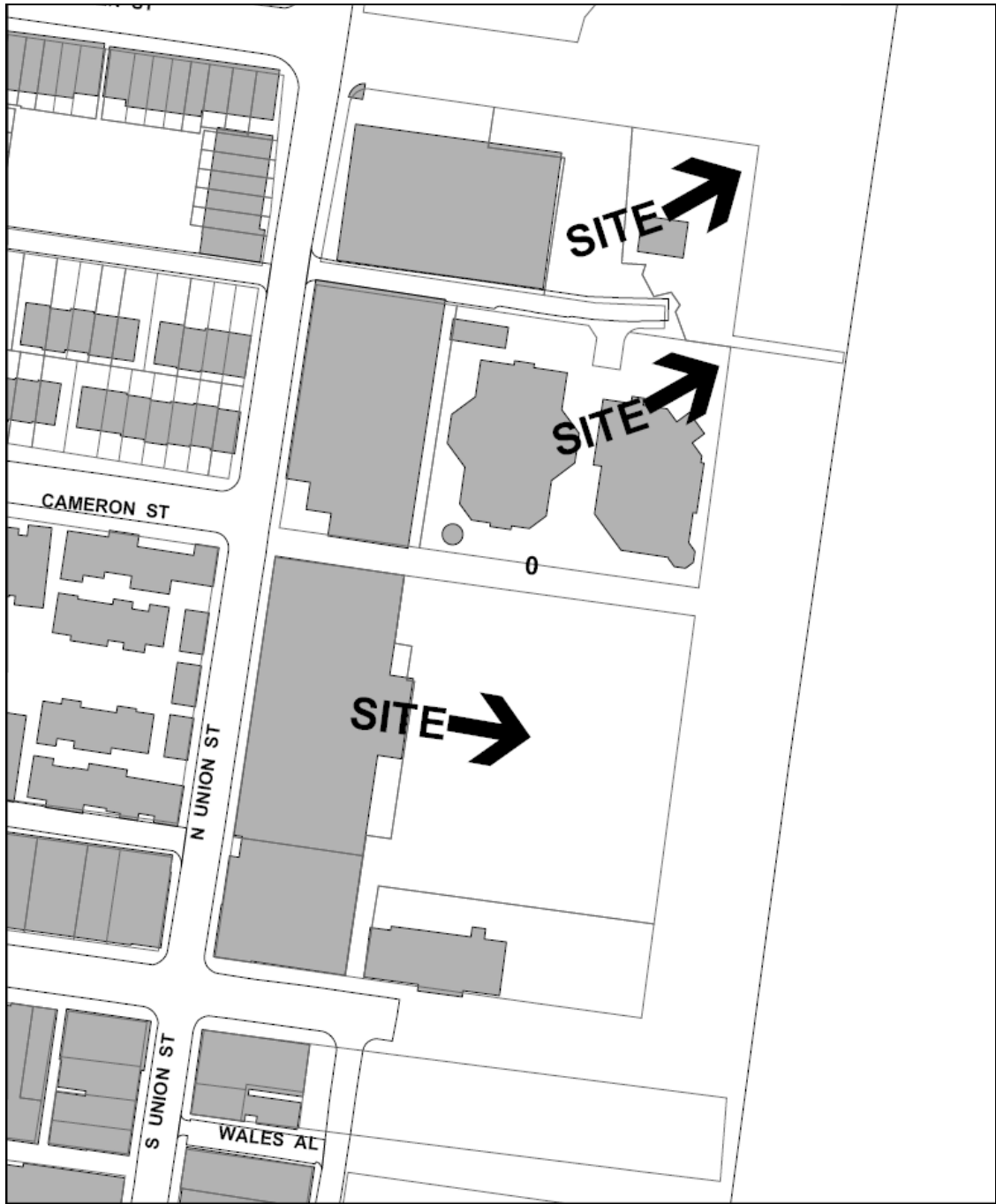


Docket Item # 9
BAR CASE # 2008-0075

BAR Meeting
June 18, 2008

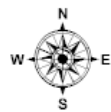
ISSUE: Alterations
APPLICANT: City of Alexandria
LOCATION: City Marina, 0 Cameron Street
ZONE: WPR/Waterfront Park and Recreation

STAFF RECOMMENDATION: Staff recommends approval of the application as submitted.



BAR CASE #2008-0075

6/4/2008



UPDATE:

This case was deferred from the June 4, 2008 hearing due to lack of proper notice. Since that time, the applicant has made revisions to the plan, specifically regarding a revision to the gate design for two of the dock locations (Docks E-F and H-G). While staff found the design of the proposed gate to be an appropriate and compatible enhancement at the marina, staff recommended that the two northern dock locations, due to their location away from the Torpedo Factory, and proximity to one another, should have a slightly different design to maintain compatibility. Staff discussed this with the applicant and the applicant made the change and indicated preference for the revised design.

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, referencing the roofline at the Torpedo Factory. The two gates are joined by a large circle measuring approximately 3' in diameter, a portion of which projects above the stepped portion of the gates and forms the top of the gate. The gate features two substantial posts on either side 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 each post has a diamond-shaped element (navy blue glass with a metal frame) that will be lit by an LED light from below. The intention is to have the LED light fixture reflect upward toward the inverted pyramid planter. This will result in an angular reflective pattern. The planter will be an inverted pyramid and sit atop a ¾" thick panel of glass. One post of each gate will have a Knox Box to provide override entry during emergencies or power failure. The applicant has proposed a gate variation which contains all of the same elements except for the center circle.

Bollards to accommodate handicap access buttons and to provide entry via key swipe will be placed between 5' and 8' from the proposed gates on either side (slightly different placement according to limitations of each dock). The welded steel bollards will have a black powder coat finish. The bollards will match the bollards approved as part of a series of improvements at the waterfront (BAR Case #2007-0280, 1/16/08).

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. In this circumstance, however, the proposed gates at the marina are an appropriate addition to the waterfront and will provide necessary security measures. The design permits continued visibility and the compatible design will enhance the waterfront.

Staff has no objections regarding the proposed design. The gate for Dock A-B and Dock G-H will be located at the dock entrance. To provide adequate security at Dock E-F, the gate will be located past the Seaport Foundation building. The proposed gate design represents a contemporary interpretation of the Torpedo Factory and enhances the connection between the building and the waterfront. The gate for Dock A-B has a strong physical connection to the Torpedo Factory and its design, with a prominent center circle, reflects this. The gate variation proposed for Dock E-F and Dock G-H continues many of the defining features of the gate for Dock A-B but without the circle element. The variation promotes continuity among the gates yet does not overwhelm the two docks which have a less prominent location and are in close proximity to one another. The proposed gate variation allows for a continuity of design without overwhelming these secondary docks which have a less visible 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 decorative lighting at each dock.

The proposed bollards are inconspicuous and will provide necessary functions for the operation of the gates. Staff finds the proposed bollards compatible with recent improvements and has no objection.

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, the proposed gates will not 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 as submitted.

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.

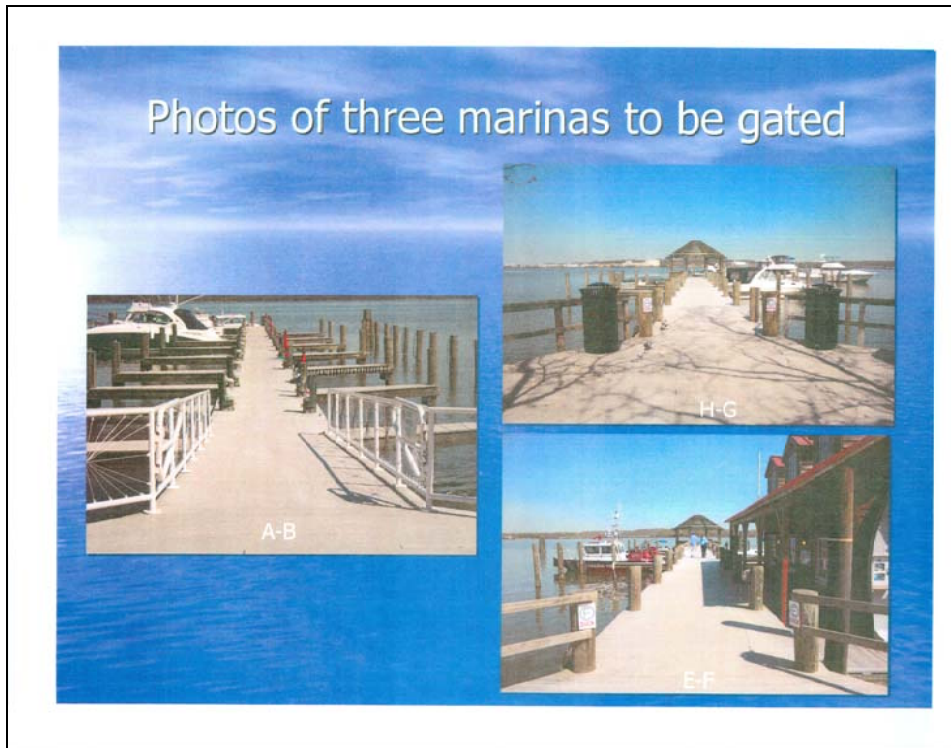


Figure 2. Three marina piers.



Figure 3. Proposed gate for Dock A-B.

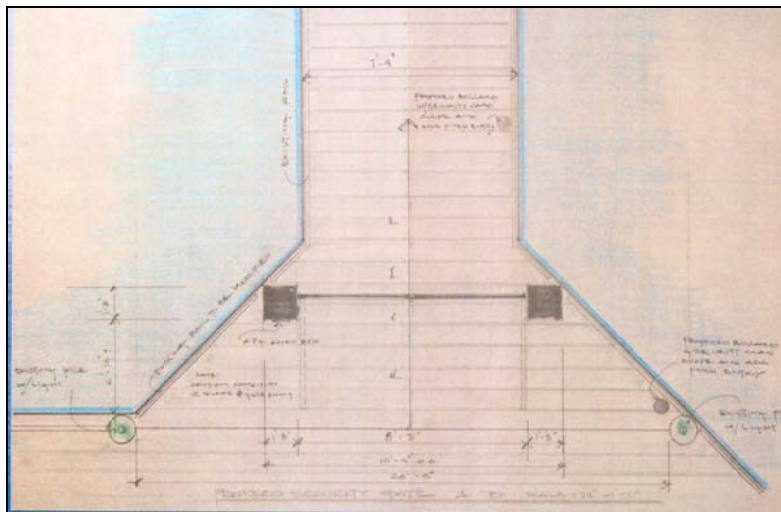


Figure 4. Plan of proposed gate for Dock A-B.



Figure 5. Proposed gate for Dock A-B.



Figure 6. Proposed gate for Dock E-F.



Figure 7. Proposed gate for Dock G-H.

		<p>SPECIFICATIONS</p> <p>MATERIAL The 8", 8" bollard shall be fabricated with 8" x 108 wall pipe (S 6025 100), 2 in. 3 in. and 1 in. 4 in. decorative collars (S 6025 100) a 4 in. 40 steel cap and a 5/8" x 13-1/2" steel flange all fully welded. Steel shall conform to A577/A578.</p> <p>PROTECTIVE COATINGS Powder Coating: Following fabrication bollards shall be cleaned and treated with an iron phosphate process prior to the coating application. This process shall include a non-chromate alkaline cleaner and an iron phosphate treatment followed with an acidic sealer for maximum adhesion. The protective coatings shall be either polyester or polyester/EGIC powder. Following application the parts shall be baked until properly cured. The coating shall be a minimum of 4 mils thick on all surfaces. Note: Unless otherwise specified, bollards shall be powder coated a standard FairWeather color.</p> <p>Options: 4 in. 40 or 4 in. 80 pipe, eye bolts</p> <p>Please Note: Anchor Bolts By Others</p> <p>FairWeather Site Furnishings 360 897-2626 or Toll Free 800-323-1788 P.O. Box 1000, Washington, WA 98148 © 2008 FairWeather Site Furnishings</p>
<p>Model B-1, 8" Bollard with Surface Mount Option</p>		

Figure 8. Proposed bollard.



Figure 9. Proposed lighting as part of gate design.