

Art and History Waterfront Report

Art and History Waterfront
Plans Implementation Committee
August 12, 2013

Background

In early July 2012, the Planning and Zoning Department, in conjunction with the Office of the Arts and the Office of Historic Alexandria, established the Art and History Waterfront Plans Implementation Committee. The purpose of the committee was to develop a joint strategy for integrating recommendations of the Waterfront Small Area Plan's Appendix 5 (the Alexandria Waterfront Public Art Proposal) and Appendix 6 (the Alexandria Waterfront History Plan) into the Small Area Plan's implementation process, consistent with the Art and Culture Theme Areas and Recommendations within the Small Area Plan. (SAP, pp. 137, 145; History Plan, p. 24; Department of Planning and Zoning Report "2021 Waterfront Small Area Plan Implementation At a Glance," February 2013)

The Planning Department established the composition of the Committee; it would have four members from the Commission for the Arts' Public Art Committee selected by the Office of the Arts and four members from the history community selected by the Office of Historic Alexandria. (Department of Planning and Zoning Report "2021 Waterfront Small Area Plan Implementation At a Glance," February 2013)

The members of the art and history communities who served on the committee: representing the art community, were Susie Cohen, Michael Detomo, Dene Garbow, and Pat Miller, and representing the history community, were Nicole McGrew, Ted Pulliam, and Laura Trieschmann. James McCall also represented the history community on the committee until November 2012.

The committee was supported by the excellent staff work of Diane Ruggerio, Cheryl Anne Colton, and Matthew Harwood of the Office of Arts; Lance Mallamo of the Office of Historic Alexandria; Nancy Williams of the Department of Planning and Zoning; Jack Broward of the Department of Recreation, Parks and Cultural Activities, and with the able assistance of retreat facilitator Kathryn McCarty. This report, however, is solely the product of the committee.

Table of Contents

Summary –	Background	pg. 1-1
	Art and History Implementation General Strategy	pg. 1-2
	Concepts That Apply All Along the Pedestrian Path	pg. 1-5
	Summary	pg. 1-10
Cultural Areas –		pg. 2-1
Thematic Walks –		pg. 12-1

Art and History Implementation General Strategies

As stated in the Executive Summary of the Small Area Plan, the efforts of the art and history communities in developing the art and history plans “recognize the important contributions of history and art to Alexandria, especially at the waterfront.” Within the Small Area Plan, the city identifies the first of ten goals, to achieve an “authentic” waterfront with a “unique identity grounded in the City’s history.” (SAP p. 18) The Summary continues, stating that the Small Area Plan “is an opportunity to add back history that’s been missing from the waterfront for too long. Moreover, the Art Walk concept, as identified in the Art Plan, 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.” (SAP p. vii) **This enhanced Art Walk, which includes the History Plan, creates what this report refers to as the “Pedestrian Path.”**

As mentioned in the Small Area Plan, a key strategy for implementing the Plan’s concepts is the Pedestrian Path, “the (Art Walk) concept, will be physically continuous, to provide visual interest all along the riverside path.” (SAP, Sec. 4.6, p. 109) The Pedestrian Path would run north-south along the water, and as expressed in the Art Plan, would “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.” (Art Plan, p. 4) Features of the Pedestrian Path are further detailed in the full report.

Another part of the strategy for implementing the Art and History concepts is to further develop the nine Cultural Areas of the waterfront that are laid out in the Small Area Plan. Each Cultural Area identifies a particular geographic area on the waterfront, and tells a story of that area based on the principal historical events that occurred there. (SAP, Chapter 3)

These Cultural Areas become chapters of the greater narrative of the Alexandria waterfront. Each area will emphasize its aspect of that narrative, and the Pedestrian Path will pass through and link the areas and the narratives.

The Cultural Areas will be interpreted by art works created by different artists and by interpretive historical markers. Ideally, art and history will become part of the unified landscape of the waterfront. The confluence of art, architecture, landscaping, and the integration of historic information will tell the story of the area, its people, and its resources. This is the unification that the committee hopes for the waterfront.

The Cultural Areas and their narratives, from north to south:

<u>Cultural Area</u>	<u>Narrative</u>	
Gateway North	Illumination	pg. 3-1
Tide Lock Park & Rivergate Park	Ambitions	pg. 4-1
Oronoco Bay Park	Transformations	pg. 5-1
West’s Point & Robinson Terminal North	Origins	pg. 6-1
Founders Park	Foundations	pg. 7-1
Torpedo Factory Complex	Witness to War	pg. 8-1

King Street Park & Fitzgerald's Warehouse
The Strand & Robinson Terminal South
Gateway South & Windmill Hill Park

Gateway pg. 9-1
Working Seaport pg. 10-1
Natural Waterfront pg. 11-1

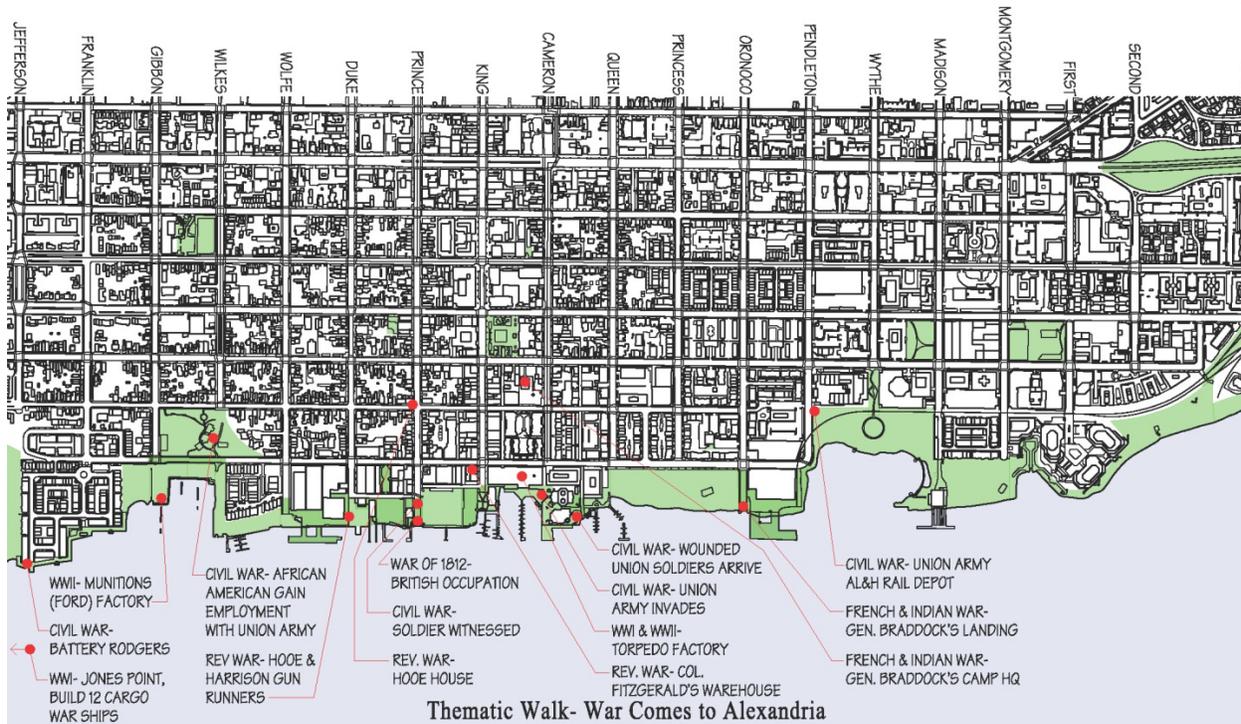


Cultural Areas from the Alexandria Waterfront Small Area Plan

Relevant history and particular recommendations related to each Cultural Area are discussed in more details in the full report.

As the members of the committee studied the Cultural Areas, we noted that, in addition to the stories of these Areas, there are particular events that fall into several themes that occur along the waterfront. Following up on a recommendation in the History Plan for self-guided tours (page 34), the committee recommends that these events be traced in Thematic Walks, with specific stops along the waterfront, and sometimes in other areas of the city. A visitor could choose a single theme and follow it from one end of the Pedestrian Path to the other, stopping at marked places to find out what took place.

One Thematic Walk example: if a visitor was interested in Alexandria in wartime, the points of interest along the waterfront would include West's Point, where British General Braddock landed at the beginning of the French and Indian War; the Torpedo Factory, where torpedoes were built for World War I and World War II; and the area near Ford's Landing, where an artillery battery was situated during the Civil War. In addition, other parts of Alexandria could be related to the wartime theme, like Fort Ward. These Thematic Walks would accomplish the goals of the Small Area Plan by telling the story of Alexandria's waterfront.



Drawing of the Thematic Walk: War Comes to Alexandria; See the full report for details of this Thematic Walk

Recommended Thematic Walks, with priority given to development of the first five, are:

Gateways to the Waterfront and the City	pg. 13-1
War Comes to Alexandria	pg. 14-1
Culture on the Waterfront	pg. 15-1
African American History – Slavery and Freedom	pg. 16-1
Crescent Bay	pg. 17-1
Architecture and Preservation	pg. 18-1
Transportation – Moving Goods and People	pg. 19-1
Fires – The Waterfront Aflame	pg. 20-1

Particular recommendations related to Thematic Walks are discussed in more detail in the full report.

Following the Small Area Plan’s vision, this report includes not only historical interpretation and artistic expression, but also living shoreline protection, safeguarding natural resources, and other methods of environmental and energy conservation. (SAP, pp. vii, 18-20)

By incorporating these strategies, this integrated plan proposes to give the waterfront visitor -- whether resident, tourist, or employee of an Alexandria business -- a true sense of the story of the Alexandria waterfront and to allow the visitor to experience, as stated in the Art Plan, “a wide variety of public art inspired by Alexandria’s rich history, culture, and natural beauty.” (Art Plan, p. 4)

Concepts of Continuity That Apply to the Waterfront

The committee **strongly** recommends that the primary emphasis of the waterfront's development should be the continuity of the Pedestrian Path. It should be a continuous north-south path near the river shoreline that unites the parks and the other waterfront areas that are now separate entities. The Pedestrian Path's features and landscaping should be uniform in appearance, while allowing for diversity in each Cultural Area. (Art Plan, pp. 3-5; History Plan, pp. 15-20, 25, 29, 33)

(In the following concepts, contemporary photos have been inserted only to illustrate how a particular recommendation might appear when implemented. The photos are not meant to represent the only way a recommendation could appear when implemented.)

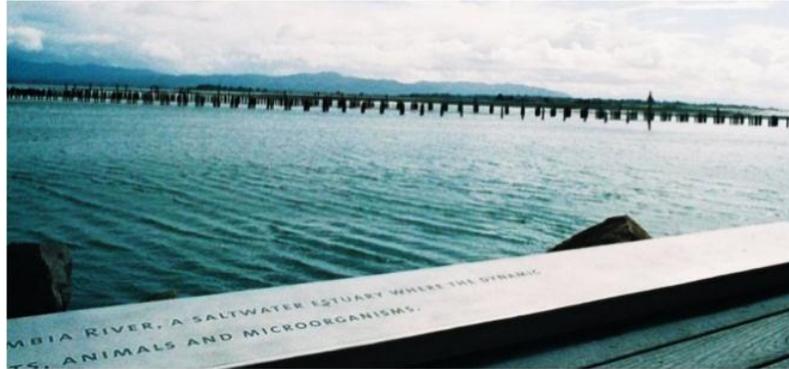
The committee strongly recommends the following 10 principles, listed in order of importance:

1. Ensure that all aspects along the Pedestrian Path – art, architecture, landscaping, signs—tell the story of the waterfront: its history, its inhabitants, and its resources. (Art Plan, pp. 2-4; History Plan, pp. 10-20, 114-121)



Freedmen and contrabands who escaped slavery working for the Union Army on the Alexandria waterfront during the Civil War circa 1864, photo by Matthew Brady, Alexandria Library, Special Collections, VF-Waterfront Collection

2. The Pedestrian Path should have the following uniform features and artistic and historical elements throughout: (Art Plan, pp. 4-5 and following; History Plan, pp. 25, 29, 33-34, 74-75)
- Width of the Pedestrian Path
 - Material of the Path should be permeable
 - Constructed as close to the shoreline as possible
 - Quotations of historic relevance should be inscribed on the path and/or along its edges.



Confluence Project by Maya Lin, Cape Disappointment, Washington

- Lighting along the Path should be uniform as to type, size, wattage, and location. Lighting should be energy-efficient.



Holmbridge Footbridge to the Hunter Museum Chattanooga, TN



Urban Light by Chris Burde, Los Angeles, CA

- Historic signage explaining a Cultural Area should be located at the entrance to each area, with each side explaining the theme of the area being entered (on one side, for example, would be Torpedo Factory and on the other would be Founders Park).



Alexandria Wayfinding System

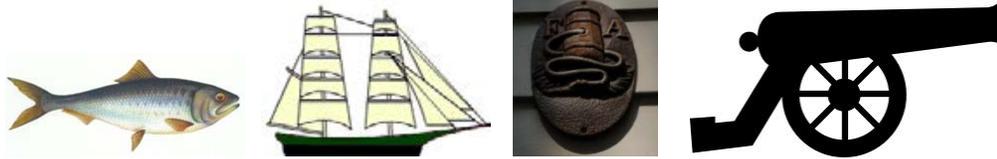
- Medallions for Thematic Walks would be placed on the Pedestrian Path, its edging, or nearby. Corresponding medallions would also be placed in the waterfront parks, and throughout the city at the locations of artistic and historic elements that depict a significant event, person, or story related to the theme of a walk. The medallions for each Thematic Walk should be of a uniform color, uniform shape, and display a uniform symbol. Each medallion would have a number or other indicator that corresponds with a written guide or a mobile app. The recorded information of a specific medallion would in this way be accessible for use in a self-guided exploration of the waterfront.



- An example of a medallions used in Germany are Stolpersteine (Stumbling Blocks) cobblestone sized memorials for victims of Nazism

3. Each Cultural Area should have an artistically designed symbol. For example, a tobacco plant would be the symbol for the Origins Cultural Area. Each Thematic Walk also would have an artist-designed symbol that would be the same all along that Thematic Walk, such as a cannon or torpedo for the War Comes to Alexandria Walk. In some cases, the symbol for a Cultural Area would be the same as the symbol for a Thematic Walk. For example, the cannon or torpedo would be the symbol for the War Walk and also for the Witness to War Cultural Area at the Torpedo Factory Complex. Symbols would appear on the signs for the Cultural Areas, on the medallions for the Thematic

Walks, and adjacent to the quotations in the Pedestrian Path. Within a Cultural Area there could be stops for multiple Thematic Walks indicated by different medallions. (Art Plan, p. 4; History Plan pp. 33-34)



4. Delineate the original 1749 shoreline as seen on the historic map drawn by George Washington. (Art Plan, p. 24; History Plan, pp. 5, 29)



The historic shorelines superimposed on the present waterfront: 2007 Aerial photograph property of the City of Alexandria Department of Planning and Zoning. Alexandria Archaeology sketched the shoreline.

5. Repurpose the existing historic warehouses and other historic structures along the waterfront for community and cultural uses, rather than demolishing them. (History Plan, pp. 27, 29, 74)



Waterfront Warehouses- 1883: Alexandria Library, Special Collections, William Smith Collection

6. Furnishings in the Cultural Areas, such as benches, picnic tables, trash and recycling containers, water fountains, *etc.*, should be of an inspired artistic design. (Art Plan, p. 30, 35, 37, 42, 54; History Plan, p. 29)
 - o An artist and historian should be teamed with a designer to create furnishings.



Bench at the De Young Museum, San Francisco



Bench by Jeppe Hein

- o Use manhole covers that depict Washington’s map of the 1748 shoreline or West’s map of the 1749 shoreline. (Art Plan, p. 2)



King Street Gardens Park, Alexandria, VA

7. Where appropriate, interpretive material throughout the Cultural Areas should reference related historic and artistic sites in other parts of Alexandria west of the waterfront. For example, at West’s Point, on the waterfront at the foot of Oronoco Street, General Braddock’s army disembarked. Interpretive material at West’s Point should refer to the Carlyle House on Fairfax Street, where Braddock had his headquarters when in Alexandria. (Art Plan, p. 6-8, 70; History Plan, pp. 29-30)
8. Ensure the shoreline is a “living shoreline” in which plants, rocks, and water interact in a natural way, as opposed, for example, to a shoreline of concrete bulkheads. (Art Plan, 3, 16-19, 23; History Plan, pp. 15-18)



Solomon’s Island, Maryland



9. Avoid hardscape surfaces for plazas and other areas. (Art Plan, p. 4; History Plan, p. 27)
10. Ensure that the flood mitigation project does not negatively affect the historic character or planned interpretation of the waterfront or impede the flow of pedestrian or vehicular traffic. (History Plan, p. 75; Summary Scope of Services for Flood Mitigation, p. 2)

Summary

The primary goals of this report, which is intended to further the art and history waterfront plans, are to:

- Tell the story of the Alexandria waterfront with art and words.
- Make Alexandria more widely known as an arts and history destination.
- Preserve the Alexandria shoreline as a vibrant waterfront that lives in the present and vividly expresses the past.

Implementation of the integrated plan described above and in the following material would ensure the accomplishment of these goals.

Cultural Areas

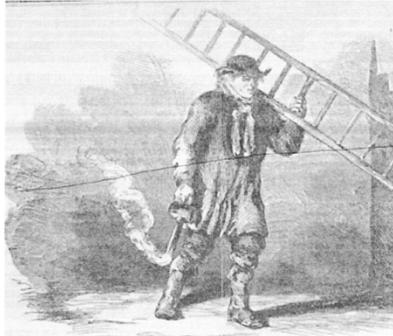
The Alexandria waterfront runs north to south along the shoreline of the Potomac River; the following discussions of the Cultural Areas follow the same north to south pattern.

The discussion of each Cultural Area will start with a description of the principle events that took place in that area. The principle events should fit with the area's narrative, including vivid quotations and illustrations. The discussion will then provide recommendations concerning interpreting the narrative. Finally, the discussion will list each of the stops of the different Thematic Walks that occur within the Cultural Area.

Cultural Area
Gateway North
Narrative: Illuminations
Third Street to Montgomery Street

Art Plan, pp. 6-9, 61; History Plan, pp. 37-40, 92

Although in the beginning Alexandria was primarily a seaport, later its industries did a great deal to advance the city's economy. One such industry was the Alexandria Gas Light Company, which began operating in the winter of 1851. The arrival of gas lighting replaced the traditional lamplighter, who went "round at dusk with a light ladder in [his] hands by which [he] ascend[ed] the lamp post and set 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," according to Ann Royall in *Sketches of History, Life, and Manners in the United States*. Even earlier, as Alexandrian Diane Riker wrote recently, "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 you passed."



Lamplighter: Library of Congress

With the transition to gas lighting, the *Alexandria Gazette* wrote "the light is steady and brilliant. Large numbers of our citizens turned out to see the 'lighting' – and all were pleased to see the success exhibited." The gas plant was situated on the southeast corner of Lee and Oronoco Streets, surrounded by many warehouses and mills. From there underground pipes supplied street lamps and the homes of local citizens with illuminating gas. Lighting technology later moved on to electricity, introduced into the city by 1889. Until recently, electricity was generated with the use of coal at the nearby Mirant Potomac River Generating Plant.

Recommendations:

1. Establish this park as a gateway to the Pedestrian Path, beginning at the north end and moving south along the shoreline.
2. Work with the owners of the Canal Center and the future owners of the Mirant Potomac River Generating Station to build a private-public art and alternative energy project.



Urban Light by Chris Burden, LACMA, Los Angeles, CA



Christmas Lights, Roponggi Hills, Japan



Streetlights on King Street, Alexandria, VA

3. Commission and install a Light-Sculpture Garden in Tide Lock Park North on the north side of the Canal Center inspired by Alexandria's streetlamps and other lighting fixtures and energy sources used throughout history
4. Link park activities to nearby cultural facilities, such as MetroStage
5. Install solar collectors in the Light-Sculpture Garden to power lighting alongside the Pedestrian Path



Solar Tree, Taos, NM



Path lighting, Holmberg Footbridge, Hunter Museum of Art, Chattanooga, TN, by Ross Glass and Aluminum, LLC

6. Include signage to distinguish the bike path from the Pedestrian Path- cyclists may walk their bikes but not ride them on the Pedestrian Path.
7. Increase outdoor seating in the area

Thematic Walk Stops:

- Gateway- northern entrance to the waterfront
- Culture- Metro Stage
- Culture- Promenade Classique

Cultural Area

Tide Lock Park & Rivergate Park

Narrative: Ambitions

Montgomery Street to Madison Street

Art Plan, pp. 10-15, 62; History Plan pp.37-40, 92-93



Recreation of the tide lock on the Alexandria Canal, which is on privately owned property with public access.

The principal impetus for the founding of Alexandria was the establishment of a town on the upper Potomac River where goods coming by ship from Europe and the West Indies could be traded for tobacco and other products from western Virginia and beyond. An advertisement promoting the sale of town lots placed in a newspaper in Pennsylvania read, “This town’s beautifully situated near the Falls of Potowmack, one of the finest rivers in North-America; it affords good navigation for the largest ships in Europe up to the town, where there is an excellent harbour.... Its equal convenience for transporting any commodity to the waters of the Ohio, is obvious to anyone that will give himself the trouble of examining the draughts [maps] of the country.”

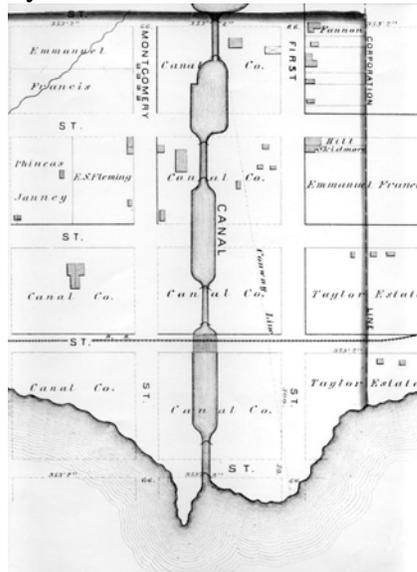
It was no coincidence that one-third of the first trustees of the new town of Alexandria were also original members of the Ohio Company that was formed to invest in and settle land west of the Alleghany River in present-day western Pennsylvania and Ohio. In fact, the day before the first auction of lots in Alexandria was held on July 13, 1749, the Ohio Company received a grant from Virginia’s royal governor on behalf of the King of England for 200,000 acres in the Ohio Country, the culmination of several years of lobbying by the company.



Ohio Company scout Christopher Gist being guided by Delaware Indians on his way to examine the Ohio Country for the Company: *Scout for the Ohio Company* by Robert Griffing

For several reasons, however, not the least being the claims of the French and Indians to that same land, claims that resulted from the French and Indian War, the Ohio Company was unsuccessful. The company held its last meetings in 1779, and in 1792 dissolved completely.

This failure did not stop Alexandrians from pursuing their vision to expand trade to the west. During colonial days water was the main medium of transportation for goods and people. Travel was by the Atlantic Ocean, the Chesapeake Bay, the Great Lakes, and the James, York, Potomac, Merrimac, and numerous other rivers, bays, and lakes. There were also efforts in the middle to late 1700s to open the Potomac River for navigation past Great Falls, two of which were led by George Washington. They all failed.



The Alexandria Canal connected with the Chesapeake & Ohio Canal over the Potomac Aqueduct: *G.M Hopkins City Atlas of Alexandria of 1877.*

Still, the idea of water transportation west along the Potomac refused to die. In the 1820s Alexandria subscribed \$250,000 to build the Chesapeake and Ohio (C&O) Canal. But its success, for Alexandria, required building another canal to link Alexandria to the C&O Canal. In 1830, the Alexandria Canal Company was chartered by Congress. Under the direction of Maskell Ewing, an aqueduct was erected from the C&O Canal at Georgetown across the Potomac to Virginia and a new canal wove seven miles to Washington and Montgomery Streets and finally to the Potomac River. (A reproduction of the final canal lock is in this park.) The *Alexandria Gazette* reported that on the opening of the Alexandria Canal in 1843, a speaker hopefully declaimed, “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.”



The lock of the Alexandria Canal at the foot of First Street during the Civil War: *Canal Lock* by Mathew Brady, Library of Congress

The canal did “succeed and prosper” for a while, bringing large quantities of coal from western Maryland and Pennsylvania to the Alexandria wharves, but Alexandria had bet on the wrong technology. On the same day in 1828 that the C&O Canal held its groundbreaking ceremonies, the Baltimore and Ohio (B&O) Railroad held its own ceremonies in Baltimore. The B&O reached the grain areas of the Shenandoah Valley and the western coal fields of Virginia seven years before the canal did, and could move products east much faster than the canal barges’ speed of one-and-three-quarters to two miles an hour.



Mule and boy pulling canal boat: Thomas Hahn Collection

In the late 1840s, Alexandrians finally turned to railroads (some parts of which are still visible in this area). Unfortunately, by this time, Baltimore had eclipsed Alexandria as a primary port.

With Virginia's secession from the Union and the start of the Civil War, federal troops immediately occupied Alexandria and held it under martial law; it became the longest occupied city during the war. The Union army commandeered the railroads, docks, and other economic resources, suppressing the town. The army transported goods and soldiers on the railroad, covered over the canal aqueduct at Georgetown and used it as a bridge.

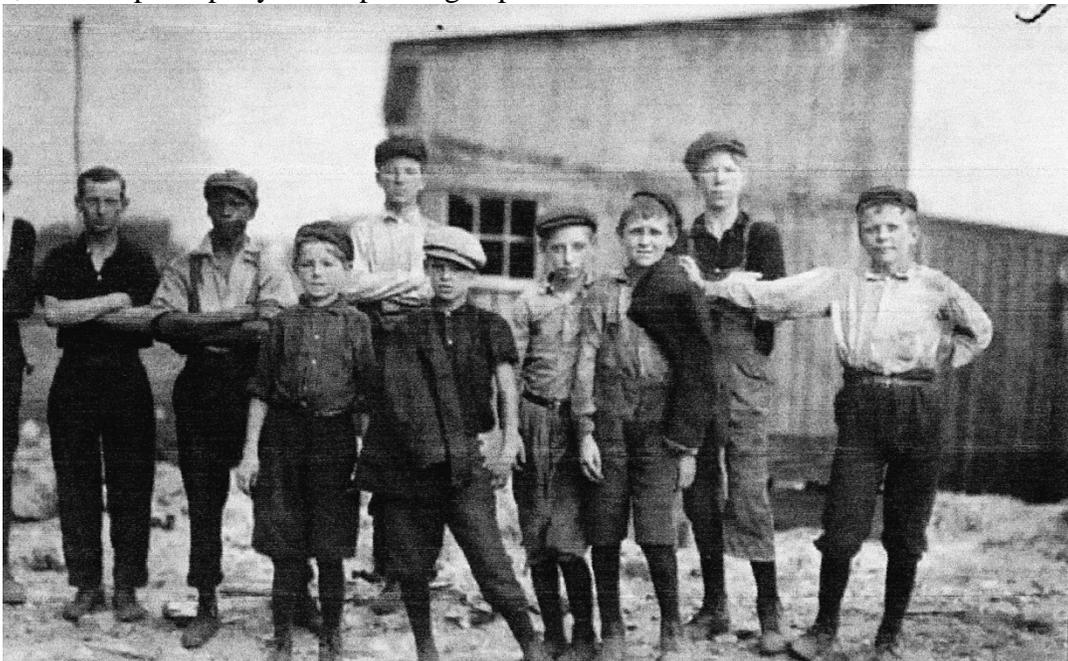


Railroad tracks in Tide Lock Park area during the Civil War: National Archives

After the Civil War ended, it was years before Alexandria recovered economically, and it was never seriously able to equal Baltimore as a primary port. Instead, the city changed its

ambitions and no longer sought to be an international shipping center. It turned instead to more industrial pursuits, producing merchandise for use in the area and for shipment elsewhere. In the Tidelock area, this included Baugh & Sons Ship Yard, Bryant's and Son Fertilizer Factory, and the Old Dominion Glass Corporation.

The glass factory, operating from about 1901 to 1925, was located near the Canal Center, between First and Montgomery Streets. German entrepreneurs Lorenzo Wolford and George H. Schwarzmann founded the company, which manufactured bottles for beer, soda, and medicine and flasks for the Great Atlantic and Pacific Tea Company (A&P), Virginia Dare Wines, the Baltimore Flavor House, and other business concerns. Occasionally, Old Dominion manufactured novelty items such as glass canes and pig-shaped bottles. In 1920, it employed 250 employees, including young boys, both black and white ranging in age from ten to fourteen, who worked in the production parts of the plant. A number of young girls, aged twelve to eighteen, worked principally in the packing department.



Kid workers at glass factory, Alexandria: Library of Congress

The factory melted glass ingredients in their furnaces 24 hours a day, except for July and August, when the combination of hot weather and hot furnaces made work too difficult. In 1928, an African American former worker at the factory who lived in the black neighborhood known as Cross Canal, described part of the glass-making process: The molten glass in the furnace “was runny... more like the dough you make pancakes from.” A long rod was inserted into the furnace and the molten glass. Then a man would turn the rod around until he got a certain amount of the doughy glass onto the tool. He took the rod out and “rolled it up and down, up and down and there’d be two of us sitting at the molds.... I was a snapper: when it came out of the mold, I’d be there with my gadget and snap it off.” Shears, tongs, a blowpipe for blowing the glass, molds, and irregular finished glass were excavated from the factory site and are now in the Alexandria Archaeology Museum.



Glass Pig: Alexandria Archaeology

Because of the continuous firing of the furnaces, the factory was very susceptible to fires. In February 1902, soon after opening, a fire ravaged the Old Dominion factory. The *Alexandria Gazette* reported that fire engines “after much difficulty in forcing their way through snow and mud reached the scene of the fire, but it was impossible to check the flames and in less than two hours nothing remained but the brick smoke chimney and a heap of ashes.” The factory burned again in November 1920. Because of the fires, shortage of coal, and passage of prohibition, the Old Dominion Glass Company closed in 1925.

Gradually, the city changed its economic focus. This time the shift, according to the city’s website, resulted in Alexandria’s “growing base of high-technology firms, managements consulting companies, professional services, and trade and professional association headquarters,” many of which value the city’s proximity to Washington, D.C.

Recommendations:

Emphasize art and history in each new initiative along the Waterfront. Utilize art and history as a unifying element. (SAP p. 18)

A. Tide Lock Park South

1. Remake the Pedestrian Path leading from Oronoco Bay so that it leads more directly to the shoreline in Rivergate Park and Tide Lock Park South.
2. Use the historic canal stones, which still exist, in creatively designed landscaping and art.

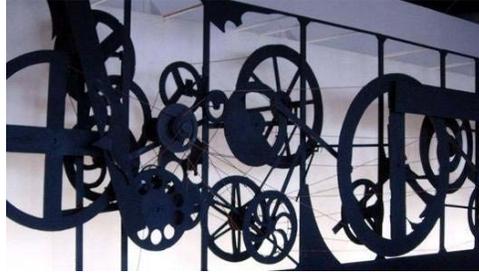


Land art, Longo, Beverly Pepper, Cassino, Italy



Canal Stones, Potomac River Filtration Plant

3. Install interpretive signs that emphasize the ambitious theme focusing on Alexandria as a connecting point between the interior of Virginia and the Ohio Valley, Europe, and the Caribbean. Signs should also note the Alexandria Canal and railroad, using Civil War photographs to make the point that this was a crucial war-era railhead and transportation hub
4. Install art work inspired by the engineering of the canal locks, their gears and pulleys.



Sculpture by Yves Tinguely



C & O Canal

5. Celebrate the buoyancy of objects and Alexandria's historic connection with glassmaking by adding a glass public art piece to the Tide Lock pool and the river.



Alison Sigethy, On the Edge, salvaged safety glass, Anacostia River



Chihuly Boat, Longhouse Foundation, East Hampton, NY

B. Rivergate Park

1. Place artistic seating in conversational arrangements with view toward the river



Armchair Theater, National
Theater, London



100 Acres Art and Nature Park, Indianapolis

2. Preserve Maskell Ewing's name on one of streets at Rivergate Park (if homeowner's association approves). Ewing was chief engineer of the Georgetown-Alexandria Canal.

Thematic Walk Stops:

- Culture- The Art League School
- African American History- Cross Canal Neighborhood
- Transportation- Alexandria Canal Co.
- Fires- Old Dominion Glass Co. Factory

Cultural Area
Oronoco Bay Park
Narrative: Transformations of the Landscape
Madison Street to Pendleton Street

Art Plan, pp. 16-19, 63; History Plan, pp. 41-43, 93, 118-119



Oronoco Bay Park

In July, 1608, Captain John Smith and 14 other Englishmen from Jamestown sailed up the Potomac River in a small boat. At the site of the future Alexandria they would have seen only a wilderness shore untouched by humans other than the occasional wandering Indian.



Captain John Smith portrait:
Wikimedia Commons

The appearance of the land had not changed when Margaret Brent, the first European to own land at what would become Alexandria, received her land grant for 700 acres in 1654 from the royal governor of Virginia. She never lived there, and likely did little to change her new property.

In 1686, Ralph Platt, the first known European to settle in what today is Old Town, purchased 100 acres that encompassed part of Oronoco Bay Park. He, his son, and his orphaned nephew, moved there shortly afterward. They probably made the first changes in the landscape,

clearing land to grow tobacco and building a small house. Platt's new purchase included a marsh with a channel of water running through it, in colonial times called a "gut." Platt is the source of the name later given to the channel, Ralph's Gut.



Tobacco Cultivation by Sidney King,
Jamestown-Yorktown Educational Trust



17th century housing by Sidney King, National
Park Service, Colonial National Historic Park

Later the marsh was drained, the bay partially filled in, and houses built upon the firm new land. Just before the Civil War, rails that were part of the Alexandria, Loudon, and Hampshire Railroad were laid across the west part of the park to transport goods and people from the depot at North Fairfax and Princess Streets west toward the Shenandoah Valley. During the Civil War, the line was taken over by the Union Army, and was used to transport men and equipment in the same direction.

For most of the time after the Civil War, the property was largely unoccupied except for the railroad line, but from about the 1950s to the 1970s, the bay was the location of oil and gas storage tanks. It was known locally as Texaco Bay.

With the city's emphasis on becoming an attractive home for workers in nearby Washington and on attracting tourists to city businesses, the industrial residue was cleared, and a park was constructed, including something of a natural shoreline that might be recognizable even to Ralph Platt and Captain John Smith.

Recommendations:

1. Provide a range of shoreline treatments and types that offer diverse ways to interact with the water. (SAP p. 19) Recreate Ralph's Gut by establishing a living shoreline and wetlands at the southern portion of Oronoco bay, allowing the river tides to flow in and out, and the plants and water to interact in a natural way. Where possible, use colonial era plantings. Install art that contributes to the cleansing of the groundwater. The committee **strongly** backs this recommendation.



Living shoreline



Flow Forms

by John Wilkes,
Australia

2. The waterfront should be “dynamic” and should “increase the use, frequency, and effectiveness of public spaces for gatherings and events.” (SAP p. 18) Design and install a permanent outdoor amphitheater set into the landscape as land art and orient it parallel to the river with the stage facing south. The committee envisions and **strongly** recommends Oronoco Bay Park as an outdoor cultural anchor for the Pedestrian Path. The amphitheater and the Boxcar Theatre would establish this anchor.



Amphisculpture



Amphitheater



Ampitheater

3. Install a Boxcar Theatre – a moveable stage, production and storage unit on the existing railroad spur that is a vintage boxcar or a reproduction of one.
4. Install appropriate lighting for the amphitheater and Boxcar Theatre.



Boxcar Theatre



Model for Boxcar Theatre by Matt Harwood

5. Plant tobacco and explain meaning of term Oronoco.



Tobacco Plant by Copland & Sanson
in 1779, Library of Virginia

6. If trees or plants are planted in the north end of park, then ensure they are associated with 18th and early 19th century gardens similar to Mount Vernon's gardens, Spring Garden and Yeates Garden.



Replicated 18th-Century Garden

7. If it can be integrated with the amphitheater, uncover a buried ship that was used as landfill in the park, and allow visitors to see the ship and how the land was filled in around it.
8. Place a gateway sculpture at the Wythe Street entrance to the park, possibly inspired by the 17th Century tobacco farmer Ralph Platt.
9. Explain the transformations theme – from Captain John Smith's voyage, Margaret Brent's purchase, and Ralph Platt's house and early and later railroad that served wharves, warehouses, lumber yards, coal depots, and other bulk material handlers along the waterfront through Texaco Bay to present parkland.

Thematic Walks Stops:

- Gateway- Entrance at the foot of Wythe Street
- War- Civil War: Union Army AL&H Rail Depot

- Culture- Amphitheater
- Culture/Transporation- Boxcar Theater
- Architecture- Ralph's Platt 17th Century House

Cultural Area

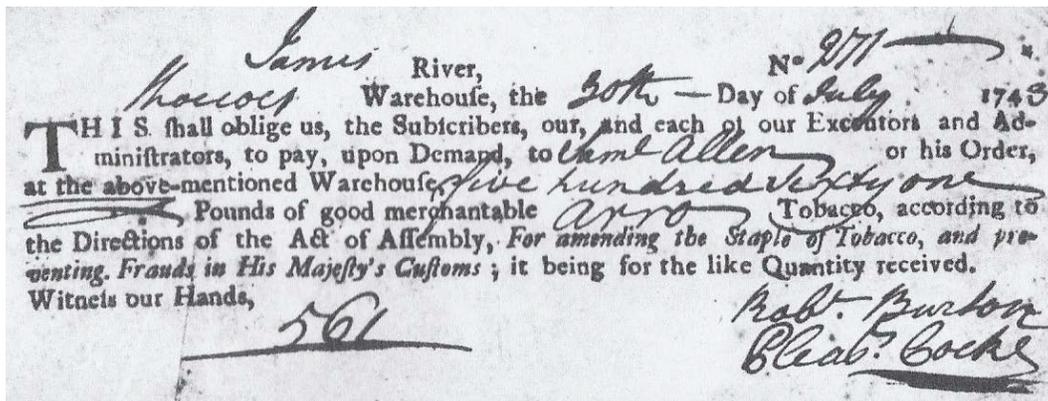
West's Point & Robinson Terminal North

Narrative: Origins

Pendleton Street to Oronoco Street

Art Plan, pp. 20-24; History Plan, pp. 44-46, 93-94, 119-120

In the early 1700s the Virginia economy was based on home-grown tobacco that was shipped abroad, particularly to Great Britain and France. In fact, in the Virginia colony tobacco was used as money in the form of notes that were passed from one planter to another and that gave the possessor of a note the right to a certain quantity of tobacco.



Tobacco warehouse receipts were used in lieu of money, College of William and Mary

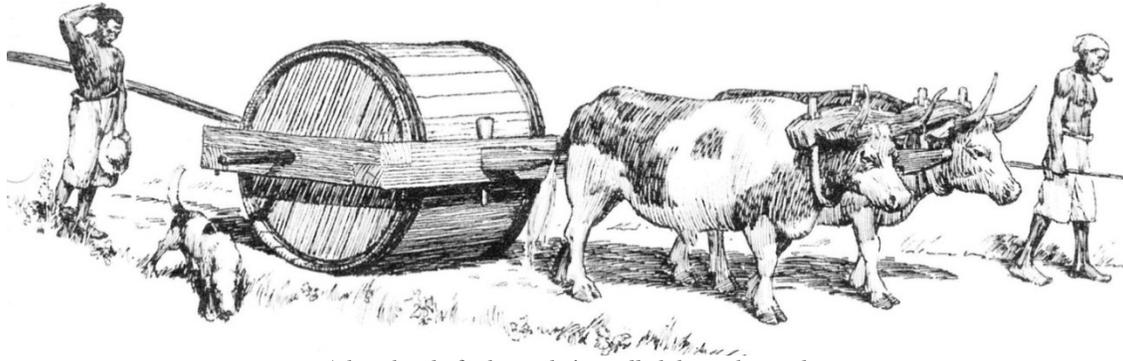
Before being shipped abroad or stored in a warehouse and made the subject of a note, the tobacco was packed in huge barrels called “hogsheads.” Some planters, however, packed their hogsheads with their best tobacco on top and inferior tobacco and even plain oak or maple leaves on the bottom. The result was that Virginia tobacco was beginning to have a bad name abroad, and the value of Virginia tobacco notes was seen as untrustworthy.

In 1730, the Virginia legislature and governor enacted a tobacco inspection law to solve the problem. As stated in the preamble to the law: “Whereas, the laws heretofore made have been found ineffectual to prevent the exportation of bad and trash tobacco, and the many frauds in deceiving his majesty of his customs, which of late years have greatly increased, to the great decay of the trade of this colony” a law was enacted to establish tobacco inspection stations at different places on the waterways in Virginia.

One of those places was on the south side of Hunting Creek, roughly where the Belle Haven Country Club golf course is now. This location, however, turned out to be unsatisfactory. In 1732 the site of the inspection station was moved to the northern point of the crescent bay that became known as West’s Point, and is now the foot of Oronoco Street where Robinson Terminal North is located.

On this point, Simon Pearson had erected a 60-foot long warehouse a short time before, and it became the inspection station. From roads running from the interior of Virginia, tobacco owners took their tobacco to the inspection station by a road that ran diagonally across what

today are Alexandria streets. Hogsheads of tobacco were rolled along this road pulled by horses or oxen attached to the hogsheads by long poles and supervised by black slaves. Thus, the road was known as a rolling road. (That road is shown on a map of the area drawn in 1748 by 16-year-old George Washington, and a short portion of it probably still exists as Commerce Street, which runs diagonally from Duke Street to King Street.)



A hogshead of tobacco being rolled down the road
Drawing by Edwin Tunis

Sometime before 1739, Pearson deeded the point and warehouse to Hugh West, who took over the public warehouse and expanded his holdings on the point to include a ferry to Maryland and a tavern. In 1749, Alexandria was established around it, and it became the earliest continuously occupied site in the city. When Alexandria lots were sold at auction, the tip of the point, known then as West's Point, was not auctioned but retained as a public landing place.

In 1752, Alexandria was part of Fairfax County, and the Justices of the Peace of Fairfax County, who were the county government, ordered that wharves be built at the public landings of all warehouses in the county. Hugh West, however, was reluctant to build a wharf at his warehouse, and it was not until late in 1754 or early in 1755, after West died, that the first of many significant wharves in Alexandria was built at West's Point. John Carlyle, a Justice of the Peace and a member of the Alexandria Trustees, the governing body of Alexandria, was instrumental in getting the wharf built, in part because he had been appointed by the royal governor of Virginia to be the commissary for a large British army that was coming to Alexandria during the first part of 1755. The army was led by General Edward Braddock, and it was to march against the French and Indians in western Pennsylvania. Carlyle wanted the landing to be as error free as possible to create a good impression on the general.

The wharf was completed on time, and in March 1755, the first of 17 ships loaded with British soldiers and their supplies docked at the new wharf at West's Point. Immediately the 48th Regiment of Foot disembarked, each man wearing his long, bright red coat with its dull yellow lapels and wide dull yellow cuffs, and his bright red breeches with the legs tucked into white leggings that buttoned over his knees and stretched half way up his thigh. A private wore a black tricorne hat edged in white, and a special grenadier wore his tall hat with a thin metal plate in front that was shaped like a tombstone.



48th Regiment Soldier

Painting by David Morier, Royal Collection of Her Majesty Queen Elizabeth II

Once formed into ranks, they marched up Oronoco Street and down Fairfax Street. 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 streets scattering hogs, geese, and dogs from their path.

The later massacre of Braddock's forces by the French and Indians as the British marched from Alexandria to Pennsylvania led to the French and Indian War, to Britain taxing the colonies to pay for that war, and ultimately to the American Revolution. George Washington, who accompanied Braddock, survived the massacre, although he had two horses shot out from under him, and four bullets tore holes in his coat. His experiences with Braddock would prove useful in the Revolution.

In this manner, Alexandria began as a town, and it also began also to take its place in the larger world.

Recommendations:

A. West's Point

1. Mark on the ground the northern most end of the original crescent bay upon which Alexandria was built, and where possible, suggest with public art the outline of the bay from West's Point to Point Lumley at the foot of Duke Street. This is a **strong** recommendation of the committee.



Alexandria, Plat from 1749: Library of Congress



Eleven Minute Line, Maya Lin, Wanas Foundation, Sweden

2. Commission public art inspired by a tobacco inspection warehouse at this site. The town of Alexandria was established around this structure.



A tobacco wharf in the Chesapeake Bay area, circa 1750
Cartouche on the Fry-Jefferson Map of Virginia and Maryland, 1751

3. Show the route of the old rolling road where hogsheads of tobacco were rolled to the river and interpret the colonial tobacco culture
4. Recognize the site of General Braddock's arrival at the beginning of the French and Indian War and link it with the Carlyle House at 121 North Fairfax Street
5. Commission artist-designed seating for the jetty



Spiral Jetty by Robert Smithson 1970



Bench, San Francisco, CA

B. Robnson Terminal North: Allow historic character and scale to influence new development opportunities. (SAP pg. 19.)

1. Future construction on the site should adhere to the same building design qualities of the old warehouses.
2. The committee **strongly** recommends the development of this site include a performing arts center that contains a black-box theater and practice studios for theater, music and dance...a community cultural center. A black box theater is an indoor theatrical space within which neither the stage nor seats for the audience has an established place. Both may be located at different places within the space, according to the artistic demands of a particular play or other performance.



Traditional waterfront buildings, Trondheim and Bergen, Norway



Waterfront Art Center, Scandinavia

3. Emphasize the proximity of the water
4. Install a café overlooking the Potomac (West's Ordinary or West's Tavern)
5. Preserve the deep-water port (West's Wharf) as a site for historic vessels and private boats
6. Commission an interactive water feature for the dock



Fountain, WET Design, Brooklyn Museum of Art, NY

Thematic Walks Stops:

- Gateway- West's Point: City's First Wharf
- War- French & Indian War: General Braddock's Landing

- Culture- Performing Arts Center with Black Box Theatre
- African American History- Rolling Road & Tobacco
- Crescent- West's Point: Northern Point of Crescent
- Architecture- Tobacco Inspection Station

Cultural Area
Founders Park
Narrative: Foundation
Oronoco Street to Queen Street

Art Plan, pp. 28-33, 65; History Plan, 51-56, 96-97

Founders Park was named to celebrate not only the founders of Alexandria but also men closely linked to Alexandria who helped to create the United States. In addition, its name celebrates African American men and women who participated in building the economic foundations of both Alexandria and the United States.

One of these Alexandria founders was John Carlyle. An Englishman with a Scottish background, he became a member of the first group of Alexandria trustees, men to whom the Virginia legislature and royal governor gave the power to administer the affairs of the new town. Alexandria was the early county seat of Fairfax County, and Carlyle also was a justice of the Fairfax County Court, which managed the affairs of Fairfax County as the trustees did those of Alexandria. Under his leadership, Fairfax County built a public wharf at the foot of Oronoco Street at the edge of Founders Park, the first wharf built in Alexandria.



John Carlyle portrait: Carlyle House Historic Park

Carlyle also was one of Alexandria's most successful businessmen. In this role, he, along with his business partner John Dalton, built one of the earliest private wharves in Alexandria. In 1982, it was excavated, reburied, and still exists under the southern sidewalk bordering Cameron Street, a block south of the Park.

These wharves were essential if Alexandria was to become the major import-export port that its founders desired. By crossing the shallow water of the crescent bay to the ship channel, the wharves provided docking spaces for a multitude of anticipated trading vessels.

Carlyle's house, built in 1752 and 1753, still stands at 121 North Fairfax Street. When it was built, it stood on the waterfront.

Patriot and legislator George Mason also was an Alexandria trustee. During the Revolutionary War, he and John Dalton built row galleys on the Alexandria waterfront to protect Alexandria and other Potomac River towns from the marauding British. (Row galleys were small, sturdy sailing vessels, constructed with thick gunwales and armed with cannons.)



A row galley shown on the Ohio River during the Revolutionary War. Row Galley by Col. Charles Waterhouse, Waterhouse History Museum, Inc.

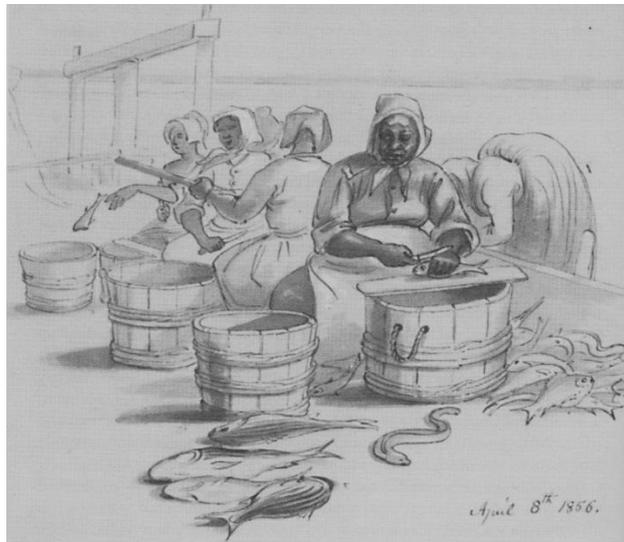
George Washington had many Alexandria connections dating from before the town existed. In 1748, the year before Alexandria was established, 16-year-old Washington, then a newly trained surveyor, drew a map of the town's future site on the Potomac River. Like George Mason, Washington also was a town trustee. In the 1760s, he occasionally kept his tobacco stored in the tobacco warehouse at the foot of 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 from the ferry landing on the Alexandria waterfront, escorted by a number of Alexandrians, on his way to New York to become the first President of the United States. As President, he was instrumental in the momentous step of including Alexandria and its waterfront in the District of Columbia.

While these men and other Alexandrians were making their mark on the town and the country, African Americans, both slaves and free men, were grading Alexandria's bluffs, constructing its homes and wharves, loading and unloading its ships, and generally doing the skilled and unskilled work necessary to build the town and its economy. Kirkpatrick's Wharf at the foot of Queen Street, at the south end of Founders Park, was the scene of one of the earliest documented records of the importation and sale of slaves in Alexandria. In 1762 an ad in the *Maryland Gazette* read: "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.”

At the appropriate season in the 1830s and later, a shambling collection of smelly shacks called Fishtown appeared here on the waterfront. The *Alexandria Gazette* reported in 1860: “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 come over the waterside of this city ranging between Princess and Oronoko [sic] Street, is as great as that which visits the fields and forests.” There free black women and slaves headed and gutted shad and herring brought in from Potomac River fisheries, washed them, and then salted and packed them in wooden casks for sale to fish brokers. The fishmongers rented wood to build shacks along the wharves, dismantling them at the end of the fishing season and returning the wood. Since “hired” wood could not be cut, to create a window in a shack, one 15 foot long board was left out of the siding.



Women preparing fish for market: Heading Herring by David Hunter Strother, West Virginia and Regional History Collection, West Virginia University

During the Civil War, contraband (people who had escaped from slavery) and free men worked on the wharves in the Founders Park area, doing jobs necessary around the waterfront. After the Civil War, African American workers continued working in the lumber yards, coal yards, and fertilizer plants that were located in this area.

Shortly before the American Revolution, George Washington and George Mason drafted a document known as the “Fairfax Resolves” that the people of Fairfax County adopted in a meeting in Alexandria on July 18, 1774. It read in part: “Resolved, That it is our greatest wish and inclination, as well as interest, forever to continue our connexion [sic] with, and dependence upon the British Government; But tho we are its subjects, we will use every means, which Heaven hath given us, to prevent our becoming its slaves.”

The intense desire for freedom was expressed from a different perspective by George Henry, was an African American slave and captain of the schooner *Llewellyn*, which was partly

owned by Sally Griffith of Alexandria. After Henry escaped to freedom, he wrote of his experience as a slave: “My body was fettered but my mind was always free and aspiring.”



George Henry photograph:
Academic Affairs Library,
University of North Carolina
at Chapel Hill

Reference should be made to African American sites further into town such as the Black History Museum, the Contraband and Freedmen Cemetery, the Slave Pen Museum, and the National Cemetery

Recommendations:

1. Commission artwork and interpretive signs commemorating the contributions of Alexandrians, both black and white, to the founding of Alexandria and the country.
2. Celebrate Fishtown, herring, and shad with art and historical interpretation.



School of Fish by Buster Simpson, Edmonds, WA

3. Consider planting a maze garden, trellises for shade, and an English tea garden using plants of the colonial period, perhaps as in the garden at Mount Vernon.



Hakone Sculpture Garden, Hakone, Japan

4. Place a water sculpture in the river offshore or frame views of the Maryland shoreline with permanent and temporary sculptures.



Drawins in the Water by Elizabeth Poole,
Queensland, Australia



Black Sun by Noguchi, Seattle, WA

5. Arrange for a group of roving performers called “The Founders” to interpret the founding era.
6. Have a Founders race (like the President’s race at the Nationals games)
7. Sponsor a competition, to be held every few years, of temporary art composed of lumber. These sculptures would be a reference to Smoot’s lumberyard that once stood here. Perhaps Smoot would be a cosponsor.



Nordic Cool, Kennedy Center, 2013

Thematic Walks Stops:

- African American History- Fishtown
- African American History- Kirkpatrick’s Wharf, slave import
- Crescent- Banking Out
- Architecture- Unrealized four 18-story condo buildings
- Architecture- Fishtown, rented wood shacks
- Transportation- Washington leaves by ferry for his inauguration
- Fire- Fishtown Fire

Cultural Area

Torpedo Factory Complex

Narrative: Witness to War

Queen Street to King Street

Art Plan, pp. 28-33, 65; History Plan, pp. 51-56, 96-97

Shortly after dawn on May 24, 1861, the day after Virginia voted to secede from the Union, a small flotilla of three steamboats approached Cazenove Wharf at the foot of Cameron Street (where the Torpedo Factory Art Center now stands). The boats were loaded with soldiers of the 11th New York Volunteer Infantry Regiment. Their commander was Colonel Elmer Ellsworth, a personal friend of President Lincoln.

A *New York Tribune* correspondent on board reported: “It was not until our boats were about to draw up to the wharf that our approach was noticed in any way; but at the last minute a few [Confederate] sentinels, whom we had long before discerned, fired their muskets in the air as a warning, and, running rapidly into the town, disappeared. . . . The town was thus put on its guard, but yet so early was the hour, and so apparently unlooked for our arrival, that when we landed, about half-past 5 o’clock, the streets were as deserted as if it had been midnight.”

Under Colonel Ellsworth’s direction, the New York regiment began to disembark. The regiment was commonly referred to as the New York Fire Zouaves (pronounced “Zoo-aahvs”) because its members were New York City fireman and each wore the colorful Zouave uniform. The uniform was based on that worn by units of the French army stationed in Algeria -- a short gray jacket over a bright red fireman’s shirt that was tucked into baggy gray pants -- both pants and jacket were lined with red. On his head, each man wore a red forage cap.



Zouave soldier: Michael J. McAfee Collection

Ellsworth directed one company of Zouaves to proceed to the railroad depot at South Henry and Duke Streets to secure the railroad. He ordered the remainder of his force to form a line up Cameron Street and wait there while he, the *New York Tribune* reporter, and a handful of soldiers went into town to secure the telegraph office and announce to Washington that the town was taken.

On his way there, Ellsworth detoured to the Marshall House Hotel at the southeast corner of King and Pitt Streets to take down a large Confederate flag flying on its roof. While carrying the flag down the stairs inside the hotel, Ellsworth was shot dead by a shotgun blast fired “directly through the heart” by the hotel’s proprietor, James Jackson, who himself was killed instantly by a soldier with Ellsworth. Ellsworth was the first Union officer killed in the Civil War, and he and Jackson became instant heroes for their respective sides. Alexandria became an occupied city for the duration of the war.

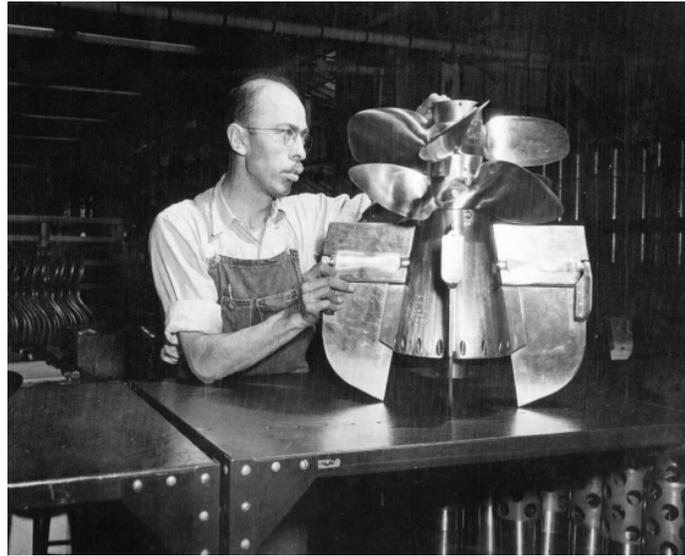
During the war, the wharves between King and Queen Streets were used by the Union Army Commissary Department to load and unload grain and food. Two blocks up Cameron Street was the Mansion House Hospital, which was on the lot where the Carlyle House and the former bank building next to it are located. Many wounded Union soldiers were treated at this hospital, possibly transported up Cameron Street after they were unloaded at the wharves in the Torpedo Factory area.



Inside Civil War hospital: Alexandria Library, Special Collections, Somerville Collection

When the war was over, the city’s wharves and warehouses were empty. The railroads were in disarray, and their rolling stock was exhausted, many city buildings were damaged and little financing was available to rebuild them, and most Alexandrians were demoralized over their lost cause and lost sons, fathers, businesses, and homes. It was the most devastating event in Alexandria’s history, and it would be years before the city recovered.

In October 1918, a contract was completed and work was begun to clear the site for the construction of the U.S. Naval Torpedo Station. It was not until November 1920 that the first torpedo built there was completed. By then, the war had been over for two years. The factory ceased production in June 1923. For the next 14 years, a skeleton force of approximately 30 employees engaged in the overhaul, care, and preservation of the 908 torpedoes then in storage and in the general maintenance and upkeep of the machinery, building, and grounds.



Torpedo factory worker with propeller: Alexandria Library, Special Collections, Griffin WWII Collection

In December 1937, in anticipation of another war, the Navy Department reactivated what was called the Alexandria Torpedo Station, and it manufactured thousands of torpedoes for use in World War II. After the war, German war films and records were stored in the Torpedo Station, and some of those records were used in the trials of Nazi war criminals in Nuremberg.

In 1970, the Torpedo Factory, which then consisted of several buildings, was sold to the City of Alexandria. In 1974, the main building was opened as the Torpedo Factory Art Center, the home of 82 working studios, six galleries, the Alexandria Archaeology Museum, The Art League School, a gift shop and visitor information center, and the Café by Bread and Chocolate. The Art Center has become the central cultural anchor on the waterfront.



Torpedo Factory Art Center, photo by Steve Ainsworth

If interested in other waterfront sites involved in various American wars, a visitor can follow a walk along the waterfront called “Alexandria Goes to War.”

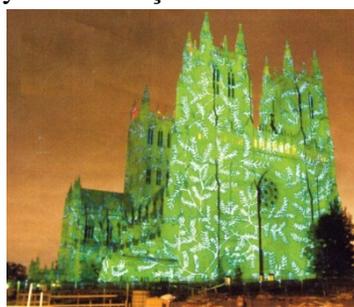
Recommendations:

A. Torpedo Factory: The Torpedo Factory is the central, cultural anchor of the Pedestrian Path. The committee **strongly** recommends three such anchors. The Torpedo Factory is at the mid-point of the Pedestrian Path and would be the center for the visual arts. We hope to establish a history museum/cultural center on The Strand as the southern cultural anchor. Oronoco Bay Park and Robinson Terminal North with the natural amphitheater, Box Car Theater, and black-box theater would be the northern cultural anchor.

1. Make the Torpedo Factory Art Center innovative and dynamic by having temporary artistic displays on the façade



Jean-Claude de Castelbajac, holiday façade, Paris, France



National Cathedral, light projection, Washington DC

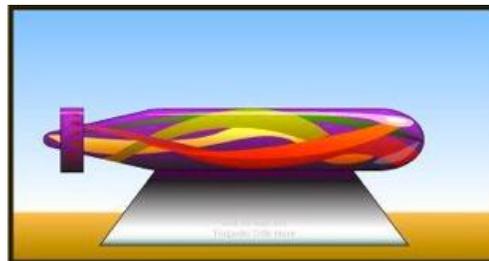


Omni William Penn Hotel, Pittsburgh, PA light projection by Lucette de Rugy

2. Create an iconic sculpture about the Factory and place it on the dock, with temporary sculptures by Torpedo Factory artists.



Pat Monk, Art on the Dock, 2009



Chris Erney, Fiberglass Model of Torpedo

3. Reinforce the roof of the Art Center to create a sculpture garden, a cafe, an event space, or a green roof
4. Install “Art Deco” awnings fabricated of glass and metal, and steel lettering on the Waterfront facade of the Factory (in keeping with the style of the building)
5. Restore the original pier in front of the Waterfront entrance of the Factory with its rail line and with space for people to walk



Old Torpedo Factory pier: Library of Congress

6. Create a presence for the Factory on King Street, helping more people find the Factory
7. Create art work on the smokestack

A. City Marina

1. Redesign the Pedestrian Path between Founder's Park and the Chart House to create an easy, uninterrupted flow. "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." (SAP sec. 3.52, p. 50)
2. Unearth part of the original Carlyle-Dalton Wharf that is underneath the sidewalk on the south side of Cameron Street, and install a glass panel so it can be seen from above.



Carlyle-Dalton Wharf excavation, 1982: Alexandria Archaeology

3. Install interpretive signs telling the Ellsworth story, and referring to other Civil War sites in town, such as Fort Ward

4. Refer to the WWI shipbuilding operations at Jones Point, where shipways for new ships still exist, and where there is mounted a large ship's rudder

B. Torpedo Factory Plaza

1. Create artist-designed tables, chairs and benches, and shade devices



Sunscape awnings, Belfast Maine

2. Mark the Pedestrian Path on the Torpedo Factory Plaza making the route to the Factory easier to follow.
3. Commission public art that contrasts the purpose of the U.S. Naval Torpedo Station with the present day Torpedo Factory Art Center.
4. Add food carts and vendors with seasonal food, such as hot chestnuts and pretzels.
5. Redesign the Food Court as an indoor market, like Eastern Market.
6. Recognize, with public art, the occupation of the Federal troops and the death of Colonel Elmer Ellsworth, the first Union officer killed in the Civil War.
7. Redesign the gazebo, perhaps as a carousel.
8. Encourage outdoor performances.
9. Find a home for a photographic mural of Alexandria scenes from WWI and WWII.
10. Install a digital announcement board advising of current and future activities.

C. Thompson's Alley

1. Commission art work at the Waterfront end of the alley inspired by the Civil War nurses working at the Mansion House Hospital
2. Commission art work at the Union Street junction of the alley to tell people about the Torpedo Factory

3. Install new pavement and lighting on the alley

D. Chart House Walkway



Chart House and walkway seen from the north

1. Construct a decorative wall or artist-designed screening where the low concrete barrier now sits to hide the trash areas and loading dock behind the Chart House and the Food Court, and place plants in front of the wall or use screening.



Screening at the deYoung Museum, San Francisco



Fencing hiding construction site, Rotterdam

2. Also construct a wall and plantings that block off the north entrance to the alley, but that leaves room for trucks to load and unload at the loading dock.
3. An alternative would be to improve the walkway with artwork inspired by World War I and World War II, such as reproductions of recruiting posters, photographs of workers building torpedoes, other historical photographs of Alexandria during the war years, and stylized drawings of torpedoes. Also add quotations from Alexandrians about life in Alexandria during World War II.

Thematic Walk Stops:

- Gateway- Cameron St. planned city center
- War- Civil War: Union Army invades
- War- Civil War: wounded union soldiers arrive
- War- WWI & WWII: Torpedo Factory

- War: French & Indian War: General Braddock's Camp Headquarters
- Culture- Torpedo Factory Arts Center
- Crescent- Water Street
- Crescent/Transportation- Carlyle Dalton Wharf
- Crescent- 1749 Shoreline
- Architecture- Art Deco Torpedo Factory
- Fire- Smoot Lumber Yard Fire

Cultural Area
King Street Park & Fitzgerald's Warehouse
Narrative: Gateway
Foot of King Street

Art Plan, pp. 34-35; History Plan, pp. 30-31, 57-59, 97-98

For years the intersection of King Street with Union Street and The Strand at King Street Park has been the central focus and gathering point for residents and for visitors arriving in Alexandria by boat or by land. A ferry from Washington docked at the foot of King Street at the site of present-day Old Dominion Boat Club for many years until early in the twentieth century. It ran every hour from 8 o'clock in the morning until 7 o'clock at night. Today visitors coming by ferry from National Harbor or Georgetown to the Torpedo Factory docks head for the foot of King Street to begin their trip into the city.

Also at the foot of King Street surrounding the ferry landing were vibrant businesses: inns, sail lofts, ship chandleries, saloons, and warehouses, including Fitzgerald's Warehouse, which still stands at the southeast corner of King and Union Streets. Built in the late 1790s it is the oldest surviving warehouse on the waterfront. Fitzgerald's Wharf ran from the back of the warehouse to the water, and Ramsay's Wharf still extends on the opposite side of King Street under and beyond the Old Dominion Boat Club building. The ODBC building houses the current Alexandria organization with the oldest continuous association with the waterfront. All are located in the area that became the core of Alexandria's waterfront trade.



Fitzgerald's Warehouse circa 1937: Library of Congress

This area should convey the historic sense of arrival, and focus on and celebrate the bustle of Alexandria as the point of entrance and departure in the past and present. It also should facilitate the easy flow of foot traffic north and south along the waterfront, and west into other parts of the City.

This report assumes that, at least temporarily, the Old Dominion Boat Club parking lot will remain where it is now.

Recommendations: “Be bold, visionary, realistic, informative, and offer surprises along the way.” (SAP pg. 20.)

1. Gateway Arch- Construct a large, artistic arch on King Street Park that recalls the welcoming arch that was located at the exit of the ferry dock as shown in early photographs. The arch should be large enough to be seen easily from Fairfax Street and should attract the interest of people standing there. The Gateway Arch could become a welcoming symbol for Alexandria. It is the **strong** recommendation of the committee to commission a sculpture inspired by the arch, and place it at this location. The City also urges “restoring or recreating some of the historic features of the Alexandria Waterfront in this key location.” (SAP p. 67)



King Street Ferry Arch: Alexandria Library, Special Collections, William Smith Collection

2. Bridge over ODBC Parking Lot- Construct an artistic pedestrian bridge from King Street Park to Waterfront Park that crosses over the ODBC parking lot. The bridge might have an arch as part of its construction that mirrors the larger welcoming arch, or the bridge might be a sculpted landform that seamlessly connects the Pedestrian Path. The bridge should be constructed near the shoreline in order to afford a good view of the Alexandria Waterfront, the river, and the town. Such a bridge would allow for a more continuous flow of the Pedestrian Path and be consistent with the committee’s **strong** view toward path continuity.



High Line, Manhattan, New York

3. Walled Garden along the Parking Lot Fence Line- Encircle the ODBC parking lot with a walled garden, perhaps with plantings typical of an 18th century garden.

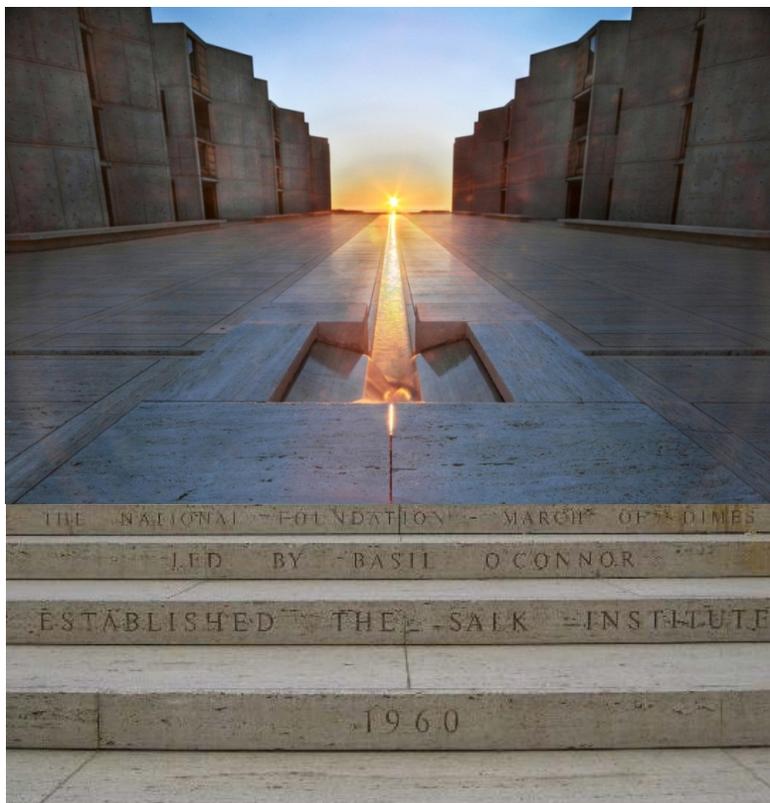


Garden Walls



Vertical Gardens designed by Patrick Blanc

4. Information Booth- Construct a small information Booth at the foot of King Street, east of The Strand. The booth could serve as an introduction to Alexandria, providing information about the waterfront Cultural Areas, Thematic Walks, and artistic and historic locations in other parts of Alexandria.
5. Old Shoreline- Interpretive text should say that when a person looks up King Street, everything he sees up to a little past Lee Street would have been under water when Alexandria was originally built. This is also true if looking north four blocks to Oronoco or south two blocks to Duke.



Saulk Institute designed by Louis Kahn, La Jolla, California

6. Fitzgerald's Warehouse- Name the pier proposed in the Small Area Plan for this area after John Fitzgerald. Restore to Wales Alley (the alley between Fitzgerald Warehouse and Virtue Grain and Feed Restaurant) its name as Fitzgerald's Alley, as it once was called.
7. Benches- Replace existing benches with artist-designed benches that reflect the Gateway theme.
8. Items Now at the Site- A large anchor and the replica of a mast that apparently are owned by ODBC now stand in King Street Park. Consideration should be given to asking ODBC to remove one or both.

Thematic Walk Stops:

- Gateway- King Street Ferry Arch
- War/Architecture- Revolutionary War: Col. Fitzgerald's Warehouse
- Crescent- Bluff High Point
- Architecture- Corn Exchange
- Transportation- Ferry Landing
- Fire- 'City of Alexandria' Ferry Fire

Cultural Area

The Strand & Robinson Terminal South

Narrative: Working Seaport

King Street to Wolfe Street

Art Plan, pp. 38-45, 66-69; History Plan, pp. 26-29, 60-68, 77-88, 98-101, 114-115, 120-121

The Strand

King Street to Duke Street

If some 200 years ago you had walked from the foot of King Street along The Strand to the edge of what today is Waterfront Park and looked out, you would have seen, not a park, but water and ships.

The Potomac River then came up to the Strand. A long row of tall-masted sailing ships tied to wharves, with their bows pointing toward The Strand, would be stretching away from you. Schooners, brigs, sloops, snows, and full-rigged ships would have been slowly bobbing up and down. George Washington's cousin, Lund Washington wrote in 1790: "The port of Alexandria has seldom less than 20 Square-Rigged Sale of Vessels in it and often many more."



A view from the six story Pioneer Mill located at the foot of Duke Street along the Strand. Ships of all sizes and shapes docked in Alexandria, May 1865. Line of Ships on the Strand: Library of Congress

At times, The Strand itself would have been filled with men, unloading ships into the warehouses that stood on the opposite side of The Strand. Ships coming to Alexandria brought wine, olive oil, and raisins from Spain; dessert wines from Portugal; fine cloth, dressy frocks,

and manufactured goods from England; tiles from Holland; and rum, sugar, turtles, and coffee from the West Indies.



Freedmen and contrabands who escaped slavery working for The Union Army on the Alexandria waterfront during the Civil War circa 1864, photo by Matthew Brady, Alexandria Library, Special Collections, VF-Waterfront Collection

The men also would have loaded some of the goods into horse-drawn wagons waiting patiently on The Strand. Once loaded, the wagons would be driven through the alleys between the warehouses and onto Union Street, Prince Street, King Street, and Duke Street to carry the goods to other parts of Alexandria and beyond.

This was Alexandria as a working waterfront, as it was for much of its existence. The Strand area today should contain a park designed for active use, but also it should reflect the long-time use of this area as a working waterfront. 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.

Recommendations:

A. The Strand

1. Combine the areas along The Strand from the north edge of Waterfront Park to the north edge of Robinson Terminal South into one park for active use.
2. Fill in the foot of Prince Street from the Strand to the water and make it part of the park to facilitate access from Waterfront Park to the Beachcomber area.
3. Continue the Pedestrian path near the river in this new park.
4. Consider changing the name from "Waterfront Park" to "Harper Park" to recognize the early owner of the wharf and shipping business that was located there.

B. History and Cultural Center Civic Space

1. Rent space in existing or new structures, or construct a new building, to house a History and Cultural Center. The Center would have space for all the city's history museums and archives to exhibit their items and tell the story of Alexandria and its

waterfront. There also should be space for a museum store, rotating exhibits, presentation of programs, and art exhibits.

2. The committee **strongly** recommends the establishment of this center as a cultural anchor. The Center would be a southern anchor and draw people to the south part of the waterfront. This would be a possible location for permanent space for the Archaeology Museum and for the Art League.

C. Pedestrian Zone

1. Create a pedestrian zone along the Strand from King Street to Duke Street (and possibly through the center of Robinson Terminal South where The Strand once continued). The pedestrian zone (perhaps a plaza) should have limited access, allowing only emergency vehicles, delivery vehicles (at limited hours), horse-drawn carriages, and the King Street Trolley. All traffic should travel in only one direction—from Duke Street to King Street. Access to the Old Dominion Boat Club parking lot should only be through this zone or through Wales Alley.
2. The Strand should be resurfaced with brick or other permeable material to eliminate the asphalt. It also should be narrowed. The parking spots next to Waterfront Park and behind the Mai Thai restaurant should be eliminated.

D. Landscape

1. Beautify the fence area of the ODBC parking lot. Plant a garden along the fence.
2. Eliminate the use of present and future hardscape plazas and walkways. The surface of the proposed plaza (SAP page 63) should be converted into permeable surface or grass.
3. Install artist designed shade providers that call to mind the sails of ships.



Sunscape Awning, Belfast, Maine

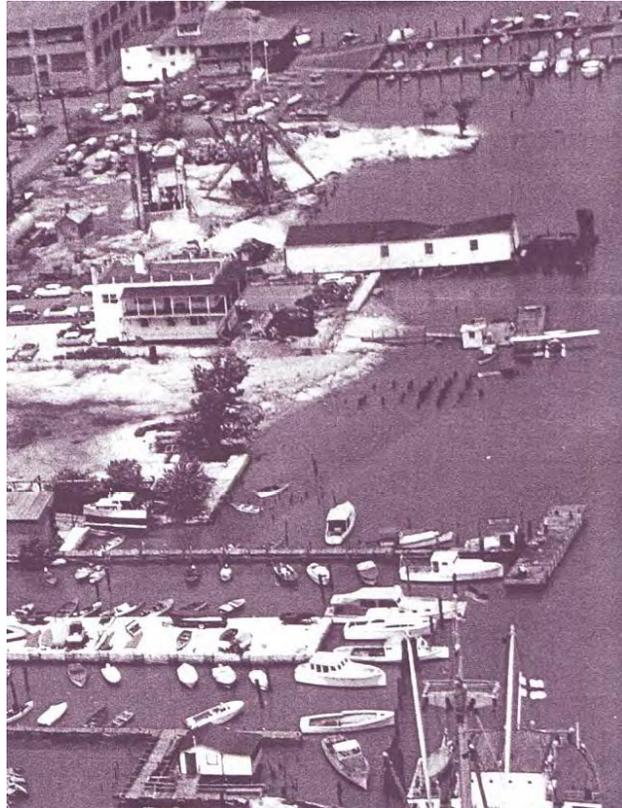
4. Install artist-designed benches, trash containers, food kiosks, café and game tables, and lighting that is appropriate to a historic working waterfront.
5. Encourage puppet shows, summer painting workshops, and storytelling events.



6. Imbed oyster shells, cobblestones, shards of pottery, or other material historically appropriate for the old working waterfront into the Pedestrian Path.
7. Place markers to indicate the former position of wharves.
8. Ensure that the flood mitigation project does not negatively affect the historic character or planned interpretation of the waterfront or impede the flow of pedestrian and vehicular traffic.
9. Mark the historic 1749 shoreline.
10. Use plants throughout the area, in a special garden, or in a late 18th century period garden like those at Mount Vernon.

E. Wharves

1. Outline and identify with medallions several of the historic wharves in the area from the late 18th and early 19th centuries. The history of the wharves including the name and what goods were imported and exported could be available by mobile app and/or a written guide.



Aerial photograph showing the pier Richards built for restaurant boats with a floatplane alongside: Alexandria Library, Special Collections, John C. Richards Collection

2. Name new piers and docks after the historic wharves. For example, Gilpen's Wharf, is at the 200 block of The Strand.

F. Buildings: "Respect the scale and character of Old Town." (SAP p. 18)

1. Preserve, restore, and repurpose the historic structures along The Strand and Union Street. Some already have been restored and used for purposes other than

warehouses. For a list of such structures and their history, see pages 77-88 of the Alexandria Waterfront History Plan.



Waterfront Warehouses 1883: Alexandria Library, Special Collections, William Smith Collection

2. Ensure that the scale and positioning (perpendicular to the river) of any new construction should echo structures (wharves, warehouses) that were there in the past.



Franklin Court, Robert Venturi, Philadelphia, PA

G. Alleys

1. Rename Wales Alley to Fitzgerald's Alley.
2. Reopen the alley between Chadwicks and Big Wheel Bikes or rebuild the connecting structure between 10 Prince Street and 204 South Union Street with transparent material.

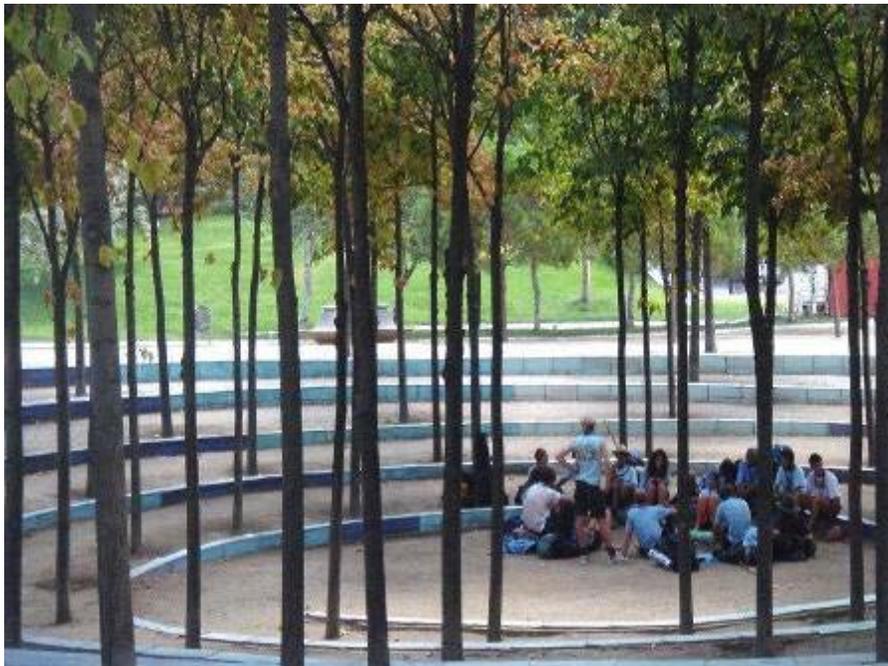
3. Retain the north part of the present parking lot between the Potomac Riverboat Company and the shops that are part of Turner Property and convert it into an alley of the same scale and design as the other historic alleys.
4. Ensure that an alley or walkway from Union Street to The Strand is located across the middle of the Turner property as a part of new construction on the Turner property.

H. Items Now at the Site

1. Retain the cannon in Waterfront Park or move it to the foot of Prince Street to help interpret the War of 1812, if it is from that era, or to Robinson Terminal South, if it is a colonial-era cannon.
2. Retain the two large anchors now in Waterfront Park in their present locations.

I. Art

1. Relocate the shipbuilder statue to a place where shipbuilding actually took place, such as Robinson Terminal South or Shipyard Park.
2. Commission a sculpture inspired by the shipping merchants (like Fitzgerald) working on the waterfront.
3. Install small sculptures placed among the trees.



Parc de l'Estacio del Nord by Beverly Pepper, Barcelona, Spain

J. Historic Interpretation

1. Interpret the history of this part of the waterfront through such means as the quotations along the Pedestrian Path, the Thematic Walk medallions and mobile app, the Cultural Area signage, kiosks, or other applicable methods. The story should stress the area as a working waterfront.
2. Use living-history people to walk the waterfront.

K. Beachcombers Restaurant

1. Restore as a restaurant or History and Cultural Center.



The Beachcombers with a Full House: Alexandria Library, Special Collections, John C. Richards Collection

2. Create a fence (that could be secured) near the Beachcomber to enclose a sculpture garden. Artworks could be on loan from the Smithsonian.

L. Historic Ships

1. Use existing and proposed docks to attract tall ships and other historic ships. Continue to dock the replica Potomac fishing boat at its present dock.
2. Acquire a historic ship.



Float Boat, Dale Chihuly, Phipps Conservatory, Pittsburgh, PA

Thematic Walk Stops:

- War- War of 1812: British Occupation
- War- Civil War: Soldier witnessed
- War/Crescent- Revolutionary: Hooe House

- Culture- Film & Concert Festivals
- Culture- History & Cultural Center
- Culture/Crescent- Athenaeum
- African American History- Slave Export
- Architecture- Wales Alley
- Architecture- The Beachcomber
- Architecture- 125 S. Union St. typical warehouse
- Architecture- Captains Row
- Transportation- The Strand, typical wharves and warehouses
- transportation- Car Ferry
- Fire- The Strand Fire

Robinson Terminal South

Duke Street to Wolfe Street

At the foot of Duke Street was the southern point of the semi-circular crescent bay that was the original waterfront where Alexandria was built. The point and bay are shown in George Washington's map of 1748 and John West's map of 1749. The point was called Point Lumley after the man who very early used to moor his ship off the point.

The merchant shipping firm of Hoe and Harrison had its headquarters roughly where the headquarters of the Robinson Terminal Corporation is now. The firm shipped primarily tobacco, wheat, flour, and Indian corn out of Alexandria and imported a variety of goods into Alexandria.

This area has been associated on and off with the shipment of guns. During the Revolutionary War, Robert Townshend Hooe sent ships loaded with Alexandria goods to the French island of Martinique in the West Indies where Richard Harrison would sell the goods for French muskets and gunpowder to be brought back to Alexandria. Much more recently, during the last part of the 20th century, an arms dealer named Interarms, shipped firearms to different parts of the world using ships docked at Robinson Terminal South.



Potomac Arms Corp.: Potomac Arms Corporation and Full Metal Jacket store, southeast corner of Prince Street and The Strand. A view from the doorway looking west ca. 1960, Alexandria Library, Special Collections, John C. Richards Collection

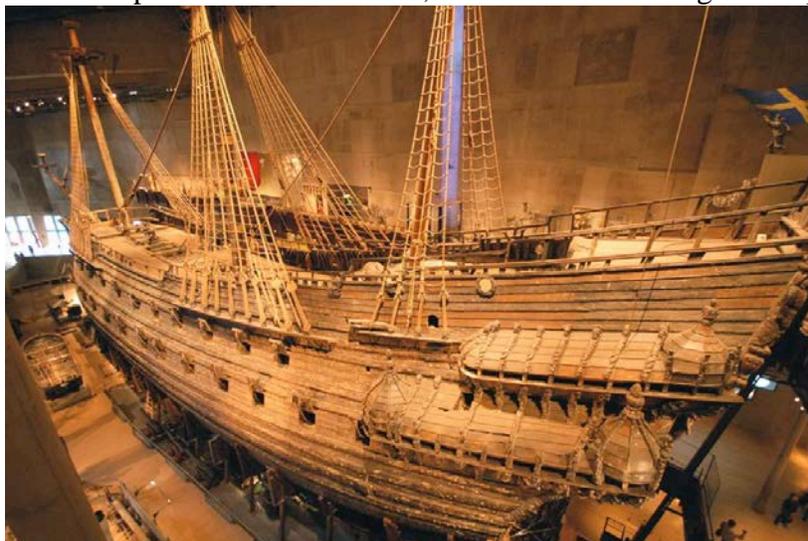
Point Lumley was also the site of Alexandria's first shipbuilding operation owned by Thomas Fleming.



A Finnish ship unloading large rolls of newsprint in the 1950s at the south dock of the Robinson Terminal Warehouse Corporation. Courtesy of the Alexandria Library, Special collections, VF-Waterfront Collection

Recommendations:

1. Retain the wharf at Robinson Terminal South. Possibly integrate this dock with the work of the Seaport Foundation. Also, use it to dock visiting tall ships.



The 1622 warship Vasa, Vasa Museet, Stockholm, Sweden

2. Mark the location on Robinson Terminal South of Pioneer Mill, a flour mill that probably was the tallest building in town in the mid-to-late 1800s.
3. Install public art at Robinson Terminal, possibly depicting some sort of ship's rigging, masts, and flags of Alexandria's historic trading partners.



Old Harbor Redevelopment, tensile sculpture by Renzo Piano, Genova, Italy

4. Install sculptures on the dock.



Eagle by Alexander Calder, Olympic Park

Thematic Walk Stops:

- War- Hooe and Harrison wharf and headquarters was located at this point. During the Revolutionary War, Robert Townshend Hooe sent ships loaded with Alexandria goods to the French island of Martinique in the West Indies where Richard Harrison would sell the goods for French muskets and gunpowder to be brought back to Alexandria. During the 20th century, Interarms, a gun merchant operating out of warehouses on Union Street shipped small arms in the opposite direction to destinations generally unknown but possibly to rebels in Africa and to those opposing the rebels.
- Crescent- Point Lumley: southern point of the crescent
- Architecture- Pioneer Mill
- Architecture- Flounder House
- Transportation- Washington's Brig, "Farmer"
- Fire- Pioneer Mill Fire

Cultural Area

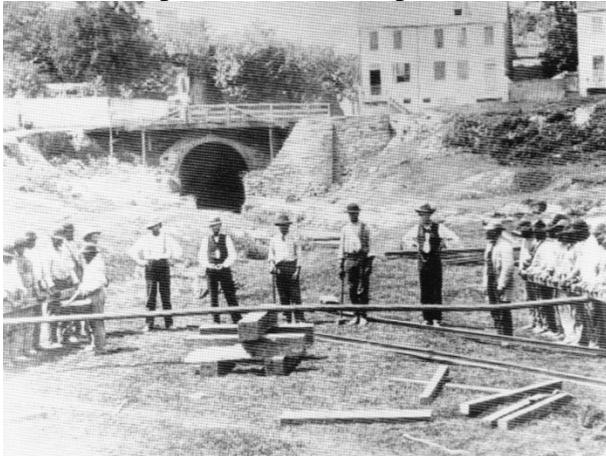
Gateway South & Windmill Hill Park
Narrative: Natural Waterfront
Wolfe Street to Franklin Street

Art Plan, pp. 46-57, 71; History Plan, pp. 31, 67-70, 101-102

The Potomac River is a freshwater tidal estuary with a complex ecosystem. This area, at the southern end of the Pedestrian Path, should celebrate the plants and wildlife living at the water's edge.

Windmill Hill Park is now a recreational area. In the 1840s, it was the site of a windmill, probably built to provide Alexandria with a source of good water. "The windmill creaked and groaned creating an eerie music in the otherwise silent landscape." Windmill Hill was the workplace of freemen and contraband helping the Union cause during the Civil War. They laid track for the railroad and worked in the shipyards and other local industries. (It also was the site of a brothel.)

The Wilkes Street Tunnel adjoining Windmill Hill Park was built in 1851 to carry the Orange and Alexandria Railroad from its terminal at the intersection of Duke and South Henry Streets down Wilkes Street to Union Street. Trains continued to run on the line north on Union Street until the 1970's. The first locomotive passed through this tunnel on May 5, 1851. William F. Smith and T. Michael Miller wrote in their book *Seaport Saga*, "The first locomotive belched smoke and cinders and the shrill of its whistle could be heard as it chugged down Union Street to the Wilkes Street tunnel." That engine was built at the Smith and Perkins Foundry located at Wilkes and Union Streets. The foundry built railroad engines for several railroads in Alexandria and elsewhere: "At the time of our visit, we saw three powerful freight engines destined for the Pennsylvania Central Railroad, one which the most finished specimen of workmanship we ever saw," reported the *Alexandria Gazette* on December 1, 1852.



Workers straightening rails for the Wilkes Street Tunnel, 1856: National Archives



Wilkes Street Tunnel looking east, 1970: Alexandria Library, Special Collections, Sommerville Collection

Just south of Windmill Hill Park and Pomander Park is Ford's Landing. The Ford Motor Company operated a wholesale service and distribution plant here from 1932 to 1942, when it was taken over by the federal government for use as a munitions factory.



Ford Plant: Alexandria Library, Special Collections, VF-Waterfront Collection

Recommendations:

A. Bridge

1. Build a footbridge over the small canal to join Pomander Park and Lower Windmill Hill Park (the part of the park east of Union Street where the old marina once stood).
2. Symbolically, this bridge is the southern gateway to the Pedestrian Path; provide information signage.



Stone bridge and stepping stones, Kubota Garden, Seattle, WA

B. View-Finding Sculpture

1. Site a sculpture on the waterfront to capture the spectacular view.



Framing the View by Dunham Massey



Arc by Bernar Venet, San Diego, CA

C. Windmill

1. Construct an artist-designed windmill in Windmill Hill Park.



Wind Sculptures by Tim Upham

D. Playground Equipment

1. Install artist-designed playground equipment in Windmill Hill Park.



Wanas Primary Structure by Jacob Dahlgren



Imagination Playground by David Rockwell, New York, NY

E. Wilkes Street Tunnel

1. Trace old Orange and Alexandria Railroad tracks by inlays in the ground leading to the tunnel, and by painting tracks on the tunnel floor.
2. Install low-level lighting.



Underground Railroad Monument
by Cameron Armstrong, Oberlin Ohio

F. Dogs

1. Celebrate dogs at the Pomander Park dog walk: “By definition, a pomander is a perfume carried with one, often in the form of a ball on chain, used to mollify bad smells or ward off pestilence. . . . Ironically for an ardent dog park, Pomander Park is names after a smelly thing at the end of a chain.”



Puppy by Jeff Koons, Bilbao, Spain



Sculpture of Dog

G. Roberdeau Park

1. In 1774, Daniel Roberdeau established a wharf and a distillery, known for its Alexandria rum, at the site of what is now Roberdeau Park. By the mid-nineteenth century, Smith and Perkins Locomotive and Car Works had a large factory at the site, manufacturing engines and railroad cars. Recently, the property has been owned by the Washington Post Company, which used the warehouses at Robinson Terminal South.
2. Commission public art reflecting the industrial history of the site
3. Commission a view-framing sculpture



Black Sun by Noguchi, Seattle, WA

H. Shipyard Park/ Harborside City Park

1. Celebrate the flora and fauna of this tidal estuary.
2. Commission a sculpture inspired by animals and their natural habitat.



Thematic Walk Stops:

- Gateway/Transportation- Wilkes Street Tunnel, Orange & Alexandria Railroads entrance
- Gateway- southern entrance to the waterfront
- War/African American History- Civil War: African Americans gain employment with the Union Army
- War- WWII: Ford Factory turned into munitions factory
- War- Civil War: Battery Rodgers
- War- WWI: Jones Point, build 12 cargo war ships
- Culture- Little Theater of Alexandria
- African American history- Benjamin Banneker begins DC survey
- Architecture- Founder Houses
- Transportation- Ford Factory

Thematic Walks

The Thematic Walks proceed north and south along the waterfront. The committee **strongly** recommends that medallions identifying the Thematic Walks be set on the Pedestrian Path, and/or along its edge. Corresponding medallions would also be placed in the waterfront parks and throughout the City at the locations of artistic and historic depictions of a significant event, person or story related to the theme of a walk. The medallions for each Thematic Walk would be of uniform color and shape, and would display a uniform symbol. Each medallion would have a number or other indicator corresponding to the same in a written guide or mobile app. The recorded information about a specific medallion thus would be accessible for use in a self-guided exploration of the waterfront.

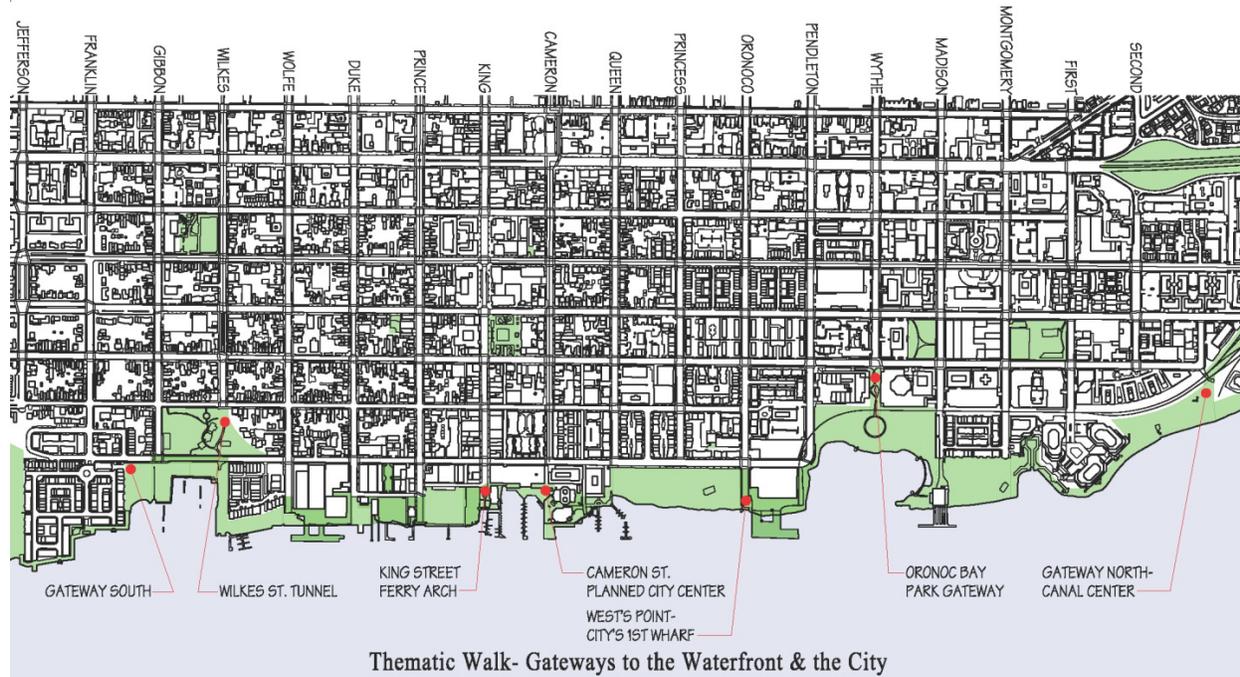
The Thematic Walks in this report focus on the waterfront. At this time, other City master plans are also being developed, including an art master plan. Many of the waterfront thematic walks could be expanded to additional sites throughout Alexandria, further establishing the City as an arts and history destination.

The following are suggestions for the subjects and general contents of the Thematic Walks:

Thematic Walk

Gateways to the Waterfront & the City

This thematic walk indicates entrances to the waterfront and the city, both past and present. It also serves as an introduction to the parks on the waterfront.



1. Gateway North

The northern entrance to the waterfront and to the Pedestrian Path is located at the foot of Third Street between Bashford Lane and Second Street. From this entrance, the walk proceeds along the waterfront in front of Canal Center Plaza.

2. Oronoco Bay Park

An entrance to Oronoco Bay Park and the Pedestrian Path is at the foot of Wythe Street. The committee recommends a gateway sculpture at this location.

3. West's Point

Before Alexandria was founded, a ferry ran from West's Point to Maryland. It was here that the first of many Alexandria wharves was built to serve as a port of entry for goods and people.

4. Cameron Street

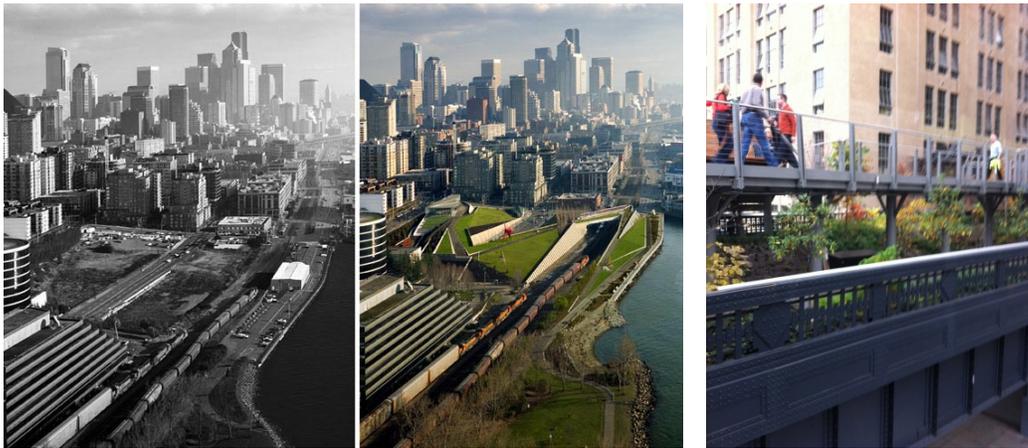
Cameron Street, which ends at the Torpedo Factory, was planned to be Alexandria's central street, and the gateway to the City. King Street, however, became the more commercially viable street and the town's main thoroughfare.

5. Foot of King Street

The ferry to and from Washington once docked at the foot of King Street. People entered the City through the ferry arch. It is the **strong** recommendation of the committee to commission a sculpture, inspired by the arch, and to place it near this location. The arch would create a framed view of the Potomac River, and would become the centerpiece of the continuous Pedestrian Path crossing over King Street Park and/or the parking lot of the Old Dominion Boat Club.



The multi-layered Olympic Sculpture Park, Seattle, WA, designed by Weiss and Manfredi



The 'Before' and 'After' of Olympic Sculpture Park, Seattle, WA, designed by Weiss and Manfredi

The High Line overpass at West 26th Street, NYC

The commercial establishments along King Street established it as Alexandria's main street. Much of the foot traffic entering the waterfront now comes down King Street and onto the waterfront through the arcade and onto the Torpedo Factory dock. Also, the ferry from National Harbor in Maryland docks at the Torpedo Factory, and its passengers move out to King Street and from there further into Alexandria.

6. Wilkes Street Tunnel

The Wilkes Street Tunnel was the entrance of the Orange and Alexandria Railway to the waterfront from its railroad depot at Henry and Duke Streets. The railroad continued going north on Union Street until the 1970s.

7. Gateway South

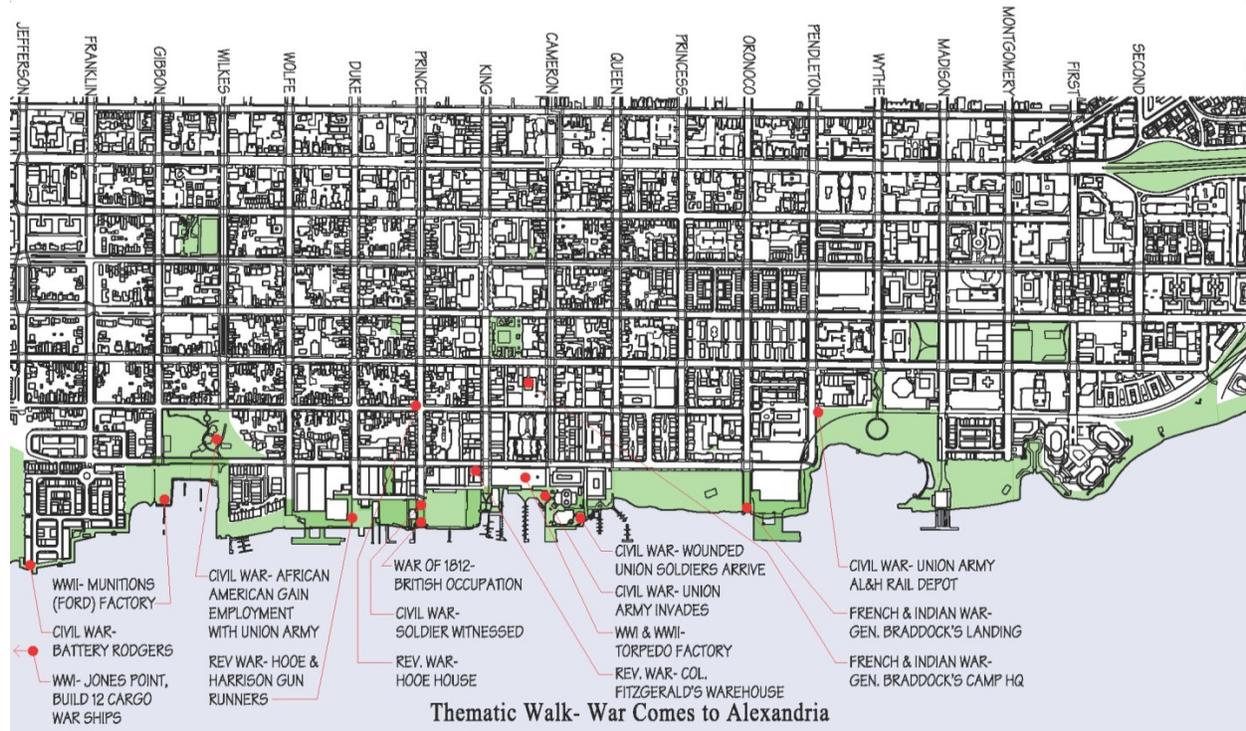
The area near the inlet between Windmill Hill Park and Pomander Park is the southern entrance to the Pedestrian Path.

Thematic Walk

War Comes to Alexandria

For almost 200 years, from 1755 to 1945, the Alexandria waterfront has been involved significantly in American wars, from the British colonial French and Indian War through the United States' participation in World War II.

Visitors particularly interested in this aspect of the history of the waterfront could follow the War Comes to Alexandria Thematic Walk, which would include the following stops from north to south along the Pedestrian Path:



1. Oronoco Bay Park: Railroading and the Civil War

The railroad tracks running along the western border of Oronoco Bay Park use the same roadbed that was a part of the Alexandria, Loudoun & Hampshire Railroad. The tracks once led to the AL&H depot at North Lee and Princess Streets. When Union troops occupied Alexandria during the Civil War, they incorporated this line into the United States Military Rail Road, and the depot became the Alexandria headquarters of the Quartermaster Corps.

On June 17, 1861, men of the First Ohio Volunteer Infantry Regiment aboard trains of the AL&H line participated in one of the earliest uses of trains in combat when just east of Vienna, Virginia, they were confronted by a Confederate artillery battery from Alexandria.

2. West's Point, Foot of Oronoco Street: General Braddock's Troops Arrive

In March, 1755, the first of 17 ships loaded with British soldiers and their supplies and weapons docked at Alexandria's new wharf on West's Point at the foot of Oronoco Street. They were part of General Edward Braddock's British army of some 1,300 officers and men that disembarked in Alexandria at the beginning of the French and Indian War. Later, as Braddock and his troops marched toward what is now Pittsburgh, they were massacred by French and Indian forces. This massacre led to the French and Indian War, to the British imposition of taxes on the colonies to pay for that war, and ultimately to the American Revolution.

See also the Carlyle House, 121 North Fairfax Street, where General Braddock had his headquarters while the army was in Alexandria.

3. Queen Street to Cameron Street: Wounded Union Soldiers Arrive

During the Civil War the wharves in this area were taken over by the Union Army Commissary Department. It was probably here that wounded Union soldiers were unloaded after the Battle of Fredericksburg to be transported up Cameron Street to the Mansion House Hospital at the corner of Cameron and Fairfax Streets. Private Lewis Bissell of the 19th Connecticut Volunteer Infantry Regiment gave a vivid description of the wounded soldiers he helped carry from a ship docked at one of the wharves. "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 say, 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."

4. Foot of Cameron Street: The Union Army Invades

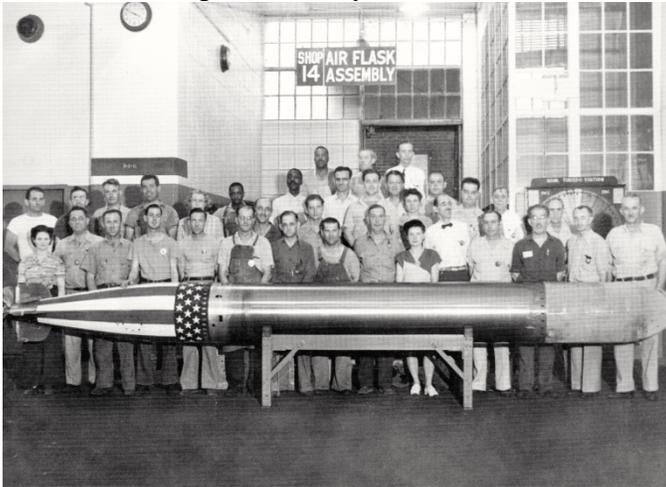
Early in the morning of May 24, 1861, the day after Virginia seceded from the Union, the Eleventh New York Volunteer Infantry Regiment, known as the New York Fire Zouaves, commanded by Colonel Elmer Ellsworth, landed at the foot of Cameron Street with the mission of capturing Alexandria. Colonel Ellsworth later was shot in Alexandria, and became the first Union Army officer killed in the war.

5. Torpedo Factory: Torpedoes for Two Wars

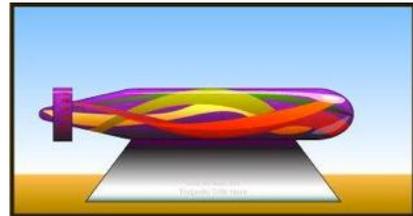
The Torpedo Factory was constructed toward the end of World War I to build torpedoes. The first torpedo, however, was not completed until November 18, 1920, two years after the war ended. The factory ceased production on June 15, 1923 but was reactivated on December 1, 1937 when another war threatened. This time it successfully produced thousands of torpedoes used in World War II.

After the war was over, German war films and records were stored in the factory, and some of them were used as evidence in the Nuremberg trials. Later, the building was occupied by the Federal Recordkeeping Center until it was sold to Alexandria in 1970.

At some point, the factory expanded to four buildings, two located on the east side of Union Street between King and Cameron (including the original building), one located on the west side of Union Street between King and Cameron, and one on the east side of Union Street between Cameron Street and Founders Park. In 1974, the original building became the Torpedo Factory Art Center.



Torpedo factory workers and torpedo: Alexandria Library, Special Collections, Griffin WWII Collection



Chris Erney, model of fiberglass torpedo for the dock behind the Torpedo factory, 2010

6. Fitzgerald Warehouse: Revolutionary War Vet and Businessman

The Fitzgerald Warehouse at the southeast corner of the intersection of King and Union Streets is the oldest building still standing on the waterfront. The warehouse was built between 1795 and 1796 by Colonel John Fitzgerald. Colonel Fitzgerald was General George Washington's aide during the Revolutionary War, and a businessman in Alexandria after the war.

7. Foot of Prince Street: War of 1812 and the Civil War

In 1814, four days after the British army burned buildings in Washington, the British navy anchored off the Alexandria waterfront forcing the undefended town to surrender. The navy looted Alexandria's warehouses, and carried off 1,000 hogsheads of tobacco, 150 bales of cotton, roughly 16,000 barrels of flour and \$5,000 worth of wine, sugar, and other articles, and seized several ships moored in the harbor.

During the British occupation, three horsemen, all U.S. Navy officers, rode into Alexandria and attempted to capture a young British midshipman who was supervising the loading of a lighter at the foot of Prince Street. The incident almost caused the British ships in the harbor to open fire on the town, and badly scared the Alexandrians. One eyewitness reported "women and children running and screaming through the streets." Another wrote: "most persons [were] expecting every minute to see the shot and shells of the enemy falling upon the houses." The town authorities, however, convinced the British to hold their fire.

During the Civil War, A.J. Wycliff watched from his store at the foot of Prince Street as a Union Soldier walked to the end of the nearby wharf and there blew away the thumb and index finger of his left hand with his musket – perhaps to make himself unfit for combat.

8. Foot of Duke Street: Alexandria Gun Runners for the Revolution

The shipping firm of Hooe and Harrison once stood at the foot of Duke Street. Their store and headquarters was roughly where the Robinson Terminal headquarters building is now.

During the Revolutionary War, Robert Townshend Hooe sent ships loaded with Alexandria goods to the French island of Martinique in the West Indies. There, Richard Harrison sold the goods, bought French gunpowder, muskets, and other military supplies, and loaded them onto ships, which then sailed back to Hooe in Alexandria. When the British realized what was happening, they tried, sometimes successfully, to capture the American ships as they went to and from Martinique. The British also complained to the French governor in Martinique about Harrison's activities. The governor responded that Harrison was not an American agent, but only a young man who had come to Martinique "in order to be treated for venereal disease."

Hooe's house still stands at the southwest corner of Prince and Lee Streets.

9. Windmill Hill Park: Civil War

During the Civil War, African Americans, many of whom were escaped slaves, were employed by the Union army as stevedores, wood cutters, laundresses, cooks, teamsters, bakers, and particularly as workmen laying track, constructing bridges, and building stockades for the United States Military Rail Road. Some of their railroad work was done on the open ground in and around Windmill Hill Park.

Also during the war, a lone brick structure on today's Windmill Hill Park served as one of the 70 brothels that entertained Union Soldiers.

In March and April of 1862, the Quartermaster Department in Alexandria helped transport General McClellan's army and supplies from the Alexandria waterfront to the peninsula between the James and York Rivers. A British journalist observed "a schooner laden to the water-line with locomotive engines . . . a brig shipping artillery horses by steam derrick that lifted them bodily from the shore and deposited them in the hold of the vessel."

10. Jefferson, Green, Lee, and Union Streets: Civil War Battery Rodgers

Battery Rodgers, located here during the Civil War, was constructed in 1863 and named for Navy Captain George W. Rodgers, who was killed during an attack on a fort in Charleston Harbor, South Carolina. It defended Alexandria and guarded the Potomac River approach to Washington. Abandoned and sold in 1869, none of it remains.



Battery Rodgers, photo taken during the Civil War: Library of Congress



Union Officers and the Rodman Gun, sited at Battery Rodgers: Library of Congress

11. Ford's Landing

The Ford Motor Company operated a wholesale automobile service and distribution plant here from 1932 to 1942, when it was taken over by the federal government for use as a munitions factory.

12. Jones Point Park: The Virginia Shipbuilding Corporation and World War I

After the United States entered World War I, the federal government contracted with the Virginia Shipbuilding Corporation to build 12 cargo vessels for \$1,504,000 on a 47-acre site on Jones Point. On May 30, 1918, President Woodrow Wilson visited the plant and drove the first rivet on the keel of the first ship, the *Gunston Hall*. The corporation built nine of the twelve, but in 1921, after the war ended, the corporation filed for bankruptcy and went out of business shortly afterward.



VA Ship Building Corporation, Jones Point, World War I: Alexandria Library, Special Collections, Drawer 10 Collection

Thematic Walk

Culture on the Waterfront

Alexandria has been a home to artisans throughout much of its history. Several cabinet makers and furniture makers worked in the City, including three generations of the Green family, whose factory was located on the south-east corner of Prince and Fairfax Streets in the 1800's. Silversmith Adam Lynn worked at 532 King Street in the 1790's. There were eight potteries between Saint Asaph and West Streets in the colonial and pre-Civil War period, including the Wilkes Street Pottery, well known for its decorative stoneware vessels. Later, the Old Dominion Glass Company and other glass companies operated in the City in the first part of the twentieth century.

Alexandria also provided a temporary home for itinerant portrait painters. From 1805 to 1820, Alexandrian Guy Atkinson rented "painting rooms" (studios) to these traveling artists in two buildings he owned at 113 and 115 North Fairfax Street, buildings that still stand today. There they would assemble their portable easels and paint the portraits of Alexandria notables

Today, Alexandria continues to attract artists and art enthusiasts. The Torpedo Factory Art Center on the waterfront attracts thousands of people annually to Alexandria. The Small Area Plan envisions adding additional cultural attractions to the waterfront, with the overall goal of making Alexandria's waterfront an arts destination and cultural anchor for the city.

The committee **strongly** recommends that there be three cultural anchors on the waterfront. The Torpedo Factory Art Center is the cultural anchor at the mid-point of the Pedestrian Path. To the south of the Factory, somewhere on The Strand, we recommend a Museum with a primary focus on the history of Alexandria. The building should be a civic/community building; a museum, café, cultural center, field-trip learning center history center, etc. Further north, we envision Oronoco Bay Park and the area where Robinson Terminal North is located as complimentary cultural areas. In Oronoco Bay Park, there would be a natural amphitheater that would accommodate crowds assembled for community events and celebrations. For smaller productions and recitals, we envision the Boxcar Theater. Robinson Terminal North would be the venue for indoor events. We recommend a "black-box" theater be included in the plans for that area.

Visitors particularly interested in the cultural attractions of the waterfront could follow the Culture Thematic Walk, which would include the following stops from north to south along and slightly inland from the Pedestrian Path:



1. Gateway North

Metro Stage, a privately owned performing arts venue located just off the Pedestrian Path at the intersection of Fairfax and Third Streets.

2. Promenade Classique

Promenade Classique is a privately owned park with public access. There is an amphitheater overlooking the river for concerts and recitals in the summer. The project was designed by M. Paul Friedberg in collaboration with French artists Anne and Patrick Poirier.



Photos by Tsara

3. The Art League School

The classrooms at 305 Madison Street (just west of Riverside Park) are the primary studios of The Art League School. Other classes are held in the Torpedo Factory. The Art League offers courses in painting, drawing, ceramics, sculpture, photography, jewelry, silkscreen, fabric arts and many other subjects.

4. Oronoco Bay

The committee strongly recommends the creation of a natural amphitheater by landscaping a portion of the grounds of this park. The amphitheater would be a venue for the performing arts, and establish a major cultural anchor on the northern portion of the Pedestrian Path.



Beverly Pepper, Land Art, New Jersey



Beverly Pepper, Waccabuc Amphitheatre, 2008, Mixed Media Land-Art Theatre



Bill and Melinda Gates Amphitheater, Seattle, WA

A second venue would be a boxcar theater constructed on the old railroad tracks, or railroad spur. Perhaps the boxcar theatre could be named after its concept creator, Adam Wishnow.



Boxcar



Model for Boxcar Theatre by Matt Harwood

5. West's Point/Robinson Terminal North

A performing Arts Center would be built here that includes a black-box theater, practice studios and wardrobe facilities for music, dance, and theater productions, and space for the administration of arts organizations. The center could be named for the West family.

6. Torpedo Factory

The Torpedo Factory Arts Center is the home of 82 working art studios, six galleries, the Alexandria Archaeology Museum, the Art League School, a gift shop and information center, and the Café by Bread & Chocolate. It is the central cultural anchor of the walk.

7. The Strand

The committee strongly recommends that there be a History and Cultural Center located here that would contain space for all the City's history museums and archives, with additional space to exhibit and tell the story of Alexandria and its waterfront. There would be a museum store, exhibits and lectures.

If the Beachcomber is not turned into a restaurant, it might be used as a history museum store, or otherwise provide additional space for the type of activities conducted at the History and Cultural Center.

8. Waterfront Park

There are city festivals in Waterfront Park in the summer months; the venue features films and concerts.

9. The Athenaeum, 201 Prince Street

The Athenaeum is the home of the Northern Virginia Fine Arts Association. Among many events at the Athenaeum are art shows and dance recitals.

10. Little Theater of Alexandria, 600 Wolfe Street, Alexandria

Little Theater of Alexandria is a local theater that puts on several plays a year. It has both adult and children's productions.

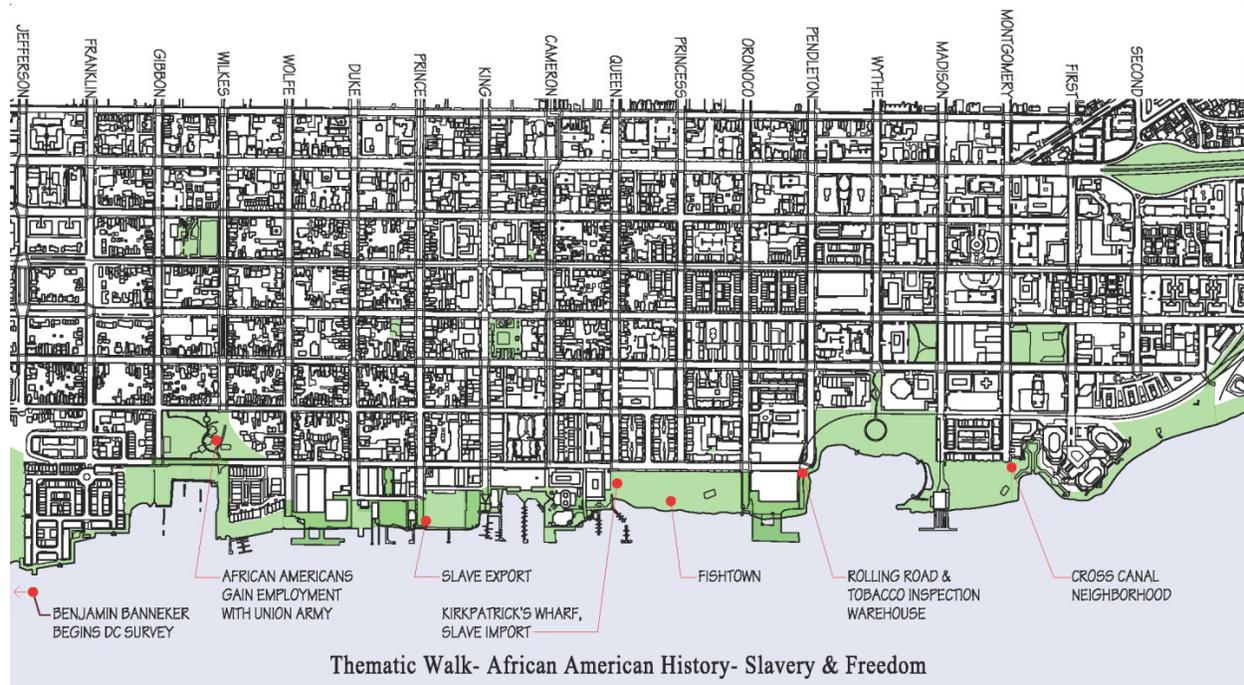
Thematic Walk

African American History – Slavery and Freedom

Some Alexandrians brought African American slaves with them when they moved into their new homes in the new town shortly after the first auction of town lots in July 1749. Before Alexandria was founded, slaves rolled large hogsheads of tobacco down the rolling road that ran from the south and west to the tobacco inspection warehouse at West's Point. It is likely that the first auction of slaves in Alexandria was held in 1750, when Alexandrian John Dalton sold some 25 slaves probably imported from Barbados. Importation points for slaves were at different places along the waterfront at different times, but the first known one was at Kirkpatrick's Wharf at the foot of Queen Street.

At times, slaves and free African Americans worked side-by-side in the city to construct its homes and wharves and perform other skilled and unskilled tasks that contributed to building the town and boosting its economy. In 1830, over half the black population of Alexandria was free. Contraband and freedmen continued to work in various occupations helping the Union Army when Alexandria was occupied by Northern forces during the Civil War, and African Americans continued to be a vital part of the waterfront afterwards.

Visitors particularly interested in African American history along the waterfront could follow the African American History Thematic Walk, which would include the following stops from north to south along the Pedestrian Path:



Thematic Walk- African American History- Slavery & Freedom

1. Gateway North

Cross Canal Neighborhood was an African American neighborhood that existed for many years just across the Alexandria Canal lock at the foot of Montgomery Street. This area is the gateway to the Pedestrian Walk.

2. West's Point

The rolling road along which African American slaves rolled large hogsheads of tobacco even before Alexandria was founded terminated at the tobacco inspection warehouse on West's Point.

3. Founders Park

At Kirkpatrick's Wharf at the foot of Queen Street, slaves were imported into Alexandria from Gambia in 1762.

Fishtown, on the waterfront between Oronoco and Princess Streets, was a shambling collection of smelly shacks where, beginning in the 1830s, free black women and slaves headed and gutted shad and herring brought in from Potomac River fisheries, washed them, and then salted and packed them in wooden casks for sale to fish brokers. The committee recommends a sculpture inspired by Fishtown.



Fishtown workers: Alexandria Library, Special Collections, William Smith Collection



School of Fish (wind Indicators) by Buster Simpson, Edmonds, WA

4. The Strand

The foot of Prince Street is likely where, particularly during the 1830s-1850s, slaves were loaded onto ships for transportation to New Orleans to be sold. During this period, an African American schooner captain named George Henry, a slave, found himself in the unsettling position of unloading wood on one side of a wharf in Alexandria “when a vessel [was] loading slaves on the other side of the wharf.”

The slaves are credited with grading the bluff and filling in the original crescent bay. They also built roads, wharves and homes in Alexandria. They worked in the potteries, refineries and shipyards.

5. Windmill Hill Park

Contraband and freedmen worked on the waterfront and on the railroad along the waterfront, helping the Union army during the Civil War.



Black Workers constructing a stockade to protect the railroad during the Civil War: Alexandria Library, Special Collections, William Smith Collection

6. Jones Point

Benjamin Banneker, the son of a white woman and a black slave, and a largely self-taught surveyor, began surveying the new District of Columbia at this point in 1791.

There also are African American sites further west of the river: the Black History Museum, the Contraband and Freedmen's Cemetery, the Slave Pen Museum, and the National Cemetery, as well as the statue of the Edmonson Sisters on Duke Street.



Graveshafts at Freedmen's Cemetery: Alexandria Archaeology working at the site

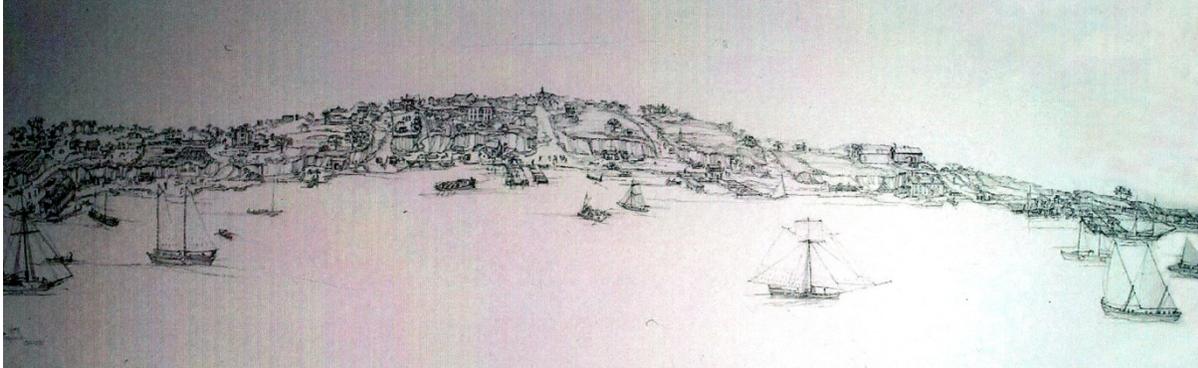


African American woman near the Price, Birch & Company slave pen on Duke Street, Woman beside slave pen: Library of Congress

Thematic Walk

The Old Crescent Bay Shoreline

Where the Torpedo Factory, Starbucks, Ben and Jerry's, and a number of restaurants and other buildings now are located was once underwater in a crescent-shaped bay. Located on a wall in the Alexandria Archaeology Museum (on the third floor of the Torpedo Factory) is an excellent large modern drawing of the waterfront as it looked after Alexandria was founded and before the bay was filled in. This walk retraces the bay's old shoreline pictured on that drawing.



Drawing of Alexandria waterfront: Drawing by Elizabeth Luallen, Alexandria Archaeology

The committee **strongly** suggests that the shoreline of the historic Crescent Bay be marked, where it is possible to do so.



Bernauer Strasse Park, Berlin, the wall is represented by dowels, the former houses by inset steel, and the escape tunnels by flagstones

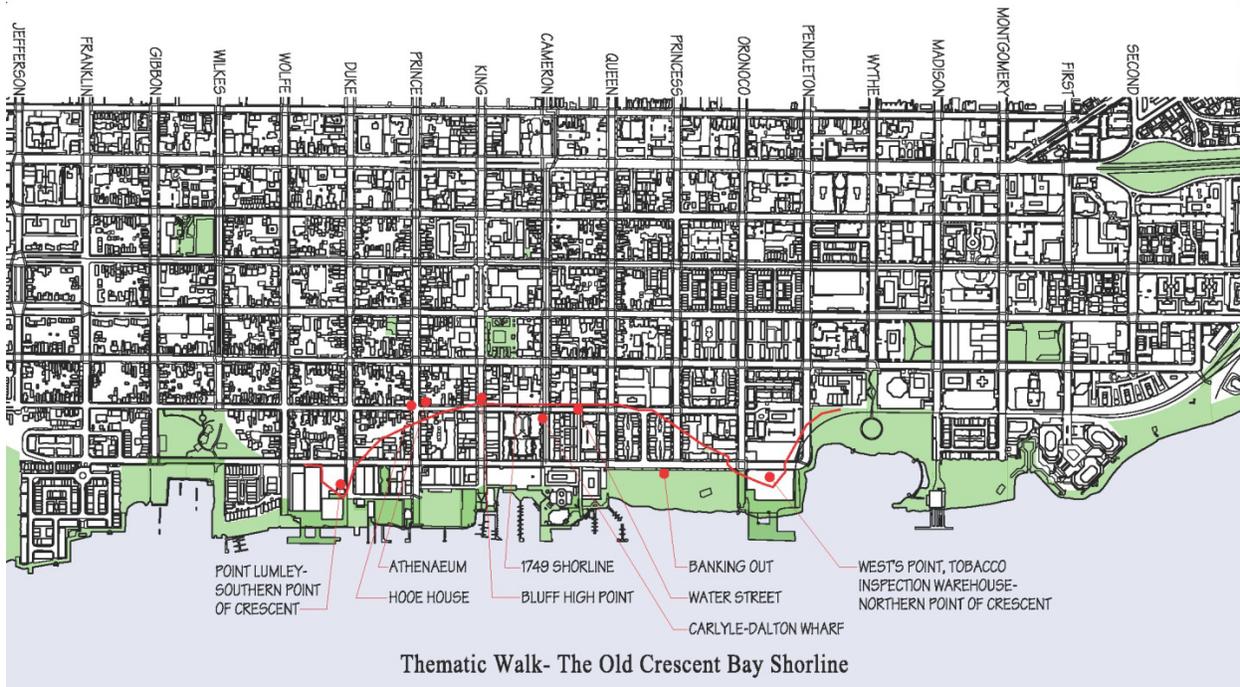


Bernauer Strasse Park, Berlin, outline of destroyed church



The former Berlin Wall is represented by a double row of cobblestones

Unlike the other walks, this one is best done from south to north, because the foot of King Street is the best place to appreciate the height of the bluffs that once lined the bay. More research is needed to locate good spots on this walk, but some possibilities are as follows:



1. Robinson Terminal South

Known earlier as Point Lumley, this location was the southern point of the old crescent bay that curved gradually inland from this point until it reached King Street, where it leveled off for two blocks, and then curved gradually back out toward the river until it reached West's Point at the foot of Oronoco Street. This shallow bay was filled in by two processes. One was known as "banking out," which involved grading dirt from the bluffs that lined the shore into the bay. Someone looking up from this spot to the level of Lee Street would get an idea of the original height of the bluffs that bordered most of the bay and of the gradual grading process that filled it in.

The other process involved the construction of early wharves that stretched east into the bay. To form the wharves, old boats or large rectangular cribs made of heavy timbers were sunk into the bay and filled with dirt from the bluffs. These early wharves later became part of the new land as Alexandrians filled in the bay to expand the town.



George Washington's 1748 map of the future site of Alexandria: Library of Congress

2. Hooe Home

Located on the southwest corner of Lee and Prince Streets, it was built after the bay was filled in. In the late 18th and early 19th century, Robert Townshend Hooe, the home's builder, operated a shipping business from Point Lumley, today's Robinson Terminal South. He was one of the justices of the peace whose appointment led to the famous Supreme Court case of *Marbury v. Madison*, in which Chief Justice John Marshall declared for the first time that the Supreme Court could rule that a law was unconstitutional.

3. Athenaeum

Built in 1852 as a bank, but well preserved since then, it now is the headquarters and gallery of the Northern Virginia Fine Arts Association. There are both art shows and dance recitals at this location.



The Athenaeum was the headquarters of the Alexandria branch of the Union Army's Commissary Dept.: Athenaeum during Civil War: Alexandria Library, Special Collections, William Smith Collection

4. Intersection of King and Lee Streets

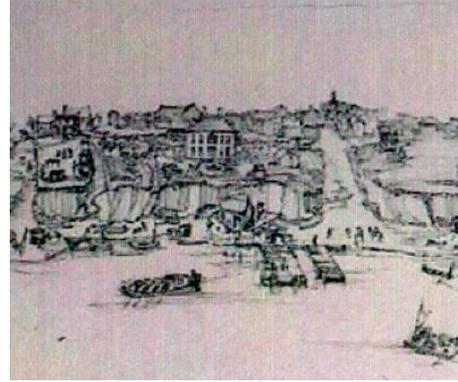
This was the center of the bay when the waters of the bay cut Lee Street (then called Water Street) roughly in half.

5. Carlyle House

When it was built in 1752-1753, its back yard was on a high bluff that dropped to a narrow beach beside the bay. The committee strongly recommends that the Carlyle-Dalton Wharf be excavated, allowing the remains of the historic wharf to be seen.



Carlyle House today.



Carlyle House, detail of Drawing of Alexandria waterfront: Drawing by Elizabeth Luallen, Alexandria Archaeology



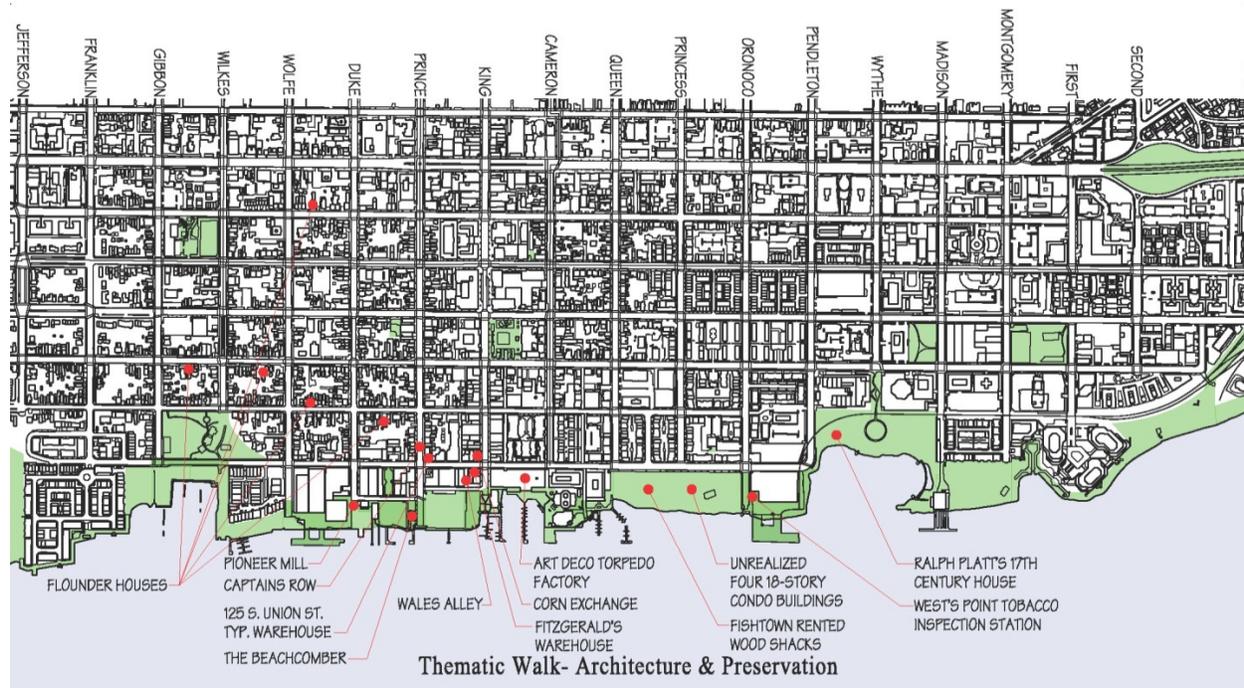
Carlyle-Dalton Wharf excavation: Alexandria Archaeology

6. Robinson Terminal North

This spot was the northern point of the bay, and the site of the tobacco inspection station that was one of the original structures of what became Alexandria.

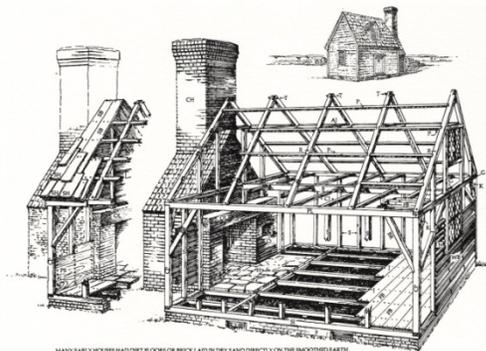
Thematic Walk
Architecture and Preservation

On the waterfront and close by it are several examples of the different styles of commercial and residential architecture in Alexandria. Also along the waterfront are examples of the preservation of historic structures and places that are characteristic of Alexandria. Visitors interested in these subjects could follow the Architecture and Preservation Thematic Walk, which would include the following stops from north to south along the Pedestrian Path:



1. Oronoco Bay Park

This is the site of Ralph Platt's 17th century house, an example of a very early colonial residence. The committee's **strong** recommendation for honoring Ralph Platt is to restore the living shoreline at this park, and to re-establish the wetlands that were known as Ralph's Gut.



Conjectural drawing by H. Warren Billings of a 17th century single-bay house

2. West's Point

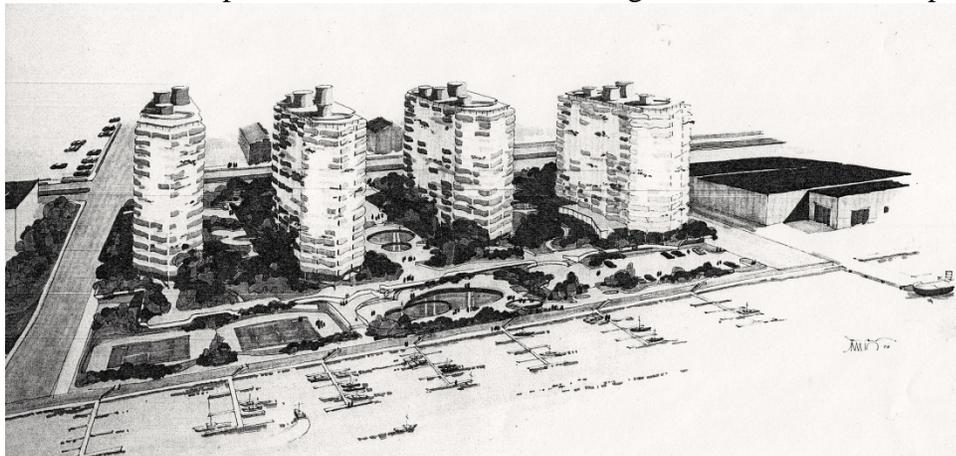
West's Point is the site of the old tobacco inspection station, a type of structure that was essential to the welfare of the Virginia colony. The committee recommends the creation of a sculpture honoring the building that became the anchor for the development of the city.



Robert Venturi, Franklin Court, Philadelphia, Penn

3. Founders Park

In 1971, a 650-unit condominium complex was proposed for Founders Park. It would have consisted of four 18-story buildings, each set upon 20-foot stilts and rising 178 feet into the air. Alexandria preservationists and the federal government halted this project.



Drawing of proposed towering condominium complex: Office of Historic Alexandria, T. Michael Miller Collection

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 a foot tall. These temporary tenements housed a variety of businesses dedicated to salting, packing, selling and eating fish.

4. Torpedo Factory

The Torpedo Factory is an example of an Art Deco building, completed in 1919.



Torpedo Factory Art Center, photo by Steve Ainsworth

5. Fitzgerald Warehouse, 100-104 South Union Street

The warehouse, built in the late 1790s, is the oldest building still standing on the waterfront.



6. Wales Alley

Although the name of this alley probably should be Fitzgerald Alley, it is a good example of alleys along the waterfront that were used to move goods from wharves into town.

7. Corn-Exchange Building, 100 King Street, built in 1871

The large building on the southwest corner of King and Union opposite Fitzgerald Warehouse is of Italianate style. The Exchange Hall on the second floor is 25 feet high, with a beautifully ornamented arched ceiling.



8. Captains Row -- 100 block of Prince Street

Rebuilt after the 1827 fire, these were the first old houses in Alexandria to be remodeled in the 1920s, which started the revival of residential Old Town.



9. Christmas Attic Building (125 S. Union Street) on the west side of Union Street and former arms-company buildings on the east side of Union Street

These buildings are typical of the warehouse architecture that dominated the waterfront. The former Norman Fitzhugh Warehouse was built in 1827/28

10. The Strand – Beachcomber, 0 Prince Street

It once was a restaurant built on stilts over the water, so technically it was not in Virginia, but in the District of Columbia, and could serve alcoholic beverages. When it was built, it won an award from the American Institute of Architects for its “inept” design.



Beachcomber: Alexandria Library, Special Collections, John C. Richards Collection

11. Foot of Duke Street

This is the location of the Pioneer Mill, a flour mill that once was the highest building on the waterfront. (Pioneer Mill in rear)



Pioneer Mill: Alexandria Library, Special Collections,
VF-Civil War Collection

12. Flounder House

A “flounder house” is so called because, like the fish, it has a flat side on the property line that has no “eyes” (windows). Its unusual type of structure is used in Alexandria because of the city’s narrow, deep lots. There are several “flounder houses” in Alexandria, representing different time periods and types of architecture. Examples can be found at 220 and 321 South Lee Street, at 412 and 514 South Fairfax Street, at 317 South Saint Asaph Street, and at 511 Queen Street.



13. Historic Plaques on homes

Houses must be 100 years old and must have architectural integrity



Going west from the waterfront, there are several noteworthy buildings: Carlyle House, 121 North Fairfax Street, the Apothecary at 107 South Fairfax Street, a recreation of George Washington's Alexandria "in-town" house, at 508 Cameron Street, and Christ Church, 118 North Washington Street. The different styles of architecture are written about in several books, including:

Alexandria Houses, 1750-1830 by Deering Davis, Stephen P. Dorsey, and Ralph Cole Hall

Historic Alexandria Virginia Street by Street: A Survey of Existing Early Buildings by Ethelyn Cox.

Old Town Alexandria Architecture, 1750-1900 by Penny C. Morrill and John C. Roach

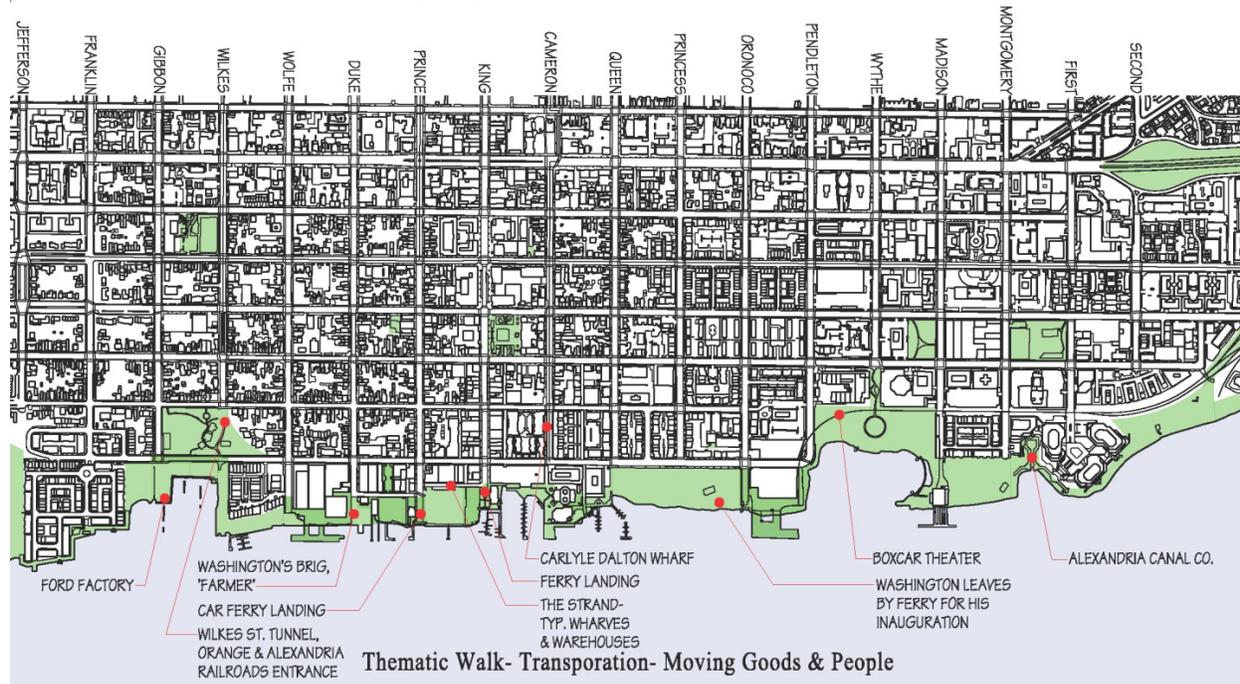
"Architectural Walking Tour of Alexandria, VA" by Denys Peter Myers and T. Michael Miller in the *Alexandria Chronicle*, Spring/Summer 1996—a copy is available through the Alexandria Historical Society's website at:

<http://www.alexandriahistorical.org>

Thematic Walk

Transportation – Moving Goods & People

Much of the history of the waterfront has revolved around moving goods and people. Railroad, maritime, canal, and car enthusiasts could follow the Transportation Thematic Walk that would include the following stops:



1. Tidlock Park and Rivergate Park

In 1830, the Alexandria Canal Company was chartered by Congress (Alexandria then was part of the District of Columbia) to build a canal linking the Chesapeake and Ohio Canal with Alexandria. The canal was completed in 1850. It crossed the Potomac at Georgetown by a specially constructed aqueduct located near present-day Key Bridge, and wound its way through today's Potomac Yard to its terminus at the Potomac River at the foot of Montgomery Street, where there is a reproduction of the last lock on the canal. The committee has several recommendations for this area. There should be artwork that commemorates the engineering and physics employed in the building of the canal. A new footbridge over the canal also could be an example of contemporary technology.



Rolling Bridge, Thomas Heathwick, London

2. Oronoco Bay Park

Railroad tracks once formed a rough rectangle around the heart of Alexandria. The waterfront part of that rectangle ran from Wilkes Street Tunnel north on Union Street to Robinson Terminal North. After proceeding a short distance west on Pendleton Street, it turned north again along the western edge of Oronoco Bay Park, and then along Highway One. These tracks provided a link to the east coast and the interior of the country for goods and people arriving by ship in Alexandria. Part of that rail link is still visible in this area. The committee hopes that the tracks in the park will be the home of the Boxcar Theater. Perhaps the boxcar theatre could be named after its concept creator, Adam Wishnow.



Boxcar



Model for Boxcar Theatre by Matt Harwood

3. West's Point – Robinson Terminal North

Ships from Scandinavia once brought large rolls of newsprint to the Robinson Terminals North and South for use by the Washington Post. Cruise ships, tall ships, and Navy and Coast Guard vessels occasionally still dock at the terminals.



Sculpture inspired by historic barque sailing the Inland Sea, Naoshima, Japan

4. Founders Park

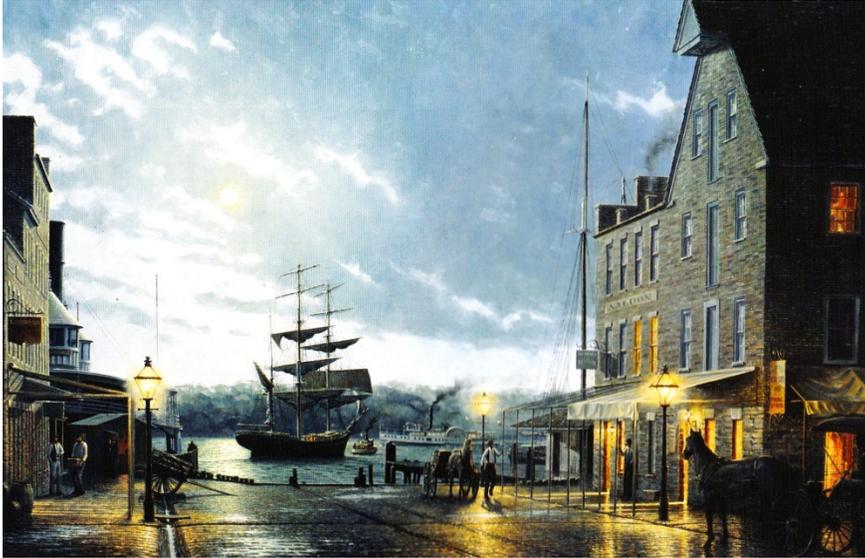
George Washington left from a ferry landing in this area to go to New York to become the first president

5. Torpedo Factory Complex

The edge of Cameron Street is the site of Alexandria's earliest private shipping wharf, the Carlyle-Dalton Wharf. The committee recommends that the remains of this wharf be visible through a glass window on Cameron Street. Currently, there is a marina and dock for pleasure and sightseeing boats located at the complex.

6. Foot of King Street

A ferry from Washington docked at the foot of King Street at the site of the present-day Old Dominion Boat Club for many years until early in the twentieth century. It ran every hour from 8 o'clock in the morning to 7 o'clock at night, bringing goods and people to Alexandria.



Old Town by Moonlight by John M. Barber, the ferry, *City of Alexandria*, is seen behind the building on left of painting

7. Foot of Prince Street

In the early 20th century, a car ferry ran from the foot of Prince Street.



Cars lined up on the Prince Street wharf waiting to board the car ferry, circa 1929:
Alexandria Library, Special Collections, Loeb Collection.

8. The Strand

The Strand once had many commercial wharves and warehouses used for trade all over the world. All of the surviving 18th and 19th century warehouses are located here.

9. Foot of Duke Street

This was the location of Thomas Fleming's shipyard, where George Washington once had his brig *Farmer* repaired.

10. Windmill Hill Park

In March and April of 1862, the Quartermaster Department in Alexandria helped transport General McClellan's army and supplies. A British journalist observed "a schooner laden to the water-line with locomotive engines . . . bring shipping artillery horses by a steam derrick, that lifted them bodily from the shore and deposited them in the hold of the vessel."

The Orange and Alexandria Railroad enters the waterfront through Wilkes Street Tunnel

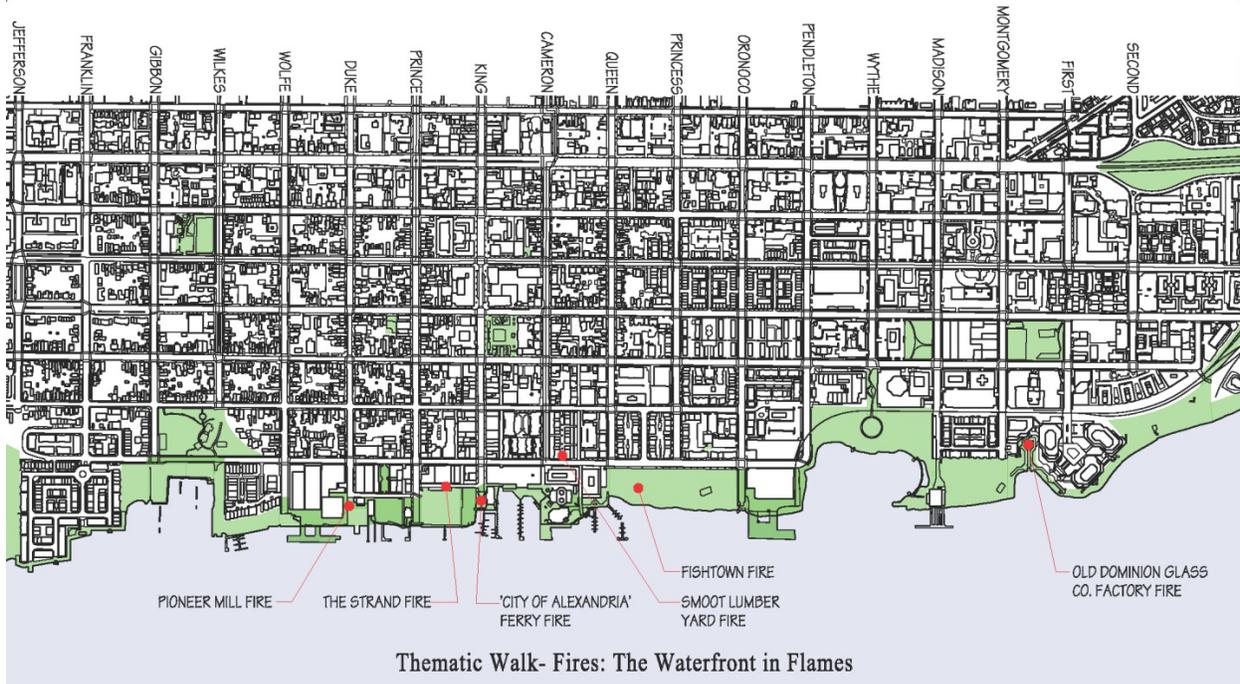
11. Ford's Landing Townhouses

The Ford Motor Company operated a wholesale automobile service and distribution plant here from 1932 to 1942, when it was taken over by the federal government for use as a munitions factory.

Thematic Walk

Fires: The Waterfront in Flames

At a time when many of the city's buildings were made of wood and industrial operations involved dangerous processes, the possibility of fire along the waterfront was an abiding concern. Conflagration buffs and visiting firemen may find this tour of interest.



1. Gateway North

The Old Dominion Glass Company's factory that was located in this area was ravaged by fire in February 1902, soon after it opened. The *Alexandria Gazette* reported that during that fire, fire engines "after much difficulty in forcing their way through snow and mud reached the scene of the fire, but it was impossible to check the flames and in less than two hours nothing remained but the brick smoke chimney and a heap of ashes." The factory burned again in November 1920. The committee recommends that glass art be added to the canal basin and also to the river to commemorate the glass factories of an earlier era.

2. Founders Park

On January 16, 1871, a fire broke out in the fish house of George W. Harrison in Fishtown. The flimsy wooden shacks made the fire difficult to contain. As reported in the *Alexandria Gazette*: "the sparks...fell as thick as snowflakes" and set adjacent buildings on fire. Before it was extinguished, the fire had consumed Harrison's fish house, a row of adjoining fish houses, and two restaurants.

3. Torpedo Factory Complex

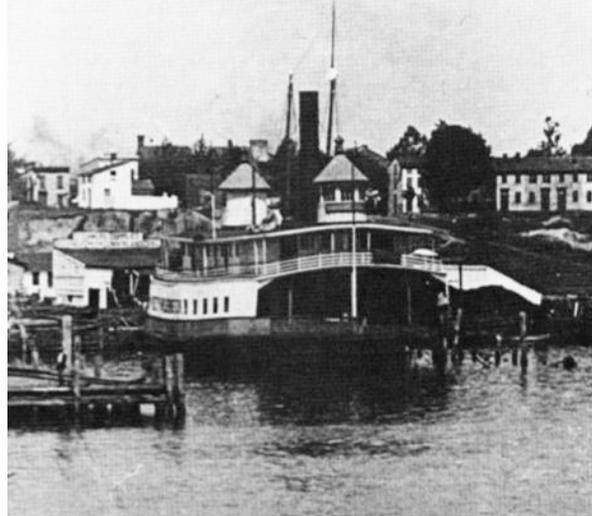
W.A. Smoot and Company's planing mill and lumber yards located on the north and south sides of Cameron Street and the west side of Union Street caught fire in May 1909, and burned for five hours, virtually wiping out the company's property. Smoot Lumber was founded in Alexandria in 1822, and is still in the city having moved several times. A public/private collaborative between Smoot's and the City could sponsor a temporary art show every few years featuring art works made from wood/lumber.



Smoot fire: Alexandria Library, Special Collections, William Smith Collection

4. Foot of King Street

Soon after nine o'clock on October 8, 1892, people standing at the foot of King Street, near where the Alexandria-Washington ferry *City of Alexandria* was docked, saw columns of fire and smoke flash suddenly through the wood of her upper saloon. The people aboard quickly disembarked, all escaping unharmed. The fire, however, could not be contained, and to save the dock and nearby property, two tugs towed the rapidly-burning ferry out into the Potomac and grounded it in shallow water off Maryland, opposite the foot of Duke Street. The *Alexandria Gazette* reported that "a huge bank of light was formed by the crackling fire and oil, paint, canvas, lightwood and other flammable material, which was visible for miles." The next morning, all that remained of the ferry, which had sailed between Alexandria and Washington for 25 years, was "a charred mass of extinct coals, twisted rods and topsy-turvy machinery in a careened hulk."



Ferry *City of Alexandria* docked for repairs near the foot of Franklin Street before the fire, circa 1888: Alexandria Library, Special Collections, Ashby Reardon, Sr. Collection

5. The Strand

A fire in 1827 consumed 53 homes and warehouses on Fairfax, Union, Lee (then Water), and Prince Streets. Fire companies from Washington, D.C., circus performers, and even U.S. Congressmen helped fight the fire. The Strand now is a gathering place for many activities. The Committee's recommends this area as the home of a History and Cultural Center: a museum devoted to the Alexandria and its history. The Museum would be a cultural anchor on the southern portion of the Pedestrian Path.

6. Robinson Terminal South

A fire in June 1897 destroyed Pioneer Mill, which then was located at today's Robinson Terminal South, and several buildings on Union Street and the Strand. Charred marks, probably from that fire, are still visible in the attic of the Robinson Terminal headquarters building, and on the walls of Chadwick's Restaurant.

7. Friendship Fire Company (museum), 107 South Alfred Street

There are plaques on several houses in Alexandria; the plaques tell the firefighters that a house is insured and which fire company is to respond.

