

# A.1

*Appendix 1:  
Community Participation*

## **Community Participation: Outreach Activities**

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

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

**Table A1: Early Outreach Activities**

**Community Participation:** *Early Outreach Activities from April 2009 to April 2010*

Community Forum #1 - April 23, 2009	Presentation of schedule and an “open mike” <b>solicitation of themes</b> from stakeholder organizations and individuals.
Community Forum #2 – April 30, 2009	Introduction of consultants and sub-consultants; <b>discussion of best practices</b> and examples of waterfronts from around the world.
Boat Tour – May 30, 2009	View of the entire Alexandria Waterfront from the water with background <b>information on the history of the Waterfront</b> and <b>identification of key places</b> along the Waterfront.
Walking Tour – June 24, 2009	An hour and a half tour of the Waterfront, hosted by the Waterfront Committee, to provide information about <b>landside features</b> and solicit input.
Community Charrette – June 27, 2009	Morning Session – background information on existing conditions and opportunities and constraints; Afternoon Session – breakout groups that developed <b>ideas for a vision</b> of the Waterfront.
New York Field Trip – August 5, 2009	<b>New York Assets:</b> Battery Park City, Bryant Park, High Line and South Street Seaport.
Community Meeting – September 29, 2009	Presentation of <b>Guiding Concepts</b> from Community Charrette and Open House (hosted by the Torpedo Factory).
Work Sessions to describe Outreach and Guiding Concepts – October 2009	<ul style="list-style-type: none"> <li>○ <b>Planning Commission</b> – October 6, 2009</li> <li>○ <b>BAR</b> – October 21, 2009</li> <li>○ <b>City Council</b> – October 27, 2009</li> </ul>
Topical Meetings – January and March 2010	<ul style="list-style-type: none"> <li>○ <b>History Night</b> – January 14, 2010</li> <li>○ <b>Marina Night</b> – January 28, 2010</li> <li>○ <b>Arts Night</b> – March 8, 2010</li> </ul>
Chamber of Commerce – March 22, 2010	○ Alexandria <b>Restaurant Commission</b> Meeting – Waterfront Presentation
Community Meeting – May 3, 2010	○ <b>Concept Plan Presentation</b>

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

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

### **Ideas and Guiding Concepts:**

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

**Community Participation:  
Activity Map**

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

**Activity Map**

**Waterfront Plan Activity Map  
based on Community input-**

**Daingerfield Island:**

Waterfront trail with interpretation and nature

**Mirant Plant:**

Explore long-term opportunities

**Mid-Section of Map**

**Oronoco Park (Green):**

Events, families and nature

**Robinson Terminal North (Red):**

Redevelopment that invites the public and transforms the pier

**Founder's Park (Green):**

Protect and beautify

**City Marina Plaza (Red):**

Waterfront hub

**Foot of King (Arrow & Spiral):**

Feelings of celebration, arrival and anticipation

**The Strand (Red):**

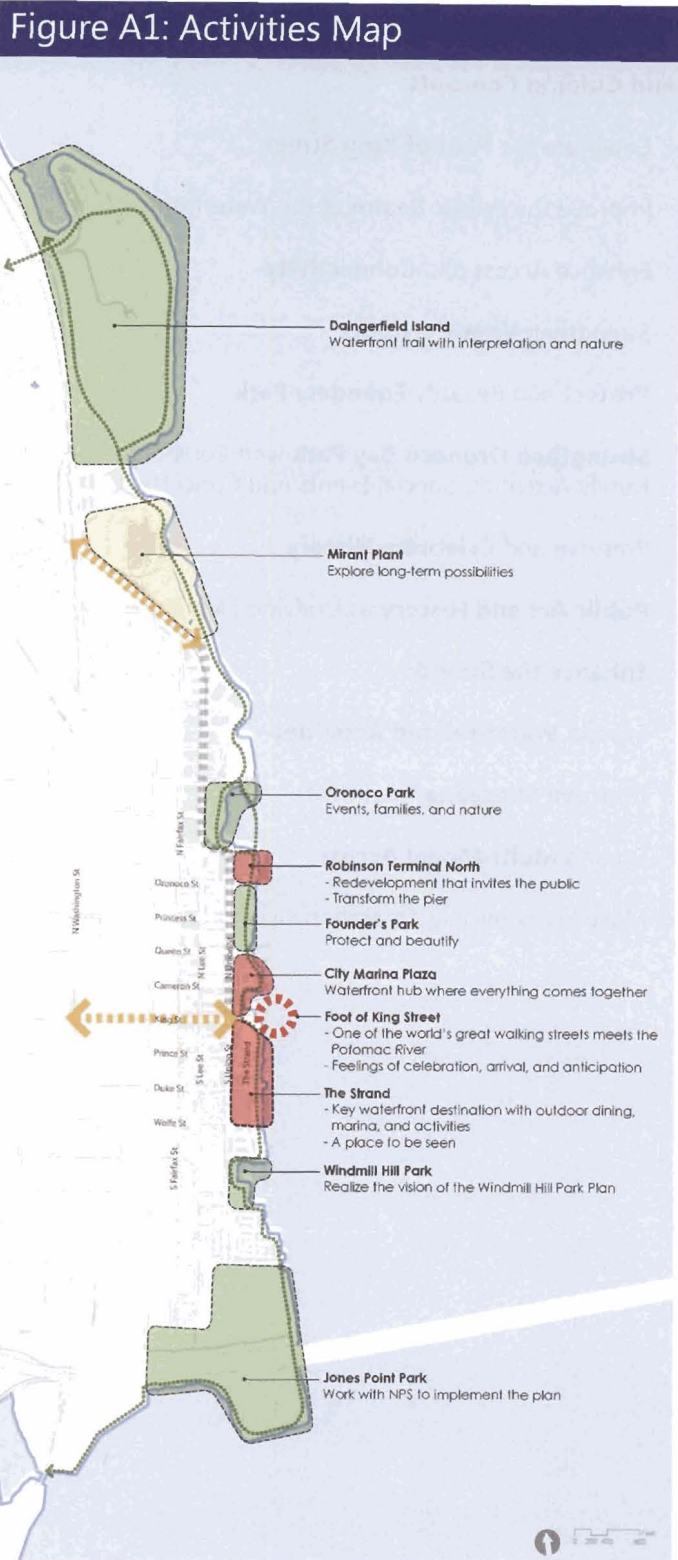
A destination; dining; a place to be seen

**Windmill Hill Park (Green):**

Realize the vision of the park plan

**Jones Point Park (Green):**

Work with NPS to implement park plan



## **Community Participation:** Goals and Objectives

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

1. **Authentic:** Create a unique waterfront identity that is grounded in the City's history.
  - ◆ Celebrate and honor the broad history and culture of the Alexandria Waterfront from, from prehistory to now.
  - ◆ Respect the scale and fine grain of Old Town.
  - ◆ Protect identified historic resources, archaeological resources, and cultural resources, including buildings and sites.
  - ◆ Adaptively reuse identified historic buildings.
2. **Connected:** Increase and improve access to the public spaces of the Waterfront. Pedestrian connectivity along the Waterfront should be continuous.
  - ◆ Create continuous pedestrian access along the entire Waterfront.
  - ◆ Provide continuous north-south bicycle access.
  - ◆ Enhance visual cues and sight lines for pedestrians, bicycles, and vehicles on all grid streets and alleys and increase accessibility for pedestrians, bicycles and, as appropriate, vehicles.
  - ◆ Create connections to the Waterfront from Metro stations.
  - ◆ Increase the capacity for access to Alexandria by boat.
  - ◆ Encourage commuting and leisure travel by boat between Alexandria and other regional waterfront destinations.
3. **Inclusive:** The Waterfront, is and should continue to be, a citywide resource to be enjoyed by all Alexandrians. Ensure public access to the entire Waterfront.
  - ◆ Provide a variety of activities for people of all ages and cultures.
  - ◆ Link the Waterfront to Alexandria neighborhoods.
4. **Dynamic:** Maintain a living, active Waterfront that is a destination that attracts all Alexandrians and visitors and should be integral to the visitor experience in Alexandria.
  - ◆ Expand services and activities for visitors.
  - ◆ Increase the use, frequency, and effectiveness of public spaces for gatherings and events.
  - ◆ Emphasize art and history in each new initiative along the Waterfront.
  - ◆ Utilize art and history as a unifying element.
  - ◆ Strengthen the reputation of the area as a regional and national visitor destination by adding uses that complement existing retail, office and tourist attractions.
5. **Variety:** Provide a variety of uses, themes, activities, and experiences along the Waterfront.
  - ◆ Create a diverse scale of spaces along the Waterfront.
  - ◆ Offer activities and features that delight a diverse range of visitors.
  - ◆ Provide a range of shoreline treatments and types that offer diverse ways to interact with the water.
6. **Manageable:** Improve the Waterfront's vehicular and pedestrian circulation and parking.
  - ◆ Minimize pedestrian and vehicle conflicts.
  - ◆ Increase way-finding for residents and visitors.
  - ◆ Maximize underutilized parking opportunities elsewhere in Old Town.
  - ◆ Promote use of designated pick-up and drop-off areas for motorcoaches.

7. **Sustainable:** Ensure that the Waterfront is able to sustain itself economically, environmentally, and operationally.
- ◆ Create revenue, initiate new partners, and leverage other resources that can be applied for enhancing and maintaining public open space and other public infrastructure.
  - ◆ Maximize the utilization of existing resources.
  - ◆ Generate sufficient net new tax revenue from new Waterfront economic activities to pay for Waterfront capital improvements and ongoing parks and facilities maintenance.
  - ◆ Identify opportunities for satellite public facilities to provide onsite Waterfront maintenance, security and emergency services.
  - ◆ Protect the existing amount of open space and, if possible, expand it.
  - ◆ Ensure that Waterfront development presents Alexandria as an Eco-City.
  - ◆ Integrate and activate natural systems and processes throughout the Waterfront.
  - ◆ Identify opportunities for environmental education features.
  - ◆ Use innovative and creative ideas for flood protection.
  - ◆ Improve public health (including mental health) through opportunities for active living.
  - ◆ Allow historic character and scale to influence new development opportunities.
8. **Compatible:** Ensure that future development in the Waterfront should respect the existing residential neighborhoods.
- ◆ Protect existing residential neighborhoods from excessive noise and traffic.
  - ◆ Offer activities and features that delight a diverse range of visitors.
  - ◆ Meet the needs of residents for open space, recreation and outdoor dining.
9. **Permeable:** Enhance vistas of the water from surrounding areas and of the Waterfront from the river.
- ◆ Create overlooks with views to the water and to the City.
  - ◆ Explore piers, especially where east-west streets meet the river.
  - ◆ Preserve and enhance view corridors to the water, including historic streets and alleys.
  - ◆ Create a system of visual elements to draw people to the water.
10. **Creative:** Be bold, visionary, realistic, informative and offer surprises along the way.
- ◆ Offer a variety of locations where the public can become engaged with each other, art, artists and history.
  - ◆ Offer participatory opportunities for people of all ages.
  - ◆ Use art and history to tell the unique story of people and experiences.
  - ◆ Provide flexible spaces that could be used for multiple activities.
  - ◆ Make the Waterfront an example of design excellence.

## **Community Participation:** The Concept Plan

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

The group meetings occurred between May and October 2010:

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

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



## Community Participation: *Proposed Design for the Core Area*

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

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

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

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

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

Figure A2: Waterfront Small Area Illustrative Plan



**Community Participation: *Small Area Plan***

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



# A.2

*Appendix 2:  
Regulatory and Permitting-  
Considerations and  
Settlement Agreements*



## Regulatory and Permitting Considerations

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

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

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

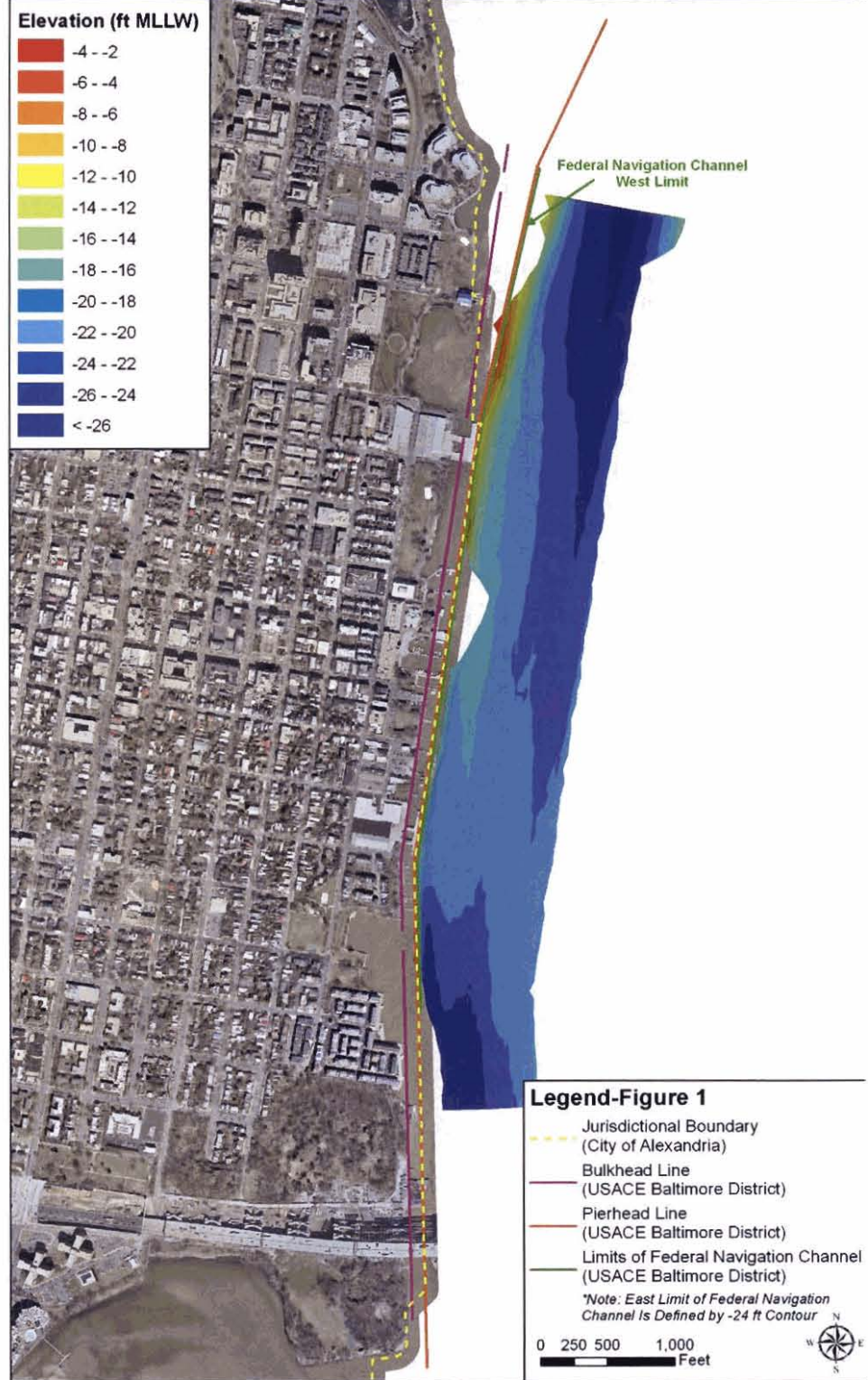
Moreover, although the United States Army Corps of Engineers (USACE) is responsible for the federal navigational channel, potential waterfront improvements would be subject to review not only by USACE but also by a number of federal and state agencies such as the US National Park Service (NPS), the US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

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

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

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

**Figure A3: Jurisdictional Boundaries**



## Settlement Agreements

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

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

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

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

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

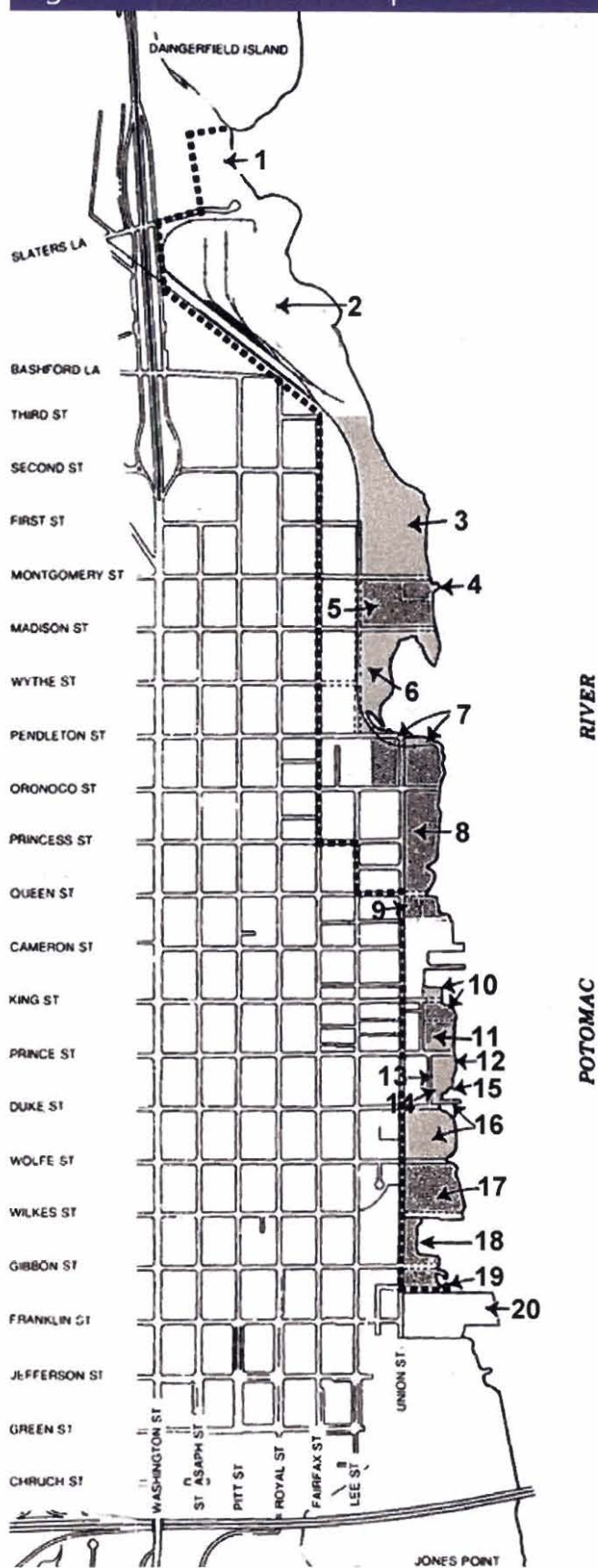
NPS and the City have held frequent meetings to discuss waterfront and other City-NPS issues. NPS also participated with the City in the multi-year negotiations with ODBC (where some of the ideas in this waterfront Plan originated).



Figure A4: Settlement Properties

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

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



# A.3

*Appendix 3:  
Hotel Technical Memorandum*



**MEMORANDUM**

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

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

Date: February 10, 2011

Re: Waterfront Hotel Development

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

**KEY DEFINITIONS**

“ADR” means “average daily rate.”

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

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

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

**I. REGIONAL MARKET CONTEXT**

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



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

TABLE 1

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

Source: Smith Travel Research; Hotel & Leisure Advisors

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

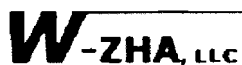
TABLE 2

Washington DC Metropolitan Area Economic Trends and Forecasts

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

\* "CAGR" = compounded annual growth rate

Source: Moody's economy.com



## II. ALEXANDRIA MARKET PATTERNS AND DYNAMICS

- **Market Support:** The Alexandria lodging market derives much of its support from (1) government- or government-related business travelers visiting federal government offices in the region; and (2) leisure travelers visiting destinations in DC, among others. According to recent data prepared by TNS TravelsAmerica for the Alexandria Convention & Visitors Association, “leisure-” and “business-related” travelers account for the main bulk of paid lodging nights in Alexandria; the leisure segment accounts for a slightly larger portion.<sup>1</sup> Among business travelers, government-related business travelers are cited as an important subset; this category provides a stable market base, with per diem allowances generally targeting regional mid-range rates.
- **Alexandria’s Competitive Position:** Old Town Alexandria’s historic ambience and retail presence gives it an advantage for many travelers. While Arlington Metro station areas are closer to Washington DC, Old Town Alexandria offers a strong competitive location for travelers targeting DC destinations.
- **Overall Alexandria Market Performance:** As shown in the table below, in recent years the overall Alexandria market has achieved higher occupancies than the overall DC regional market. At the same time, the DC regional market has achieved higher ADRs and RevPAR figures. This pattern suggests that Alexandria does not contain as many higher-end properties as the DC regional market. This is borne out by the finding, according to Hotel & Leisure Advisors, that while Alexandria contains 7.7 percent of regional market supply, it contains just 5 percent of the regional “upper-priced” room supply.

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

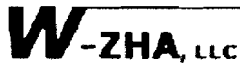


TABLE 3

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

Source: Smith Travel Research

- Market Strength in Old Town Core:

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

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



TABLE 4

Market Indicators in Old Town Core Area Properties\*

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

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

Source: Smith Travel Research

- RevPAR Growth Overcomes Difficult Challenges:

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

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





TABLE 5

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

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

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

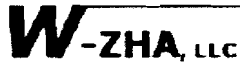
Source: Smith Travel Research

- Sustainable Advantages:

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

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

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



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

If an historic property was well suited for adaptive reuse to a hotel the project may be able to capitalize on tax credits for rehabilitating historic property. The Historic Rehabilitation Tax Credit can effectively reduce the cost of rehabilitating an historic structure. Lower capital costs improve a project's financing feasibility.

### III. SHORT-TERM PROSPECTS

In the short-term (2 to 3 years) future, the foregoing discussions portray a strong market, but hotel development in the waterfront core area faces challenges. These include:

- **Costs and Financing:** For institutional investors, lodging is the most volatile of the major sectors; rather than seeking tenants over 1-, 5- and 10-year lease terms, lodging properties must achieve occupancies on a nightly basis. Under current economic conditions, lenders remain cautious. Anecdotal evidence suggests that while investors are likely to pursue acquisitions of well-performing properties, new developments would incur high costs as and difficult financing terms.
- **Niche Limitations:** While Old Town appears to offer an upscale location with upscale properties, the upper-most tiers of the market area may be limited by (1) per diem GSA-imposed spending limits for room rates, which generally target regional middle-market averages; and (2) a leisure market that features a relatively high presence of families (compared to leisure segments at high-end properties in locations such as Georgetown or DC) – which often face more stringent budget constraints than couples.
- **Distance from Metro Station:** New hotels on the Old Town waterfront would sit more than one mile from the closest (King Street) Metro station. This relative disadvantage, however, can be partly offset by the waterfront's proximity to the Old Town core, by an improved waterfront setting with new amenities, and by a combination of transportation options that will include shuttle services, trolley service, and possibly expanded water taxi services.

Notwithstanding these challenges, it should be noted that, even without regional employment growth, Old Town Alexandria has supported additional lodging supply based on its sites' abilities to compete with other properties in Northern Virginia. Recent RevPAR gains during a time of (1) declining regional employment; and (2) new competitive supply provides a strong indicator that the market may have been underserved in Alexandria. Older properties, less upscale properties, and suboptimal locations may have contributed to this underservice. In any event, developers will perceive opportunities for upscale waterfront hotel development even in the absence of significant office or tourism growth. Regardless of the market's capacity or growth prospects, a high-quality hotel in an improved waterfront setting should be positioned to outperform other properties – in other parts of Northern Virginia as well as in Alexandria – and succeed.



**IV. LONG-TERM DEVELOPMENT OUTLOOKS**

Long-term development prospects for the core area waterfront will most likely overcome the short-term challenges. Such prospects will be driven by growth in general business conditions – as reflected in general office employment; by ongoing tourism growth; and by the strength of Old Town’s amenities. In forecasting additional hotel room capacity this analysis applies two alternative methodologies.

**Methodology #1:**

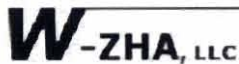
The first and simplest methodology is based on projected employment in Alexandria’s accommodations & food services industry sector. As forecasted by Moody’s economy.com, this is as follows:

Accommodations/food service employment (000s)	
2009	7.93
2020	11.08
2020 Growth Factor	39.8%
Annualized	3.1%

Applying this growth factor to 2009’s total room-demand of approximately 1.1 million room-nights (see Table 3) in Alexandria, this would increase by 443,000 rights, to roughly 1.55 million room-nights. Over a 365-day year, applying an overall City-wide market occupancy rate of 70 percent,<sup>2</sup> this growth would result in demand for approximately 1,700 additional rooms in Alexandria.

Forecast Methodology #1	
2009 Room-night demand	1,113,387
2020 Growth Factor	39.8%
2020 Room-Night Demand	1,556,011
Increased Room-Night Demand	442,624
New daily room demand (demand/365)	1,213
Supportable new rooms @ 70% occ.	1,732

<sup>2</sup> This assumption leads to a more conservative projection: If a lower occupancy rate is applied, then room-demand translates to a higher number of supportable rooms.



Old Town and the core area waterfront would occupy the strongest location and would capture the largest share of new development. As mentioned previously, Old Town has achieved the strongest performances in the Alexandria market, and new lodging development will face a limited range of other high-quality sites. Overall, under this forecast scenario, over 10 years Old Town should be able to capture roughly to 800 to 1,000 net new rooms, and the waterfront is likely to offer the prime location for such rooms.

**Methodology #2:**

The second forecast methodology presents a more conservative scenario, resting in the assumption that, over a ten-year time frame, visitation to national and international destinations such as the Washington area is likely to grow – simply as a function of increased population as well as increased national (and global) economic growth leading to increased incomes for travel. In deriving a reasonable growth factor, this methodology blending three different growth factors:

(1) Office employment growth in Alexandria. Interviews and statistics both indicate that Alexandria’s office tenant market is based predominantly in three sectors: “professional service,” “federal government” and nonprofit associations (“Religious, Grantmaking, Civic & Professional organizations”).

**TABLE 6**

ALEXANDRIA EMPLOYMENT TRENDS AND PROJECTIONS BY INDUSTRY SECTOR: 1990-2020									
	1990	2000	2005	2009	2010	2015	2020	CAGR 2005-2010	CAGR 2010-2020
Total Payroll Employment	81.42	99.17	106.56	113.16	113.73	129.78	138.07	1.3%	2.0%
Total Nonfarm	76.24	93.75	100.62	108.20	108.72	124.78	133.11	1.6%	2.0%
Natural Resources & Mining	0.14	0.26	0.23	0.20	0.20	0.20	0.19	-3.0%	-0.5%
Construction	3.29	2.89	4.20	3.10	2.93	3.98	4.05	-6.9%	3.3%
Manufacturing	1.88	1.99	1.87	1.70	1.62	1.83	1.89	-2.8%	1.5%
Wholesale Trade	2.78	2.64	2.86	2.09	2.05	2.37	2.47	-6.4%	1.9%
Retail Trade	11.07	9.01	8.77	7.78	8.08	9.02	9.16	-1.6%	1.3%
Transportation, Warehousing, & Utilities	2.70	2.79	2.26	2.13	2.11	2.19	2.09	-1.4%	-0.1%
Information	3.00	3.03	1.99	2.14	1.96	1.81	1.65	-0.3%	-1.7%
Financial Activities	7.87	6.86	6.83	6.33	6.23	6.81	7.05	-1.8%	1.2%
Professional & Business Services	12.21	21.60	24.78	26.05	25.98	31.72	35.45	1.0%	3.2%
Education & Health Services	6.53	7.78	8.46	8.08	8.33	9.64	10.70	-0.3%	2.5%
Leisure & Hospitality	7.30	8.31	9.08	8.75	8.85	10.80	12.04	-0.5%	3.1%
Arts, Entertainment, and Recreation	0.47	0.57	0.72	0.82	0.75	0.88	0.96	0.9%	2.4%
Accommodation and Food Services	6.83	7.74	8.36	7.93	8.09	9.92	11.08	-0.6%	3.2%
Other Services (except Public Administration)	6.03	9.92	11.81	14.00	14.83	16.67	17.28	4.7%	1.5%
Religious, Grantmaking, Civic, & Prof'l Org.	4.01	8.04	9.74	11.96	12.66	14.38	15.06	5.4%	1.8%
Government	11.44	16.67	17.48	25.84	25.56	27.80	29.15	7.9%	1.3%
Total Federal Government - Civilian	4.20	7.45	6.93	15.28	15.48	16.46	17.35	17.4%	1.1%
Total State Government	3.68	2.65	2.71	2.96	2.80	3.11	3.25	0.6%	1.5%
Total Local Government	3.55	6.57	7.83	7.61	7.29	8.23	8.56	-1.4%	1.6%
Non-BLS Sectors	5.18	5.42	5.94	4.97	5.01	5.00	4.97	-3.3%	-0.1%
Military Personnel	4.83	4.96	5.48	4.48	4.51	4.45	4.35	-3.8%	-0.4%

Source: moody's economy.com

Recent federal government civilian employment has helped drive lodging market in recent years. While this growth is likely to decelerate, forecasts indicate that growth will continue in Alexandria’s major office-oriented sectors at a rate of 2.2 percent per year over the 11-year (2009-2020) forecast period.



While this factor is substantially lower than the 2005-2009 growth factor, it provides a reasonable basis for projection.

TABLE 7

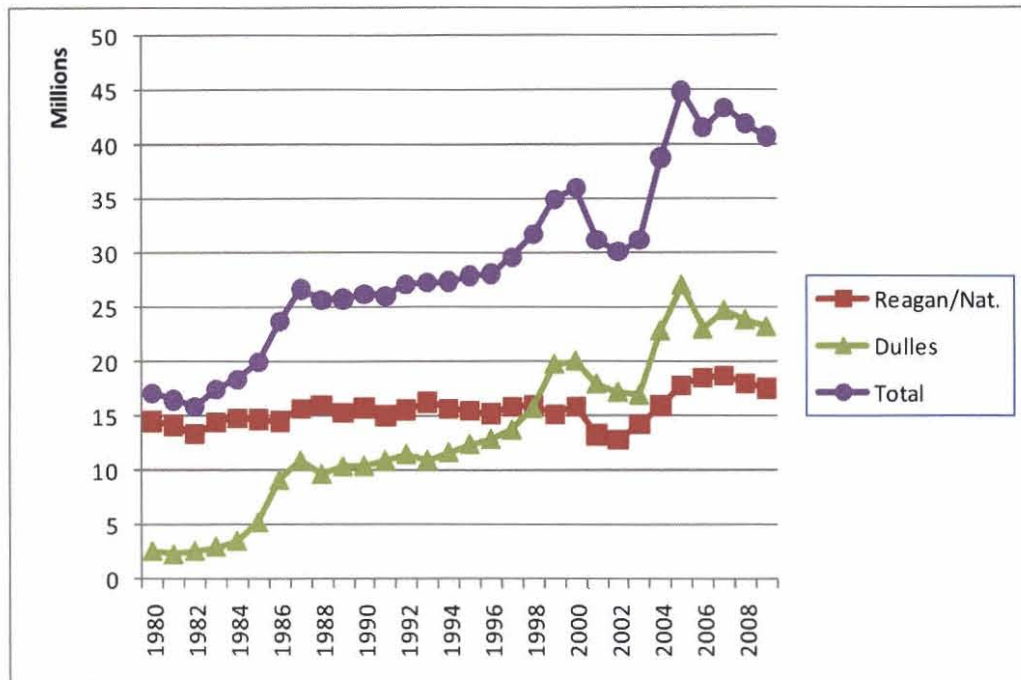
EMPLOYMENT IN MAJOR OFFICE SECTORS*: ALEXANDRIA, 2005-2020						
<u>2005</u>	<u>2009</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>	CAGR <u>2005-09</u>	CAGR <u>2009-20</u>
41.45	53.29	54.12	62.57	67.87	6.5%	2.2%

\* Includes professional & business services, religious, grantmaking, civic & professional organizations, and civilian federal government sectors.

Source: moody's economy.com

(2) Regional Deplanements: Airport activity provides as a reasonable proxy for regional overnight visitation. The following presents the historical trend of deplanements at Reagan/National and Dulles International Airports. While passenger volumes at Reagan/National have remained relatively stable, this is probably attributable to the airport's size and constrained ability to expand. In contrast, as its profile and capacity has expanded, since 1980 Dulles deplanements have increased from approximately 2 million deplaned passengers/year to more than 20 million passengers in 2009. Over this 30-year period, the total combined number of deplanements has approximately doubled, increasing from a range below 20 million annual passengers to more than 40 million.

**FIGURE 1**  
**Deplanements: Reagan/National and Dulles International Airports:**  
**1980-2009**



Over this long-term history, deplanements have increased at compounded annual averages of 4.6 percent in the 1980s, 3.1 percent in the 1990s, and 1.5 percent in the previous decade. Over the entire 29-year period, deplanements have increased at a compounded annual growth rate of 3.0 percent. For the purposes of projection, however, this analysis applies the lowest and most recent (1.5 percent) growth rate for regional visitation. This would result in 16.6 percent growth in visitation through 2020.

(3) GMP: On a macro- level, lodging bears a strong relationship to real GDP growth. As shown earlier in Table 2, Moody's economy.com projects the Washington area's GMP to grow at an annualized rate of 3.4 percent per year over the next four years. Extending this growth rate over a 10-year period, anticipated growth attributable to GDP growth would increase the regional lodging demand by 43.7 percent, enough to support an additional 635 rooms.

Applying each of these three growth factors to a one-third share of Alexandria's 2009 room-night demand, the following table shows new room-night demand, which amounts to a blended total of 325,000 additional annual room-nights by 2020. Assuming a City-wide average market occupancy rate of 70 percent, this new room-night demand would support an additional 1,273 rooms.

**TABLE 8**

	Alexandria Office Empl	Regional Deplanements	DC GMP	Blended Total
2009 Room-Night Demand (1/3 shares)	371,129	371,129	371,129	1,113,387
Annualized Growth Rate	2.2%	1.5%	3.4%	2.4%
2020 Growth Factor	27.3%	16.6%	43.7%	29.2%
2020 Room-Night Demand	472,623	432,746	533,345	1,438,714
Increased Room-Night Demand	101,494	61,617	162,216	325,327
New avg. daily room demand	278	169	444	891
Supportable new rooms @ 70% occ.	397	241	635	1,273

Under this more conservative growth scenario, hotel development opportunities would be more limited than under the previous forecast. Given the more limited growth, however, developers would be less aggressive and would limit their projects to those on high-amenity sites. Thus, Old Town and the core area waterfront may be able to capture the largest share – roughly 700-900 rooms -- of this supportable room increase.

**V. FORECAST CONCLUSION**

Overall, considering the two different forecast methodologies, it is likely that over time, as economic cycles proceed, an improved core area waterfront could support new lodging development of roughly 700-1,000 new rooms. These new rooms would be offered in 3 to 5 properties that would most likely fit an upper-mid-price-with-food-service niche.

# A.4

*Appendix 4:  
Marina Market  
Assessment Data*





# TECHNICAL MEMORANDUM

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TO: Andrea Sweigart  
**EDAW/AECOM**

FROM: **MOFFATT & NICHOL**

DATE: December 4, 2009

RE: **MARKET ASSESSMENT DATA**

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This memorandum documents the Alexandria regional boating market as it relates to the existing Alexandria City Marina in accordance with Moffatt & Nichol's limited scope of services in support of EDAW/AECOM. The objective of this summary, prepared in accordance with task 4.3 of the Phase 1 scope of work, is to outline trends in the regional boating market with regards to slip demand, vessel class and size, slip pricing, support facilities, and amenities to assist EDAW/AECOM with programming of the waterfront. Information within this summary is based upon professional knowledge and experience in the region, city reports, discussion with city staff and memoranda from City staff (RPCA Park Planning, June 12 and November 18, 2009).

## 1.0 Alexandria City Marina

The Alexandria City Marina consists of 62 boat slips, three T-head piers and hundreds of feet of seawall docking space. The following summarizes marina operations as reported in the memoranda by City park planning staff (RPCA Park Planning, June 12 and November 18, 2009) and communication with the project team (RPCA Park Planning, August 12 2009):

- Docking facilities include 57 annual pleasure boat lease slips, 1 fire boat slip, 4 transient slips, 17 T-Head, seawall slip ( no electric) and gazebo docking locations and 6 commercial lease moorings
  - Total capacity approximately 85 vessels
  - 6 commercial vessels currently berth at the docks
    - Lease rates vary - negotiated individually
  - 57 slips reserved for license agreements (annual leases)

- In the past five years, typically there was reported a waiting list (25 to 50 names)
    - \$8.00/ft/month for residents; \$9/ft/month non-residents. Annual lease only
  - 22 slips for transients
    - Demand exceeds supply in-season
    - \$12 for a 4 hour stay in 2009; \$15 in 2010
    - Longer stay is \$1.50 per ft in-season per night plus electric
  - Location of short-term commercial visits is dependent on length, beam and freeboard of vessel; commercial vessels can be scheduled to dock in slips.
  - Short term commercial visits on "T" heads
    - Demand "far exceeds" supply
    - \$3 per ft per day
- Boat Slips Utilities & Amenities
  - Electric
    - 61 slips and 3 T-heads have electric
    - 3 T-heads and 2 slips have 50 amp electric
    - One 100 amp
  - Potable water on each dock
  - Fire suppression installed in 2002
  - Pump-out - free for agreement holders, \$25 for others
  - Showers and restrooms available (access controlled and available to leaseholder and over-night guests only)
- Revenue and Expenses are identified tables below with description as provided by RPCA staff in memo dated November 18, 2009:

**Table 1: Operating Revenue**

	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>
Pleasure Boat Leases	\$106,946	\$96,538	\$127,677
Transient Boat Short-Term	\$18,891	\$15,376	\$16,436
Transient Overnight	\$80,688	\$75,363	\$68,578
Commercial Leases	\$101,659	\$92,725	\$101,711
Total	\$308,184	\$280,002	\$314,402

**Table 2: Expenses**

	<b>FY2007</b>	<b>**FY2008</b>	<b>**FY2009</b>
Personnel	\$151,139	\$384,456	\$358,454
Non Personnel	\$16,677	\$22,660	\$20,067
Total	\$167,816	\$407,116	\$378,521

\* Note most marina expenses are incurred in services provided to pedestrian foot traffic and maintenance of tourist destination (pedestrian). Expenses incurred in service of boat traffic (exclusive of pedestrian traffic) are unknown.

\*\*Note in FY2008 and FY2009 RPCA Department Administrative Personnel Costs were split across all accounts regardless of relevancy. There is no mechanism to allow for the removal of personnel costs that were not directly or indirectly assumed by the marina.

- Facilities
  - Based on a summary of the June 12, 2009 RPCA memo, the Marina Subcommittee minutes of September 17, 2009 and discussion with city staff, a number of facility improvements are needed including, but not limited to: sidewalk repair, seawall and infrastructure repair, replacement of broken pilings, improved security (access, control, surveillance), ADA improvements, improved amenities (such as electric), additional slips to accommodate larger vessels and tall ships, improvements to dockmaster's office, restrooms and floating docks, etc. Please refer to the June 12, 2009 memo for more information.

## **2.0 Market Area**

Nationwide studies and boater interviews suggest boaters are willing to travel up to one hour from home to reach their boat. Using this guideline, the marina market region for Alexandria City may be defined geographically as Washington D.C. (D.C.) and surrounding areas including Montgomery and Prince George's County in Maryland and Fairfax, Arlington and Prince William County in Virginia (Figure 1). North of this area, the narrowing of the Potomac River, low clearance bridges, and the presence of the Brookmont Dam limits the marina market. The D.C. geographic market area overlaps with adjacent marina markets including the Annapolis market and coastal Chesapeake Bay as boaters in the D.C. area may choose to keep their boat in these adjacent markets; however, boaters do not tend to travel regularly between these markets. In addition, these markets vary demographically as boaters in the Annapolis market are more predominantly sailing and open water oriented, reflecting Annapolis' proximity to the

Chesapeake Bay, while boaters in the D.C. market participate in river based and local destination based activities.

According to information provided by RPCA, all current non-resident leaseholders in the City's marina reside in Fairfax and Prince William Counties. RPCA also notes that the largest percentage of transient vessel owners hail from Prince William County. Many factors contribute to the willingness of boaters to travel including their individual recreational interests, access, availability of slips, and nearby amenities as well as the price of fuel and transient slip prices. Boaters will return to a destination based on their experiences on prior visits including customer service at the marina.

The Washington D.C. market area can be further geographically separated into two sub-markets; 1) downtown marinas and 2) suburban marinas in Maryland and Virginia. Boat usage in these two sub-regions differs. The "downtown" marinas serve the adjacent tourist destinations and provide berthing for the majority of the tourist transient vessels as well as accommodating local boaters and several social clubs. In addition, the downtown marinas are popular among "live-aboard" boaters. Only two marinas in the regional market area, the City of Alexandria and National Harbor, maintain a substantial number of designated transient slips. The "suburban" marinas tend to support regional boaters and are analogous to "parking lots" for boats with no live-aboards permitted.

It should be noted that there is a trend with recent waterfront development to promote water-based connectivity between regional market areas. Commercial water taxi service will connect the City of Alexandria waterfront with Diamond Teague, at the Nationals Ballpark as well as National Harbor.

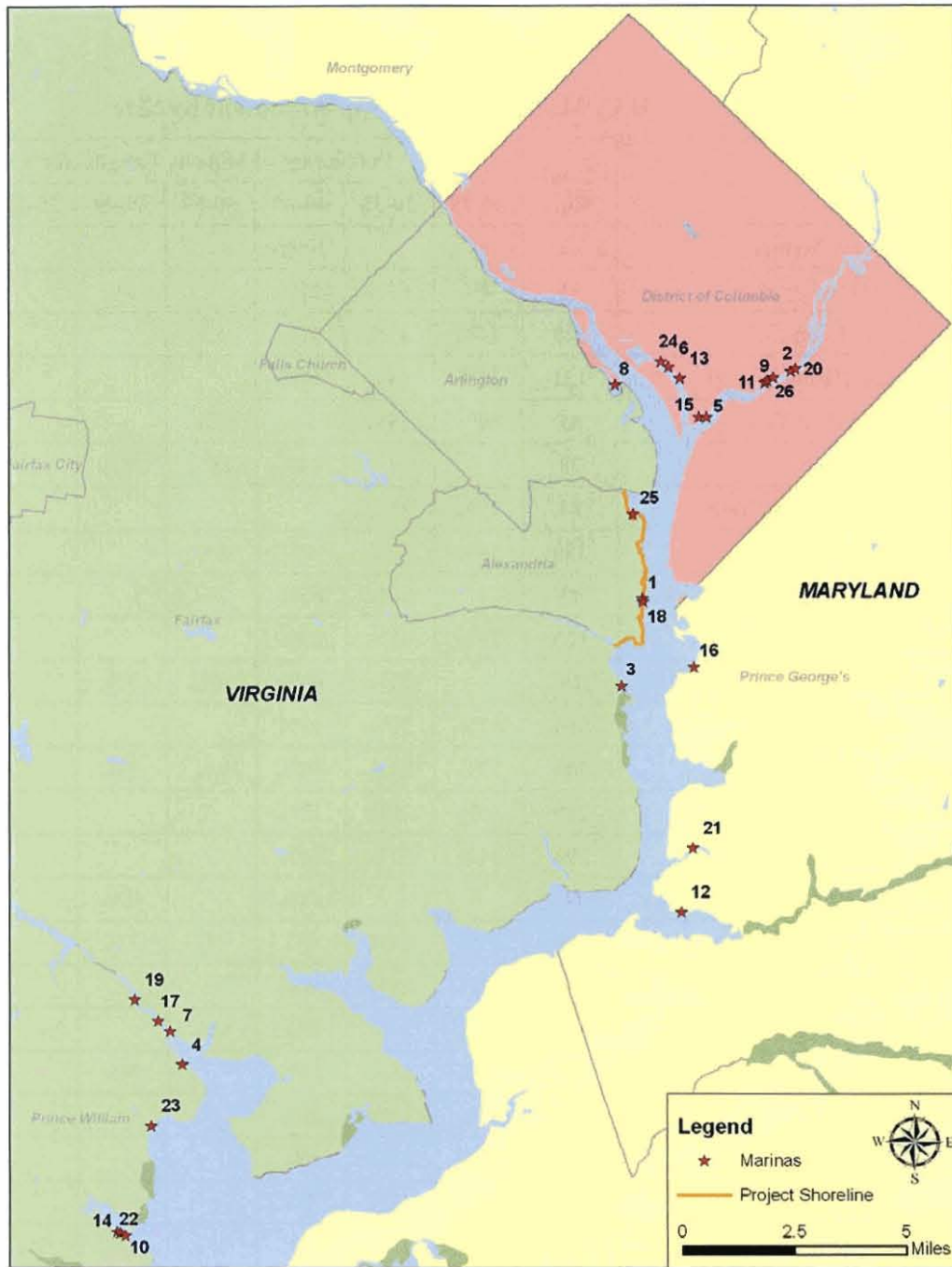


**Figure 1: Context Map**

## **Existing Marinas**

For this study, 26 marinas were identified in the D.C. market comprising approximately 3,800 slips. The location of each marina is shown in Figure 2 and number and size of slips in each marina is shown in Table 3. The source of the data is a historical database of regional marina markets; the data was compiled by a combination of site visits and phone interviews by Moffatt & Nichol. As part of this study, the regional database was reviewed and updated by telephone interview, where possible, in June 2009.

The marinas in Table 3 range from residential community marinas to members-only yacht clubs. There are more than 2,500 slips less than 40 feet in length in the existing market and only 1 percent of slips capable of accommodating vessels 80 feet and longer. The majority of the vessels occupying slips in the D.C. market are power boats and small sailboats. While weather in this area is favorable for sailing, which is a popular activity in the nearby Chesapeake Bay, river width restrictions and shallow draft (outside of the federal navigation channel) limit the size vessel that can comfortably sail these waters. Height restrictions due to bridges are also deterrents for sailboats. The 75-foot clearance afforded by the newly reconstructed Woodrow Wilson Bridge can accommodate a sailboat up to approximately 46 feet (Tobiasson, 2000). Larger vessels may still be accommodated through the Woodrow Wilson Bridge drawbridge opening, although the hours are restricted to off-peak times.



**Figure 2: Existing Marinas**



**Table 3: D.C. Market Marina Slip Allotment by Size**

		Total Slips	Percentage of Slips by Length (feet)						
			20-29	30-39	40-49	50-59	60-69	70-79	80+
1	Alexandria City Marina	62			100%				
2	Anacostia Marina	75	4%	67%	21%		8%		
3	Belle Haven Marina	128	14%	41%	41%	5%			
4	Belmont Bay Harbor Marina	151	21%	64%	16%				
5	Buzzard Point Boat Yard	85	64%	28%	5%	4%			
6	Capital Yacht Club	78			44%	28%	24%		4%
7	Captain John S. Beach Marina	84	79%	21%					
8	Columbia Island Marina	380	58%	32%	4%	6%			
9	District Yacht Club	43		30%	65%	2%			2%
10	Hampton's Landing Marina	123	29%	41%	29%				
11	Eastern Power Boat Club	29		21%	66%	10%	3%		
12	Fort Washington Marina	300	67%	20%	13%				
13	Gangplank Marina	303	17%	24%	40%	8%	8%		4%
14	Pilothouse Marina	219	60%	28%	12%				
15	James Creek Marina	294	51%	35%	14%				
16	National Harbor Marina	66			48%		48%		3%
17	Occoquan Harbor Marina	199	63%	24%	9%	3%	2%		
18	Old Dominion Boat Club	52	63%	29%	8%				
19	Prince William Marina	351	32%	54%	5%	9%			
20	Seafarer's Yacht Club	66	15%	68%	14%		3%		
21	Tantallon Marina	106	52%	12%	25%	11%			
22	E-Z Cruz Marina	187	58%	36%	6%				
23	Tyme n Tyde Marina	29	52%	41%	7%				
24	Washington Marina Co	111	77%		13%	1%	4%	3%	3%
25	Washington Sailing Marina	200	70%	30%					
26	Washington Yacht Club	40	35%	30%	35%				
	<b>Total</b>	<b>3,759</b>	<b>45%</b>	<b>32%</b>	<b>16%</b>	<b>4%</b>	<b>3%</b>	<b>0.1%</b>	<b>1%</b>

Source: Moffatt & Nichol historical database; updated June 2009.

Note: Table is organized alphabetically.

## Amenities

Table 4 indicates potable water and electric are the two most commonly provided amenities in the regional market. As many of the marinas in the market area are older and have a predominance of smaller slips, power is generally available at 30 amps with some marinas offering 50 amps and two marinas offering 100 amps. The 50 and 100 amp services are offered only at a few slips. National Harbor, opened in spring 2008, caters specifically to larger vessels with large slips and 100 amp power. Dockmasters in the market reported increased power as the most necessary amenity upgrade at existing facilities due to increased standard amenities offered on vessels, such as air conditioning, television and audio systems.

Sanitary pump-outs are becoming a more prevalent amenity at marinas as the use of pump-outs creates a cleaner marina environment by decreasing the number of vessels that illegally empty waste into the marina basin. Newly constructed or renovated marinas are often required to have pump-out available in order to obtain a permit to decrease the negative impact of the marina on the environment. However, pump-outs are not required in all regional marinas.

The amenities offered at most regional marinas, especially the “suburban” marinas, are consistent with serving the local boating market. Marinas catering to local boaters offer amenities such as ice and packaged food and drink consistent with day-boating activities like fishing or cruising. These marinas may also include on-site repair capabilities and include a ship’s store for parts. Marinas serving live-aboards and transient boaters typically provide

**Table 4: Available Amenities**

<b>Amenity</b>	<b>Number of Marinas</b>
Potable Water	26
Electric	25
Sanitary Pump-out	23
Gas	12
Ice Machine	12
Shower	12
Restaurant	9
Diesel	7
Satellite TV/Cable	6
Bar	5
Laundry Facilities	5
Telephone	4
Internet	4
Shopping	2
Swimming Pool	2
Hotel	1
<b>Source: Moffatt &amp; Nichol database; updated June 2009.</b>	

showers, laundry, satellite TV/cable, telephone, and internet in addition to sufficient power and water. A marina may be considered a destination if shopping, restaurants, and bars are located within close proximity or the marina facilitates access to a tourist location.

As identified above, the City of Alexandria Marina has many of the basic services offered at marinas catering to local boaters. At the City Marina there is potable water service to all docks. The majority of slips (61) have 30 amp electric service; 3 T-heads and 2 slips have 50 amp service and there is one 100 amp outlet. Sewer pump out facilities are available. The City Marina does not have gates or full-time security staff monitoring the area. (RPCA, September 2007)

Recommendations have been made by City staff to enhance out-dated facilities and infrastructure, upgrade base electric and provide security commensurate with other facilities in the market which cater to both local boaters and transients. (RPCA Park Planning, June 12 2009)

### **Pricing**

Slip lease rates in the regional market vary and are influenced by location, type of facilities, amenities, season and slip size. Table 5 shows published rates for the regional market area.

In the region, marinas provide electric services to slip holders using one of three different pricing methods. The Capital Yacht Club meters power at each slip and passes the electricity rates through to the slip holder based on the power company's metered rates. This requires the additional cost of electric meters for each slip and effort to read the meters. Columbia Island and the City of Alexandria marinas, as noted in Table 3, include utility services in the base lease rate. Several marinas charge an additional fixed monthly rate for an electric hook-up based on the slip size; for example, at James Creek a monthly utility charge for a 40 ft vessel per connection is \$45/month, or an additional \$1.125/ft/month above the base rate.

The existing wet slip lease price range for a transient vessel is \$1-\$3 per foot per day. Marinas located near downtown D.C. and Alexandria as well as larger slips command the higher end of the spectrum while those on the lower end are further from the city center and have older, smaller docks. These trends carry into the monthly and annual lease slip rates. Monthly ranges

are on the order of \$6-\$17 per foot per month and the annual ranges are slightly discounted to \$5.50-\$15 per foot per month.

**Table 5: Marina Market Slip Lease Rates**

Marina	Rate per Foot		
	Daily (/day)	Monthly (/month)	Annual (/month)
<b>District Marinas</b>			
Buzzard Point Marina	\$1.00	\$7.25	\$7.25
Capital Yacht Club	\$1.50 - \$3.00	<i>Yacht Club Rates Not Applicable</i>	
District Yacht Club	<i>Yacht Club Rates Not Applicable</i>		
Eastern Power Boat Club	<i>Club Rates Not Applicable</i>		
Gangplank Marina	\$1.50	\$13.60 - \$17.00	\$11.00 - \$15.00
James Creek Marina	\$1.25	\$9.00 - \$10.25	\$8.00
Seafarers Yacht Club	<i>Yacht Club Rates Not Applicable</i>		
Washington Marina Company	\$2.00	\$12.00	\$9.67 - \$12.00
<b>Virginia and Maryland Marinas</b>			
Alexandria City Marina <sup>1</sup>	\$2 - 3	\$8.00 (resident) \$9.00 (non-resident)	\$8.00 (resident) \$9.00 (non-resident)
Anacostia Marina	<i>Yacht Club Rates Not Applicable</i>		
Belle Haven Marina	\$1.00	\$8.25	
Belmont Bay Marina	\$1.50	\$16.00	\$11.25
Captain John S. Beach Marina	<i>Rates Not Available</i>		
Columbia Island Marina <sup>1</sup>	\$1.50		\$10.25 - \$11.83
E-Z Cruz		\$6.10 - \$8.33	\$5.49 - \$7.50
Fort Washington Marina	\$1.50	\$6.80 - \$10.79	\$8.25 - \$8.58
Hampton's Landing Marina	\$1.00		\$8.33 - \$12.50
National Harbor	\$2.25		\$10.83
Occoquan Harbour Marina	\$1.50		\$10.00 - \$14.17
Old Dominion Boat Club	\$2.00	<i>Club Rates Not Applicable</i>	
Prince William Marina	<i>Rates Not Available</i>		
Tantallon Marina	<i>Rates Not Available</i>		
The Pilot House Marina			\$6.25 - \$12.34
Tyme n' Tyde Marina	<i>Dry Storage Rates Not Applicable</i>		
Washington Sailing Marina		\$8.50 - \$8.98	\$7.40 - \$7.88
Washington Yacht Club	<i>Yacht Club Rates Not Applicable</i>		
<b>Source: Moffatt &amp; Nichol database; updated where information available June 2009. <sup>1</sup> Base rates include electric.</b>			

## Comparable Facilities

As described above, marinas within the market area cater to different boater demographics. Rural marinas and marinas that may be described as “parking lots for boats” are not considered comparable. Comparable facilities are shown in the following table and attached summary sheets in Appendix A with location, number of slips, and lease rates. Moffatt & Nichol contacted all marinas by telephone in an effort to update data on slip vacancy and verify current rates. Table 6 indicates whether or not current data was collected.

**Table 6: Comparison of Regional Marine Facilities**

	Name of Marina	Location	Public or Private	Total Slips	# Leased Slips	Lease Rates+	Tie Up Rates+ +	# Vacant Slips	Notes
1	City of Alexandria Marina	Alexandria, VA	Public	62	45	\$8.00/ft (resident)	\$1.00/ft		
2	Old Dominion Boat Club	Alexandria, VA	Private	53	53		\$2.00/ft	0	Short Wait List
3	Belle Haven Marina	Alexandria, VA	Public	130	130	\$8.25/ft	\$1.00/ft	0	100% for past 15 years
4	Washington Sailing Marina	Alexandria, VA	Public	200		\$7.88/ft			No response
5	Columbia Island Marina	Washington, DC	Public	380		\$11.50/ft	\$1.50/ft		No response
6	Gangplank Marina	Washington, DC	Public	309		\$15.00/ft	\$1.50/ft		No response
7	James Creek Marina	Washington, DC	Public	300	276	\$8.00/ft	\$1.25/ft	24	Popular marina due to floating docks
8	Washington Marina Company	Washington, DC	Public	110	99	\$12.00/ft	\$2.00/ft	11	90% full typical for this marina - demand for other services is off
9	National Harbor	National Harbor, MD	Public	64		\$10.83/ft	\$2.25/ft		No response
<i>Source: Moffatt &amp; Nichol; ERA AECOM</i>									
+ /ft/month									
++ /ft/day									

For the comparable marinas, lease rates range from \$7.88 to \$15.00 per foot per month for seasonal leases. Higher lease rates correspond to marinas in the District while lower rates generally correspond to marinas in Alexandria. Additionally, the variation in price reflects the difference in amenities and quality of the facilities at the marinas.

### **Dock Structures**

Dock structures in marina design are chosen based on environmental conditions and client needs. The environmental factors that influence the dock type at the project site include tide range and wave climate and currents. Docks may be either fixed or floating structures and can be constructed of a variety of materials including wood, concrete, metal and composite materials.

Tides at the project site are on the order of 3 feet as reflected in the water levels measured at the Cameron St Dock (USGS gage 0165258890) and reported at the benchmarked tide gage located at the Police and Fire Harbor Patrol Office on the Washington Channel (NOAA gage 8594900). In areas of high tidal fluctuation, floating docks have become more prevalent as they allow a constant freeboard to be maintained between the dock and the boat. Although floating docks may be preferred given the accessibility, a site specific evaluation is required to assess loading under variety of conditions (e.g. wave energy, currents, ice) on the docks to determine cost and feasibility of implementation of a floating dock system, as compared to a fixed structure.

A variety of slips are represented in the market with fixed, floating and lift slips available both uncovered and covered. Construction materials range from wood to composite material with examples of metal and concrete docks. Although a variety of docks are present in the market, the majority of marinas are comprised of floating wood docks with double load slips. Table 7 outlines the frequency of dock type in the market with some marinas having more than one type.

Each dock material type has advantages and disadvantages. In the D.C. market, timber is the typical construction material utilized for fixed docks and wood decks on an aluminum frame for floating docks. Wood and metal are readily available and generally cost less than concrete while concrete has a longer life cycle and better durability. With the exception of a few floating docks for commercial boats, the City Marina slips consist of fixed docks with timber decking and pile supported piers; the wharf includes composite decking material.

**Table 7: Dock Type Prevalence in the D.C. Market**

<b>Dock Type</b>	
Fixed	11
Floating	19
<b>Deck Material</b>	
Wood	23
Concrete	2
Composite	2
Aluminum	1

### **3.0 Projected Market**

Market drivers for each marina region are identified and the slip-taker demand generated by each driver is estimated. Typical market drivers include:

- Underserved Existing Population
- Population Growth
- Demographic Change
- Upland Development
- Transient Boaters
- Charter/Commercial

Please refer to the RCPA memo dated November 18 2009 for the staff's assessment of regional market factors.

Under prior investigations Moffatt & Nichol evaluated population growth, increases in boating use per capita, tourism trends based on US census population numbers, boat registration data, and available tourism data in the Washington D.C. market area. The resulting analyses are based on long term trends and may not reflect short term increases or declines in demand due to episodic economic fluctuations. For this study, the data was further analyzed to develop an estimate of the sustainable number of slips for the City of Alexandria Marina over the next 10 to 15 years.

## Underserved Existing Population

While population growth is expected to increase the number of vessels in an area, there are markets that have already reached a saturation point and a portion of the existing population is underserved. That is, there are boaters that seek a slip but insufficient slips are available. The underserved aspect of a market will either keep their vessel further outside of the region or will prevent a potential boater from purchasing a vessel. The extent of the underserved population may be evaluated using several methods including:

- Marina Slip Wait List - The majority of the marinas in the market historically reported wait lists for wet slips with the predominant recent requests for wet slips in the 40-foot and 50-foot range. Marinas in the downtown region historically reported wet slip waiting lists for most slip sizes. These wait lists range from 50 to 100 slips and appear to be mainly comprised of District workers seeking live-aboards or part-time residency on their boats. Although the majority of the existing slips in the market are in the range of 20-feet to 30-feet in length, there is increased demand for larger slips. The 40-foot and longer slips have waiting lists while the smaller slips in the under 40-foot range have seen a decrease in demand in the current market attributed to the economic downturn. The under 40-foot vessels are able to be kept on a trailer and launched at boat ramps. Boaters are increasingly trailering their boats to cut back on wet slip berthing costs.
- Boats Per Capita - The existing D.C. marina market rate of boats per capita is 1 boat for every 125 people. This is far less than the statewide per capita boat ownership in Virginia and Maryland which are approximately 1 boat for every 30 people. Although these numbers are vastly different, the coastal areas of Virginia and Maryland are expected to have a higher per capita boat ownership than the more metropolitan areas upriver. This vast difference could indicate that, while the D.C. market will not necessarily support a per capita boat ownership rate equal to the statewide rate of Maryland and Virginia, the per capita boat ownership is lower than expected, indicating an underserved marina market.

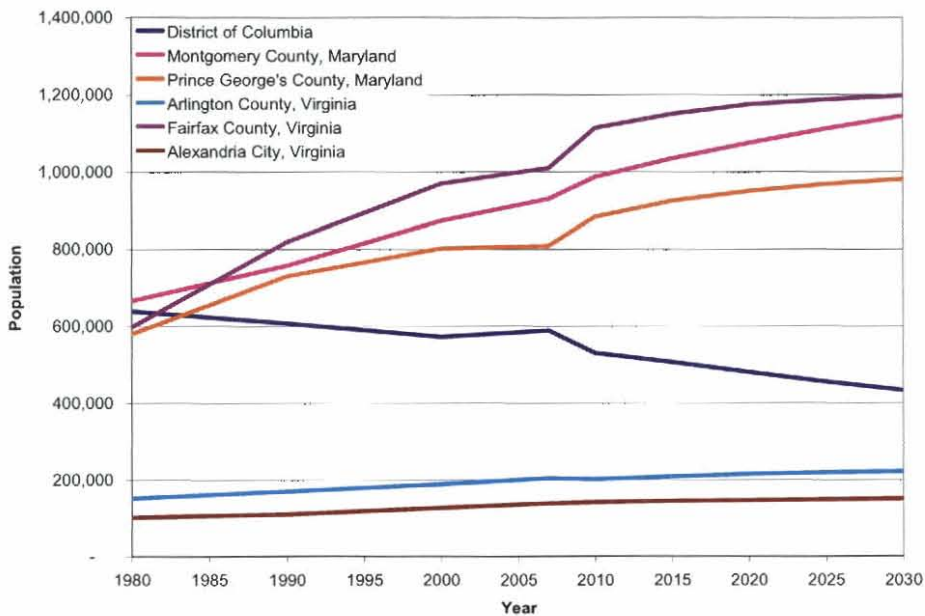


Analysis of these data suggests demand for an additional 70 to 100 slips in the existing market due to underserved population. Properly sized slips would be quickly absorbed into the market at market lease prices.

### Population Growth

As the overall population grows, it can be assumed that the boating population will grow at a similar rate. While there are other influences, such as demographic changes in population, that affect the growth of the boating market, the number of boats per capita can be assumed constant, as long as sufficient resources remain to support this increase.

Historical population trends and future projections for the market area show an overall population increase over the period 1980-2030. Although the trend for D.C. shows a decrease in population, the surrounding counties show an increase of a greater magnitude allowing for an increase in the overall market. The overall regional growth in the market is expected to increase 12% between 2007 and 2030.



**Figure 3: D.C. Market Population Growth Trends**

*Source: U.S. Census Bureau, Northern Virginia Regional Commission, Metropolitan Council of Governments, Maryland State Data Center*

The area population expected to increase by approximately 300,000 people by 2015 and a per capita boat ownership of approximately 1 boat per 125 people, an additional 2,400 vessels are expected in the market region by 2015. According to boat registration data, over 90% of vessels in this market are trailerable; as such, approximately 200 to 250 additional wet slips will be needed to meet the demand from population growth. These slips are expected to be absorbed throughout the population growth period at prevailing market rates.

### Demographic Change

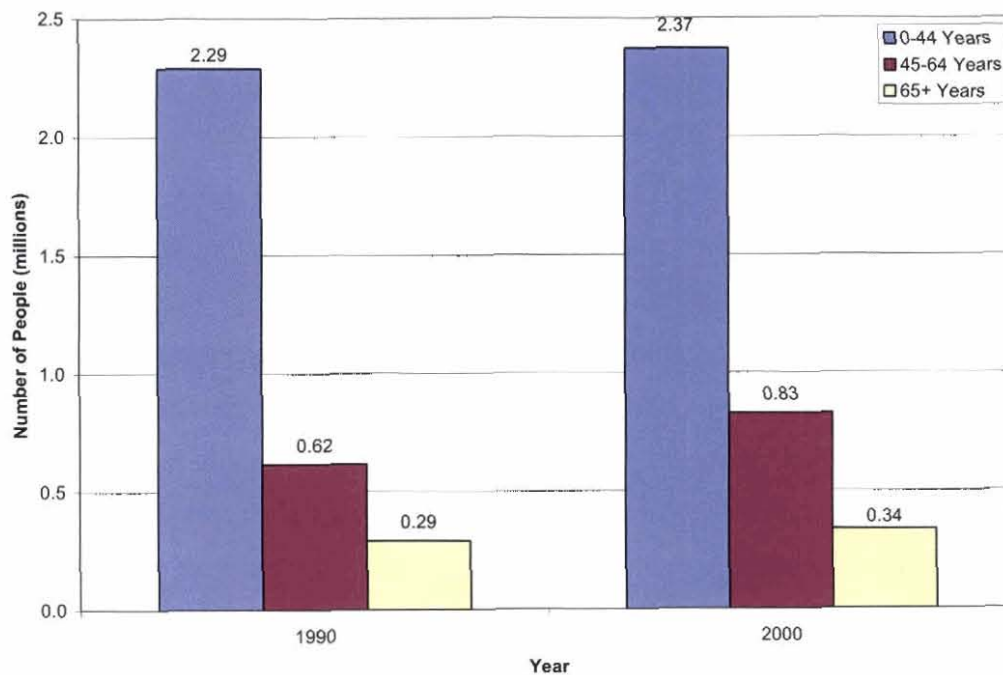
According to Margery Austin Turner and Christopher Snow from the Urban Institute, Washington, D.C. is undergoing a gentrification process in many areas. This process often involves a decrease in the number of housing units available, while keeping the area income intact as people with higher income levels move into areas that previously had lower income occupants (Turner and Snow, 2001). As shown in Table 8, the household income has significantly increased in the region. While the average D.C. household income has increased at the slowest rate, the median household income is expected to increase at a greater rate as gentrification plans continue.

**Table 8: D.C. Market Income Demographic Trends**

Location	Number of Households		Median Household Income	
	1990	Present	1990	Present
Washington, D.C.	249,634		\$40,088	\$54,317
Montgomery County, MD	282,228	347,625	\$54,089	\$91,835
Prince George's County, MD	258,011	303,232	\$42,127	\$68,370
Arlington County, VA	78,745	97,100	\$44,600	\$91,896
Fairfax County, VA	292,345		\$59,284	\$105,241
Alexandria City, VA	53,280		\$41,472	\$80,806

Boating is a luxury expense and an increase in median household income creates an area where there is a greater possibility of disposable income being spent on this industry. This demographic shift in income levels can increase the per capita boat ownership above the current level.

A change in population age demographics can be indicative of the potential for increases or decreases in the boating market. As shown in Figure 4, the population in the market area has shown the greatest increase in the age range of 45-64 years. This age group is likely to equate to an increase in the number of vessels in the market region.



**Figure 4: D.C. Market Age Demographic Trends**

*Source: U.S. Census Bureau*

### **Upland Development**

The type of upland development associated with a marina can attract different types of boaters to the project. Residential components of upland developments typically draw long-term boaters and absorption of slips is in line with the upland absorption. Conversely a commercial development will generally attract more transient boaters seeking a temporary stop.

## **Transient Boaters**

Restaurants, shops and walkways provide upland amenities that transient boaters typically desire. These amenities offer an advantage over other marinas and will attract transient boaters to the marina.

However, barriers exist to out-of-market transient vessels visiting the D.C. market. The Chesapeake Bay is a day-long cruise from Washington, D.C. This is a deterrent for the transient boater that is passing through the mid-Atlantic region. A transient boater passing through a region will stop at marinas along the route that are convenient. They will not spend a day cruising to and from a marina unless it is specifically to visit that area.

“Downtown” marinas also report shortages of parking for marina patrons. Sufficient parking for marina patrons will need to be accounted for during upland development planning.

Transient boating is expected to contribute demand for 5 to 15 out-of-market boaters per day in the D.C. market and 25 to 50 in-market transient boaters during peak demand periods. Currently these boaters are accommodated in designated transient slips or temporarily vacant slips in marinas that do not specifically reserve slips for transient boaters. These slips are expected to be fully occupied during periods of peak demand and potentially unoccupied during the offseason.

## **Commercial/Charter**

Tourism influences aspects of the commercial and charter vessel industry through tour boats, water taxis and fishing vessels, depending on the market region. Local tourism bureaus report that the majority of tourists seek out activities in the region ranging from museums to the monuments.

Many tourists travel around town utilizing public transportation and not just limiting themselves to land. Water taxi service from the Potomac Riverboat Company is available between the Alexandria City Marina, National Harbor Marina, Georgetown and Mount Vernon. These areas are popular for their historic sites, restaurants, nightlife and other activities. While the water taxi service ferries people from one location to another, it also serves as a tour boat offering a guided

tour along the way of the various monuments and historic sites. In addition to the taxi service, there are companies that operate at the various marinas that conduct similar river tours.

## **Summary**

Analysis of the existing regional boating market in conjunction with the identified market drivers results in the following observations:

- Boating population has been historically underserved (not enough local slips for boaters).
- Regional population growth and income has supported an increase in boating growth.
- Recently completed and planned regional development of marina facilities and destination points (e.g. Diamond Teague at Nationals ballpark, National Harbor) may create an increase in transient boating and presents new opportunities and potential growth for increase in commercial boating (e.g. water taxis). Waterfront revitalization may draw more transient traffic to Alexandria.
- Long-term support for several hundred additional wet slips in the regional market.
- The boating market is expected to increase by several thousand boats. However, most of these boats will be trailerable and may not seek wet-slips.
- Market wide wet slip demand is projected to increase by several hundred slips over the next 10-15 years. New marina projects and renovations to existing marinas will compete for these slips. Expanding the Alexandria City Marina to a total of 150 to 200 slips is projected to satisfy recreational demand as well as the commercial and short term transient demand, while maintaining high occupancy levels. Expansion of the marina will allow for collection of additional revenue to fund operational and maintenance expenses.
- The market is expected to support wet slip lease rates on the order of \$1.00-\$2.50 per foot per day and \$8-\$12 per foot per month.
- Based on review of the National Marina Manufacturing Association (NNMA) (e.g. NNMA, 2008, 2009), the 35 to 50 ft boat class is growing faster than smaller boat segments.
- ADA accessibility will be an important consideration in the evaluation and planning of marina infrastructure.

## 4.0 Marina Size vs. Revenue

Marina viability must be assessed on a case by case basis. There is no specific number of slips that assures profitability. A marina economic analysis or pro-forma compares revenue to costs to determine potential profit or loss.

Major costs include land acquisition, infrastructure construction (seawalls, breakwaters), dock construction, and dredging. Ongoing operational costs include personnel, insurance, maintenance.

Dock construction costs for a 40-foot slip, not including land, infrastructure, or dredging, is on the order of \$20,000 to \$30,000 per slip (fixed or floating) including utilities.

Operation of a marina requires the following staff:

- General Manager
- Dockmaster
- Accountant/Controller
- Assistant Dockmaster
- Maintenance Staff
- Dockhands (seasonal – 1 for every 50 to 100 boats during peak season)

Depending on the size and activity level of the marina, several of the jobs may be combined to reduce staff levels. Salaries vary by region.

The primary revenue source for marinas is slip leasing. Fuel sales generate significant additional revenue, where available.

## 5.0 Discussion and Key Findings

Based on the preliminary research of the regional marina market the following general conclusions are drawn:

- Analysis of the existing and projected markets indicates that the long-term marina market is expected to grow.

- In the short term, consideration of temporarily reducing lease rates may allow for increased occupancy, if desired.
- Expanding the Alexandria City Marina to a total of 150 to 200 slips is projected to satisfy recreational demand as well as the commercial and short term transient demand, while maintaining high occupancy levels; this is provided improvements of facilities are made commensurate with other marinas in the market.
- Given the potential growth in increased commercial requirements and the importance of the commercial sector to the waterfront, commercial slip and mooring requirements need to be assessed and prioritized in association any recreational boating needs. Construction of additional recreational boating slips will facilitate consolidation and expansion of commercial berthing on the existing fixed docks.
- The distribution of recreational slip sizes should be centered on a 40 ft boat length. Slip layout and fairway width should be designed to allow for flexibility to accommodate larger vessels. New docks should be floating where possible to cater to recreational users.
- Planning for marina expansion will need to take into consideration consider environmental permitting and jurisdictional constraints (Moffatt & Nichol, August 27, 2009) as well as physical design parameters (e.g. sedimentation, waves, currents, ice loading, etc.).
- An independent engineering assessment of existing marina facilities and operations is recommended in conjunction with Phase 2 planning services. Specific recommendations for facilities rehabilitation and replacements would be made in conjunction with evaluation of expansion alternatives. Phased prioritization of rehabilitation and facilities improvements would be identified.

## 6.0 References

Marina Subcommittee, September 17 2009, Meeting Minutes.

Moffatt & Nichol, August 27, 2009. Memorandum to EDAW/AECOM regarding permitting conditions for waterfront redevelopment.

NMMA. 2008. Recreational Boating Statistical Abstract. Chicago, Illinois.

NMMA Website. 2009. <http://www.nmma.org/facts/boatingstats/challenges/demo.asp>

RPCA, September 2007. *City of Alexandria staff in the Marina Operations Fiscal Year 2007 Cost Center Report.*

RPCA Park Planning, June 12 2009. *Memorandum regarding Waterfront Planning & Operations Criteria and Potential Improvements.*

RPCA Park Planning, August 12 2009. Conference call with EDAW/AECOM project team.

Tobiasson, 2000. *Marinas and Small Craft Harbors.*

## 7.0 Definitions

Transient (guest): Boater passing through or by a place, staying 10 days or less



Short-term transient (guest): Boater passing through or by a place, staying 8 hours or less (over 8 hours becomes Transient Guest).

Leaseholders: Boaters staying in a marina for 10 or sometimes 14 days or more are normally required to complete lease documents and submit insurance binders. This elevation in status is normally taken as a risk management/mitigation tool and practice.


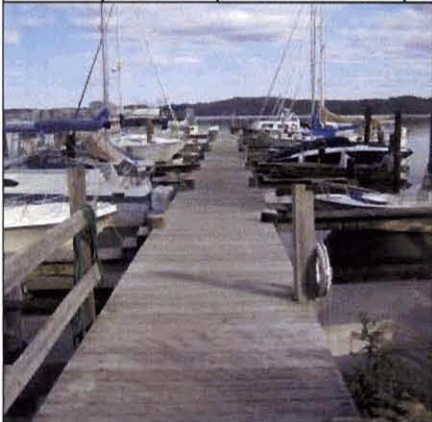
Wet slip: Berthing area designed with vessel mooring system for a long term stay.





**APPENDIX A – SUMMARY DATA ON MARINA OPERATIONS**

MARINA DATA REPORT																			
		Market US - Maryland - Western Shore			SubLocation Potomac - Upper (Occoquan River to D.C.)														
Marina Name Alexandria City Marina		Web Page <a href="http://alexandriava.gov/recreation/info/default.aspx?id=12474">http://alexandriava.gov/recreation/info/default.aspx?id=12474</a>																	
Research Date	8/2008	Street 0 Cameron Street			Contact Person														
Latitude	38.805241	City, State Alexandria, VA			Telephone (703) 838-4265														
Longitude	-77.038963	Postal Code/Country 22314 United States		Fax															
																			
										<b>Slip Information</b>				<b>Slip Sizes</b>		<b>Upland Amenities</b>			
										Dock Style Fixed		Busy Season		Under 20' 0		Hotel		N	
										Dock Material Timber/Comp		Off Season		20'-29'		Restaurant		Y	
										<b>Wet Slips</b>			<b>Dry Slips</b>			30'-39'		Shopping	
										Wet Slips 62		Dry Slips 0		40'-49' 62		Bar		Y	
										Wet Peak Occupancy		Dry Peak Occupancy		50'-59'		Pool		N	
										Wet Off Occupancy		Dry Off Occupancy		60'-69'		Laundry Facilities		N	
										Max Slip Length 210		<b>Lease Rates /ft</b>		70'-79' 0		Shower		Y	
										Min Slip Length		Daily		80'-89' 0		Ice		Y	
										Ave Slip Length 38		Weekly		90'-99' 0		Water Sports		N	
										<b>Lease Rates /ft</b>		Monthly (Low)		100'-109' 0		Crews Quarters		N	
										Daily (Low) \$2.00		Monthly (High)		110'-119' 0		Security - Passive		N	
										Daily (High) \$4.00		Yearly (Low) /mo		120'-129' 0		Security - Video		Y	
										Daily Live-Aboard		Yearly (High) /mo		130'-139' 1		Security - Guard		N	
										Weekly (Low)		<b>Miscellaneous</b>		140'-149' 0		<b>WaterSide Amenities</b>			
										Weekly (High)		Mooring Rate /mo		150'-159' 0		Water		Y \$0.00 /gal	
										Weekly Live-Aboard		Mooring Rate /mo		160'-169' 0		Pumpout		Y \$25.00 /use	
										Monthly (Low) \$7.25		Transient Berths 20		170'-179' 0		Telephone		N	
										Monthly (High) \$8.25		Boat Ramp		180'-189' 0		TV/Cable		N	
Monthly Live-Aboard		Approach Depth 20		190'-199' 0		Internet Access		N											
Yearly (Low) /mo \$8.00		Port Of Entry N		200'-209' 0		<b>Electric</b>													
Yearly (High) /mo \$9.00		Clean Marina		210'-219' 0		1 Ph		Y 3 Ph N											
Yearly Live-Aboard /m		Blue Flag		220'-229' 0		<b>Rates</b>		/kWh /Day /Mo											
<b>Local Notes</b>		<b>Associated Events</b>		230'-239' 0		30A													
				240'-249' 0		50A													
				250'+ 0		100A													
				<b>Fuel</b>															
		Gas		N		High Speed		N											
		Diesel		N		High Speed		N											

Marina Number 0821

MARINA DATA REPORT												
		Market			US - Maryland - Western Shore		SubLocation		Potomac - Upper (Ocoquan River to D.C.)			
		Marina Name			Belle Haven Marina		Web Page		www.saildc.com			
Research Date		8/2008		Street			1201 Belle Haven Marina Road		Contact Person			
Latitude		38.776681		City, State			Alexandria, VA		Telephone			
Longitude		-77.048325		Postal Code/Country		22307 United States		Fax				
	<u>Slip Information</u>					<u>Slip Sizes</u>		<u>Upland Amenities</u>				
	Dock Style		Fixed		Busy Season		Under 20'	0	Hotel	N		
	Dock Material		Timber		Off Season		20'-29'	20	Restaurant	N		
	<u>Wet Slips</u>			<u>Dry Slips</u>			30'-39'	52	Shopping	N		
	Wet Slips		130		Dry Slips		40'-49'	52	Bar	N		
	Wet Peak Occupancy		100%		Dry Peak Occupancy		50'-59'	6	Pool	N		
	Wet Off Occupancy				Dry Off Occupancy		60'-69'	0	Laundry Facilities	N		
	Max Slip Length		50		<u>Lease Rates /ft</u>			70'-79'	0	Shower	N	
	Min Slip Length				Daily		80'-89'	0	Ice	Y		
	Ave Slip Length		25		Weekly		90'-99'	0	Water Sports	Y		
	<u>Lease Rates /ft</u>			Monthly (Low)		\$6.00	100'-109'	0	Crews Quarters	N		
	Daily (Low)		\$1.00		Monthly (High)		\$6.00	110'-119'	0	Security - Passive	N	
	Daily (High)		\$1.00		Yearly (Low) /mo		\$6.00	120'-129'	0	Security - Video	N	
	Daily Live-Aboard				Yearly (High) /mo		\$6.00	130'-139'	0	Security - Guard	N	
	Weekly (Low)				<u>Miscellaneous</u>			140'-149'	0	<u>WaterSide Amenities</u>		
	Weekly (High)				Moorings		25	150'-159'	0	Water	Y	\$0.00 /gal
	Weekly Live-Aboard				Mooring Rate /mo			160'-169'	0	Pumpout	Y	\$5.00 /use
	Monthly (Low)		\$8.25		Transient Berths		0	170'-179'	0	Telephone		N
	Monthly (High)		\$8.25		Boat Ramp		Y	180'-189'	0	TV/Cable		N
	Monthly Live-Aboard				Approach Depth			190'-199'	0	Internet Access		N
Yearly (Low) /mo		\$8.25		Port Of Entry		N	200'-209'	0	<u>Electric</u>			
Yearly (High) /mo		\$8.25		Clean Marina			210'-219'	0	1 Ph	N	3 Ph	N
Yearly Live-Aboard /m				Blue Flag			220'-229'	0	Rates	/kWh	/Day	/Mo
<u>Local Notes</u>		<u>Associated Events</u>					230'-239'	0	30A			
							240'-249'	0	50A			
							250'+	0	100A			
							<u>Fuel</u>					
							Gas	N	High Speed		N	
							Diesel	N	High Speed		N	

Marina Number 0819

MARINA DATA REPORT													
		Market US - Maryland - Western Shore			SubLocation Potomac - Upper (Occoquan River to D.C.)								
Marina Name Columbia Island Marina		Web Page www.columbiaisland.com											
Research Date 8/2008	Street 1 George Washington Memorial Parkway			Contact Person									
Latitude 38.874894	City, State Washington, DC			Telephone (202) 347-0173									
Longitude -77.049058	Postal Code/Country 20024		United States		Fax								
				<u>Slip Information</u>			<u>Slip Sizes</u>		<u>Upland Amenities</u>				
				Dock Style Floating		Busy Season		Under 20' 0		Hotel		N	
				Dock Material Timber		Off Season		20'-29' 220		Restaurant		Y	
				<u>Wet Slips</u>			<u>Dry Slips</u>			30'-39' 123		Shopping N	
				Wet Slips 380		Dry Slips		40'-49' 14		Bar		N	
				Wet Peak Occupancy		Dry Peak Occupancy		50'-59' 23		Pool		N	
				Wet Off Occupancy		Dry Off Occupancy		60'-69' 0		Laundry Facilities		N	
				Max Slip Length 50		<u>Lease Rates /ft</u>		70'-79' 0		Shower		Y	
				Min Slip Length 20		Daily		80'-89' 0		Ice		N	
				Ave Slip Length		Weekly		90'-99' 0		Water Sports		N	
				<u>Lease Rates /ft</u>			Monthly (Low)			100'-109' 0		Crews Quarters N	
				Daily (Low) \$1.50		Monthly (High)		110'-119' 0		Security - Passive			
				Daily (High) \$1.50		Yearly (Low) /mo		120'-129' 0		Security - Video			
				Daily Live-Aboard		Yearly (High) /mo		130'-139' 0		Security - Guard			
				Weekly (Low)		<u>Miscellaneous</u>			140'-149' 0		<u>WaterSide Amenities</u>		
Weekly (High)		Moorings		150'-159' 0		Water Y		\$0.00 /gal					
Weekly Live-Aboard		Mooring Rate /mo		160'-169' 0		Pumpout Y		\$5.00 /use					
Monthly (Low) \$10.25		Transient Berths 0		170'-179' 0		Telephone		N					
Monthly (High) \$11.83		Boat Ramp Y		180'-189' 0		TV/Cable		N					
Monthly Live-Aboard		Approach Depth		190'-199' 0		Internet Access		N					
Yearly (Low) /mo \$10.25		Port Of Entry N		200'-209' 0		<u>Electric</u>							
Yearly (High) /mo \$11.83		Clean Marina		210'-219' 0		1 Ph Y		3 Ph					
Yearly Live-Aboard /m		Blue Flag		220'-229' 0		<u>Rates</u> /kWh		/Day /Mo					
<u>Local Notes</u>				<u>Associated Events</u>			230'-239' 0		30A \$5.00				
							240'-249' 0		50A \$7.00				
							250'+ 0		100A				
							<u>Fuel</u>						
Gas Y		High Speed		N									
Diesel N		High Speed		N									

Marina Number 0807



**MARINA DATA REPORT**

<b>Market</b>	US - Maryland - Western Shore		<b>SubLocation</b>	Potomac - Upper (Ocoquan River to D.C.)	
<b>Marina Name</b>	Gangplank Marina		<b>Web Page</b>	http://www.gangplank.com/	
<b>Research Date</b>	8/2008	<b>Street</b>	600 Water Street SW		<b>Contact Person</b>
<b>Latitude</b>	38.876708	<b>City, State</b>	Washington, DC		<b>Telephone</b>
<b>Longitude</b>	-77.022102	<b>Postal Code/Country</b>	20024	United States	<b>Fax</b>
					(202) 554-5000
					(202) 554-2740





<u>Slip Information</u>				<u>Slip Sizes</u>		<u>Upland Amenities</u>			
<b>Dock Style</b>	Floating	<b>Busy Season</b>		<b>Under 20'</b>	0	<b>Hotel</b>	N		
<b>Dock Material</b>	Timber	<b>Off Season</b>		<b>20'-29'</b>	50	<b>Restaurant</b>	N		
<u>Wet Slips</u>		<u>Dry Slips</u>		<b>30'-39'</b>	78	<b>Shopping</b>	N		
<b>Wet Slips</b>	309	<b>Dry Slips</b>	0	<b>40'-49'</b>	120	<b>Bar</b>	N		
<b>Wet Peak Occupancy</b>		<b>Dry Peak Occupancy</b>		<b>50'-59'</b>	25	<b>Pool</b>	N		
<b>Wet Off Occupancy</b>		<b>Dry Off Occupancy</b>		<b>60'-69'</b>	25	<b>Laundry Facilities</b>	Y		
<b>Max Slip Length</b>	125	<u>Lease Rates /ft</u>		<b>70'-79'</b>	0	<b>Shower</b>	Y		
<b>Min Slip Length</b>		<b>Daily</b>		<b>80'-89'</b>	7	<b>Ice</b>	N		
<b>Ave Slip Length</b>	40	<b>Weekly</b>		<b>90'-99'</b>	1	<b>Water Sports</b>	N		
<u>Lease Rates /ft</u>		<b>Monthly (Low)</b>		<b>100'-109'</b>	2	<b>Crews Quarters</b>	N		
<b>Daily (Low)</b>		<b>Monthly (High)</b>		<b>110'-119'</b>	0	<b>Security - Passive</b>	Y		
<b>Daily (High)</b>	\$1.50	<b>Yearly (Low) /mo</b>		<b>120'-129'</b>	1	<b>Security - Video</b>	N		
<b>Daily Live-Aboard</b>		<b>Yearly (High) /mo</b>		<b>130'-139'</b>	0	<b>Security - Guard</b>	Y		
<b>Weekly (Low)</b>		<u>Miscellaneous</u>		<b>140'-149'</b>	0	<u>WaterSide Amenities</u>			
<b>Weekly (High)</b>	\$8.00	<b>Moorings</b>	0	<b>150'-159'</b>	0	<b>Water</b>	Y	\$0.00 /gal	
<b>Weekly Live-Aboard</b>		<b>Mooring Rate /mo</b>		<b>160'-169'</b>	0	<b>Pumpout</b>	Y	\$12.00 /use	
<b>Monthly (Low)</b>	\$13.60	<b>Transient Berths</b>	0	<b>170'-179'</b>	0	<b>Telephone</b>	N		
<b>Monthly (High)</b>	\$17.00	<b>Boat Ramp</b>	N	<b>180'-189'</b>	0	<b>TV/Cable</b>	Y		
<b>Monthly Live-Aboard</b>	\$150.00	<b>Approach Depth</b>		<b>190'-199'</b>	0	<b>Internet Access</b>	N		
<b>Yearly (Low) /mo</b>	\$11.00	<b>Port Of Entry</b>	N	<b>200'-209'</b>	0	<u>Electric</u>			
<b>Yearly (High) /mo</b>	\$15.00	<b>Clean Marina</b>		<b>210'-219'</b>	0	<b>1 Ph</b>	Y	<b>3 Ph</b>	
<b>Yearly Live-Aboard /m</b>	\$150.00	<b>Blue Flag</b>		<b>220'-229'</b>	0	<b>Rates</b>	/kWh	/Day	
				<b>230'-239'</b>	0	<b>30A</b>		\$5.00	
				<b>240'-249'</b>	0	<b>50A</b>		\$10.00	
				<b>250'+</b>	0	<b>100A</b>			
				<u>Fuel</u>					
				<b>Gas</b>	N	<b>High Speed</b>	N		
				<b>Diesel</b>	N	<b>High Speed</b>	N		

**Comments**  
 Approximately 100 slips have liveaboards and no new applications being taken only transfers allowed. City-owned marina with a private management company. Bubbler for the dock during the winter. Most occupants are recreational or government contractors

**Local Notes**

Marina Number 0808

MARINA DATA REPORT										
		Market US - Maryland - Western Shore			SubLocation Potomac - Upper (Occoquan River to D.C.)					
Marina Name James Creek Marina		Web Page www.jamescreek.com								
Research Date	8/2008	Street 200 V St SW			Contact Person					
Latitude	38.864006	City, State Washington, DC			Telephone (202) 554-8844					
Longitude	-77.014489	Postal Code/Country 20024		United States		Fax				
		<b>Slip Information</b>			<b>Slip Sizes</b>		<b>Upland Amenities</b>			
		Dock Style	Floating	Busy Season		Under 20'	0	Hotel	N	
		Dock Material	Timber	Off Season		20'-29'	150	Restaurant	N	
		<b>Wet Slips</b>		<b>Dry Slips</b>		30'-39'	110	Shopping		
		Wet Slips	300	Dry Slips	0	40'-49'	40	Bar		
		Wet Peak Occupancy		Dry Peak Occupancy		50'-59'	0	Pool		
		Wet Off Occupancy		Dry Off Occupancy		60'-69'	0	Laundry Facilities		
		Max Slip Length	87	<b>Lease Rates /ft</b>		70'-79'	0	Shower		
		Min Slip Length	26	Daily		80'-89'	0	Ice		
		Ave Slip Length		Weekly		90'-99'	0	Water Sports		
		<b>Lease Rates /ft</b>		Monthly (Low)		100'-109'	0	Crews Quarters		
		Daily (Low)		Monthly (High)		110'-119'	0	Security - Passive		
		Daily (High)	\$1.25	Yearly (Low) /mo		120'-129'	0	Security - Video		
		Daily Live-Aboard		Yearly (High) /mo		130'-139'	0	Security - Guard		
		Weekly (Low)		<b>Miscellaneous</b>		140'-149'	0	<b>WaterSide Amenities</b>		
Weekly (High)		Mooring		150'-159'	0	Water	Y	/gal		
Weekly Live-Aboard		Mooring Rate /mo		160'-169'	0	Pumpout	Y	/use		
Monthly (Low)	\$9.00	Transient Berths		170'-179'	0	Telephone				
Monthly (High)	\$10.25	Boat Ramp		180'-189'	0	TV/Cable				
Monthly Live-Aboard		Approach Depth		190'-199'	0	Internet Access				
Yearly (Low) /mo	\$8.00	Port Of Entry		200'-209'	0	<b>Electric</b>				
Yearly (High) /mo	\$8.00	Clean Marina	Y	210'-219'	0	1 Ph	Y	3 Ph		
Yearly Live-Aboard /m		Blue Flag		220'-229'	0	Rates	/kWh	/Day		
<b>Local Notes</b>		<b>Associated Events</b>			230'-239'	0	30A	\$3.00	\$60.00	
					240'-249'	0	50A	\$5.00	\$60.00	
					250'+	0	100A			
					<b>Fuel</b>					
					Gas	Y	High Speed	N		
					Diesel	Y	High Speed	N		

Marina Number 0811



**MARINA DATA REPORT**



<b>Market</b>	US - Maryland - Western Shore		<b>SubLocation</b>	Potomac - Upper (Ocoquan River to D.C.)	
<b>Marina Name</b>	National Harbor		<b>Web Page</b>	http://www.nationalharbor.com/	
<b>Research Date</b>	8/2008	<b>Street</b>	163 Waterfront Street		<b>Contact Person</b>
<b>Latitude</b>	38.782513	<b>City, State</b>	National Harbor, MD		<b>Telephone</b>
<b>Longitude</b>	-77.018326	<b>Postal Code/Country</b>	20745	United States	<b>Fax</b>



<u>Slip Information</u>				<u>Slip Sizes</u>		<u>Upland Amenities</u>				
Dock Style	Fixed & Floating	Busy Season		Under 20'	0	Hotel	Y			
Dock Material	Conc/ Timb	Off Season		20'-29'	0	Restaurant	Y			
<u>Wet Slips</u>		<u>Dry Slips</u>		30'-39'	0	Shopping	Y			
Wet Slips	64	Dry Slips	0	40'-49'	32	Bar	Y			
Wet Peak Occupancy		Dry Peak Occupancy		50'-59'	0	Pool	Y			
Wet Off Occupancy		Dry Off Occupancy		60'-69'	32	Laundry Facilities	Y			
Max Slip Length		<u>Lease Rates /ft</u>		70'-79'	0	Shower	Y			
Min Slip Length		Daily		80'-89'	0	Ice	Y			
Ave Slip Length		Weekly		90'-99'	0	Water Sports	N			
<u>Lease Rates /ft</u>		Monthly (Low)		100'-109'	0	Crews Quarters	N			
Daily (Low)		Monthly (High)		110'-119'	0	Security - Passive	Y			
Daily (High)	\$2.25	Yearly (Low) /mo		120'-129'	0	Security - Video	Y			
Daily Live-Aboard		Yearly (High) /mo		130'-139'	0	Security - Guard	Y			
Weekly (Low)		<u>Miscellaneous</u>		140'-149'	0	<u>WaterSide Amenities</u>				
Weekly (High)		Moorings		150'-159'	0	Water	Y	\$0.00	/gal	
Weekly Live-Aboard		Mooring Rate /mo		160'-169'	0	Pumpout	Y		/use	
Monthly (Low)		Transient Berths		170'-179'	0	Telephone	Y			
Monthly (High)		Boat Ramp		180'-189'	0	TV/Cable	Y			
Monthly Live-Aboard		Approach Depth		190'-199'	0	Internet Access	Y			
Yearly (Low) /mo	\$10.83	Port Of Entry		200'-209'	0	<u>Electric</u>				
Yearly (High) /mo	\$10.83	Clean Marina		210'-219'	0	1 Ph	Y	3 Ph	N	
Yearly Live-Aboard /m		Blue Flag		220'-229'	0	Rates	/kWh	/Day	/Mo	
<u>Local Notes</u>				<u>Associated Events</u>		230'-239'	0	30A	\$5.00	
						240'-249'	0	50A	\$10.00	
						250'+	0	100A		
						<u>Fuel</u>				
						Gas	Y	High Speed	N	
						Diesel	Y	High Speed	N	


**Comments**  
 All inclusive marina with upland restaurants and lodging. Water taxi to Alexandria. Larger slips but smaller vessels occupy the slips.

Marina Number 0820

MARINA DATA REPORT												
		Market			US - Maryland - Western Shore		SubLocation		Potomac - Upper (Occoquan River to D.C.)			
		Marina Name			Old Dominion Boat Club		Web Page		www.olddominionboatclub.com			
Research Date		10/2008	Street			One King St		Contact Person				
Latitude		38.804722	City, State			Alexandria, VA		Telephone			(703) 836-1900	
Longitude		-77.046667	Postal Code/Country		22314	United States		Fax				
	<u>Slip Information</u>				<u>Slip Sizes</u>		<u>Upland Amenities</u>					
	Dock Style		Fixed	Busy Season			Under 20'	0	Hotel		N	
	Dock Material		Timber	Off Season			20'-29'	34	Restaurant		Y	
	<u>Wet Slips</u>			<u>Dry Slips</u>			30'-39'	15	Shopping		N	
	Wet Slips		53	Dry Slips		0	40'-49'	4	Bar		Y	
	Wet Peak Occupancy			Dry Peak Occupancy			50'-59'	0	Pool		N	
	Wet Off Occupancy			Dry Off Occupancy			60'-69'	0	Laundry Facilities		Y	
	Max Slip Length			<u>Lease Rates /ft</u>			70'-79'	0	Shower		Y	
	Min Slip Length			Daily			80'-89'	0	Ice		Y	
	Ave Slip Length			Weekly			90'-99'	0	Water Sports		N	
	<u>Lease Rates /ft</u>			Monthly (Low)			100'-109'	0	Crews Quarters		N	
	Daily (Low)		\$0.50	Monthly (High)			110'-119'	0	Security - Passive		Y	
	Daily (High)		\$2.00	Yearly (Low) /mo			120'-129'	0	Security - Video		N	
	Daily Live-Aboard			Yearly (High) /mo			130'-139'	0	Security - Guard		N	
	Weekly (Low)			<u>Miscellaneous</u>			140'-149'	0	<u>WaterSide Amenities</u>			
	Weekly (High)			Moorings		0	150'-159'	0	Water	Y	\$0.00 /gal	
	Membership required, some transients allowed		Weekly Live-Aboard		Mooring Rate /mo			160'-169'	0	Pumpout	Y /use	
			Monthly (Low)		Transient Berths		0	170'-179'	0	Telephone		
			Monthly (High)		Boat Ramp		Y	180'-189'	0	TV/Cable		
			Monthly Live-Aboard		Approach Depth			190'-199'	0	Internet Access		
		Yearly (Low) /mo		Port Of Entry		N	200'-209'	0	<u>Electric</u>			
		Yearly (High) /mo		Clean Marina			210'-219'	0	1 Ph	Y	3 Ph	N
		Yearly Live-Aboard /m		Blue Flag			220'-229'	0	<u>Rates</u> /kwh	/Day	/Mo	
<u>Local Notes</u>	<u>Associated Events</u>						230'-239'	0	30A			
							240'-249'	0	50A			
							250'+	0	100A			
	<u>Fuel</u>											
	Gas		N	High Speed		N						
	Diesel		N	High Speed		N						

Marina Number 0823



MARINA DATA REPORT									
		Market US - Maryland - Western Shore			SubLocation Potomac - Upper (Occoquan River to D.C.)				
Marina Name		Washington Marina Company			Web Page <a href="http://www.washingtonmarina.com">www.washingtonmarina.com</a>				
Research Date	8/2008	Street 1300 Maine Ave SW			Contact Person				
Latitude	38.882219	City, State Washington, DC			Telephone (202) 554-0222				
Longitude	-77.029793	Postal Code/Country 20024 United States			Fax				
	<b>Slip Information</b>				<b>Slip Sizes</b>		<b>Upland Amenities</b>		
	Dock Style	Floating	Busy Season		Under 20'	0	Hotel	N	
	Dock Material	Composite	Off Season		20'-29'	86	Restaurant	N	
	<b>Wet Slips</b>		<b>Dry Slips</b>		30'-39'	0	Shopping	N	
	Wet Slips	110	Dry Slips	0	40'-49'	14	Bar	N	
	Wet Peak Occupancy		Dry Peak Occupancy		50'-59'	1	Pool	N	
	Wet Off Occupancy		Dry Off Occupancy		60'-69'	4	Laundry Facilities	N	
	Max Slip Length	100	<b>Lease Rates /ft</b>		70'-79'	3	Shower	N	
	Min Slip Length	20	Daily		80'-89'	0	Ice	N	
	Ave Slip Length	30	Weekly		90'-99'	0	Water Sports	N	
	<b>Lease Rates /ft</b>		Monthly (Low)		100'-109'	0	Crews Quarters	N	
	Daily (Low)	\$2.00	Monthly (High)		110'-119'	2	Security - Passive	Y	
	Daily (High)	\$2.00	Yearly (Low) /mo		120'-129'	0	Security - Video	N	
	Daily Live-Aboard		Yearly (High) /mo		130'-139'	0	Security - Guard	N	
	Weekly (Low)		<b>Miscellaneous</b>		140'-149'	0	<b>WaterSide Amenities</b>		
	Weekly (High)		Moorings	0	150'-159'	0	Water	Y	/gal
	Weekly Live-Aboard		Moorings Rate /mo		160'-169'	0	Pumpout	Y	/use
	Monthly (Low)	\$9.00	Transient Berths	0	170'-179'	0	Telephone	N	
	Monthly (High)	\$12.00	Boat Ramp		180'-189'	0	TV/Cable	N	
	Monthly Live-Aboard		Approach Depth		190'-199'	0	Internet Access	N	
Yearly (Low) /mo	\$9.00	Port Of Entry	N	200'-209'	0	<b>Electric</b>			
Yearly (High) /mo	\$12.00	Clean Marina		210'-219'	0	1 Ph	Y	3 Ph	
Yearly Live-Aboard /m		Blue Flag		220'-229'	0	Rates	/kWh	/Day /Mo	
<b>Local Notes</b>		<b>Associated Events</b>			230'-239'	0	30A		
					240'-249'	0	50A		
					250'+	0	100A		
					<b>Fuel</b>				
					Gas	N	High Speed	N	
					Diesel	N	High Speed	N	

Marina Number 0810



# A.5

*Appendix 5:  
Alexandria Waterfront  
Public Art Proposal*

# ALEXANDRIA WATERFRONT Public Art Proposal



ALEXANDRIA  
COMMISSION  
FOR THE ARTS

PUBLIC ART COMMITTEE  
2010.12.13



Manhole cover, King Street Gardens Park, Alexandria, VA

Researching, designing and writing this public art plan required thousands of volunteer hours to complete. Thank you to the following from the Public Art Committee for their dedication, hard work, vision and professionalism:

- Rebecca Adams
- Susie Cohen
- Karen Conkey
- Mike Detomo
- Dene Garbow
- Kathy Glennon
- Matthew Harwood
- Pat Miller

If you have any questions or comments, please contact the Public Art Committee, Alexandria Commission for the Arts or Office of the Arts.

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Manhole covers, Japan

## INTRODUCTION



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

### Overview

In the City of Alexandria's 1982 Waterfront Plan, the Torpedo Factory Art Center was established as a cultural anchor and became an important catalyst for revitalizing the waterfront. The Art Center's unique character attracted hundreds of thousands of people annually to the area. Economic opportunities developed; restaurants and shops opened. There was prosperity and growth.

Alexandria must now compete with the growing cultural attractions of nearby communities, including National Harbor, Georgetown, the Capitol Riverfront, Annapolis and Lorton.

### Alexandria's Art Policy

The Alexandria Commission for the Arts and the Public Art Committee embrace the goals stated in the City's 2008 revised *Policy on Acquired Art* to support the current waterfront revitalization effort:

- To integrate art into the City
- To promote public awareness of and interest in art
- To promote Alexandria's cultural heritage

- To foster tourism and encourage economic development
- To enhance the City's reputation as a national leader in the arts
- To provide for future artistic endeavors

The Alexandria Commission for the Arts and the Public Art Committee took these goals as a mandate and developed this proposal based on them. The overarching concept is to make Alexandria's waterfront an arts destination and cultural anchor by establishing an Art Walk along the Potomac River.

### Art on the Waterfront Proposal

Public art, inspired by the confluence of art, culture, history and nature, would be highlighted throughout the waterfront. The aim is to have public art pieces set at regular intervals along one continuous walking path. This Art Walk pathway would straddle the Potomac River unifying the waterfront experience for residents and visitors by connecting City Parks and helping to establish and to reinforce existing cultural areas.

In 2008 and 2009, an ad hoc committee under the Public Art Committee created a concept presentation called *Art on the Waterfront* that explored the potential of an Art Walk along the Potomac. After obtaining approval by the Public Art Committee and the Alexandria Commission for the Arts, members of the group went out to the community to share their ideas and to listen and learn from others. This proposal builds on the *Art on the Waterfront* presentation and the 2010 *Waterfront Concept Plan*, fulfilling the City's request to the Public Art Committee to provide a vision and a design framework for public art on the waterfront.

Art along the waterfront must work for Alexandria. Public art succeeds when it creates a sense of place and complements its environment and culture. Examples of public art pictured in this proposal come from all corners of the world and are meant to show the possibilities for integrating art along the waterfront.

### Goals and Objectives

The purpose of this proposal is twofold: to help the City develop a comprehensive, long-range plan for public art on the waterfront; and to give guidance to the public, arts administrators and artists contributing to the Art Walk.

## THE ART WALK PATH



Alleyway behind the Athenaeum, Alexandria, VA

The history of the land and physical changes the waterfront has undergone tell one thing; the Potomac River and wildlife tell another. The people who worked and lived on the land; the commerce and industry, all have stories. All these tales are entwined and will help inspire the public art along the Art Walk.

The Art Walk pathway will measure a mile and a half, winding through Alexandria's waterfront from Tide Lock to Pomander parks, shadowing the Potomac shoreline.

### Concepts:

- Unify Alexandria's waterfront experience by establishing a continuous walking path along the Potomac River with a wide variety of public art inspired by Alexandria's rich history, culture and natural beauty
- Restore the "living shoreline" to improve water quality, to provide shoreline access to wildlife, and add diversity of plant species
- Encourage economic development and foster tourism by highlighting Alexandria's waterfront as a cultural anchor



Central Park, Frederick Law Olmstead, New York, NY

### Recommendations:

- Establish a winding path that flows in harmony with the natural shoreline of the Potomac River
- Inscribe directly on the Art Walk pathway historical quotations describing Alexandria (lettering should be in the same typeface)
- Pave the Art Walk with a warm, golden-hued, exposed aggregate concrete
- Incorporate additional paving materials that are native to the Potomac River, as well as ballast stones symbolically transplanted from ports throughout the world
- Add where appropriate (to reflect the planning concepts and recommendations outlined in this proposal) glass, oyster shells, coral, fish bones, colored stones, etc. as aggregate to the paving material
- Incorporate in-pavement lighting on the Art Walk pathway (powered by solar collectors from the public art project proposed for Tide Lock Park near the Mirant Potomac River Generating Station)
  - For pedestrian safety, keep the bike path and Art Walk separate
  - Make the path ADA compliant

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Alley pavers in Old Town, Alexandria, VA



Exposed aggregate concrete

**Historical references:**

- Ballast stones: When sailing vessels took on cargo, it was at times necessary to sail to a port with light or empty hulls. To keep from being too top-heavy at sea and vulnerable to capsizing in high winds, ships carried stones in their hulls as counterweight. These ballast stones were then left behind to make room for the cargo being exported. Alexandria's early cobblestone streets are paved with some of these discarded ballast stones transported from around the world.



Cobblestones, Prince Street



Confluence Project, Maya Lin, Columbia River, OR and WA

*"...we...traveled a hilly road that frequently gave us a view of the river Potomack (sic) and reached Alexandria at 11 o'clock, while the horses were bathing, we took a walk through the town."*  
[Baron Alexander Von Humboldt's Visit to Washington, D.C., Herman R. Friis, 1804]



## TIDE LOCK PARK (north)



Privately owned property with public access

In Alexandria's early years, the City paid a lamplighter to walk the streets at dusk and, one by one, hand light the public oil lamps. In 1851, the Alexandria Gas Light Company became the source of illumination. Today, electricity is generated with the use of coal at the nearby Mirant power plant. Alternative energy sources, like solar and wind, may power the lighting of the future. The inspiration for the light-sculpture garden proposed for Tide Lock (north) is to be taken from Alexandria's streetlights.

### Concepts:

- Establish this park as a gateway to the Art Walk, beginning the pathway at the north end and moving southward, following the Potomac shoreline
- Work with the owners of Canal Center Plaza and the Mirant Potomac River Generating Station to build a private/public collaboration on a public art project inspired by the light of Alexandria's historic streetlamps
- Establish a cultural anchor on the northern end of the Art Walk by tying park activities into nearby cultural facilities, such as MetroStage



Light display, Roppongi Hills, Tokyo, Japan



Interactive light sculpture, London, England



Holmberg Footbridge leading to Hunter Museum of Art, Chattanooga, TN  
(© Ross Glass and Aluminum, LLC)

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**Recommendations:**

- Commission and install a Light-Sculpture Garden in the park, inspired by the lighting fixtures from Alexandria's history
- Include solar collectors in the Light-Sculpture Garden to power the in-pavement lighting alongside the Art Walk pathway
- Create and install signage giving an overview of the Art Walk
- Include signage to distinguish the Art Walk from the bike path
- Increase outdoor seating

*"During Alexandria's first half-century...Your path would be lit only by the meager light from your own lantern and by the kindness of strangers – candles or oil lamps in the windows of the wakeful and in the taverns that you passed."* [Diane Riker, August 22, 2010]

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



Franklin lamp

*"The (gas) light is steady and brilliant. Large numbers of our citizens turned out to see the 'lighting up' – and all were pleased to see the success exhibited."* [Alexandria Gazette, Oct. 20, 1851]

**Historical references:**

- Alexandria utilized a variety of energy sources and lighting devices to illuminate its streets after sunset, each lending its own special magic to the night.
- The lighting theme for Tide Lock Park (north) lends itself to the limelight of the nearby MetroStage. MetroStage is an award winning theater dedicated to producing contemporary American plays and musicals. The theater premieres new works by Washington area and regional playwrights drawing its audiences from the Washington metropolitan area and beyond. (For more information, see addendum page 61.)



Streetlights on King Street, Alexandria, VA



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

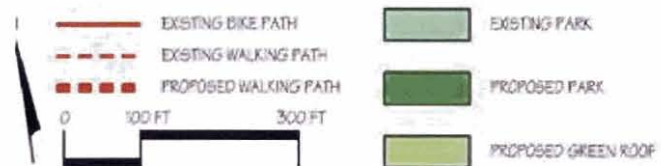
PUBLIC ART COMMITTEE  
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**Proposed locations at Tide Lock Park north:**

1. Establish this park as a gateway to the Art Walk, beginning the pathway at the north end and moving southward, following the Potomac River shoreline
2. Work with the owners of Canal Center Plaza and the Mirant Power Plant to build a private/public collaboration as an alternative energy/public art project
3. Establish a cultural anchor on the northern end of the Art Walk by tying park activities into nearby cultural facilities, such as MetroStage
4. Commission and install a Light-Sculpture Garden in the park, inspired by the lighting fixtures and energy sources utilized throughout Alexandria's history
5. Include solar collectors in the Light-Sculpture Garden to power the in-pavement lighting alongside the Art Walk pathway
6. Create and install signage giving an overview of the Art Walk
7. Include signage to distinguish the Art Walk from the bike path
8. Increase outdoor seating



Tide Lock Park North



## TIDE LOCK PARK (middle)

### Promenade Classique



Tisara Photography

Privately owned property with public access

The underlying theme for Tide Lock Park (middle) is remembrance and the importance of learning from the past. The existing public art piece *Promenade Classique* expresses these ideas beautifully.

#### Concept:

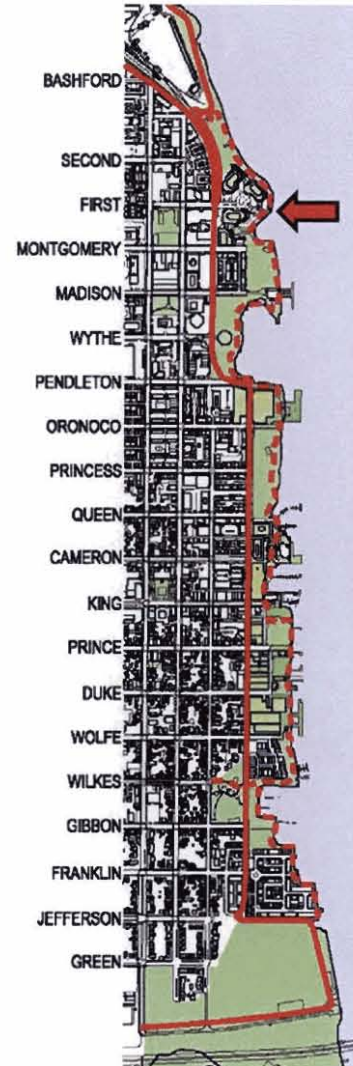
- Integrate *Promenade Classique* into the Art Walk

#### Recommendations:

- Continue Art Walk south along the Potomac River and through this successfully completed public art project
- Continue in-pavement lighting
- Increase summer concerts and recitals in amphitheater
- Publicize events
- Incorporate consistent signage and lighting

#### General information:

Completed in 1988, *Promenade Classique* was designed by landscape architect M. Paul Friedberg in collaboration with French artists Anne and Patrick Poirier. Commissioned by Savage Fogarty, the series of fountains and terraces combined with classically-inspired sculpture creates a "promenade" overlooking and leading the pedestrian to the Potomac River.



Detail, *Promenade Classique*  
Tisara Photography



Detail, *Promenade Classique*  
Tisara Photography



Detail, *Promenade Classique*  
Tisara Photography

## TIDE LOCK PARK (south)

### The Tide Lock



Privately owned property with public access

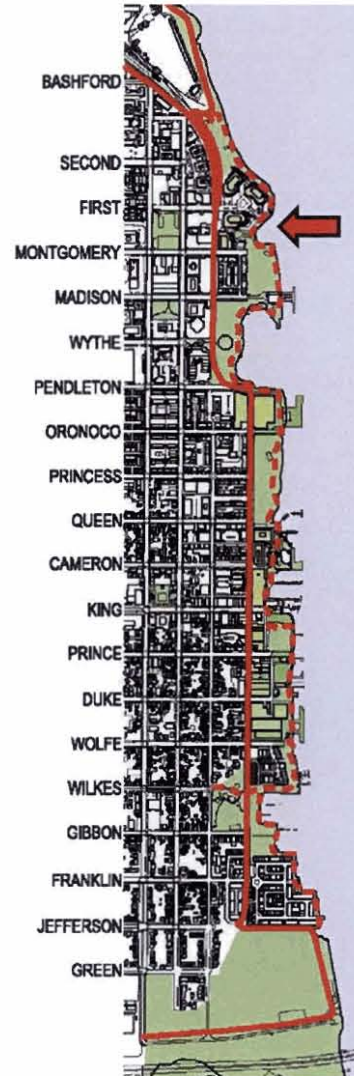
During the first half of the 19<sup>th</sup> century, the Alexandria Canal was part of a complex transportation system that utilized significant technology for its day. The canal system used waterways – natural and manmade -- to float goods and materials from the American interior to the port of Alexandria where sailing vessels then transported them around the world. Unfortunately, with the advent of rail transport, Alexandria's canal soon became obsolete. Proposed public art at Tide Lock Park (south) is to celebrate the engineering and physics employed by the Alexandria Canal.

#### Concept:

- Integrate the Tide Lock with the Art Walk

#### Recommendations:

- Continue the Art Walk south along the Potomac River
- Continue in-pavement lighting
- Remove the existing wooden span over the canal and replace it with an artistically engineered footbridge inspired by the gears and pulleys of the original locks
- Celebrate the buoyancy of objects on water and Alexandria's historic connection with glassmaking by adding a glass public art piece to the Tide Lock pool
- Establish consistent signage and lighting



Existing footbridge



Canary Wharf Footbridge, London, England



Rolling Bridge, Thomas Heatherwick, London



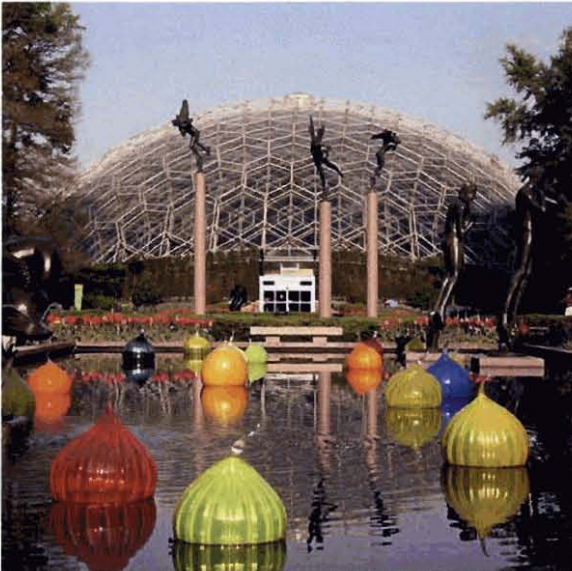
Painshill Park footbridge, Surrey, England

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*"May this important work succeed and prosper – may it more than realize our warmest hopes and may it RESTORE and PERPETUATE the TRADE and PROSPERITY of ALEXANDRIA."* [On the Opening of the Alexandria Canal, Alexandria Gazette, 1843]

**Historical references:**

- Alexandria Canal, Tide Lock and holding basin: Barges started from a terminal in Georgetown and then carried across the Potomac River on an aqueduct near the current Key Bridge. They then ran along the west side of the Virginia shore, then crossed Four Mile Run on another aqueduct, and entered Alexandria. They descended to the Potomac by means of three lift locks, lowering barges to the river at low tide. The entire canal system was about seven miles long. Today, the original Tide Lock No. 4 is protected beneath an accurate reconstruction. After the canal closed, landfill covered the tide lock. Archaeologists re-exposed and restored the tide lock as part of the Transpotomac Canal Center development in the 1980s. (For more information, see addendum page 62.)



*Walla Walla*, Dale Chihuly, Missouri Botanical Garden, St. Louis, MO



*On the Edge*, Alison Sigethy, Anacostia River, Washington, DC



Yves Tinguely

- Alexandria Glasswork Factories: In its industrial heyday, Alexandria supported four glass factories: Virginia Glass, Old Dominion Glass Company, Belle Pre Bottle Company and Alexandria Glass. The one documented order that exists is from 1902 when Robert Portner Brewing Company contracted with Old Dominion, Virginia and Belle Pre to produce 1,500,000 bottles. Portner's product line included Tivoli ("I lov[e] it," backwards) branded lager, soda and malt extract. (For more information, see addendum page 62.)



**Proposed locations at Tide Lock Park south:**

1. Celebrate Alexandria's historic glass factories by incorporating glass at the site
2. Remove the existing wooden span over the canal and replace it with an artistically engineered footbridge
3. Add to the Tide Lock pool a public art piece that incorporates glasswork inspired by Alexandria's four historic glass factories



Tide Lock Park South



## RIVERGATE CITY PARK



Privately owned property with public access

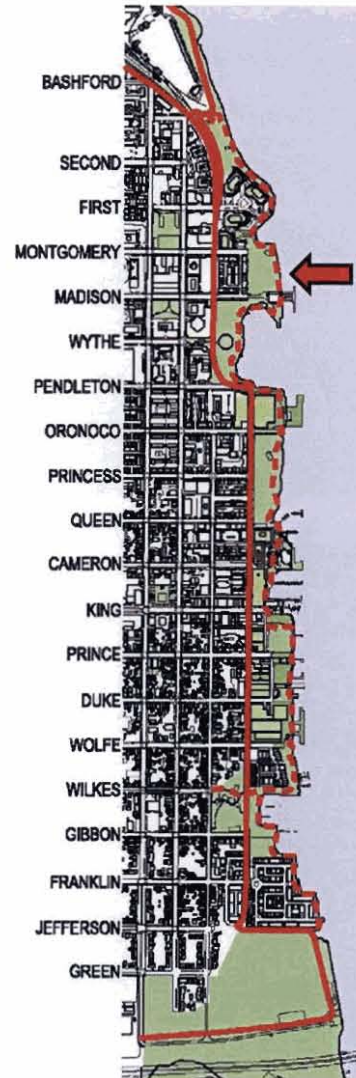
By the late 19<sup>th</sup> Century, the Alexandria Canal was abandoned, dismantled and filled in. Over a dozen stone blocks were relocated to Rivergate City Park, Ft Ward Park and sites further downriver. The idea for public art at Rivergate City Park is to reuse the canal stones in a meaningful way that will keep them together and safe.

### Concepts:

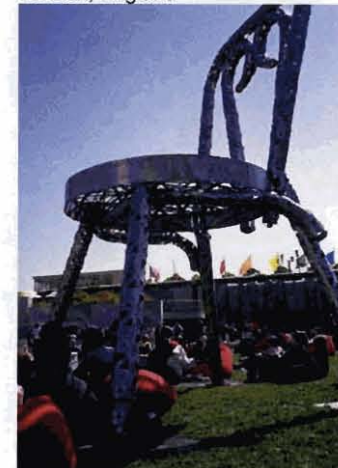
- Repurpose the original stone blocks used in the construction of the Tide Lock
- Emphasize place making on the sweeping lawn of Rivergate City Park

### Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Commission and install public art that incorporates the original stone blocks used in the construction of the Tide Lock by "returning" them to the earth as land art
- Place artistic seating in conversational arrangements with views toward the river
- Extend the Art Walk between the Dee Campbell Rowing Center and the river (the boathouse is owned and maintained by the Alexandria City Public Schools)



Armchair Theatre, National Theatre, London, England



Artist's Chair, Saori Ide, San Francisco, CA



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**General information:**

Rivergate City Park lies at the eastern end of Madison Street and north of Oronoco Bay Park. Although owned by the Rivergate Homeowners Association, there is permanent public access to the waterfront park area. East of the pathway is maintained by the City with annual contributions from the Association towards maintenance cost.

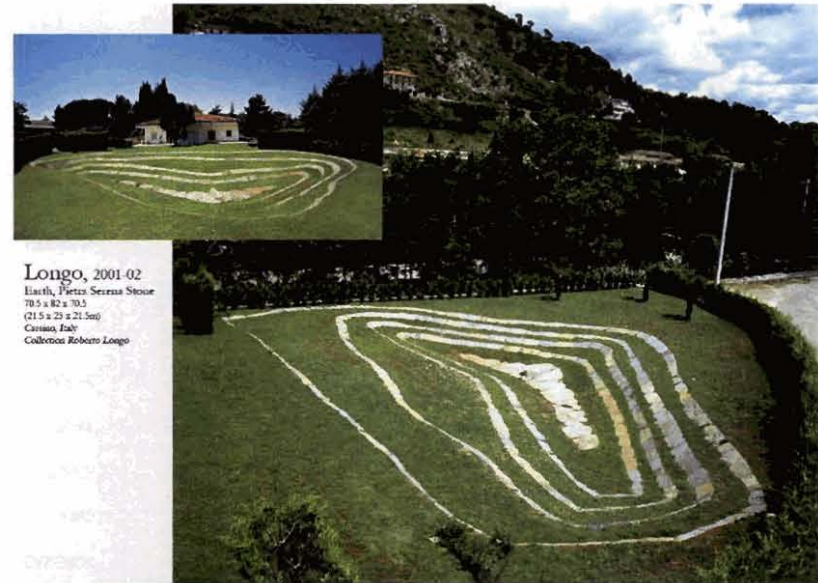
*"The Old Alexandria Canal is fast disappearing. The outlet locks down below the railroad bridge are gradually being filled up while all along in the vicinity of the double bridge the banks have been plowed down and seeded." [Alexandria Gazette, 1890]*

**Historical references:**

- Tide Lock Stones: Large stones used in the construction of the Alexandria Canal are located at Rivergate City Park, Ft. Ward Park and other locations along the river.



Land art, *Wave Field*, Maya Lin, Ann Arbor, Michigan



Longo, 2001-02  
Istaiti, Pietra Serena Stone  
78.5 x 82 x 30.3  
(21.5 x 29 x 21.5m)  
Cassino, Italy  
Collection Roberto Longo

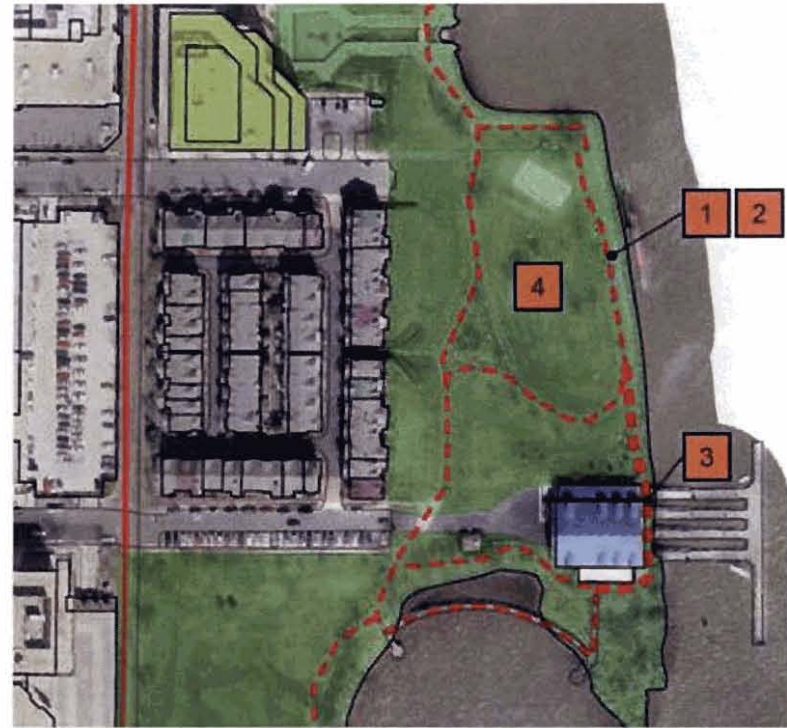
Land art, Longo, Beverly Pepper, Cassino, Italy



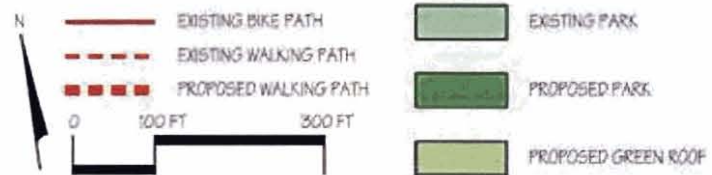
PUBLIC ART COMMITTEE  
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**Proposed locations at Rivergate City Park:**

1. Commission and install public art that incorporates the original stones used in construction of the Tide Lock
2. Emphasize place making on the sweeping, landscaped lawn to the river
3. Extend the Art Walk between the Dee Campbell Rowing Center and the river (the boathouse is owned and maintained by the Alexandria City Public Schools)
4. Place artistic seating in conversational arrangements with views toward the river



Rivergate City Park



## ORONOCO BAY PARK



City owned property

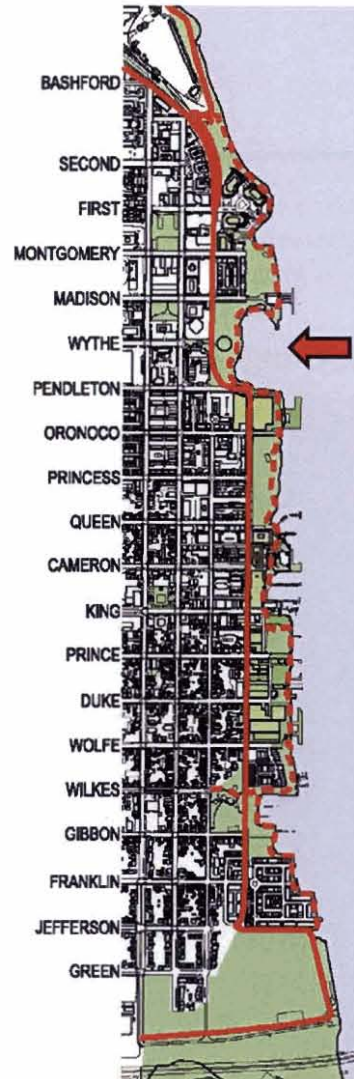
Oronoco Bay Park is an idyllic park that has become the gathering place for civic and musical events like the annual Alexandria Birthday Celebration. This was not always the case. In recent years, Alexandria has made great strides in repairing the ecological damage caused by 150 years of heavy industrialization at this site. To celebrate improving the health of the environment and making a place for the stage arts, public art at Oronoco Bay Park is to be inspired by nature and the performing arts.

### Concepts:

- Establish a cultural anchor that emphasizes the performing arts, allowing for the annual Alexandria Birthday Celebration and other large outdoor events
- Continue to resolve environmental issues and celebrate the improving ecological health of Oronoco Bay Park

### Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Restore Ralph's Gutt with ivy growing around the lower edge of the lot, as well as wetlands to the south side of the park to allow the river tides to flow in and out
- Reintroduce a "living shoreline" at the water's edge



WaterFire, Providence, RI



Conceptual image of Boxcar Theater



BosmaDance, Alexandria, VA

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- Commission and install public art that contributes to the ecological restoration of Ralph's Gutt and the cleansing of the groundwater
- Design and install a permanent outdoor amphitheater, set into the landscape as land art and oriented parallel to the river with the stage facing south
- Re-contour the whole site to accommodate the new features
- Collaborate with the owners of the Sheet Metal Workers Building and United Way Building on public/private public art projects that include an "Art Wall" along the garage walls and in a redesigned Wythe Street entrance corridor
- Install Boxcar Theater (movable stage/production/storage unit on the existing railroad spur)
- Place a gateway sculpture at the Wythe Street entrance to the park

- Erect a bridge over the restored Ralph's Gutt
- Continue boardwalk along edge of bay
- Add public art to the jetties and to the avian sanctuary for perching and nesting in the original marsh

**General information:**

Oronoco Bay Park is located on the Potomac River between Madison and Pendleton Streets. Entry is from either Madison or Pendleton Streets or at the Wythe Street Plaza. The plaza entrance is approximately at the center of the park, located between the Sheet Metal Workers of America building and the United Way building. (See addendum page 63 for more information.)

*"In its halcyon days, the citizens of Alexandria were a play going people, and would flock to the old Theatre on Cameron Street in crowds."* [Alexandria Gazette, November 9, 1863]

*"Thomas Graffort, age 79... states that he perfectly remembers that there was a great quantity of Ivy growing round the lower edge of the lot along the (Ralph's) Gutt..."* [From deposition taken in 1790, Prince William County, Virginia, Land Causes, 1789-1793]

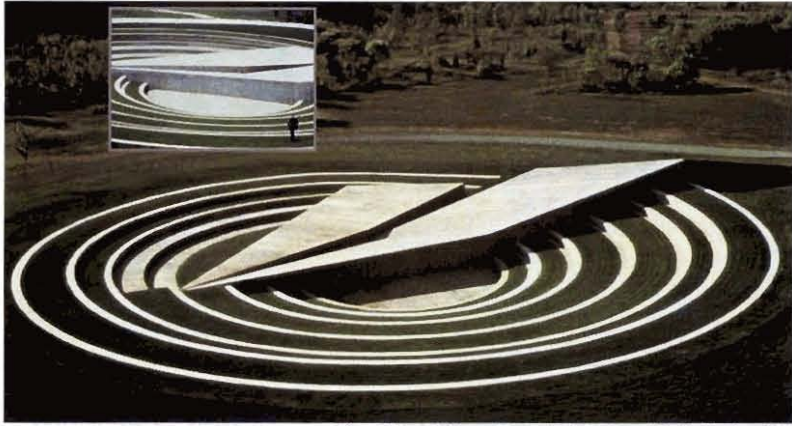
**Historical references:**

- A gut is a narrow passage, as a channel of water or a defile between hills. In colonial times a "gutt" was "a channel worn by a current of water." Ralph's Gutt extended from Oronoco Bay southwest across Oronoco Street. It was named in colonial times probably after Ralph Platt, an early settler in the Alexandria area who purchased his land in 1686 and probably moved here shortly afterward with his young son and the young orphan son of his late sister. They grew tobacco and raised cattle and hogs. (See addendum page 64 for more information.)



Land Art, Waccabuc Amphitheatre, Beverly Pepper, Waccabuc, NY

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Amphisculpture, Beverly Pepper, Bedminster, NJ

**Ecological issues:**

In the City's more recent history, the Oronoco Bay area was heavily industrialized, with uses that included oil refining and meat rendering. Ecological problems, such as arsenic in the bay's mud, sewer outfall at the foot of Pendleton Street, and creosote seeping into the Potomac River just south of West's Point, are still being addressed. (See addendum page 63 for more information.)



Downspout planter system, Buster

Simpson Seattle, WA

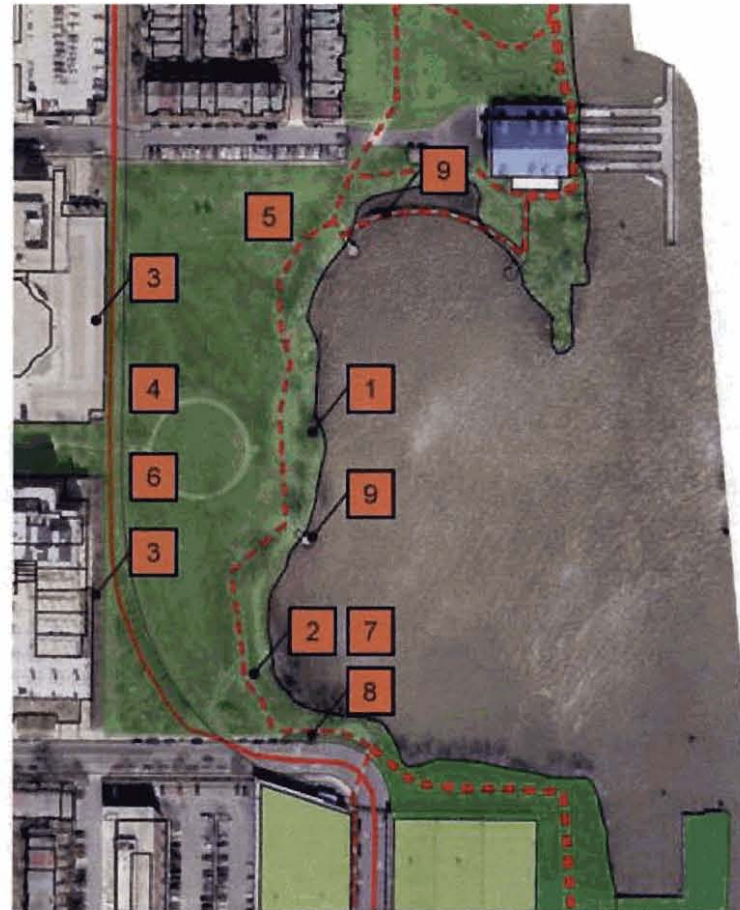


Water cleansing sculpture, *Flowforms*, John Wilkes, UK

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**Proposed locations at Oronoco Bay Park:**

1. Restore the natural shoreline and Ralph's Gutt
2. Commission and install public art that contributes to the ecological restoration of Ralph's Gutt and the cleansing of the groundwater
3. Collaborate with the owners of the Sheet Metal Workers Building and United Way Building on public/private public art projects that include an "Art Wall" along the garage walls and in a redesigned Wythe Street entrance corridor
4. Install Boxcar Theater (movable stage/production/storage unit on existing railroad spur)
5. Design and install a permanent outdoor amphitheater, sculpted from the riverside landscape and oriented parallel to the river and with the stage area facing south
6. Place a gateway sculpture at Wythe Street park entrance
7. Place a bridge over the restored Ralph's Gutt
8. Continue boardwalk along edge of bay
9. Add public art to the jetties and to the avian sanctuary for perching and nesting in the original marsh



Oronoco Bay Park



## ROBINSON TERMINAL (north)



Private property

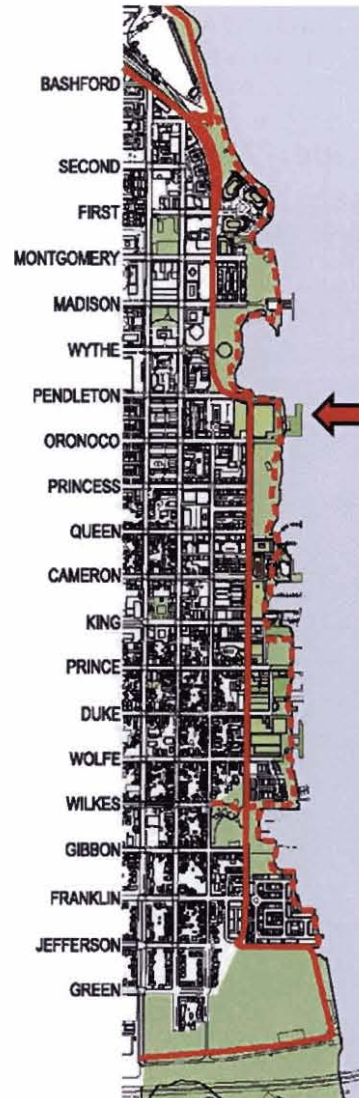
The theme for proposed public art at the Robinson Terminal is to parallel that of Oronoco Bay Park. Inspiration is found in nature and the performing arts.

### Concepts:

- Work with the developers of the Robinson Terminal site to establish public/private collaborations on public art projects
- Emphasize the performing arts and return to nature

### Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Encourage mixed-use development that includes a performing arts center (including a black box theater, practice studios and wardrobe facilities for music, dance and theater productions, as well as providing space for administrative offices for arts organizations)
- Emphasize the Potomac River and water in the design of the site
- Encourage the installation of a café overlooking the Potomac River as part of the mixed-use development of the site
- Maintain dock access for historic vessels and private boats



Signature Theatre and Shirlington Library, Arlington, VA



Waterfront Art Center, Scandinavia



Fountain, WET Design, Brooklyn Museum of Art, New York, NY

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- Add stepped seating in the new retaining wall that extends from Pendleton Street along the Oronoco Bay shoreline
- Place a water feature on the dock overlooking the river
- Keep biking and walking paths separate

*"...It is to the advantage of every city to furnish places of amusement, and none, are as attractive as the theater."*  
[Alexandria Gazette, October 13, 1859; T. Michael Miller, editor, "Alexandria and Its Improvements" Pen Portraits of Alexandria, Virginia, 1739-1900]

**General information:**

Robinson Terminal Warehouse Corporation has been actively involved in the warehousing business since 1939. The terminal has two deep water berths on the Potomac River with drafts of 22 feet. The terminal is also serviced by Norfolk Southern, and can handle up to seventeen railcars at one time. They are experienced in handling various commodities and products, most recently concentrating on forest products. The terminal is one of the largest handlers of newsprint on the East Coast and the only working port in Alexandria and the surrounding Washington D.C. Metropolitan area.



The Murray Arts Center (84,400 sq. ft.), Randall-Paulson Architects, Marietta, GA



Stepped seating, Serpentine Gallery Pavilion 2007, Olafur Eliasson and Kjetil Thorsen, London, England



## WEST'S POINT



City owned property

In 1732, a tobacco warehouse was constructed on the shore of the Potomac on land owned by Hugh West. From this simple structure, the City of Alexandria grew. Proposed public art at West's Point is to celebrate the origins of Alexandria.

### Concept:

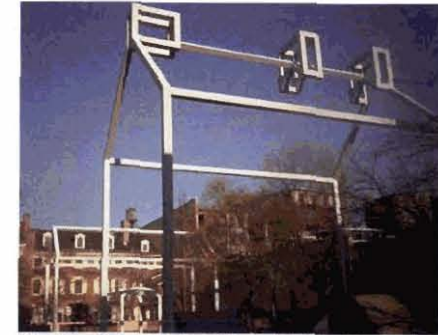
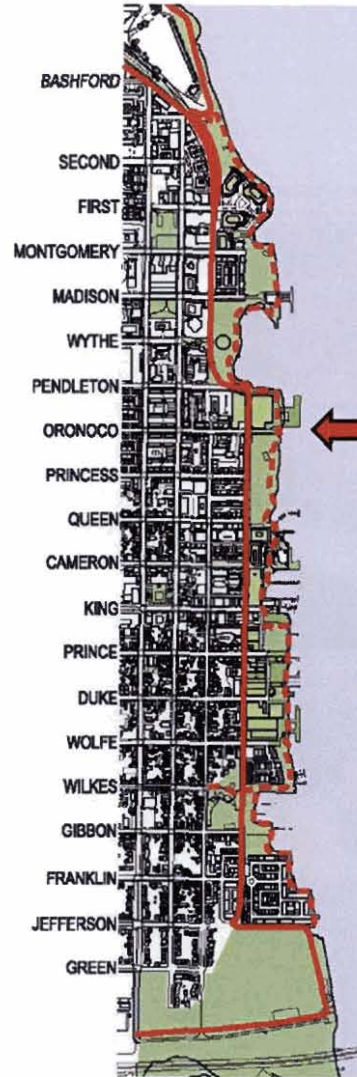
- Celebrate Alexandria's beginnings

### Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Commission and install public art that is inspired by Alexandria's first colonial structure, a tobacco inspection warehouse built in 1732
- Install artist-designed seating on the jetty

### General information:

West's Point Park is located at the eastern end of Oronoco Street on the Potomac River between Robinson Terminal North and Founders Park. This property was deeded over to the City by Robinson Terminal in 1986. Oronoco Street was named after a type of Tobacco grown in early Virginia.



Franklin Court, Robert Venturi, Philadelphia, PA



Curing tobacco leaves



Riven clapboards

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*“Early utilitarian structures showed no concern for fashion. The first tobacco warehouse was a simple forty- or sixty-foot square, probably ten feet high inside, framed with hewn timbers and sided with rough, riven clapboards. It was erected in 1732 by area resident John Summers and two of his slaves.” [Alexandria Archaeology Looks Back at 250 Years of Alexandria History, Office of Historic Alexandria]*

**Historical references:**

- 1732 Tobacco Warehouse: Passed in 1730, the Virginia Inspection Acts revolutionized tobacco regulation and became a permanent feature of trade until the War for Independence. The Inspection Acts established public warehouses with official inspectors and required planters to transport every hogshead of tobacco in the colony to a warehouse for inspection. The inspectors were empowered to break open each hogshead, remove and burn any trash, and issue tobacco notes to the owner specifying the weight and kind of tobacco. (See addendum page 64 for more information.)

**Ecological issues:**

The City of Alexandria has installed a containment boom to control the discharge of an oily substance that has been found in the Potomac River near the Oronoco Street storm sewer outfall. The City is working with other governmental agencies to protect the environment and ensure that no residents or businesses are affected.

**Proposed locations at West’s Point:**

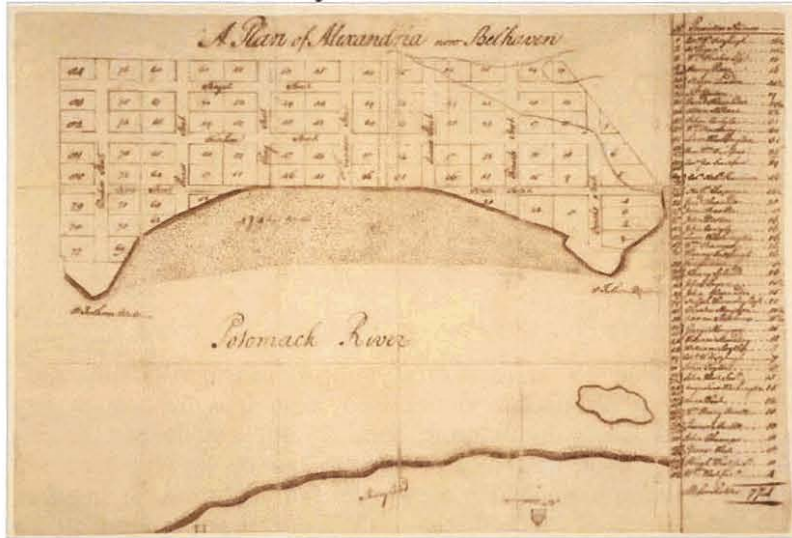
1. Celebrate Alexandria’s origins as a city at this site
2. Commission and install public art that is inspired by Alexandria’s first colonial structure, a tobacco inspection warehouse built in 1732
3. Install artist-designed seating on the jetty



West’s Point



## The Crescent Bay



*A Plan of Alexandria, now Belhaven, Plat from 1749*

Alexandria was established along a bay on the Virginia side of the Potomac River by Scottish traders in the 1730s. The original bay arced southward from West's Point to Point Lumley. Acknowledgement of Alexandria's former crescent bay is to be the inspiration for proposed public art at West's Point, Point Lumley and sites along the Potomac.

### Concept:

- Indicate the location of colonial Alexandria's primal shoreline

### Recommendation:

- Where possible, suggest with public art the outline of Alexandria's original crescent bay

### Historical references:

- The crescent-shaped bay upon which Alexandria was founded offered proximity to the Potomac, but consisted largely of shallows and mud flats bounded by thirty-foot bluffs. The first citizens of Alexandria industriously altered the natural landscape to remove these impediments to fit their economic needs and

concept of livability. [Alexandria Archaeology Looks Back at 250 Years of Alexandria History, Office of Historic Alexandria]

*"The town is built upon an arc of this bay; at one extremity of which is a wharf; at the other a dock for building ships, with water sufficiently deep to launch a vessel of any rate or magnitude."*  
[Travels through the Middle Settlements in North-America, Archdeacon Andrew Burnaby, 1775]



11 Minute Line, Maya Lin, Wanas Foundation, Sweden



11 Minute Line, Detail

## FOUNDERS PARK



City owned property

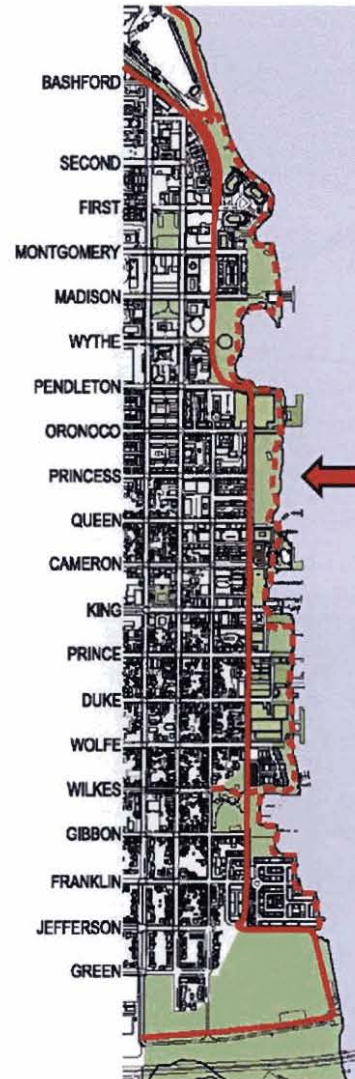
Every spring from the mid 1800s to the early 1900s, in what is now Founders Park, temporary tenements were erected along the wharves to house businesses dedicated to the salting, packing, selling and eating of fish. What became known as Fishtown was lively, loud, malodorous, and sometimes dangerous. Fishtown is to be the inspiration for proposed public art at Founders Park.

### Concepts:

- Celebrate Fishtown, a seasonal African American enclave associated with the 19<sup>th</sup> Century fish trade
- Find inspiration for public art from the lives of Alexandria's founders

### Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Commission and install public art projects inspired by Fishtown
- Commission and install public art inspired by the cultural and economic importance of shad and herring to the area
- Portray history: make the park home base for roving performers who make Alexandria's history and cultural heritage come alive
- Add to existing gardens: beds of perennial plantings, trees, and flowers; consider installing a maze garden and trellis for shade
- Frame views of the Maryland shoreline with permanent and temporary sculptures



Garden Maze, Hakone Open Air Museum, Hakone, Japan



Covered trellis, Hakone Gardens, Saratoga, CA



Floating Land, Elizabeth Poole, Queensland, Australia

PUBLIC ART COMMITTEE  
2010.12.13

**General information:**

Owned by the City, Founders Park is primarily a passive park with a volleyball court and dog park. Since 1978, Founders Park Community Association, a 501(c)3 organization, has been working to protect, preserve, and improve the park.

*"From a quiet, almost deserted suburb, Fishtown springs in a few days to be a mart full of business and fish. The change which early in March comes over the waterside of this city, ranging between Princess and Oronoko (sic) Streets, is as great as that which visits the fields and the forests. [Alexandria Gazette, April 19, 1860]*

**Historical references:**

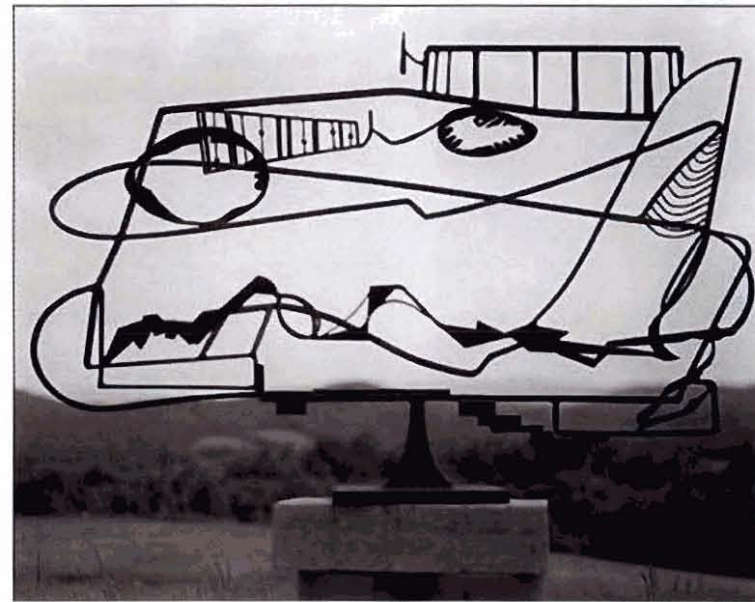
- Fishtown developed in the mid nineteenth century and occupied what is today Founders Park. As fishing season began each spring, throngs of fishmongers rented wood to build shacks along the wharves, dismantling them at the end of the season and returning the wood. Since "hired" wood could not be cut, a plank was left out; thus, windows were 15 feet long and 1 foot tall. These temporary tenements housed a variety of businesses dedicated to salting, packing, selling, and eating fish. (See addendum page 65 for more information.)



- Shad and herring were the fish of choice at Fishtown. Both fish are anadromous, fish that live mostly in the ocean but breed in fresh water. Young fish swim from the fresh water of the Potomac, where they are born, and make their way to the Chesapeake Bay and then to the seas beyond. Because their spawning patterns were predictable they were easily caught. They were overfished and their population greatly declined. In the 1980's, Virginia instituted restrictions on shad and herring fishing that continues today. (See addendum page 65 for more information.)



School of Fish (wind indicators), Buster Simpson, Edmonds, WA



Hudson River Landscape, David Smith, Whitney Museum of Art, New York, NY

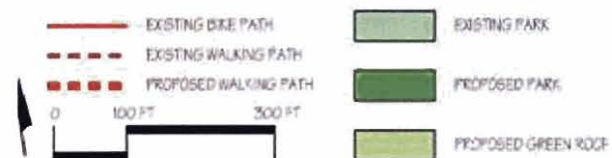
PUBLIC ART COMMITTEE  
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**Proposed locations at Founders Park:**

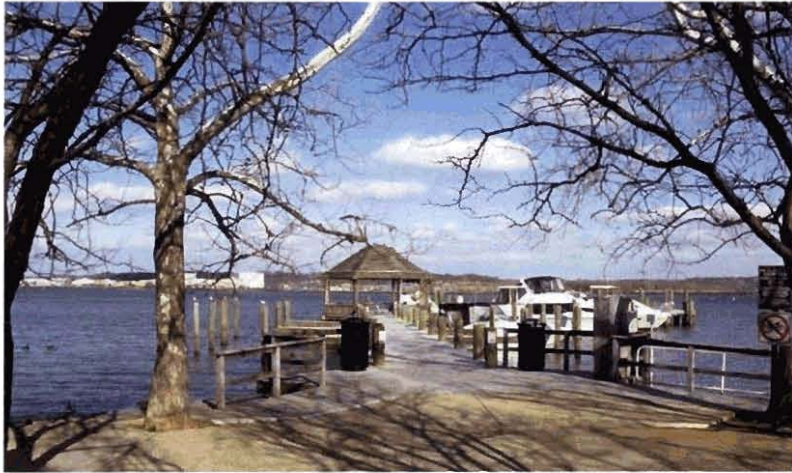
1. Celebrate Fishtown, a seasonal African American enclave associated with the 19<sup>th</sup> Century fish trade
2. Find inspiration for public art from the lives of Alexandria's founders
3. Commission and install public art projects inspired by Fishtown
4. Commission and install public art inspired by the cultural and economic importance of Shad and Herring to the area
5. Portray history: make the park home base for roving performers who make Alexandria's history and cultural heritage come alive
6. Add to existing gardens: beds of perennial plantings, trees, and flowers; consider installing a maze
7. Place permanent and temporary sculpture, perhaps view-framing



Founders Park



## CITY MARINA



City owned property

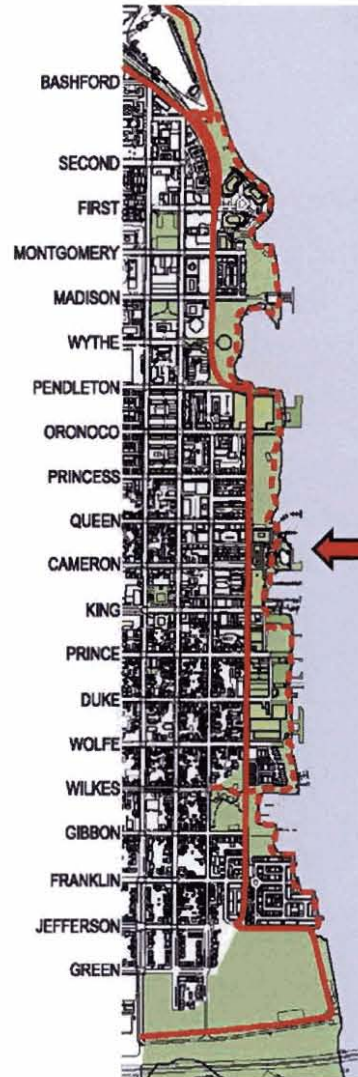
The redesign of the piers at City Marina will offer an opportunity to incorporate artistic design elements that tie into the Art Walk esthetic.

### Concepts:

- Improve pedestrian flow from Founders Park to Torpedo Plaza
- Incorporating public art in all aspects of the City Marina and adjacent areas
- From multiple points of view, find inspiration for public art in the Federal Army's occupation of Alexandria during the Civil War

### Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Work with Realco Project Management Services to redesign the first floor of the Food Court as open space for an indoor market or visitor orientation center
- Recognize the occupation of Federal troops in Alexandria and the death of Colonel Elmer Ellsworth, the first conspicuous casualty of the Civil War
- Place artist-designed outdoor screens in front of trash receptacles at the rear of Chart House Restaurant and Food Court



Mooring Ball and potential piece of public art



Eastern Market, Washington, DC



Artistic outdoor screen, DeYoung Museum, San Francisco, CA

PUBLIC ART COMMITTEE  
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**General information:**

The City owns the Food Court property with a long term lease with Realco Project Management Services.

City Marina is close to parks, the bike path, quaint restaurants, shops, and historic sites. For boating enthusiasts, the marina is a three mile cruise from Washington DC and Maryland. In addition to affording a spectacular view of the Potomac River, the City Marina has overnight boat slips plus additional short-term docking space on sea walls and adjacent areas. The City Marina offers docking for pleasure boats and commercial vessels. For boaters who wish to stay overnight, restroom and shower facilities are available.

*"Excuse me but I cannot talk (unexpected sobbing). I will make no apology, gentlemen, for my weakness but I knew Ellsworth well, and held him in great regard."* [Abraham Lincoln after hearing of Elmer Ellsworth's death, 1861]

**Historical references:**

- Colonel Elmer Ellsworth (1837-1861) was the first officer to die in the Civil War. He was twenty-four-years-old and a personal friend of President Lincoln, who appeared to be the Union's most promising officer. To the North, he was a symbol of patriotism, and America's foremost parade-ground soldier; to the South he was a symbol of arrogance and Northern aggression. (See addendum page 65 for more information.)



- Work with Realco Project Management Services, to redesign the first floor of the Food Court as open space for an indoor market or visitor orientation center
- Place artist-designed outdoor screens in front of trash receptacles at the rear of Chart House Restaurant and Food Court



City Marina

**Proposed locations at City Marina:**

- Improve pedestrian flow from Founders Park to Torpedo Plaza
- Incorporate public art in all aspects of the City Marina and adjacent areas
- From multiple points of view, find inspiration for public art in the first day of the Federal Army's occupation of Alexandria during the Civil War





## TORPEDO PLAZA & MARINA PARK



City owned property

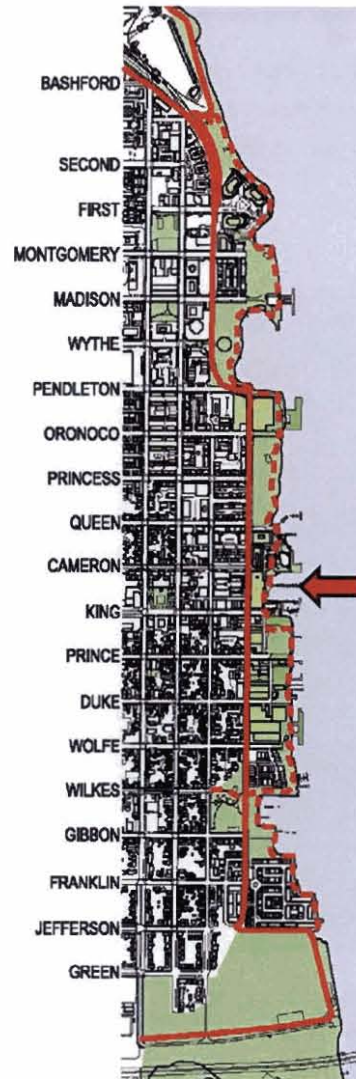
The proposed public art at Torpedo Plaza is to celebrate the transformation of the Torpedo Factory from a munitions plant into an art center.

### Concepts:

- Integrate the Torpedo Factory Art Center with the Art Walk (see Torpedo Factory Art Center below)
- Encourage the installation of permanent and temporary public art pieces in and around the Torpedo Factory Art Center

### Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Commission and install public art that contrasts the original purpose of the U.S. Naval Torpedo Station with that of the Torpedo Factory Art Center today
- Collaborate with the owners of 201 North Union Street and place a large vertical public art piece at the street-front plaza at the foot of Cameron Street
- Install artist-designed tables and conversational seating
- Install sculptural benches and sunshades



Seascape Canopies, Searsport, ME



Jamey Turner and his Glass Harps, Alexandria, VA



Fences, DeYoung Museum, San Francisco, CA

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- Commission more food carts and add vendors for seasonal foods such as hot chestnuts, pretzels and ice cream
- Encourage outdoor performers
- Integrate technology, such as a digitized announcement board, to promote Art Walk events
- Remove the gazebo and replace it with a small artist sculpted carousel
- Install an artist-designed gated screen, to hide river debris near Old Dominion Yacht Club
- Enhance alleyways from Torpedo Plaza to Union Street, and from the dock area to King Street, with artistic lighting
- Restore original pier in front of Torpedo Factory; widen pier for public circulation to provide views of the Torpedo Factory from the water



Commission more food carts

**General information:**

The Torpedo Plaza and City Marina are located behind the Torpedo Factory Art Center. The dock allows for a wonderful vantage point to see the Potomac River, with views far south beyond the Wilson Bridge and north past the Washington Channel. Visitors find plenty of benches for resting, eating lunch or watching the boats come and go. The Potomac Riverboat Company offers the public river tours up and down the Potomac and as well as a water taxi services between Alexandria and National Harbor.

*"...and they shall beat their swords into plowshares..."*

[Isaiah 2:4]

**Historical references:**

U.S. Naval Torpedo Station: On November 12, 1918, the U.S. Navy began constructing a torpedo factory in Alexandria, named the U.S. Naval Torpedo Station. Over the next five years it was

responsible for the manufacture and maintenance of torpedoes and subsequently served as a munitions storage area until World War II. As the demand for weapons dramatically increased during the war, it resumed production activity and the factory was substantially expanded with ten new buildings. Mark XIV torpedoes were manufactured in the factory in 1945, two of which are on display at the Art Center.



After World War II, production ceased and the building was used throughout the 1950s and 1960s by the Smithsonian institution who



stored art and Paleontological items and by Congress who stored documents. In 1969, the President of The Art League, Marian Van Landingham proposed to adapt the building for studios for working artists and following the approval of the Alexandria Bicentennial Commission, the factory complex was purchased by

the City of Alexandria from the Federal Government. Large-scale renovation began in the May of 1974 and the redevelopment team worked arduously through the summer, enabling the new center to formally open on September 15, 1974. From 1982 to 1983, the building underwent further renovation in compliance with the City's waterfront development plan and was entirely gutted and rebuilt with a new ventilation system and central heating. It formally reopened on May 20, 1983.



Mark XIV torpedo

## Torpedo Factory Art Center



City owned property

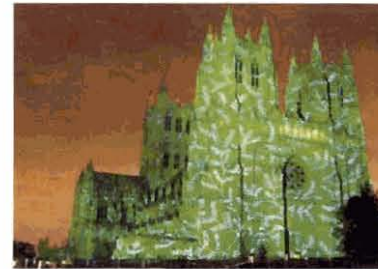
The Torpedo Factory Art Center was critical to the success of the 1982 Waterfront Plan and will be just as vital to the Art Walk.

### Concept:

- Emphasize the Art Center as the central cultural anchor of the Art Walk
- Integrate the Art Center into the Art Walk

### Recommendations:

- Encourage temporary public art exhibitions on Torpedo Plaza
- Reinforce the Art Center roof with a structural deck and install a rooftop sculpture garden and café; also add fourth-floor elevator access and bring the fire stair to code
- Make the Art Center building more innovative and dynamic by having temporary artistic displays on the waterfront façade, for example projecting light shows and hanging sculptures
- Incorporate the smokestack into a public art project
- Install Art Deco inspired stainless steel lettering on the waterfront façade to replace existing Art Center signage



Projected light, Washington Cathedral, Gerry Hofstetter, Washington, DC



Projected light, Omni William Penn Hotel, Lucette de Rugy, Pittsburgh, PA



Smokestack, Leipzig, Germany



Artist concept for sculpted banners



Artist-designed paving, *Blue Carpet*, Thomas Heatherwick, Newcastle-Upon-Tyne, UK



The Iris and B. Gerald Cantor Roof Garden, Metropolitan Museum of Art, New York, NY



Roof Garden Café, the Met

PUBLIC ART COMMITTEE  
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- Commission and install artist-designed stainless steel banners on the waterfront façade
- Install Art Deco inspired glass and metal awnings over the Art Center's waterfront entrances
- Replace the existing Torpedo Plaza deck with an artist-designed deck
- Implement the interior design consultant Cooper Carry's renovation for the Art Center's interior waterfront entranceway

**General information:**

The Torpedo Factory Art Center is the highlight of Alexandria's Potomac River waterfront, attracting approximately 500,000 visitors annually. There are 82 artists' studios, six galleries, two workshops, The Art League Gallery and school, and the Alexandria Archaeology Museum. The Art Center has working studios for more than 165 visual artists who produce artwork in a wide variety of media, including painting, ceramics, photography, jewelry, stained-glass, fiber, printmaking and sculpture. The artists allow the public to join them in their studios and observe their creative processes. Visitors are encouraged to ask questions and may purchase the artists' original work. Interested individuals may sign up for art classes with The Art League School.

The Art Center building is owned by the City. Realco Project Management Services leases the air-rights to the two outdoor brick plazas adjacent to the waterfront entrances of the Art Center.



Rooftop sculpture garden, Shaw Center for the Arts, LSU, Baton Rouge, LA



Temporary holiday façade, Jean-Charles de Castelbajac, Paris, France

## KING STREET PARK



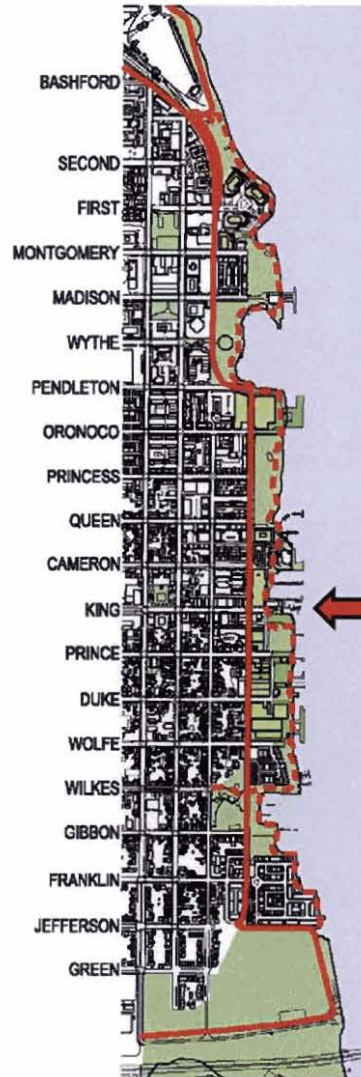
King Street Park is located at the intersection of Alexandria's two most alluring sights: the Potomac River and King Street. Public art placed here will become the symbol of Alexandria.

### Concepts:

- Give weight to the importance of where King Street meets the Potomac River
- Work with the Old Dominion Boat Club to build private/public collaborations for public art projects
- Combine Waterfront Park, King Street Park, and Point Lumley into one continuous park along the river as suggested in the *Waterfront Concept Plan*

### Recommendations:

- Continue the Art Walk along the Potomac River



Vertical Garden, Patrick Blanc,  
Madrid, Spain



The iconic *Pumpkin*, Yayoi Kusama  
Naoshima, Japan



Reflecting pool, Les Quatre Vents, Frank  
Cabot, La Malbaie, Quebec, Canada

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- Continue in-pavement lighting
- Extend a new pier from King Street out over the Potomac River as suggested in the *Waterfront Concept Plan*
- Place an iconic sculpture at the terminus of King Street that symbolically represents Alexandria, possibly a six-foot-tall statue inspired by Alexandria's oldest artifact, the 13,000-year-old Clovis Point
- Find inspiration for public art from artifacts found in the Alexandria Archaeology Museum collection
- Combine Waterfront Park, King Street Park, Point Lumley and the adjacent City owned buildings into one continuous park along the river as suggested in the *Waterfront Concept Plan*
- Install a reflecting pool
- Install a wall garden along the fences
- Install artist-designed benches along Art Walk

*"Alexandria you would scarcely know; so much has it increased since you was (sic) there...What were the Commons are now all inclosed (sic) and many good houses placed on them."* [George Washington in letter to David Humphreys, 1797]

**Historical references:**

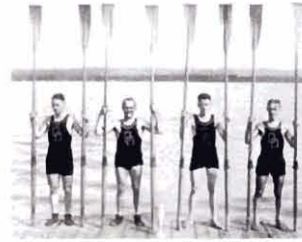
- The Alexandria Archaeology Museum has an extraordinary collection of well preserved artifacts, excavated from more than 150 archaeological sites in the City. Containing over 2,000,000 items collected since 1965, the collection's breadth and depth make it one of the foremost for use in comparative studies in historic and urban archaeology.



The Clovis Point

**General information:**

The Old Dominion Boat Club is a private club, organized in July, 1880 to combine physical fitness and sport with a social atmosphere. In 1921, the Club purchased the property known as the Old Alexandria-Washington Ferry Company at the foot of King Street. After a fire destroyed the ferry building in March 1922, it was decided that as soon as the insurance was paid, a new Club would be built on the site. [From *History of the Early Days at the Old*



*Dominion Boat Club* by Ray Cobean - ODBC Club Historian]



*Reina Mariana* (monumental sculpture), Manolo Valdés, New York, NY

## WATERFRONT PARK



City owned property

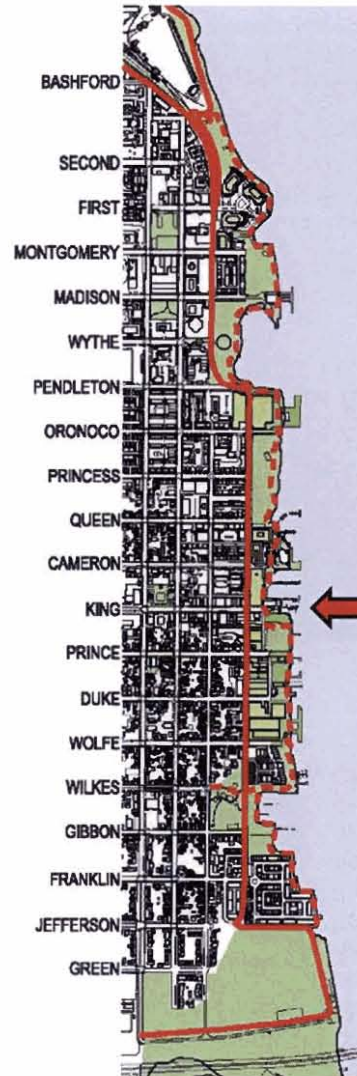
By relocating the Old Dominion Boat Club's parking lot and making changes to Prince Street, three waterfront parks can be joined, allowing greater public access to the Potomac River from King Street. The inspiration for proposed public art at Waterfront Park is to be the family.

### Concepts:

- Combine Waterfront Park, King Street Park, and Point Lumley into one continuous park along the river
- Celebrate family life at Waterfront Park
- Place public art pieces among the trees

### Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Move the Old Dominion Boat Club's parking lot away from the river to allow Waterfront Park to be joined with King Street Park as suggested in the Waterfront Concept Plan
- Conclude Prince Street at the Strand to allow Waterfront Park to be joined with Point Lumley



*Spiral of Trees*, Beverly Pepper, Barcelona, Spain



Outdoor chess board, Boston, MA



Jim Henson Puppets

PUBLIC ART COMMITTEE  
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- Commission and install a glass public art piece inspired by the historic Reed's Ice House
- Install sculptures placed among trees
- Enhance family use with seating in conversation groups
- Install artist-designed benches under trees
- Install tables with built-in game boards
- Establish puppet shows, storytelling and summer painting workshops

**General information:**

Waterfront Park is known for its summertime night concerts, as well as many other small festivals and events. The park is primarily an open turf area bordered on the north and south by several large evergreens that are used in Christmas/wintertime displays. The park benefits from an in-ground irrigation system.

Other amenities include a chess table, benches and a very large 18th century cannon that the children climb on. There is on site parking, area lighting and boat dock. The 19th Century Schooner Alexandria was docked here in recent years before being lost at sea in 1996.

The schooner Alexandria



**Historical references:**

- The Alexandria was a 125-foot three-masted schooner with four headsails. She was acquired in 1984 by the Alexandria Seaport Foundation. The foundation kept her as a live museum docked at Waterfront Park and the ship was sailed as a goodwill ambassador for the City of Alexandria. After being sold, she sank off Cape Hatteras, NC, on December 6, 1996.

*"There is no better evidence of the sound and healthy condition of society – and of the taste and refinement of a community – than the attention that is paid by it to education, literature, and culture of the fine arts."* [Manuscripts of an Old Bachelor: Reminiscences of Alexandria in the 1830's, T. Michael Miller]

**Proposed locations at Waterfront Park:**

1. Combine Waterfront Park, King Street Park, and Point Lumley into one continuous park along the river
2. Enhance family use with seating in conversation groups
3. Install artist-designed benches under trees. Install tables with built-in game boards
4. Install sculptures placed among trees
5. Conclude Prince Street at the Strand to allow more park space
6. Establish puppet shows, storytelling, summer painting workshops



Waterfront Park





## THE STRAND



Private and City owned properties

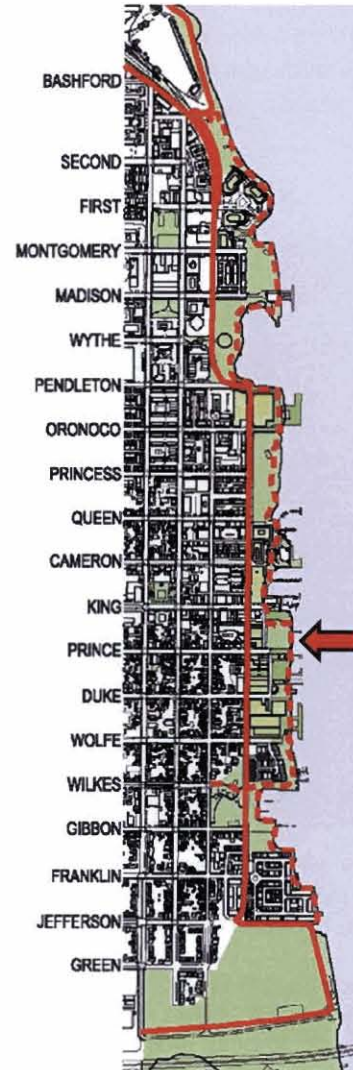
Through much of Alexandria's history, the Strand was the heart of the waterfront. Establishing a cultural anchor and giving people a feel for waterfront history is to be the inspiration for the proposed public art at the Strand.

### Concept:

- Establish a cultural anchor on the Strand with access to the Art Walk
- Promote the Strand as a place where "strands" of history, art and culture intertwine
- Celebrate the lives of those who lived and worked on the waterfront

### Recommendations:

- Provide space on the Strand for The Art League School, Alexandria Seaport Foundation and Historic Alexandria History Center and Museum Shop (see addendum pages 66-69)
- Include the Athenaeum as part of the newly established cultural anchor on the Strand (see addendum page 70)



theartleague



*Historic Alexandria  
History Center & Museum Shop*



PUBLIC ART COMMITTEE  
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- Commission and install a public art piece that acknowledges the role enslaved Africans played in developing the waterfront
- Commission and install public art pieces that are inspired by the history of the Strand

**General information:**

The Strand is a two block stretch of road that runs between South Union Street and the Potomac River, terminating at the foot of King and Dukes Streets. The Strand abuts the parks of King Street, Waterside and Point Lumley.

By definition a strand is a horizontal strip of land adjoining water that lies between the tide-marks. A strand is also a pattern forming a unity within a larger structural whole like "a strand of logic or hair." The Art Walk conceptually incorporates the Strand as the latter, as a convergence of art, culture, history and nature.

*"(Union Street) and the Strand were alive with boats from early in the morning until late in the evening and the water was filled with everything that could float in the way of planks, barrels, fords of wood, broom corn, etc., which had drifted from the wharves and stores while anxious storekeepers encased in rubber suits were wading about in their stores endeavoring to move perishable goods to places of safety." [Alexandria Gazette, June 3, 1889]*

*"...There had been a fire and it had burned over a section at one time the busiest in Alexandria's history – the space on the Strand from Duke to Prince Streets." [Alexandria Gazette, June 3, 1897]*

**Historical references:**

- The Strand: Throughout its history, the Strand was mostly made up of wharves and warehouses. Fires were common, causing great damage and loss of property and life. Ironically, the addition of fire completes the four classical elements making up the phases of matter – wind (sails), water (river) and earth (land).
- Slavery: Enslaved Africans should be credited for helping to shape much of Old Town Alexandria. They graded the bluff overlooking the Potomac River, built roads and wharves to

expand Alexandria's trade, and constructed brick and frame houses which can still be seen today.

Slaves worked in many Alexandria businesses including potteries, sugar refineries and shipyards. They also provided service in homes and taverns. Some worked for their owners, and others hired out. Most slaves lived in their owners' homes or outbuildings; others lived at their place of employment or in independent households of free blacks.



Coal Wharf, circa 1864, photo by Matthew Brady, Alexandria, VA

PUBLIC ART COMMITTEE  
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**Proposed locations on the Strand:**

1. Establish a cultural anchor on the Strand with access to the Art Walk
2. Commission and install a public art piece that depicts the role of the slave in Alexandria's development
3. Provide space on the Strand for The Art League School, Alexandria Seaport Foundation and Historic Alexandria History Center and Museum Shop



The Strand



## POINT LUMLEY



City owned property

Alexandria was founded because of its potential as a seaport. The proposed public art in Point Lumley is to be inspired by Alexandria's maritime history.

### Concepts:

- Recognize the port of Alexandria and its rich seafaring traditions in this park
- Recognize that George Washington's cargo-hauling brig *Farmer* was docked near here
- Combine Waterfront Park, King Street Park, and Point Lumley into one continuous park along the river

### Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting



*Joie de Vivre*, Aristides Demetrios, castings available, Montecito, CA



Fountain, Bergen, Norway



*Joyous Resonances*, Aristides Demetrios, castings available, Montecito, CA

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- Construct at Point Lumley a public art piece that represents the masts, sails and riggings of George Washington's brig
- Create a public art piece, with the advice of the Alexandria Seaport Foundation, where participants "learn the ropes" on the mast and riggings of the public art piece
- Establish a sculpture garden at Point Lumley
- Frame view of Wilson Bridge highlighted with "picture frame" sculpture
- Provide arbors for shade
- Install sculptures and artist-designed benches on jetty

**General information:**

Point Lumley Park is located at the foot of Duke Street on the Potomac River. It was formerly owned by Robinson Terminal and was deeded over to the City in 1986.

There are several benches for sitting and taking in the beautiful view of the river and nearby boat docks. At Point Lumley Park, people walk their dogs, sunbathe, river watch, read, boat and stroll from park to park along the river.

*In April, 1775, Philip Curtis, the captain of George Washington's brig Farmer, arrived at Mount Vernon from a voyage that carried 4,000 bushels of "Indian Corn" to Lisbon and returned with 3,000 bushels of salt from the Turks Islands in the Caribbean. [The Diaries of George Washington, Vol. 3, Donald Jackson, ed., University Press of Virginia, 1978]*

**Historical references:**

- A brig is a large sailing vessel with two square-rigged masts. George Washington's cargo-hauling brig *Farmer* was docked near Point Lumley.
- The idiom "learning the ropes" comes from the days of sailing ships when new recruits had to learn how to tie knots and which rope hauled up which sail. After mastering these basic skills sailors had "learned the ropes."



Cargo-carrying brig Pilgrim, photo by Donny Mac

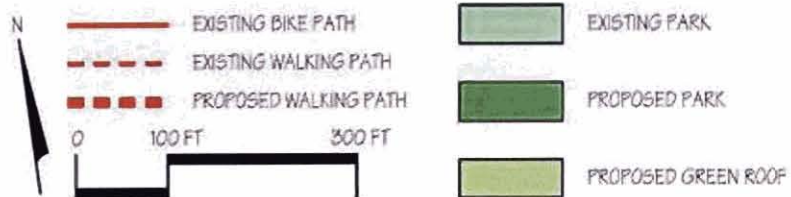
PUBLIC ART COMMITTEE  
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**Proposed locations at Point Lumley:**

1. Combine Waterfront Park, King Street Park and Point Lumley into one continuous park along the river
2. Construct at Point Lumley a public art piece that represents the masts, sails and riggings of George Washington's brig
3. Create a public art piece, with the advice of the Alexandria Seaport Foundation, where participants "learn the ropes" on the mast and riggings of the public art piece



Point Lumley



## ROBINSON TERMINAL (south)



Private property with no public access

Robinson Terminal is the last in a long line of working waterfront warehouses and wharves that proliferated on the Strand. As the waterfront is developed, the feel of Alexandria's historic waterfront must not be lost.

### Concept:

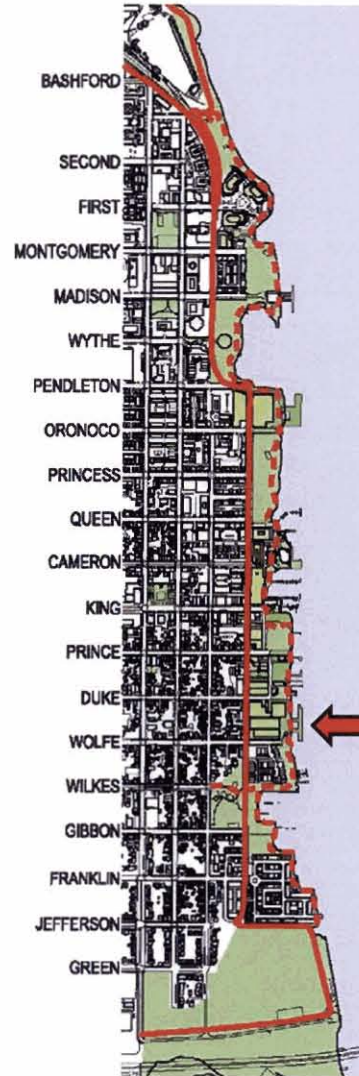
- Find ways to incorporate areas in and around Robinson Terminal as part of the Cultural Anchor being established on the Strand

### Recommendations:

- Continue the Art Walk along the Potomac River
- Continue in-pavement lighting
- Establish public/private collaborations for public art installations at Robinson Terminal
- Place public art on the waterfront dock of Robinson Terminal
- Celebrate Robinson Terminal's place among the historic warehouses and wharves of the Strand

### General information:

(For general information on Robinson Terminal north see above on page 21.)



*Nine Muses*, Carlos Dorrien, Hamilton, NJ



*Eagle*, Alexander Calder, Seattle, WA



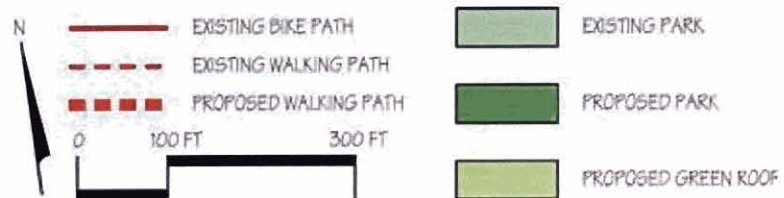
*Black Sun*, Noguchi, Seattle, WA

**Proposed locations at Robinson Terminal south:**

1. Work with the owners of Robinson Terminal to allow public access along the shoreline
2. Establish public/private collaborations for public art installations at Robinson Terminal



Robinson Terminal South





## ROBERDEAU PARK



City owned property

In the late 18<sup>th</sup> century, Daniel Roberdeau started his distillery business here. In the mid 19<sup>th</sup> century, Smith and Perkins Locomotive Works began building railway locomotives and cars. The inspiration for the proposed public art at Roberdeau Park will reflect its industrial past.

### Concept:

- Celebrate Alexandria's industrial past at Roberdeau Park

### Recommendations:

- Continue Art Walk along river
- Continue in-pavement lighting
- Place sculpture reflecting the industrial history of the site
- Place view-framing sculptures

### General information:

Roberdeau Park is located at the foot of Wolfe Street, on the shore of the Potomac River. The park is used by visitors for sitting and



Massimo Ghiotti, Turin, Italy



Industry, Queen's University, Belfast, Northern Ireland



Jeff De Boer, Calgary, Canada

PUBLIC ART COMMITTEE  
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watching life on the river. It has a wonderful view looking south toward Wilson Bridge, the boating marina, Harborside townhouses and the next-door neighbor park, Shipyard Park. In 1986, the owners of Robinson Terminal deeded the property over to the City.

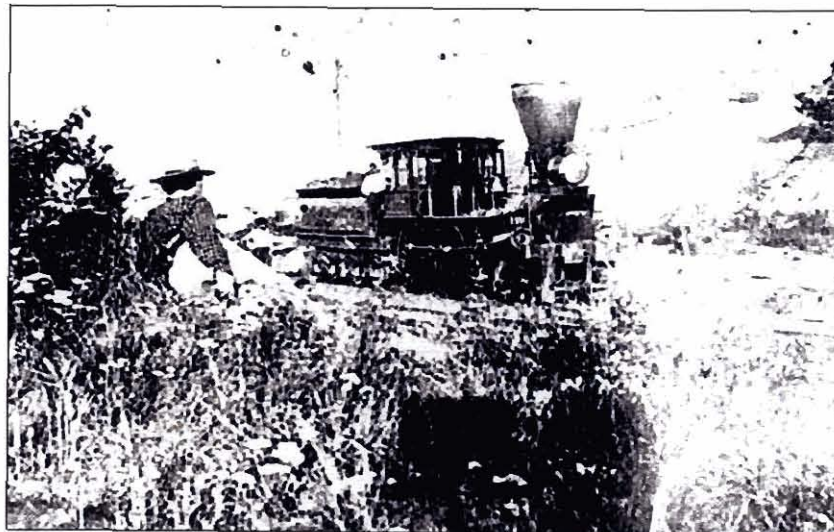
**Historical references:**

- In 1774, Daniel Roberdeau established a wharf and large distillery business on the waterfront, known for its Alexandria Rum. During the Revolutionary War, he served with distinction as a brigadier general in the Continental Army.

*"...At the time of our visit, we saw three powerful freight engines destined for the Pennsylvania Central Railroad, one of which, the most finished specimen of workmanship we ever saw..."* [Virginia Locomotive and Car Works located at Wolfe and Union Streets, Alexandria Gazette, December 1, 1852]

- Industry: In the mid nineteenth century, Alexandria was home to the Smith and Perkins Locomotive Works (also known as Virginia Locomotive and Car Works). Located on the south side of Wolfe at Union Street, the factory covered 51,500 feet of ground fronting the Potomac River. The company manufactured engines for the Manassas Gap Railroad, Baltimore and Ohio, and Hudson Valley Railroads. Indeed, all the cars utilized on the Manassas Gap Railroad and the Orange and Alexandria Railroad were constructed at this establishment. [William F. Smith and T. Michael Miller, *A Seaport Saga: A Portrait of Old Alexandria, Virginia*]

Smith & Perkins built coal-burning locomotives, at the rate of three per month, for railroads that included the Baltimore & Ohio, Pennsylvania Central, Manassas Gap and Hudson River companies.



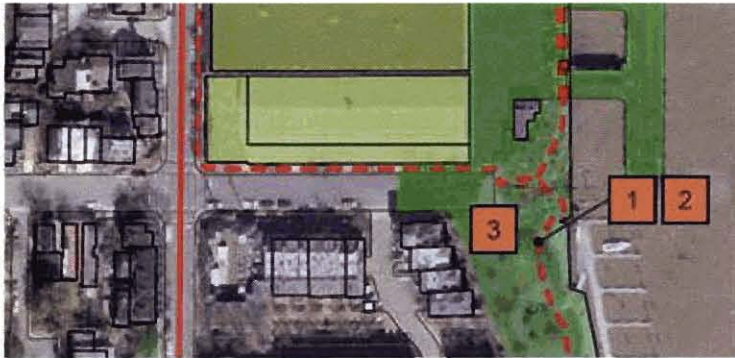
Orange and Alexandria Railroad locomotive, mid 1800's, stereoscope



From the Lyceum's model train collection, Alexandria, VA

**Proposed locations at Roberdeau Park:**

1. Celebrate Alexandria's industrial past at this Park
2. Place sculpture reflecting industrial history of the site
3. Place view-framing sculptures



Roberdeau Park



## Shipyard Park/Harborside City Park



Privately owned property with public access

The Potomac River is a freshwater tidal estuary with a complex ecosystem. The proposed public art at Shipyard Park is to be inspired by the life cohabitating along the water's edge.

### Concept:

- Celebrate the flora and fauna of the Potomac River at Shipyard Park

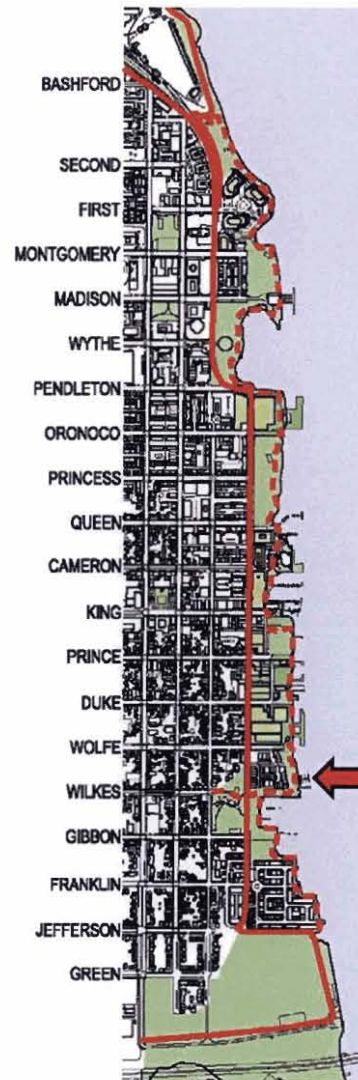
### Recommendations:

- Continue Art Walk along river
- Continue in-pavement lighting
- Place sculptures inspired by indigenous flora and fauna

*"...it aboundeth in all manner of fish....And as for deer, buffaloes, bears, turkeys, the woods do swarm with them and the soil is exceedingly fertile." [Journal of Captain Henry Fleet, log entry while anchored six miles south of Great Falls, 1632]*

### General information:

Shipyard Park is located at the foot of Wilkes Street. It was the old VEPCO easement that is now owned and maintained by the Harborside Condominium Home Owners Association with permanent public access along the shoreline and to the public wharf.



Make Way for Ducklings, Nancy Schön, Boston, MA



Stacked turtles, Mackinac Island, MI

**Proposed locations at Shipyard/Harborside City Park:**

1. Celebrate the flora and fauna of the Potomac River at this park
2. Place sculptures inspired by indigenous flora and fauna



Shipyard Park / Harborside City Park



## WILKES STREET TUNNEL



City owned property

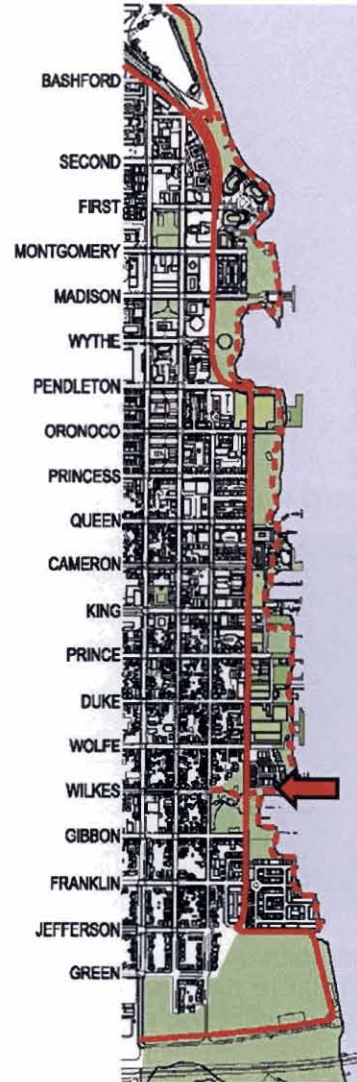
Historically, the railway industry has been important to the culture and economy of Alexandria's waterfront. Wilkes Street Tunnel is a remnant of that era. Temporary artwork in and around the tunnel is to be inspired by things associated with the railroad.

### Concept:

- Integrate the Wilkes Street Tunnel into the Art Walk

### Recommendations:

- Continue Art Walk
- Install site-appropriate lighting embedded in the pavement (like Lumenyte, flexible fiber optic cable)
- Install an auditory installation of train noises and railway workers' voices utilizing the tunnel acoustics
- Install temporary sculptures in and around the tunnel entrances
- Install signage that tells the history of the tunnel



Lighting imbedded in pavement



Underground Railroad Monument, Cameron Armstrong, Oberlin, OH



High Line Park, James Corner, New York, NY

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**General information:**

The Wilkes Street Tunnel is about 380 feet long and open to the public as a lighted walkway and bike path. Access is from Union and Royal Streets. In 1975, rail operations ceased in the tunnel. In the 1980's, it was converted for use as part of the bike trail that connects to the Mount Vernon Trail.

*"On May 6, 1851, the first locomotive belched smoke and cinders and the shrill sound of its whistle could be heard as it chugged down Union Street to the Wilkes Street tunnel." [A Seaport Saga: A Portrait of Old Alexandria, Virginia, William F. Smith and T. Michael Miller]*

**Historical references:**

- The Wilkes Street tunnel went into service May 6, 1851 and was part of the Orange & Alexandria Railroad's mainline to Richmond. Several railroads that linked Alexandria to western Virginia used the tunnel to move passengers, mail and freight in and out of the industrialized area along the Potomac River waterfront in the 1850's. The rail line also linked the waterfront to the Alexandria Canal, which connected to the Chesapeake and Ohio Canal. Alexandria's railroads were important to the City's role as a distribution center for Union troops and supplies during the Civil War.



**Proposed locations at Wilkes Street Tunnel:**

1. Site-appropriate lighting embedded in pavement (like Lumenyte, flexible fiber optic cable)
2. Temporary sculpture and art exhibition site
3. Auditory installations utilizing the tunnel acoustics
4. Historic markers-historic railroad tunnel



**Wilkes Street Tunnel**



## WINDMILL HILL PARK



City owned property

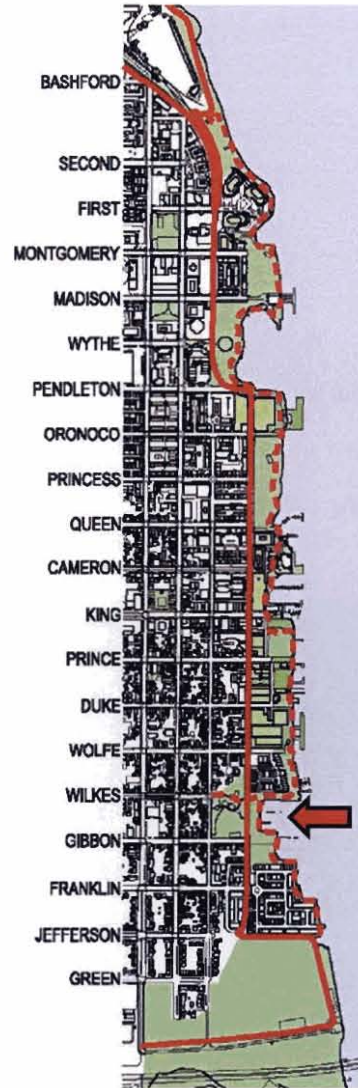
Through most of its history, Windmill Hill was the location where Alexandria's large outdoor civic gatherings were held just as Oronoco Bay Park is today. Since being deeded to the City in 1945, Windmill Hill has been designated as a park and playground. In this vein, proposed public art at Windmill Hill Park derives inspiration from the esthetics of children's playthings.

### Concept:

- Incorporate public art as amendments to the existing Windmill Hill Park Plan

### Recommendations:

- Continue the Art Walk along the river
- Continue in-pavement lighting
- Commission and install artist-designed playground equipment
- Commission and install a public art piece that is inspired by John R. Remington's 1843 windmill



Innovative Playground, David Rockwell, New York, NY



Concept for colored and textured paving on Union Street



OZmill, Tim Upham, Loveland, CO



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- Visually unite the divided park by adding texture and color to the pavement of Union Street
- Install a footbridge over the canal between lower Windmill Hill Park and Pomander Park
- Install artist-designed benches

**General information:**

Windmill Hill Park, or Lee Street Park as it is still known to the local residents, is located at 501 South Union Street consisting of a sand volley ball court, a basketball court and an upper and lower open turf area where pick-up soccer games are played. The park's name comes from the wind-powered water mill that occupied the sandy bluff of Miller's Cliffs in 1843. First established as a park in 1945, Windmill Hill Park sits on a marshland that was filled in during the 19th century. The park was initially selected for a children's playground, as a result of a citywide open space study. On the northern end of the park resides an upper and lower playground, the upper playground or tot lot is for children ages four to eight. The lower playground is designed for older children. Windmill Hill Park, until recently was called Potomac View Park, most likely because the park has a wonderful view of the river. City Council changed the name because of historical factors, one being that there once was a windmill located here.

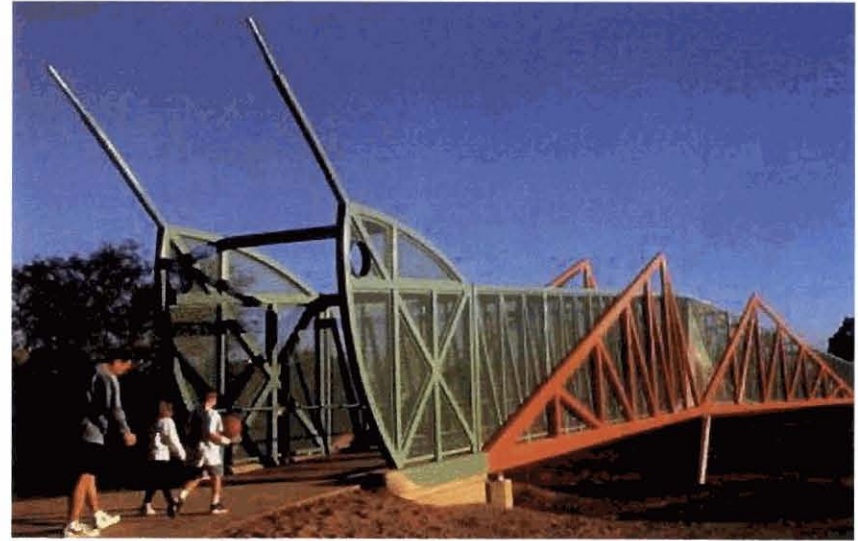
*"...the Windmill, on Miller's Cliffs, will soon be finished and put into operation."* [Alexandria Gazette, July 11, 1843]



**Historical references:**

In 1843, the Alexandria Gazette reported that John R. Remington built a water pumping windmill on the 500 block of Lee Street. "The whole affair is something new in these parts and is well worth looking at." How long the windmill remained in operation is not known.

*"...the windmill creaked and groaned, creating an eerie music in the otherwise silent landscape."* [THE FARMER'S WIFE: Images from the Land of Corn & Soybeans]



*Grasshopper Bridge, Ed Carpenter, Phoenix, AZ*

*"In an age of childhood obesity and children tethered to electronic consoles, playgrounds have rarely been more important."* [Unpacking Imagination, David Rockwell, New York Times, September 25, 2010]

(See addendum page 71 for more information.)

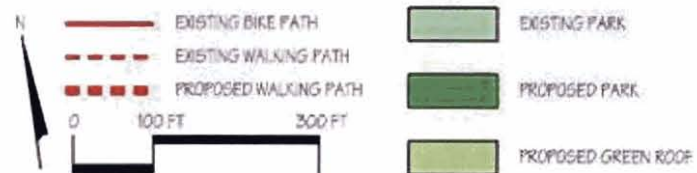
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**Proposed locations at Windmill Hill Park:**

1. Commission and install a public art piece that is inspired by John R. Remington's 1843 windmill
2. Commission and install innovative playgrounds
3. Unite park by adding texture and color to the pavement of Union Street that bisects the park
4. Footbridge over canal between lower Windmill Hill Park and Pomander Park
5. Install artist-designed benches



Windmill Hill Park



## POMANDER PARK



City owned property

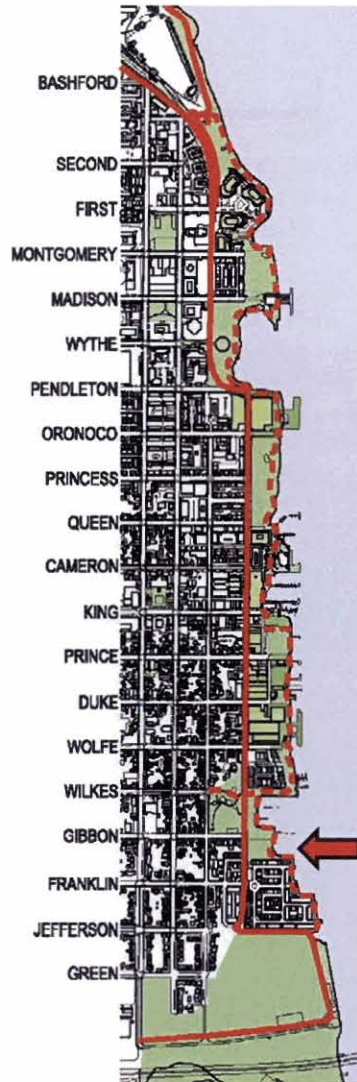
Pomander Park is the proposed southern gateway to the Art Walk. The park will mirror the northern gateway at Tide Lock Park and also find inspiration for public art from Alexandria's historic streetlamps, creating symmetry with light-sculpture gardens at both ends of the Art Walk.

### Concepts:

- Establish Pomander Park as a gateway to the Art Walk, beginning the pathway at the south end and moving northward, following the Potomac River shoreline
- Celebrate the dog at this park

### Recommendations:

- Conclude and begin the Art Walk (reestablish connection with the bike path)
- Continue in-pavement lighting



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



*Balloon Dog*, Jeff Koons, Versailles, France



*Puppy*, Jeff Koons, Bilbao, Spain

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- Commission and install a Light-Sculpture Garden in the park, inspired by the lighting fixtures from throughout Alexandria's history
- Include solar collectors (or possibly use the proposed windmill at Windmill Hill Park) to power the Light-Sculpture Garden and in-pavement lighting set into the Art Walk pathway
- Create and install signage giving an overview of the Art Walk
- Include signage to distinguish the Art Walk from the bike path
- Commission and install public art that celebrates the dog
- Install dog drinking fountain
- Install a sculptural footbridge connecting Windmill Hill Park to Pomander Park

**General information:**

Pomander Park is located at 600 South Union Street, adjacent to Windmill Hill Park. The park is very popular with dog owners and walkers, who represent the greatest users of the park.



Detail, *Portrait of a Lady Holding a Pomander*, Pieter Pourbus

**Historical reference:**

*"By definition, a pomander is a perfume carried with one, often in the form of a ball on a chain, used to mollify bad smells or ward off pestilence. Ironically for an ardent dog park, Pomander Park is named after a smelly thing at the end of a chain."* [Anonymous]

**Proposed locations at Pomander Park:**

1. Conclude and begin the Art Walk (reestablish connection with the bike path)
2. Place signage giving an overview of the Art Walk
3. Install a sculptural footbridge connecting Windmill Hill Park to Pomander Park
4. Place temporary art in reclaimed stream
5. Place sculptures celebrating the dog
6. Install dog drinking fountain
7. Commission and install a Light-Sculpture Garden in the park, inspired by the lighting fixtures from throughout Alexandria's history



Pomander Park



# STRATEGIES FOR ACQUIRING PUBLIC ART

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**STRATEGIES FOR ACQUIRING PUBLIC ART**

There are a variety of ways the City of Alexandria can obtain public art for the Art Walk. For example:

- Individuals and businesses may directly contribute funds, materials and art to the City's tax-deductible Arts Commission Donation Account.
- City Council may adopt the Public Art Funding Policy proposed by the Alexandria Commission for the Arts (ACA). For the last year, the ACA and the City's Office of the Arts have been working with the arts and business communities, developers, and various City staff members to craft a policy where public art funding can be tied to a percentage of new construction projects from the private sector as well as the City's Capital Improvement Plan (CIP).
- City Council can establish a new staff position responsible for applying for grants and managing public art projects.
- Grants for public art programs can come from federal and state sources. For example, certain National Endowment for the Arts grants are specifically geared to municipalities.
- Grants supporting public art may come from private foundations and corporate giving programs.
- Public art may be funded by establishing an annual fundraising event or drive.
- The City may receive long-term loans of public art pieces from museum collections. For example, under certain conditions, the Smithsonian Affiliations program will arrange for the loan of artwork from the museum collections of the Smithsonian Institution.
- Endowments and trusts may sponsor specific public art venues, like the Iris and B. Gerald Cantor Roof Garden at the Metropolitan Museum of Art in New York City.
- Temporary public art may be solicited from artists for temporary sculpture shows on the waterfront.
- Where appropriate, existing public art may be relocated from other parts of the City to the waterfront.



*Cloudgate, Anish Kapoor, Millennium Park, Chicago, IL*

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# ADDENDA

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**TIDE LOCK PARK (north)**

Founded in 1984 as American Showcase Theatre Company, Inc., MetroStage is the oldest professional theater in Northern Virginia. From its inception until 1996, the theater operated out of a series of converted storefronts on Duke Street, until redevelopment in the area required their demolition. In July 2001, the theater re-opened at 1201 North Royal Street in north Old Town Alexandria. The expanded 130-seat facility put MetroStage back on the theater map in Washington with its season of plays and musicals, in addition to its FirstStage series of staged readings and Cabaret series. The theater attracts playwrights, directors, designers, and actors from across the country, and continues to showcase the best of contemporary theater with its productions.

MetroStage's opening came about through Producing Artistic Director Carolyn Griffin's commitment to finding a new home for the theater, which required a major \$450,000 fundraising effort. Today, MetroStage is once again a significant member of the Washington theater community, drawing its audiences from the Washington metropolitan area and beyond.

MetroStage's new theater is a converted lumber warehouse, the former home of Alexandria's Smoot Lumber Company. Board member and architect Skip Maginniss converted the 35-year-old, 4000 square foot building into a modern, 130-seat Theater with a stunning glass entrance and a floating staircase leading to theater offices. The 30-foot high warehouse offers an interior volume that lends an expansive, dramatic feel to the space. Yet to maintain the intimate theater environment for which MetroStage has become recognized, seats on risers wrapping around a "thrust" stage keep the audience in close proximity to the actors. The unique theater space provides an added artistic challenge for set designers, and tables and chairs in the front row contribute to an intimate "cabaret" feeling for certain musicals. The location offers on-site and street parking and is convenient to many local restaurants and shops for before - or after - theater enjoyment.



*ROOMS, a Rock Romance, with Natascia Diaz and Doug Kreeger*



The 130-seat MetroStage auditorium

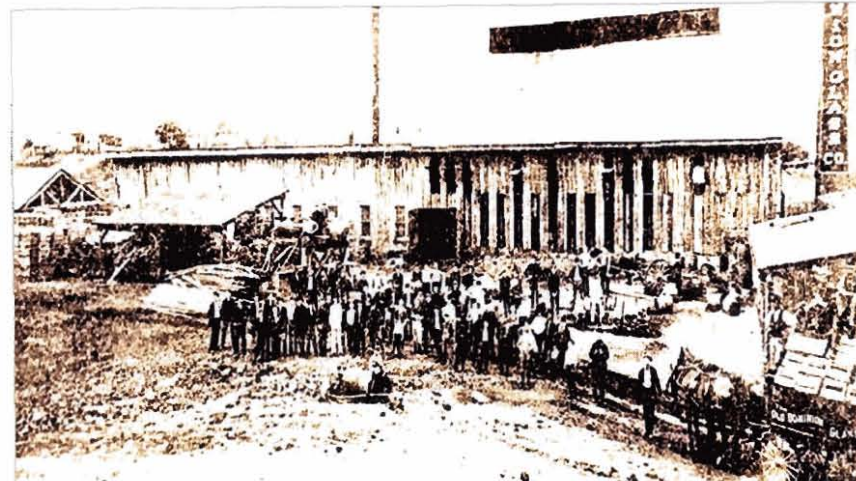


**TIDE LOCK PARK (south)**

Alexandria Canal and Tide Lock and holding basin, the only locally remaining portions of the Alexandria Canal, are significant physical representations of an economic rebirth for the City of Alexandria during the middle of the 19th century. The Canal was in operation from 1843-1886, except for the era of the Civil War. The artificial waterways were used to move goods and materials to and from sea going ships; these goods were transported by canal barges up and down the canal which were controlled by huge wooden locks.



Excavation and restoration of the Tide Lock of the Alexandria Canal in Alexandria



The Old Dominion glass factory operated at North Fairfax and Montgomery Street from 1901-1925 in Alexandria

Alexandria Glasswork Factories: Virginia Glass, first opened in 1894, was in the 1800 block of Duke Street. Glassblowers from Virginia Glass left to found the Old Dominion at North Fairfax and Montgomery Street in 1901. In 1902, the Belle Pre Bottle Company of Delaware opened their factory at Henry and Madison. Alexandria Glass was founded in 1905 in the 1100 block of North Henry on a lot leased from Belle Pre. Alexandria's bottle companies produced bottles for milk, medicine, beer and spirits.

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### ORONOCO BAY PARK

Oronoco Bay Park was once known as "Texaco Bay" and before that it was owned by John D. Rockefeller's Standard Oil Company. The City acquired the property in the early 1980's, changed its name to Oronoco Bay Park, and developed the park into its present design.

Historically, the Alexandria area was inhabited by Indians when Captain John Smith sailed up the Potomac in the mid 17th Century. The park today is famous for the annual "Red Cross Waterfront Festival" which is the largest Red Cross fund raiser in the United States. The park also has many other festivals and is often rented to out to private concerns for their events as well

In May 2000, the City entered Virginia's Voluntary Remediation Program (VRP) to clean up the outfall from the Alexandria Town Gas site located at the eastern end of Oronoco Street.

#### Site history:

- Since 1975, oily wastes have been intermittently discharging into the Potomac River along Alexandria's waterfront at Founder's Park at the Oronoco Outfall Site. The source of the contamination and waste is a former manufactured gas plant (MGP) facility located two blocks from the waterfront at the corner of Lee and Oronoco Streets. The plant was owned and operated by the City during 79 years of its 95-year existence, which spanned from 1851 to 1946.
- Over the last 25 years, the City has taken numerous measures to prevent further discharges of plant-related wastes into the river. However, the extent and complexity of the problem has made the development of an effective and lasting solution a difficult challenge.
- In the late 1970's the site was redeveloped into a commercial office townhouse complex.
- In 1999, the City received letters from USEPA and the US Coast Guard notifying the City that it must immediately address the issue of ongoing releases into the Potomac River. The City applied and was accepted into the VRP in May 2000.
- Interim corrective actions to date:
- Installation and operation of the floating oil containment boom with additional oil absorbent booms installed and replaced periodically on the interior to collect contaminants.

- The City has installed and is currently operating a free product removal system that includes recovery wells installed in the source area. The removal of free product from the subsurface will make future remedial efforts more efficient.
- The City successfully completed the relining of the Oronoco Street storm sewer in 2006. The relining has reduced the amount of oily substances infiltrating the pipe and subsequently reduced the amount of impacted material being discharged to the Potomac River.

The City's environmental consultant, Marshall Miller and Associates, completed a biotreatability bench scale study for the Oronoco Outfall in the summer of 2008. The study was conducted to determine the mixture of air and nutrients needed to effectively reduce subsurface contamination levels along the storm sewer outfall. The study proved successful in that levels of contamination were shown to be significantly reduced via biodegradation after treatment. Before bioremediation can be employed full scale along the outfall, a field pilot study is necessary to develop design parameters for full scale implementation and to determine how field conditions will affect treatability.

In early 2009, Marshall Miller began work on a biosparging pilot study. This study will inject the mixture determined in the biotreatability study to the subsurface along a small section of the outfall. The results will be used to determine how biosparging technology could be applied to the overall Oronoco Outfall to reduce and eventually eliminate migration of contaminants into the Potomac River. The study is expected to be completed by the summer of 2009.

The City continues to operate its interim measures including the floating oil containment boom and the free product recovery system. Marshall Miller will also be rehabilitating some of the recovery wells in an effort to restore their free product capture capacity. This work is scheduled to be completed prior to the end of 2009.

### WEST'S POINT

**Alexandria Founders:** In 1669, the Scotsman John Alexander purchased land which included the future site of Alexandria for 'Six thousand pounds of Tobacco and Cask'. The adjacent land was cleared and farmed as early as the 1720s by John Summers and Gabriel Adams. In 1732, Hugh West (the namesake of West's Point) established tobacco warehouses two miles north of Hunting Creek. To facilitate shipping, Scottish and English merchants who owned



real estate at Cameron, a small hamlet four miles west, petitioned the Virginia General Assembly in the fall of 1748 to establish a town at West's Hunting Creek Warehouse. In the spring of 1749, a site was selected. John West, Fairfax County surveyor, laid out 60 acres (by tradition, assisted by 17-year-old George Washington), and lots were auctioned off July 13 and 14, 1749.

**Oronoco tobacco:** There were two major kinds of tobacco present in the Chesapeake colonies; Oronoco and *Sweetscented*. Each was distinguished by its different thickness, texture, and shape of the leaf. The Oronoco leaf was bulkier, coarser, and had a sharper look like a fox's ear. The *Sweetscented* leaf was rounder and had finer fibers.

Oronoco, which was grown all around the Bay, was stronger in flavor, while *Sweetscented*, which was grown on the banks of the James, York, Rappahannock, and Potomac rivers, had a milder taste. *Sweetscented* was considered the best in the world and as a result it brought a better price than Oronoco. However, Oronoco, which was thought to be too strong for the Englishmen, was in great demand in the rest of Europe. For that reason Oronoco, although inferior by English standards, came to have a much wider market than the *Sweetscented*, and was usually more profitable to planters.

**Hogshead:** A barrel called a hogshead was used to ship tobacco to England. A hogshead was one type of container made by a cooper. By law, it was 48" tall and 30" across the head (either end.) It held 1,000 to 1,500 pounds of tobacco. Numbers burned into the side of the barrel indicated the weight of the barrel alone (tare weight), the weight of both the barrel and the tobacco (gross weight), and the weight of the tobacco only (net weight.)



Detail, *A Map of the most Inhabited part of Virginia*, Joshua Fry and Peter Jefferson, 1773

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### FOUNDERS PARK

**Fishtown:** Workers may have lived in the Berg, an African-American neighborhood just west of Fishtown settled by blacks during and after the Civil War. Fishing increased in importance after Alexandria's manufacturing fortunes declined starting in the 1830s. Fishing and slave-trading became the City's two major commercial activities. During the antebellum period, the 150 or so fisheries along the Potomac made the Alexandria wharves a key source of employment for African-Americans—who also provided most of the labor used to manufacture the rope, bricks, and ships necessary to support Alexandria's standing as a major east coast port. Some 450 ships used in the shad and herring business hired free African-Americans as dock hands, and many others worked in Fishtown's fish processing plants. African-American bricklayers, carpenters, glaziers, and builders also found jobs in the wharf district.

**Shad and Herring:** After a time, shad and herring return to fresh water to spawn. They can be easily diverted by manmade obstruction, such as dams or seines strung across the river. When a gravid female is caught, the current fish population is reduced by one adult, but the next generation might be reduced by several hundred. By 1902 Joseph Packard, a frequent visitor to Alexandria, wrote "Fishtown is now passing away, its area bare, its trade gone." In 1906, the chief of the hatching service for the US Fish Commission recommended state laws restricting commercial fishing practices to allow the fish population to recover from over-fishing. Never the less, catches continued to decline, falling severely in the 1970's. In the 1980's, Virginia instituted additional restrictions on shad and herring fishing that continues today.

### CITY MARINA

**Federal Army Occupation:** On May 24, 1861, the day after Virginia officially seceded, Union troops were ordered to cross the Potomac River and seize and control important areas on the Virginia side. As the port of Alexandria was a choice assignment, Colonel Elmer Ellsworth convinced the powers that be to give this mission to him and his Fire Zouaves.

Ellsworth and his troops traveled by steamer to a wharf (at the foot of Cameron Street.) They were met with no resistance. Alexandria's only Confederate troops, a small Virginia militia, were hurriedly leaving town. Ellsworth ordered one company of his soldiers to take and hold the railroad station, while he and a small detachment went off to capture the telegraph office.

While marching through Alexandria, Ellsworth came upon the Marshall House (on the corner of King and Pitt Streets). Ellsworth saw that the inn was flying a large Confederate flag, and ordered that it be immediately taken down. He and four of his men went upstairs and leaning out a window, cut it down. (They) then started back down the stairs. At the landing on the third floor, the innkeeper, James W. Jackson, was waiting with a double-barrel shotgun. As Jackson raised his weapon to fire, Corporal Brownell batted the barrel of Jackson's shotgun aside with the barrel of his musket, to avert the shot. Simultaneously, Jackson fired, hitting Ellsworth (and killing him). Jackson then fired a second shot, barely missing Brownell. At the same time as Jackson's second shot, Brownell fired, striking Jackson (dead). The first two casualties of the war: one for the North and one for the South. [From *Ephraim Elmer Ellsworth* by John Marck]



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**THE STRAND**  
**The Art League School**



Duke Street Annex



Madison Street Annex

**Concept:**

- Consolidate the two school annexes and provide a home on the Strand for The Art League School and Supply Store

**Recommendations:**

- Provide for 40,000 square feet of space for art school facility
- Provide space for outdoor sculpture exhibits
- Provide space for SOHO (a Space of Her Own), an award-winning art mentoring program serving low-income at-risk pre-teen girls in Alexandria.
- Include apron space for outdoor demonstrations in painting, ceramics and glass blowing
- Encourage The Art League Supply Store to expand and sell art supplies to the general public
- Design windows to allow views of exhibits and glimpses of class sessions to intrigue Art Walk participants



New Hampshire Institute of Art, Manchester, NH



Participants in the 2009-2010 SOHO class

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**General information:**

Founded in 1954, The Art League, Inc. is a multifaceted, nonprofit 501c(3) visual arts organization that meets its mission through its gallery, fine art school, art supply store, and arts-outreach programs. Partially located in the Torpedo Factory Art Center, it rents additional classroom space for its school facilities on Duke and Madison Streets.

Membership in their gallery is open to all and provides entry to a fellowship of over 1,000 artists with a wide range of exhibition and education opportunities. Member artists participate in monthly, juried exhibits - juried by noted fine art professionals from throughout the Washington area and beyond. Their engaging exhibition schedule makes The Art League Gallery an intriguing art space for gallery visitors in the DC metropolitan area to view original art of all media by talented artists from throughout Washington and the Mid-Atlantic region.



Glassmaking



Students throwing pots on the pottery wheel

The Art League School is a non-accredited institution, open to all, that provides instruction to nearly 6,000 students annually. Courses are offered quarterly in virtually all of the fine arts, and a wide variety of crafts, with some of the most talented and well known artists and instructors in the country. Whether for the novice or a skilled professional, courses are offered for every skill level and for every age. Instruction is offered for children as young as five.

The Art League Supply Store, staffed by knowledgeable working artists, provides members and students with exceptional quality, low priced art supplies.



Paint Alexandria, June 2010, Alexandria, VA

## Alexandria Seaport Foundation



Floating office and workshop of the Alexandria Seaport Foundation, City Marina

### Concept:

- Work with the Alexandria Seaport Foundation to consolidate their facilities and become an integral part of the Art Walk and Historic Waterfront experience

### Recommendations:

- Work with the Alexandria Seaport Foundation to help establish along the waterfront a facility similar to the *Center for Wooden Boats* in Seattle, Washington
- Relocate all the Foundation's facilities to Point Lumley and the Strand
- Provide the Foundation with 6,000 square feet of display and working space, plus docking room on the Potomac
- Consult with the Foundation for advice on constructing, on the Strand or at Point Lumley, a public art piece that represents the masts, sails and riggings of George Washington's Brig, *Farmer*
- Consult with the Foundation for advice on creating a program, where participants can "learn the ropes" of the *Farmer*

### General information:

The Alexandria Seaport Foundation is a not-for-profit 501c(3), volunteer-based organization. The Foundation offers four programs that serve communities in the Washington, DC metro area:

**The Apprentice Program:** Through the building and use of wooden boats, the Foundation helps young people turn their lives around. Since 1992, the Foundation's focus has been a paid, work-based apprentice program serving DC, Maryland and Virginia. Here, disadvantaged youth from the ages of 17–21 develop the discipline, self confidence, workshop and social skills necessary to find a meaningful place in the regular workforce. If necessary, they also earn their GED using the Foundation's hands-on, contextual curriculum.



**Community and Family Boatbuilding:** Boat building events are a unique opportunity for any group to participate and build their own Bevin's Skiff rowboat. No experience is necessary. Groups are guided through the process by an expert team of Alexandria Seaport Foundation wooden boat builders. It takes two days to complete a boat and take it on its maiden voyage.

**Tuesday Evening Open Shop:** Volunteers and visitors are invited to work on the current boat building project and swap stories. The second Tuesday of each month is a potluck dinner at the Seaport Center with a presentation or liars' bench.

**Boat Making Classes:** The Foundation also offers classes in boatbuilding techniques in lofting, setting up, planking, steam-bending, finishing, metal casting and specific boats.



PUBLIC ART COMMITTEE  
2010.12.13

**Historic Alexandria  
History Center and Museum Shop**



Commercial property with temporary City access



The Historic Alexandria History Center & Museum Store is temporarily located at 101 North Union Street, in the Torpedo Factory Arcade.

**Concept:**

- Establish a secure home for the Historic Alexandria History Center and Museum Shop

**Recommendation:**

- Continue to provide the public hands-on exhibitions

**General information:**

The Historic Alexandria History Center & Museum Store reflects themes from all the Office of Historic Alexandria museums. Discovery Carts give visitors a sneak peek of museums' collections including Friendship Firehouse, Alexandria Archaeology, and the Alexandria Black History Museum. Multiple hands-on activity areas for kids include a Civil War tent, dress-up costumes, and a "please touch" exhibit. The museum shop offers great gift ideas, a wide variety of Alexandria-related merchandise and the very best selections from all the OHA museum stores.



Hands-on exhibitions



PUBLIC ART COMMITTEE  
2010.12.13

**The Athenaeum**  
**Northern Virginia Fine Arts Association**



The Northern Virginia Fine Arts Association is a 501c(3) nonprofit organization dedicated to the pursuit of excellence in all forms of art, and to establishing programs that will enrich the cultural life of Northern Virginia and the surrounding metropolitan area. As the primary site for these activities, the NVFAA owns and maintains the historic building called the Athenaeum.



**Concept:**

- Include the Athenaeum as part of the Art Walk

**Recommendation:**

- Include the Athenaeum as part of the proposed cultural anchor centered on the Strand and the southern portion of the Art Walk

**General information:**

The Athenaeum is located at the corner of Prince and Lee Streets. Its significance is threefold: it is a fine example of classical revival architecture, one of only two in the City of Alexandria; it has a long and colorful history of occupation; and it is home to the Northern Virginia Fine Arts Association.

NVFAA programs are open to the public and include:

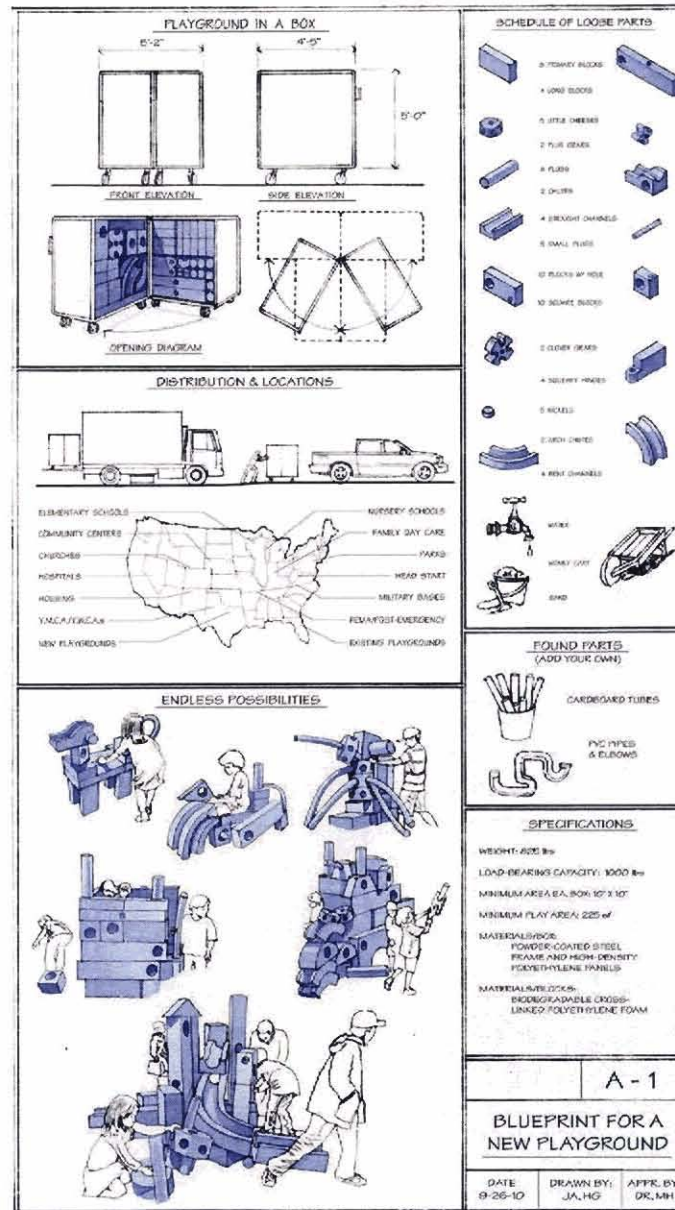
- Art exhibits, lectures, and demonstrations featuring local and regional artists
- Performing arts events
- Ballet, yoga, and computer classes, as well as other educational programs

**WINDMILL HILL PARK**

In Manhattan, innovative playground design has become a multimillion dollar industry. David Rockwell, president of the Rockwell Group, an architecture and design firm, proposes an affordable option.

*"In an age of constrained government budgets, playgrounds have rarely been a harder sell. Fortunately, the cost of play doesn't have to be prohibitive. In creating the Imagination Playground in Lower Manhattan — a playground with lots of loose parts for children to create their own play spaces — we realized that many of the elements with the greatest value to children were inexpensive and portable. Although traditional playgrounds can easily cost in the millions to build, boxed imagination playgrounds can be put together for under \$10,000, land costs not included. The design below is one that my architecture firm has done in collaboration with the New York City Parks Department and KaBoom, a nonprofit organization. But it needn't be the only one out there. There are a lot of ways to build a playground — and a lot of communities in need of one. Let a thousand portable playgrounds bloom." [Unpacking Imagination, David Rockwell, New York Times, September 25, 2010]*

Illustration by Jamie Akers and the Rockwell Group



PUBLIC ART COMMITTEE  
2010.12.13

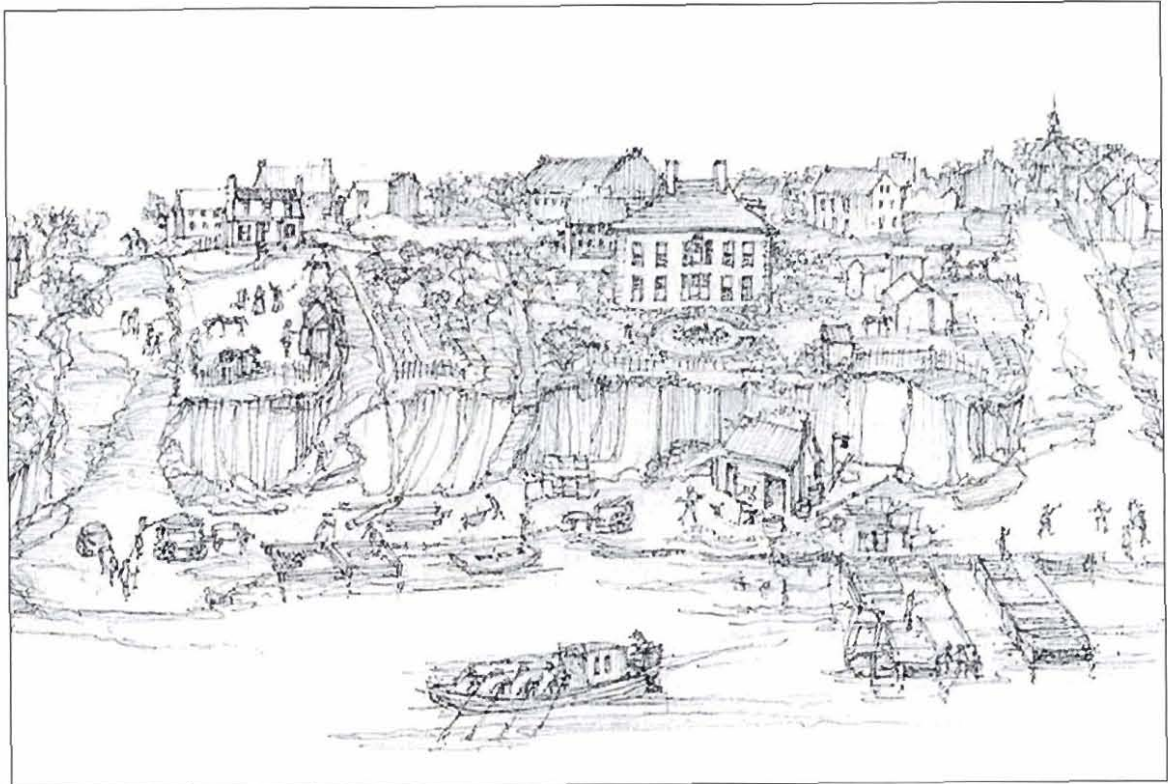
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*Appendix 6:  
Alexandria Waterfront  
History Plan -  
Alexandria, A living History*



# Alexandria Waterfront History Plan

## *Alexandria, a Living History*



Alexandria Waterfront with Carlyle House circa 1764

*Drawing by Elizabeth Luallen based on research conducted by City of Alexandria/Office of Historic Alexandria, Archaeology staff and volunteers*

*At Alexandria...the Potomac rolls its majestic stream with sublimity and grandeur, sixty-gun ships may lie before the town, which stands upon its lofty banks, commanding, to a great extent, the flatter shore of Maryland. This town is rapidly on the increase, and ... cannot fail of becoming one of the first cities of the new world. **The Marquis de Chastellux. Travels in North America, Vol. III, 1780-1782.***

A Publication of Alexandria Archaeology  
Office of Historic Alexandria  
City of Alexandria, Virginia  
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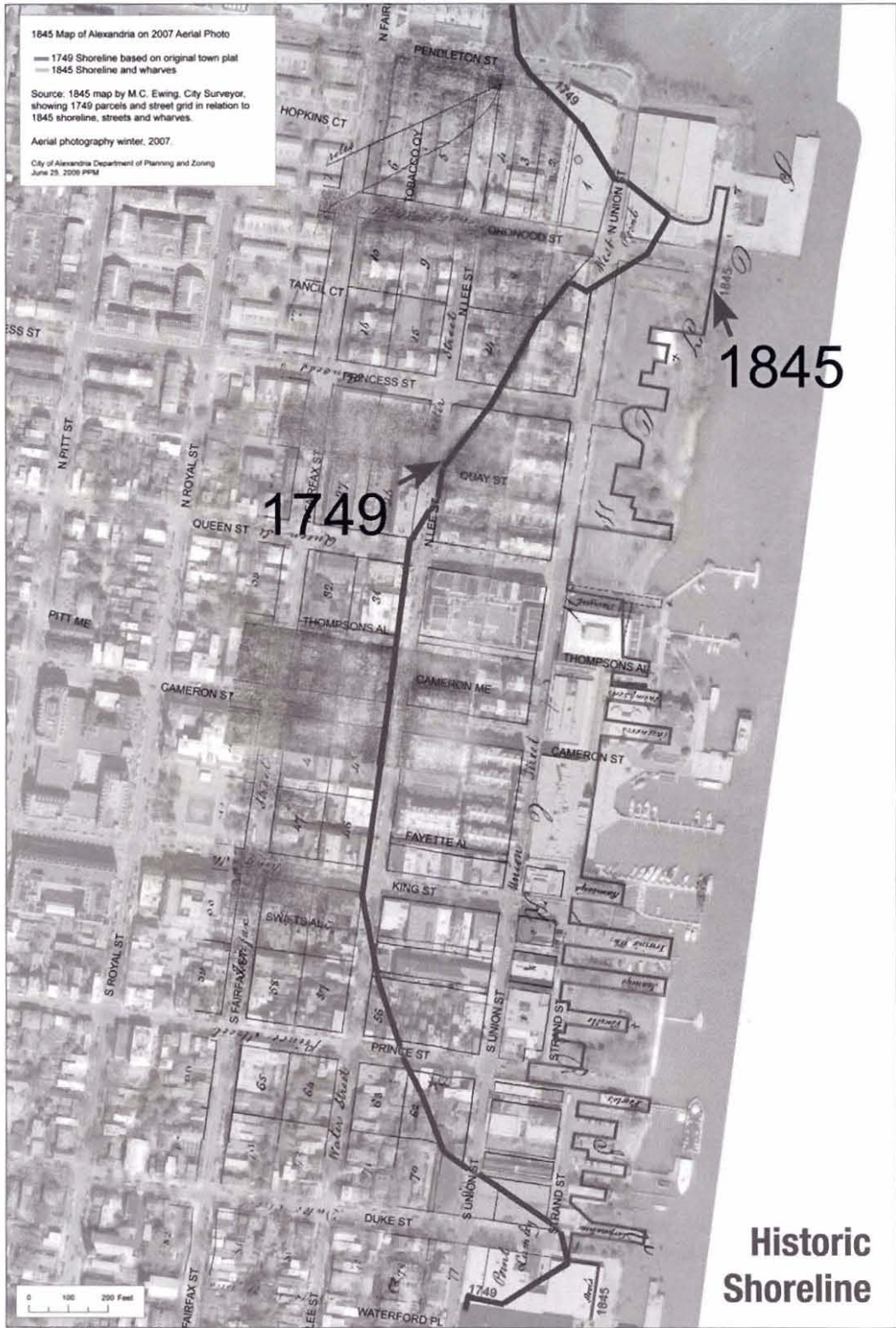
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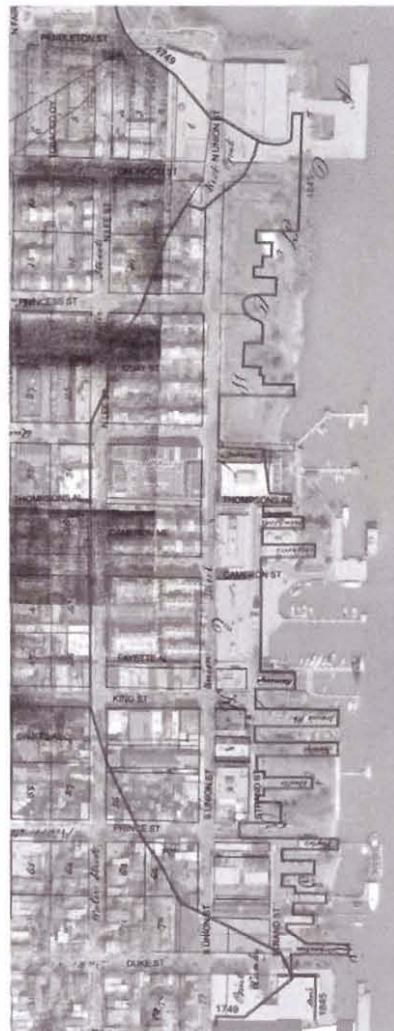
## Web Links

1. Alexandria History Timeline  
<http://oha.alexandriava.gov/oha-main/waterfront/pdfs/OHAHistoryTimeline.pdf>
2. First person accounts of the Alexandria waterfront through time  
<http://oha.alexandriava.gov/oha-main/waterfront/oha-waterfront-travelers.html>

# ALEXANDRIA WATERFRONT



## The Concept Plan and Historic Waterfront



Left, Summer 2010 Concept Plan, City of Alexandria, Department of Planning and Zoning. Right, 2007 aerial image with 1749 shoreline based upon 1845 Map, by Maskell Ewing.

## **Alexandria Waterfront History Plan**

### *Alexandria, a Living History*

#### *Preface by the Chair*

This plan is the work of many hands in a span of a few weeks. It was sparked by a request by the City's Planning and Zoning Department asking the Historic Alexandria Resources Commission (HARC) to create a committee to advise the City about the historic and cultural content of the proposed Waterfront Plan. In turn, HARC asked the Alexandria Archaeological Commission (AAC) to create a committee and write a History Waterfront Plan on its behalf. The following day, the ACC formed an Alexandria Waterfront History Plan Committee. The AAC Members were: James McCall, chair, Vince LaPointe, Katy Cannady, Ted Pulliam, Ann Davin, Tom Fulton, Seth Tinkham, and Ellen Hamilton. A former commission member, Diane Riker, was asked to join the discussions and provided innumerable and essential contributions. Matthew Harwood, who helped create the Arts Plan for the Waterfront, was also invited to participate and provided not only insights into the approach of the arts community, but also specific recommendations for interpretive collaboration. Director of the Office of Historic Alexandria Lance Mallamo and City Archaeologist Pamela Cressey supported the committee, providing important suggestions and advice. Various members of the public and representatives of other commissions such as HARC and community organizations also participated in meetings and provided important suggestions.

Seven to ten members of the committee were present at each meeting, which were announced in advance, and there were six meetings over a seven week period, averaging 3.5 hours per meeting. Several members of the public attended most meetings. Outside of the meetings, the chair and other members of the committee conducted research, analysis, interpretation and wrote the report, which represents hundreds of hours of work from the end of July to mid-September. The committee used historical information, images, maps and artifact collections available through the Alexandria Archaeology Museum, as well as from researchers who served on the committee, most notably Ted Pulliam and Diane Riker. This information also drew heavily from research conducted over decades by the past City Research Historian, T. Michael Miller, Alexandria Archaeology staff, volunteers and students. It should also be noted that this plan relied greatly upon images collected by William F. Smith over most of the 20<sup>th</sup> century and now housed in the History Collection room of the Barrett Library. If not for Alexandrians' efforts to create and maintain archives and history in these facilities, our results would not have been possible.

The AAC committee produced a significant plan in a short time based upon historical research that is a landmark in Alexandria's community archaeology and preservation following in the path blazed by Alexandrians more than a half-century ago. Their goal—both in the mid-20<sup>th</sup> century and today—has been to preserve Alexandria's history and its historic fabric while making it meaningful today. While the methods and meaning of

history are different now than they were circa World War II, their intent is the same: to save Alexandria's past so it will live into the future.

One important idea unified the committee's vision: *The waterfront must be a place Alexandria residents inhabit, not only visitors.* The Alexandrian waterfront belongs first to Alexandrians. While it must connect not only architecturally, visually and through pedestrian circulations with the rest of Old Town and the city, it must also provide meaning and personal association for the residents across Alexandria who cherish it. While activities, festivals, and other events are important public aspects of the waterfront, its open space should have attractive and intimate places where anyone, any resident, can sit outside and enjoy the water with furniture and landscaping that allows people to sit in groups or individuals at tables with a cup of coffee or a chess board. These amenities will do much to bring the waterfront to life and make it meaningful to local people, as compared to hotels and their inside amenities. This is a personal waterfront. Yet the urban-style seating in small spaces can also become small venues for first-person narratives of characters relating to different periods, poetry readings, etc., all of which root the contemporary Alexandrian and visitor in a larger experience.

The Waterfront History Plan is a general framework and direction for the eventual Waterfront Plan as well as guidelines for interpretation developed in collaboration with art and history specialists. The plan limits the number of interpretive panels and other plaques or visual cues to avoid creating the feel of an outdoor museum, but the information and concepts here should form the core of cultural planning. The plan speaks very little to uses that should be considered for private property—leaving that to a wider public discussion—but does embrace historical names, themes, design, interpretation and art for such businesses. Finally, and importantly, the plan offers the City a strategy to immediately begin to improve and interpret the Alexandrian waterfront through art and history, in a series of stages and at reasonable cost. It is a plan which can be implemented right away.



Panoramic View of Alexandria taken from Pioneer Mills looking north, 1865.  
*Alexandria Library, Special Collections, William F. Smith Collection*

### *Introduction*

Alexandria embodies the sweep of American history and experience in ways unmatched by cities of similar or even larger size. As the only port city on the Potomac with a vibrant and accessible waterfront, Alexandria captures and showcases the nation's

maritime past, its history, and its commercial ambitions. The city also echoes and reflects the tragedies of the nation's wars, its complex struggle with slavery, the promise of civil rights, and the daily lives of people from all walks of life in all eras of the nation's history. Both as witness to this history and for its impressive, precious inventory of surviving structures, streetscapes, and fabric, Alexandria offers perhaps one of the most compelling history destinations in the United States. The opportunity to experience history sets apart the city from its neighbors in the Washington area.

Alexandria's waterfront is key to understanding the city's significance for much of its existence. The Potomac River shaped the development of the city even before its founding in 1749. This maritime theme anchors Alexandria's character as symbolized in the recently selected emblem for the wayside sign program. Already a tobacco shipping point by the early 18<sup>th</sup> century, and a warehousing and inspection post by the 1730s, by the late 1740s a small group of entrepreneurs grasped its strategic commercial location and potential as a city of major importance. The site of the best and easiest year round seagoing anchorage close to the river's fall line, these men saw Alexandria as the intermediary between the fertile and growing hinterlands of Virginia and the Ohio valley, the tobacco plantations of the area, and the world. It was an ambitious vision, if unevenly matched by an ability to fulfill it. From a few warehouses along the river's edge, the waterfront grew a city immersed in a global trade in everything from tobacco, grains, and flour to slaves. Yet it was also a city buffeted by boom and bust, hampered by the inability to adapt to commercial innovations and industrialization, and crushed by the despoliations of war.

The Alexandria Waterfront Plan, as it is being crafted in fall 2010, presents an exceptional opportunity to showcase the city's past and place Alexandria as a "must visit" destination regionally and nationally. This Waterfront History Plan supports that effort, and provides substance and historical content for the City's current Waterfront Concept. It offers a series of narratives about the city, as well as examples of specific elements and interpretive options. The Plan follows the City's draft Planning Outline (which is based upon the July 2010 Concept Plan) and adds depth and substantive detail, as well as suggestions for further study. To assist planners, the structure of the plan parallels the outline as much as possible. The committee defines the waterfront as both the original 18<sup>th</sup>-century river shore and the in-filled, present day waterfront. While most of the emphasis will be on the existing waterfront west to Union Street, we also note important sites and events connected to the waterfront which are located away from it up to Lee Street (formerly Water Street), and in some cases, beyond.

James H. McCall  
Chair AAC Waterfront History Plan Committee  
November, 2010

## I. The Historic Context as Foundation



John Smith's map of 1608, the first survey of the colony of Virginia.  
*Library of Congress*

*This place without all question is the most pleasant and healthful place in all this country and most convenient for habitation, the air temperate in summer and not violent in winter ... it aboundeth in all manner of fish. The Indians in one night commonly will catch thirty sturgeons in a place where the river is not above twelve fathoms broad. And as for deer, buffaloes, bears, turkeys, the woods do swarm with them and the soil is exceedingly fertile. Captain Henry Fleet journal entry, while anchored six miles from the falls, June 26, 1632.*

The historic context of Alexandria's waterfront is based upon the city's diverse cultural periods and rich experiences spanning centuries. For planning purposes, this historic context reflects significant places, structures, sites, and events, which taken together describe significant, broad patterns and themes of the city's development. Ultimately, the context forms the foundation for decisions regarding *how and where* the city should approach and interpret its past.

Identifying important, physical features, and the events that took place on the waterfront, can be daunting. Many important buildings and other features have been lost over the last three centuries. In many cases, however, one can still locate sites accurately through remaining physical evidence (often archaeological remains) and archival materials, and in turn place them on maps to establish their relationship to the existing profile of the Waterfront. Often one can even recreate how they might have appeared. These important tools can help ensure that the true, *authentic*, character of the waterfront can and should be preserved in any interpretations, recreations, or additions to the waterfront.

As to the events which took place on the waterfront over the centuries, while the broad sweep of Alexandria is generally understood, if often in an almost mythical sense, the depth and diversity of the city's experience, and as a microcosm of the American story, remains to be fully explored. Even if there is a wealth of material to build upon, our knowledge and understanding of our own City is incomplete. History is never "settled." One of the exciting challenges for the future will be the ongoing rediscovery of Alexandria, and our continual reevaluation of our interpretations and conclusions. For this reason, we should acknowledge that what we *now* interpret along the waterfront, and how, will require reconsideration and change in the future. The presentation and interpretation of the history of Alexandria and its waterfront will be a work in progress. What this plan contains is a first version. *As such, any history plan should allow for continual adaptation and revision without disrupting the quality and authenticity of the waterfront—a flexible and truthful presentation.*

### **A Brief History of the Alexandria Waterfront**

Alexandria, Virginia, sits on the west bank of the Potomac River, six miles below Washington, D.C. and nine miles north of Mount Vernon. The Potomac River has defined Alexandria for more than the three centuries of European presence. For thousands of years previously, even as it shifted course or carved its steep banks, the river was the central trunk of a network of navigable waterways, which formed the trading web of native peoples in the area. By the time of the first documented European adventurers to the Chesapeake in 1588, the shores of the Potomac were home to thousands of inhabitants in scattered villages who fished the river, gathered fresh water mussels, and used it as a highway. When John Smith ventured upriver from Jamestown in his exploration in June of 1608, the area around what is now Alexandria probably included an established Indian settlement at Indian Creek—Great Hunting Creek—as well as seasonal camps for hunting and fishing. Evidence of far earlier Native American activity, a Clovis point archaeologically recovered from the bluff overlooking Hunting Creek at what is now Freedman's Cemetery and scores of stone tools excavated at Jones Point, document that Alexandria has been a crossroads in some form for millennia.

The first evidence of the value of the Alexandria area to Europeans came in 1654, when Mistress Margaret Brent claimed 700 acres, which included much of the current waterfront, as part of a much larger grant given to her and her brothers and sisters along the Potomac. After a conflicting grant in 1669, the land eventually passed to John



Alexander, who in 1674 cleared the title after paying 10,500 pounds of tobacco. Yet the first passing European establishment on the site would not come until 1682, when Calwallder Jones, a frontier trader, set up a post at the point of land where Hunting Creek and the Potomac meet, and which now bears his name. A more permanent settlement developed at Pearson's Island, now Daingerfield Island, in the 1690s, and with it the spread of tobacco.

The town developed as a result Virginia's Tobacco Inspection Act of 1730, which called for the establishment of a public inspection facility on the Potomac near Great Hunting Creek. A site was ultimately selected on what came to be known as West's Point, about a mile north of the creek at the east end of a 220-acre wedge of land conveyed by Robert Alexander to his son John, and to Hugh West. John West, Fairfax County surveyor, laid off 60 acres, and lots were auctioned off July 13 and 14, 1749.

No evidence has been unearthed which points directly to the rationale for naming the city "Alexandria." It is surely more than coincidence, however, that much of the land upon which the town was founded was then still in the hands of several members of the Alexander family. Yet, to the classically educated elites of the day the reference to Alexandria, Egypt, would certainly not be unintentional. Given that city's illustrious history as a capital, a major port, and a center of learning, the naming of the new town was hopeful and ambitious.

Within just a few decades of its founding, the small town emerged into a bustling seaport and agricultural community. In fact, by 1779 it was a port of entry for foreign vessels and a major export center for flour and hemp. Its waterfront was soon filled with brigs, schooners and other vessels which engaged in coast-wide and international trade and related businesses such as sugar refineries; feed, corn, and grain mills; foundries; tobacco warehouses; fish markets; distilleries; ship building and repair; and more. As the port grew, so did the town. Its boundaries were expanded by filling in parts of the Potomac and by also acquiring more property. Alexandria's streets soon became lined with substantial brick houses and businesses and, with that, the town gained distinction as an attractive colonial city connected to a highly active port on the banks of the Potomac River.

In 1801, part of Alexandria was incorporated into the new Federal capital, the District of Columbia. Initially Alexandrians welcomed the town's inclusion into the ten-mile-square which comprised the nation's capital, but soon became disillusioned with their status. Provisions of the 1791 act creating the district precluded the construction of any public buildings south of the Potomac River. Furthermore, the 1801 District Act disenfranchised the local populace, who could not vote in presidential elections and had no representation in Congress. Therefore, a strong impetus developed to retrocede Alexandria to Virginia. On July 9, 1846, the U.S. Congress voted to permit Alexandria and Alexandria County to retrocede to Virginia upon referendum. On September 7, 1846, President James Polk issued the result of the vote and declared the retrocession "in full force and effect." Virginia formally accepted the territory on March 13, 1847.

Alexandria's port not only served as a critical resource for its economic and physical growth as a city, but it also was a critical resource during wartime. The riverfront location of Alexandria, and its connections to other cities to the north and south, proved highly significant during the Revolutionary War, the War of 1812, and the American Civil War. During the 19<sup>th</sup> century, Alexandria continued to operate as an international port with a movement towards industrialization in the late 19th and early 20th centuries. By the mid-20<sup>th</sup> century Alexandria and its waterfront became a center for national defense with a number of key industries located along the river. Later in the 20<sup>th</sup> century such commercial uses along the waterfront were becoming obsolete, as the City and waterfront became part of a growing metropolitan urban area. It is during this period that appreciation of the waterfront's potential for cultural and recreational activities became widely recognized.

### **Historical Periods and Themes**

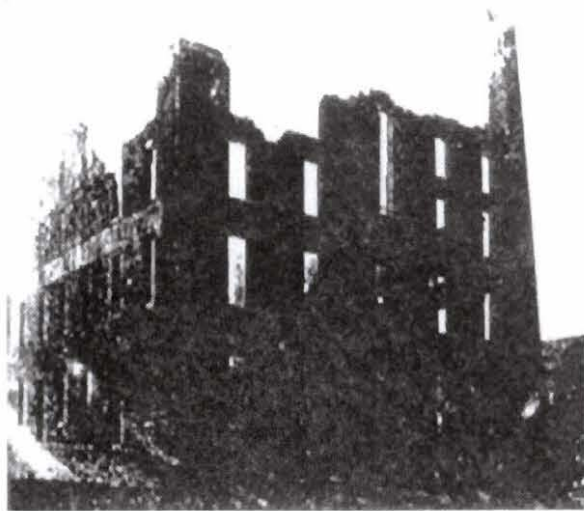
It is useful in preservation and interpretive planning to develop both time periods and themes for any historical place. While Alexandria's waterfront could be divided into many more time periods the following relate to broad spans of the town's past. Various segments of the waterfront had different land uses and more specific historic periods. These variations are developed further in Part IV of this plan as Character Areas.

#### **General Historic Time Periods of Alexandria's Waterfront History**

- American Indian Heritage – 13,000 B.P. (Before Present) –1608
- Exploration & Early Settlement – 1608–1731
- Tobacco Port – 1732–1749
- Development & Early Growth – 1749–1770
- American Revolution/Birth of the Nation – 1771–1814
- International Port – 1815–Civil War
- Secession & Civil War – 1861–1865
- Reconstruction & Expansion of African American Neighborhoods – 1865–1890
- Early 20<sup>th</sup>-Century Industrialization & Processing – 1891–1929
- Early Historic Preservation & Tourism – 1930–1940
- Center for National Defense – 1940–1950
- Bedroom Suburb/Urban Renewal/Modern Historic Preservation – 1950–1985

## General Themes of Alexandria's Waterfront History

- Witness to War
- Trade-World Connections & Navigation
- Entertainment/Leisure/Culture/Arts/Preservation/Tourism
- Maritime Manufacture
- Transforming the Landscape/Urbanization
- Starting Over – Fire, Floods
- Creating Community from Many – Ethnicity, Race, Religion



### AN EXTENSIVE CONFLAGRATION.

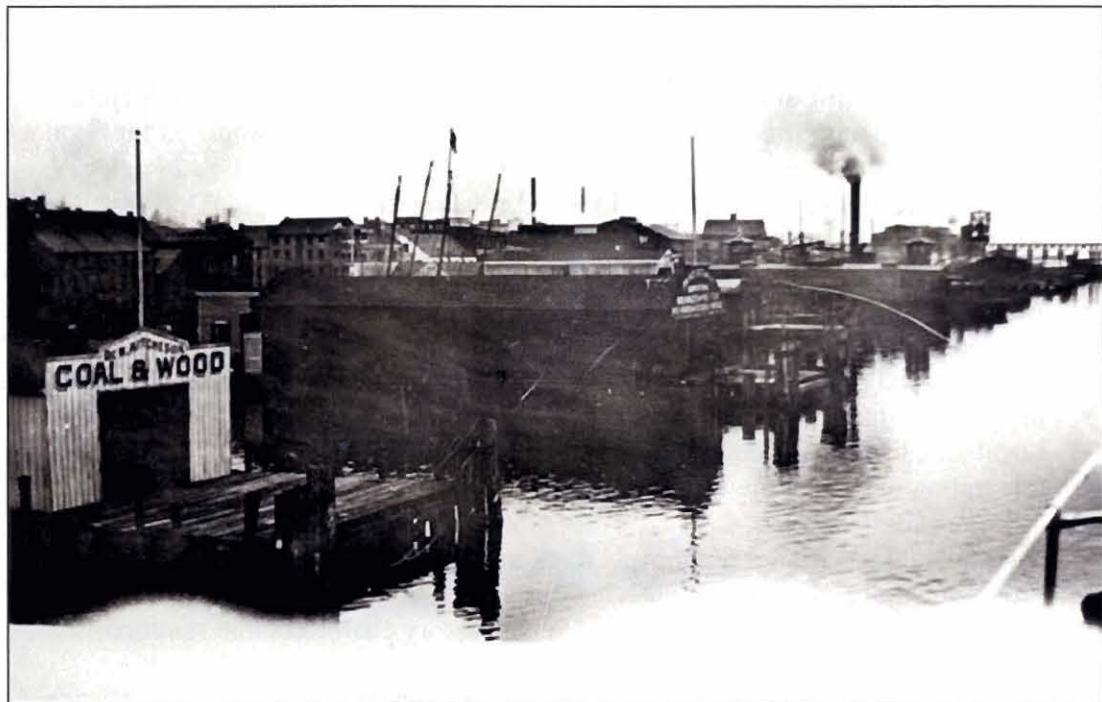
**An Entire Block Destroyed---The Pioneer Mills a Mass of Ruins---The Most Destructive Fire Ever Known in Alexandria---A Desolate Spectacle**

A sorry picture was presented to early risers this morning. Over a square of the river front was a mass of smoldering ruins—impending walls and stacks of tottering chimneys told the story—there had been a fire and it had burned over a section at one time the busiest in Alexandria's history—the

Left, the ruins of the Pioneer Mills at Point Lumley after the fire of 1897. Right, a newspaper account of the fire. *Special collections, Alexandria Library*

## History Cultural System

Producing an authentic visitor experience is a major emphasis of Alexandria's Waterfront Plan, and the promotion and increased understanding of Alexandria's cultural, historic and natural resources into an organized Cultural System is a primary product of that focus. The intent is to enjoy Alexandria's unique resources of the waterfront corridors, gateways, destinations and anchors in their experiential totality, as defined by an analysis of Significant Places, Structures and Sites, rather than as a series of isolated components. The concept plan has developed a framework based on interrelated actions including preservation, revitalization, interpretation, programming, marketing and recreation to promote and interpret these features, and the people, activities and events that make them significant.



Undated view of wharves between Duke and Prince Streets.  
*Alexandria Library, Special Collections, William F. Smith Collection.*

Authenticity is central to preserving the character of Alexandria, and to acting as good stewards of its historic fabric for future generations. The Waterfront Plan should include specific preservation goals, guidelines and standards. These should be embodied in new design standards and guidelines for waterfront adaptive reuse, public amenities, and new construction that would inform and assist the Board of Architectural Review, City planners, developers, and open space improvements.

*The Cultural System will:*

- Enrich the quality of life for City of Alexandria residents and visitors;
- Educate the public regarding the value of the arts, archaeology, history and their

- association with the natural environment;
- Preserve and protect cultural, archaeological and historical resources;
- Promote and distinguish Alexandria's cultural, archaeological, historical and community identity from other Potomac River waterfronts;
- Tell the stories of Alexandrians as part of the national narrative;
- Establish connectivity between people and places through shared meaning.

These objectives are accomplished through the coordinated efforts, facilities and programs of City government and an extensive network of public and private cultural, arts and historical agencies in the City of Alexandria.

*The Cultural System Components:*

- Archaeological, cultural and historic, and natural resources
- Cultural Anchors, such as the proposed History Center/Art League/Seaport Foundation/historic ships at the South Strand Seaport area, Torpedo Factory Art Center at the King Street Gateway, and performing arts venue proposed for Oronoco Bay/West Point
- Public programming through activities and events
- Multi-sensory interpretation
- Lifelong learning opportunities
- Adaptive reuse of historic buildings
- Appropriate design guidelines and compatibility for new construction and public amenities and park improvements to reinforce historic themes, art and programming.
- Integration of art, culture and history in waterfront development
- Local arts, history and educational non-profit activities
- Integration of art, culture and history into unified marketing and promotion of the waterfront
- Historical information through web, markers, and written media
- Environmental and economic sustainability
- Artists, entertainers, re-enactors, and Living History characters that reinforce selected historic themes and places
- City Departments, Boards and Commissions, Alexandria Convention and Visitors Association, Alexandria Economic Development Partnership, National Park Service, State Cultural Affairs and Historic Resource agencies
- Private businesses, restaurants and retail stores
- Concierge and visitor services to inform and direct visitors through the waterfront and into the City

The strategy is a coordinated program to identify, define and reinforce the central themes and elements of the historic character and overall experience, while enhancing the quality of life for residents and visitors, enhancing economic expansion and recreational opportunities, and fostering the conservation of natural resources. Using strategies and policies that include adaptive reuse of historic buildings, compatibility in new construction, protection of natural features, integration of public art and cultural amenities, wayfinding and multi-sensory interpretive programming, the Cultural System

can help guide decisions on the impact of future waterfront projects or proposals, to determine their appropriateness with Sustainable Heritage Development objectives.

Sustainable Heritage Development is a revitalization strategy that enhances local quality of life through activities—preservation, conservation, recreation, interpretation and community capacity building—that demonstrate respect for the people, the place and the past.

Such strategies and policies can help manage change so that current environmental, economic and social forces are maintained and enhanced for future generations. The Cultural System can supplement preservation and public amenity initiatives by recognizing that the environment, economy and society are inter-connected and mutually dependent on each other.



The foot of King Street, 1931.

*Alexandria Library, Special Collections, Gallasher Collection*

The City's approach to authenticity should build upon the preservation and enhancement of historic resources within a hierarchy of elements that create the Cultural System. The Historic Context, developed from an understanding of time periods and themes, is the overarching structure. Within this context, Significant Places, Structures and Sites are identified. Appropriate Adaptive Reuse is recommended for Significant Structures so that they may more fully contribute to the cultural landscape and experience of being within a historic waterfront recognized by inclusion on the National Register of Historic Places. Significant Places and Sites can be recognized through archaeological

investigation and preservation of resources and enhanced through design and treatments such as hardscape, landscape, lighting, and other amenities that bring the sense of the historic time, theme and place into new plans. In some cases, the design and treatment can be specific to one place, such as West's Point, but in other cases, a unifying treatment can be applied to portions of the waterfront, e.g. using wharf names to identify areas, defining the original shoreline, identifying The Strand, creating a link between open spaces with a Waterfront Walk of art and history using ideas from Art Night and the Art Walk presentation. All periods of Alexandria's past can be brought into the waterfront systematically and in appropriate locations.

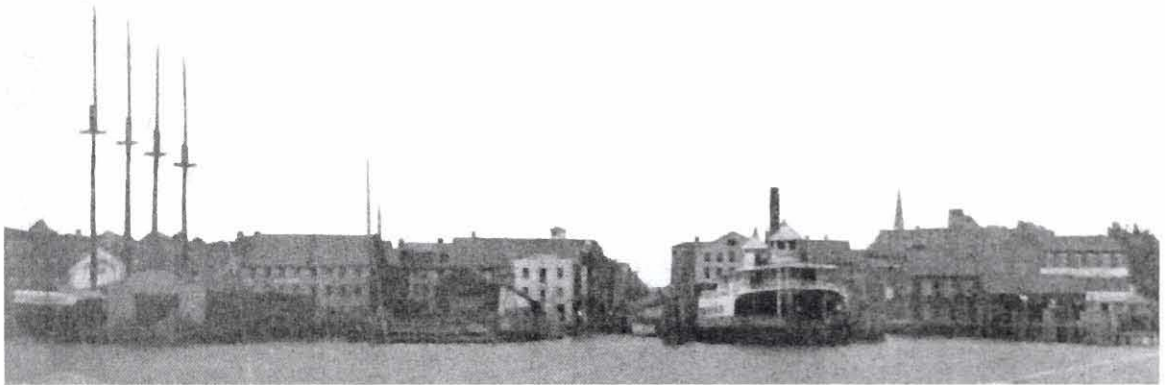
Another level in the Cultural System is the incorporation of historic features in the design of Compatible New Buildings while maintaining their relationship to the scale and character of historic buildings. The Cultural System also includes elements that are appreciated by the public and make a Vibrant Waterfront: Historic Interpretation, Art and Cultural facilities/Amenities that may tell stories of African Americans or Civil War occupation known by few or offer contemporary and compelling art. Lastly, in the Cultural System are elements related to the operation of waterfront cultural facilities and services. Recommended Programming for Historical and Cultural Events related to specific places and themes in a seasonal structure will enhance the historic character and reinforce Alexandria's powerful image as a center for history, art and culture with an ambiance quite distinct from other destinations in the Metro area. Recommended Heritage Names and Images for businesses, interior design, and menus, open spaces, wharves, and alleys, such as the Orange Tree Tavern, Wales Brewery, Fitzgerald's Alley, can also provide another layer of the Cultural System to reinforce the historic character and distinction of the Alexandria Waterfront.



Alexandria Motor Boat Club House, Alexandria, Va.

Old Dominion Boat Club at its original site on The Strand, between Duke and Prince Streets.  
*Image from an undated postcard published by Louis Kaufmann & Sons Baltimore, MD.*

## II. Principles



Waterfront at Foot of King Street with Ferry Boat, circa 1900.  
*Alexander J. Wedderburn's Souvenir Virginia Tercentennial 1607-1907 of  
Historic Alexandria, Virginia, Illustrated*

*Viewing the town which is laid off in squares of an acre each, streets 80 feet wide, several good brick buildings, and when it is completed according to the plan, will be a beautiful and regular town. Their chief trade is wheat, flour and tobacco. Mr. Kirk tells me they exported 100,000 bushels of Wheat and 14,000 barrels of flour from this port the last year.*  
**The Journal of Nicholas Cresswell, second edition. Port Washington: Kennikat Press, 1774-1777**

A short set of principles guide and inform this plan:

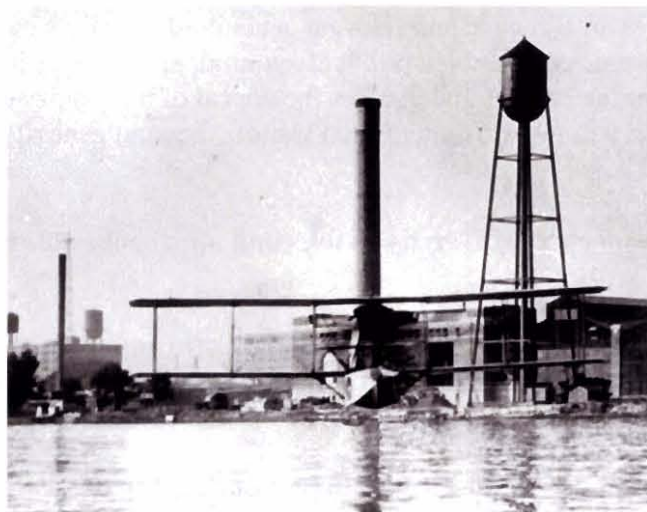
- 1) **The plan reflects the full complexity of Alexandria's rich history, its place within the American story, and reconciles it with contemporary America.** The plan provides an inclusive and relevant account of the city's evolution, and marks social, economic/commercial, political, cultural, and military history spanning the full sweep of the city. It underscores the appeal of the history of, and on, the waterfront as a draw for residents and visitors, beyond general charm and ambiance.
- 2) **The plan respects the diversity of uses and approaches to the waterfront.**
- 3) **The plan seeks to connect people and places through historical reality and meaning, and draws people to explore and experience the city beyond the waterfront.**
- 4) **The plan responds to the City's current outline for the waterfront plan** including recommendations and comment about specific locations, content, historic fabric and planned development on each area of the waterfront, as well as



vistas and alleys. The plan also offers constructive suggestions for the July 2010 Concept Plan, identifying what works, and what might be further amplified, refined, or altered.

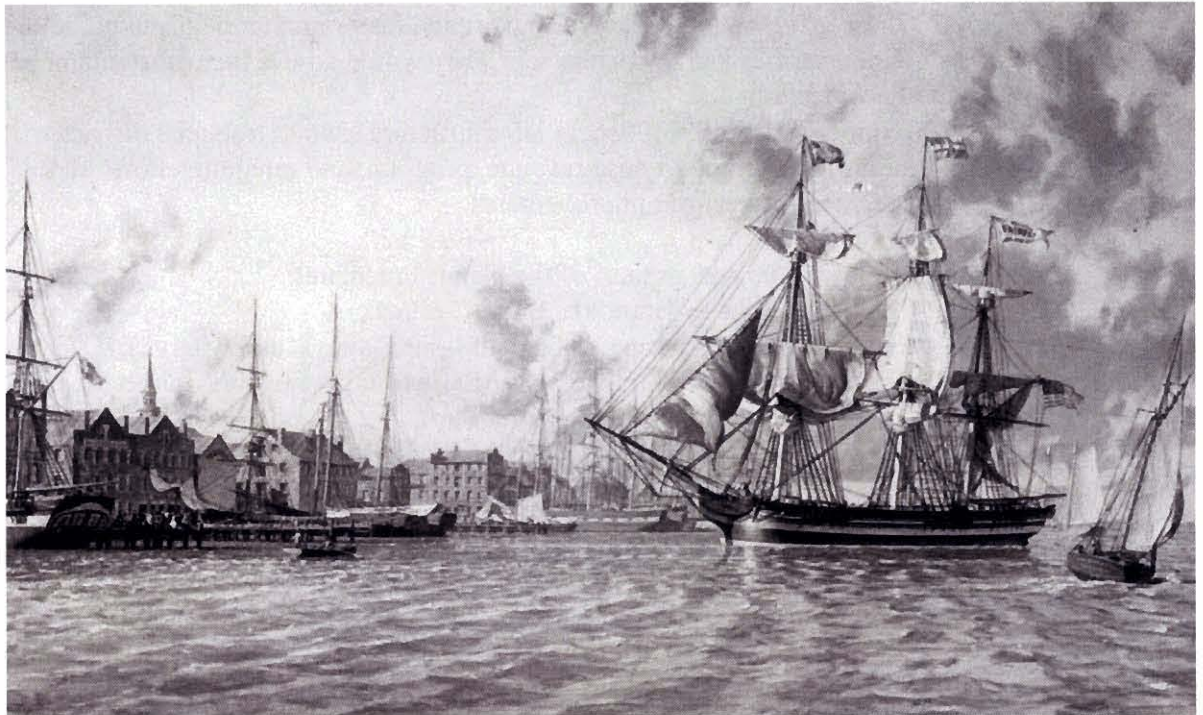
- 5) **The plan identifies existing historic buildings and fabric on the waterfront which should be preserved and interpreted. At the same time, it recalls and places lost sites and historic events which should be marked or interpreted.** It will provide substantive reasons why these sites are important, and examples of interpretive options and text. (See also Appendix 1, *Preservation Perspective on Alexandria Waterfront Planning*.)
- 6) **The plan offers guidelines for a stewardship and preservation plan** for the Waterfront area, to include buildings, historic views, and specific sites. These guidelines can also apply to the city's entire historic fabric. (See also Appendix 2, *Historic Structures on the Waterfront*.)
- 7) **The plan offers suggestions for funding** to help implement this aspect of the overall Waterfront Plan.
- 8) **The plan envisions an ongoing collaborative planning effort with arts and history to showcase Alexandria within the American experience.**
- 9) **The plan includes suggestions for year-round arts and history programming to bring the waterfront alive as more than a passive destination.**

**Note:** The principles and recommendations set forth as a whole in this plan are based upon those contained in *Preservation Perspective on Alexandria Waterfront Planning, March, 2007*, written by several City preservation commissions and organizations (See Appendix 1).



An Alexandria Aircraft F-19 test flight near Jones Point, 1918. The company closed in 1919.  
*Alexandria Library Special Collections*

### III. Core Recommendations to the 2010 Concept Plan and Implementation Strategy



“Alexandria,” with the ship *Fairfax* leaving for Rio de Janeiro in 1845. John Stobart.  
*Maritime Heritage Prints, Boston, Massachusetts*

*Alexandria is very handsomely situated. The streets are laid out on the plan of Philadelphia, crossing each other at right angles, and are generally well paved. It is considered remarkably healthy, and the view from the City is very fine. The town is situated in the bottom of a valley which to the eye of an observer is terminated in every direction by lofty and verdant hills. ...[T]o the south, the broad translucent expanse of the Potomac opens upon him, with, lying like a white line on its distant margin, opposite to Mount Vernon. **Joseph Martin, Alexandria, Virginia and the District of Columbia. Charlottesville: Mosley and Tompkins Printers, 1835.***

#### **A Phased Strategy**

The July 2010 Concept Plan calls for a phased approach to implement changes to the waterfront. Both the History and Arts plans should follow the same path based on opportunity, finances, and the sequence necessary in any development.

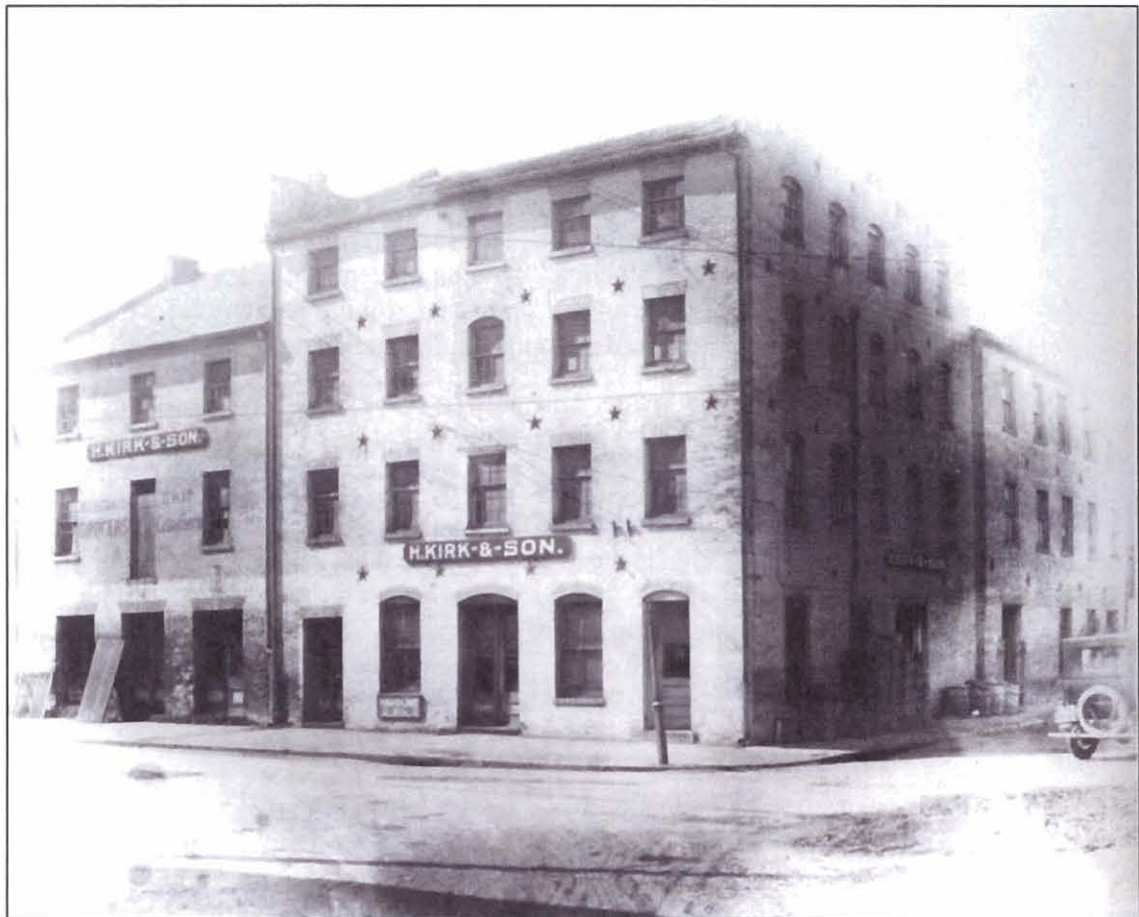
The History Plan proposes this outline for a phased strategy, with more details offered below. This strategy implements the plan almost from the time of approval:

- 1) Organizational (immediate):
  - a. Establish Arts and History joint planning group to produce an art and history master plan.
  - b. Establish History organization (possibly non-profit, see below) to begin fundraising strategy.
  - c. These groups should establish an art and history master plan and guidelines with priorities and opportunities. They would advise the management of the waterfront.
  - d. Explore and, select, if beneficial, a structure such as a special district, authority or group to raise revenue, program, and integrate efforts and spearhead waterfront improvements.
  
- 2) Implement low or no cost aspects of the plan (immediate):
  - a. The City begins a "Brand the Strand" effort.
  - b. Restore the historic names of existing sites, alleys, and wharves.
  - c. Adjust existing interpretive signs or artwork; give historic names to parks without such titles, e.g. Waterfront Park.
  - d. Tie more events to the waterfront and waterfront programming, especially around the annual city celebrations, and integrate a calendar and promotion.
  - e. Identify and launch Cultural Anchor and Theme Areas, even if all planned elements are not ready.
  - f. Establish basic north-south and east-west circulation patterns (described below).
  - g. Identify sites needed for acquisition for elements of the plan, begin staff work.
  - h. Create archaeological plan for the phases of development on the waterfront.
  - i. Bring the Potomac Riverboat Company skipjack to Alexandria from National Harbor as already planned, as soon as possible.
  
- 3) Implement aspects of the plan based on opportunity (near term):
  - a. Civil War Sesquicentennial celebration can be tied to some aspects of the waterfront, and some grants specific to interpreting the Civil War will be available. There will be some donor opportunities as well.
  - b. Implement elements as aspects of the waterfront are repaired and upgraded, such as signs, streetscape elements, parks, and alleys.
  - c. Public Art donation opportunities. The city can redirect some public art tied to development to the waterfront.
  - d. Grow programming schedules.
  
- 4) Implement elements that do not require major changes (near term):
  - a. Interpretive artwork, flags, signage
  - b. New programming and tours
  
- 5) Implement non-development aspects of the plan which require moderate

investment (near term):

- a. The Strand pedestrian area
- b. Streetscape work (paving, lighting, signage, etc.)
- c. Major interpretive signs and artwork
- d. Establish Waterfront Concierge (see below).
- e. Commission study of best location for Archaeology Museum/History Center.

- 6) Implement major aspects of the plan (intermediate to long term). Some portions will depend on fundraising efforts.
  - a. Opportunistic acquisition of historic buildings and their adaptive reuse for City use such as the History Center
  - b. Redevelopment of West's Point and Point Lumley
  - c. Full implementation of the Cultural Anchors
  - d. Berthing of ships
  - e. Self-supporting waterfront



Kirk & Son, 1 King Street and North Strand where the Torpedo Factory Annex now stands, 1920s.  
*Alexandria Library, Special Collections, William F. Smith Collection*

## Summary of Core Recommendations

These ideas are described in more detail, and in regards to specific locations, in subsequent sections of the History Plan. *Additional suggestions and recommendations will also be discussed elsewhere.*

- 1) In keeping with Goals 1 and 7 of Alexandria's 2010 Strategic Plan, the city should create a joint Arts and History Planning Group from the existing commissions to develop a coordinated Art and History Master Plan and Cultural Guidelines for the waterfront. This plan will inform waterfront design guidelines, as well as interpretive history, art and programming for the waterfront area. It will also lay the groundwork for future collaboration across the city.
- 2) The City should explore a special Art, Historic and Cultural area to help administer the waterfront and to develop financial opportunities for it. The city should study further how to take advantage of existing state and federal laws for funding opportunities for such an area.
- 3) The City should encourage existing History non-profits to contribute financially to aspects of the Waterfront related to their work. The City should also encourage the establishment of an umbrella, non-profit organization to assist in planning, programming and fundraising for Alexandria history, and particularly for the waterfront. Outlining the details of such an organization is beyond the scope of this plan: however, it should be independent of the City, be self-supporting, and be able to develop a professional fundraising presence with national reach. It should also develop events and revenue opportunities for the waterfront.
- 4) The waterfront should not appear to be an appendage to the city, rather it should reflect that the city grew from it. The waterfront should be an *authentic expression* of the city and its organic, fitful, and uneven past and development. To enhance this authenticity, the specific physical aspects of the plan should avoid creating an artificial or "planned" appearance in favor of an "organic" one. Stagger wharf lines, vary building style and period, materials and rooflines, and bring back historic opportunities to create new alleys and vistas. Avoid an overall "identity" mimicking a planned development, or trying to recreate another Williamsburg.
- 5) Alexandria should be understood as an expression of the American Story. Interpretation of Alexandria's history should bring to life people, places, and stories in the context of the American experience. Real people and their daily lives, as well as witnesses to history, should form the core of the physical representation of history and programming. Paradoxes and struggles should provoke curiosity, comment and thought.

6) The City should create a dynamic, north-south pedestrian circulation pattern, focusing on a series of Cultural Anchors and Theme Areas. The anchors will act much like the anchor stores in a commercial mall and provide draws for pedestrians to move along the waterfront and visit both businesses and cultural destinations. Pedestrians could circulate, for example, along The Strand south to Duke Street/Point Lumley, and return north along Union Street and its shops and restaurants continuing northwards to Founders Park and beyond to Oronoco Park and the north end of the waterfront.

- Anchors: There should be three principal Cultural Anchors in the central waterfront:

The **Northern Cultural Anchor** should be at West's Point (now Robinson Terminal, North)/Oronoco Bay Park. With performance areas, and a historic backdrop, this area will also be an important local draw.

The **Central Cultural Anchor** should be the Torpedo Factory Arts Center, which sits at the intersection of water arrivals and the King and Union Streets pedestrian core, as well as the north south axis of Union Street. It offers authentic artwork, and an opportunity to experience and watch artists at work and the Archaeology Museum.

The **Southern Cultural Anchor** should be the 200 Block of The Strand, including a series of buildings containing both arts and history destinations, docks for historic ships, and the Seaport Foundation.

- Theme Areas: Theme Areas coincide with the existing planning "character areas" in the July 2010 Concept Plan (see Part IV in this plan) with a few additions.

Each area would emphasize a special aspect and time period of the city's history and its experience, yet would link to sites elsewhere along the waterfront or in the city. The areas will combine history and art, and are described below.

The themes are true to their locations and represent most major periods of Alexandria's history. They provide for distinct character, thus providing a diverse set of environments and experiences. The Themes and Character Areas are:

**Ambitions – Rivergate and Tidlock Parks**  
**Transformations – Oronoco Bay Park**  
**Origins – Robinson Terminal North / West's Point**  
**Foundations – Founders Park**  
**Witness to War – Marina to Queen Streets**  
**Gateway – King and Union Streets**  
**The Working Seaport – The Strand**



100 Block South of the Strand ca. 1910, McVeigh's and Reardon's Warehouses.  
*Alexandria Library, Special Collections, William F. Smith Collection*

- 7) The City should “Brand the Strand” as the key waterfront destination of the central waterfront. Treating the entire Strand as a whole and marketing it as an authentic Alexandria experience which sets the city apart regionally, and nationally. The Strand should be the Waterfront’s King Street—the key north-south axis for pedestrians. The Strand should be returned to its historic use and character. It should link the waterfront areas, be continuous and have a physical identity from Wolfe Street to Queen Street.

Key features should be:

- a. Create the feel of the historic, working waterfront in the 100–200 South blocks of The Strand, the area bounded by the river, Robinson Terminal South/Point Lumley, Union Street, and King Street. It contains all the surviving 18<sup>th</sup>- and 19<sup>th</sup>-century historic fabric of the working waterfront. This area should be highlighted to create what was once its character. The scale and positioning (perpendicular to the river) of any new construction and park improvements should also be consistent with and echo the wharves, warehouses, and businesses that were there in the past.
- b. Make The Strand a pedestrian zone, from King Street to the proposed walk through at Point Lumley (Robinson Terminal South). Link the zone to the pedestrian area at the 0 block of King Street, and also to the Marina boardwalk and Queen St/Thompsons’s Alley. With the exception of the trolley and appropriate overnight deliveries, and access to the proposed parking lot for the Old Dominion Boat Club, the area would be limited to

foot traffic and carriages. Make sure the 100 block of The Strand does not just become a garage entry and restaurant maintenance area, with dumpsters and crates.

- c. Eliminate the proposed hard surface promenade in Waterfront Park and Point Lumley in favor of a gravel path as exists in Oronoco and Founders parks. The planned promenade is sterile, and creates a hard edged, artificial, and uninviting barrier. This path should be set back slightly from the water, and shaded. These parks should be informed by the wharves and linear designs perpendicular to the river, while providing intimate-feeling spaces for sitting.
- d. Permit horse drawn carriages and carts along the waterfront, based in the Strand. These carriages should be allowed to move up and down the Strand and beyond, and to the interior of Old Town.
- e. Union Street should be activated and associated again with the waterfront. It is the natural link to the rest of the urban grid and has interesting retail on the 100 and 200 South blocks. Establishment of a history center in the 200 South Union Street warehouses and mill. The Art League can help this effort.
- f. Reuse all existing historic warehouses in the 200 block of South Union Street to create a showcase History Center for Alexandria. The City should take advantage of: Wattles Corn Mill, Fowle's Warehouse, and the building at the southeast corner of Union and Prince. All the City's various museums, archives, and history programs can use space here to promote themselves, along with rotating special exhibit space. In addition, private and non-profit history organizations in the city should be given access to exhibit space on a temporary basis. A portion of the first floor should also be used for the History Shop and perhaps additional, related retail, and a cafe.

This area can also be grouped with the Art League and Seaport Foundation to create the Southern Cultural Anchor, to reinforce key and enduring themes a "working Seaport" and "Made in Alexandria."

- g. Use the History Center as the starting point for an Alexandria's history experience. The Center should include an introduction to the city's history, deeper interpretation of major themes and events across the waterfront and city in context, and offer rotating exhibits. By introducing such material here, themes can be interconnected along the waterfront and lessen the need for signage and interpretive materials elsewhere. The center should act as the starting point for historical destinations across Old Town and the greater city.



- h. The History Center might also include permanent space for the Archaeology Museum, if it is found to be the best location for the museum. The AAC has not determined the needs of the Archaeology museum and office or where it ought to be housed. If, after careful study by AAC and the City, it is found that those needs would be better met if the offices and museum moved from the Torpedo Factory Art Center, their archaeological materials and reconstructions of finds such as wharves, ships, and factories could help form the core of the Southern Cultural Anchor.
- i. The City should explore with the Seaport Foundation a permanent site in the redeveloped and repurposed Southern Cultural Anchor in The Strand/Point Lumley area. This area was associated with shipbuilding from the earliest time in the city.
- j. The City should attract sailing ships and other historic vessels as permanently berthed attractions in The Strand/Point Lumley area. These could range from the skipjack currently at National Harbor to a recreation of Washington's brig, *Farmer*, to examples of the steam-driven ships that served the waterfront. These should be privately supported, but the City should make space to accommodate them.
- k. The City should explore with the Art League what its needs and preferences are and consider finding them space in the Strand area/Southern Cultural Anchor.
- l. If the proposed restaurant building on the 100 Block of the Strand in Waterfront Park, and above the possible ODBC parking is approved, it should appear as a pair of traditional Alexandrian taverns. Union Street was lined with taverns, and this is an ideal theme to follow, even if they are not replicas. They should be named after historic taverns, and use traditional signage and interior design.

**Evan M'Lean,**  
 At the Sign of the *ORANGE-TREE*, on *Harper's*  
 Wharf,  
**B**EGS leave to inform his Friends and the Public,  
 that he has opened an **OYSTER-HOUSE**,  
 where gentlemen may be provided with Oyster Sup-  
 pers, in the genteelst manner and on the shortest  
 notice.—He has also laid in an assortment of the best  
 Liquors, which he hopes will enable him to give sa-  
 tisfaction to those gentlemen who may be pleased to  
 honor him with their company.  
 Alexandria, October 23, 1788.

An advertisement for an oyster house on Harpers Wharf on The Strand.

- m. If the Strand Restaurant use is approved, the outdoor seating should be

expanded to more of a plaza or town square, possibly terraced closer to the water. It should be bordered with trees for shade, and should be envisioned as the “go to” place for visitors and residents alike. It should have the feel of a broad boulevard seating area as in Paris but with a sense of the wharves.

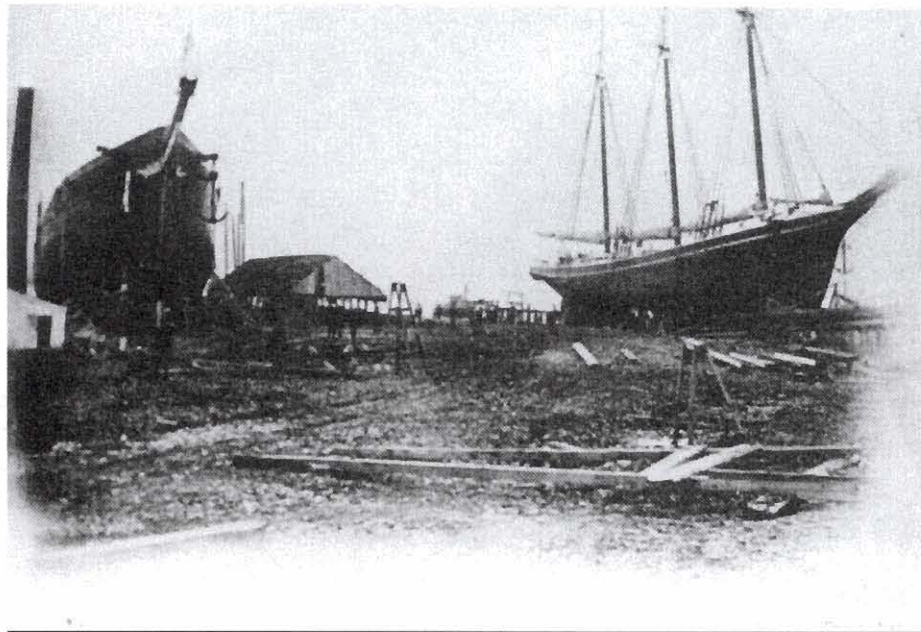
- n. Beachcombers at 0 Prince Street should be restored as an operating restaurant, retaining its original design and name, with dining on the rooftop. This building has been a treasured part of the Alexandria waterfront in the recent past and should be again.

- 8) Preserve and enhance period streetscapes and pedestrian circulation in the waterfront area (not just the waterside) in their variety. The principle “first do no harm” is important to the authenticity of the Alexandria waterfront. Much of the historic fabric directly adjacent to the river, and even a block away, has been lost. What remains does still echo the city’s past in different periods and offers visitors a unique experience to “travel back.” New development and planned recreation areas should be minimized. The 100 and 200 blocks of North Union Street should be an integral part of planning so they retain significant historic structures and businesses.
- 9) Use historic names. To reinforce the authentic historic waterfront, use historic names for places, parks, buildings, and alleys. Rename “generic” sites or places with historic names, and connect past names with new sites. (See Appendices 4, *Historical Place Names & Interpretive Ideas*, and 5, *Chart of Historic Wharf Owners and Selected Activities and Products*).
- 10) Use historic materials in pavement and wharves, and new construction. Choose unifying elements (historic gas lamps, street signage, paving, trash barrels, etc.) across the waterfront. Materials can also be modern adaptations closely resembling historic materials.
- 11) Mark the original shoreline in the pavement at key public points. Recommendations for exact locations by street are provided in an appendix map.
- 12) Save the existing, underused and threatened historic buildings in The Strand/Union/ Lumley area and preserve them intact for adaptive reuse. In particular, the City should ensure that the three warehouses in the 200 block of South Union Street be restored to 19<sup>th</sup>-century appearance and adaptively reused. The surviving historic structure at Robinson Terminal South (0 Duke Street) should also be protected in any redevelopment.
- 13) Restore and or create east-west corridors. Alleys allow a more porous pedestrian connection, and open waterfront vistas from Union Street and to the interior.

- New development with alleys will feel “open” rather than restrictive. In addition, any future redevelopment at Robinson Terminal South or in the proposed redevelopment where the Art League and Strand shops are now should include alley passages reminiscent of historic ones.
- 14) The Waterfront Plan should encourage pedestrian movement in an east-west manner into the city and neighboring cultural sites not just north and south. Many waterfront sites have direct connections to museums, buildings, places, and events just a few blocks from the water. Good examples are the relationships between the homes of merchants and their wharves and warehouses, as well as the Civil War experience and fires.
  - 15) Beautify alleys. Make alleys a draw as experiences in themselves, inviting, safe, and paved in a manner to evoke historic materials and their historic names.
  - 16) New construction should be compatible with the historic district, but be genuine contemporary works. The plan should encourage visionary, and potentially iconic, additions to the waterfront, but conform to existing Old and Historic District requirements. These additions should be in harmony with the existing character and features of surrounding structures and the historic fabric of Old Town. They should not overwhelm the surrounding historic fabric or distract from the general authenticity of the waterfront and its neighborhoods. They should draw their inspiration from the variety of waterfront structures and activities for periods here by character areas.
  - 17) New construction should avoid large, monolithic buildings in favor of facades which appear to be multiple structures. For example, the building which might replace the current Art League and Strand structures should be of a scale similar to surrounding buildings, with a facade broken up to appear as more than one building, and oriented much like old warehouses with varying roof lines and heights. This History Plan provides historic photographs of that area as well as examples of successful “varied” facades and appropriate mass and scale from elsewhere in the city.
  - 18) The City should create a set of preservation and design guidelines specific to the waterfront. These guidelines should be consistent with the Board of Architectural Review guidelines, but should also reflect the need to preserve street and waterscapes, as well as historic vistas. It should echo the historic reality of different time periods and styles.
  - 19) The City should recreate a historic gateway area at the foot of King Street. This plan recommends that the historic ferry arch could become the iconic symbol of arrival. This gateway should include a permanent concierge site to assist visitors with planning their visit to Alexandria. It would be located near the intersection of King and Union, possibly in the space now occupied by the History Store in the arcade by the Torpedo Factory. The concierge would be staffed and would

help visitors not only plan destinations, but book entertainment, hotel rooms, and restaurants. It would also offer directions to destinations throughout the city. The Strand and King Streets vista of Fitzgerald's Warehouse and the Roberts Grain Warehouse should not be obstructed by any new construction such as a tall, roofed pavilion or Strand restaurant. The 100 block of The Strand should reinforce the historic character for all those arriving by water.

- 20) The history and arts elements of the Windmill Park plan should be more closely reconciled with and connected to the Waterfront Plan, both in continuation of the plan's themes and in treatment and materials for implementation. Such reconciliation need not reopen the Windmill plan, but may address additional elements or altering some treatments (or markers) to unify them with the final Waterfront Plan. This includes historic interpretations of Wilkes Street Tunnel.
- 21) The Waterfront Plan should not duplicate the history elements already present in the Jones Point Interpretative Plan (National Park Service), but instead complement them.



Alexandria Maritime Railway & Shipbuilding Co., late 19<sup>th</sup> Century,  
between Gibbon and Franklin Streets.

*William F. Smith and T. Michael Miller, A Seaport Saga, Portrait of Old Alexandria, Donning,  
Norfolk, 1989*

#### IV. Theme/Character Areas



The drivers of the mules that towed the barges on the Alexandria Canal were often children of the Captain.  
*Thomas Hahn Collection*

*I was walkin' that towpath and did a six-hour trick nigh and day. I don't think there's an inch of it that I haven't tramped a couple of times. I were barefoot the whole summer. Joe Sandbower as quoted in The C. & O. Canal Boatmen 1892-1924. Thomas F. Hahn, The American Canal & Transportation Center, Shepherdstown, W. VA., 1980.*

#### Overview

The History Plan Theme Areas are essentially the locations of the Character Areas listed in Section 3 of the City's draft (July 2010) Waterfront Plan. These are geographic locations which are generally ordered north to south and are described in detail below. Each area combines history and art to varying degrees. To avoid repeating material, and reduce signage, each Theme Area emphasizes a special aspect or time period of the city's history and experience and links to related sites elsewhere along the waterfront or in the city. ***The proposed History Center in The Strand/Southern Cultural Anchor supports and unites the Theme Areas, providing opportunities for fuller interpretation, integrating the context across areas, and acting as the hub of programming which enriches understanding of each theme and location.***

The July 2010 Plan Outline lists several sub-categories to each area, not all of which apply to the History Plan, which in most cases addresses the *General description/inspiration/vision* and *Recommended Historic Elements*, and additional recommendations. The History Plan also provides specific sites, places, and events to be interpreted, examples of types of interpretation, and potential opportunities for art. Interpretation will center on people, places, and stories, and in the context of the American experience. Real people and their daily lives, as well as witnesses to history, form the core of the physical representation of history and programming.

This History Plan is not intended as a final guideline, but as a framework from which to write an Art and History Master Plan and Cultural Guidelines as the next step towards implementation.

### **Circulation of Pedestrians to Anchors and Theme Areas**

An important and central concept of the History Plan is the pedestrian movement along the waterfront between the Cultural Anchors and Theme Areas (which are the Character Areas of the Proposed Plan Waterfront Outline). These Anchors and Theme Areas provide a series of different experiences and emphases on the waterfront, allowing people to explore and discover their environment. While the plan generally moves people north and south, it also offers opportunities to draw them to western sites outside the waterfront yet nearby, and connect them to the larger city.

### **Interpretation Options**

The History Plan simplifies and minimizes signage. Displays should be enough to give the interested reader a familiarity with the city, its unique story, and its connection to the American Experience through a combination of wayside interpretive signs, markers, text, graphics, quotes, and artwork. Beyond this, the visitor should be provoked and inspired to learn more, either through multisensory interpretive materials in the History Center and other assets in the City, or with programming such as performers, guides, self-guided tours, and reference materials. Interactive options should be offered as part of a self-guided system such as cell phones, geo-caches, pods or wands. Future upgrades of interpretive technologies that minimize visual disturbance, but maximize opportunities for enhanced learning, should be considered as they become available. Furthermore, technologies must be included to assist diverse populations.<sup>1</sup>

The Arts and History Master Plan should guide interpretation. Here are examples of permanent visual options in ascending order of complexity:

- 1) Simple marking (individual sites, no interpretive text, e.g. “site of” marker, for self-guided tours. These could be in pavement or on a wall or an outline of a site such as a wharf or building). This includes marking the historic shoreline in parks, sidewalks, and intersections from Oronoco to Duke Streets.

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<sup>1</sup> Examples of personal stories that can aid in interpretation can be found in Appendix 6, *People and Stories Connected to the Waterfront*.

- 2) Simple marking within a theme group (interrelated, perhaps unified by color or design no interpretation, e.g. Civil War, African American, A Working Waterfront, for self-guided tours)
- 3) Interpretive text (e.g. on a building or wall)
- 4) Key interpretive text with graphics on City wayside signage in central theme areas. This could include quotes, primary materials such waybills, advertisements, diary excerpts.
- 5) Representative artwork, coupled with simple identification signage or site marker (murals, mosaics, illumination, water, etc.), which is inspired by actual events—fires, artifacts made in Alexandria, etc.
- 6) Representative artwork, with a site requiring interpretive text (e.g. Ellsworth, Fishtown, Slavery)
- 7) Selective figurative artwork (e.g. The Working Waterfront, Slavery), such as people in realistic, active poses—Civil War soldier, African-Americans rolling hogsheads, etc.
- 8) Selective figurative artwork requiring interpretive signage or materials
- 9) Major interpretive text, such as wayside interpretive markers (e.g. evolution of Alexandria as a port, Slavery, Central Civil War signage, transportation, shipbuilding)

The History Plan relies primarily on simple markers to create a dynamic and flexible approach to future History programming. These passive, unobtrusive markers, which might be numbered, shaped, or color-coded—or all three—help a pedestrian explore the waterfront on a self-guided tour using materials from the museum or with a guide. A visitor could also create a tour based on his or her own interests using materials and computers at the History Center, perhaps following an individual, an event, or a theme. Instead of extensive text or direct interpretation, the markers would merely denote location, perhaps stating only a building's name and date of construction, or the place of an event. In most cases they can be set in pavement so as not to obstruct views. The markers should be extended beyond the waterfront as well in some cases. These markers could also be grouped by unifying programming and arts themes of their own, such as The Working Waterfront (wharves, shipyards, warehouses, chandleries, taverns, etc.); The African American Experience (free and slaves); The Civil War (buildings, events, etc.); The Evolution of a Seaport; or The Transportation Center.

Beyond these fixed, visual aids to interpretation should be events, programming, first person and character actors and performances, all evoking historic issues in a contemporary setting, creating a living history in Alexandria. The collaborative Arts and History Plan should offer greater detail about these possibilities. Private tour companies, carriage drivers, and trolley audio can draw from real historic information.

## Archaeological Potential for Sites, Features and Materials

Many important historic sites along the waterfront remain unexplored and untouched by archaeologists. Much is yet to be discovered about Alexandria's past on the waterfront, and valuable materials still exist at places such as West's Point and Point Lumley as well as elsewhere. The City should develop a careful and thorough archaeological plan for each waterfront area and coordinate at the earliest opportunity for each development to ensure that the sites are properly evaluated, excavated, and preserved, and that materials are recovered, treated, archived, and interpreted.



Carlyle-Dalton Wharf investigation 100 block Cameron St,  
*Office of Historic Alexandria, Alexandria Archaeology*

Excavations should be conducted in sufficient time to allow for the protection of important structural remains *in situ* and interpretation in planning new developments and park improvements. Budgets for this work should be part of project budgets at the outset. In addition, display of artifacts, murals depicting historic scenes based on research, etc., should be part of any new development approvals. History and artifacts from the City's collections can be used to inspire art, landscaping, and interior design features (buried shipwrecks, historic wharf construction, baskets found embedded in a wharf). Planners and designers should take full advantage to access the City Collection and work with archaeologists and historians to create contemporary work completely unique and authentic to Alexandria



***Descriptions and Contents of the Theme/Character Areas***  
*(In geographical order from July 2010 Waterfront Plan Outline)*

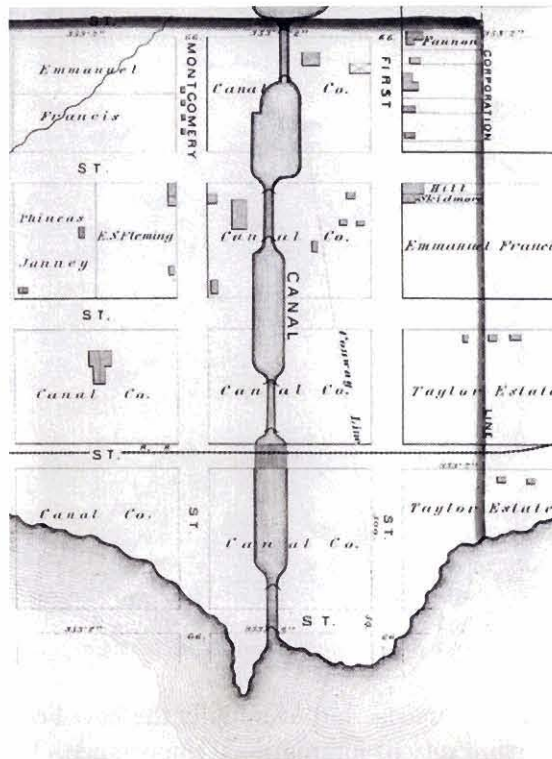
- Rivergate and Tidlock Parks – Ambitions
- Oronoco Bay Park – Transformations
- Robinson Terminal North / West's Point – Origins
- Founders Park – Foundations
- Marina to Queen Streets – Witness to War
- King and Union Streets – Gateway
- The Strand – the Working Seaport



Alexandria shipyard workers, 1919  
*Library of Congress*

## Rivergate & Tidelock Parks

### *Ambitions*



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

*Respecting the practicality of ... and short communication between the Waters of the Ohio and Potomac ... I am satisfied that not a moment ought to be lost in commencing this business.* **George Washington, a long-time proponent of a canal linking the Potomac and Ohio rivers, in a letter to Thomas Jefferson about the Potomack Company, March 1774.**

*We repeat, now at the completion what we said at the commencement of the Canal. – May this important work succeed and prosper – may it more than realize our warmest hopes – and may it RESTORE AND PERPETUATE the TRADE and PROSPERITY OF ALEXANDRIA.*  
**Alexandria Gazette, December 4, 1843.**

### **Vision**

Rivergate and Tidelock Parks will showcase Alexandria's early ambitions as the gateway from the Ohio Valley and the West to the world, and the town's inability to reach that goal. This area will celebrate the engineering accomplishments of the Alexandria Canal and the aqueduct bridge, and note the City's efforts to act as the transition port between

sea, canal, road, and rail, and will address Alexandria of the 1820s–1850s.

### **Historical Context**



Alexandria Canal tide lock and basin during the Civil War  
*Mathew Brady photograph, Library of Congress*

George Washington saw Alexandria, and eventually the new Federal District, as poised for rapid growth into a major city of international importance. He supported and helped develop plans to develop a canal system, connecting Alexandria to the Ohio Valley. Evidence of the city's hopes is visible in the last remnants of the canal that once linked Alexandria to the C & O Canal at Georgetown and eventually to the Ohio River. The canal itself eventually ran over the multilevel aqueduct bridge at Georgetown that was considered a major engineering feat in its day. The canal wharf area was one of those converted to a river railhead during the Civil War, where locomotives and rolling stock were moved onto specially adapted barges with track on them. This major innovation was devised in Alexandria and was a precursor to the roll-on/off shipping of today.

### **Recommendations**

- 1) Add interpretive sign about Washington's shared vision for Alexandria as the port city for the Ohio, and how and why it did not come to pass.
- 2) Artwork representing Alexandria's aspirations
- 3) Revise and update existing interpretive signs for the canal and aqueduct. Add a figure of a canal boat captain with his hand on the tiller of a canal boat.



Archaeological excavation of the tide lock,  
*Office of Historic Alexandria, Alexandria Archaeology*

- 4) Use recovered and preserved canal stones in artwork and identify.



Stones recovered from tide lock excavation now in Tide Lock Park  
*Office of Historic Alexandria, Alexandria Archaeology*

- 5) Interpretive sign for the Civil War riverfront railhead and its innovation at the mouth of the canal
- 6) Artwork to represent the important glass factory that stood nearby, add small interpretive sign and link to cross-canal African American sign on Montgomery Street near North Fairfax Street.



“Carry-In Boy in a Glass Factory, Alexandria, Virginia” Lewis W. Hine, Child Labor Series, 1909,  
*George Eastman House, Rochester, New York.*

*The glass was made in something like a furnace. It was runny, well, it was more soupy than dough. I'd say it would be more like the dough you make pancakes [from]. They had these long tools that they stick in there and wind around until they got a certain amount...on the stick when they take it out...it looked like a stone...they rolled it up and down, up and down, and there'd be two of us sitting at the molds...I was a mold girl once, and then I also [did] what they used to call "snapper" when it came out of the mold. [I'd] be right there with my...gadget and snap it off...When I first worked there I was making \$3.00 [a week]...we got paid every two weeks...When the factory closed down I was making \$15 a week. As recounted by Mrs. Virginia Knapper, March 24 1982. Alexandria Legacies Oral History Program, Office of Historic Alexandria, Alexandria Archaeology Museum.*

## Oronoco Bay Park

### *Transformations*



The USS Pensacola off Alexandria, 1861  
*Library of Congress*

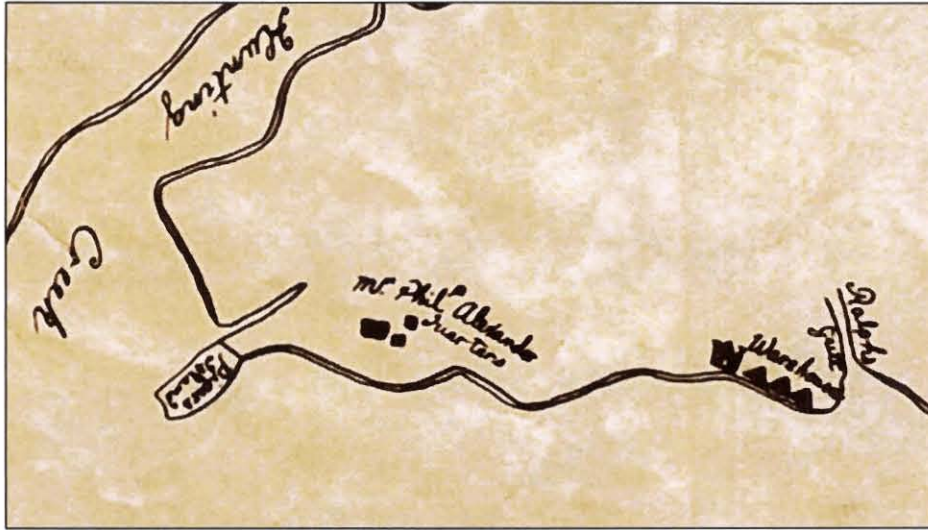
*This deponent further states that he perfectly remembers that there was a great quantity of Ivy growing round the lower edge of the lot to the westward of the present warehouse lott which lies along the Gutt or Marsh on part of which last mentioned lott the kiln for burning tobacco stood....*  
From a deposition by Thomas Graffort, age 79, in 1753, who once picked tobacco in Hugh West's new warehouse. "A Suit in Chancery in the County Court of Fairfax." **Pen Portraits of Alexandria, Virginia, 1739-1900.** Michael T. Miller, ed., Maryland: Heritage Books Inc., 1987, p.5.

### **Vision**

Oronoco Bay Park and West's Point should form the Northern Cultural Anchor of the waterfront, with park portion offering open space for community and performing arts events. This area will showcase the pre-European environment, with an open and natural feel. It should quietly evoke Ralph's Gutt, the original crescent bay, and the importance of Alexandria as a rail center starting in the 1850s.

## Historical Context

In the first years of the town, this area lay beyond the northern boundary. A creek ran through Ralph's Gutt and emptied into the Potomac at the southern side of the park. Much of the marshland here and to the west and south was used as pasture. The park shoreline should recall its original appearance as much as possible, and offer an example of how much the shore has been altered. Some of this land was created by filling in flats with cultural materials such as a ship,



1746 map (Cropped) showing Ralph's Gutt  
*Jennings Survey, Book of Surveys, 1746 Platt, Fairfax County Courthouse, Fairfax, VA*

which still lies beneath the park. By the mid-19<sup>th</sup> century, it was industrializing. From the 1850s on, a railroad served the wharves, warehouses, lumberyards, coal depots, and other bulk materials handlers at what is now Founders Park, West's Point, and the Oronoco-Pendleton area, and ran north through what is now the western edge of Oronoco Bay Park. It was an important logistical rail head during the Civil War. Evidence remains of that railroad heritage, with the last active track on the waterfront.

## Recommendations

- 1) Naturalize the shoreline and emphasize native plantings as well as historic and imported ones.
- 2) Naturalize or open Ralph's Gut; add a Cleansing Sculpture; provide historic map and text.
- 3) Mark site of railroad roundhouse in the 500 block of North Lee.
- 4) The proposed boxcar theater should be either a vintage railcar, or a reproduction of one.
- 5) Interpretation should be linked to the numerous and important Civil War rail sites along the waterfront.
- 6) Sculpture of Margaret Brent, first owner of property on the waterfront in the 17<sup>th</sup> century.

- 7) Personalize the story of transformation with a figure, such as a 17<sup>th</sup>-century tobacco farmer planting or picking tobacco. This figure could represent Ralph Platt. Images of such a figure are on the Jamestown-Yorktown Educational Trust website, paintings by Sydney King.
- 8) Retain the remnant rail track from the waterfront back to the main line to allow future, special rail events or programming such as vintage steam locomotive visits.



The Quartermaster Wharves at the foot of Montgomery Street, circa 1863. In the foreground are tracks that ran along the river through what is now Oronoco Bay Park and beyond.

*National Archives*



## Robinson Terminal North / West's Point

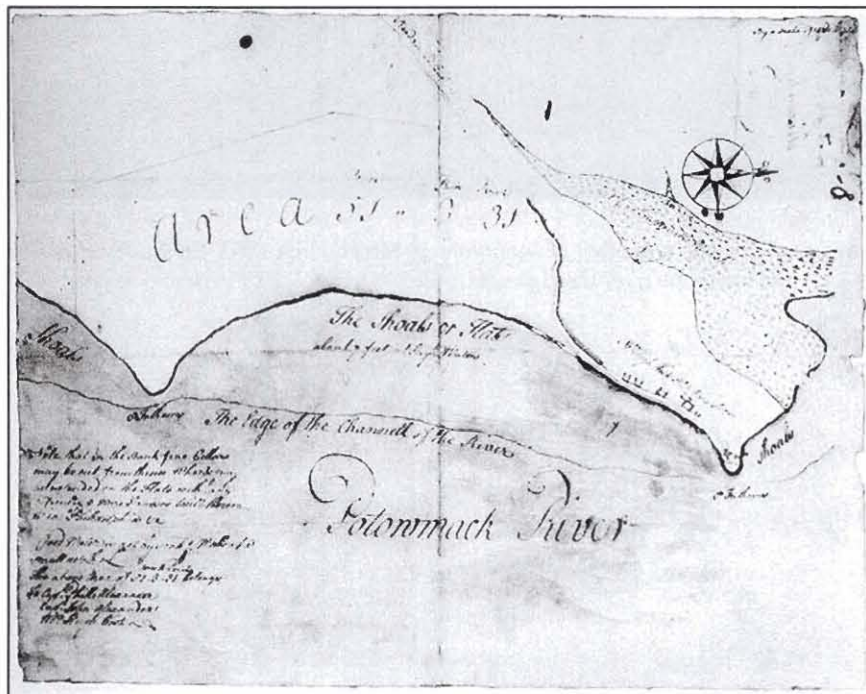
### Origins



Fry/Jefferson Cartouche showing hogsheads of tobacco on a wharf

### Vision

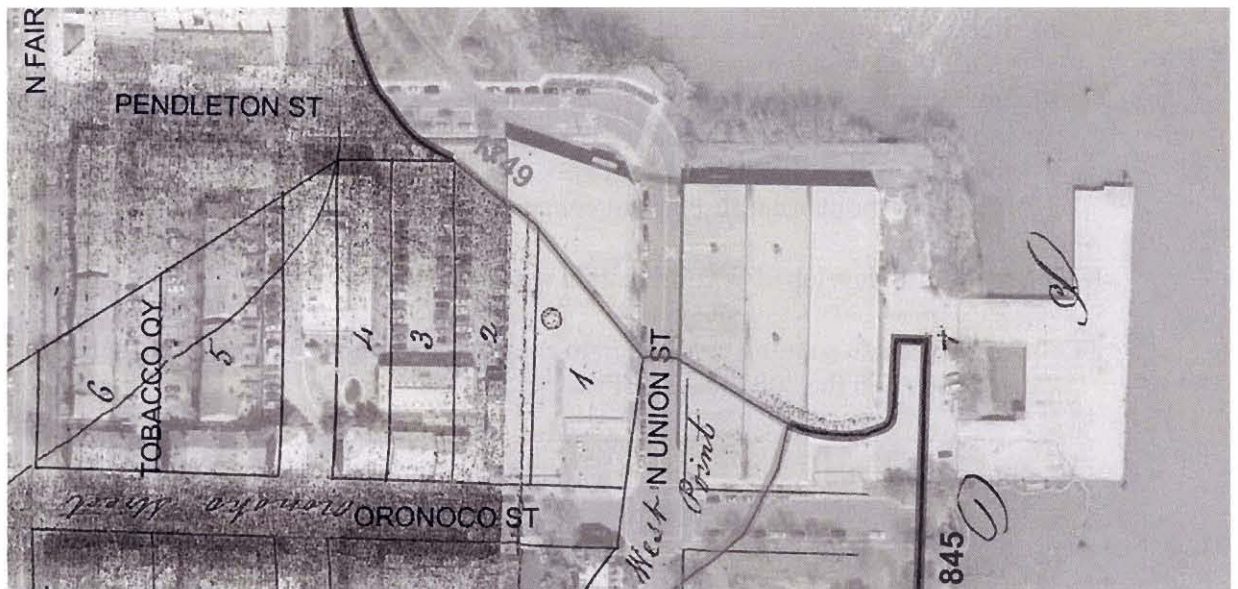
West's Point and Oronoco Bay Park comprise the Northern Cultural Anchor of the waterfront. The West's Point portion, which runs from the water west up Oronoco to Union Street, represents the origins of Alexandria—and the idea of America—in the early to mid-18<sup>th</sup> century and the importance of tobacco to the development of the town. Time period: the colonial era, especially the 1730s and 1740s.



1748 Map of what would become Alexandria.

## Historical Context

West's Point is the earliest continuously occupied site in the city, and probably had warehouses and a wharf for tobacco even before a public warehouse for inspection was built in the early 1730s. It was from this settlement, at the foot of a rolling road, with a clutch of buildings and a ferry that Alexandria emerged. West's Point sits at the northern end of the cove which once ran down to Middle Point (Point Lumley), and is part of the original waterfront shoreline. It has been the site of various commercial activities since the 18<sup>th</sup> century and remains an important deep water anchorage for ocean-going vessels. West's Point was also the site of the arrival of Major General Edward Braddock's forces in March 1755. Braddock's march west to confront the French and Indians changed the future of the colonies and contributed to the experience and respect of a young George Washington and others who became the leaders of the American Revolution. Over the years, West's Point was enlarged to the east and north



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.  
*City of Alexandria, Office of Planning and Zoning*

## Recommendations

- 1) Emphasize the name West's Point in future development. Interpretive text about the West family and its enterprises at the point. Call the pier a wharf, and name it either West's Wharf or Tobacco Wharf, and echo historic materials. Name a public house/restaurant in the development after West's Ordinary.
- 2) Design new development in a way that demarcates the original shoreline, possibly with break in buildings. The height of buildings should be in keeping with waterfront and zoning guidelines. Buildings should echo the scale and character of early warehouses and inspection station which stood there in the mid-18<sup>th</sup> century.
- 3) Landscaping should use native plants and examples of tobacco.

- 4) Interpret sites of early warehouses, when known (probably west of Union Street), and the original shoreline with simple, in-ground markers. Include a text and map depicting the evolution of the waterfront. Interpret site of first ferry and first private and public wharves on the waterfront.
- 5) Artwork and interpretive text about tobacco and Alexandria, the Potomac, and the tidewater, tobacco society. Interpret origins of the name Oronoco. Mark termination of the Rolling Road at Oronoco Street. Artwork to include a hogshead, possibly being rolled by African-Americans.
- 6) Interpretive text, artwork, about the landing of Braddock's army. For example, a figure of a member of the 48<sup>th</sup> or 44<sup>th</sup> Regiment of Foot of the Braddock's army marching up Oronoco Street with musket over his shoulder. Link to other sites in city about the importance to the American identity of the time (Carlyle House and encampment to the northwest.)
- 7) West of Union is the site of the Beverly estate, as well as possible sites of Fishtown. Interpret these.
- 8) Retain the vestige rail line at Pendleton, which is the last remnant of the working rails to water which were so important to the city.
- 9) Interpret the gasworks which stood nearby at the corner of Oronoco and Lee, and use original-style gas street lamps at that corner. Mark the use of the Gasworks for Civil War ballooning with artwork and an interpretive sign.
- 10) The concept plan carousel is not compatible with this vision.

If the area is also developed in coordination with the Pipefitters building:

- 11) Interpret the site's strong connection to the railroad, which had its passenger and freight depots in the 200 blocks of Princess and Oronoco.

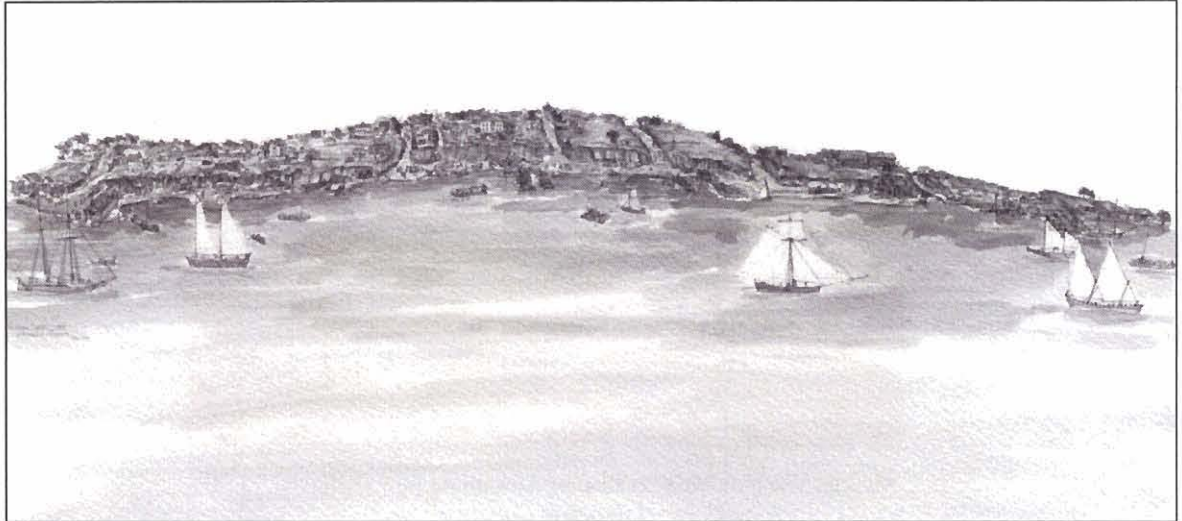


USMRR, Quartermaster Corps Depot (Alexandria, Loudon, and Hampshire RR), at Princess Street. To the right distance, the coal wharves. Behind the depot and rail yard is present day Oronoco Bay Park.

*Library of Congress*

## Founders Park

### *Foundations*



Alexandria Waterfront, circa 1764

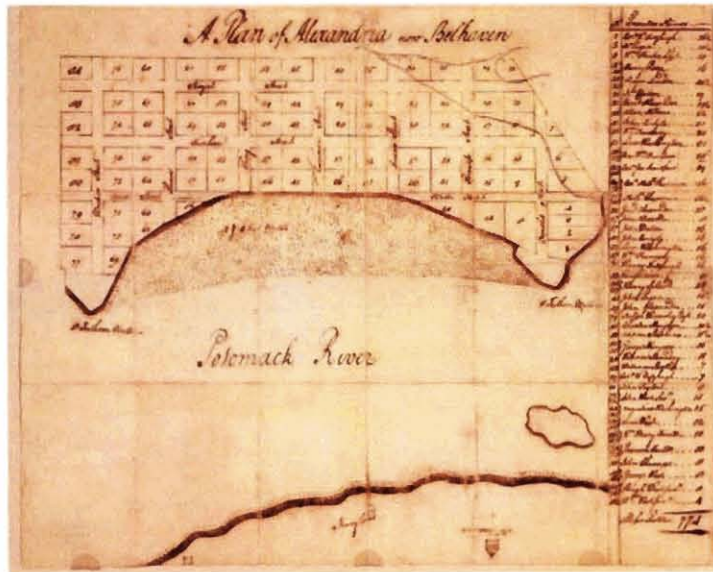
*Drawing by Elizabeth Luallen based on research conducted by  
City of Alexandria/Office of Historic Alexandria, Archaeology staff and volunteers*

*In the evening we returned down the river about sixteen miles to Alexandria, or Bel-haven, a small trading place in one of the finest situations imaginable. The Potomac above and below the town, is not more than a mile broad, but it here opens into a large circular bay of at least twice that diameter. The town is built upon an arc of the bay; at one extremity of which is a wharf; at the other a dock for building ships; with water sufficiently deep to launch a vessel of any rate of magnitude.” (1759, After visiting the Great Falls of Potomac), Travels Through the Middle Settlements in North America, Rev. Andrew Burnaby, London, 1775*

### **Vision**

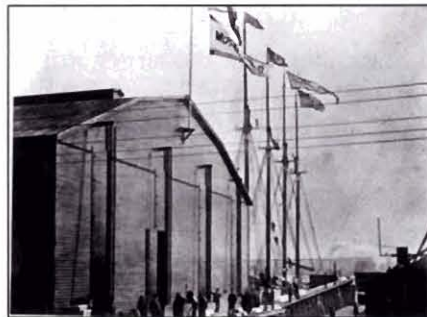
Founders Park, between Oronoco and Queen to the east of Union, should celebrate the creation of Alexandria as well as Alexandria, DC, and its development as a trading and commercial center. It should also explain the founding in the context of the independence of the United States, and link the larger story to local figures such as Washington, Mason, and less well known individuals and their experiences. The park is for passive use, and interpretation should center on the founding to incorporation period, 1749–1779, through the founding of the District of Columbia through retrocession to Virginia in 1847. It should also quietly reflect the evolution of the city, the challenges of its development, and the many uses of this part of the waterfront.

## Historical Context

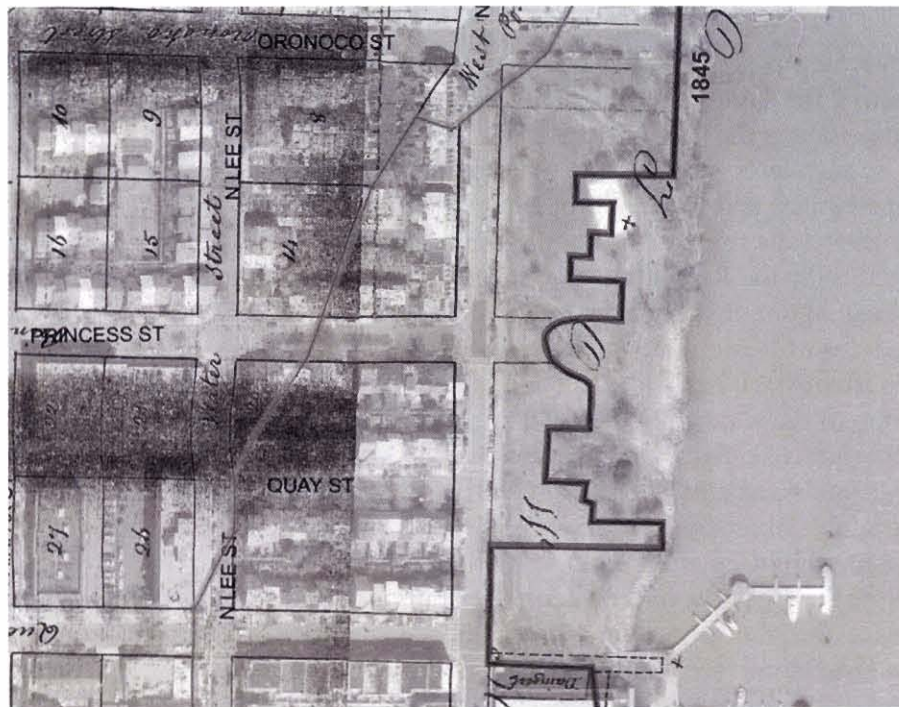


George Washington's "A Plan of Alexandria now Belhaven," 1749.  
*Library of Congress*

Founders Park is part of the northern section of the original waterfront of the 60-acre 1749 town. Like the rest of the original cove, by the 1790s it was filled in from what is now Lee Street with usable property and wharves. The founding generation created Alexandria as a port town to take advantage of its relative proximity to the Virginia hinterland and the Ohio valley and the west, as well as its position as the best ocean going anchorage on the river close to the fall line. Founders Park and the areas around it handled goods and materials brought in from the west by road, canal and rail for shipment via the Potomac. It eventually became among the grittiest and most industrial sections of the waterfront. Lumber, fish, grains, flour were warehoused, processed and shipped from here. This was also the center of Alexandria's important coal trade, and the city gasworks were at Oronoco and Lee Streets. A rail line ran down Union Street to Wilkes (and an elevated rail line briefly ran above a portion of it serving the coal yards), moving bulk materials to and from ships and destinations across the region and the eastern seaboard. This was also one of the processing point for ice shipments from Maine and portions of the local ice trade.



The Mutual Ice Company, Cameron Street, 1904.



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.  
*City of Alexandria, Office of Planning and Zoning*

During the Civil War, the wharves handled grain hay and other supplies for the Union Army and the rail connection expanded. The seasonal fish wharves were also located here, and each spring, throughout most of the 19<sup>th</sup> century on, perennial shanty Fishtowns sprang up.



Salting fish on at the Fish Wharves, 1912, between Queen and Oronoco Streets.  
*Alexandria Library-Local History / William Smith Collection*

## Recommendations

- 1) Interpretive sign and artwork commemorating the founding of Alexandria in 1749, listing the names and stories of the 11 original trustees (detailed interpretation and materials in the City History Center on The Strand).
- 2) Use traveler's accounts and other primary materials to describe the early appearance and future promise of the city (see appendices for examples).
- 3) Interpret the role of Alexandrians in the founding of the country, especially in the lead up to the Revolution and the generation contributing alongside George Washington, in particular the Committee of Correspondence (which supported the actions of Boston) and the Fairfax Resolves (which took place at the old courthouse on Fairfax Street and can be seen as the ancestor of the Bill of Rights).
- 4) Map of the waterfront, the infill process and evolution of the city, with simple interpretive sign explaining Alexandria's historic street names. Interpret Alexandria as part of DC from 1801–1847, why it was retroceded, and noting the original cornerstone at Jones Point, the other surviving stones in the City, mentioning Benjamin Banneker's role in the boundary survey.
- 5) Note the locations of the various coal, lumber, and other warehouses and depots along the shore and Union Street, and using simple markers and names without interpretation (see appendix for names). This is an opportunity for figurative artwork celebrating the people who worked these difficult occupations.
- 6) Note Fishtown using artwork and a simple interpretation to explain it. Use a group of figures of African-American women heading herring.
- 7) Redesign path at south end of park as Kirkpatrick's Wharf using historically accurate materials and interpret with artifacts from the archaeological excavations west of the wharf.
- 8) Interpretive artwork on the office building wall at the south end of the park at Queen Street showing the Wharf over time.
- 9) Panel describing the founding of the preservation movement.



William Smoot & Co, Between Oronoco and Princess Streets.  
*Alexandria Library, Special Collections*

## Marina to Queen Streets

### *Witness to War*



Guard Boat, at Alexandria wharves, ca. 1863  
*Library of Congress*

*There has been, we expect, few places more affected by the present war than Alexandria. Not six months ago, a thrifty growing city – with an energetic, prosperous, and happy population ... But ... a sad change has come over the good old town. A large number of the oldest and most respected families are no longer 'of us,' having left their homes at the beginning of the war...The wharves, too, where once were all bustle and activity, are now, save when a transport or puny arrives, almost bare, and on our broad majestic river no ships appear save those used in the service of the Federal Government. Pen Portraits of Alexandria, Virginia, 1739-1900. T. Michael Miller, ed. Maryland: Heritage Books Inc., 1987.*

### **Vision**

The Torpedo Factory Art Center is the Central Cultural Anchor of the waterfront, and the primary arts destination. Alexandria's history is also interwoven with the wars of the nation from the time of Braddock to the present. This section of the waterfront crosses Alexandria's major wartime experiences with its varied commercial past through the 20<sup>th</sup> century. It will also be one location to discuss its role in the slave trade and African American contributions. It will reflect aspects of the 1860s through the World Wars.



## Historical Context

Alexandria's waterfront has played a role in the nation's major conflicts since colonial days in the mid-18<sup>th</sup> century, when Braddock's army landed during the French and Indian Wars. Close to the Kings Highway and the last important port on the Potomac close to the fall line, the town was an important southern supply point during the American Revolution, during which Governor Thomas Jefferson marked it as the depot for materials for the defense of Virginia. During the War of 1812, it surrendered to the British and was plundered in 1814. During the Civil War, Alexandria, protected by a string of forts and batteries, was the center of Federal operations in Virginia, and the logistical and railroad head, hospital center, the bivouac for many units of the Army of the Potomac, and the embarkation point for operations in the tidewater and Peninsula Campaigns. The Civil War was probably the most important event in the city's history, and transformed Alexandria forever. It dealt a major blow to its development, and the city fell further behind others of its size and importance. It also opened opportunity and civil rights to African Americans thousands of whom fled to Union-held Alexandria and contributed their labor to the war effort.

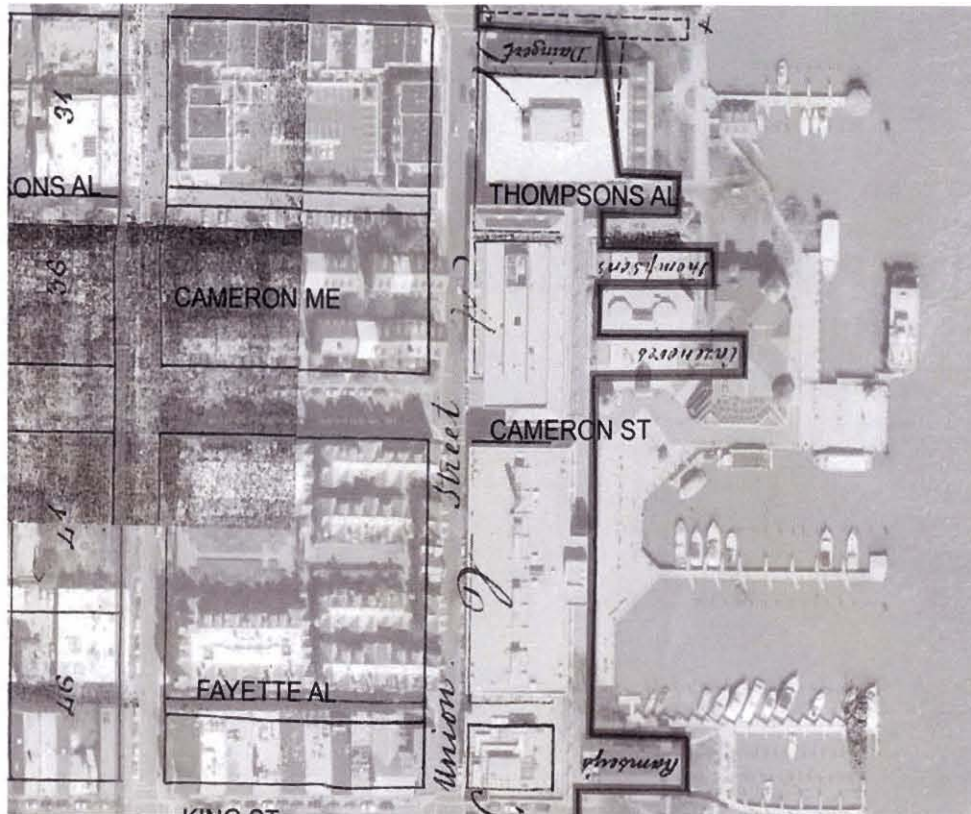


Freedmen laborers at the Quartermaster Coal Wharves at Montgomery Street in Civil War Alexandria  
*Library of Congress*



Aerial View of King Street, 1935. The WWI portion of the Torpedo Factory is seen on the right and the Old Dominion Boat Club is next to it at the foot of King Street

In the 20th century, the waterfront was the scene of shipbuilding and the construction of a torpedo plant during WWI, and continued to play a role in national defense through WWII and beyond. This portion of the waterfront also reflects a special aspect of the city's growth—into the river. Much of the contemporary waterfront was created by a “banking out” process. Many features and surviving buildings point to that evolution. Original waterfront property owners were permitted and encouraged to extend their land from the river bank out into the Potomac. Their houses, once on the waterfront on a high bluff, ended up some two blocks away from the water with warehouses in between terminating in their private wharves. Here, and to the immediate west (north side of King Street in the 100 and 200 blocks), were the wharves and warehouses of such merchant founders as William Ramsey, John Dalton, John Carlyle, and Jonah Thompson, who cut down the bluff between Fairfax and Water and then banked out from Water to East of Union Street.



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.  
*City of Alexandria, Office of Planning and Zoning*

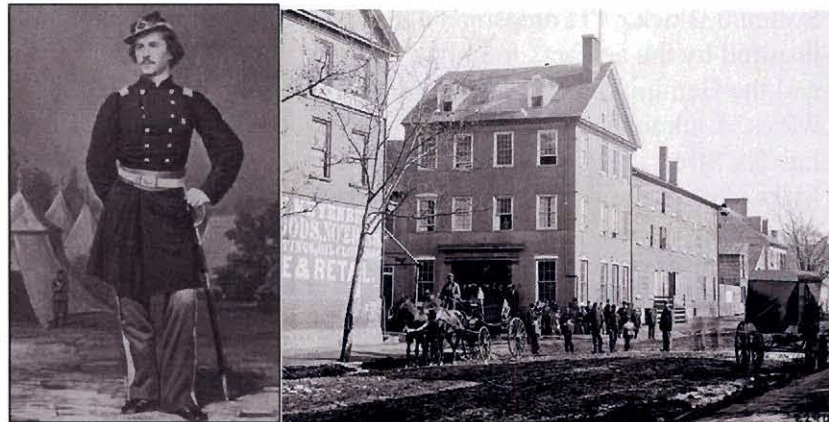


The Torpedo Factory in the 1920s.  
*Library of Congress*

## Recommendations:

### 0 Cameron Street:

- Interpret Colonel Elmer Ellsworth, the landing of Federal Troops at Cameron Street in May 1861, and the initial occupation of the City. This sign should be linked to the route to the 1861 telegraph offices and the rail depots targeted by Ellsworth, but also the course of the detour to the Marshall House. It should also reference the two other columns of Federal troops and where they entered the city from the north. A figure of a New York Fire Zouave Union soldier in full uniform in an action pose.
- Interpret the importance of Alexandria to Federal operations in the Civil War, the occupation and the waterfront, but the principal interpretation and materials would be available in the History Center. Also interpret the city's role as the capital of Federally-occupied Virginia.
- Interpret the site of the icehouse at the foot of Cameron, and add interpretive feature about the importance of ice to Alexandria's trade. Link to Gadsby's icewell on Cameron Street.
- Eventually convert food court to cultural asset.
- Rename city docks after historic wharves on those sites. For example, the area at the foot of Cameron should be renamed Cazenove Wharf, its Civil War name and that of an important merchant of the era.
- Interpret Alexandria and National Defense: WWI and WWII.
- Interpretive sign about the 20th-Century Waterfront.



Colonel Elmer Ellsworth and the Marshall House.

*Library of Congress*

0 Queen Street:

- At Queen Street and the waterfront, mark the location of Kirkpatrick's/Queen Street/Conway Wharf, which was one place known to have been an importation point for importation of African slaves from Senegal and Gambia. The city must study how best to interpret this site, which should have a significant panel and artwork about slavery and the African-American experience and contributions. See also the Strand site.

2 *Alexandria, Sept. 4, 1762.*  
**JUST IMPORTED,**  
*In the Royal Charlotte, Capt. Bartholomew Fabre,*  
**A** PARCEL of very healthy GAMBIA SLAVES, to be Sold very reasonably for Bills of Exchange or Cash. The Sale will begin at ALEXANDRIA on Monday the 13th Instant, and continue till all are Sold.  
JOHN and THOMAS KIRKPATRICK.  
*N. B.* Will be Sold to the Highest Bidder, at ALEXANDRIA, on Tuesday the 21st Instant, A SCHOONER that carries 2000 Bushels of Corn, not a Twelvemonth Launch'd, compleatly Rigg'd, and fitted for Sea. The particular Inventory may be seen at any Time by applying to  
J. and T. KIRKPATRICK.  
**A large Quantity of Rum and Molasses for Sale.**

*Alexandria Gazette, 1762*

Thompson's Alley:

- Soften 0 Block of Thompson's alley, possibly with new paving and artwork inspired by the artifacts found on the wharf in the 100 block at Jamieson Bakery and the Gemini Tavern: coins, musical instruments, sewing items, and tavern wares. Link to Thompson's wharf and to Jonah Thompson's house on North Fairfax Street.
- Mark sites of the workingmen's taverns on Union and Thompson's Alley, artwork and interpretation describing the workingman of the waterfront.

100 Block of South Lee Street/Cameron Street:

- Interpretive sign on the Lee Street garden wall of Carlyle House explaining the original shoreline, the original Carlyle-Dalton wharf, infilling and also the grading of the 200 blocks below Lee, leaving houses like Ramsay's "high and dry." Also interpret the Council of Governors and the planning of the Braddock Campaign in 1755.

## King and Union Streets

### *Gateway*



Foot of King Street showing arch of ferry building, 1900.  
*Alexandria Library-Local History/William F. Smith Collection*

*I purchased you two lots near the water upon the Main street, as everyone along the rode will be through that street.... The reason the lots sold so high was River side ones being sett up first, George Washington in a letter to his brother Lawrence, 1749.*

*In 1749, Oronoco and Duke Streets extend into deep water, but between them lies an arc of swampy flatland backed by bluffs. When the town lays out its first building lots, George Washington's half-brother Lawrence is a trustee. Because he is away during the July land sale, his brother Augustine writes to him. The chafing at waterfront prices sounds familiar.*  
**"Fitzgerald's Warehouse, King and Union Streets," Diane Riker**

### **Vision**

The intersection of Union and King Streets is the central gathering point for many residents, and for visitors arriving either by water or by land. This area should convey the historic sense of arrival and focus, celebrating the bustle of Alexandria as the point of entrance and departure in the past and present.

## Historical Context

The central waterfront retains the oldest surviving waterfront warehouse (Fitzgerald's), and the Old Dominion Boat Club structure has the oldest continual organization and use. This area has some of the earliest private commercial wharves, and for many decades the foot of King Street, and immediately north and south along the waterfront, was the center of bustling passenger activity as well. Ferries to Maryland and DC, packet ships to Baltimore and destinations in Virginia, and ports up and down the east coast made the city a gateway for travelers and immigrants. While eclipsed by Baltimore, especially after the Civil War, Alexandria remained a passenger port into the 20<sup>th</sup> century. The sites of these passenger wharves remain, many of which became the troop wharves of the Civil War era. This central section of the waterfront also witnessed some of the city's worst fires and, barely above river level, still endures continual flooding.

Both Ramsey's Wharf and Fitzgerald's Wharf, as well as the 100 Blocks of King Street, were constructed in the 1780s and 1790s and became the central core of wholesale trade. The Old Dominion Boat Club stands on Ramsey's Wharf.



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.  
*City of Alexandria, Office of Planning and Zoning*

## Recommendations

### 0 Block of King Street:

- 1) To fit the Gateway Arrival Theme, create a permanent concierge site to assist visitors with planning their visit to Alexandria near the intersection of King and Union, possibly in the space occupied by the History Shop in the arcade by the Torpedo Factory Art Center. The concierge would be created in alliance with other visitor centers and offer broad services. It would be staffed and would help visitors not only plan destinations, but book events, hotel rooms, and restaurants. It would also offer directions to destinations throughout the city.
- 2) Identify Ramsay's Wharf which extends under and beyond ODBC. Link to Ramsay House at Fairfax and King Streets.
- 3) If the City does construct a long pier at the foot of King Street, it should be offset

to the south—where the original Fitzgerald Wharf was constructed and is still extant. Name the proposed pier Fitzgerald's Wharf, and link to Fitzgerald's Warehouse, the site of his counting house at King and Fairfax, and his home at Duke and Fairfax. Restore Wales Alley to the name Fitzgerald's Alley (which it was). Continue Fitzgerald's Alley to the waterfront with distinctive paving. Interpret Alexandria's private alleys and also the importance of alleys across the old city as a gathering place for African Americans.

- 4) Figure of a colonial merchant (like Fitzgerald) in tri-cornered hat, britches tied at the knee, large shoe buckles, with a slate in one hand and marker in the other looking up as though checking off cargo being loaded aboard ship
- 5) On south side of King Street, interpretive artwork about the importance of immigration to Alexandria's growth in the eighteenth and nineteenth centuries. Recognize the Irish who created this wharf and traded here.



John Fitzgerald's Warehouse southeast corner of King and Union built ca. 1796,  
photo by Virgil Davis ca 1940.  
*Seaport Saga, Smith and Miller, 1989*

#### 100 Block of King Street:

- 1) Mark the various surviving warehouses and buildings of 100 King Street with simple pavement markers giving only a name and date (interpretation from materials at History Center).

#### 100 Block of Union Street South:

- 1) Interpret the floods and fires, and the continual rebuilding of the waterfront. Mark the sites of the outbreaks of fire. Use lighting and performance programming to recreate the experience, possibly with visitors themselves participating.



## The Strand

### *The Working Seaport*



View from Pioneer Mill, May 1865. (First known photograph of the 200 Block South of The Strand)  
*Alexandria Library-Local History/Special Collections*

*He settled in Alexandria in 1755 and always understood Lumney [sic] and West point(s) were reserved for the use of the town. Lumney lay on both sides of Duke Street. The warehouse was built on [the] north side [of] Duke on point Lumney. There was dry ground on [the] north side of Duke Street under the bank were the warehouse was built ...He remembered that a man could pass (and he himself had) between the west end of [the] warehouse and the bank about the time [the] warehouse was built.*

***Deposition of John Muir, Prince William County, Virginia, Land Causes, 1789-1793, Pen Portraits of Alexandria, Virginia, 1739-1900, T. Michael Miller, ed. Maryland: Heritage Books Inc., 1987.***

### **Vision**

The 100 and 200 Blocks of The Strand and South Union Streets contain the last observable vestiges of Alexandria's golden maritime era from the last half of the 18<sup>th</sup> century into the early 20<sup>th</sup> century. This area should evoke the character of the heyday of the waterfront in The Strand and use it as the Southern Cultural Anchor. All historic

buildings should be in use and their historic fabric preserved. The City should brand the entire area bounded by Point Lumley (Point Lumney) and Roberdeau Park to the south, Fitzgerald's Alley/King Street to the north, Union Street to the west, and the river as "The Strand," and treat it as an important, must see destination. Marketing this section as an "authentic Alexandria" experience will set the city apart regionally, and nationally. This area will reflect various aspects of the working seaport from the 1790s to the 1890s, with much interpretation centering on the theme "Made in Alexandria."<sup>2</sup> The Southern Cultural Anchor would contain the central historic interpretation hub/History Center as well as the Art League and Alexandria Seaport Foundation.



Point Lumley, ca. 1760

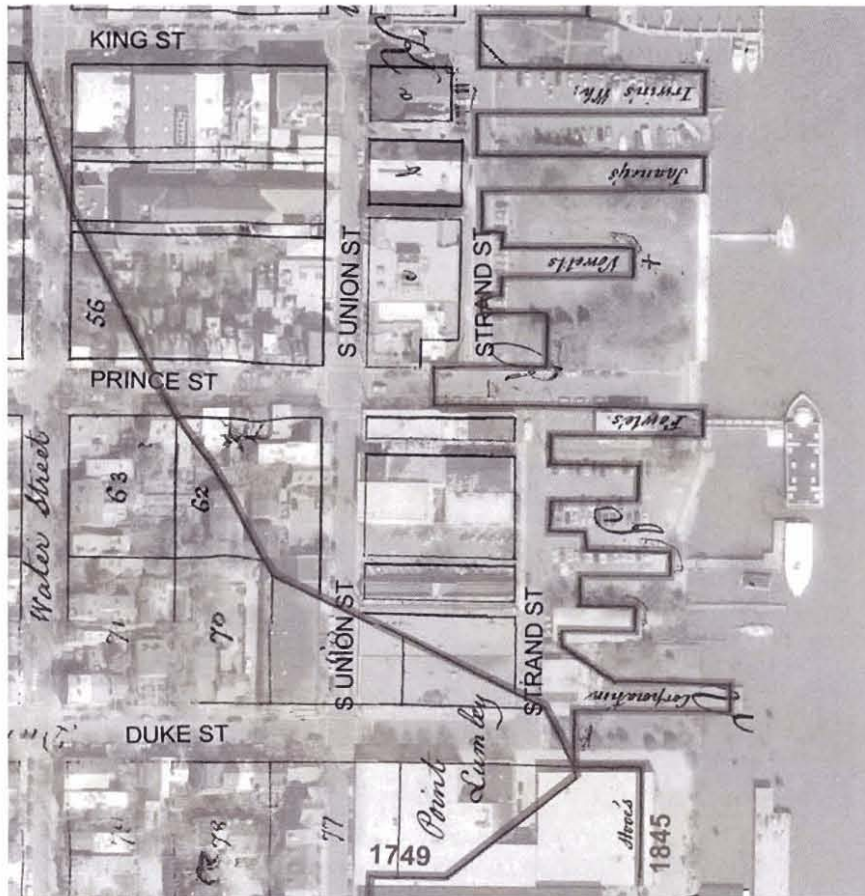
*Drawing by Elizabeth Luallen based on research conducted by Alexandria Archaeology staff and volunteers.*

### **Historical Context**

This area once had many commercial wharves and warehouses, trading with destinations all over the world. The Strand contains all of the surviving 18<sup>th</sup>- and 19<sup>th</sup>-century fabric of the city's working seaport, with important vistas and open space. Here Washington conducted business, and the town responded to British threats in the Revolution and the War of 1812, when its warehouses were sacked. Point Lumley to the south was a shipbuilding center from the earliest days, and over time produced everything from small skipjacks to the largest schooners. Some of the ships which protected the city in the Revolution were produced here. Also at Point Lumley was the enormous Pioneer Mill (1852–1897), once the largest structure on the waterfront and one of the largest flour mills in the country. Emblematic of the city's importance as grain and flour exporter, it was destroyed in one of the great fires which swept The Strand. Prior to the Civil War,

<sup>2</sup> See Appendix 8 for examples of Made in Alexandria artifacts.

when the city was a major slave trading center, the wharves at the foot of Prince and/or Duke were also used to embark African Americans to places such as New Orleans. The Strand and Point Lumley remained active commercially through much of the 20<sup>th</sup> century.



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.  
*City of Alexandria, Office of Planning and Zoning*

## Recommendations

### Core Strand Recommendations:

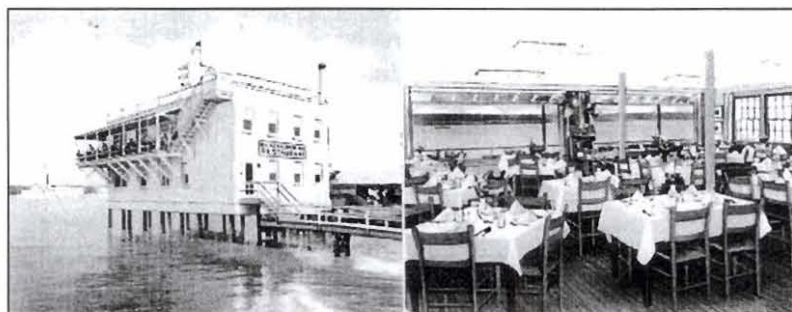
The City should “Brand the Strand” as an important must-see destination. Treating the entire Strand as a whole and marketing it as an authentic Alexandria experience will set the city apart regionally, and nationally.

Key features for the whole area should be:

- 1) Create the feel of the historic, working waterfront in the 100–200 blocks of the Strand area. The area bounded by the river, Robinson Terminal South/Point Lumley, Union Street, and King Street contains all the surviving 18<sup>th</sup>- and 19<sup>th</sup>-century historic fabric of the city’s working waterfront. This area should be

highlighted to create what was once its character. The scale and positioning (perpendicular to the river like the historic wharves) of any new construction should also be consistent with and echo the warehouses and businesses that were there in the past.

- 2) Make The Strand a pedestrian zone, from King Street to the proposed walk through at Point Lumley (Robinson Terminal South). Link the zone to the pedestrian area at the foot of King Street, and also to the Marina area and Queen Street/Thompsons's Alley so that the original Strand is re-established. With the exception of the trolley and appropriate overnight deliveries, and access to the proposed parking lot for the Old Dominion Boat Club, the area would be limited to foot traffic and carriages. Make sure the 100 block of The Strand does not just become a garage entry and restaurant maintenance area, with dumpsters and crates. Note: This proposed land use of restaurant and parking is not endorsed by this plan, but its recommendations are based upon the proposed concept plan.
  - 3) Eliminate the proposed concrete, hard surface promenade in the Waterfront Park and Point Lumley in favor of a gravel path as exists in Oronoco Bay and Founders parks. The proposed promenade illustration is sterile, and creates a hard edged, artificial, and uninviting barrier. This path should be set back slightly from the water, and shaded. These parks should be informed by the wharves' linear design perpendicular to the river.
  - 4) Permit horse drawn carriages and carts along the waterfront, based in the Strand. These carriages should be allowed to move up and down the Strand and beyond, and to the interior of Old Town.
  - 5) Union Street should be activated and associated again with the waterfront. It is the natural link to the rest of the urban grid, offer vistas and walkthroughs by improved street and alleyscapes.
- 0 Prince Street:
- 1) Beachcombers building at 0 Prince Street should be restored as an operating restaurant, retaining its original design and name, with dining on the rooftop.



Beachcombers Restaurant, ca 1940s.

*Alexandria Library – Local History/ John C. Richards Collection*

100 Block of The Strand:

- 1) The proposed restaurant building on the 100 Block of the Strand in Waterfront Park, and above the possible ODBC parking—if approved—should appear as two or three traditional Alexandrian taverns, rather than the illustration of the proposed veranda structure. Union Street was lined with taverns, and this is an ideal theme to follow, even if they are not replicas. They should be named after historic taverns, and use traditional signage and interior design.
- 2) The outdoor seating planned for the proposed Strand restaurant should be expanded to more of a town square, possibly terraced closer to the water. It should be bordered with trees for shade, and should be envisioned as the “go to” place for visitors and residents alike. It should have the feel of an open seating area as in Paris.





McVeigh's Warehouse and Reed's Ice House, 100 Block of South Strand, 1880s  
*Alexandria Library, Special Collections, Wm F. Smith Collection*


200 Block of The Strand and The Strand and Duke Streets:


- 1) Repurpose existing historic warehouses in the 200 block of South Union Street to create a showcase History Center for Alexandria. The City should take advantage of: Wattle's Corn Mill, Fowle's Warehouse, and the building at the southeast corner of Union and Prince. All the City's various museums, archives, and history programs can use space here, along with rotating special exhibit space. In addition, private and non-profit history organizations in the city should be given access to exhibit space on a temporary basis. A portion of the first floor should also be used for the History Shop and perhaps additional, related retail, and a cafe. This History Center can also be grouped with the Art League and Seaport Foundation to create the Southern Cultural Anchor.

- 2) Use the History Center as the starting point for an Alexandria's history experience. The Center should include an introduction to the city's history, deeper interpretation of major themes and events across the waterfront and city in context, and offer rotating exhibits. By introducing such material here, themes can be interconnected along the waterfront and lessen the need for signage and interpretive materials elsewhere. The center should act as the starting point for historical destinations across Old Town and the greater city.

 **FOR RENT.**—The three-storied **WAREHOUSE**, corner of Prince and Union streets, at present occupied by Messrs. Hill, Brown & Partlow. Possession given on 15th of February.

 The **WAREHOUSE** on Prince street, a few doors east of Union street, at present occupied by Messrs. Ford & Wickliffe. Possession given on 1st of February.

 The new four-storied **WAREHOUSE**, on east side of Union street, two doors south of Prince street, corner of an alley.

 The **WAREHOUSE** on the wharf, immediately east of the last named. Apply to  
 Jan 10—tf **FOWLE & CO.**

Advertisement for Fowle's Warehouses.  
*Alexandria Gazette*, Jan. 10, 1858

- 3) The History Center might also include permanent space for the Archaeology Museum, if it is found to be the best location for the museum. The Archaeological Commission (AAC) has not determined the needs of the Archaeology Museum and office, or where it ought to be housed other than its current space in the Torpedo Factory Art Center. If, after careful study by AAC and the City, it is found that those needs would be better met the offices and museum moved from the Torpedo Factory Art Center, their archaeological materials and finds could help form the core of the Southern Cultural Anchor. No relocation should be considered without proper planning and funding.
- 4) The City should explore with the Seaport Foundation relocating it to a permanent site in the redeveloped and repurposed Southern Cultural Anchor in the Strand/Point Lumley area. This area was associated with shipbuilding from the earliest time in the city.
- 5) The City should attract sailing ships and other historic vessels as permanently berthed attractions in The Strand/Point Lumley area. These could range from the skipjack currently at National Harbor to a recreation of Washington's brig, *Farmer*, to examples of the steam-driven ships that served the waterfront. These should be privately supported, but the City should make space to

accommodate them. Flags from historic ships which traded with Alexandria from around the world should be flown and rigging used in design art.

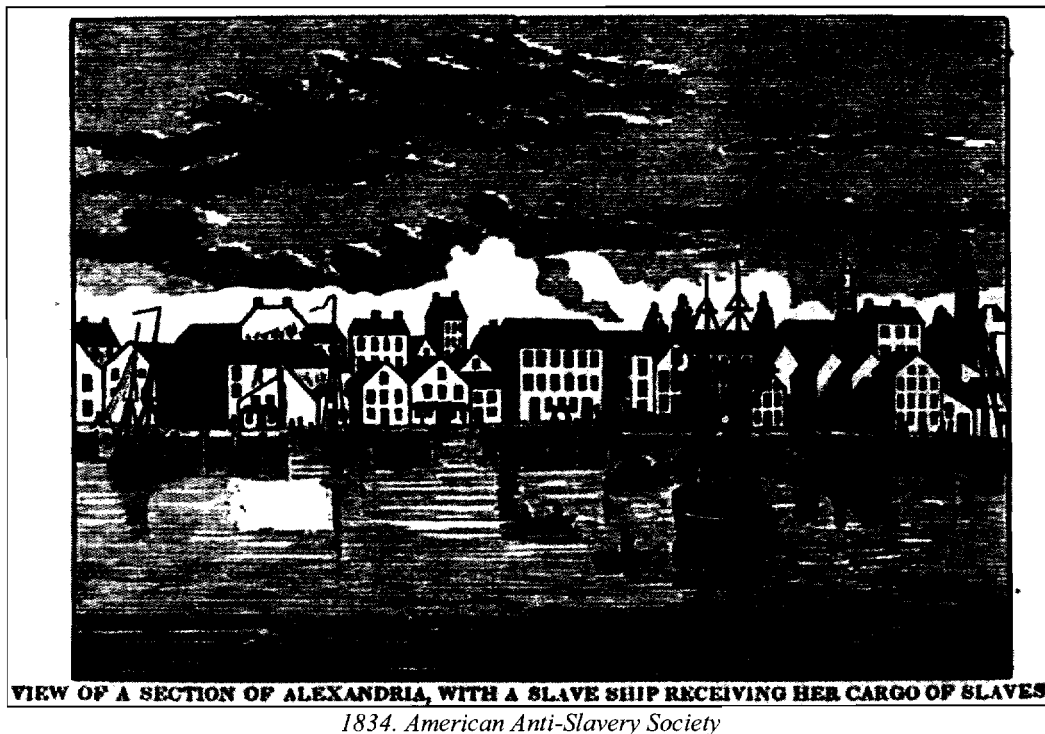
- 6) The City should explore with the Art League what its needs and preferences are and consider finding them space in The Strand/Southern Cultural Anchor.

Additional specific interpretive recommendations:

Name new piers in the proposed expanded marina in this area after the wharves which stood nearby (Irwin, Janney, Vowell, Fowles). Vary size and length where possible and more than in the concept plan to give an irregular, organic-growth feel. Vary materials to resemble historic types. Mark original wharf lines in pavement, and add interpretive material as appropriate. (See Appendices 4 and 5)

100 Block of The Strand:

- 1) Rename Waterfront Park "Harper's Wharf," the first wharf in the land which was filled and became this open space.
- 2) Interpret Alexandria in the Revolutionary War.
- 3) Mark Civil War sites (specific sites, especially wharves and warehouses; see appendices).
- 4) At the foot of Prince Street, interpretive sign and figurative artwork about slavery to help personalize it. This was a slave export site. Study needed for interpretation.



### 200 Block of The Strand:

- 1) Name the proposed park in the 200 block of The Strand Gilpin's Wharf, which lies underneath. Connect to site of Gilpin's house in the 200 Block of King Street.
- 2) Interpret the War of 1812 (the British anchored off shore and eventually plundered the city), including possible figure of British naval officer pointing at warehouse to be plundered.



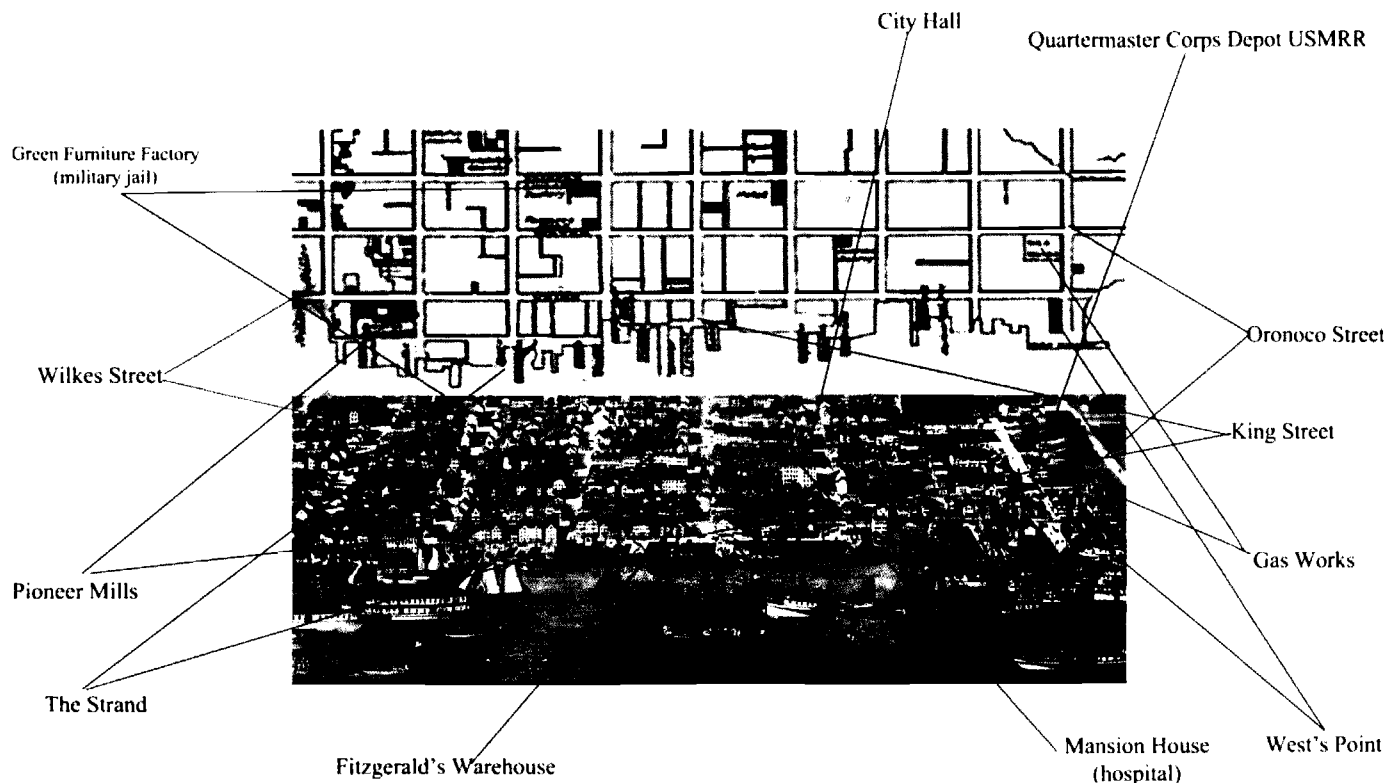
### 0 Block Duke Street (Point Lumley/Robinson South):

- 1) Interpretive sign for Pioneer Mill, once the largest structure on the waterfront. Consider historic images of this building when informing the design of the replacement buildings for Robinson Terminal.
- 2) Interpretive maritime artwork at Point Lumley, "learning the ropes," interpretive sign about Fleming's shipyard describing Alexandria shipbuilding through the centuries; national flags of Alexandria's historic trading partner. (See Appendix 7)
- 3) Figure of a stevedore bending over under the weight of a sack of grain or flour on his back
- 4) Site for tall ships at Point Lumley or foot of Duke, possibly Washington's brig, *Farmer*
- 5) Possibly design the proposed structure in the public space at the end of Duke to resemble the original 1880s Boat Club which once occupied the site for use of the Fire Boat and other municipal needs.
- 6) Use the walls of Sumac Mill within a new structure or as art and ruins.
- 7) Mark and interpret Hooe's Wharf and warehouse and connect to Hooe's surviving house at Lee and Prince Streets. He was a leading merchant and first mayor of Alexandria.

### Roberdeau Park – Roberdeau Wharf:

- 1) Interpret the experience of Alexandria in the Revolutionary War.
- 2) Interpret Alexandrians involved in the Revolution and how they came back to build the seaport.
- 3) Connect Roberdeau with his house on South Fairfax Street.



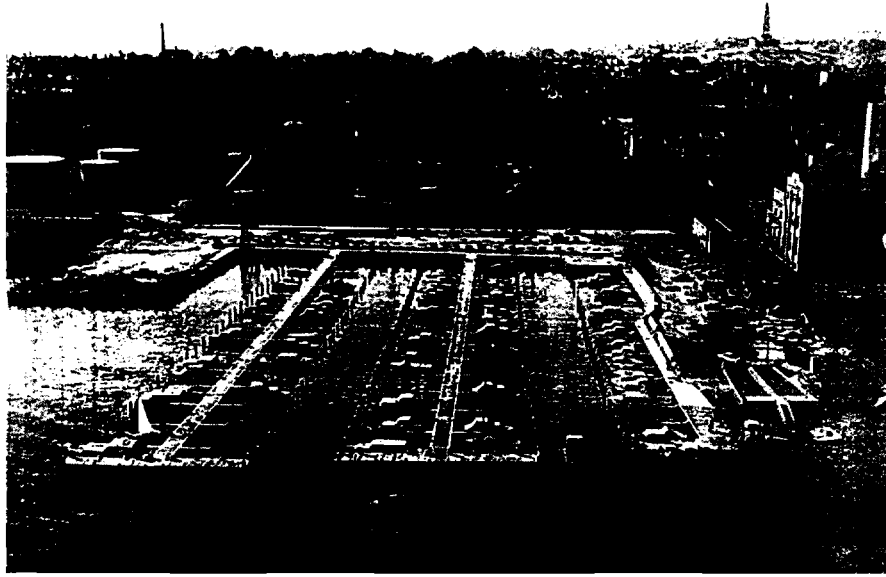


Charles Magnus' 1863 lithograph, *A Birdseye View of Alexandria*, which is displayed in Alexandria City Council Chambers, is a surprisingly accurate depiction of the mid-19th century waterfront and helpful to both historians and planners. Here it is set against the 1862 Coast Survey Office's *Plan of Alexandria*. Both mark the locations of the wharves and major buildings.

*Both images Library of Congress*

## Areas Outside the Waterfront Plan

### Harborside/Windmill Park/Fords Landing



Old Town Yacht Basin, 500 block South Union Street,  
*Alexandria Library-Local History/Special Collections*

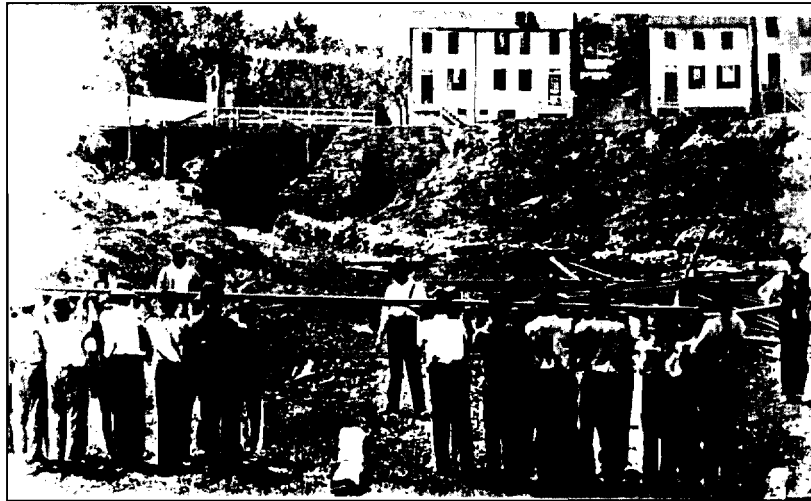
Windmill Hill Park already has a plan associated with it, however the City should ensure that the plan is reconciled to the Waterfront Plan. The area was an important Civil War logistics and railroad center, and where the dog park and Fords Landing now sit continued as a shipbuilding site.



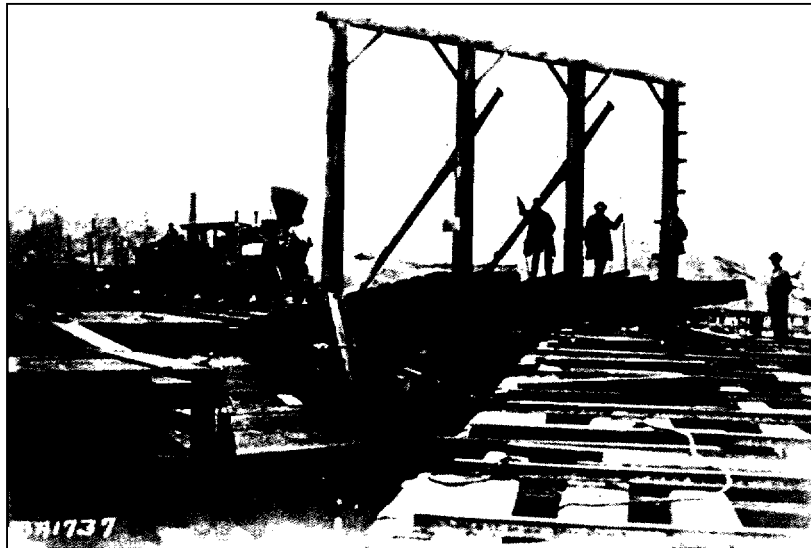
Workers of the USMRR probably assembling bridge trusses at the foot of Franklin Street, ca. 1863  
*Library of Congress*

Some important sites to be interpreted:

- Civil War railhead at 0 Wilkes
- Locomotive Foundry between Wilkes and Wolfe
- Wilkes Street Tunnel and the rail loop through Alexandria until the 1970s
- Civil War railroad transfer wharves at Windmill Park, and pre-fab construction area.
- The Portner's Alexandria Marine Railway and Shipbuilding Company (Agnew's Shipyard), at the site of the Civil War railroad transfer wharves.



Workers moving rails near the Wilkes Street Tunnel, Alexandria, VA, 1863  
*National Archives*



The innovative USMRR transfer bridges for loading barges with railcars, Franklin Street.  
*Library of Congress*

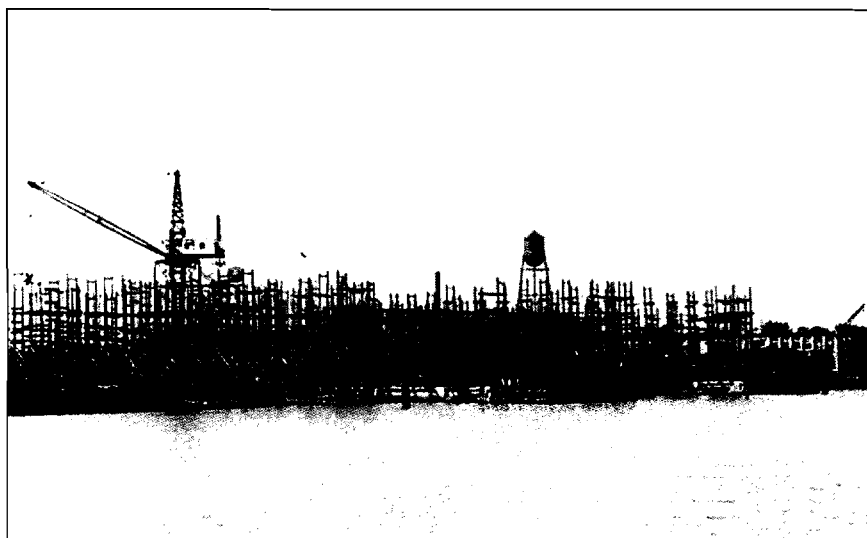
## Jones Point

Ensure that the Waterfront Plan complements the Jones Point Interpretive Plan.



Battery Rogers, with its 15-inch Rodman gun and one of its five Parrot guns, South Lee Street, overlooking Jones Point. Note the railroad transfer bridges at Franklin Street in the background.

*Library of Congress*



The Virginia Shipbuilding Corporation, at Jones Point.

## V. Conclusion

Alexandria embodies the sweep of American history and experience. It can capture and showcase the nation's maritime past, its ambitions, the tragedies of its wars, its struggle with slavery, the promise of civil rights, and the daily lives of people from all walks of life in all eras. Both as witness to this history and for its impressive, precious inventory of surviving structures, streetscapes, and fabric, Alexandria offers a compelling story and destination. Interpretation of Alexandria's history should bring to life that story, and the people and places within it in the context of the American experience. Yet, the waterfront must be a place for residents, not just visitors. The Alexandrian waterfront belongs first to Alexandrians, and it should be an authentic expression of their city and personal to them, not a theme park or planned development.

This History Plan is not intended as a final guideline for the Waterfront Plan to interpret the city's past, but as a framework and reference from which to write an Art and History Master Plan as a next step. For this the City will need professional guidance in interpretation and for the arts, as well as professional fundraising. Nevertheless, the History Plan does offer the City a strategy to immediately begin to improve and interpret the Alexandrian waterfront through art and history, in a series of stages and at reasonable cost. It is a plan which can be implemented in part now, not decades away, and which both celebrates and protects the city for future generations.



Aerial view of Alexandria and the Waterfront in 1919

## APPENDIX 1

### PRESERVATION PERSPECTIVE ON ALEXANDRIA WATERFRONT PLANNING

March 27, 2007

Alexandria was a crescent bay enormously fruitful in fish when, centuries ago, Native Americans fished, camped and traded here. By 1749, European merchants had petitioned the crown for establishment of a town. They set about filling in the bay to reach the channel and provide footing for houses and warehouses. Ships from the West Indies and Europe unloaded their goods on our docks and took away Virginia tobacco and wheat. George Washington shopped here; the boy Robert E. Lee played here. Alexandria's waterfront had a role in the French and Indian War, the American Revolution, the War of 1812, the Civil War, and in both World Wars. Alexandria was home to free blacks who worked along the waterfront and also was a guilty partner in the slave trade. Today the waterfront the founders created from bluff and marshland is a precious asset of our National Historic Landmark District. Each block has a story to tell. It is our hope that the groups planning our waterfront's future will use the following principles as a basis for their discussions and decisions.

#### **Preservation Planning**

- Enhanced Heritage Tourism: The public benefit of a preservation perspective cannot be over-emphasized. Preservation planning together with planning for interpretive/visitors services will enhance heritage tourism.
- Economic Benefit to Waterfront Cultural District: The public will be served by the resulting economic benefit and by having a cultural district that complements the character of our City and provides a link to the surrounding historic districts. We envision planning that builds upon the success of the Torpedo Factory Art Center and works to make the waterfront a truly distinctive location that befits this authentic historic town.

#### **Resource Inventory, Research, GIS**

- Historic Structures and Sites Inventory: All good planning starts with knowledge and information. A complete inventory of all the historic buildings and sites currently along the waterfront is needed.
- Waterfront Properties and Structures Research: Research in photos, maps, deeds and other court documents must be completed and synthesized with past reports.
- GIS Project and Uses: The GIS project, which has been funded by private sources and has not been finished, is of great importance. Overlay maps would be helpful in understanding the evolution of the waterfront over the years.
- Need for Comparative Studies of other Historic Waterfront Cities: While recognizing that Alexandria is unique and will not replicate other cities,

comparative studies of what has been done in other historic waterfront cities -- what works and what does not -- is extremely helpful.

- Water-Related Organizations Inventory: Inventory all historic and current organizations that engaged in water-related activities.

### **Historic Interpretive Planning**

- Thematic Planning based upon Waterfront History: Thematic planning should be the foundation of the following: designing historic signs, activities, education, and tours; and considering land uses, building restoration and new design. By laying out key themes and time periods that represent waterfront history and are central to the character of the Alexandria waterfront, the public will have an enhanced experience and tourism will be better promoted.
- Preservation as an Interpretive Whole must be Recognized: Preservation should not be seen on the basis of a single building or lot, but as part of a larger, interpretive whole that hangs together and is engaging. Key decisions should not be made prior to the collection of relevant material.

### **Protection Measures**

- Adaptive Reuse of Historic Structures: Saving the existing historic buildings through adaptive reuse should be a priority. The greatest number of extant buildings are located south of King Street, between King and Duke Streets. This block comprised the central waterfront, with more wharves and commercial activity and with greater urban density and character. Other areas of the waterfront would be better utilized for parks and open space.
- Preserving Historic Interiors: In addition to saving the historic buildings, many interiors have been altered by renovations. Often these renovations irrevocably change the use and destroy the historic fabric of the building and should be discouraged. (An example is that of the open floor space in the second story of the warehouse buildings that were used for markets.)
- Preserving Historic Advertising: The building exteriors with early advertising painted on them are of importance to the character of the waterfront.
- Promotion of Easements: Easements should be strongly encouraged through promotion and seminars.
- City Acquisition of Historic Structures: Sometimes the purchase of historic buildings by the City for adaptive reuse is the only way to save the building.
- Supporting Water-Related Organizations: Provide a supportive environment for organizations engaged in water-related activities.

### **Historic Landscape**

- Invest in Appropriate Landscaping: The waterfront would benefit from a "sprucing up" initiative through a public and private partnership endeavor.

- Streetscape and Hardscape within Historic Context must not be Omitted from Planning: Both the "streetscape" and the "hardscape" need to be planned within the historic context. Brick, stone, and historically correct materials should be used.
- Lighting and Signage: Lighting is important, as is consistent and attractive signage throughout the City.
- Intersections Importance to Historic Character: Other historic cities have found that intersections are critical in evoking the character of an area.
- Open Space Considerations: Open space is desirable and is defined not only as parks but also space surrounding buildings such as courtyards and gardens.

### **Corridors and Arteries**

- Definition of Waterfront Area to be Incorporated into Planning: Because of the infill that occurred on the waterfront since Alexandria was founded, Lee and Fairfax Streets also can be considered as part of the waterfront and should be treated as such in any planning.
- Preservation and Use of Historic Alleys: The alleys are of interest and historic significance as well. We have lost many of the alleys that served as arteries to the river. Identifying, designing and using the existing alleys would make the waterfront more accessible and evoke the historic context. Re-connecting the Strand for north-south pedestrian movement is paramount.
- Recognize Importance of Rail Transportation to Waterfront: In addition, rail lines ran along the waterfront, providing transportation to and from the docks. Exploration of the history of (and future use) of rail in the City to improve transportation would be beneficial. Jones Point and the canal are the "bookends" of the waterfront.

### **Historic Commerce**

- Commercial History of Waterfront Development: Commercial development should reflect Alexandria's location on the river and maintain the link to the commercial history of the waterfront. Until the late 19th and early 20th centuries, a large part of the commercial nature of the central waterfront was small-scale: homes and working places for traders, tavern keepers, artisans, as well as sailors and ship workers. Our seaport heritage is paramount even to our infrastructure. Wide wharves were used as streets.

### **Flood Levels**

- Planning for Rising Sea Levels: The impact of rising sea levels in the future must be taken into consideration in any planning. This will impact the viability of parks and commercial development, the cost of insurance and the cost to the City of protecting the waterfront from damage.

### **Living History**



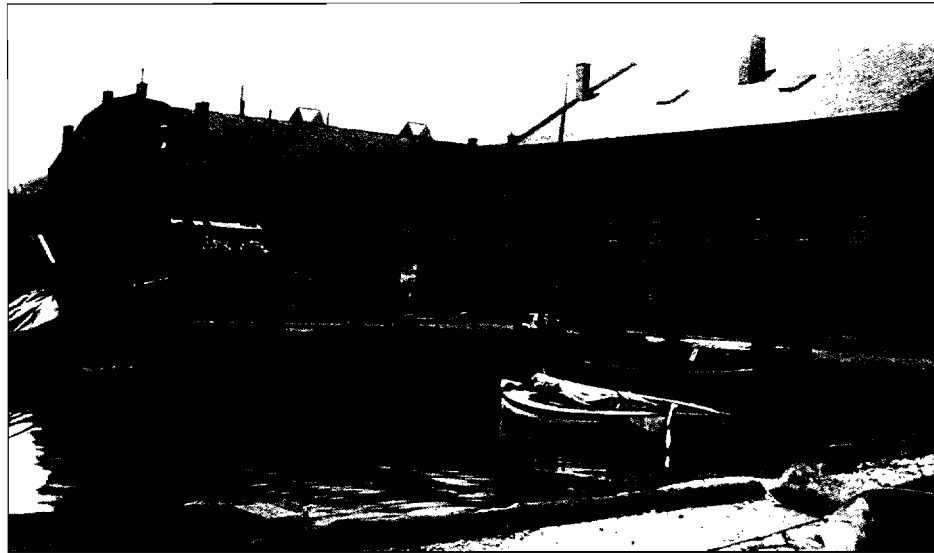
- Living History Interpretation of the Waterfront: We endorse interesting and lively interpretation of the waterfront through a variety of means that are planned in a unified manner, such as living history, stories, film/photos, and signage. Imagine seeing military reenactments (major military intrusions during the War of 1812 and the Civil War occurred on the waterfront), shipbuilding, and sailors singing sea shanteys; and meeting individuals such as George Washington, John Carlyle, Edward Stabler, Robert E. Lee, and Peter Logan (a free black ship carpenter who became town crier) as you visit the waterfront.

In summary, our vision for the future must be rooted in the past. The Alexandria waterfront has evolved over the centuries. It is a mosaic, with each time period having interest and value. Our planning should enhance and celebrate the history of Alexandria so that its distinctive and unique qualities are understood and enjoyed.

## APPENDIX 2

### Historic Buildings and Places on the Waterfront

Compiled by Douglas Applar  
2008



McVeigh Warehouse on Alexandria Waterfront

#### 18<sup>th</sup> Century

##### **100-104 South Union Street**

**Year Built:** c. 1795-1797

**Original Owner:** John Fitzgerald

**Building History:** Fitzgerald's Warehouse at 100-104 S. Union St. (c. 1797) is one of the Alexandria Waterfront's true historic treasures. John Fitzgerald was George Washington's aide-de-camp during the Revolutionary War and later served as his secretary while Washington was in office. Like most of the Waterfront District east of Lee Street, Fitzgerald's Warehouse sits on land that was made by filling in the marshland that originally occupied the site. In this case, Fitzgerald and his business partner, Valentine Peers, bought the land in 1778, and by 1781 they had "banked out" the property and divided it between them. Along with its warehousing activities, Fitzgerald's Warehouse reflected its maritime connections in other ways. An advertisement in the February 8, 1798, issue of the *Columbia Mirror and Alexandria Gazette* announces that sail maker Daniel McDougall was moving his business to the loft in Col. Fitzgerald's warehouse. Although his death in 1799 prevented John Fitzgerald from making significant use of the building himself, the Fitzgerald Warehouse has been a fixture on the Alexandria Waterfront for more than two hundred years.

## *Early 19<sup>th</sup> Century*

### **101 King Street**

**Year Built:** c.1803

**Building History:** The warehouse at 101 King St. may have been built in 1803, potentially making it one of the waterfront's oldest buildings. It sits on land that was made by William Ramsay in the mid-18th-century, when Ramsay extended his wharf into the Potomac. Ramsay bought lot 46 in 1749 at the City's founding and proceeded to bank out his lot, taking soil from the high bluffs on his property and depositing it on the mudflats as fill, until his wharf reached deeper into the Potomac to navigable water. (Diane Riker, "The Warehouses of Lower King Street," unpublished manuscript) A Mutual Assurance Society policy from 1803 shows a three-story building being constructed on this site in that year, and the 1886 Sanborn map shows a three-and-a-half story brick building on the site, which is consistent with the building's current appearance. The building's use of brickwork laid in Flemish bond also indicates an early-19th-century construction date. 101 King St. has spent most of its life being used as a wholesale grocery store, and today it is occupied by a furniture store.

### **100 Prince Street**

**Year Built:** 1810

**Original Owners:** Benjamin Shreve and James Lawrason

**Building History:** The Shreve and Lawrason Warehouse was built at the beginning of the 19<sup>th</sup> century, during the Alexandria Waterfront's most successful years as a commercial port. Like many buildings in the Waterfront District, the Shreve and Lawrason Warehouse sits on land that was "made" by merchants extending their wharves out into the Potomac. The land under this building was once likely part of James Lawrason's Wharf, or possibly James Gilpin's Wharf. In the early 19<sup>th</sup> century, Thomas Lawrason, who was James Lawrason's son, formed a partnership with William Fowle. The firm of Lawrason and Fowle was responsible for importing a wide variety of goods to the Alexandria market. A sample of these include: New England rum, molasses, candles, chocolate, fine combs, suspenders, Belona gunpowder, hyson tea, raisins, ravens, duck, salmon, green coffee, nutmeg, cloves, Madeira wine, blubber oil, boxes of capers, boxes of "segars," Havana brown sugar, New York prime pork, cheese, plaster of Paris, crockery ware, lumber, English mustard, indigo, soap, tanner's oil and rope and more. (Alexandria Advertiser, various years, cited in T. Michael Miller, Artisans and Merchants of Alexandria, Virginia, 1784-1820, Vol. 1. Bowie, MD: Heritage Books, Inc., 1991, pp. 264, 265) In the late 19<sup>th</sup> and 20<sup>th</sup> centuries it was used as a grain warehouse, and it was also a facility for storing animal hides and skins, possibly related to the meat and fertilizer industries that were a major part of the city's later industrial landscape. (Sanborn Fire Insurance Co. maps for Alexandria, VA, 1885, 1912) The facility was converted to a private residence in 1966. (Ethelyn Cox, Historic Alexandria, Virginia: Street by Street, Historic Alexandria Foundation: Alexandria, VA, 1976, p. 118)

### **125 South Union Street**

**Year Built:** c. 1827/1828

**Original Owner: Norman Fitzhugh**

**Building History:** The Norman Fitzhugh Warehouse at 125 S. Union St. (1827/1828) may be the fourth-oldest building in the Waterfront District. Only the Shreve and Lawrason Warehouse at 100 Prince St. (1784/1796), Fitzgerald's Warehouse at 100-104 S. Union St. (c.1796/1797), and the warehouse at 101 King St. (1803) are known to be older. The Waterfront District has suffered several fires over the centuries, and 1827 saw one of the worst. That fire destroyed the Harper Warehouse building, which had been located on the site now occupied by the Norman Fitzhugh Warehouse. When built, the Norman Fitzhugh building was valued by the City at \$4,500. Since its construction, this warehouse has been occupied by a wide variety of businesses, though one of its longest-lasting occupants was the Dreifus family's junk and rag business, which used the property from the 1870s through the end of World War II. It is now occupied by the Christmas Attic, reflecting the Alexandria Waterfront's shift away from its early industries of shipping and manufacturing toward its current economic base of tourism and retail sales. The attic of the Fitzhugh Warehouse contains an exciting clue about its past. Like a handful of other warehouses in Alexandria, it contains the remains of a wheeled lift system for bringing goods from ground level to the upper story.

*Mid-19<sup>th</sup> Century*

**206 South Union Street**

**Year Built: Pre-1877 or perhaps 1843**

**Original Owner: William Fowle**

**Building History:** As with many buildings on the Alexandria Waterfront, 206 S. Union sits on land that was once part of the Potomac River but was gradually built out by creating wharves that extended into the river and by later filling in between the wharves. The structure currently identified as 206 S. Union St. probably began its life by 1843, when it is listed on the tax rolls. A similar structure is shown on the 1877 Hopkins Insurance map. In the late 19<sup>th</sup> century, the building's use reflected the city's long association with agriculture and industry, as it is identified by Sanborn fire insurance maps as a fertilizer warehouse and it sits adjacent to P.B. Hooe's grain warehouse. This building survived the 1897 fire that destroyed much of this section of the waterfront. (*Alexandria Gazette*, June 3, 1897, p. 3) By 1912, Sanborn maps indicate that the building was occupied by the tenant with whom it would be most strongly associated, the Wattles Corn and Feed mill, and by the 1921 map, 206 S. Union and 204 S. Union were connected by a fire door. The 1958 Sanborn maps indicate that the building was being used for guns and ammunition storage, which is the use that continues to the present day. It is interesting to note that throughout the building's lifetime, the Sanborn maps have identified this building as having metal shutters; the building still has metal shutters, which encourages one to wonder if the shutters that face the street today might still be those that were identified by the fire insurance company so many years ago.

## **204 South Union Street**

**Year Built: c. 1858**

Original Owner: William Fowle

**Building History:** In the mid-1850s, William Fowle was a major industrialist in the City of Alexandria, involved in both the fertilizer and the flour businesses. Fowle was general agent of the Pioneer Mill during its most successful years before the Civil War, and in 1843 and 1857, reflecting the era's relative prosperity; Fowle built two new warehouses on S. Union Street. An 1859 *Alexandria Gazette* mentions William Fowle's new four-story warehouse on the east side of Union St., two doors down from Prince, bordering an alley. This description fits the site of 204 S. Union St. exactly. In addition, the warehouse at 204 S. Union features door fenders, which are essentially cast iron shields to protect brickwork in high traffic areas, bearing the initials "W.F." A building at this address is depicted in the 1877 Hopkins fire insurance map, and a building with the same footprint has occupied the site at 204 S. Union since at least 1877. The Sanborn maps include more information than did the earlier Hopkins maps, and the Sanborn maps show the building as having four floors, making it highly probable that the building standing in 1896 was the same building that was mentioned in the 1859 *Gazette* announcement. The depiction of the building changes on the 1902 map, when the number of floors in the building is reduced from four to two, likely reflecting the damage wrought by the fire of 1897. The earliest Sanborn maps show the building being used as a fertilizer warehouse, and by the time the 1921 Sanborn maps were published, the building had been connected to the adjacent Wattles Mill building by a fire door. By the 1941 map, the 204 S. Union seemed to have regained one of its lost stories, now being identified as a three-story building. By 1959, the building was being used for gun and ammunition storage, a purpose that it still serves today.

### *Late 19<sup>th</sup> Century*

## **205 South Union Street**

**Year Built: Likely before 1877**

**Building History:** 205 S. Union Street is one of the many warehouses that once served Alexandria's thriving shipping industry. Throughout the 20<sup>th</sup> century, it saw use as a grocery warehouse and as a plumbing facility, but as with other buildings in the waterfront district, understanding this building's 19th-century history is a bit more of a challenge. As early as 1877, the Hopkins fire insurance map shows a long narrow building on this lot, with a wall inside the building that essentially cuts it into a front half and a back half. Sanborn maps for the late 19<sup>th</sup> century show the same footprint, but the 1902 map shows that the back half of the building had been removed. This may mean that the back half of the building was destroyed in the fire of 1897. Whatever the cause, Sanborn maps indicate that since 1902, the building's footprint has remained unaltered. The building does contain several additional clues about its history: the scorch marks and one half of a brickwork arch visible on the north side of the façade, where this building abuts 203 S. Union St. Simply put, this building has these features and the building to the north, 203, does not have them.

This indicates that 205 S. Union is older than 203 S. Union. Before the fire of 1897, Sanborn maps show an alley between 205 and 203, but the 1902 map shows that the alley is no longer in existence. It is likely, then, that following the fire of 1897, 203 was rebuilt, or at least that part of the building was rebuilt, to occupy its half of the alley, leaving the owners of 205, which must have survived the fire at least in part, to brick over the entrance to their half of the alley and possibly expand into it themselves. The history of 205 S. Union St. definitely leaves opportunities for future research.

### **215 S. Union Street**

**Year Built: Prior to 1877**

**Building History:** The building at 215 S. Union dates at least as far back as 1877, when the present structure was identified on the Hopkins Fire Insurance maps, and city directories from just before the Civil War identify the site as being occupied by a carpenter. In 1877 it is identified with the name "Jas. Monroe." Sanborn maps indicate that at the end of the 19<sup>th</sup> century, the building was used either as a "sash and blind warehouse" or as a "door warehouse." There is little indication of the building's use in the late 1920s through the early 1940s but in the late 1940s it was a beverage distributing company, followed by a four-year run as a warehouse used by the Christian Heurich Brewing Company, one of Washington's historic breweries. Later occupants of the building would include Bowen Machine Company, International Armament Corp., and a moped store.

### **2 Duke Street**

**Year Built: Probably prior to 1877, with extensive repair work after 1897**

**Building History:** There are few addresses that better tell the story of the Alexandria Waterfront than 2 Duke St. One of the original distinctive features of the Alexandria Waterfront was a small peninsula of land known as Point Lumley. Originally, the land at the end of Point Lumley was too marshy for building, but by 1774, most of the dirt from a bluff of land on the western part of the point had been moved toward the end of the point to make sound land. Between 1774 and 1783, Hooe's Wharf extended the shoreline on the south side of Duke St. and created the land that would first be occupied by Hooe's Warehouse, which was made of stone, and later by the Robinson Terminal warehouse. Hooe's Warehouse and Wharf was one of the City's major shipping terminals. A list of some of the goods to have passed through Hooe's Warehouse provides a window into the lives of everyday 18<sup>th</sup>-and 19<sup>th</sup>-century Alexandria residents. Hooe sold from his warehouse: frying pans, shovels, hinges, Lisbon wine, skins from Morocco, lemons and oranges, olive oil, almonds, coffee, carpets, Negro cottons, blankets, porter and stout, looking glasses, japanned ware, plated table furniture, coffee urns, goblets, Grenada rum, fine salt in sacks, Italian marble slabs for hearths and much more. (Miller, Michael T. "Wandering Along the Alexandria Waterfront: 1780 thru 1820") The Robinson Terminal warehouse building that now occupies much the same space as Hooe's Warehouse is historic in its own right, though like many historic buildings, it takes a good bit of detective work to figure out when it might have been built. A Civil War map of the city shows the site occupied by a long narrow building used as a "Soldiers Mess house" and the 1877 Hopkins Fire Insurance map shows a long narrow brick building on the site, but

doesn't say much more. (Pulliam, Ted. "Gunpowder, Flour, Fire and Heirs" in *The Alexandria Chronicle*, Fall 2007) An 1886 Sanborn map shows the same building with the notation "Poor IR Shutters On All Sides," which indicates that it had windows all around. The 1896 map shows windows with shutters all around the building. Today, the walls of the building clearly show differently colored brick where windows once were, running the length of the east side of the building, but the fire insurance maps starting in 1902 and going through the 1970s all show that the east side of the building on this site has no windows. So if the building was in fact destroyed by the 1897 fire, the new building would have had to have had windows built and bricked up within the 5 years between the 1897 fire and the 1902 Sanborn map. What may have happened instead is that the walls of the building survived the 1897 fire, and when it came time to rebuild, the owners may have simply decided to brick up their windows to reduce the likelihood of future fire damage. So there is fairly convincing evidence to suggest that the building pre-dates the 1897 fire and might even be the same structure identified by the 1877 Hopkins map and the Civil War map.

### **100 King Street**

**Date built:** 1871

**Building History:** The building that presently sits at 100 King Street began its life as the Corn Exchange building in 1871. The first floor of the building was occupied by Noble Lindsey's grocery store, and the Corn Exchange occupied the second floor. (T. Michael Miller, "Wandering Along the Waterfront: King to Prince Street" in *The Fireside Sentinel*, August 1991, vol. V, No.8) The Corn Exchange itself did not last long, but Lindsey's grocery business fared much better. By 1922 the *Alexandria Gazette* had the following to say about what had become the Lindsey-Nicholson Corporation:

"No firm has been more responsible for the development of Alexandria commercially, and with some 4000 square ft. of floor space in its large brick building at 100-110 King Street, it is the center of the wholesale district. It handles a complete line of staple and fancy groceries, notions, flour, feedstuff, etc. as well as the celebrated Diamond tires and tubes."

According to Sanborn maps, the building was occupied by the Virginia Public Service Company throughout the 1930s and into the 40s, and by 1959 it was occupied by the Federal Government. As with most of the Alexandria Waterfront district, 100 King St. sits on land that was created over time by filling in land and by the building of wharves to accommodate the city's once thriving shipping industry. Lot 51, at the corner of King and Water/Lee streets was originally purchased in 1749 by Lawrence Washington, George Washington's half brother, and the lot would eventually pass to John Fitzgerald and Valentine Peers, who banked out the land into the Potomac. (Fairfax County Deed Book B:497, cited in Diane Riker, "The Fitzgerald Warehouse and Wharf," unpublished manuscript, p. 2)

### **103, 105 and 107 South Union street**

**Dates Built: Possibly before 1877**

**Original Owners: Possibly the heirs of Thomas Irwin/Irvine**

**Building History:** These three buildings appear to have stood adjacent to each other since at least 1877, so it makes some sense to discuss them as a group. As with most of the Alexandria Waterfront district, they sit on land that was created over time by filling in land and by the building of wharves to facilitate the city's thriving maritime shipping industry. This land was created when John Fitzgerald and Valentine Peers banked out their lot toward the river prior to 1789. Late-18<sup>th</sup> and early-19th-century insurance and property-tax records indicate that the buildings on this site stayed in the Irwin/Irvine family through at least the 1850s, and that small wood-frame buildings were replaced over time with larger and more valuable structures. Trying to provide an exact date for the construction of the buildings that are present today is very difficult, partly because the buildings contain so many conflicting clues. The brickwork on the buildings, Flemish bond on the front and a mix of four- and five-course American bond on side walls are more commonly found in early-19th-century buildings, but the windows on the front of the buildings are more typical of later-19th-century construction. The 1886 Sanborn maps indicate buildings that have changed only very slightly from what is present today, with the exception of the building at 103 S. Union St., which seems to have added a floor while maintaining the building footprint. So it is probably safest to say that these are late-19th-century buildings, but as with many buildings in the Waterfront District, further research would prove valuable. During their lives, these buildings have been used for a variety of purposes, including a woodworking shop and meat store (107) a machine shop and bolt works (105) and a wholesale grocery store (103).

### **203 South Union Street**

**Date Built: Prior to 1885, with modifications after 1897**

**Building History:** The warehouse building at 203 S. Union St. shares much of its history with the building to its south, 205 S. Union. 203 S. Union has been used for many purposes over the years, including storage of salt fish, salt and flour, groceries, hay and feed, and in the late 1950s, ammunition. As with 203 S. Union, it is difficult to pinpoint exactly when this building was first constructed. The first relatively secure date that can be applied to the building now standing is 1885, when the Sanborn fire insurance map identifies a brick, three-story structure with a small angle in the north wall. The earlier 1877 Hopkins map does show a structure on the site, however, and although it is shorter in length, the angle represented in the later map may represent an addition made to that original pre-1877 structure. The first significant change to 203 S. Union appears to have happened following the fire in 1897, as the 1902 Sanborn map shows that 203 had been linked to 205 S. Union by a fire door. 203 and 205 also lost the alley that had separated the two buildings prior to the fire. It seems clear that at least the façade of 203 was destroyed in the fire, and probably more of the building was lost as well, but because other parts of the building still have essentially the same footprint, it is possible that the owner of the building made use of structurally sound ruins when reconstructing after the fire. This is speculation, however, and this remains a topic for further research. The 1902 map



also shows that at that time 203 had recently had an elevator installed. Following the post-fire reconstruction, the building remains largely unchanged throughout the 20<sup>th</sup> century. In keeping with the City's growing appreciation for its historic structures, 203 S. Union St. now houses an architectural ceramics store.

### **226 South Strand**

**Date Built:** Pre-1920, with some parts possibly pre-1877

**Building History:** The site of 226 S. Strand shares the history of 205 and 206 S. Strand with respect to how the land was built up and to the past uses of neighboring properties, and like 205 and 206, 226 S. Strand has some interesting characteristics that make coming up with a precise date of construction a challenge. At the very least, 226 S. Strand was built before 1920, when the present one-story building shows up on the Sanborn maps as being vacant. In 1902, however, the site is occupied by a building with the same footprint, but one additional story, identified as an acid house connected to the Bryant Fertilizer Plant across the Strand. Before that, in 1902, things become murkier still. A building existed on the same location before the 1897 fire, and the building occupied the same position relative to many street and wharf features, but the old structure was wider, was identified as having 2 to 3 stories, and included interior walls or partitions. The old structure was once a sumac mill, constructed in the mid-19<sup>th</sup> century. So the building that stands on 226 S. Strand today may be a case where parts of an old building, such as a foundation or a wall, were incorporated into a new building built on the same site, or it may be entirely new construction from 1920.

### **200 South Union Street**

**Year Built: Between 1897 and 1902**

**Building History:** Someday, when the yellow aluminum siding that covers 200 S. Union Street (or 10 Prince St.) comes down, the people of Alexandria will have an opportunity to answer some questions about a building that sits in one of the Waterfront District's most prominent locations. In 1877, the length of Prince Street from Union to the Strand was occupied by what was essentially one building, a series of five conjoined warehouses that shared a common roof. As time passed, fire insurance maps show the block-long series of three-story warehouses becoming old and/or vacant, 200 S. Union St. included. The first map after the 1897 Pioneer Mill Fire, published in 1902, shows that the building at the 200 S. Union address is only two stories in height, and it now occupies both its own address and that of 8 Prince St. Without being able to examine the brickwork of the building for telltale signs such as scorch marks on the brick, early patterns of brickwork, or other signs of age typical of 19th-century buildings in Alexandria, it remains anybody's guess as to whether this structure contains any remnants of the original block-long warehouse. For now, though, it is safest to assume that the building at this address was newly built following the 1897 fire, but before the 1902 Sanborn map. This building has served in the past as a grocer's warehouse, and today it is used by Interarms.

## *Early 20<sup>th</sup> Century*

### **203/ 205 South Strand**

**Date Built:** 1902-1905, with 19th-century ruins incorporated into existing structure

**Original Owner of 205:** DeWilton Aitcheson Coal and Wood Yard (20<sup>th</sup> century)

**Original Owner of 203:** William Fowle

**Building History:** By the late-19<sup>th</sup> century, coal, lumber and fertilizer had become the major sources of economic activity on the waterfront, and DeWilton Aitcheson owned and operated a major coal and wood yard adjacent to the site of 203 and 205 S. Strand, where two warehouses once used by P.B. Hooe for grain storage still stood. The Pioneer Mill Fire of 1897 largely destroyed the structures that occupied 203 and 205 S. Strand. A new two-story structure appeared at 205 before 1902, and while the 1902 map identifies the site of 203 S. Strand as being ruins, a new two-story structure was raised by the time of the 1905 map. A close examination of the stone and brickwork in the walls of both buildings appears to indicate that some of the ruins of the earlier buildings were incorporated into the new buildings at 203 and 205 S. Strand. If that is the case, both 203 and 205 S. Strand should be thought of as having two construction dates: one that is at least prior to the 1877 Hopkins map, and one in the early-20<sup>th</sup> century. The Strand is one of many legacies of Alexandria's maritime and industrial past. As with Union Street, the Strand was created by the gradual extension of the shoreline into the Potomac through wharf building and land filling. In this case, it appears that 203 S. Strand may sit on land created by George Gilpin sometime at the end of the 18<sup>th</sup> century; a 1798 map of the city shows land to the east of Union St., and an 1803 map identifies that land as belonging to Gilpin.

### **123 South Union Street**

**Year Built: between 1912 and 1921**

**Building History:** Though it sits adjacent to a much older building (the Fitzhugh Warehouse), the building at 123 S. Union St. is one of the more recent historic buildings in the Waterfront district. The Sanborn maps prior to 1921 indicate a timber-frame dwelling on the property, but the 1921 Sanborn map identifies a brick structure being used for soft-drink storage, so it seems that the present building was constructed at some point shortly before 1921. In the late 1960s or 1970s, a new building was built at the long-vacant 121 S. Union St., and today 123 S. Union St. serves as part of the restaurant at 121 S. Union St.

### **106 South Union Street**

**Date Built:** 1916

**Original Owners:** Hunt and Roberts

**Building History:** As Alexandria's involvement in shipping tobacco declined in the late 18<sup>th</sup> century, the selling and shipping of whole grains and flour became one of the city's biggest industries. Edmund Hunt and Robert Roberts operated one of the city's longest-lived grain businesses, starting operations here in 1847. Hunt and Roberts purchased 106 S. Union St. between 1901 and 1907 and demolished the structure that had been on the site in 1916. They built the structure that now occupies the site in that same year, and a Roberts family business stayed in the building until 1959.

Today the building reflects the waterfront's continuing transition toward retail shopping and tourism. (Manning, Derek. "106 South Union Street Alexandria, Virginia Historic Structures Report," 2005)

### **105 and 205 North Union Street**

**Year Built: Earliest portion completed in 1919 as a factory to build torpedoes**

**Original Owner: United States Navy**

**Building History:** Two of the defining structures of today's Waterfront district are now part of the Torpedo Factory Art Center complex. Compared to many other buildings in the district, the Torpedo Factory is a relative newcomer, the oldest section at 105 N. Union St. having been completed in 1919. At the time of the City's founding in 1749, the land now known as the 100 block of N. Union Street did not exist. When land was auctioned off that same year, William Ramsay acquired lot numbers 46 and 47 on King St; lot 46 fronted on the Potomac River, and the adjacent lot 47 had frontage on Fairfax St. (Miller, T. Michael. "Wandering Along the Waterfront: Cameron to King St." in *The Fireside Sentinel*, published by the Alexandria Library, 1990, p. 101) Ramsay constructed a wharf complex into the Potomac, and continued to "bank out" or fill-in land next to his wharf, creating a road known as Fayette St. that ran to the waterfront. (Miller, *ibid.*) By the end of the 18<sup>th</sup> century, much of the waterfront had been filled in, and by 1791, Union Street was established. The process of wharf creation and landfilling continued, creating both the land that now sits under 105 N. Union St., and the Strand. Although the Ramsays continued to own large parts of this land, in 1794 the family sold a parcel of land north of King and east of Union, which would be at least some of the land now occupied by the Torpedo Factory. (Hammond Moore, John. "Historical Background of the Alexandria Waterfront Controversy," Unpublished Manuscript, p. 21)

By the mid-19<sup>th</sup> century, prior to the Civil War, the land was occupied by warehouses served by rail, including the Orange and Alexandria Railroad. During the war Alexandria's rail yard was used extensively by the Union Army. A fire swept through the block in 1872, and included among the losses were bushels of wheat, grain, fertilizer, horses with carts, and guano. (Miller, "Wandering...", p. 102,103) As the losses indicate, the sale and shipping of wheat and fertilizers were two of the city's major businesses. An 1885 Sanborn Fire Insurance map identifies several of the businesses on the block now occupied by the Torpedo Factory: grocers, ship chandlers, some of the Smoot lumberyard facilities, barrel makers, a sail loft, and other businesses. The Smoot and Perry Lumber Yards remained on the site until the Torpedo Factory was built in 1918/19. The factory was planned to build torpedoes for the First World War, but construction of the building wasn't finished until after the Armistice. So after roughly three years of producing torpedoes, the facility was essentially run by a skeleton crew until production resumed in 1937, in advance of World War II. Following the War, the factory was used for record storage. In 1974, the Torpedo Factory became a model example of adaptive reuse and became home to the Art League of Alexandria. The Torpedo factory now provides work and gallery space for approximately 160 artists, is an activity center for the community, and has become an attraction for Alexandria's tourist population.

### **1 King Street**

**Year Built: 1923**

**Original Owner: Old Dominion Boat Club**

**Building History:** 1 King St. has been home to the Old Dominion Boat Club since its construction in 1923, following a fire that destroyed the Club's original home at the foot of Duke St. The ODBC sits on the site of what was once the terminal for the Alexandria-Washington Ferry. The structure has been heavily modified during its life, receiving a two-story addition in 1933, a remodeling in 1967, and a remodeling of the dining room/bar area in the mid-1990s. The most distinctive feature of the building is the wood-scissor truss system in the ballroom.

### **300 South Union Street**

**Year Built: 1937/1939**

**Original Owner: Robinson Terminal Warehouse Corp.**

**Building History:** The corrugated metal building at 300 S. Union Street is relatively young when compared to some of the other buildings in the Waterfront District, but its use is well grounded in Alexandria's commercial traditions, and the ground on which it sits is steeped in Alexandria history. The 1877 Hopkins fire insurance map shows the 300 S. Union St. site west of the Strand as occupied by a lumberyard belonging to "Jas. Greene," the site to the east of the strand as being occupied by a coal yard of the same ownership, and also by the Pioneer Mill Grain Warehouse. When it was built in 1853/1854, the Pioneer Mill was six stories in height and was one of the largest steam flour mills in the United States. ("Pioneer Mills," *Alexandria Gazette*, March 11, 1854, p.3, in T. Michael Miller, "Pen Portraits of Alexandria, Virginia, 1739-1900" (Bowie, MD: Heritage Books Inc., 1987) 361) It received grain directly from the holds of ships docking on the waterfront by way of a grain elevator and also could receive grain by way of the rail line on Union St. The Pioneer Mill was a symbol of economic prosperity and of the city's strong connection to the region's agricultural economy, but the timing of its construction could not have been worse. The outbreak of the Civil War in 1861 left the mill sitting idle, and the postwar world could not find a use for the giant structure. By the 1890s it was a ruin, and it, along with many of the surrounding warehouses and buildings, burned to the ground in a major 1897 blaze. In subsequent years, the site west of the Strand was used for fertilizer storage, and the site east of the Strand was used by the Emerson Engine Co. to manufacture marine engines. The Robinson Terminal Warehouse Co. built the metal warehouse on Wolfe St. in 1937-1939, and the storage facility on the former site of the Pioneer Mill was built in the 1940s. The warehouse today deals primarily in paper products, such as newsprint and food-grade paper, in some ways continuing the waterfront's tradition of shipping products that have their roots in the countryside. The Robinson Terminal Warehouse facility also includes the address 2 Duke St., which has its own unique and interesting history.

## **2 Prince Street**

**Date Built: Between 1931 and 1950**

**Building History:** Hooe is a family name that occurs quite frequently in Alexandria history. In 1780, Robert Townsend Hooe became the first Mayor of Alexandria, and that same year he signed a lease for a wharf at the end of Duke St. along with Richard Harrison and Joseph W. Harrison. Hooe must have been quite a successful merchant, as the 1791 City Directory also identifies Robert T. Hooe as being the owner and occupier of a wharf on Prince St. The Hooe family continued to work on the Waterfront, and the 1871 City Directory bears an advertisement for Hooe & Johnson, General Commission Merchants, operating out of 2 Prince St. in Alexandria. Among the services they offer are the purchase and sale of flour, grain, salt, plaster, fertilizers, and fish, in addition to being insurance agents for the Petersburg Savings and Insurance Co. and the Liverpool & London & Globe Insurance Company. The 1877 Hopkins Fire Insurance map identifies a stone or brick structure on the site that runs the length of the Prince St. side of the block and is divided into 5 separate units. No. 2 shows the name "P.B. Hooe." In June of 1896, the Virginia Beef Extract Company leased the building formerly occupied by P.B. Hooe and began remodeling work, introducing windows to the rear of the building. There was a major fire in this section of town in 1897, however, and this section of Prince St. was largely destroyed. A new building was then constructed at some point between the fire and 1907, when it is identified by the Sanborn maps as being occupied by a machine shop. In 1921 the building was occupied by the U.S. Department of Agriculture Hay Standardization Office, and at some point between 1931 and 1950, it appears that the building was again demolished and this time was rebuilt as a single-story building, possibly at the same time as the adjacent building at 6 Prince St.

## *Mid 20<sup>th</sup> Century*

### **0 Prince Street**

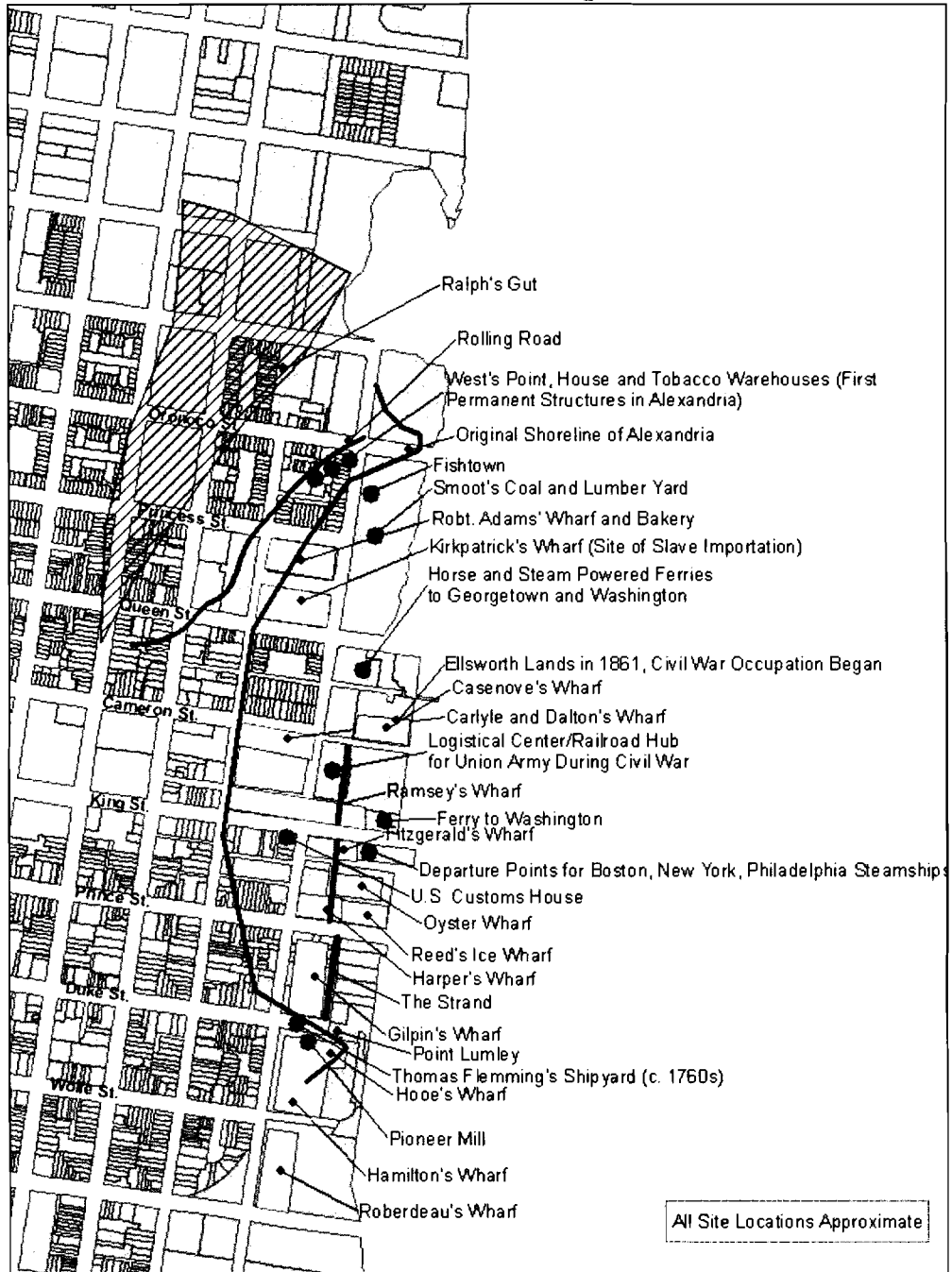
**Year Built: 1945/1946**

**Original Owner: Clarence J. Robinson and Abbie H. Robinson**

**Building History:** 0 Prince St. was originally built for and occupied by Beachcombers Restaurant, which opened to the public in 1946. When originally constructed, 0 Prince St. was actually in the water, built on piers. Although Beachcombers had a successful eight-year run as a restaurant, a first-floor fire in 1954 closed the restaurant, bringing a new occupant to the building, International Armaments Corp. (Interarms). The building would be used by one owner or another for gun and ammunition storage and sales for the next fifty years, although in its later years the building's waterfront access would also allow dinner cruises to take place from its dock. It was sold to the City of Alexandria in 2006. (Riker, Diane, and Rita Holtz, Alexandria Archaeology. "Alexandria Waterfront Timelines: 0 Prince St." Unpublished Manuscript)

## APPENDIX 3

### Alexandria Waterfront Historic Sites Map



Map by OHA/Alexandria Archaeology  
City of Alexandria, Virginia

## Appendix 4

### Historical Place Names and Interpretive Ideas

Prepared by Pamela J. Cressey, City Archaeologist

The Alexandria Archaeological Commission Waterfront History Plan Committee proposed that an authentic and cost-effective manner of enhancing the historic character and experience of the Alexandria Waterfront would be the use of accurate, historical names for parks, street sections, alleys, buildings and new developments. While people and places have changed, the names below have been selected to reflect significant historical periods, uses and/or individuals that shaped the heritage of locations. The goal is not to make a theme-park atmosphere, but to recall forgotten places, people and stories that document Alexandria's maritime past. Many other names are possible for businesses, restaurants, and theaters. The recommendations for names provided here reflect the thinking of the committee members in 2010. Along with the names, addresses of buildings associated with these people that are included to document the links that can be made from the waterfront to the town's architectural heritage and museums for a fuller understanding of Alexandria's maritime past.

Note: this information is taken from the Alexandria Archaeology files, waterfront articles on the Office of Historic Alexandria website, the Alexandria Historical Society publication, *Alexandria Chronicles*, Robert Madison's book *Walking with Washington*, Ethelyn Cox's book *Historic Alexandria Virginia Street by Street*, and T. Michael Miller's two volumes of *Artisans and Merchants of Alexandria Virginia* and his book *Pen Portraits of Alexandria*.

Also, this information deals primarily with the men who owned and operated the wharves, not the enslaved African Americans or indentured Europeans who worked the wharves, nor the women involved in their lives. More research is needed to expand the information ultimately provided in interpretive and artistic venues.

In the process of recalling and appreciating reality, several objectives are possible:

1. Open space, park, alley, street, wharf planning with landscaping, lighting, seating, signage that highlights the authentic past with novel design to add interest, vitality and distinctiveness to Alexandria's waterfront compared to other Potomac riverfront developments—National Harbor, Georgetown, Anacostia, Washington Harbor.
2. New development that uses names, themes, designs which echo the past reality, to create distinctive projects that are not only compatible with the historic district, but inform people of Alexandria's unique past as the key Potomac River trade city.

3. Informed art that adds to the experience of being on the waterfront while enhancing historical awareness and curiosity about the full diversity of the past inspired by actual events, struggles, materials, products, crafts and objects.
4. Location names and addresses that can “brand” a place and assist people recognize that the long waterfront has specific places with different atmospheres and purposes and so they can choose to arrive in these distinctive places with parking and amenities.
5. Signage and other amenities that enhance historic alleys and streets as links between the waterfront and the historic fabric/ businesses of the urban grid thereby reinstating and reinforcing the east-west connections for movement that were part of the successful commercial operation of the historic waterfront.
6. Connection of contemporary people to the various historic immigrant groups, races, classes, artisans, products, struggles and innovations so the national scope of Alexandria’s history can be perceived and personally meaningful to many.
7. A framework for planning, developing, interpreting and experiencing the waterfront that can produce a compelling American story—of commerce, war, suffering, hope, technological advancement, craftsmanship, freedom, enslavement, action.
8. Historical interpretation and programming that can enliven the waterfront by reinforcing key themes in places through a planned integration of signage, art, landscaping, living history vignettes, engraved maps, quotes, performances, tours, podcasts, pda-accessible web links, cell phone first-hand accounts/oral history, exhibits and special events.

## North Waterfront

### **Dangerfield Island**

Opportunities for use of names and interpretive signage through discussions with National Park Service given the long history of this area, once called Pearson’s Island. The Pearson ownership extends back to 1696. The Alexander family and the Dangerfields both have long histories that deserve attention.

### **Bay north of Power Plant**

Is there a name for this bay? Given its similarity to Alexandria’s historic bay and bluffs, opportunities to name the bay, provide scenic overlook signage to portray the early historic Potomac River environment and American Indian life.

### **Power Plant**

Once near, or part of Bellevue Plantation, a mill and home were here by 1801. William Hodgson and wife Portia Lee Hodgson established a dairy farm. John Slater purchased Bellevue in 1841 and added greenhouses for his floral business which he learned from



William Yeates, an Englishman who established Yeates Garden, a pleasure garden with fine views of the Potomac River. Any new development, streets, open spaces, etc provide one of the few opportunities to echo riverfront gracious living and agriculture. Interim measures for art, signage along the path east of the plant and at the entrance gate on Slater's Lane can also use this theme, as well as the early riverine environment. Although, not tied to this area, it is an appropriate location to mark the name of Margaret Brendt, the first European owner of some of the land (and fascinating woman) which became Alexandria and/or Robert Howson, another early owner of the area.

### **Canal Center and Alexandria Canal Tide Lock**

Increased use of the Canal name and signage from Fairfax Street can increase the awareness of the public of this northern park and promenade with interesting art. Improvement of the open space on the waterfront can use the historic stones preserved during the archaeological excavation of the Tide Lock for interesting landscape design/art purposes and increase the story of the Civil War on the north waterfront in a unified fashion with park to the south (Rivergate).

\*Use of engraved large map medallion with 1845 (Ewing) Alexandria map showing the urban grid and the canal perhaps at the end of the street associated with Rivergate Park with the new proposed name

Ampitheater around the Tide Lock can be used for musical and theater performances, poetry readings, etc. and can be titled and signed for the Canal Tide Lock.

### **Rivergate Park**

In order to maintain historical theme for waterfront parks, use of Maskell Ewing's name is proposed if the homeowner's association is willing. Alternatively, the water edge open space at Montgomery Street owned by the City could carry the name. Maskell C. Ewing was born in Pennsylvania and studied as a cadet at West Point, 1822-1826. From 1828 to 1836, he served as a military surveyor and topographer, based at Fort Monroe, Va., and Fort Severn, Md. He was chief engineer of the Georgetown-Alexandria Canal (1837-1846) and surveyor of the Alexandria Canal (1838-1846). He also served as City Surveyor and made the best map at its time of the city, often called the Ewing Map of 1845.

As noted for Tide Lock Park, Improvement of the open space on the waterfront can use the historic stones preserved during the archaeological excavation of the Tide Lock for interesting landscape design/art purposes and increase the story of the Civil War on the north waterfront in a unified fashion with park to the south

\*Link the park name and use of canal stones with the engraved large map medallion with 1845 Alexandria map showing the urban grid and the canal suggested for Canal Tide Lock Park near this park.

This open space should be tied by design into the open space to the north and the Canal/Civil War theme. Two Civil War photographs and maps can be used to document

the area during the mid-19<sup>th</sup> century and underscore the role of transportation by canal and rail that continued Alexandria's commercial strength before the war, as well as the federal expansion of rails during the war that was responsible for Alexandria's role as the hub of a massive movement of goods and troops and the role of African American freedmen.

### **Oronoco Bay Park**

While it is not known if this inlet was once referred to as Oronoco, it is an appropriate term for the area since the first tobacco port was established just to the south on West's Point with the rolling road going along a bluff just above Ralph's Gutt. Interpretation to assist people in understanding the name Oronoco as the colonial term for the kind of tobacco grown in the area is important. Planting tobacco would dovetail landscaping and interpretation. Some thought can be given to changing the spelling to the colonial one—Oronoko, or variation of this.

Ralph's Gutt on south can be associated with the theme of landscape transformation. In a court deposition, Richard Sanford age 79 in the 1750s remembered back to the earlier years of the tobacco warehouse. He recalled that "there was a great quantity of ivy growing around the lower edge of the lot next to the Gutt or Marsh on part of which Lott the Tobacco Kiln stood, but that the Ivy never extended near so far up the Bank as to the present Warehouse Lot."

If woods are planted on the north side of the park, a place name can be associated with one of the gardens—specifically developed for pleasure such as Spring Gardens or Yeates Garden with use of flowering trees and plants associated with the 18<sup>th</sup> and early 19<sup>th</sup> century. A portion can be landscaped in a manner to evoke buried ships that are probably under the fill soil that created this land. Art inspired by buried ships would carry through the land transformation theme and also acknowledge Alexandria's long history of shipbuilding and ship trading. The schooners *Emily Washington* and *Plumie E. Smith* probably were deposited here in the early 20<sup>th</sup> century, as well as an 1836 shipwreck. The proposed curved pathway in the park could be associated with an earlier shoreline before the transformation caused by filling.

\*Medallion with map showing Ralph's Gutt and pre-Alexandria

### Central Core Waterfront

#### **Robinson Terminal North/ Oronoco – Pendleton streets: West's Point**

Any new development should take on the name associated with the point of land that was the first and principal port, **West's Point** named after **Hugh West**. Other appropriate historical names are **Simon Pearson**, owner of the land when the first tobacco warehouse was constructed, and John Summers, builder of the structure. There are other West names to consider as well, including Hugh's wife **Sybil West**. **Hepburn & Dundas** purchased the West warehouses Buildings, open spaces, restaurants on the west side of

Union St. should bring in the name of the manor house, **Beverly** and could also be associated with the **Gas Works** once across Oronoco Street Beverly was advertised as a “lovely dwelling with carriage house, smokehouse, stone cellar, new brick stable, lumber house.” The rolling road that brought the tobacco to the point, warehouses and tavern should be evoked by a diagonal opening/passageway east of Union St. in the new development. There was also a tobacco kiln situated near here on West property—see Oronoco Park.

\*Medallion of 1748 map showing rolling road and West’s house and other buildings.

## **Founders Park**

It is important to use the names of the town’s founders in historical interpretation, but additional research and public input is needed to determine just who is considered to be the founders. Only the town trustees, or those who settled here, who were enslaved here, etc.? Also useful will be a basic marking system of wharf names along the water’s edge of the park with some information about the person who operated the wharf and some of the commodities once traded. While many people operated the wharves over the years, the names of 18<sup>th</sup> century wharf owners have been selected as most appropriate to fit with the founders theme (Although, of course, the historic wharves and the land today did not exist in the bay at the time of the founding.) Many of these men were members of the Revolution Generation and thus helped found the country, not only the town. They walked in Washington’s funeral procession and generally had passed away by the first years of 1800.

Wharf names from north to south in Founders Park

### **Taylor Wharf**

**Jesse Taylor**, an Irish immigrant, imported goods and was mayor twice. He interacted with George Washington through business dealings, dined at Mount Vernon and helped lay the cornerstone of the U.S. Capitol. He owned, and may have built, the house that once was at **109 S. Prince St.** and was moved to the **southeast corner of South Pitt and Franklin** Street during the King St. Urban Renewal period. This may have been the building from which he operated a store at the southwest corner of King and Pitt streets. He also ran a ferry from his wharf to Maryland. Taylor had a flourishing business of imported goods particularly a variety of fabrics from Dublin and Liverpool, wine and salt from Lisbon, many kinds of hardware, ceramics, tools, scales, writing supplies, playing cards, tea, and many other products made in Holland, France and Germany.

### **Allison Wharf**

**Robert Allison** was a merchant and operated a mill on Holmes Run. He particularly traded in English items—fabric, buttons, twine, knives, forks, ink powder, snuff boxes and tools. He was involved in the laying of the cornerstone of the U.S. Capitol with George Washington. He lived at **219 Wolfe St.**

### **Hepburn & Dundas Wharf**

**William Hepburn and John Dundas** were business partners, and family. Dundas married Hepburn's daughter, Agnes who operated a tavern after her husband's death. Dundas served on city council. The firm did purchase African Americans, and Agnes offered a reward for at least one individual who ran away. Hepburn & Dundas traded with Glasgow and London to import dry goods and sail duck Hepburn traded alone before the partnership, bringing in a variety of dry goods such as calicoes, Irish linen, gingham fabrics, china, Egyptian teapots, saddles, needles, and twine. He owned a mill and distillery on Back Lick and Indian runs, and he also operated a fishery near town. His warehouse on the wharf in 1815 would hold 30,000 bushels of grain or salt. A runaway ad from Agnes Dundas here would provide a statement that African Americans did resist enslavement and took action.

### **Adam (east of Princess St.) Wharf**

**Robert Adam** arrived in Alexandria in 1752 very soon after its establishment. He lived on the west of side of the 200 block North Fairfax St. where George Washington actually did dine. He was a founder of the Masons in town and served as the group's first Master. Besides operating his wharf and warehouse, he also had a grist mill, a store, a tannery, iron foundry, and a bakery. Adam had a contract with George Washington to acquire all of the herring and shad he brought in from Posey's Landing fishery as well as most of his wheat production. These commodities may well have been exported from this wharf, including in 1770, nearly 474,000 herring and more than 4660 shad. Adam also fished and fox hunted with Washington. A town trustee, Adam was involved with various civic activities, including the repair of a schoolhouse in 1767. He provided a fascinating deposition in a court case when 56 years old in which he talked about the waterfront. He always thought that "point Lumney and West point" were for the use of the town. There was a public warehouse built in 1753 by Carlyle at Lumney, north side of Duke St. to receive "Braddock's casks." He testified that there were few other buildings to mark Duke Street at this time and noted where the high water mark was located.

Also located in this area between Queen and Princess in the mid-19<sup>th</sup> century was the marine railway of A.W. Eastlock. He employed caulkers who repaired ships and canal barges. His diary provides interesting entries on business, employees, a drowning, bad weather and poor economy: "...almost sick with the blues 'nothing to do is awful.'"

### **Kirkpatrick Wharf (west of Union Street), later as extended, Conway Wharf (east of Union Street)**

**John & Thomas Kirkpatrick** operated a wharf west of Queen Street, one of the first built into the original bay. It was found during archaeological excavation of the lot between South Lee, South Union and Queen Street. A basket embedded into the wharf could be interpreted as an interesting element in the southern pathway extending from Queen Street in Founders Park. The Kirkpatricks are noted for the ad they placed in the Maryland Gazette in 1762: "*Just Imported, In the Royal Charlotte, Capt. Bartholomew Fabre, a parcel of very healthy Gambia slaves, to be sold very reasonably for bills of Exchange or ash. The sale will begin at Alexandria on Monday the 13<sup>th</sup> instant, and continue till all are sold.*" This is one of the few documented importations of Africans

into Alexandria and their subsequent sale. Use of this advertisement for public interpretation can provoke significant discussion and thought.

**Richard Conway's** home **Beverly** was on Oronoco street just west of Union Street. Conway was one of the Revolutionary Generation, serving as a militia captain and member of the Fairfax Committee of Safety. He was mayor of the town when he oversaw the Alexandrian dinner for George Washington in 1783 celebrating his return from the war. A merchant, ship owner, town trustee and justice of Fairfax County court, Conway perhaps is best known for loaning Washington enough money (600 pounds) so the future president could settle his debts and travel to New York for his inauguration. Conway traded with Lisbon and Barbados using his brig, *Martha*, for items such as salt, wine, rum, and sugar in various forms. He also held important posts dealing with establishing the weights and scales for the port.

This wharf also figures into presidential history. John Quincy Adams visited Alexandria in April 1825. At 4 p.m. a signal gun was heard announcing the approach of the boat "highly ornamented and enlivened with delightful music" carrying the president. The captain of the ship ordered a thirteen gun salute when passing the *Gov. Strong* at Conway's Wharf. The other ships along the wharves were also "decorated with all the taste and variety that their commanders were capable of displaying." (*Alexandria Gazette* 4/14 & 16/1825.

\*Medallion of 1749 map showing the first grid of the city and documenting the current location was in the bay in Founders Park.

### **Thompson's Alley**

**Jonah Thompson** was a mayor of Alexandria (1805-1808) and president of the Bank of Alexandria. Jonah Thompson built **209-211 North Fairfax** in the yearly 1800s but the addition at the back with the unique loggia may have been designed by Benjamin Latrobe according to Evelyn Cox

### **Carlyle-Dalton Wharf, later extended as Cazenove Wharf (foot of Cameron Street)**

**John Carlyle and John Dalton** were partners in trade and neighbors—each buying in the 1749 auction the properties north and south of Cameron Street on the bluff. They built their wharf from Water Street into the river (today approximately mid-way on the south side of the 100 block of Cameron Street). The wharf was discovered by the City archaeologists when the torpedo factory structure in this block was demolished in the 1980s. The pine wharf was constructed in the late 1750s/early 1760s. Carlyle and Dalton were major participants in the founding generation of Alexandria and traded in a variety of goods.

The homes of both Carlyle and Dalton are easily accessed from Cameron Street at

Fairfax. **John Carlyle's house (121 North Fairfax St)** is owned by the Northern Virginia Park Authority and operated as the only museum in Alexandria documenting 18<sup>th</sup> century elite life. John Dalton's house still stands at **207 N. Fairfax Street**.

**Anthony Cazenove** was a prominent merchant who started out trading on Prince Street and by 1800 had purchased **117 King Street** when he was an agent for Victor duPont, son of Pierre Samuel DuPont. He later moved west on King Street, living at **915-917 King Street** as early as 1816 and also owning **900, 907 and 1007 King Street**. He traded in goods predominately from the British Isles such as umbrellas, Swiss chinzes, kid gloves, jewelry and pianos. But he had a diversity of items from a print of George Washington with gilt frame to bales of Calcutta goods, "Buenos Ayres Ox hides" and "Spanish segars." Anthony's son, Lewis, was involved in a duel with another merchant's son, William H. Fowle in 1827. Fowle was upset when he discovered that Lewis had written his brother in Boston about how the Fowles had not done anything when Ladd's Mill burned and were fined by the mayor. Since the Fowles had many friends in Boston, he did not want the family's name tarnished by "slander."

The Cazenove properties can be seen on the 900 and 100 blocks of King Street as noted above.

#### **Ramsay Wharf (foot of King Street, north side)**

**William Ramsay** was born in Glasgow, Scotland and was a merchant, one of the original trustees of the town and elected honorary Lord Mayor in 1761. Ramsay purchased the two ½ acre parcels in the 1749 auction between North Fairfax and North Water (Lee) streets on King Street. This half block was centrally located between the river and Market Square. His early subdivision of the property including an alley (now Ramsay Alley) and later banking out (probably with his son) to create the 100 block of King Street with alley (now Fayette Alley and the 0 block of King Street and wharf (now Old Dominion Boat Club) may well have been a catalyst to the primacy of King Street for commerce over Cameron Street, the original center street of the town. He was also the owner of the George Tavern. Ramsay was close to George Washington and married his cousin, Anne. She was credited by Thomas Jefferson for raising \$75,000 for the Revolution. At one point, Ramsay borrowed money from Washington, who walked in the funerals of both William and Anne in 1785.

His son, **Dennis Ramsay** served in the Revolutionary War and was a "zealous" Mason and merchant. He married the daughter of another merchant and Irish immigrant, Jesse Taylor, Jane Allen. Ramsay traded in a variety of wares including rope, tools, Irish linens, gloves, and writing implements. As mayor, Dennis Ramsay is thought to be the first person to actually refer to George Washington as Mr. President at the farewell celebration held at **Wise's Tavern** before he left to be inaugurated the first president of the United States. The tavern still stands on the northeast corner of North Fairfax and Cameron Street. He also assisted Washington in the laying of the cornerstone of the U.S Capitol and was a pall bearer at his funeral. Dennis Ramsay was also a part of the larger American story since he was appointed by President John Adams as one of the "Midnight

Justices” resulting in the landmark Marbury vs. Madison Supreme Court case that permitted the court to rule Congressional actions as unconstitutional.

Other Ramsays--William, Andrew, and John—also were merchants in this era.

The **Ramsay House at 221 King Street** was reconstructed in 1956 and is the Visitor’s Center.

### **Fitzgerald’s Wharf (foot of King Street, south side)**

**John Fitzgerald**, an Irish immigrant of the Revolutionary Generation, banked out to create the land in the 100 and 0 blocks of north side of King Street with Valentine Peers after returning from the war. Distrusting the British, both Fitzgerald and Peers had contributed their trading profits to help Bostonians during the English blockade before the War. Another Alexandrian close to George Washington, he served as the general’s aide-de-camp and was at Valley Forge. Washington wrote a letter supporting Fitzgerald as the Collector of Customs in 1791. A committed citizen and businessman, he was a founder/director of the Alexandria Library, Bank of Alexandria, Potomac Company, and a Catholic who helped in the creation of St. Mary’s Church and cemetery. He imported Irish linen with fellow Irishman Peers and exported wheat and then moved on to a wide assortment of European goods and wines. He was also involved in the Wales Brewery located on the 100 block of South Union Street and was a partner with Daniel Roberdeau in a distiller on Wolfe Street.

**Fitzgerald’s Warehouse** stands at the southeast corner of King and Union streets and is the oldest structure to survive on the waterfront. **Fitzgerald’s Wharf** is now the Old Dominion Boat Club parking lot east of the Strand.

\*Medallion of the 1803 Plan of Alexandria

### **The Strand**

There were several wharves stretching east into the Potomac from the 100 and 200 blocks of The Strand. This was the busiest commercial part of the Port of Alexandria which is why most of the waterfront brick warehouses were built from King Street to Duke Street. The wharves have been filled for park land and parking lots, but their names and materials could still be evoked in future landscapes and developments.

### **100 Block The Strand--Harper’s Wharf (Waterfront Park)**

This park currently covers from north to south, **Janney’s, Vowell’s, and Harper’s Wharves**. It is recommended, however, that the park be renamed **Harper’s Wharf** to commemorate the shipping element of the area and also to recognize one of the early settlers and maritime figures of the town.

**Captain John Harper** was a fixture of the first half century of the town. A major

merchant with a warehouse at Prince Street and the Potomac, he sailed a ship for West Indian trade. A Quaker, he settled in Alexandria and specialized in South American and West Indian trade. Interestingly, in 1799 a revolt of journeymen employed by Harper occurred when the men refused to work unless paid every Saturday. Harper also owned the north side of the 100 block of Prince St. and is credited with constructing **209, 211, and 213 Prince Street**, and possibly **207 Prince** as well. He also owned the plantation, Mt. Airy in Fairfax County. His son, **Captain William Harper**, served with George Washington at Princeton, Brandywine and Valley Forge. He also operated a lumber yard and was a grocer on Union Street. Captain Harper was commander of an artillery company that passed in review on King Street “with sixteen discharges of artillery and 16 volleys from the musquetry” in honor of President Jefferson’s March 1801 visit. Ironically, he had been appointed by outgoing, but lame-duck, President John Adams just days before to a judgeship, thus becoming one of the “Midnight Justices” that President Jefferson would not seat. These actions resulted in the *Marbury vs. Madison* Supreme Court case establishing judicial review of Congress and creating checks and balances.

Properties mentioned above in the 100 and 200 block of Prince St. can be associated with Captain Harper. While it has been thought for many years that the warehouse located on the northwest corner of Prince and Union streets was the Harper warehouse, it burned and the current structure is the **Fitzhugh Warehouse**. The structure is highly significant since it is one of the best examples of a commodious warehouse of the early 19<sup>th</sup> century and has painted advertising from many decades of the building’s use. It was at **Gadsby’s Tavern** that Jefferson gave the famous toast in 1801: “Prosperity to the Town of Alexandria.”

### **200 Block The Strand—Gilpin’s Wharf**

The structures and parking lot between Prince and Duke Streets east of The Strand are on made land that was once called Gilpin’s Wharf. It is recommended that the area—much of which has already been purchased by the City as open space—have a name that provides maritime associations, such as George Gilpin.

**Colonel George Gilpin** was another individual who built the waterfront and the town in the last half of the 18<sup>th</sup> century and continued into the early 19<sup>th</sup> century. A surveyor, he is also credited with the 1798 “Gilpin Map” that depicts Alexandria after its major annexation of land and was the first published map of the town. As other Alexandrians of his generation, he was active in the militia before the Revolution and then served with George Washington in the Battle of Germantown and the New Jersey Campaign. He was a long-time friend of Washington’s, participating in the laying of the U.S. Capital cornerstone and serving as a pallbearer at the General’s funeral. Both of his wives were Mary Washington’s cousins and he was descended from the Washingtons of Westmoreland, England. He also had business connections with George Washington through the sale of whisky produced at the Mount Vernon distillery. Reportedly, he sold up to 800 gallons a month. Not only a merchant, Gilpin was active in other businesses—the Potomac Company, Bank of Alexandria, and Little River Turnpike Company. He also served in trusted positions such as the first judge of the Orphan’s Court, postmaster, harbor master and collector of customs and flour and tobacco inspector for the port. Harper’s obituary references his “personal exertion towards the improvement of the



town” and his “elevated and penetrating mind.”

Gilpin’s warehouse was on the southeast corner of Prince and Union Streets. His wharf extended east from the Strand and was described in 1819 as a:

*...valuable wharf which is at present fit to accommodate large vessels and may if necessary be extended to 76 fathoms water. There is on the water lot a store house 20 ft by 40 ft two stories high built with stone.*

While his warehouse did not survive, another significant structure did. **206 and 208 King Street** is an outstanding example of an urban townhome with residence on upper floors and business on the first floor.

\*Medallion of the 1798 Gilpin Map at Prince and the Strand.

### **Robinson Terminal South/Duke to Wolfe Streets: Point Lumley (Lumney)**

A high bank once was at the original end of Duke Street—about 60 feet east of Union Street today. Below the bank, a point of land extended into the river and formed the southern edge of a crescent bay around which Alexandria was laid out. Due to the significance of this land form for commerce, it was owned by the town trustees. An early act of the trustees in 1751 called for cutting through the bank so there was access to the Point. The trustees rented the Point to **Thomas Fleming**, a ship carpenter from Annapolis. Fleming constructed the first Alexandria ship—the *Ranger*--in 1752 for a company in Whitehaven, England. It was 154 tons with eight guns and had a crew of twelve. See additional information about Point Lumley in the Adam Wharf section.

By the 1780s, as elsewhere on the waterfront, new land was created by banking out and new wharves extended farther into the Potomac. The two central figures in the transformation in this area were commission merchants and partners, Robert Townsend Hooe and Richard Harrison. Their names, as well as Fleming’s and Lumley should be associated with new open space, buildings and businesses. Other maritime-oriented businesses on this block included a ship chandler, a barrel maker, and a ship’s biscuit baker. At least one warehouse owned by Hooe was made of stone.

**Robert Townsend Hooe** was the first mayor of Alexandria when the change was made from town trustees to an elected council. He also served as an officer during the Revolution and Fairfax County sheriff. A good friend of George Washington, Hooe served with him as a charter member of the Potomac Company and a director of the Bank of Alexandria. The General wrote about Hooe in 1784: “...Col. Hooe...is an exceeding good man and very competent in the execution of the trust which he accepts.” The same year, Washington wrote Hooe asking: “...Knowing that you have a vessel bound to some port in Spain, I am inclined to ask if it is safe and practicable to bring from thence a good Jack ass, to breed from...” Hooe was another one of the waterfront merchants made a “Midnight Justice” by President John Adams that precipitated the Supreme Court Case *Marbury vs. Madison* resulting in judicial review of Congress.

**Richard Harrison** was acting American consul in Martinique and Cadiz, Spain and during these postings developed good trade connections with the West Indies and Europe.. Hooe and Harrison operated by exporting wheat, flour, Indian corn and tobacco they bought using funds deposited in banks by firms who placed orders. They also took their commissions from these funds. As ships arrived with imported goods, the firm also acted as agents to sell the cargo. The company's records and newspaper advertisements from 1784 to 1811 document a wide variety of wares for sale: gin, Spanish wines, violins, flutes, stockings, refined sugar, Queens china, anchors, candle molds, bohea and souchong tea, and check shirts. The businessmen had to maintain the quality of their merchandise as is seen in this letter sent by the firm to a merchant in Philadelphia in 1789: "*...The rum you sent to Port Tobacco was so extremely bad that it will not sell. It is not better than our country made...send us in vessels bound to Port tobacco bar iron well assorted for plantation use with plenty of plough plates among them, green tea or hyson if green is not to be had.*"

Hooe and Harrison owned **310 South Lee** lot from 1790 to 1796, so the structure may date to their occupation. The company's account books dating between 1789 and 1796 have been transcribed by T. Michael Miller and provide very specific information regarding trade for this boom time. Robert Townsend Hooe's home stands at the southwest corner of Prince and Lee streets (**200 Prince Street/201 South Lee Street**). It was constructed about 1780 as one large structure. The second floor parlor woodwork was removed and is now in St. Louis, Missouri.

### **Roberdeau Park**

**General Daniel Roberdeau** is another man who served during the Revolution and then developed the Alexandria waterfront. Originally born in St. Kitt, he moved to Philadelphia after his father's death. He was active in Pennsylvania for the cause of independence and served in the Continental Congress. In 1778, Roberdeau recognized that the American forces did not have sufficient powder and shot. He established a lead mine and built a palisade to protect it with his own funds. Fort Roberdeau has been reconstructed and is part of a historical park. Even before the Revolution, Roberdeau purchased property on the South Water (Lee) Street bluff overlooking the original shoreline. After the War he operated a distillery with John Fitzgerald on Wolfe Street and produced "Alexandria rum which they engage equal in quality, either in strength, agreeable smell and good flavour to any made on this continent." He banked out the land that became the 0 block of Wolfe Street and created a wharf that "will accommodate vessels of the deepest draught with the conveniences of stores for their cargo." He operated a large warehouse with different private apartments and a sail loft.

The Roberdeau House still stands at **418 South Lee Street**.

## **200 Block South Union Street**

The **Fowle Warehouse at 204 S. Union** and the **Wattles Corn Mill at 206 South Union** Street should be called by their historic names, and development in this block should use these names as well as others associated with the property.

**William H. Fowle** was a powerful force on the waterfront in the 19<sup>th</sup> century. He operated a wharf between Prince and Duke, developed several warehouses along Union Street that still stand, and with brother George Fowle, built a steam-driven flour plant—**Pioneer Mill**—after leasing the block between Duke and Wolfe for 99 years. Completed in 1854 and 6-stories high, it was said to be one of the largest mills in the country. They had the capability of producing up to 800 barrels of flour a day that was exported primarily to New York City. While very successful, the mill was silenced by the Union occupation while the structure was used as a warehouse. It never regained its glory. As recounted above, William Fowle was involved in a duel with Lewis Cazenove in 1827 when he was a young man. Cazenove wrote to his brother in Boston that during a fire of Ladd's Mill, both Fowle and his father stood by idly while others were trying to put out the fire, and even were "looking on with apparent self-satisfaction." The Fowles were upset by this story. Fowle challenged Cazenove. Pistols were chosen, and they met December 26<sup>th</sup> in Maryland with their seconds. Fowle was a militia officer with apparently some training with weapons, but according to Cazenove's father, his son had not held a loaded pistol until the night before the duel. Even with this caveat, Cazenove's bullet hit Fowle in the face while he was not touched. Fowle went through life with a disfigured face while the two men continued to live in Alexandria.

Fowle constructed the warehouse that still stands at **204 S. Union** in 1858—note the fenders on the openings monogrammed with his initials (WF). He also constructed warehouses that have been modified or repaired at **200 S. Union** and **206 S. Union**—which was enlarged and became the **Wattles Corn Mill**. This is the last mill to survive on the waterfront. Pioneer Mill established by Fowle where Robinson Terminal South now stands burned in 1897. The Fowle House stands at **811 Prince Street**. Interestingly, he bought the house and garden from another merchant, William Bayne, owner of one of the few other warehouses identified with monogrammed fenders in the doorways at the northeast corner of King and Lee streets. Brother George Fowle probably built **810 Prince Street**. The senior William Fowle purchased most of the block between Prince, Washington and Columbus streets in 1811. He enlarged the house that is now **711 Prince Street**. He was active businessman, president of the Alexandria Canal Company and president of the Old Dominion Bank (201 Prince Street now the Athenaeum). At the time of 1827 fire, the senior Fowle also owned the warehouse at **100 Prince Street**, originally constructed by the merchants Benjamin Shreve and James Lawrason.



## Appendix 5

### Chart of Historic Wharf Owners and Selected Activities and Products

Edited by Ann Davin, 2010

#### King Street North

<b>King Street</b>	<b>King Street to Cameron Street</b>
<p><u>Fitzgerald's Wharf:</u> SE corner of King and Water (Lee) Street and Warehouse (104 S. Union) at SE corner of King and Union Sts.</p> <ul style="list-style-type: none"> <li>• John Fitzgerald, aide de camp to George Washington during War, Merchant/ Brewer/ Mayor.</li> <li>• 1780s Wharf built by “banking out”, infilling marshland along river. A pier extends 100’ into the river from the wharf and is 50’ wide.</li> <li>• Colonel Fitzgerald built 3 brick warehouses under one roof. Three stories high with sail loft on upper storey. On east side of warehouse is unimproved lot the whole length of warehouse terminating in 25’ alley (Fitzgerald's/Wales Alley) laid out upon the front of the wharf. Still standing at 100-104 S. Union St.</li> <li>• 1786 Olney Winsor RI merchant leased a lot on wharf and built a large 2-story dwelling house with upper floor divided into 4 rooms and a store where he sold muscovado, loaf sugar, coffee, chocolate, NE potatoes, and a small assortment of European goods. 1789 leased an adjacent lot and in 1793 built a 3-storey warehouse with gambrel roof at 102 Lee Street.</li> <li>• 1800 James River coal was sold at Fitzgerald Wharf</li> <li>• 1801 warehouse sold for the purpose of raising sums demanded by Robert T. Hooe as security for Col. Fitzgerald to the Bank of Alexandria.</li> <li>• 1804 becomes Dunlap and Irwin's Wharf and warehouse and then Irwin's Wharf in 1806.</li> <li>• 1825 Irwin property includes 5 warehouses at King, S. Union and The Strand.</li> </ul>	<p><u>Carlyle-Dalton Landing</u></p> <ul style="list-style-type: none"> <li>• In 1749 John Carlyle obtained 1 of 2 half acre lots on what was then waterfront property south of Cameron and east of Fairfax.</li> <li>• 1759 Carlyle and Dalton obtained permission to build first private wharf, that ran partway down 100 block of Cameron, known as the Carlyle-Dalton Landing. Tax waived as public could use ½ of facility.</li> <li>• 1780 Carlyle died and left a portion of lot, now Cameron and Water, to his granddaughter including his warehouse.</li> <li>• William Herbert, president of the Bank of Alexandria inherited lot by marriage.</li> <li>• 1801 trade still flourished as evidenced by sale of sloop named <i>Favorite</i> at the wharf by Philip Marsteller a noted merchant.</li> </ul>
<p><u>Merchants Wharf:</u> South of King Street, east of Union and north of Wales Alley.</p> <ul style="list-style-type: none"> <li>• In 1796 lot was purchased by Jonathan Swift from Milton, MA and had prerogative to build Merchant's Wharf.</li> <li>• 1801 offered to lease lots on wharf and by 1802 had erected several stores. William Hall, a hardware and retail merchant moved his store from Prince Street to Wharf in 1801.</li> <li>• 1808 Swift advertised lease of Merchant's Wharf with store and adjacent lot owned by S. Moore. Also a warehouse at corner of King and Union formerly occupied by Henderson &amp; Co.</li> </ul>	<p><u>Ramsay's Wharf – King Street</u></p> <ul style="list-style-type: none"> <li>• William Ramsay established a wharf complex at the foot of the NE corner of Water and King Sts</li> <li>• 1749 built house facing river and built out land from there for his wharf. Owned from 101 King to 119 King St.</li> <li>• In 1780s W. Ramsay had begun to bank out and fill in the Potomac River adjacent to wharf between Water (Lee) and Union and called it Fayette Street or Ramsay's Alley. Fayette/Ramsay's alley was never properly laid out and after 1785 alley was reduced in</li> </ul>

King Street	King Street to Cameron Street
<ul style="list-style-type: none"> <li>• 1810 Joseph Rowen opened a cordage store where he sold cordage made by John Chalmers rope maker for the US and a variety of articles in the ship chandlery line. His store had previously been the US Office of Inspection</li> <li>• 1813 Swift conveyed wharf to Gird and Entwistle. Gird was a proprietor of a retail store that sold sugar, spinning cotton, ground alum, bacon and lard.</li> </ul>	<p>size from 50' to 30'.</p> <ul style="list-style-type: none"> <li>• 1795 3-storey brick warehouse present along King St. and Lee St. Several brick warehouses were built along lower King St during 1790s.</li> <li>• 1797 John Ramsey – Wholesale Merchant. In 1797 at intersection of King and Water had a large wood frame 2 story building for sale.</li> <li>• Dennis Ramsay-Merchant/Mayor. Served Revolutionary War, owned many properties.</li> <li>• 1805 owned a wharf and warehouse on north side of King Street at Potomac</li> <li>• 1813 Wm Ramsay Jr inaugurated ship service via the fast sailing schooner <i>Antelope</i>. Would sail south from wharf with passengers and freight.</li> </ul> <p>Early 19<sup>th</sup> c. Cameron to King St businesses</p> <ul style="list-style-type: none"> <li>• 1804-Daniel McDougall, shaving shop at Irwin's store at King and Union.</li> <li>• 1805-James Dall merchant at NE corner King and Union.</li> <li>• 1806-Robert and James Mandeville grocers at King and Union.</li> <li>• 1812-William Herbert operated a bake house at Cameron and Union</li> <li>• Large 3-storey house built by C. &amp; I.P. Thompson who used it as a hat factory.</li> </ul>
<p>King and Water Sts.</p> <ul style="list-style-type: none"> <li>• 1792 John Gill, merchant leased a warehouse at corner of King and Water (Lee). 1794 sold James River coal at warehouse.</li> <li>• 1797 JG to lease of dwelling house and store on Prince Street. Had 3 warehouses on Hamilton's Wharf</li> <li>• 1798 \$10 reward for runaway mulatto woman.</li> <li>• By Josiah Smoot and Thomas Perry had 2 lumberyards on the northern half of the block</li> <li>• Samuel Boush- sea captain who operated a ship chandlery on the NE corner of King and the Strand</li> <li>• Joshua Schneider opens a restaurant at 0 King Street in late 19<sup>th</sup> century.</li> </ul>	<ul style="list-style-type: none"> <li>• 1856 joint stock company known as the Alexandria Ferry Company was incorporated by VA General Assembly to operate service from foot of King Street to Fox's Landing on Maryland shore. Service stopped in 1861 because of war and started again in 1868 as the Potomac Ferry Company.</li> <li>• New ferry house built in 1891</li> <li>• 1904 Mutual Ice Co. Wharf at foot of Cameron St.</li> <li>• Ferry Tavern located just south of lumberyards at corner of Fayette/ Ramsay's Alley and Union Street. Operated by Wm Ball this was a one story brick bldg also known as the Union Hotel and later became a dance hall.</li> </ul>

<p><b>Cameron Street to Queen</b></p> <p><u>18<sup>th</sup> c. Wharf</u> Between Cameron and Queen and Union and Lee Sts. Archaeologists found a stone-paved surface of a wharf with a small section of a timber wharf bulkhead</p> <p><u>Cazenove's Wharf</u></p> <ul style="list-style-type: none"> <li>• Antoine Charles Cazenove moved to Alexandria about 1794 and founded the banking house of Cazenove &amp; Company. Head of a large shipping business, he maintained his own wharf and warehouses; was French consul; one of the founders of the Alexandria Water Company and of the cotton factory; and an active member of the old Presbyterian Church.</li> <li>• Had warehouse at 100 block of King Street.</li> </ul>	<p><b>Queen Street to Princess</b></p> <p><u>Richard Conway/Bartle/Kirkpatrick/Queen St Wharf-Merchant/Mayor/ friend of Geo Washington</u></p> <ul style="list-style-type: none"> <li>• Foot of Queen Street</li> <li>• Entertained GW at Duvall's Tavern after his return from Revolutionary War.</li> <li>• Imported from Lisbon on brig <i>Martha</i> until 1785 when he put it and Barbados rum up for sale.</li> <li>• Built house on lower Oronoco named <i>Beverly</i></li> </ul> <p>Andrew Bartle-Joiner, Carpenter, wharf and bridge builder.</p> <ul style="list-style-type: none"> <li>• 1816 sale of lumber at his wharf on Queen Street.</li> <li>• 1817 operated from his wharf the steamboat <i>Union</i>, ran from his wharf to Washington DC.</li> <li>• 1818 sale of his wharf on Queen St</li> <li>• 1860s wharf was an importation site fro Gambian slaves.</li> </ul>
<p>John Bogan- Tavern Keeper , Cameron Street 1806 had a 4<sup>th</sup> of July celebration at his garden</p>	<p>0 Block of Thompson' Alley</p>
<p><u>Thompson's Wharf</u></p> <ul style="list-style-type: none"> <li>• Jonah Thompson – Merchant/Mayor</li> <li>• 1816 Thompson's son-in-law Jacob Morgan constructed a building on the wharf which jutted out into the Potomac across from Water and Union.</li> <li>• Thompson was a wholesale and retail merchant.</li> <li>• Owned a number of lots along Water Street from Duke to Cameron.</li> </ul>	
<p>Colonel Ellsworth lands in 1861 at Cameron Street Wharf and prepares for initial occupation of the the City. Civil War occupation begins</p>	<p><u>Robert Adams Wharf and Bakery</u></p>
<p>Horse and Steam powered ferries to Georgetown and Washington, DC</p>	

<p><b>Queen to Oronoco</b></p> <p><u>Kirkpatrick's Wharf:</u> Just north of Queen Street.</p> <ul style="list-style-type: none"> <li>• 1762 Thomas Kirkpatrick has a shipyard and 1764 granted right to build wharves and warehouses north of Queen St.</li> </ul> <p><u>Robert Adams' Wharf and Bakery</u></p> <ul style="list-style-type: none"> <li>• 1795 John Bogue a cabinetmaker, house builder, ship joiner on Princess Street. Naturalized US citizen. 1796 notice of sale of assorted</li> </ul>	<p><b>Oronoco North</b></p> <p><u>Ralph' Gut</u></p> <ul style="list-style-type: none"> <li>• Oronoco Creek ran through Ralph's Gut to Potomac. Historically area used as pastureland.</li> </ul> <p><u>West's Point</u></p> <ul style="list-style-type: none"> <li>• Tobacco Warehouse built at West's Point, about a mile north of the creek at the east end of a 220-acre wedge of land. Conveyed</li> </ul>
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Queen to Oronoco	Oronoco North
<p>ironmongery on Princess near Adams' Wharf. Moved stores around to various locations in Alexandria.</p>	<p>by Robert Alexander to his son John and to Hugh West. West's Point was convenient for shipping; it was one of the last upstream anchorages, and it had the advantage of extending beyond the muddy river flats toward the deeper channel of the Potomac.</p> <ul style="list-style-type: none"> <li>• 1731 tobacco warehouse built by Simon Pearson and sold to Hugh West circa 1739. Lewis Elzey and John Awbry were appointed the first inspectors. A second warehouse was constructed by the county in 1734. Slaves rolled rounded hogsheads of tobacco from the plantations down the rolling road to the warehouse.</li> <li>• 1740 Hugh West operated 1st ferry across Potomac to Frazier's Point. By 1748 there were 2 ferries running. Warehouse possibly built. Initial ferries may have been similar two dugout canoes lashed together. Tiny settlement around West's Point dubbed Belhaven.</li> <li>• 1755 John West built wharf at West's Point funded by a county levy. Used by General Braddock that same year.</li> <li>• 1771 public wharf in disrepair and W. Ramsay awarded job of building a new wharf that included the old wharf on the south-side of the old warehouse.</li> <li>• 1785 notice that tobacco warehouse was broken into and a large quantity of loose tobacco was stolen.</li> <li>• 1798 tobacco warehouse not in use</li> <li>• 1799 re-established, 1801 tobacco inspectors appointed.</li> <li>• 1809 ordered that a committee be appointed to superintend the tobacco inspection and authorized to contract the inspector and guarantee him pay for one year.</li> </ul>
<p><u>Conway's Wharf</u> : near foot of Queen St.</p> <ul style="list-style-type: none"> <li>• c. 1780s Captain Conway and wife Mary West built spacious house known as <i>Beverly</i>? on north-side of Oronoco Street and east of Union Street. Had a carriage house, smoke house, brick stable, stone cellar and lumber house on property. Lots of fine furniture.</li> <li>• Also owned lot at Princess and Water streets</li> </ul>	<p>William Herbert</p> <ul style="list-style-type: none"> <li>• 1800 expanded real estate holdings with purchase of old town lot No. 1 from General Light Horse Harry Lee. Located on north side of Oronoco adjacent to West Point and Potomac River.</li> <li>• Property occupied by Neil Mooney who may have operated a brickyard at the site</li> </ul>



<p><b>Queen to Oronoco</b></p> <p>which he leased to John Lomax, a tavern keeper.</p> <ul style="list-style-type: none"> <li>• Owned 100 acres from First Street to Potomac River to west Street, thence to Shuter's Hill. At Conway's death, his executors Wm Herbert, Nicholas Fitzhugh and Edm J. Lee subdivided and conveyed it between 1809-1818.</li> <li>• Conway also owned part of a racetrack which he leased to J. Gadsby.</li> <li>• Conway and his wife died in 1806 and may have been interred in a family cemetery on Union Street.</li> <li>• House burnt down in 1856 in fire started at Old Sumac Factory at north end of Fairfax Street.</li> </ul>	<p><b>Oronoco North</b></p> <p>1816 notice of Alexandria Morocco Manufactory at corner of Oronoco and Water streets</p> <ul style="list-style-type: none"> <li>• Gentlemen's boots, morocco and American kid leather of all colors for ladies shoes, coach makers' and hatters' lining skins. Highest price given for sumac leaves well cured.</li> </ul> <p>1820s-18402 - Rivergate and TideLock</p> <ul style="list-style-type: none"> <li>• Alexandria attempted to act as a transition port between sea, canal, road, and rail.</li> <li>• 1820-1840 George Washington supported and helped develop plans for canal system connecting Alexandria to Ohio River. Canal ran from Georgetown to the canal wharf area in Alexandria. During Civil War it was converted to a river railhead where locomotives and rolling stock were moved onto specially adapted barges with tracks on them. This innovation was devised in Alexandria.</li> </ul>
<p><b>Founders Park Area</b></p> <ul style="list-style-type: none"> <li>• 1750s northern end of original waterfront of 60 acre town.</li> <li>• 1790s it was filled in from Water (Lee) St. to present shoreline.</li> <li>• Mid 19<sup>th</sup> century gritty industrial area where rail and canal shipment occurred. Lumber, fish, grains, coal were shipped from here.</li> <li>• 1891 William Smoot at Queen &amp; Oronoco had wharves, coal, lumberyard.</li> <li>• City's seasonal fish wharves located here and each spring Fishtown sprang up east of Union between Princess and Oronoco. Also processing point for ice shipped from Maine</li> </ul>	<p>Mid-late 19<sup>th</sup> c. railroad served wharves, warehouses, lumberyards, coal depots at Founders Park, West's Point and Oronoco-Pendleton area and ran north. It was an important logistical railhead during Civil War.</p>
<p><b>Potomac Brewery</b></p> <ul style="list-style-type: none"> <li>• 1804 Thomas Cruse- Merchant had a warehouse and wharf located on West Point. Purchased his partner's interest Wm Billington in Potomac Brewery in 1804. Brewery contained 2 copper boilers (1200 and 50) malt house, kiln and mill.</li> <li>• 1806 a for sale notice of his brewery and wharf.</li> <li>• 1816 moved his store to the house next above Jonah Thompson's on Cameron Street, where he continues to sell his usual groceries, wine and liquors</li> </ul>	<p>1939 Robinson's Terminal North</p> <ul style="list-style-type: none"> <li>• Built over (or close to) location of tobacco warehouses. Robinson Terminal provides a wharf and storage for the transshipment of newsprint for the <i>Washington Post</i></li> </ul>

North to King from Wilkes

Wilkes - Wolfe	Wolfe- Duke [Point Lumley]	Duke - Prince
<p><u>Roberdeau's Wharf</u></p> <ul style="list-style-type: none"> <li>• 1774 large distillery complex built by D. Roberdeau at foot of Wolfe St. Included 2 stone buildings w/ granaries and sail loft, wooden warehouse. Wharf was about 400 feet in width and extended 300 ft into the river.</li> <li>• 1790's wharf could handle large ships and length was extended further into Potomac River. Had large stone warehouse, sail loft, and lots on bank to build houses and storehouses.</li> <li>• 1787 John Fitzgerald (Fitzgerald's Wharf) buys distillery</li> </ul> <p><u>Kirk's Wharf</u></p> <ul style="list-style-type: none"> <li>• 1803 W. Hartshorn moved his store and counting room to south-side of Kirk's Wharf at lower end of Wolfe St from Hooe's Wharf.</li> </ul>	<p>Named Point Lumley after a Captain Lumley who used to moor his ship offshore.</p> <p><u>Fleming's Shipyard</u>, Point Lumley</p> <ul style="list-style-type: none"> <li>• 1750s Thomas Fleming established a ship building business and built a dock and various other buildings at Pt. Lumley.</li> <li>• 1755 John Carlyle built 1<sup>st</sup> public warehouse at Pt. Lumley.</li> <li>• 1765 George Washington's schooner kept fit at shipyard</li> <li>• Cordage manufacture along rope walks. One of first American industries. 18<sup>th</sup> and 19<sup>th</sup> c. Several ropewalks in OTA.</li> <li>• 1771 Fleming's Shipyard failed.</li> <li>• 1774 second public wharf (first one at West's Point) built by R. Harrison &amp; Co.</li> <li>• 1786 Fleming's property sold to R. Townsend Hooe &amp; G. Slocum</li> </ul> <p><u>Hooe's Wharf</u>- Duke Street off the river</p> <ul style="list-style-type: none"> <li>• 1780's Robert Townsend Hooe, Alexandria's 1<sup>st</sup> mayor, built wharf with a stone warehouse. Sold looking glasses, flutes, violins, congo teas, Ravens duck, brown rolls, Russia duck, German steel, English and Dutch cordage, glass ware, delft bowls, muskets, butter pots, hats, flannels, diaper napkins, bolts of cloth.</li> <li>• 1799 Jacob Shuck &amp; Co. opened lumberyard on wharf</li> </ul>	<p><u>Gilpin's Wharf</u></p> <ul style="list-style-type: none"> <li>• George Gilpin purchased lots in 1769 and at lived 206-208 King St. Was Collector of Customs, town surveyor, postmaster, harbor master, pall bearer at GW's funeral, 1<sup>st</sup> judge of Orphan's Court of Alex; 1775 flour &amp; tobacco inspector.</li> <li>• 1796 Gilpin owned warehouses on SE and SW corners of Prince and Union. North of "Gillpins Alley" and south of "Publik Alley." Gilpin filled in the waterfront to create Union St.</li> <li>• 1786 Benjamin Shreve &amp; James Lawrason leased and store space on Gilpin's Wharf on SW corner of Prince and Union. Lawrason acquired property in 1805.</li> <li>• 1809 5 lots for sale btwn Prince and Duke on Water St (Lee). One lot with 44' front on Union with wharf extending 220' into Potomac River. Fit for large vessels and may be extended 7 fathoms water if necessary. On water lot is 2-story high stone warehouse.</li> <li>• 1812 Gilpin filled in areas to create more land between Duke and Prince creating The Strand.</li> <li>• 1830-40's Wm Fowle purchased property and built 3-storey brick warehouse.</li> <li>• 1860's, during Civil War, the property was seized by the Federal government. 1870's Supreme Court ruling returned property to Fowle family.</li> <li>• 1895, DeWilton Aitcheson purchased property from descendants of Fowle.</li> <li>• 1897 large fire destroyed Nearly all buildings along the</li> </ul>

Wilkes - Wolfe	Wolfe- Duke [Point Lumley]	Duke - Prince
		<p>Strand and S. Union Warehouse at 204-206 escaped with minimal damage.</p> <ul style="list-style-type: none"> <li>1900 Richard Wattle bought property and altered them for use as a grain mill. 206 S. Union is largest existing pre-Civil War building on riverfront.</li> </ul>
<p><u>Wilkes Street Shipyard</u></p> <ul style="list-style-type: none"> <li>1783, John Hunter established a ship building yard at the end of Wilkes Street around</li> <li>1819, Thomas Rowe shipbuilder, near Wilkes Street. \$25 reward for 2 stolen masts.</li> <li>1860s, there was a Civil War railhead at 0 Wilkes St. Locomotive foundry between Wilkes and Wolfe.</li> <li>The Wilkes Street Tunnel and rail looped through Alexandria until 1970s.</li> </ul>	<ul style="list-style-type: none"> <li>1785, US Congress passed act giving James Rumney exclusive rights to constructing and navigating boats for limited time.</li> <li>1816, SE corner Union and Duke: William Fitzhugh, residence. Thief stole small guilt watch. 1818 large brick house and essential contents for sale</li> <li>1851, Railroad tracks laid down along Union St. from Wilkes to Oronoco</li> </ul>	<p><u>Watson's Wharf</u></p> <ul style="list-style-type: none"> <li>1791-1799, Imported Russian and Liverpool goods on brig <i>Speedwell</i>; Havana segars. In 1800 partnership ended and warehouse to be leased.</li> <li>Robert T. Hooe's house (?) at north-side of 200 Prince.</li> <li>Next door was Ship's Tavern owned &amp; operated btwn 1801-1805 by James Davidson</li> <li>1787 license granted for retail goods to Edward Thompson &amp; Co. 200 block of Prince, south side, opposite Col. Hooe's house and Ship's Tavern</li> </ul>
<p><u>1883 Potomac Manufacturing Co</u></p> <ul style="list-style-type: none"> <li>Established an iron works at foot of Wolfe Street and bought engines in from old mill for use at plant. 1899 a fire ravaged the mill &amp; many other commercial buildings along Strand between Duke to Prince</li> </ul>	<p><u>Pioneer Mill</u></p> <p>Built in 1853-54 by the Alexandria Steam Flour Co. One of largest steam mills in US. Located at foot of south side of Duke St. on the Strand. Built of brick, slate roof and was fireproof. Mill fronted 122' on Potomac. Six stories high and roof was 77' feet above high water mark. Cost \$50,000 to build. Attached to mill was an elevator for taking grain from vessels into mill. Large vessels could be loaded directly at the door. A wharf was constructed on north side of building on which a switch of the Orange &amp; Alexandria RR was laid to bring grain directly into mill. Fell idle during the Civil War.</p>	<p><u>1800 Richard Arell's mansion</u></p> <ul style="list-style-type: none"> <li>formerly on north-side of Duke between Union &amp; Water, 113-115 Duke. Proprietor of 18<sup>th</sup> c. tavern at Market Sq.</li> </ul> <p><u>1801 Columbia Shot Manufactory</u></p> <ul style="list-style-type: none"> <li>Built to supply citizens with wholesale and retail shot. Sold property in 1804 to James and Alexander Smith, merchants</li> </ul> <p>1814 -1829 Lawrence Hill</p> <ul style="list-style-type: none"> <li>Resided at 207 South Water St. Bought lot for \$ 1400 and sold it for \$2250. Had a cooper shop on Union St. btwn Duke and Prince. Shop was severely damaged in a large waterfront fire in 1810. The fire was started at another cooper's shop where a candle left burning ignited shavings. 1810 Hill opened a new shop on S. Union. Also</li> </ul>

Wilkes - Wolfe	Wolfe- Duke [Point Lumley]	Duke - Prince
		made mast hoops and hanks by request.
	<u>Robinson's Terminal South</u> <ul style="list-style-type: none"> <li>• 1853 The firm of Robinson &amp; Payne conducted a "General Commission, Grocery and Forwarding Business."</li> <li>• Robinson Terminal Warehouse Corporation has been actively involved in the warehousing business since 1939. The terminal is one of the largest handlers of newsprint on the East Coast and the only working port in Alexandria and the surrounding Washington D.C. Metropolitan area.</li> </ul>	<ul style="list-style-type: none"> <li>• Wharf at end of Duke St used for slave trade operated by Bruin Co. in 1840s</li> </ul>

1804 Water Street Academy: Jonathan Foster to teach psalmody and vocal music. 1807 JF wanted to sell academy.

Prince Street	Prince to King Streets
<u>Wales Wharf and Tavern</u> <ul style="list-style-type: none"> <li>• 100 block of So. Water (Lee St. to Union St.) Andrew Wales (Brewer, Distiller, tavern keeper) bought 1/4 acre in 1771. Under same roof as brewery and distillery is commodious house. Also 2 houses on west- side of Union St, one of which is a tavern.</li> <li>• Brewery contained 2 copper boilers (1200 and 50) malt house, kiln and mill.</li> <li>• 1786 a blind black man who worked for Wales fell into a copper pot with boiling water and died.</li> <li>• 1788 brewery caught fire and also destroyed house and store</li> <li>• 1796 had right to extend wooden tubing into Potomac River to provide water for brewery.</li> <li>• 1799 Wm Lacey acquired Wales' brewery. Wales had to sell personal estate on Union St for debts.</li> <li>• 1801 William Billingham bought property and he and Tom Cruse established the Potomac Brewing Co. In 1802. Cruse and John Fitzgerald bought out WB in 1805 and then put brewery up for sale in 1806.</li> <li>• 1804 alley to north and south of brewery to be leveled filled.</li> <li>• 1806 a sale notice of his brewery and wharf.</li> </ul>	<u>Harper's/ Vowell's Wharf : NE &amp; NW corner of Union and Prince Streets to River.</u> <ul style="list-style-type: none"> <li>• 1771 Robert Adam sold property to John Hough. 1773 bought by Captain John Harper.</li> <li>• 1785 sale of water lots on Prince St. near extensive new wharf being built by Harper. Ferry at wharf ran daily to Georgetown. New 3-story brick store to be leased on NE corner of Prince and Union. It is a lately occupied by Jonathan Swift and Edward Harper.</li> <li>• 1780s Harper constructed house at 209-Prince Street. He was involved in trade with West Indies and South America. Built several houses on north side of 100 block of Prince Str. now Captain's "Row".</li> <li>• 1790 Thomas Vowell proprietor of store on Harper's Wharf btwn Prince and King Sts. Sold West India and New England rum, molasses, teas, coarse and fine salts.</li> <li>• 1792 Thomas Vowell a wholesale merchant constructed 109-111 Prince Street and purchased 113 Prince Street.</li> <li>• 1798 City Council ordered dock at end of Prince St. be extended to prevent ground at low water being bare.</li> <li>• 1806 Wadsworth and Butler offered to sell pork, beef, rum, gin and cognac, mould candles, and wines from sloop known as</li> </ul>

	<p><i>Marie Antoinette</i> at Vowell's Wharf.</p> <ul style="list-style-type: none"> <li>• 1815 Jeremiah Neale operated popular Union Hotel on S. Union St. between Prince &amp; King Sts. In 1830's a drinking saloon operated by Henry Field and Joseph Milburne.</li> <li>• Alexandria merchants who leased warehouses or stores on Harper's wharf in late 18<sup>th</sup> c. included Williams, Cary &amp; Co., Josiah Watson. Watson also owned 3-story brick warehouse on east side of 100 block of S. Union which was occupied by James Porter, a tinner.</li> <li>• 1807 Isaac Entwisle sold ale, porter, beer, cider at it bottling center on King Street and yeast and hops at its store on Harper's wharf.</li> <li>• Thomas M. Davis sold pickled oysters, corn, flax and vinegar from wharf from 1813-1820.</li> <li>• Thomas Davis sold occupied store on NE corner of Prince and Union where he sold Philadelphia made shoes in 1815.</li> <li>• 1840-1850 the 100 block of S. Union and the Strand to the east were the principal commercial and mercantile centers of Alexandria. Leading merchants such as John TB Perry, Wells Harper, DF Hooe and Willam McVeigh constructed large warehouses on extensive wharfs. These facilities housed grains, guano and groceries the economic mainstays of Alexandria's commerce.</li> <li>• 1854 a devastating fire erupted on S. Union's street waterfront. Perry and Hooe' and McMaster's warehouses destroyed. New warehouses belonging to McVeigh and Harper were saved. The buildings destroyed belonged to the estate of the late John C. Vowell and John S. Miller. Insured for \$7,500.</li> <li>• The wharf at foot of Prince Street was used to embark slaves to New Orleans and elsewhere</li> </ul>
<p><u>Robert Hamilton &amp; James King- Merchants</u></p> <ul style="list-style-type: none"> <li>• 1793 lease of warehouse on Prince St owned by McPherson.</li> <li>• 1796 new partnership with James Hamilton. Counting house to be removed to bldg on wharf lately occupied by John Gill.</li> </ul>	<ul style="list-style-type: none"> <li>• US Customs House located at SW corner of King and Union Streets.</li> <li>• 1871 Benjamin Price commissioned to build Alexandria Corn and Produce Exchange on the site of the Custom's House. Built in</li> </ul>

<ul style="list-style-type: none"> <li>• 1797 Robert Hamilton accused of arming privateers</li> <li>• 1798 lease of two stores on Prince St near Col. Hooe's. Sold imported London pewter, blank books, ledgers, waste books, best London twine, sherry, drab cashmere, Swedish iron, fish in barrels, Holland gin, window glass, brandy in pipes, New England plank.</li> </ul>	<p>Italian Renaissance style. First floor had Noble Lindsey's grocery business with the Corn Exchange on second floor which had 25' high arched ceilings. Corn exchanged fail but Lindsey-Nicholson Corp. thrived into the 20<sup>th</sup> century.</p>
<ul style="list-style-type: none"> <li>• SW corner of Prince and Water, house of John Hooff, bank cashier, 1783-1859</li> <li>• Robert Hooe Merchant Mayor- SW Corner of Prince and Water (Lee) Street. 1813 sale of garden on Water Street and adjacent house on Prince</li> </ul>	<ul style="list-style-type: none"> <li>• Reed's Ice Wharf</li> <li>• Oyster Wharf</li> </ul>

## APPENDIX 6

### Waterfront Events and People

*Ted Pulliam*

#### Events

The following are only some events that took place along the waterfront and are part of the story of Alexandria.

#### 1814 – To Catch a Prisoner

The morning of August 29, 1814, Alexandrians awoke to find a squadron of the British navy with a total of 128 guns anchored in their harbor “but a few hundred yards from the wharves, and the houses so situated that they might have been laid in ashes in a few minutes.” The Alexandrians had nothing to defend themselves with but about 100 overaged, sick, or unreliable men left after the able men of the town’s militia had been ordered to the Virginia countryside. The British offered not to destroy the town or molest the inhabitants if the Alexandrian would not commence hostilities and would surrender their ships and merchandise. The Alexandrians had no choice but to agree.

As the dejected merchants of Alexandria stood by “viewing with melancholy countenance the British sailors gutting their warehouses of their contents,” a British midshipman sauntered leisurely back to his ship’s barge tied up at the dock at the foot of Prince Street. Suddenly two horsemen appeared from the direction of King Street riding their horses down Union heading straight for the British seaman.

As they rode up to the startled midshipman, the lead horseman, Captain Creighton of the U.S. Navy, leaned down and grabbed the Britisher by a leather band around his neck and began to haul him onto his horse as a prisoner. However, luckily for the British seaman, his neckband broke, and he dropped to the ground. Quickly picking himself up, the midshipman dashed to his barge and ordered the sailors manning it to row to the *Seahorse*, the flagship of the British fleet, as Creighton and friend dashed on down Union, up Duke, and out of town.

When the midshipman reported to the fleet’s commander, drums began to beat on board the British vessels, their portholes opened, and cannons were run out. Throughout Alexandria, panic set in as women, men, and children fled “screaming through the streets.” The Alexandria mayor, however, promptly rowed out to the *Seahorse* and explained to the fleet commander that the town had no control over Creighton. The crisis was averted.

## 1827—Great Fire

Shortly before nine a.m. on the morning of January 18, 1827, the alarm was given that a fire had broken out on the first floor of cabinetmaker James Green's workshop located inside the block formed by King, Fairfax, Prince, and Royal streets. Before long, burning shingles borne on the wind lighted on houses and warehouses on both sides of Prince and on Union and Water (now Lee) streets. The fire lasted for five hours consuming some 53 houses, stores, and warehouses and damaging property in the amount of between \$107,000 to \$150,000.

The damage would have been worse had it not been for the help of citizens and fire apparatus from Washington and Georgetown. Also, the Alexandria Gazette reported: "Congress adjourned – The Navy-Yard and public offices closed—the Marine Corps . . . came down in a body – the Secretary of War and members of Congress worked in our ranks." Additional help came from the circus managed by William Brown that was in town. One performer "mounted the highest and steepest roof in town, while everybody else supposed it to be untenable, and sustaining himself by a shallow gutter within a few inches of the eaves" applied water "for hours together" saving the building and preventing the fire from spreading further.

## Civil War--Union Wounded

On December 27, 1862, twenty-year old Private Lewis Bissell of the 19<sup>th</sup> Connecticut Volunteer Infantry Regiment helped unload soldiers wounded in the Battle of Fredericksburg from a ship docked at the Alexandria waterfront: "The first thing that attracted my attention was the slaughterhouse smell caused by the wounds of the men. The men lay on hay spread on the decks and in the cabins. There was hardly space to place one's foot. . . . The wounds had been dressed two or three times. Their clothes around the wounds were stiff as boards with clotted blood. . . . One more talkative than the rest had one arm and one leg shot off. When I asked him if he could get onto the litter said, very coolly, that he could not run or double quick [march] but could help himself, which he did. . . . Another, the most painful sight I ever saw, was a young man, shot in the jaw. . . . The ball hit him below the ear, broke both bones and come out the opposite side. . . . He had no use of his mouth and could not drink without great pain."

A.J. Wickliffe, had a store near the foot of Prince Street. During the Civil War, he recorded the following incident: "I was sitting at my store door one morning (the wharf end), and I saw a [Union] soldier with his musket on his shoulder walking out of Fowle's Wharf [at the foot of Prince Street]. It struck me what can he be up to; no guard was ever placed out there. I kept my eyes upon him. When he reached the end of the wharf, he sat down with his eyes overlooking that point, his musket thrown across his legs. I saw the flash of the gun; he threw the musket on the dock, sprang to his feet and beat a hasty retreat, passing me, apparently in great agony. I saw that he had shot away the thumb and index finger of his left hand, sick of war I suppose would be the verdict."



## 1971--Preservation Battle

In December 1971, Watergate Improvements, Inc. filed plans with the city Planning Commission to construct a 650-unit condominium complex on the two block area on the waterfront bounded by Union, Oronoco, and Queen streets (now Founders Park). The complex would consist of four 18-story buildings, each set upon 20-foot stilts and rising 178 feet in the air.

A number of Alexandria residents opposed the project, arguing it would “tower over historic Old Town,” and increase traffic, air pollution, water pollution, and noise. Supporters, such as the Alexandria Board of Trade, contended it would add about \$600,000 to the city income, and as Councilman Wiley Mitchell said, “turn a neglected area of blight into a prime urban asset.” In March 1972, the council unanimously approved the project after attaching 43 conditions worked out with Watergate Improvements..

Defeated by the city council, opponents of the development filed suit against the city and Watergate in Alexandria’s circuit court in June 1972, contending that the city did not own the land on which the project would be built. The U. S. Department of the Interior agreed. It had long contended that the United States owned that land, and in December 1973, the U. S. Attorney General entered the courts with a suit to quiet title to 22 tracts of waterfront property from Daingerfield Island to Jones Point Park. Because of the complexity of this issue, for years to come individual property settlements entered into as part of the suit established frameworks for resolving waterfront development issues. As of 2010, seven tracts still were part of the court action.

## **People**

The Alexandria waterfront is about more than just places and events. It is also about people. The following men and one woman walked along the waterfront in Alexandria at different times, and all also are part of the story of Alexandria.

### John Carlyle

On August 1, 1753, 33-year-old John Carlyle, member of the governing bodies of both Alexandria and Fairfax County and a man on the make, and his pregnant wife Sarah, then 22, moved into their just-completed grand home on Alexandria’s original waterfront. The back yard of the Carlyle’s home ended at the rim of a bluff that fell to a small beach edged by the shallow waters of a crescent-shaped bay. That first night in their new home was momentous for the Carlyles -- Sarah delivered the baby, their first son.

Then in late 1759 or early 1760, Carlyle and his business partner John Dalton constructed the first private wharf in Alexandria. It required some leveling of the bluff and stretched from Carlyle’s northeastern corner down what today is Cameron Street to the water. It was a beginning step in filling in the bay to make the waterfront as it is today. Later in 1760 Alexandria’s governing body, which included Carlyle, decreed that

the owner of any riverside lot could extend that lot into the Potomac and “build on or improve under his Bank as he should think proper.”

### Henry George

Henry George, an African-American slave owned by Alexandrian Sally W. Griffith, had an unusual amount of freedom for a slave in pre-Civil War Virginia. He was the captain of the schooner *Llewelyn*, owned by Griffith and her nephew, Colville Griffith. In the 1830s, George sailed the schooner out of the Griffith farm on the Northern Neck without a white overseer or any white man on board.

He took the schooner to Baltimore, Annapolis, Richmond, and Alexandria transporting timber, bark, logs, and grain and “was determined to let them [his white masters] see that though black I was a man in every sense of the word.” He also cut on the Northern Neck and delivered to Georgetown the oak piles used to build the Alexandria Canal’s aqueduct that ran across the Potomac River.

On trips up the Potomac, he would pass “more times than I have got fingers and toes” ships owned by slave dealers Franklin and Armfield leaving Alexandria for New Orleans with a load of slaves. Then one day walking down a street in Washington with a friend, he heard “such screaming and crying, we couldn’t tell what it meant, so we kept on till we met about two hundred men and women chained together, two and two. . . . [T]he scene was enough to bring tears into any man’s eyes if he had a heart.” He later learned that this was a group of Franklin and Armfield’s slaves. From time to time, he also found himself in Alexandria in the unsettling position of “unloading wood on one side of the wharf when [a Franklin and Armfield] vessel [was] loading slaves on the other side of the wharf.”

One day Henry George had enough. He left Sally Griffith’s schooner and its load of grain docked in Baltimore and made his way by foot and boldly by train to Philadelphia where he found himself “with the wide world before me, [now only] to look out for myself as any other free man.”

### George Washington

In 1748, the year before Alexandria was established, 16-year-old George Washington, a newly trained surveyor, drew a map of the town’s future site on the Potomac River. Probably he drew the map to support the petition filed in the Virginia legislature by several prominent Fairfax County citizens seeking the creation of the new town. Lawrence Washington, George’s older half brother and a member of the legislature, was to lead the legislative campaign to establish the town.

George’s map showed a waterfront curved around a crescent-shaped bay. He added to the map, apparently to help promote the new town, the following: “Note that in the Bank fine Cellars may be cut from thence wharfs may be extended on the Flats without any difficulty & Ware Houses built thereon as in Philadelphia.”

Once the new town was established, Washington continued his interest in Alexandria. His relation to its waterfront is possibly best described by Donald Jackson in his introduction to the volume I of the Diaries of George Washington: "As he rode about Mount Vernon on his daily inspection trips, Washington could turn his eyes frequently to the shipping traffic on the Potomac, his principal link with the great outside world. Vessels with such names as the *Fair American*, the *Betsy*, and the *Charming Polly* plied the river, some trading with the ports of Virginia and Maryland and some bound for far more distant anchorages in North America, the West Indies, or Europe. Most of the schooners, brigs, and ships that Washington watched come upriver were bound for Alexandria's docks and warehouses, and often their cargoes included goods for him: fine clothing and fabrics, bridles and saddles, books and surveying instruments, tools and nails, delicate chainaware and jewelry, fruits and spices, and great wines from France and the Madeiras. Outward bound, they carried the tobacco – and in later years the wheat or flour – that were sent to pay for his imports."

In the 1760s Washington stored some of his tobacco at the Hunting Creek warehouse on Oronoco Street. In 1774, he purchased the brig *Anne and Elizabeth*, at her sale on the Alexandria waterfront. He had her re-rigged, probably at Thomas Fleming's shipyard at the foot of Duke Street, and renamed her *Farmer*. Then on April 16, 1789, he left the waterfront in Alexandria, probably from the ferry landing at the foot of Oronoco Street, escorted by a number of Alexandrians on his way to New York to become the first President of the United States.

In his parting words to Alexandrians on the latter occasion, Washington responded to the warm farewell remarks of his neighbors by saying he was particularly pleased with "the tender proof of your friendship" because "the whole tenor of my life has been open to your inspection." He further hoped that the "Beneficent Being, who on a former occasion, hath happily brought us together, after a long distressing separation [the Revolutionary War]" would bring them happily together again.

### Margaret Brent

The first European to own property in what would become Alexandria was a woman. In the late 1640s a wealthy refugee from religious and personal conflicts in Maryland, Giles Brent, crossed the river with his teenaged Piscataway Indian wife and established his home at Aquia Creek, about 35 miles south of the future Alexandria, and became then the northernmost European on the Virginia side of the Potomac. Soon joining him was his formidable sister Margaret.

In Maryland Margaret Brent had been a close associate of the Governor Leonard Calvert (gossip said she had been the Governor's *intimate* associate) and had appeared so often in the local courts handling business matters, which was particularly unusual for a woman, that she was listed in some court records as "Mistress Margaret Brent, Gentleman."

In 1654 Margaret Brent, then in her early 50s, received a land grant of 700 acres on Great Hunting Creek and the Potomac River, which included much of present-day Old Town Alexandria

Fifteen years later, in 1669, a landowner from Stafford county named John Alexander purchased 6,000 acres from Robert Howson, another Stafford county landowner, for 6,000 pounds of tobacco. John Alexander's new purchase included not only all the future site of Alexandria, but also what would become Reagan Washington National Airport, the Pentagon, and Arlington National Cemetery.

It also included the 700 acres Margaret Brent had purchased earlier, although for a while no one noticed. After her death, however, her heirs discovered John Alexander's purchase and in 1675 forced Alexander to pay them 10,500 pounds of tobacco for their interest in the property, more than he earlier had paid Howson for his whole grant, proof of Margaret Brent's good business sense.

#### Lt. Colonel Ralph Burton

In March 1755, twenty years before the Revolutionary War, there stepped off onto Alexandria's new public dock at the foot of Oronoco Street the first soldiers of General Edward Braddock's British army that had sailed to the Virginia colony to fight the French and Indians at the very beginning of the French and Indian War. Seventeen ships brought the army, its supplies, arms, and ammunition, from England and Ireland to this small town far up the Potomac River.

Leading these soldiers, members of the 48<sup>th</sup> Regiment of Foot, was Lt. Col. Ralph Burton. Burton had been eager to accompany Braddock on this expedition, so eager that he sold his position as major in the 2d Troop of Horse Grenadier Guards, one of England's most prestigious outfits, which was stationed safely in London, and bought the position of lieutenant colonel in the 48<sup>th</sup> Foot.

Even though he moved up in rank, in the 48<sup>th</sup> he had placed himself in a newer, much less celebrated regiment that recently had spent much of its time in far removed Ireland. But it was a regiment headed to a fight, and that must have been important to Burton.

That March day, Burton marched the unit, to the rattle of drums and the piping of fifes, from the landing, past wood frame tobacco warehouses, and up the packed dirt of Oronoco Street. A short way up Oronoco, the ordered ranks reached the intersection with Fairfax Street. There they wheeled to their left, avoiding a large marsh to their right, and marched full step up Fairfax toward the center of town.

Townsmen, housewives, children, and servants stood in front of log or wood-frame houses to watch and cheer as the redcoats, their fifes squealing, drums beating, regimental flag flapping, passed up the dusty street scattering hogs, geese, dogs from

their path and marched regally to the place north of town where they made their camp

Colonel Burton, Braddock, and the army stayed in Alexandria for roughly a month and then marched northwest toward the French Fort Duquesne at the site of present-day Pittsburgh. Just before they reached the fort, however, the army was massacred by the French and their Indian allies and over 65% of the British soldiers were killed or wounded.

Lieutenant Colonel Burton fought courageously and survived the battle, although he received a “an extreme bad wound in his hip.” Before long, however, he recovered and had a distinguished career later in the French and Indian War. Just before the end of the war, he became a major general, and in 1764 he was made commander in chief of all forces in the province of Quebec and the upper Great Lakes. It seems he made the right decision to come with the 48<sup>th</sup> Foot to Alexandria and to North America.

#### Robert Townshend Hooe and Richard Harrison

In 1775, in the very early days of the Revolutionary War, Lord Dunmore, the Royal Governor of Virginia, fled Williamsburg in a British man-of-war, captured Norfolk, and began to harass shipping and raid rebel homes on the Chesapeake Bay. Understandably, this made the revolutionaries in Baltimore and Alexandria very nervous, in part because they were unable to defend themselves – they lacked vital military supplies like gunpowder and muskets.

At that time Robert Townshend Hooe, operating out of Alexandria, was part of the firm of Jenifer and Hooe. The Jenifer of the firm was Daniel of St. Thomas Jenifer of Port Tobacco, Maryland, chairman of the Maryland Council of Safety (the Maryland defense committee). To obtain the material to defend its colony, at the end of 1775 and in early 1776, the Maryland Council of Safety dispatched ships to the then-neutral French island of Martinique. There the revolutionaries would sell the goods on board the ships; use the funds received to buy gunpowder, muskets, and other supplies from the French; and then load these crucial goods onto the ships for the return voyage to Maryland. To handle its affairs on Martinique, the Council dispatched the young Baltimore merchant Richard Harrison.

To handle the American end of the plan, Jenifer and the Maryland Council worked closely with Robert Townshend Hooe. Hooe realized Alexandria needed the same military supplies and began a correspondence with Harrison in Martinique. On the Council’s behalf, Hooe bought a ship to send to Martinique and procured the goods loaded on board. He also procured goods for two other ships bound for Martinique, including one owned by his own firm Jenifer and Hooe.

The ships’ chances of actually arriving there and returning safely, however, were not good. As an American merchant wrote the Maryland Council of Safety, a number of American vessels were being seized in the West Indies by the British, and “I tremble for such vessels as is destined for St. Eustia and Martinico.” The enterprise, however, was

successful enough so that the Marylanders and Alexandrians got much needed supplies with which to defend themselves (and the British were enraged).

Later in the Revolutionary War, Harrison became the acting consul representing America in Cadiz, Spain. Thus through his wartime experience he developed good connections with Alexandria's two major foreign trading areas at that time – the West Indies and Europe.

Harrison and Hooe impressed each other. Toward the end of the war, they entered into a business partnership that continued after the war was over. Their shipping firm, Hooe and Harrison, operated as commission merchants. At its wharf just south of Duke Street, the firm would fill orders from buyers in other American ports and from abroad for Alexandria's main export commodities -- wheat, flour, Indian corn, and tobacco -- and arrange to have them shipped to the buyers. To pay for the goods, the firm would draw on funds deposited by the buyers in banks in England, Philadelphia, and later Alexandria. The firm also would draw its commission from these funds.

At times ships would arrive with goods to sell, and then Hooe and Harrison would act as the ships' agents, sell the cargo -- anything from gin and Spanish wines to violins, flutes, hand mirrors, and rich cloth -- and take its commission from the proceeds. The firm's store for imported goods was located roughly where the Robinson Terminal Warehouse headquarters building on Duke Street is located now.

For a time Harrison continued to live abroad, but eventually he settled in Alexandria and married the daughter of George Washington's physician and friend, Dr. James Craik. Later President George Washington appointed him Auditor of the Treasury, a position that he held for forty-five years before his death in 1841 at the age of 92.

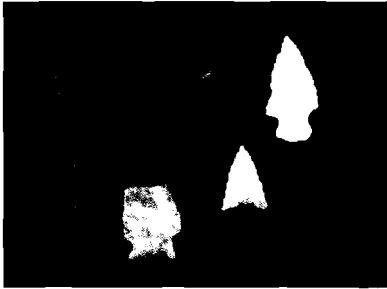
In 1780 when Alexandria's governing body was changed from appointed trustees to an elected council, which elected the mayor, Robert Townshend Hooe was elected the first mayor of Alexandria. He also was a friend of George Washington's, dining frequently at Mt. Vernon.

Somewhat like Washington, Hooe was a hard-nosed businessman. When he died he wrote in his will that the reason he was making a will was that he did not want his property to go to "what in Law is called an Heir." He was concerned that this "Heir" might be "a person whom I, in my life time disliked, and would as soon have given any thing to a puppy." He then listed those types of persons: "The Card Player, the horse racer, The Beau, The Fop, are among others, the Beings in human shape, whom I detest, and look upon as a Pest to Society, and as such ought to be driven from among the honest part of Mankind."

Hooe's house, which did pass under his will, still stands at the southwest corner of Lee and Prince Streets.

## Appendix 7 Made in Alexandria Artifacts

Prepared by Steven J. Shephard, Alexandria Archaeology, Assistant City Archaeologist



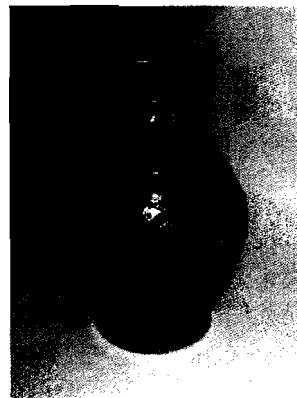
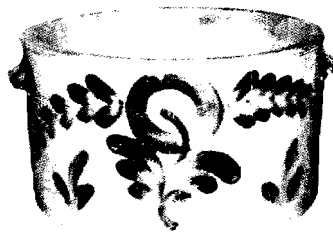
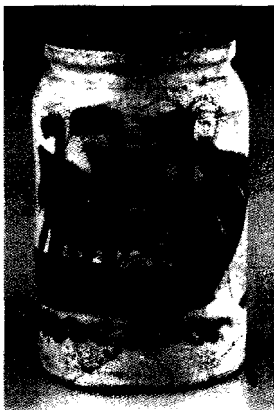
Jones Point Park



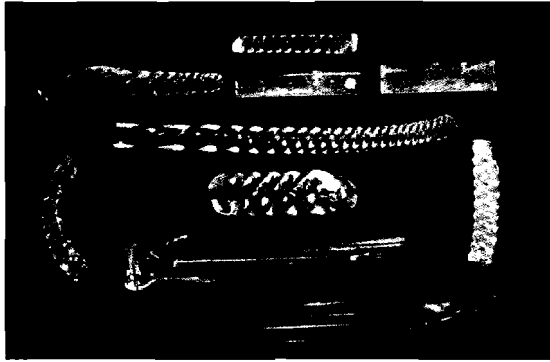
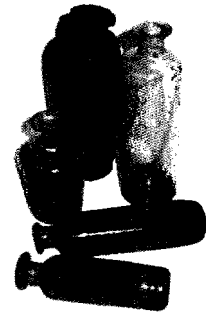
Contraband and Freedmen's Cemetery



Piercy's Redware Pottery



Salt-Glazed Stoneware



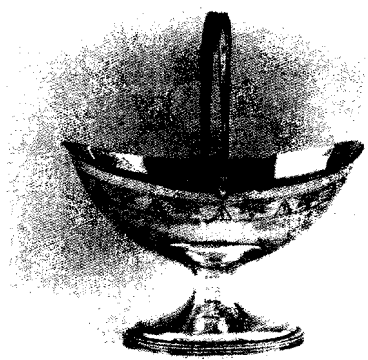
Old Dominion Glass Factory



Courthouse Site







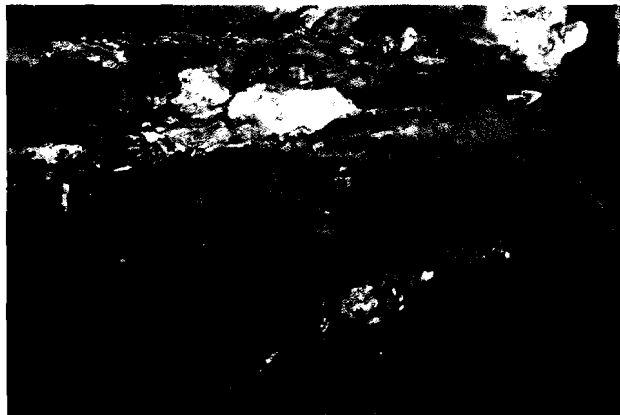
Adam Lynn Sugar Bowl



Wales Tavern Site Shoe Buckles



18th Century Wharf Bulkheads



Carlyle-Dalton Wharf



Kieth Wharf



Public Water Pumps and Troughs



