

500 & 501 UNION

ALEXANDRIA, VA

WATERFRONT COMMISSION MEETING
FEBRUARY 19, 2015

ROONEY
PROPERTIES

4075 WILSON BOULEVARD, SUITE 650
ARLINGTON, VA 22203



CITY INTERESTS

2900 K STREET NW, SUITE 401
WASHINGTON, DC 20007



1023 31ST STREET, NW
WASHINGTON, DC 20007



1700 MARKET STREET, SUITE 2800
PHILADELPHIA, PA 19103

PERSPECTIVE SITE AERIAL



Project:
500/ 501 Union
Alexandria, Virginia

Date:
FEBRUARY 19, 2015

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WATERFRONT SMALL AREA PLAN NORTH TERMINAL DEVELOPMENT GOALS & GUIDELINES

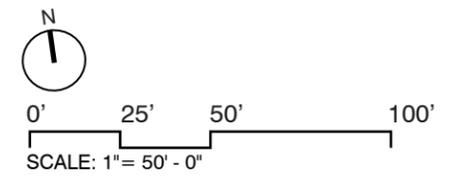
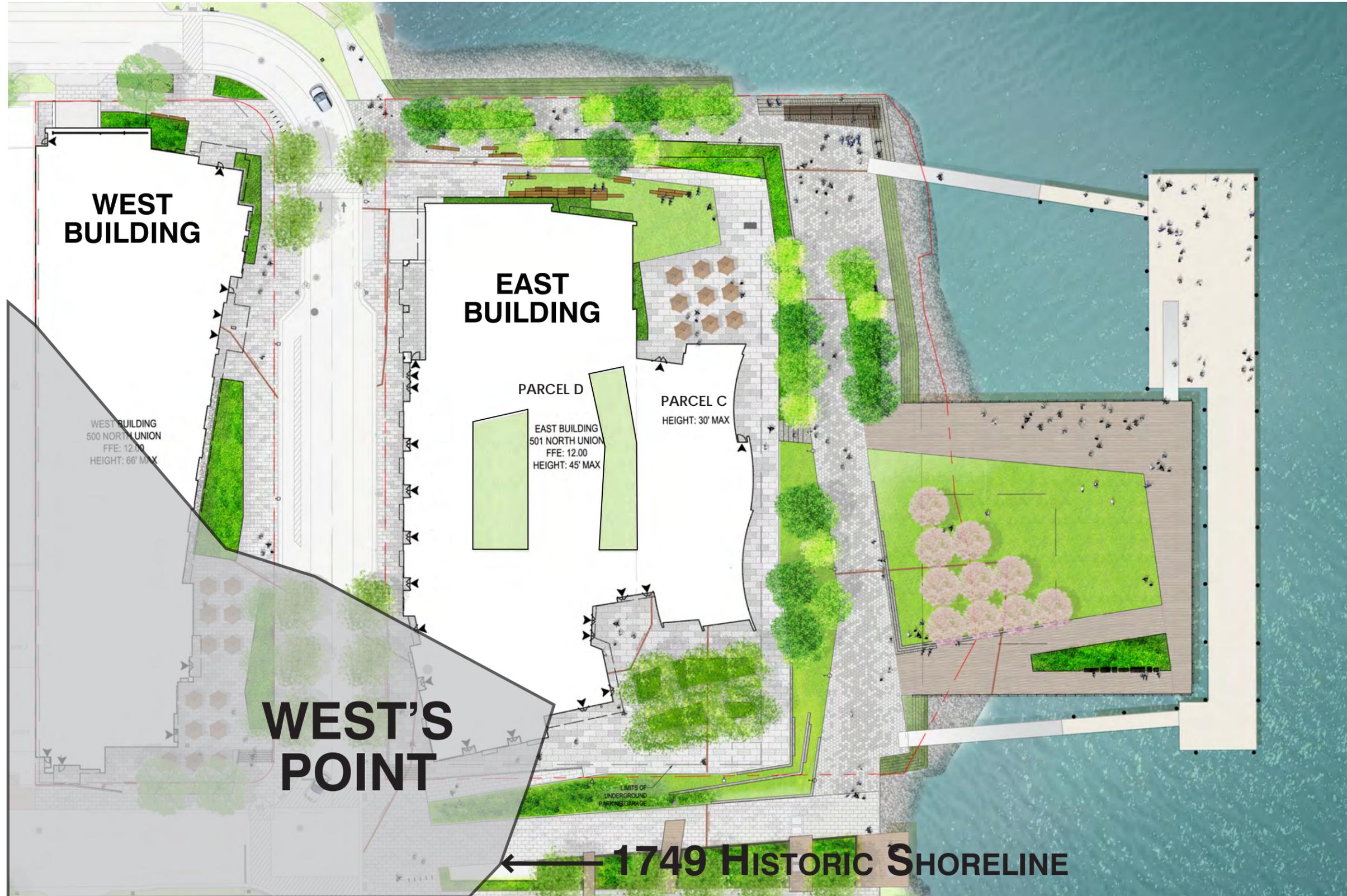
GOALS:

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.
4. Pay **homage to historic West's Point** through public space design and interpretive features.

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 as depicted in the Public Space and Active Frontages Diagram 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 mixed use**, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel).
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 to 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.
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.
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 - **Environmental amenities**, above and beyond the minimum required.

OVERVIEW SITE PLAN



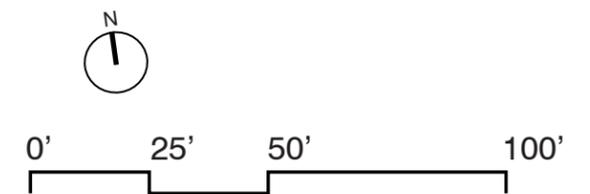
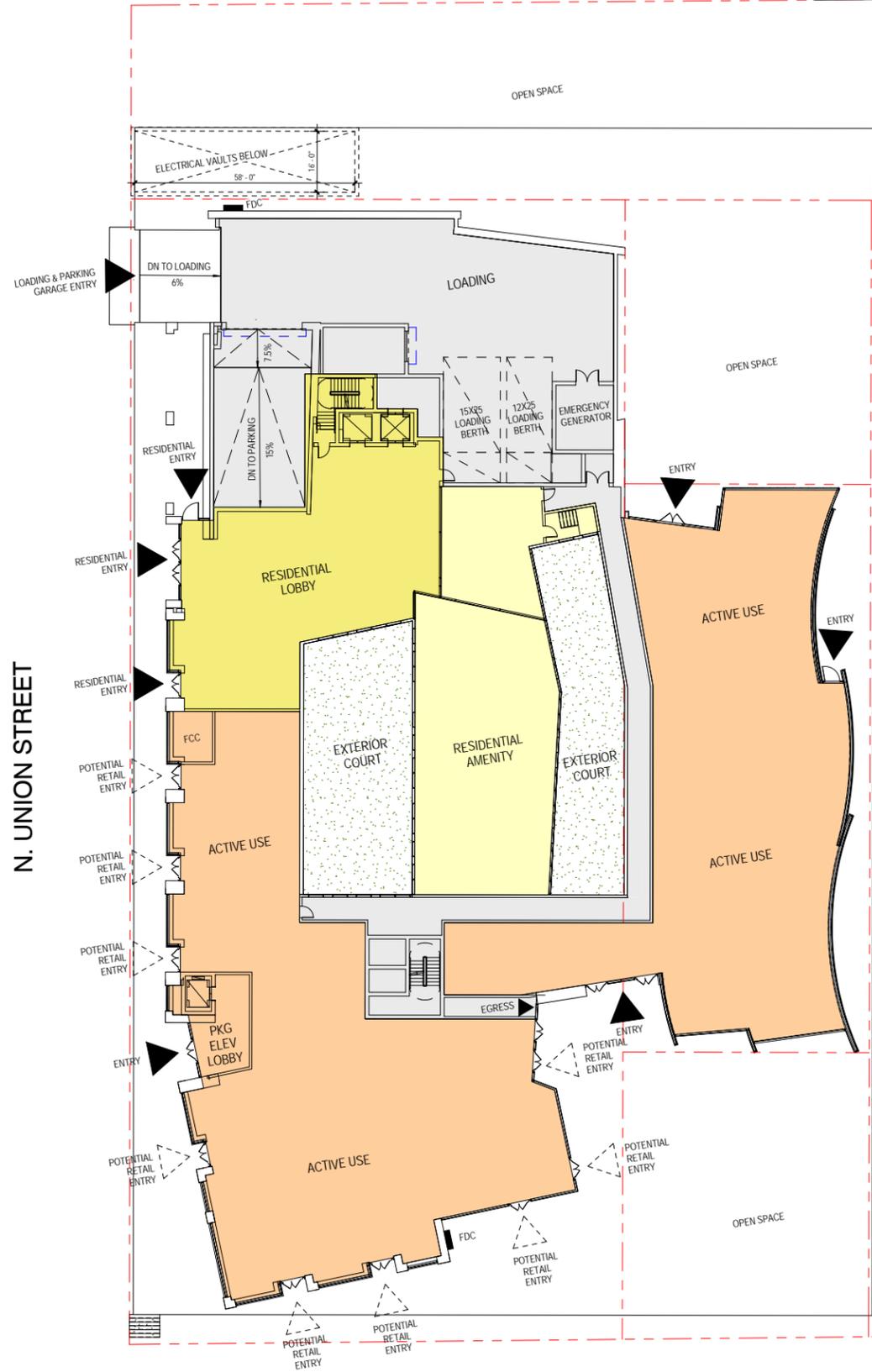
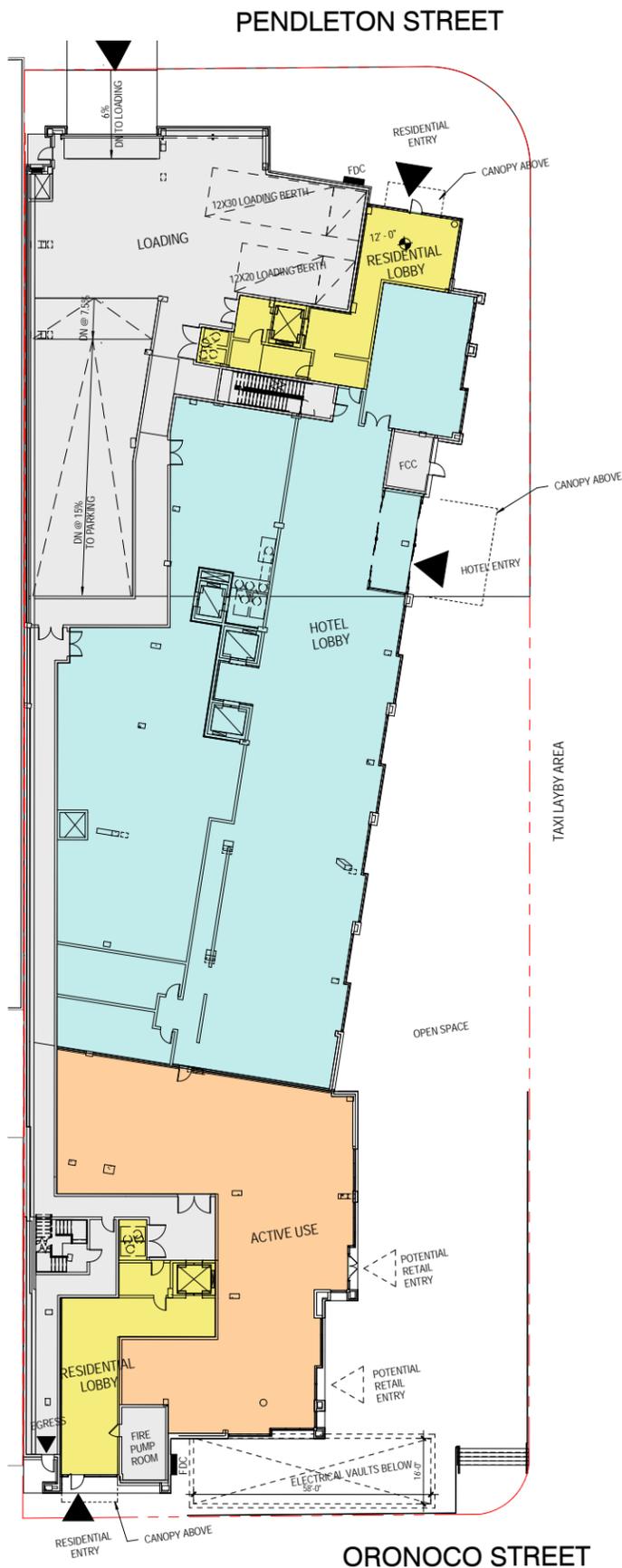
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OVERVIEW GROUND FLOOR USE PLAN



Project:
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ORONOCO STREET

Date:
FEBRUARY 19, 2015

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OVERVIEW ENLARGED SITE AERIAL



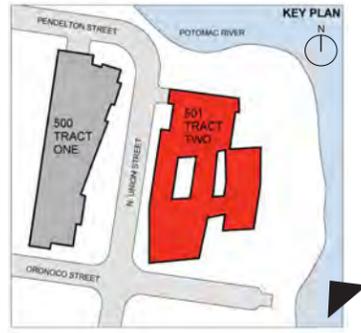
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OVERVIEW PERSPECTIVE FROM WATER



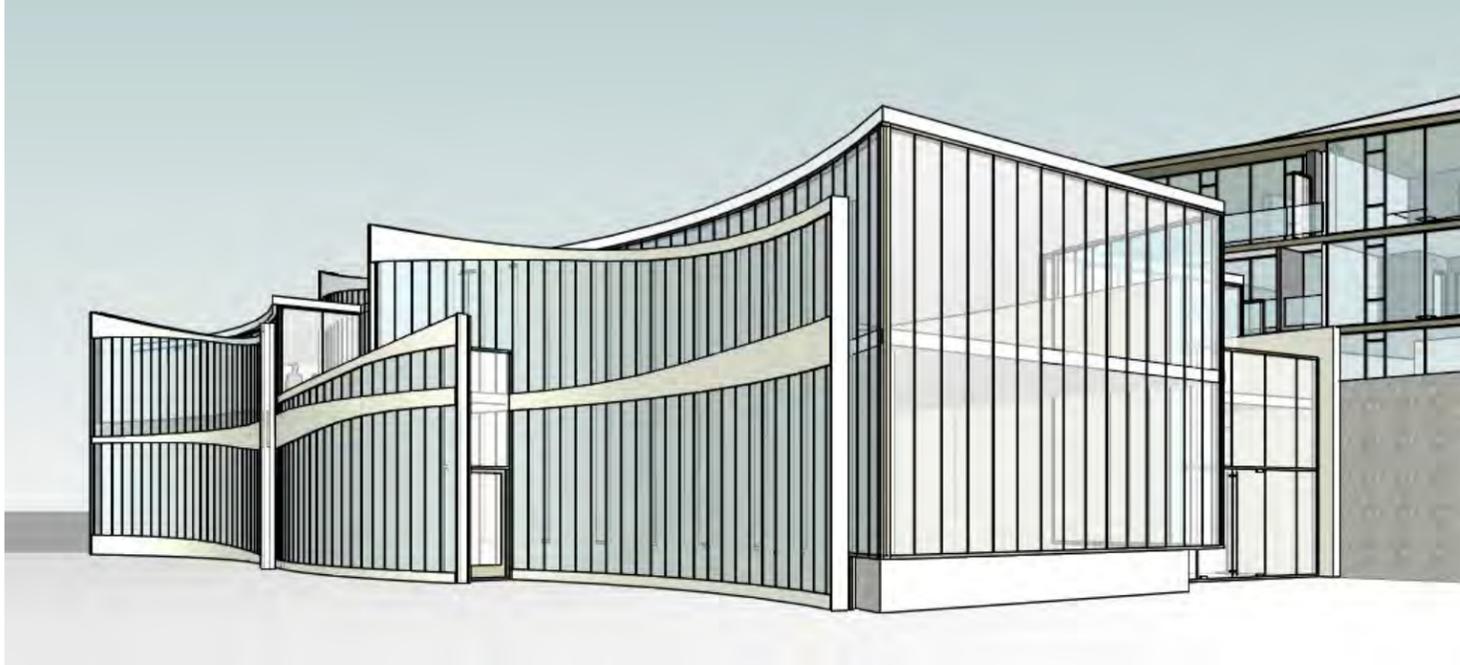
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EAST BUILDING PAVILION PERSPECTIVES



NORTHEAST PERSPECTIVE



SOUTHEAST PERSPECTIVE



SOUTHEAST AERIAL



EAST PERSPECTIVE

EAST BUILDING PAVILION PERSPECTIVES



NORTHEAST PERSPECTIVE



SOUTHEAST PERSPECTIVE



SOUTHEAST AERIAL



EAST PERSPECTIVE

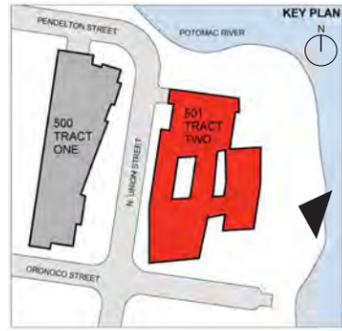
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EAST BUILDING EAST PERSPECTIVE



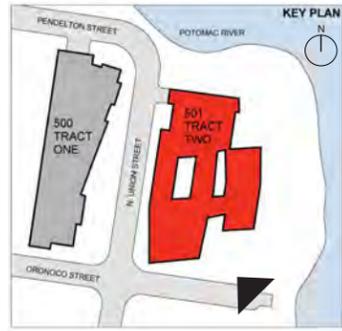
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EAST BUILDING SOUTHEAST PERSPECTIVE



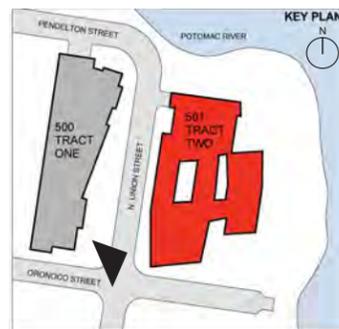
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EAST BUILDING SOUTHWEST AERIAL



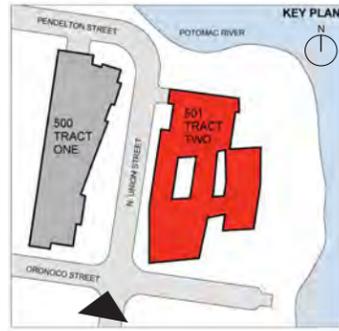
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EAST & WEST BUILDING SOUTH PERSPECTIVE



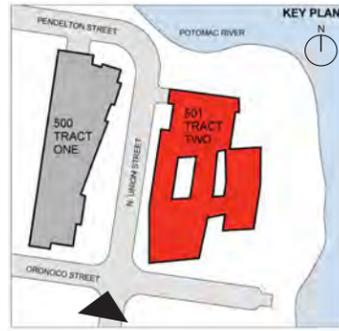
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EAST & WEST BUILDING SOUTH PERSPECTIVE



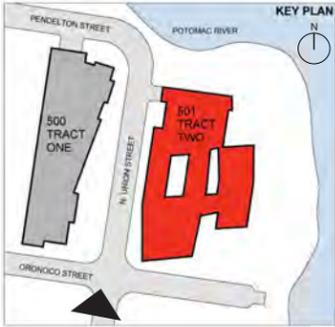
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EAST BUILDING SOUTHWEST PERSPECTIVE



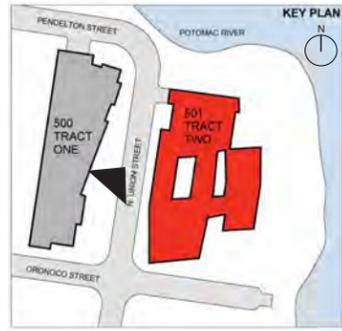
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EAST BUILDING RESIDENTIAL ENTRY PERSPECTIVE



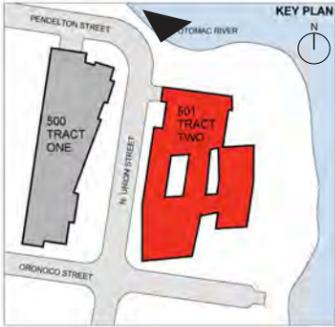
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EAST & WEST BUILDING NORTH PERSPECTIVE

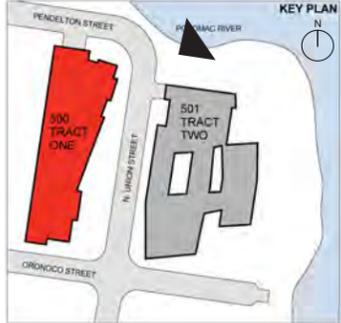


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WEST BUILDING NORTHEAST PERSPECTIVE



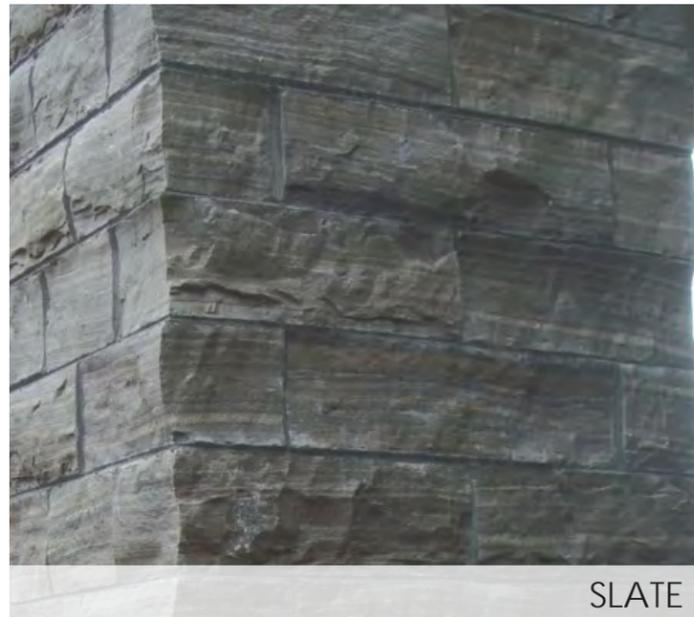
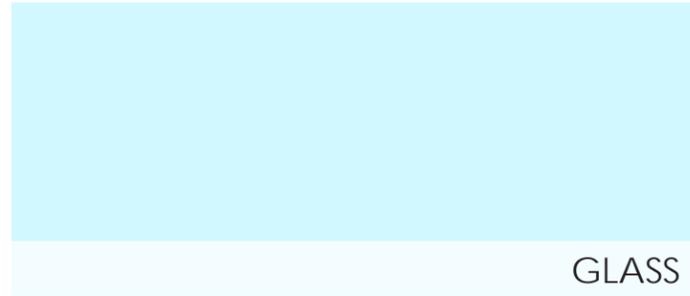
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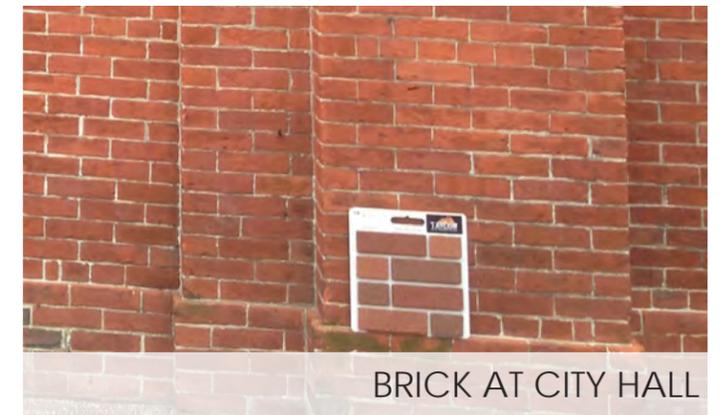


EAST & WEST BUILDING MATERIAL PALETTES

EAST BUILDING



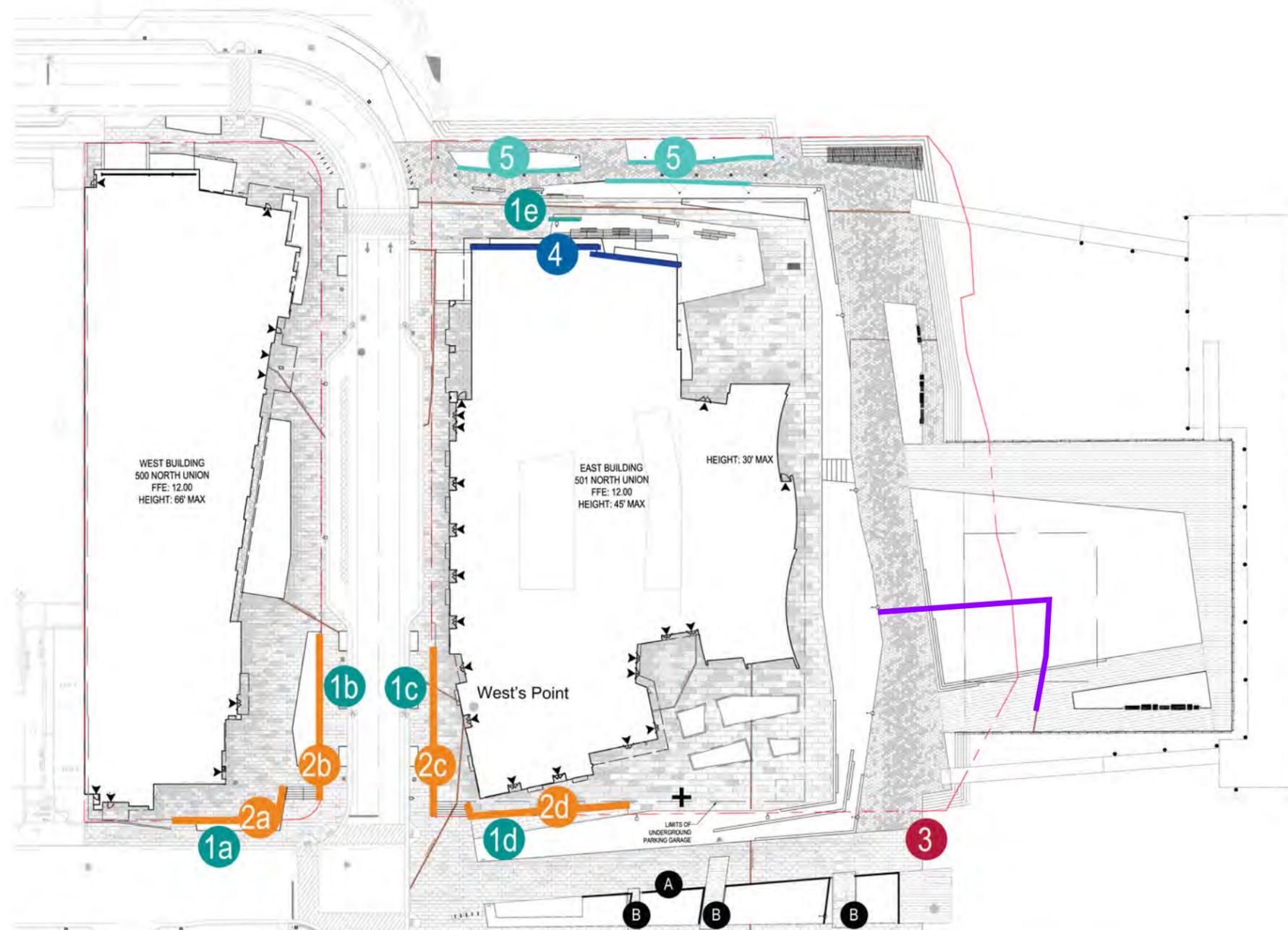
WEST BUILDING



EAST & WEST BUILDING MATERIAL VIGNETTES



OVERVIEW INTERPRETIVE PLAN



HISTORIC INTERPRETIVE DESIGN

Four Primary Themes :
 Environmental
 Commerce
 Transportation
 Military

Supporting Themes :
 Female Ownership
 George Washington Survey

- 1** Interpretive inscriptions
Text fragments that reflect the character and history of West's Point life; set into edges of walls, planters and / or rail tie-inspired wooden blocks
- 2** 'Rolling Road' Rail elements
Metal railing showing the abstracted hogshead barrels being rolled to ships (by enslaved movement of African Americans)
- 3** Wayside Panels incorporated into railings
Five (5) panels set into railings that tell the emergence of West's Point and its role in the history of Virginia and the fledgling United States of America
- 4** North Garden Wall
Text fragments engraved into wood and stone bands that reflect rail-to-shipping commerce /or rail history
- 5** Railroad Track Planter Edge
Reuse sections of railroad track that once existed on site as planter edge
- A** Wharf-inspired Wood Cribbing
Low wooden walls along pathway that evoke the bulkheading that once existed on site
- B** Wharf-inspired Wooden Docks
Wooden paving (at grade) in representation of historic wharf boardwalk that once existed on site
- Historic Shoreline Banding**
The trace of historic shoreline from 1749, 1845 and 1877 are marked throughout the site.
- Tour Markers* (NIC)**
Markers set into the pavement or walls keyed to a brochure or an audio cell phone tour * locations not shown

PUBLIC ART

NOTE:
 PROJECT WILL MAKE A CONTRIBUTION IN LIEU OF COMMISSIONING PUBLIC ART FOR INCLUSION IN THE PROJECT.

- +** Potential Public Art Installation (NIC)
Sculptural interpretation of a hogshead barrels/tobacco trade

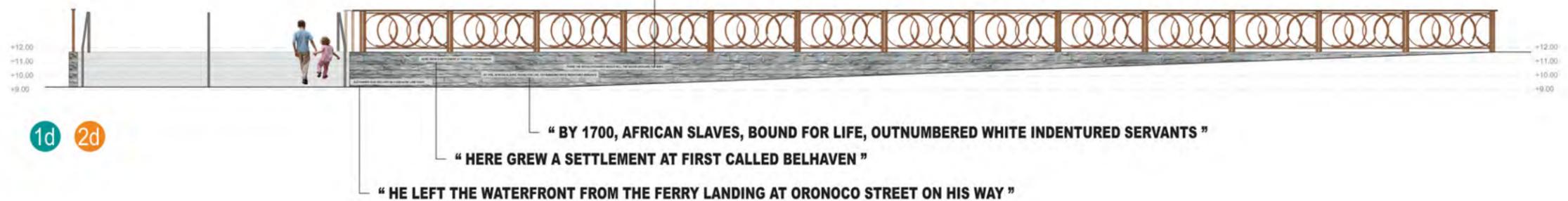
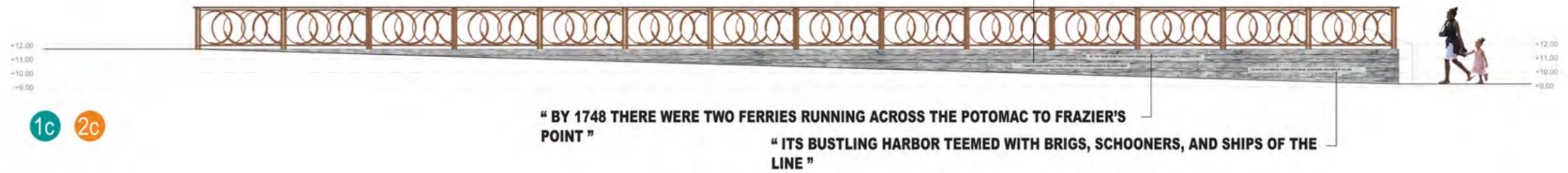
Wharf-inspired Wood Docks & Wood Cribbing between Planting Areas



Wayside Panel Sample



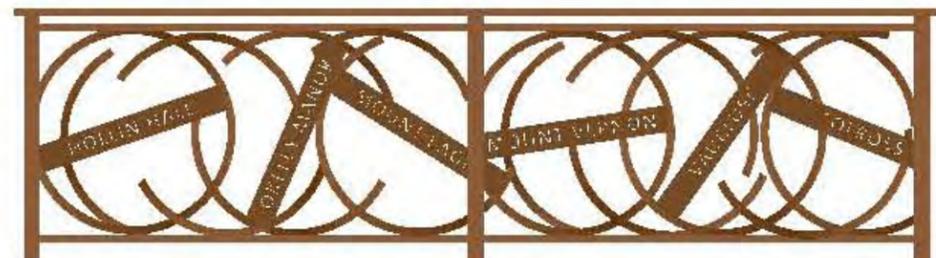
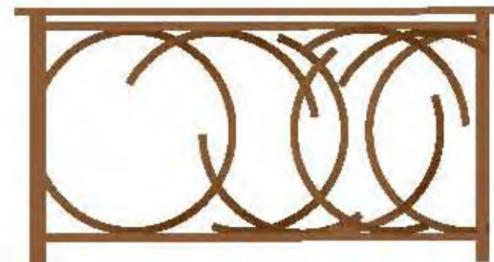
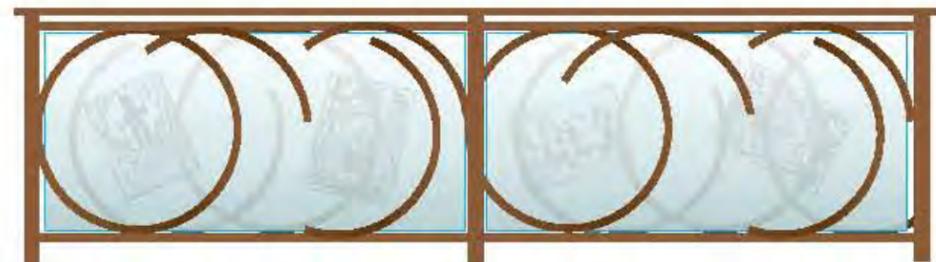
OVERVIEW INTERPRETIVE INSCRIPTIONS



INTERPRETIVE DESIGN RAIL ELEMENTS

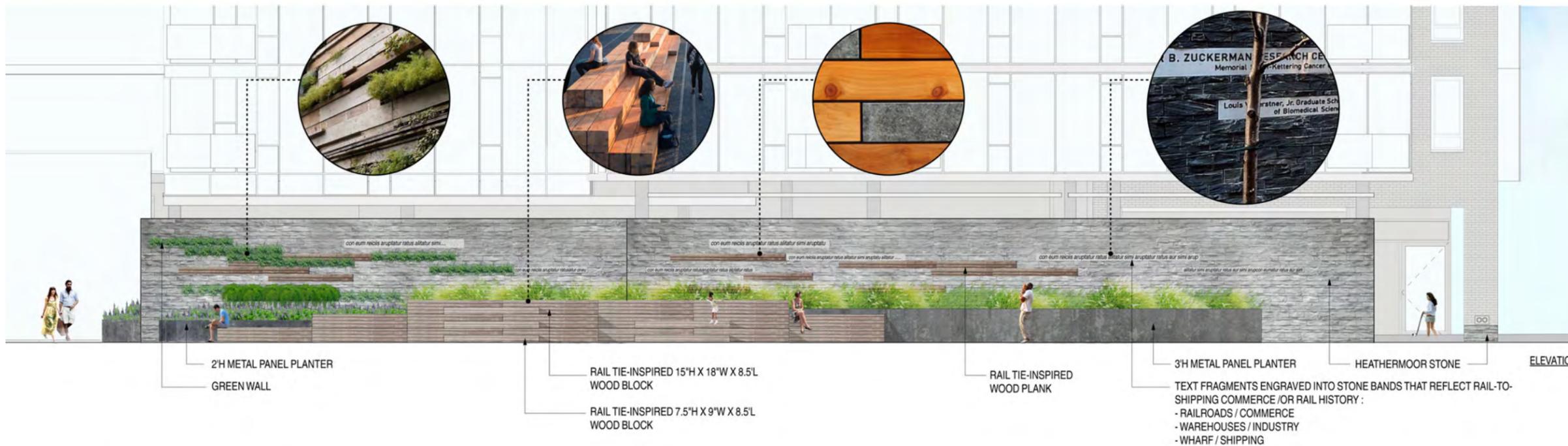


Gears from 1931 bridge incorporated into pedestrian railing, South Park Bridge, South Park, Seattle, June 29, 2014 HistoryLink.org Photo by Priscilla Long



A tobacco hogshead was used in British and American colonial times to transport and store tobacco. It was a very large wooden barrel. A standardized hogshead measured 48 inches (1,219 mm) long and 30 inches (762 mm) in diameter at the head (at least 550 L or 121 imp gal or 145 US gal, depending on the width in the middle). Fully packed with tobacco, it weighed about 1,000 pounds (454 kg).

EAST BUILDING NORTH WALL HISTORY MURAL



WOOD PLANKS IN STONE WALL WITH HISTORIC INSCRIPTION BANDS

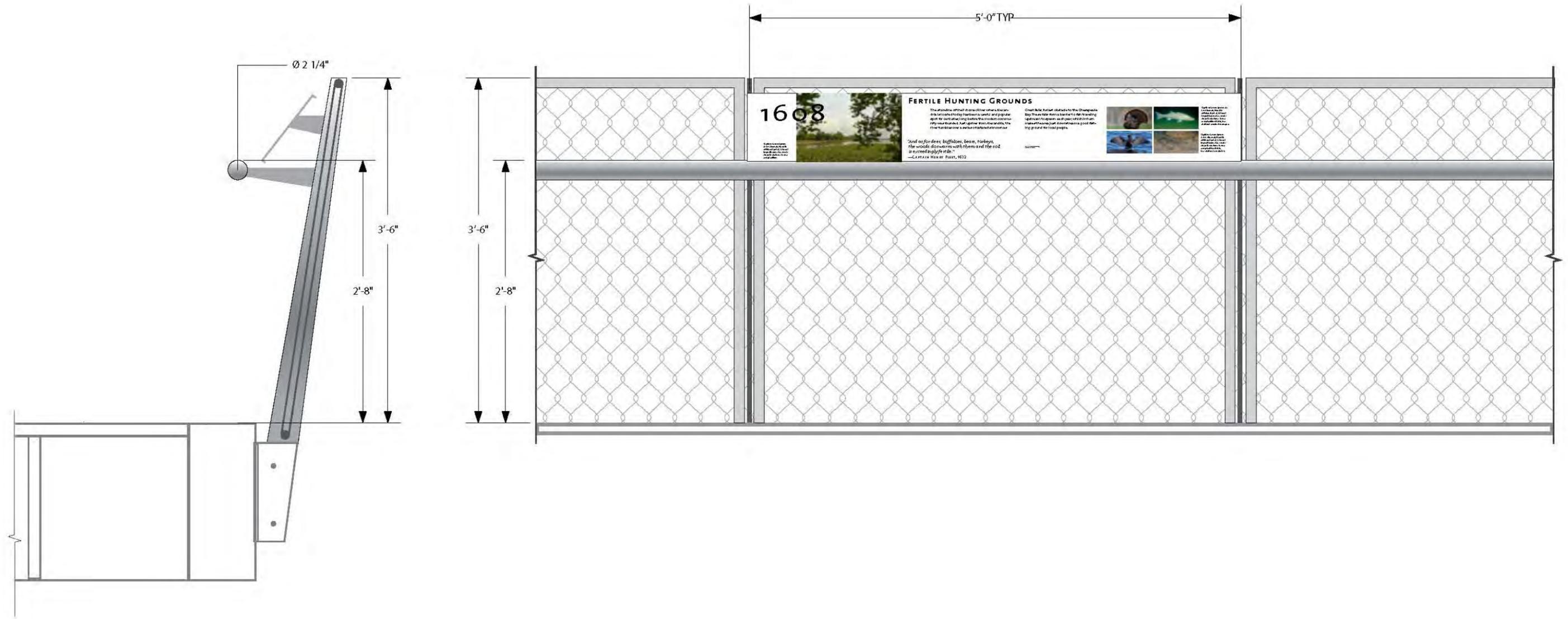
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INTERPRETIVE DESIGN INTERPRETIVE PANEL ON RAILING



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INTERPRETIVE DESIGN INTERPRETIVE PANEL SAMPLES

1608

Caption: Lorem ipsum dolor sit amet, consectetur adipiscing elit. Sed non enim inprimis et sed non.



FERTILE HUNTING GROUNDS

The shoreline of the Potomac River where Alexandria is located today has been a useful and popular spot for centuries, long before the modern community was founded. Just upriver from Alexandria, the river tumbles over a series of cataracts known as Great Falls, its last obstacle to the Chesapeake Bay. These falls form a barrier to fish traveling upstream to spawn each year, which in turn makes the area just downstream a good fishing ground for local people.

"And as for deer, buffaloes, bears, turkeys, the woods do swarm with them and the soil is exceedingly fertile."
—CAPTAIN HENRY FLEET, 1632



Caption: Lorem ipsum dolor sit amet, consectetur adipiscing elit. Sed non enim inprimis et sed non.

Environmental

1746

Caption: Lorem ipsum dolor sit amet, consectetur adipiscing elit. Sed non enim inprimis et sed non.



ALEXANDRIA EMERGES FROM WEST'S POINT

West's Point is the earliest continuously occupied site on the Potomac and predates the city of Alexandria. It was from this settlement, at the foot of a rolling road, with a clutch of buildings and a ferry, that Alexandria emerged and became one of the first cities of the new world.

The town developed as a result of the Tobacco Inspection Act of 1730. The first tobacco warehouse was built by Simon Pearson around 1731. In 1732 this became a public warehouse by act of the General Assembly, which substituted it for a warehouse that was supposed to be built 1 1/2 miles to the south on Hunting Creek, a location that turned out to be "very inconvenient." It was officially called the Hunting Creek Warehouse. Pearson sold the land on the point and the warehouse to Hugh West sometime between 1735 and 1736.

THE TOBACCO INSPECTION ACT

On August 1, 1730, the British Parliament passed the Tobacco Inspection Act, which required that all tobacco be inspected and taxed before being shipped to the colonies.



Caption: Lorem ipsum dolor sit amet, consectetur adipiscing elit. Sed non enim inprimis et sed non.

Commerce

1754

Caption: Lorem ipsum dolor sit amet, consectetur adipiscing elit. Sed non enim inprimis et sed non.



BRADDOCK'S EXPEDITION

Braddock's Expedition (French and Indian War) known in Europe as the Seven Years' War) General Edward Braddock, as commander-in-chief of the British Army in the America colonies his command consisted of two regular regiments, the 44th and 48th with 1,350 men, along with 500 regular soldiers and militiamen from the colonies. Braddock's forces disembarked on the new wharf at West's Point. He occupied the Carlye house during his tenure in Alexandria where he prepared for his march from West's Point in Alexandria to the French Fort Duquesne. After some months of preparation, in which he was hampered by administrative confusion and want of resources previously promised by the colonials.

E. Braddock



Caption: Lorem ipsum dolor sit amet, consectetur adipiscing elit. Sed non enim inprimis et sed non.

Military

1851

On May 6, 1851, the engine "Plover" ran from the north end of Union Street to the south end of Market Street in the city and on May 11, 1851, the engine "Plover" ran from the north end of Market Street to the south end of Union Street in the city.



FROM PLANTATION TO MARKET

Political decisions on what railroads to authorize - or block - affected the land use, population growth, and wealth of competing communities. Different cities financed different railroads to bring farm products, timber, and iron to a specific port on the Fall Line, and to ship manufactured goods (especially imports from Northern manufacturing centers and overseas) back to rural areas. Railroad managers often struggled to fill their boxcars with cargo headed back to the hinterland.

Alexandria was a shipping port that incentivized farmers to trade in Alexandria by building the Orange and Alexandria, the Manassas Gap, and the Alexandria, Loudoun, and Hampshire railroads.

The O&A's connections with the Manassas Gap, Virginia Central, and Virginia and Tennessee Railroads allowed piedmont farmers to ship their products.

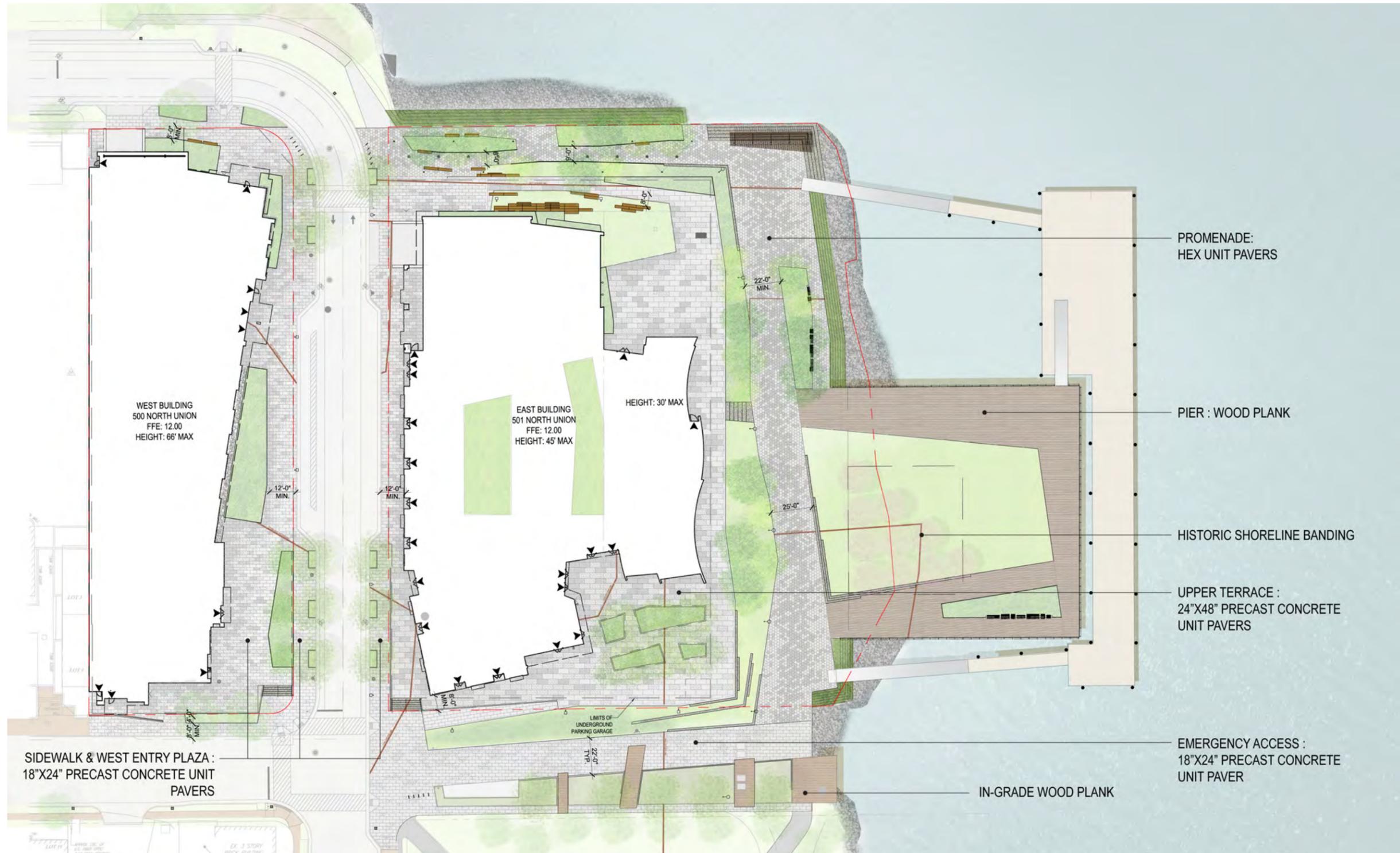


Caption: Lorem ipsum dolor sit amet, consectetur adipiscing elit. Sed non enim inprimis et sed non.

Transportation

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LANDSCAPE PAVING PLAN



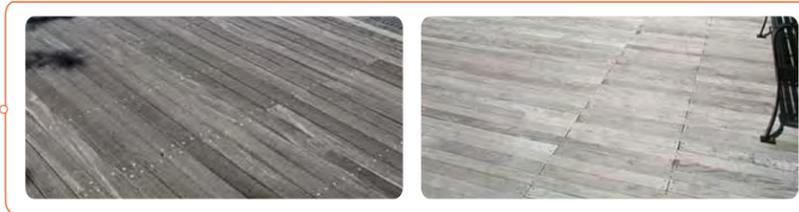
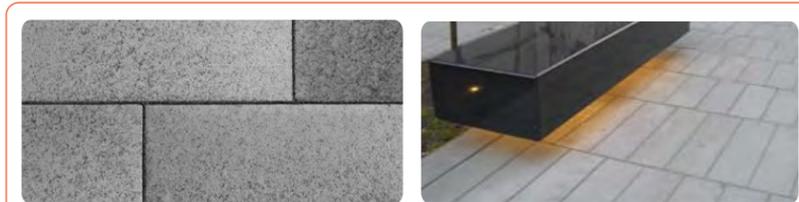
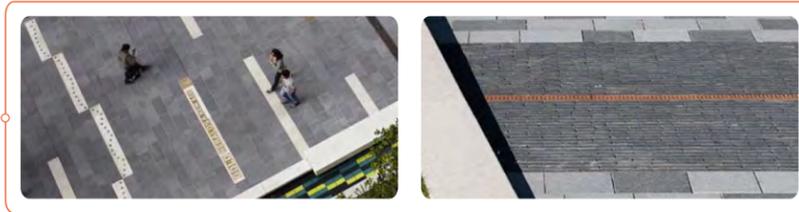
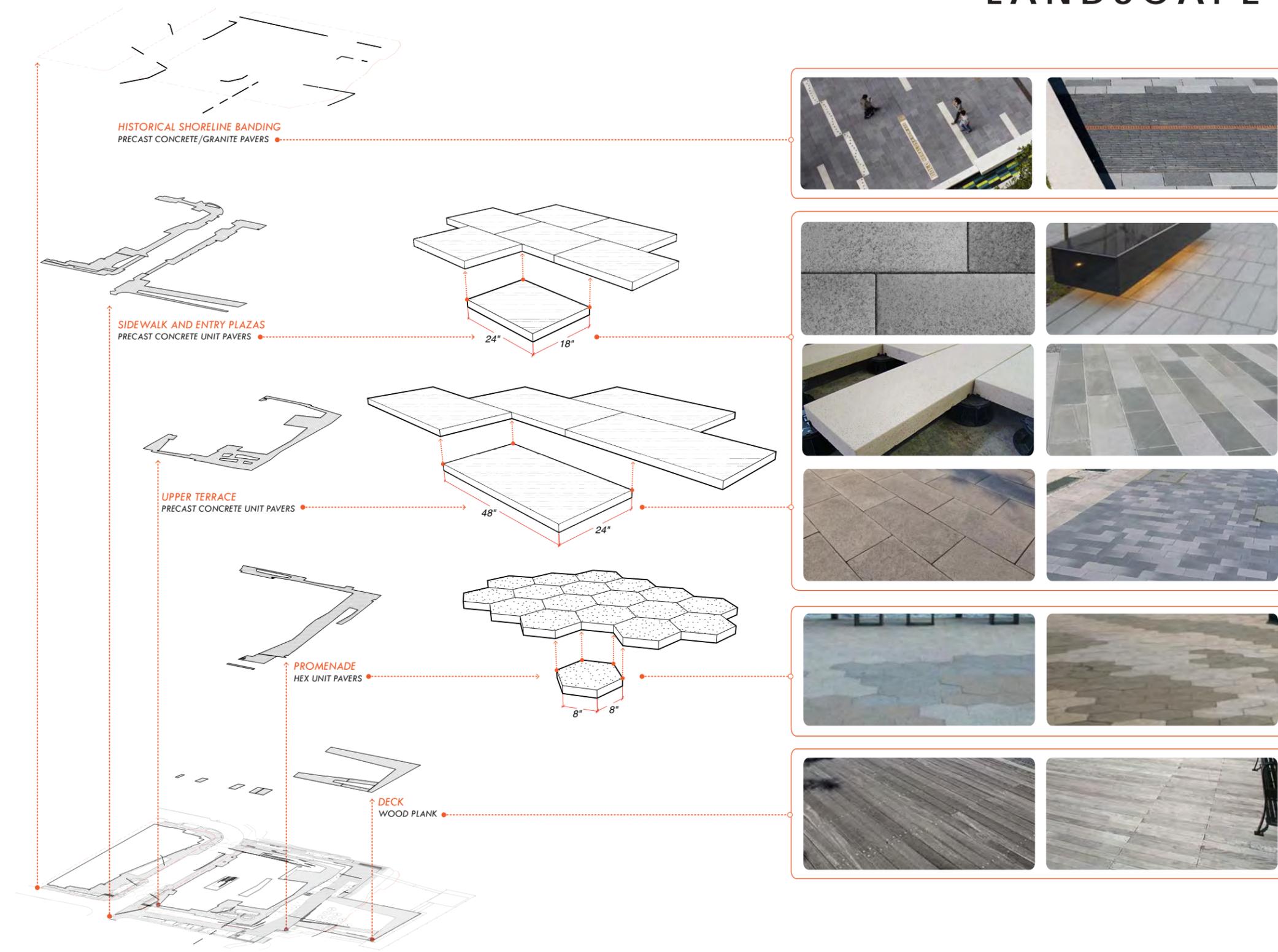
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LANDSCAPE PAVING MATERIAL PALETTE



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