspection and authorized to contract the inspector and guarantee him pay for one year.
<u>Conway's Wharf</u> : near foot of Queen St. • c. 1780s Captain Conway and wife Mary West built spacious house known as *Beverly*? on north-side of Oronoco Street and east of Union Street. Had a carriage house, smoke house, brick stable, stone cellar and lumber house on property. Lots of fine furniture. • Also owned lot at Princess and Water streets	William Herbert • 1800 expanded real estate holdings with purchase of old town lot No. 1 from General Light Horse Harry Lee. Located on north side of Oronoco adjacent to West Point and Potomac River. • Property occupied by Neil Mooney who may have operated a brickyard at the site

Queen to Oronoco	Oronoco North
which he leased to John Lomax, a tavern keeper. • Owned 100 acres from First Street to Potomac River to west Street, thence to Shuter‘s Hill. At Conway‘s death, his executors Wm Herbert, Nicholas Fitzhugh and Edm J. Lee subdivided and conveyed it between 1809-1818. • Conway also owned part of a racetrack which he leased to J. Gadsby. • Conway and his wife died in 1806 and may have been interred in a family cemetery on Union Street. • House burnt down in 1856 in fire started at Old Sumac Factory at north end of Fairfax Street.	1816 notice of Alexandria Morocco Manufactory at corner of Oronoco and Water streets • Gentlemen‘s boots, morocco and American kid leather of all colors for ladies shoes, coach makers‘ and hatters‘ lining skins. Highest price given for sumac leaves well cured. 1820s-18402 - Rivergate and TideLock • Alexandria attempted to act as a transition port between sea, canal, road, and rail. • 1820-1840 George Washington supported and helped develop plans for canal system connecting Alexandria to Ohio River. Canal ran from Georgetown to the canal wharf area in Alexandria. During Civil War it was converted to a river railhead where locomotives and rolling stock were moved onto specially adapted barges with tracks on them. This innovation was devised in Alexandria.
<u>Founders Park Area</u> • 1750s northern end of original waterfront of 60 acre town. • 1790s it was filled in from Water (Lee) St. to present shoreline. • Mid 19th century gritty industrial area where rail and canal shipment occurred. Lumber, fish, grains, coal were shipped from here. • 1891 William Smoot at Queen & Oronoco had wharves, coal, lumberyard. • City‘s seasonal fish wharves located here and each spring Fishtown sprang up east of Union between Princess and Oronoco. Also processing point for ice shipped from Maine	Mid-late 19th c. railroad served wharves, warehouses, lumberyards, coal depots at Founders Park, West‘s Point and Oronoco-Pendleton area and ran north. It was an important logistical railhead during Civil War.
<u>Potomac Brewery</u> • 1804 Thomas Cruse- Merchant had a warehouse and wharf located on West Point. Purchased his partner‘s interest Wm Billington in Potomac Brewery in 1804. Brewery contained 2 copper boilers (1200 and 50) malt house, kiln and mill. • 1806 a for sale notice of his brewery and wharf. • 1816 moved his store to the house next above Jonah Thompson‘s on Cameron Street, where he continues to sell his usual groceries, wine and liquors	1939 Robinson‘s Terminal North • Built over (or close to) location of tobacco warehouses. Robinson Terminal provides a wharf and storage for the transshipment of newsprint for the *Washington Post*

North to King from Wilkes

Wilkes - Wolfe	Wolfe- Duke [Point Lumley]	Duke - Prince
Roberdeau's Wharf • 1774 large distillery complex built by D. Roberdeau at foot of Wolfe St. Included 2 stone buildings w/ granaries and sail loft, wooden warehouse. Wharf was about 400 feet in width and extended 300 ft into the river. • 1790's wharf could handle large ships and length was extended further into Potomac River. Had large stone warehouse, sail loft, and lots on bank to build houses and storehouses. • 1787 John Fitzgerald (Fitzgerald's Wharf) buys distillery Kirk's Wharf • 1803 W. Hartshorn moved his store and counting room to south-side of Kirk's Wharf at lower end of Wolfe St from Hooe's Wharf.	Named Point Lumley after a Captain Lumley who used to moor his ship offshore. Fleming's Shipyard, Point Lumley • 1750s Thomas Fleming established a ship building business and built a dock and various other buildings at Pt. Lumley. • 1755 John Carlyle built 1st public warehouse at Pt. Lumley. • 1765 George Washington's schooner kept fit at shipyard • Cordage manufacture along rope walks. One of first American industries. 18th and 19th c. Several ropewalks in OTA. • 1771 Fleming's Shipyard failed. • 1774 second public wharf (first one at West's Point) built by R. Harrison & Co. • 1786 Fleming's property sold to R. Townsend Hooe & G. Slocum Hooe's Wharf- Duke Street off the river • 1780's Robert Townsend Hooe, Alexandria's 1st mayor, built wharf with a stone warehouse. Sold looking glasses, flutes, violins, congo teas, Ravens duck, brown rolls, Russia duck, German steel, English and Dutch cordage, glass ware, delft bowls, muskets, butter pots, hats, flannels, diaper napkins, bolts of cloth. • 1799 Jacob Shuck & Co. opened lumberyard on wharf	Gilpin's Wharf • George Gilpin purchased lots in 1769 and at lived 206-208 King St. Was Collector of Customs, town surveyor, postmaster, harbor master, pall bearer at GW's funeral, 1st judge of Orphan's Court of Alex; 1775 flour & tobacco inspector. • 1796 Gilpin owned warehouses on SE and SW corners of Prince and Union. North of ~~"G~~Gillpins Alley" and south of ~~"P~~Publik Alley." Gilpin filled in the waterfront to create Union St. • 1786 Benjamin Shreve & James Lawrason leased and store space on Gilpin's Wharf on SW corner of Prince and Union. Lawrason acquired property in 1805. • 1809 5 lots for sale btwn Prince and Duke on Water St (Lee). One lot with 44'front on Union with wharf extending 220' into Potomac River. Fit for large vessels and may be extended 7 fathoms water if necessary. On water lot is 2-story high stone warehouse. • 1812 Gilpin filled in areas to create more land between Duke and Prince creating The Strand. • 1830-40's Wm Fowle purchased property and built 3-storey brick warehouse. • 1860's, during Civil War, the property was seized by the Federal government. 1870's Supreme Court ruling returned property to Fowle family. • 1895, DeWilton Aitcheson purchased property from descendants of Fowle. • 1897 large fire destroyed Nearly all buildings along the

Wilkes - Wolfe	Wolfe- Duke [Point Lumley]	Duke - Prince
		Strand and S. Union Warehouse at 204-206 escaped with minimal damage. • 1900 Richard Wattle bought property and altered them for use as a grain mill. 206 S. Union is largest existing pre-Civil War building on riverfront.
<u>Wilkes Street Shipyard</u> • 1783, John Hunter established a ship building yard at the end of Wilkes Street around • 1819, Thomas Rowe shipbuilder, near Wilkes Street. $25 reward for 2 stolen masts. • 1860s, there was a Civil War railhead at 0 Wilkes St. Locomotive foundry between Wilkes and Wolfe. • The Wilkes Street Tunnel and rail looped through Alexandria until 1970s.	• 1785, US Congress passed act giving James Rumney exclusive rights to constructing and navigating boats for limited time. • 1816, SE corner Union and Duke: William Fitzhugh, residence. Thief stole small guilt watch. 1818 large brick house and essential contents for sale • 1851, Railroad tracks laid down along Union St. from Wilkes to Oronoco	<u>Watson‘s Wharf</u> • 1791-1799, Imported Russian and Liverpool goods on brig *Speedwell*; Havanna segars. In 1800 partnership ended and warehouse to be leased. • Robert T. Hooe‘s house (?) at north-side of 200 Prince. • Next door was Ship‘s Tavern owned & operated btwn 1801-1805 by James Davidson • 1787 license granted for retail goods to Edward Thompson & Co. 200 block of Prince, south side, opposite Col. Hooe‘s house and Ship‘s Tavern
<u>1883 Potomac Manufacturing Co</u> • Established an iron works at foot of Wolfe Street and bought engines in from old mill for use at plant. 1899 a fire ravaged the mill & many other commercial buildings along Strand between Duke to Prince	<u>Pioneer Mill</u> Built in 1853-54 by the Alexandria Steam Flour Co. One of largest steam mills in US. Located at foot of south side of Duke St. on the Strand. Built of brick, slate roof and was fireproof. Mill fronted 122‘ on Potomac. Six stories high and roof was 77‘ feet above high water mark. Cost $50, 000 to build. Attached to mill was an elevator for taking grain from vessels into mill. Large vessels could be loaded directly at the door. A wharf was constructed on north side of building on which a switch of the Orange & Alexandria RR was laid to bring grain directly into mill. Fell idle during the Civil War.	<u>1800 Richard Arell‘s mansion</u> • formerly on north-side of Duke between Union & Water, 113-115 Duke. Proprietor of 18th c. tavern at Market Sq. <u>1801 Columbia Shot Manufactory</u> • Built to supply citizens with wholesale and retail shot. Sold property in 1804 to James and Alexander Smith, merchants 1814 -1829 Lawrence Hill • Resided at 207 South Water St. Bought lot for $ 1400 and sold it for $2250. Had a cooper shop on Union St. btwn Duke and Prince. Shop was severely damaged in a large waterfront fire in1810. The fire was started at another cooper‘s shop where a candle left burning ignited shavings. 1810 Hill opened a new shop on S. Union. Also

Wilkes - Wolfe	Wolfe- Duke [Point Lumley]	Duke - Prince
		made mast hoops and hanks by request.
	Robinson's Terminal South • 1853 The firm of Robinson & Payne conducted a "General Commission, Grocery and Forwarding Business." • Robinson Terminal Warehouse Corporation has been actively involved in the warehousing business since 1939. The terminal is one of the largest handlers of newsprint on the East Coast and the only working port in Alexandria and the surrounding Washington D.C. Metropolitan area.	• Wharf at end of Duke St used for slave trade operated by Bruin Co. in 1840s

1804 Water Street Academy: Jonathan Foster to teach psalmody and vocal music. 1807 JF wanted to sell academy.

Prince Street	Prince to King Streets
Wales Wharf and Tavern • 100 block of So. Water (Lee St. to Union St.) Andrew Wales (Brewer, Distiller, tavern keeper) bought 1/4 acre in 1771. Under same roof as brewery and distillery is commodious house. Also 2 houses on west- side of Union St, one of which is a tavern. • Brewery contained 2 copper boilers (1200 and 50) malt house, kiln and mill. • 1786 a blind black man who worked for Wales fell into a copper pot with boiling water and died. • 1788 brewery caught fire and also destroyed house and store • 1796 had right to extend wooden tubing into Potomac River to provide water for brewery. • 1799 Wm Lacey acquired Wales' brewery. Wales had to sell personal estate on Union St for debts. • 1801 William Billingham bought property and he and Tom Cruse established the Potomac Brewing Co. In 1802. Cruse and John Fitzgerald bought out WB in 1805 and then put brewery up for sale in 1806. • 1804 alley to north and south of brewery to be leveled filled. • 1806 a sale notice of his brewery and wharf.	Harper's/ Vowell's Wharf : NE & NW corner of Union and Prince Streets to River. • 1771 Robert Adam sold property to John Hough. 1773 bought by Captain John Harper. • 1785 sale of water lots on Prince St. near extensive new wharf being built by Harper. Ferry at wharf ran daily to Georgetown. New 3-story brick store to be leased on NE corner of Prince and Union. It is a lately occupied by Jonathan Swift and Edward Harper. • 1780s Harper constructed house at 209-Prince Street. He was involved in trade with West Indies and South America. Built several houses on north side of 100 block of Prince Str. now Captain's ~~R~~row". • 1790 Thomas Vowell proprietor of store on Harper's Wharf btwn Prince and King Sts. Sold West India and New England rum, molasses, teas, coarse and fine salts. • 1792 Thomas Vowell a wholesale merchant constructed 109-111 Prince Street and purchased 113 Prince Street. • 1798 City Council ordered dock at end of Prince St. be extended to prevent ground at low water being bare. • 1806 Wadsworth and Butler offered to sell pork, beef, rum, gin and cognac, mould candles, and wines from sloop known as

	Marie Antoinette at Vowell's Wharf. • 1815 Jeremiah Neale operated popular Union Hotel on S. Union St. between Prince & King Sts. In 1830's a drinking saloon operated by Henry Field and Joseph Milburne. • Alexandria merchants who leased warehouses or stores on Harper's wharf in late 18th c. included Williams, Cary & Co., Josiah Watson. Watson also owned 3-story brick warehouse on east side of 100 block of S. Union which was occupied by James Porter , a tinner. • 1807 Isaac Entwisle sold ale, porter, beer, cider at it bottling center on King Street and yeast and hops at its store on Harper's wharf. • Thomas M. Davis sold pickled oysters, corn, flax and vinegar from wharf from 1813-1820. • Thomas Davis sold occupied store on NE corner of Prince and Union where he sold Philadelphia made shoes in 1815. • 1840-1850 the 100 block of S. Union and the Strand to the east were the principal commercial and mercantile centers of Alexandria. Leading merchants such as John TB Perry, Wells Harper, DF Hooe and Willam McVeigh constructed large warehouses on extensive wharfs. These facilities housed grains, guano and groceries the economic mainstays of Alexandria's commerce. • 1854 a devastating fire erupted on S. Union's street waterfront. Perry and Hooe' and McMaster's warehouses destroyed. New warehouses belonging to McVeigh and Harper were saved. The buildings destroyed belonged to the estate of the late John C. Vowell and John S. Miller. Insured for $7,500. • The wharf at foot of Prince Street was used to embark slaves to New Orleans and elsewhere
<u>Robert Hamilton & James King</u>- Merchants • 1793 lease of warehouse on Prince St owned by McPherson. • 1796 new partnership with James Hamilton. Counting house to be removed to bldg on wharf lately occupied by John Gill.	• US Customs House located at SW corner of King and Union Streets. • 1871 Benjamin Price commissioned to build Alexandria Corn and Produce Exchange on the site of the Custom's House. Built in

• 1797 Robert Hamilton accused of arming privateers • 1798 lease of two stores on Prince St near Col. Hooe's. Sold imported London pewter, blank books, ledgers, waste books, best London twine, sherry, drab cashmere, Swedish iron, fish in barrels, Holland gin, window glass, brandy in pipes, New England plank.	Italian Renaissance style. First floor had Noble Lindsey's grocery business with the Corn Exchange on second floor which had 25' high arched ceilings. Corn exchanged fail but Lindsey-Nicholson Corp. thrived into the 20th century.
• SW corner of Prince and Water, house of John Hooff, bank cashier, 1783-1859 • Robert Hooe Merchant Mayor- SW Corner of Prince and Water (Lee) Street. 1813 sale of garden on Water Street and adjacent house on Prince	• Reed's Ice Wharf • Oyster Wharf

APPENDIX 6

Waterfront Events and People

Ted Pulliam

Events

The following are only some events that took place along the waterfront and are part of the story of Alexandria.

1814 – To Catch a Prisoner

The morning of August 29, 1814, Alexandrians awoke to find a squadron of the British navy with a total of 128 guns anchored in their harbor –but a few hundred yards from the wharves, and the houses so situated that they might have been laid in ashes in a few minutes." The Alexandrians had nothing to defend themselves with but about 100 overaged, sick, or unreliable men left after the able men of the town's militia had been ordered to the Virginia countryside. The British offered not to destroy the town or molest the inhabitants if the Alexandrian would not commence hostilities and would surrender their ships and merchandise. The Alexandrians had no choice but to agree.

As the dejected merchants of Alexandria stood by –viewing with melancholy countenance the British sailors gutting their warehouses of their contents," a British midshipman sauntered leisurely back to his ship's barge tied up at the dock at the foot of Prince Street. Suddenly two horsemen appeared from the direction of King Street riding their horses down Union heading straight for the British seaman.

As they rode up to the startled midshipman, the lead horseman, Captain Creighton of the U.S. Navy, leaned down and grabbed the Britisher by a leather band around his neck and began to haul him onto his horse as a prisoner. However, luckily for the British seaman, his neckband broke, and he dropped to the ground. Quickly picking himself up, the midshipman dashed to his barge and ordered the sailors manning it to row to the *Seahorse*, the flagship of the British fleet, as Creighton and friend dashed on down Union, up Duke, and out of town.

When the midshipman reported to the fleet's commander, drums began to beat on board the British vessels, their portholes opened, and cannons were run out. Throughout Alexandria, panic set in as women, men, and children fled –screaming through the streets." The Alexandria mayor, however, promptly rowed out to the *Seahorse* and explained to the fleet commander that the town had no control over Creighton. The crisis was averted.

1827—Great Fire

Shortly before nine a.m. on the morning of January 18, 1827, the alarm was given that a fire had broken out on the first floor of cabinetmaker James Green's workshop located inside the block formed by King, Fairfax, Prince, and Royal streets. Before long, burning shingles borne on the wind lighted on houses and warehouses on both sides of Prince and on Union and Water (now Lee) streets. The fire lasted for five hours consuming some 53 houses, stores, and warehouses and damaging property in the amount of between $107,000 to $150,000.

The damage would have been worse had it not been for the help of citizens and fire apparatus from Washington and Georgetown. Also, the Alexandria Gazette reported: "Congress adjourned – The Navy-Yard and public offices closed–the Marine Corps . . . came down in a body – the Secretary of War and members of Congress worked in our ranks." Additional help came from the circus managed by William Brown that was in town. One performer "mounted the highest and steepest roof in town, while everybody else supposed it to be untenable, and sustaining himself by a shallow gutter within a few inches of the eaves" applied water "for hours together" saving the building and preventing the fire from spreading further.

Civil War--Union Wounded

On December 27, 1862, twenty-year old Private Lewis Bissell of the 19th Connecticut Volunteer Infantry Regiment helped unload soldiers wounded in the Battle of Fredericksburg from a ship docked at the Alexandria waterfront: "The first thing that attracted my attention was the slaughterhouse smell caused by the wounds of the men. The men lay on hay spread on the decks and in the cabins. There was hardly space to place one's foot. . . . The wounds had been dressed two or three times. Their clothes around the wounds were stiff as boards with clotted blood. . . . One more talkative than the rest had one arm and one leg shot off. When I asked him if he could get onto the litter said, very coolly, that he could not run or double quick [march] but could help himself, which he did. . . . Another, the most painful sight I ever saw, was a young man, shot in the jaw. . . . The ball hit him below the ear, broke both bones and come out the opposite side. . . . He had no use of his mouth and could not drink without great pain."

A.J. Wickliffe, had a store near the foot of Prince Street. During the Civil War, he recorded the following incident: "I was sitting at my store door one morning (the wharf end), and I saw a [Union] soldier with his musket on his shoulder walking out of Fowle's Wharf [at the foot of Prince Street]. It struck me what can he be up to; no guard was ever placed out there. I kept my eyes upon him. When he reached the end of the wharf, he sat down with his eyes overlooking that point, his musket thrown across his legs. I saw the flash of the gun; he threw the musket on the dock, sprang to his feet and beat a hasty retreat, passing me, apparently in great agony. I saw that he had shot away the thumb and index finger of his left hand, sick of war I suppose would be the verdict."

1971--Preservation Battle

In December 1971, Watergate Improvements, Inc. filed plans with the city Planning Commission to construct a 650-unit condominium complex on the two block area on the waterfront bounded by Union, Oronoco, and Queen streets (now Founders Park). The complex would consist of four 18-story buildings, each set upon 20-foot stilts and rising 178 feet in the air.

A number of Alexandria residents opposed the project, arguing it would ~~"t~~ower over historic Old Town," and increase traffic, air pollution, water pollution, and noise. Supporters, such as the Alexandria Board of Trade, contended it would add about $600,000 to the city income, and as Councilman Wiley Mitchell said, ~~"t~~urn a neglected area of blight into a prime urban asset." In March 1972, the council unanimously approved the project after attaching 43 conditions worked out with Watergate Improvements..

Defeated by the city council, opponents of the development filed suit against the city and Watergate in Alexandria's circuit court in June 1972, contending that the city did not own the land on which the project would be built. The U. S. Department of the Interior agreed. It had long contended that the United States owned that land, and in December 1973, the U. S. Attorney General entered the courts with a suit to quiet title to 22 tracts of waterfront property from Daingerfield Island to Jones Point Park. Because of the complexity of this issue, for years to come individual property settlements entered into as part of the suit established frameworks for resolving waterfront development issues. As of 2010, seven tracts still were part of the court action.

People

The Alexandria waterfront is about more than just places and events. It is also about people. The following men and one woman walked along the waterfront in Alexandria at different times, and all also are part of the story of Alexandria.

John Carlyle

On August 1, 1753, 33-year-old John Carlyle, member of the governing bodies of both Alexandria and Fairfax County and a man on the make, and his pregnant wife Sarah, then 22, moved into their just-completed grand home on Alexandria's original waterfront. The back yard of the Carlyle's home ended at the rim of a bluff that fell to a small beach edged by the shallow waters of a crescent-shaped bay. That first night in their new home was momentous for the Carlyles -- Sarah delivered the baby, their first son.

Then in late 1759 or early 1760, Carlyle and his business partner John Dalton constructed the first private wharf in Alexandria. It required some leveling of the bluff and stretched from Carlyle's northeastern corner down what today is Cameron Street to the water. It was a beginning step in filling in the bay to make the waterfront as it is today. Later in 1760 Alexandria's governing body, which included Carlyle, decreed that

the owner of any riverside lot could extend that lot into the Potomac and ~~–b~~uild on or improve under his Bank as he should think proper."

Henry George

Henry George, an African-American slave owned by Alexandrian Sally W. Griffith, had an unusual amount of freedom for a slave in pre-Civil War Virginia. He was the captain of the schooner *Llewelyn*, owned by Griffith and her nephew, Colville Griffith. In the 1830s, George sailed the schooner out of the Griffith farm on the Northern Neck without a white overseer or any white man on board.

He took the schooner to Baltimore, Annapolis, Richmond, and Alexandria transporting timber, bark, logs, and grain and ~~–w~~as determined to let them [his white masters] see that though black I was a man in every sense of the word." He also cut on the Northern Neck and delivered to Georgetown the oak piles used to build the Alexandria Canal's aqueduct that ran across the Potomac River.

On trips up the Potomac, he would pass ~~–m~~ore times than I have got fingers and toes" ships owned by slave dealers Franklin and Armfield leaving Alexandria for New Orleans with a load of slaves. Then one day walking down a street in Washington with a friend, he heard ~~–s~~uch screaming and crying, we couldn't tell what it meant, so we kept on till we met about two hundred men and women chained together, two and two. . . . [T]he scene was enough to bring tears into any man's eyes if he had a heart." He later learned that this was a group of Franklin and Armfield's slaves. From time to time, he also found himself in Alexandria in the unsettling position of ~~–u~~nloading wood on one side of the wharf when [a Franklin and Armfield] vessel [was] loading slaves on the other side of the wharf."

One day Henry George had enough. He left Sally Griffith's schooner and its load of grain docked in Baltimore and made his way by foot and boldly by train to Philadelphia where he found himself ~~–w~~ith the wide world before me, [now only] to look out for myself as any other free man."

George Washington

In 1748, the year before Alexandria was established, 16-year-old George Washington, a newly trained surveyor, drew a map of the town's future site on the Potomac River. Probably he drew the map to support the petition filed in the Virginia legislature by several prominent Fairfax County citizens seeking the creation of the new town. Lawrence Washington, George's older half brother and a member of the legislature, was to lead the legislative campaign to establish the town.

George's map showed a waterfront curved around a crescent-shaped bay. He added to the map, apparently to help promote the new town, the following: ~~–N~~ote that in the Bank fine Cellars may be cut from thence wharfs may be extended on the Flats without any difficulty & Ware Houses built thereon as in Philadelphia."

Once the new town was established, Washington continued his interest in Alexandria. His relation to its waterfront is possibly best described by Donald Jackson in his introduction to the volume I of the Diaries of George Washington: "As he rode about Mount Vernon on his daily inspection trips, Washington could turn his eyes frequently to the shipping traffic on the Potomac, his principal link with the great outside world. Vessels with such names as the *Fair American*, the *Betsy*, and the *Charming Polly* plied the river, some trading with the ports of Virginia and Maryland and some bound for far more distant anchorages in North America, the West Indies, or Europe. Most of the schooners, brigs, and ships that Washington watched come upriver were bound for Alexandria's docks and warehouses, and often their cargoes included goods for him: fine clothing and fabrics, bridles and saddles, books and surveying instruments, tools and nails, delicate chainaware and jewelry, fruits and spices, and great wines from France and the Madeiras. Outward bound, they carried the tobacco – and in later years the wheat or flour – that were sent to pay for his imports."

In the 1760s Washington stored some of his tobacco at the Hunting Creek warehouse on Oronoco Street. In 1774, he purchased the brig *Anne and Elizabeth*, at her sale on the Alexandria waterfront. He had her re-rigged, probably at Thomas Fleming's shipyard at the foot of Duke Street, and renamed her *Farmer*. Then on April 16, 1789, he left the waterfront in Alexandria, probably from the ferry landing at the foot of Oronoco Street, escorted by a number of Alexandrians on his way to New York to become the first President of the United States.

In his parting words to Alexandrians on the latter occasion, Washington responded to the warm farewell remarks of his neighbors by saying he was particularly pleased with "the tender proof of your friendship" because "the whole tenor of my life has been open to your inspection." He further hoped that the "Beneficent Being, who on a former occasion, hath happily brought us together, after a long distressing separation [the Revolutionary War]" would bring them happily together again.

Margaret Brent

The first European to own property in what would become Alexandria was a woman. In the late 1640s a wealthy refugee from religious and personal conflicts in Maryland, Giles Brent, crossed the river with his teenaged Piscataway Indian wife and established his home at Aquia Creek, about 35 miles south of the future Alexandria, and became then the northernmost European on the Virginia side of the Potomac. Soon joining him was his formidable sister Margaret.

In Maryland Margaret Brent had been a close associate of the Governor Leonard Calvert (gossip said she had been the Governor's *intimate* associate) and had appeared so often in the local courts handling business matters, which was particularly unusual for a woman, that she was listed in some court records as "Mistress Margaret Brent, Gentleman."

In 1654 Margaret Brent, then in her early 50s, received a land grant of 700 acres on Great Hunting Creek and the Potomac River, which included much of present-day Old Town Alexandria

Fifteen years later, in 1669, a landowner from Stafford county named John Alexander purchased 6,000 acres from Robert Howson, another Stafford county landowner, for 6,000 pounds of tobacco. John Alexander‘s new purchase included not only all the future site of Alexandria, but also what would become Reagan Washington National Airport, the Pentagon, and Arlington National Cemetery.

It also included the 700 acres Margaret Brent had purchased earlier, although for a while no one noticed. After her death, however, her heirs discovered John Alexander‘s purchase and in 1675 forced Alexander to pay them10,500 pounds of tobacco for their interest in the property, more than he earlier had paid Howson for his whole grant, proof of Margaret Brent‘s good business sense.

Lt. Colonel Ralph Burton

In March 1755, twenty years before the Revolutionary War, there stepped off onto Alexandria‘s new public dock at the foot of Oronoco Street the first soldiers of General Edward Braddock‘s British army that had sailed to the Virginia colony to fight the French and Indians at the very beginning of the French and Indian War. Seventeen ships brought the army, its supplies, arms, and ammunition, from England and Ireland to this small town far up the Potomac River.

Leading these soldiers, members of the 48th Regiment of Foot, was Lt. Col. Ralph Burton. Burton had been eager to accompany Braddock on this expedition, so eager that he sold his position as major in the 2d Troop of Horse Grenadier Guards, one of England‘s most prestigious outfits, which was stationed safely in London, and bought the position of lieutenant colonel in the 48th Foot.

Even though he moved up in rank, in the 48th he had placed himself in a newer, much less celebrated regiment that recently had spent much of its time in far removed Ireland. But it was a regiment headed to a fight, and that must have been important to Burton.

That March day, Burton marched the unit, to the rattle of drums and the piping of fifes, from the landing, past wood frame tobacco warehouses, and up the packed dirt of Oronoco Street. A short way up Oronoco, the ordered ranks reached the intersection with Fairfax Street. There they wheeled to their left, avoiding a large marsh to their right, and marched full step up Fairfax toward the center of town.

Townsmen, housewives, children, and servants stood in front of log or wood-frame houses to watch and cheer as the redcoats, their fifes squealing, drums beating, regimental flag flapping, passed up the dusty street scattering hogs, geese, dogs from

their path and marched regally to the place north of town where they made their camp

Colonel Burton, Braddock, and the army stayed in Alexandria for roughly a month and then marched northwest toward the French Fort Duquesne at the site of present-day Pittsburgh. Just before they reached the fort, however, the army was massacred by the French and their Indian allies and over 65% of the British soldiers were killed or wounded.

Lieutenant Colonel Burton fought courageously and survived the battle, although he received a ~~an~~ extreme bad wound in his hip." Before long, however, he recovered and had a distinguished career later in the French and Indian War. Just before the end of the war, he became a major general, and in 1764 he was made commander in chief of all forces in the province of Quebec and the upper Great Lakes. It seems he made the right decision to come with the 48th Foot to Alexandria and to North America.

Robert Townshend Hooe and Richard Harrison

In 1775, in the very early days of the Revolutionary War, Lord Dunmore, the Royal Governor of Virginia, fled Williamsburg in a British man-of-war, captured Norfolk, and began to harass shipping and raid rebel homes on the Chesapeake Bay. Understandably, this made the revolutionaries in Baltimore and Alexandria very nervous, in part because they were unable to defend themselves – they lacked vital military supplies like gunpowder and muskets.

At that time Robert Townshend Hooe, operating out of Alexandria, was part of the firm of Jenifer and Hooe. The Jenifer of the firm was Daniel of St. Thomas Jenifer of Port Tobacco, Maryland, chairman of the Maryland Council of Safety (the Maryland defense committee). To obtain the material to defend its colony, at the end of 1775 and in early 1776, the Maryland Council of Safety dispatched ships to the then-neutral French island of Martinique. There the revolutionaries would sell the goods on board the ships; use the funds received to buy gunpowder, muskets, and other supplies from the French; and then load these crucial goods onto the ships for the return voyage to Maryland. To handle its affairs on Martinique, the Council dispatched the young Baltimore merchant Richard Harrison.

To handle the American end of the plan, Jenifer and the Maryland Council worked closely with Robert Townshend Hooe. Hooe realized Alexandria needed the same military supplies and began a correspondence with Harrison in Martinique. On the Council's behalf, Hooe bought a ship to send to Martinique and procured the goods loaded on board. He also procured goods for two other ships bound for Martinique, including one owned by his own firm Jenifer and Hooe.

The ships' chances of actually arriving there and returning safely, however, were not good. As an American merchant wrote the Maryland Council of Safety, a number of American vessels were being seized in the West Indies by the British, and ~~I~~ tremble for such vessels as is destined for St. Eustia and Martinico." The enterprise, however, was

successful enough so that the Marylanders and Alexandrians got much needed supplies with which to defend themselves (and the British were enraged).

Later in the Revolutionary War, Harrison became the acting consul representing America in Cadiz, Spain. Thus through his wartime experience he developed good connections with Alexandria's two major foreign trading areas at that time – the West Indies and Europe.

Harrison and Hooe impressed each other. Toward the end of the war, they entered into a business partnership that continued after the war was over. Their shipping firm, Hooe and Harrison, operated as commission merchants. At its wharf just south of Duke Street, the firm would fill orders from buyers in other American ports and from abroad for Alexandria's main export commodities -- wheat, flour, Indian corn, and tobacco -- and arrange to have them shipped to the buyers. To pay for the goods, the firm would draw on funds deposited by the buyers in banks in England, Philadelphia, and later Alexandria. The firm also would draw its commission from these funds.

At times ships would arrive with goods to sell, and then Hooe and Harrison would act as the ships' agents, sell the cargo -- anything from gin and Spanish wines to violins, flutes, hand mirrors, and rich cloth -- and take its commission from the proceeds. The firm's store for imported goods was located roughly where the Robinson Terminal Warehouse headquarters building on Duke Street is located now.

For a time Harrison continued to live abroad, but eventually he settled in Alexandria and married the daughter of George Washington's physician and friend, Dr. James Craik. Later President George Washington appointed him Auditor of the Treasury, a position that he held for forty-five years before his death in 1841 at the age of 92.

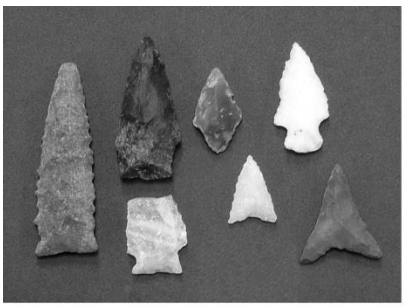
In 1780 when Alexandria's governing body was changed from appointed trustees to an elected council, which elected the mayor, Robert Townshend Hooe was elected the first mayor of Alexandria. He also was a friend of George Washington's, dining frequently at Mt. Vernon.

Somewhat like Washington, Hooe was a hard-nosed businessman. When he died he wrote in his will that the reason he was making a will was that he did not want his property to go to ~~w~~what in Law is called an Heir." He was concerned that this ~~H~~Heir" might be ~~a~~ person whom I, in my life time disliked, and would as soon have given any thing to a puppy." He then listed those types of persons: ~~T~~The Card Player, the horse racer, The Beau, The Fop, are among others, the Beings in human shape, whom I detest, and look upon as a Pest to Society, and as such ought to be driven from among the honest part of Mankind."

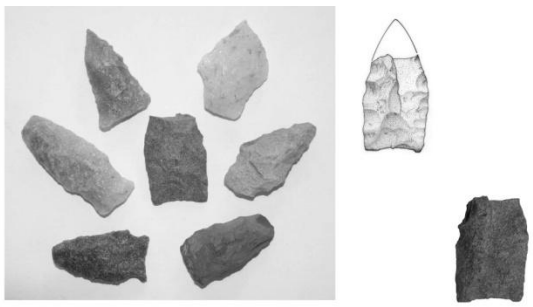
Hooe's house, which did pass under his will, still stands at the southwest corner of Lee and Prince Streets.

Appendix 7
Made in Alexandria Artifacts

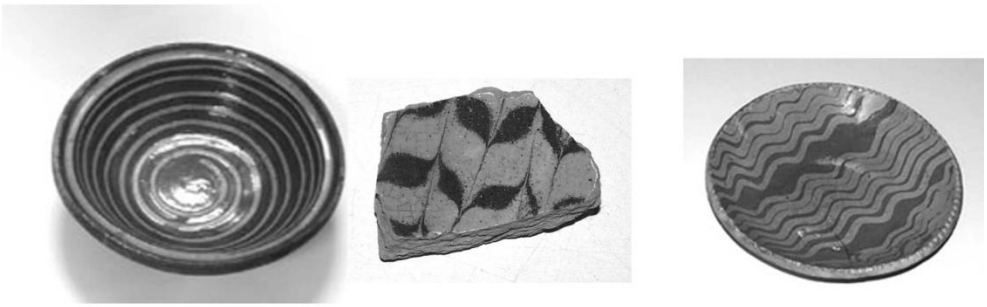
Prepared by Steven J. Shephard, Alexandria Archaeology, Assistant City Archaeologist



Jones Point Park



Contraband and Freedmen's Cemetery



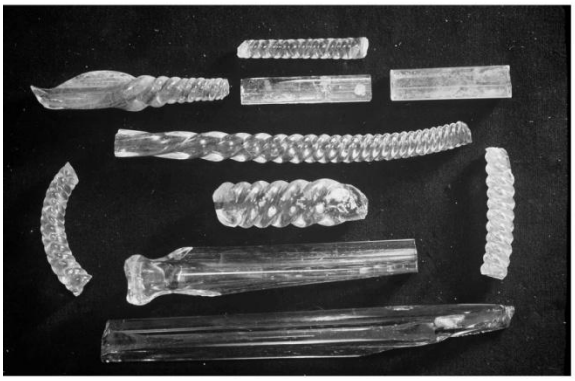
Piercy's Redware Pottery



Salt-Glazed Stoneware









Old Dominion Glass Factory



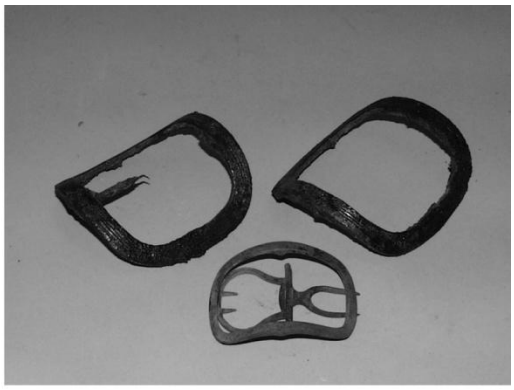


Courthouse Site





Adam Lynn Sugar Bowl



Wales Tavern Site Shoe Buckles



18th Century Wharf Bulkheads



Carlyle-Dalton Wharf



Kieth Wharf



Public Water Pumps and Troughs





Metamora, built 1780s-90s,
Hunter Shipyard



Alexandria Maritime Railway
and Shipbuilding Company, 1882



18th Century Batteau, Keith's Wharf

