

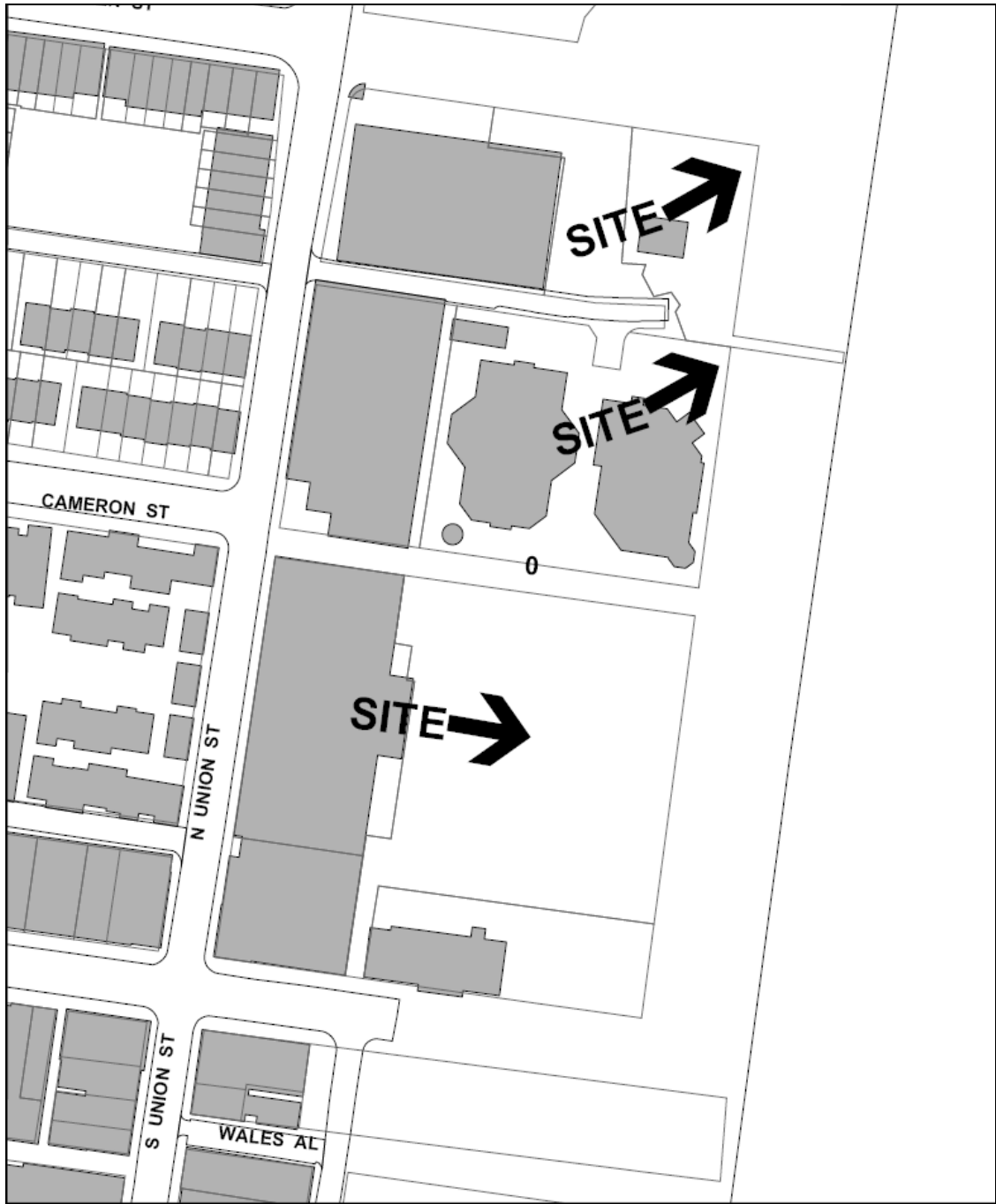
Docket Item # 4
BAR CASE # 2008-0075

BAR Meeting
June 4, 2008

ISSUE: Alterations
APPLICANT: City of Alexandria
LOCATION: City Marina, 0 Cameron Street
ZONE: WPR/Waterfront Park and Recreation

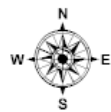
STAFF RECOMMENDATION: Staff recommends approval of the application with the following conditions:

1. That the proposed gates for Dock E-F and Dock G-H be simplified versions of the proposed gate by eliminating the circle element.
2. The proposed lighting be consistent with the Marina Blue Lights approved on January 16, 2008 (BAR Case # 2007-0280) in regard to intensity.



BAR CASE #2008-0075

6/4/2008



I. ISSUE:

The City of Alexandria, serving as the applicant, is requesting approval of a Certificate of Appropriateness for the installation of three new security gates at the City Marina. The City intends for the gates to serve as a deterrent for theft and vandalism rather than be an impenetrable barrier. The gates will be located at Dock A-B, Dock E-F, and Dock G-H.

The design for the gates was inspired by the Torpedo Factory and features streamlined Art Deco elements. The gates are proposed to be manufactured of welded steel with a powder-coated, white finish. The proposed gates will measure approximately 10'9" in width by 6' in height. The operable portion of the gates will feature double gates with both vertical and horizontal bars that reflect the rectilinear elements of the Torpedo Factory. The top portion of the gates will have a stepped design, mimicking the roofline at the Torpedo Factory. The two gates are united by a large circle measuring approximately 3' in diameter, a portion of which projects above the rectilinear portion of the gates and forms the top of the gate. The gate features two substantial posts that are 5' in height. The posts are square in plan and continue the horizontal elements at the base. The shaft of the post has an inset panel. The top of the posts has a diamond-shaped element (colored blue glass with a metal frame) that will be lit from below. The intention is to have the light reflect through the glass in an angular pattern. Atop this feature will be a planter in the same metal as the gate in an inverted pyramidal form. One post of each gate will have a Knox Box to provide override entry during emergencies or power failure.

Bollards to accommodate handicap access buttons and to provide entry via key swipe will be placed between 5' and 8' from the proposed gates (slightly different placement according to limitations of each dock). The steel bollards will have a black powder coat finish.

II. HISTORY:

Alexandria's location on the Potomac River has defined its history since its founding in 1749. This rich history as a port town has been discussed in books including A Seaport Saga: Portrait of Old Alexandria, Virginia by William Francis Smith and T. Michael Miller.

While certainly the City's waterfront area has changed and evolved over the centuries, especially as industrial uses along the river have moved and been replaced by residential developments, the City recognizes that the character and integrity of the waterfront and marina area should be protected. One of the most recognizable extant buildings along the waterfront in the marina area is the Torpedo Factory, constructed in 1919. The building was renovated in 1983 as the Torpedo Factory Art Center and has become a symbol of historic preservation and adaptive reuse in the City.

Throughout the decades, the Board has reviewed and approved alterations to the Torpedo Factory itself, including signage and lighting, as well as other changes to the waterfront—ticket booths, decking changes, new construction, and, most recently, several improvements including lighting, wayfinding signs, interpretive panels, railings, bollards, benches and planters. The

current application continues the Board's involvement for approvals through a Certificate of Appropriateness for alterations in the Waterfront/Marina area.

III. ANALYSIS:

The proposed alterations comply with the Zoning Ordinance requirements.

The *Design Guidelines* place special emphasis on the waterfront by requiring additional requirements over and above those guidelines that apply generally in the historic districts for approval of a certificate of appropriateness by the Board. Regarding style on the waterfront, the *Design Guidelines* advise that "designs generally should complement and reflect the architectural heritage of the City." The choice of an Art Deco-inspired design meets this requirement by offering a modern interpretation of the design elements of the Torpedo Factory.

Gates in public areas are often forbidding or, at the least, visually intrusive. However, the proposed gates at the marina are an appropriate addition to the waterfront and will provide necessary security measures. The open design permits continued visibility and the compatible design will enhance the waterfront.

Staff has concerns regarding the placement of the same gate in three locations, two of which are in close proximity to one another. While staff thinks that the gate as proposed is appropriate at Dock A-B, due to its design and siting in connection with the Torpedo Factory, staff is concerned about using the proposed design at Dock E-F and Dock G-H. The latter two docks do not have the same prominence or proximity to the Torpedo Factory as Dock A-B. As a result, staff recommends a somewhat simplified version of the proposed gate for the two northern locations. Staff recommends that the large circle element be eliminated for the gates at these two docks. Doing so will allow for a continuity of design, but will not overwhelm these secondary docks which have a less prominent connection to the Torpedo Factory.

While the proposed lighting scheme would generally be considered inappropriate throughout the historic district, it is acceptable here. The use of glass and light reflects the Art Deco inspiration of the Torpedo Factory while also providing lighting at each dock. The choice of blue glass complements the existing Marina Blue Lights that were approved as part of design improvements on January 16, 2008 (BAR Case # 2007-0280).

The proposed bollards are inconspicuous and will provide necessary functions for the operation of the gates. Staff finds the proposed bollards acceptable and urges the City to continue use of the same bollard when bollards are necessary on the waterfront.

Staff commends the applicant for providing a context-sensitive design and compatible solution to this security concern. Furthermore, staff recognizes that during the long-range Waterfront Study process, comprehensive recommendations and changes will be proposed. In Staff's opinion, none of the items result in the loss of historic fabric, nor jeopardize the historic context of the City's Waterfront Area. Therefore, Staff supports the application and recommends approval.

IV. STAFF RECOMMENDATION:

Staff recommends approval of the application with the following conditions:

1. That the proposed gates for Dock E-F and Dock G-H be simplified versions of the proposed gate by eliminating the circle element.
2. The proposed lighting be consistent with the Marina Blue Lights approved on January 16, 2008 (BAR Case # 2007-0280) in regard to intensity.

V. CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F- finding

Code Enforcement:

R-1 The proposed security gates shall be equipped with an override system that opens the gates in the event of a power failure, activation of a siren, or through the use of a Knox Box key. These features shall be designed and installed to the satisfaction of the Director of Code Enforcement.

Historic Alexandria:

No comments received.

Alexandria Archaeology:

No comments received.

VI. IMAGES



Figure 1. Aerial view of location of proposed gates.

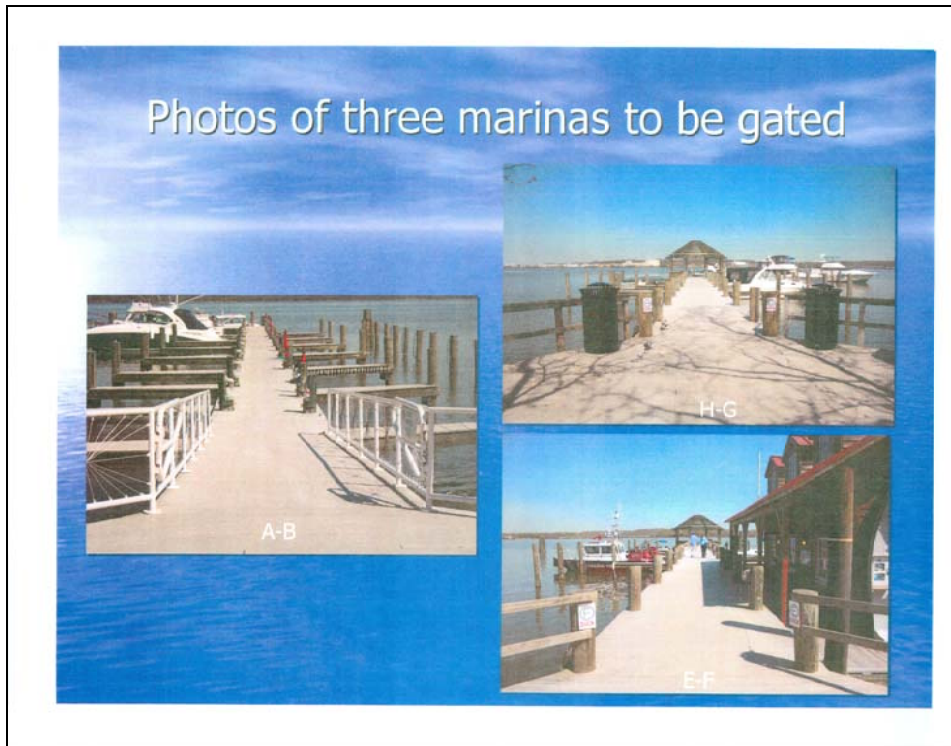


Figure 2. Three marina gates.



Figure 3. Proposed gate.

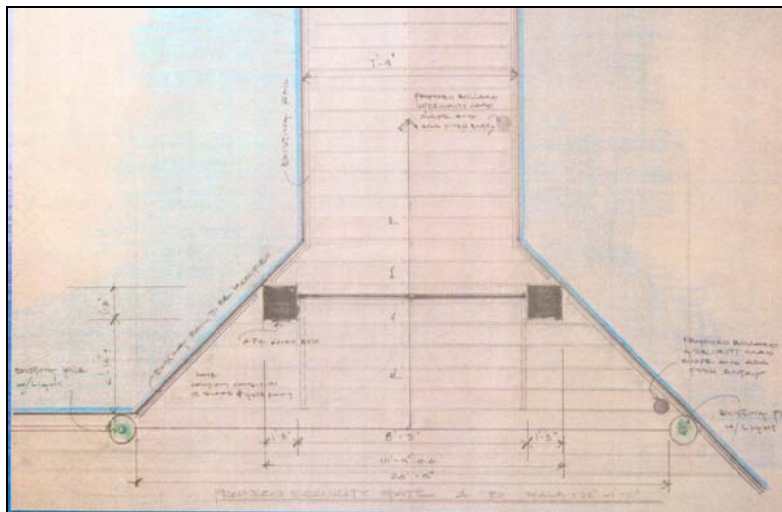


Figure 4. Plan of proposed gate.

Bollards, Bollard Post Covers, Pipe Bollard Sleeves, Security Bollards, Removable Bollard... Page 1 of 2

RELIANCE FOUNDRY BOLLARDS

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R-7744 44" Steel Bollard with 13" dia base

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Figure 5. Specifications for proposed bollard.