

Docket Item #9
BAR CASE # 2017-00076

BAR Meeting
March 15, 2017

ISSUE: Permit to Demolish
APPLICANT: City of Alexandria
LOCATION: 1 King Street
ZONE: WPR / Waterfront Park and Recreation Zone

STAFF RECOMMENDATION:

Staff recommends approval of the Permit to Demolish with the following conditions:

1. Full documentation (large-scale detail measured drawings) of the second-story southern porch must be conducted prior to demolition.
2. Electronic and printed copies of all measured drawings (to scale), photographs and history reports with final review by BAR staff prior to depositing copies with Special Collections and Planning & Zoning.

GENERAL NOTES TO THE APPLICANT

1. **ISSUANCE OF CERTIFICATES OF APPROPRIATENESS AND PERMITS TO DEMOLISH:** Applicants must obtain a stamped copy of the Certificate of Appropriateness or Permit to Demolish PRIOR to applying for a building permit. Contact BAR Staff, Room 2100, City Hall, 703-746-3833, or preservation@alexandriava.gov for further information.
2. **APPEAL OF DECISION:** In accordance with the Zoning Ordinance, if the Board of Architectural Review denies or approves an application in whole or in part, the applicant or opponent may appeal the Board's decision to City Council on or before 14 days after the decision of the Board.
3. **COMPLIANCE WITH BAR POLICIES:** All materials must comply with the BAR's adopted policies unless otherwise specifically approved.
4. **BUILDING PERMITS:** Most projects approved by the Board of Architectural Review require the issuance of one or more construction permits by Building and Fire Code Administration (including signs). The applicant is responsible for obtaining all necessary construction permits after receiving Board of Architectural Review approval. Contact Code Administration, Room 4200, City Hall, 703-838-4360 for further information.
5. **EXPIRATION OF APPROVALS NOTE:** In accordance with Sections 10-106(B) and 10-206(B) of the Zoning Ordinance, any official Board of Architectural Review approval will expire 12 months from the date of issuance if the work is not commenced and diligently and substantially pursued by the end of that 12-month period.

- HISTORIC PROPERTY TAX CREDITS: Applicants performing extensive, certified rehabilitations of historic properties may separately be eligible for state and/or federal tax credits. Consult with the Virginia Department of Historic Resources (VDHR) prior to initiating any work to determine whether the proposed project may qualify for such credits.



BAR2017-00063

I. ISSUE

The City of Alexandria's Department of Project Implementation is requesting approval of a Permit to Demolish for complete demolition of the building located at 1 King Street. The two-story stucco building with a gable roof is located at the foot of King Street on the Potomac River.

II. HISTORY

The building located at 1 King Street (current location of the Old Dominion Boat Club) was originally constructed in **1923**. Over the years it has been modified and expanded with major building projects occurring in **1933, 1965, 1968, 1973, 1994 and 2002**. The building is a rectangular, two-story structure constructed of hollow clay tile in parts and clad entirely in synthetic stucco. There is an enclosed glass porch on the second floor fronting the east side and the Potomac River. The 1923 building was constructed by local contractor D.E. Bayliss but no known architect is associated with the design. The vernacular building originally included some elements of the Stick Style, Shingle Style and Mediterranean Revival.

This site is the third meeting location and second clubhouse for the Old Dominion Boat Club (ODBC). The ODBC currently is constructing a new boat club at 0 Prince Street and will vacate this building within sixty (60) days of receiving their Certificate of Occupancy for the new clubhouse, pursuant to an agreement with the City related to the purchase of the property. The Certificate of Occupancy for the 0 Prince Street building is anticipated to be issued in the Fall of 2017.

The applicant has submitted a thorough history report documenting the physical evolution of this building and explaining the historical context of the ODBC as well as HABS quality drawings and photographs of the building.¹ This report is found as Attachment A.

III. ANALYSIS

Permit to Demolish

In considering a Permit to Demolish, the Board must consider the following criteria set forth in the Zoning Ordinance, §10-105(B):

Standard	Description of Standard	Standard Met?
(1)	Is the building or structure of such architectural or historical interest that its moving, removing, capsulating or razing would be to the detriment of the public interest?	No
(2)	Is the building or structure of such interest that it could be made into an historic shrine?	No
(3)	Is the building or structure of such old and unusual or uncommon design, texture and material that it could not be reproduced or be reproduced only with great difficulty?	No
(4)	Would retention of the building or structure help preserve the memorial character of the George Washington Memorial Parkway?	N/A

¹ HABS refers to the Historic American Building Survey and is representative of nationally-accepted documentation standards for historic buildings.

(5)	Would retention of the building or structure help preserve and protect an historic place or area of historic interest in the city?	No
(6)	Would retention of the building or structure promote the general welfare by maintaining and increasing real estate values, generating business, creating new positions, attracting tourists, students, writers, historians, artists and artisans, attracting new residents, encouraging study and interest in American history, stimulating interest and study in architecture and design, educating citizens in American culture and heritage, and making the city a more attractive and desirable place in which to live?	No
(7)	In the instance of a building or structure owned by the city or the redevelopment and housing authority, such building or structure having been acquired pursuant to a duly approved urban renewal (redevelopment) plan, would retention of the building or structure promote the general welfare in view of needs of the city for an urban renewal (redevelopment) project?	N/A

In the opinion of staff, due to the significant alterations and changes over the years, none of the above criteria are met and therefore the Permit to Demolish is justified in this case. The applicant's thorough history report, as well as staff's multiple visits to the project site confirm that the building that exists today is almost unrecognizable from its 1923 or even 1933 form. The changes of roof form and materials, combined with the additions from the 1960s and 1970s, make the current building more of an architecturally uncoordinated late 20th-century amalgamation rather than a historic building (see Construction Time Line at end of report and photographs documenting evolution over time). Even if there were a desire to return the building to the style it was in 1923, that would require complete reconstruction of the building.

The analysis that follows will explain how each of the criteria regarding demolition are not met.

(1) Is the building or structure of such architectural or historical interest that its moving, removing, capsulating or razing would be to the detriment of the public interest?

The 1923 building was fundamentally altered and modified, not just added on to with distinct additions, and so while some buildings can have later additions peeled away, this is not possible here. It should be noted that although this building has little architectural or historical significance, the institution that is the ODBC is historically significant, as an entity, for the City of Alexandria. However, its history is tied to multiple sites on the waterfront and not a single place or building. In particular, the ODBC as an organization is noteworthy for its focus on leisure-oriented activities along the Alexandria waterfront which was predominantly industrial during the majority of the club's existence. As noted in the history report, the ODBC met first in a hall in the 400 block of King Street before building a utilitarian clubhouse at 210 The Strand, one-half block south of the ODBC club house now under construction at 0 Prince Street.

The subject property was initially constructed as a simple 1923 clubhouse that was subsequently added on to throughout the 20th century, as noted on pages 69-71 of the history report. While some changes were modest renovations, there were a number of substantial ones such as a large rear addition to the west, several second-floor enclosed porches to the east, an entirely different roof form and the removal of nearly all original materials over the years. Continuing the tradition of

changing sites and buildings, the ODBC is currently constructing a new and expanded clubhouse at 0 Prince Street, on the site of the former Beachcombers restaurant building. The history of the ODBC indicates that the architectural program was strictly utilitarian and functional with the organization's priority and focus being boating and social affairs. As noted in the report related to the founding of the ODBC in 1880, "Very little capital is necessary to start a boat club in Alexandria beyond that invested in boats, as warehouses suitable for boat houses can be had for the asking."²

Therefore, staff finds that removal of the structure would not be a detriment to the public interest because the building itself no longer retains historic or architectural significance. Additionally, and perhaps more importantly, the historic significance of the ODBC as an organization, with its long history of being located on the Alexandria waterfront in a nearby location, will continue. Furthermore, at the new ODBC clubhouse at 0 Prince Street, there will be historic photographs and interpretation related to the ODBC's history on the first floor and viewable from the future park.

(2) Is the building or structure of such interest that it could be made into an historic shrine?

A historic shrine, used in the secular sense of the word, refers to a landmark place with historical value that is also devoted to the commemoration of a well-known historical figure. Examples include George Washington's Mount Vernon and Thomas Jefferson's Monticello, and in the City of Alexandria, John Carlyle's house, the Lee-Fendall House and the George Washington Masonic Memorial. Such buildings are of such historical significance, often due to a combination of architectural and historic significance and the site being associated with a famous historical figure, that the building itself is made into a museum site open to the public. Therefore, staff finds that this particular boat house would not qualify as an historic shrine.

(3) Is the building or structure of such old and unusual or uncommon design, texture and material that it could not be reproduced or be reproduced only with great difficulty?

The oldest part of 1 King Street was constructed in 1923, around the time that mass production was taking hold in the United States. Starting in the 1920s, most windows were no longer made with cylinder glass and mass-produced materials were used for the majority of construction projects. Additionally, the substantial and later building campaigns removed or altered much of the original material such that the textures and materials found at the existing building come from the second half of the 20th century. The design of this building – a two-story rectangular structure oriented to the river – was a functional approach intended to provide boat storage, locker areas and a social hall. The stylistic details of the building, both in its original form and even more so in its current form, are extremely limited due to the functional purpose of the building. As noted in the history report abstract, simple elements of the Shingle or Stick Style (porch brackets) and Mediterranean Revival style (red tile roof) were minimally applied and not part of a cohesive or intentional stylistic design. Therefore, staff does not find that the building as a whole represents an old, unusual or uncommon design and is constructed of readily available modern materials. Because significant portions of this simple building have been replaced with commonly-available modern materials, it would not be difficult to reproduce the structure.

² *The Washington Herald*, August 22, 1880, as cited in Old Dominion Boat Club 1 and 2 King Street, Alexandria, Virginia, by Anna Maas and Jean Stoll, February 2017.

The only original components from the 1923 construction include the chimney and the form of the second-story open porch on the south elevation. The chimney is constructed of wire-cut modern brick and Portland cement mortar, both readily available modern materials. Because the brick has Portland cement mortar, it would be extremely difficult to adequately salvage that brick. Staff finds that the second-story porch on the south elevation is an interesting and uncommon design feature constructed as part of the 1923 design, although the original materials have been replaced and reinforced over the years, based on field investigation. This porch element has simple wooden brackets, characteristic of the Stick or Shingle Style, and perhaps the only “stylistic” element of the entire building (Figure 1). These elements were used on The Beachcombers building at O Prince Street and are recalled in the design of the new ODBC building. Therefore, staff recommends that there be a condition requiring more complete documentation of this element with large-scale detailed measured drawings.



Figure 1. South elevation showing open second story porch.

(4) Would retention of the building or structure help preserve the memorial character of the George Washington Memorial Parkway?

Not applicable.

(5) Would retention of the building or structure help preserve and protect an historic place or area of historic interest in the city?

Without doubt, the Alexandria waterfront has been an essential part of the city and the reason for settlement in this location. The Waterfront Small Area Plan, adopted in 2012, included a History Plan that examined the extant buildings on the waterfront from the 18th century through the mid-20th century. Through the planning process the 18th- and 19th-century buildings have been

determined to be historically and architecturally significant and many have been rehabilitated in recent years. The Waterfront Plan involved an extensive community engagement process that included a number of public meetings and outreach. Although neither the BAR nor City Council formally approved any demolition as part of the Plan, the design schemes envisioned that some non-historic and 20th-century buildings would be removed as part of its implementation. Additionally, in 2016, the BAR approved a palette of Common Elements for the Waterfront Plan area that included elements related to historic interpretation for the broader plan area and specific site ideas.

Since 2010, the BAR has approved some demolition of 20th-century waterfront structures, recognizing that many of these later buildings, some reusing historic foundations and others employing 20th-century utilitarian materials such as corrugated metal, do not meet any of the criteria related to a Permit to Demolish. For example, the BAR approved Permits to Demolish for the metal warehouse buildings at Robinson Terminal South (300 block of South Union Street), the metal warehouse that was at one time the Alexandria Yacht building at 210 The Strand and parged brick building that was home to Alexandria Marine for many years at 226 The Strand. For the latter building, extensive historical and field research determined that portions contained late 19th-century brick and so the BAR conditioned approval of a Permit to Demolish on the careful dismantling and salvage of that brick for historic interpretation in the future waterfront parks. Regarding the building at 0 Prince Street, constructed as the Beachcombers Restaurant building and then later used for commercial and industrial purposes, the BAR determined that the concrete block building was significant for cultural rather than architectural reasons. Therefore, when the ODBC proposed a design for the site, staff and the BAR noted that the new construction should recall the previous building's character-defining features, including its simple rectangular form and projecting second-story balcony on three sides.

The land at 1 King Street, once home to the ferry terminal for the Washington Steamboat Company and then one of four sites associated with the ODBC history, can still convey its historical role as part of comprehensive historic interpretation efforts on the waterfront. Further, the historic waterfront buildings such as the Fitzgerald's Warehouse, the Torpedo Factory and 2 Duke Street, as well as several restored warehouses on South Union Street, will continue to preserve the character of the historic waterfront area. Thus, based on the absence of historic integrity at 1 King Street, staff does not believe that retaining the building would preserve and protect an historic part of the city.

(6) Would retention of the building or structure promote the general welfare by maintaining and increasing real estate values, generating business, creating new positions, attracting tourists, students, writers, historians, artists and artisans, attracting new residents, encouraging study and interest in American history, stimulating interest and study in architecture and design, educating citizens in American culture and heritage, and making the city a more attractive and desirable place in which to live?

The building at 1 King Street, for much of its existence was a simple, utilitarian structure for a local boating club. Unlike the collection of history-drenched, high-style boat houses found on Boathouse Row in Philadelphia, or even the iconic Shingle Style Washington Canoe Club at the edge of Georgetown, the building at 1 King Street, even in its original condition, did not represent historic boat club architecture as a building type (Figure 2). Its evolution over the years is

reflective of its utilitarian and social purpose for club members. The building itself is not noteworthy or possessing of historic or architectural significance. Therefore, its retention as a building with multiple later 20th-century components would not stimulate interest and study in architecture and design or further education related to American culture. The history of the ODBC, an important institution within the City, will continue to be conveyed at the new structure under construction at 0 Prince Street and as part of a broader interpretation of waterfront history.



Figure 2. Photo of Washington Canoe Club, local boat club designed in the Shingle Style, on banks of Potomac River (Source: Washington Canoe Club).

(7) In the instance of a building or structure owned by the city or the redevelopment and housing authority, such building or structure having been acquired pursuant to a duly approved urban renewal (redevelopment) plan, would retention of the building or structure promote the general welfare in view of needs of the city for an urban renewal (redevelopment) project?

Not applicable. The Waterfront Small Area Plan is not considered an urban renewal (redevelopment) plan.

All buildings evolve as occupancy, architectural styles, tastes in fashion and uses change over time and construction technologies evolve. In time, those physical changes can become historically important in their own right as a physical record of the building's evolution; this concept of *pastiche* is recognized nationally by preservationists. However, staff does not believe relatively recent changes to a building have historical significance and that those recent changes likely lack architectural or cultural merit.

In summary, staff recommends the approval of a Permit to Demolish for the demolition of the existing building at 1 King Street with the condition that the second-story porch on the south elevation be more thoroughly documented and that all photographs, measured drawings and the history report be deposited in hard copy and electronic format at Special Collections and Planning & Zoning.

STAFF

Catherine K. Miliaras, Principal Planner, Planning & Zoning
Al Cox, FAIA, Historic Preservation Manager, Planning & Zoning

IV. CITY DEPARTMENT COMMENTS

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

Zoning Comments

The site is located in the WPR/Waterfront park and recreation zone and is currently occupied by the Old Dominion Boat Club. The subject property is an empty two-story building. The applicant is proposing to demolish the existing structure in its entirety.

- F-1 There have been no variances or special exceptions previously granted for the subject property.
- F2 On May 4, 1965 SIT65-007 was approved for a two-story addition totaling 1,381 square feet of floor area.
- F3 The subject site is part of DSUP2016-00035.
- C-1 Proposed demolition project complies with zoning.

Code Administration

No comments received.

Transportation and Environmental Services

No comments received.

Alexandria Archaeology

- F-1 The property consists of two lots, each had been located within the Potomac River when the City of Alexandria was founded. By the 1780s, a mud flat was in-filled forming a new

shoreline to the west of the western boundary of the project area. After the City granted to adjacent landowners the development rights to the newly formed land, two wharves, one on each lot, were constructed into the Potomac River. Known as Ramsay's and Fitzgerald's/Irwin's wharves after long-term owners, both served Alexandria for nearly 150 years. The two wharves were not static during their 150-year existence. Ownership changed, and structures were constructed and demolished with new structures then built. The structures included waiting rooms and offices for steamship and ferry operators and freight warehouses, with the nature of the buildings providing evidence for the function of the two wharves. While the structures appeared to be of small scale through the end of the nineteenth century, a large brick waiting room and office building was constructed on Ramsay's wharf early in the twentieth century. In the second quarter of the twentieth century, the area between the structures was in-filled. With the in-filling of the two wharves, the Old Dominion Boat Club constructed a club structure and associated parking lot that were separated by King Street Park and an extension of King Street.

- F-2 An archaeological consulting firm has completed a Documentary Study for this project. The demolition of the ODBC Clubhouse is expected to have minimal impact on the below-ground archaeological resources. The slab foundation of the building will remain in place. Therefore, no direct archaeological involvement will be necessary for the demolition. (Archaeology)
- R-1 If during the course of the demolition project the contractor discovers a need to dig into the underlying ground surface, the applicant/contractor shall call Alexandria Archaeology (703/746-4399) to monitor ground disturbing activities. (Archaeology)
- R-2 Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
- R-3 The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

V. ATTACHMENTS

1 – Supplemental Materials

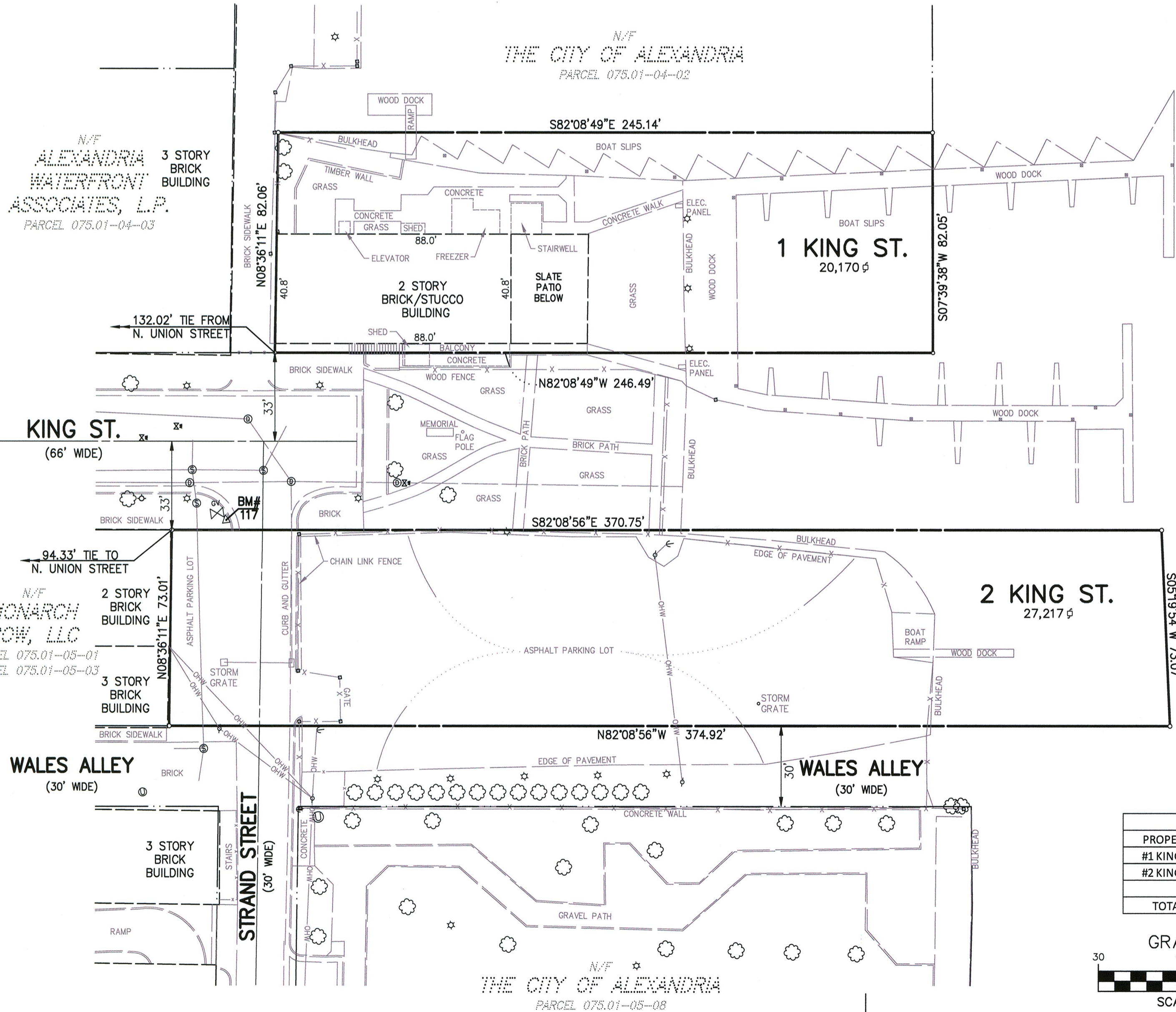
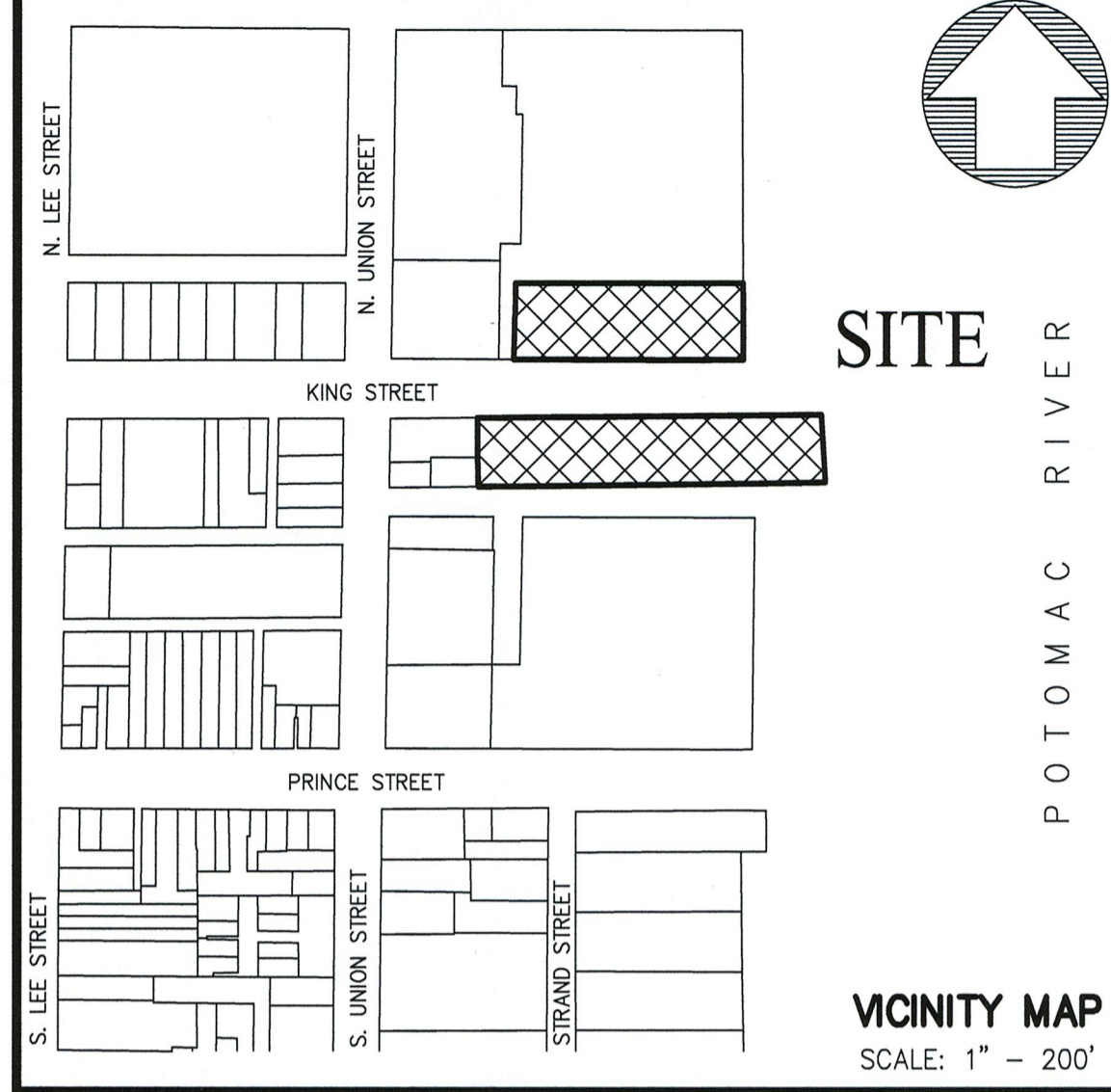
2 – Application for BAR 2017-00063:1 King Street

GENERAL NOTES:

- 1.) THE PROPERTIES SHOWN HEREON ARE IDENTIFIED AS TAX PARCELS 075.01-04-05 (#1 KING STREET), AND 075.01-05-46 (#2 KING STREET) AND ARE ZONED WPR.
- 2.) TITLE REPORT PROVIDED BY STEWART TITLE AND ESCROW, INC., FILE NO. 1400778 AND FILE NO. 1301916 WITH AN EFFECTIVE DATE OF NOVEMBER 12, 2014. AND HAS BEEN INCORPORATED INTO THIS SURVEY.
- 3.) PLAT IS SUBJECT TO RESTRICTIONS OF RECORD.
- 4.) TOTAL AREA OF THE SUBJECT PROPERTY IS = 47,387 S.F. OR 1.08786 AC.
- 5.) BOUNDARY INFORMATION SHOWN HEREON IS BASED ON A FIELD RUN BOUNDARY SURVEY PREPARED BY CHARLES P. JOHNSON AND ASSOCIATES AND IS REFERENCED TO VIRGINIA STATE GRID NORTH (NAD83).
- 6.) THE PROPERTIES SHOWN HEREON ARE THE PROPERTIES ACQUIRED BY THE OLD DOMINION BOAT CLUB BY DEED RECORDED IN THE FOLLOWING TWO (2) CONVEYANCES: 1.) BY DEED RECORDED IN DEED BOOK 74 AT PAGE 219; AND 2.) BY DEED RECORDED IN DEED BOOK 125 AT PAGE 285, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA.
- 7.) THE SUBJECT PROPERTIES SHOWN HEREON LIE IN ZONE "AE - BASE FLOOD ELEVATION DETERMINED", SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 0.2% ANNUAL CHANCE FLOOD AS SHOWN ON THE FLOOD INSURANCE RATE MAP, MAP NUMBER 5155190041E, REVISED JUNE 16, 2011.

LEGEND:

- ☉ - TREE
- ⊙ - STORM MANHOLE
- ⊙ - SEWER MANHOLE
- ⊙ - WATER VALVE
- ⊙ - GAS VALVE
- ⊙ - LIGHT POLE
- ⊙ - FIRE HYDRANT
- △ - BENCHMARK
- ⊙ - POWER POLE
- ⊙ - GUY WIRE
- ⊙ - FENCE POST
- ⊙ - UTILITY MANHOLE
- ⊙ - MARINE UTILITY BOX

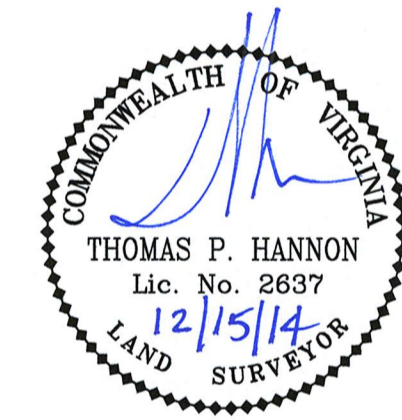


POTOMAC RIVER

VIRGINIA STATE GRID NORTH (NAD83)

SURVEYOR'S CERTIFICATE:

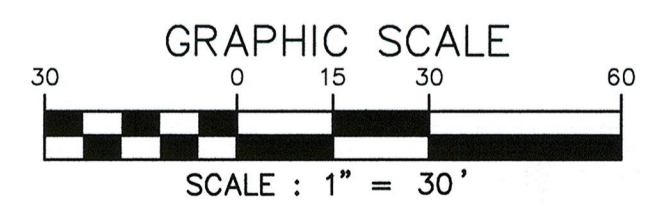
I HEREBY CERTIFY THAT I HAVE CAREFULLY SURVEYED THE PROPERTY DELINEATED BY THIS PLAT, AND THAT IT IS CORRECT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF; THAT IT IS A SURVEY OF THE PROPERTY ACQUIRED BY THE OLD DOMINION BOAT CLUB BY THE FOLLOWING TWO (2) CONVEYANCES: 1.) DEED BOOK 74 AT PAGE 219; AND 2.) DEED BOOK 125 AT PAGE 285 ALL AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.



THOMAS P. HANNON
LICENSED LAND SURVEYOR
VA NO. 2637

Application Package
BAR2017-00063
1 King Street
2/13/2017

AREA TABULATION		
PROPERTY	SQ. FT.	ACRES
#1 KING ST	20,170	0.46304
#2 KING ST	27,217	0.62482
TOTAL	47,387	1.08786



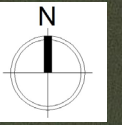
SHEET 1 OF 1
PLAT OF SURVEY
THE PROPERTY OF
THE OLD DOMINION BOAT CLUB
(DEED BOOK 74 AT PAGE 219)
(DEED BOOK 125 AT PAGE 285)

ALSO KNOWN AS
#1 AND #2 KING STREET

AND BEING ALL OF
TAX PARCEL 075.01-04-05
TAX PARCEL 075.01-05-04

CITY OF ALEXANDRIA, VIRGINIA
SCALE: 1" = 30' - DATE: DECEMBER, 2014

CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape • Architects • Surveyors
3959 Pender Dr., Ste. 210 Fairfax, VA 22030 703-385-7555 Fax: 703-273-8595
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • College Park, MD • Frederick, MD • Fairfax, VA



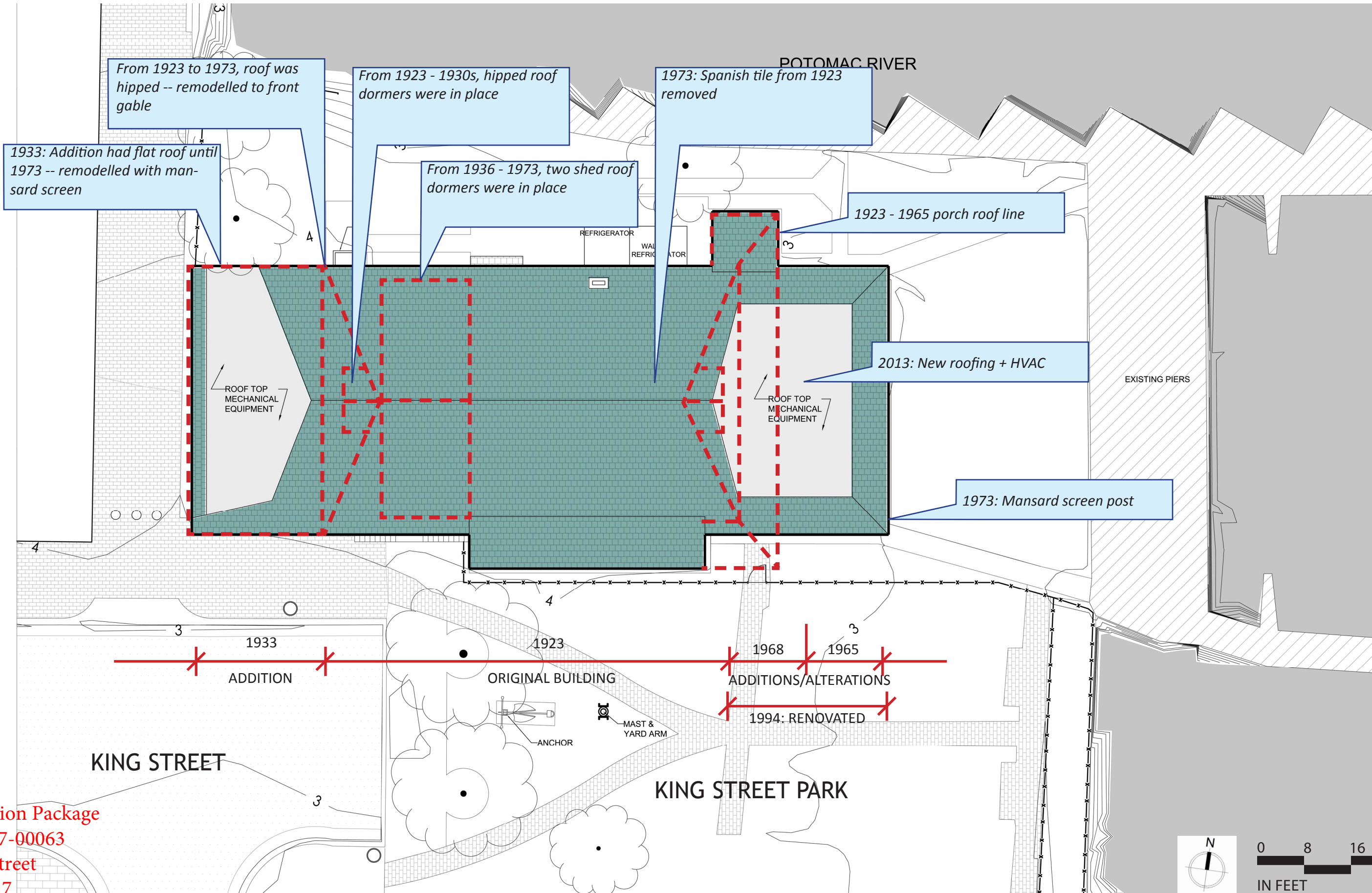
Application Package
BAR2017-00063
1 King Street
2/13/2017



DEMOLITION APPLICATION
1 KING STREET
OLD DOMINION BOAT CLUB

CONTEXT MAP
12





Application Package
 BAR2017-00063
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1923: Bar at west end

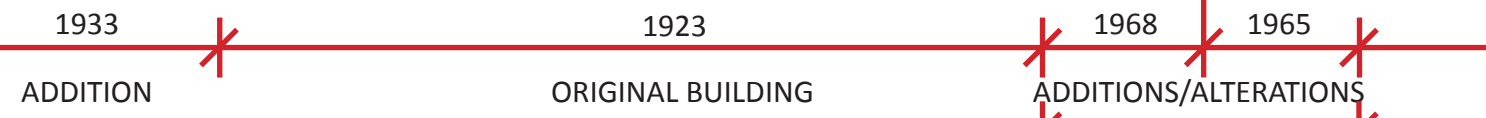
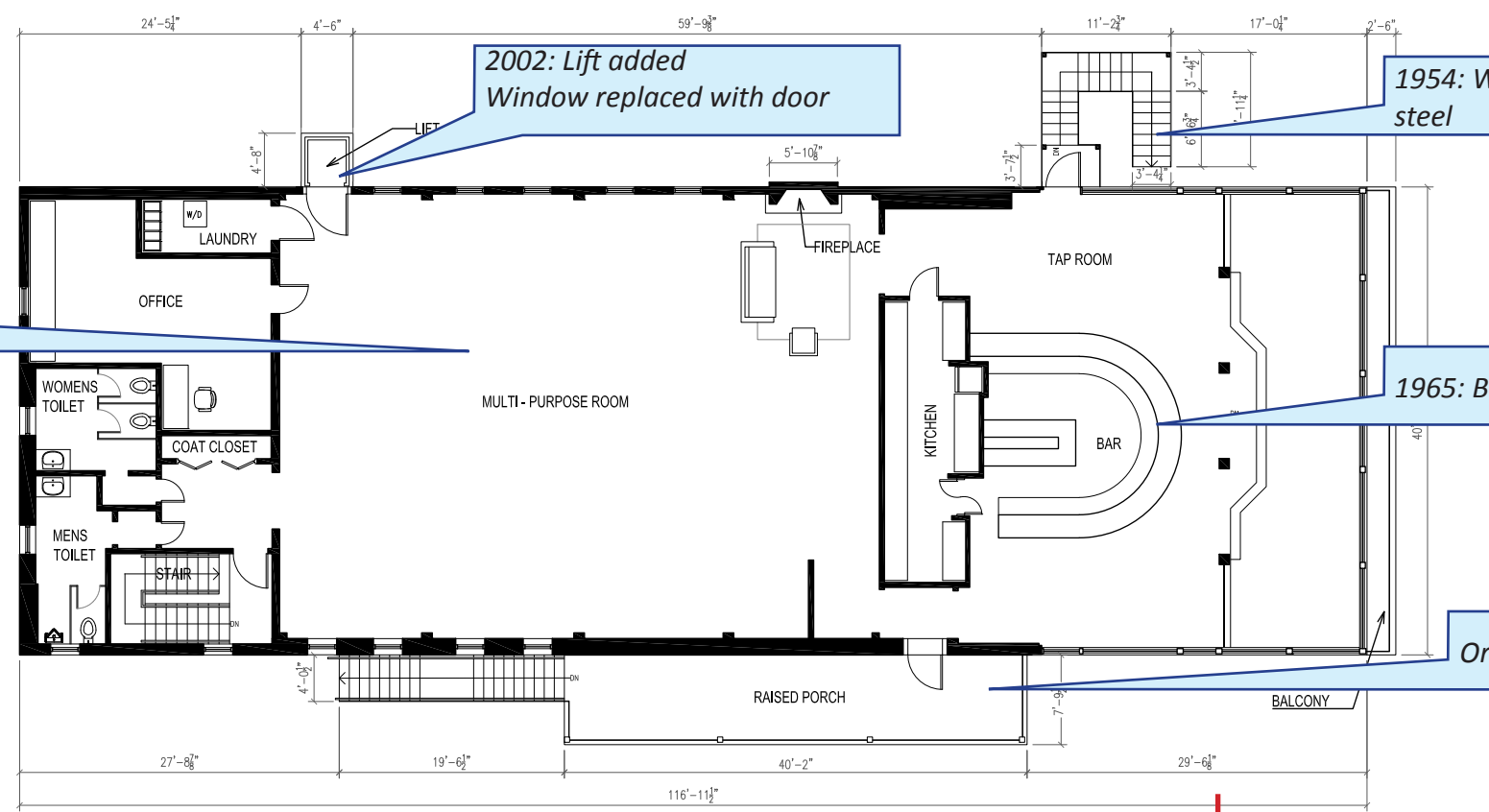
2002: Lift added
Window replaced with door

1954: Wood stair replaced with steel

1965: Bar moved to east end

Original

UPPER FLOOR



Shower added 1963

1994: RENOVATED TAP ROOM

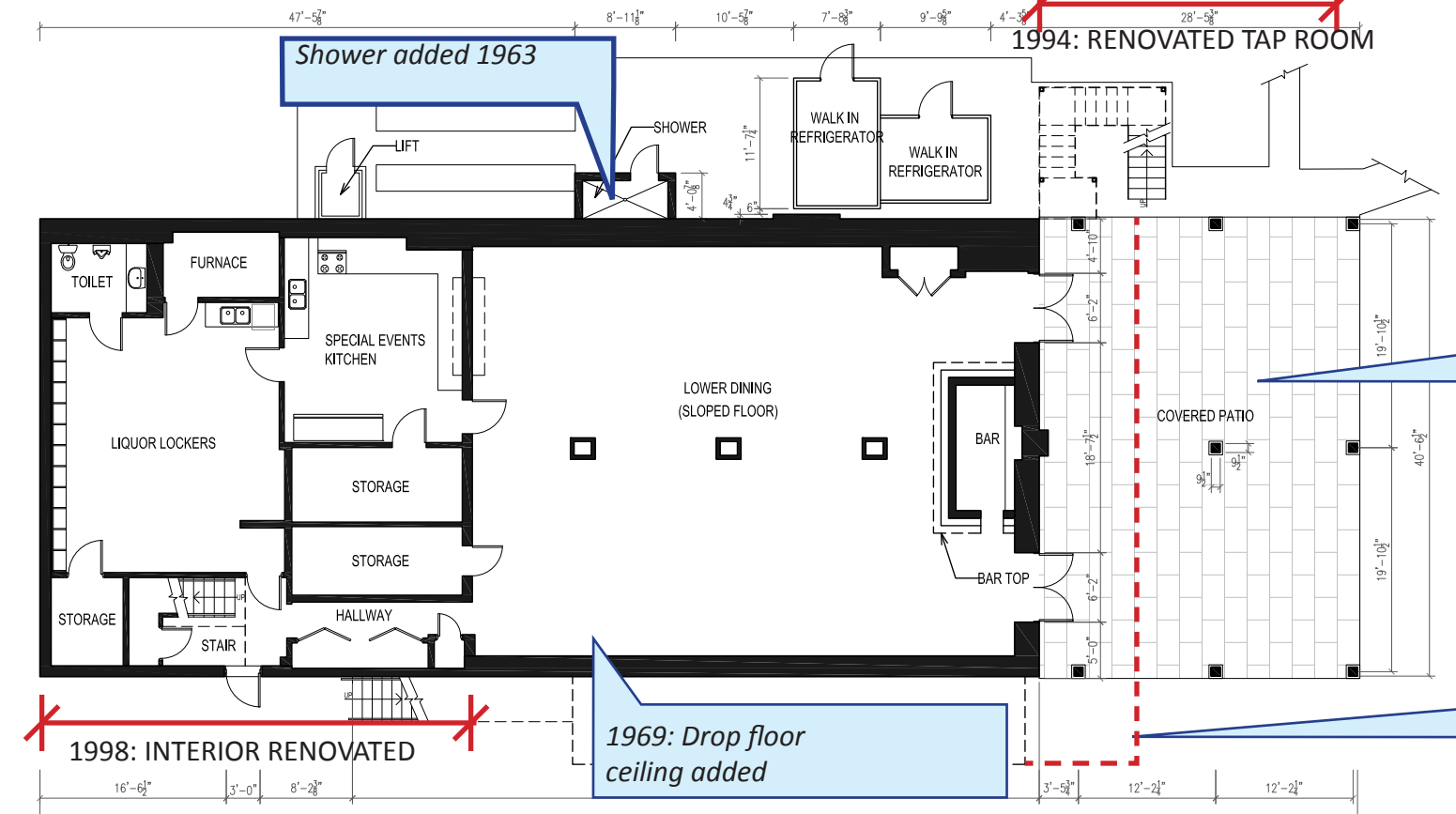
1994: RENOVATED

1967: Patio added, renovated 2002

Original porch

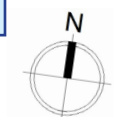
1969: Drop floor ceiling added

1998: INTERIOR RENOVATED



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GROUND FLOOR



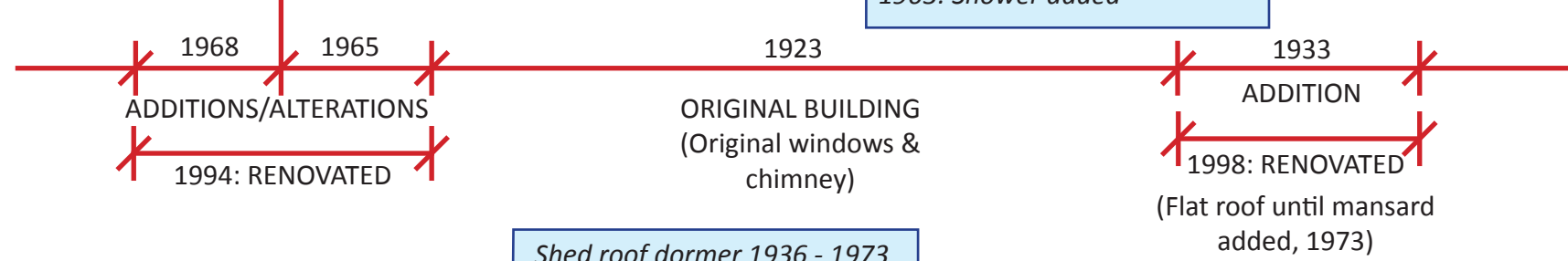
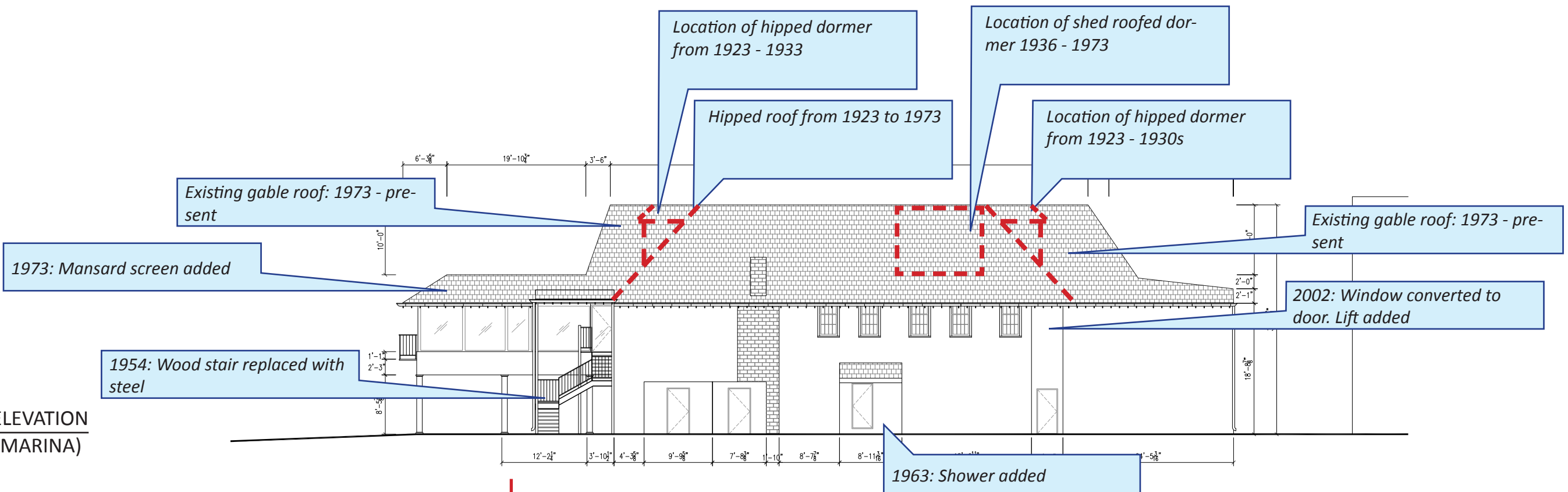
DEMOLITION APPLICATION
1 KING STREET
OLD DOMINION BOAT CLUB

FLOOR PLANS
14



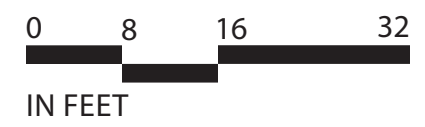
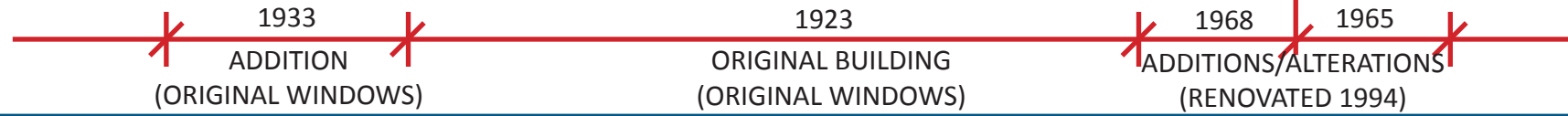
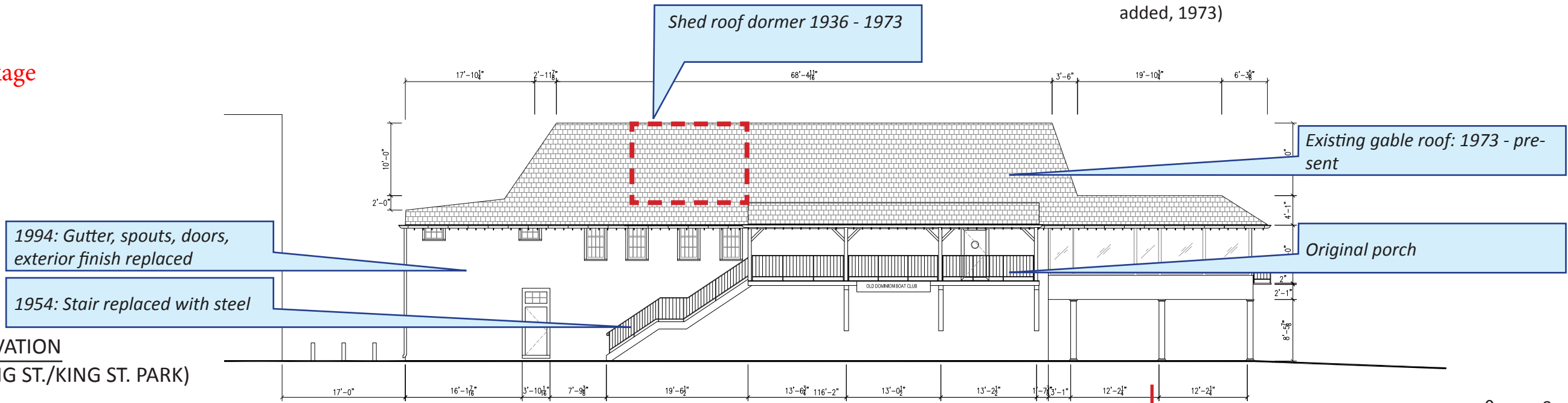
MICHAEL WINSTANLEY
ARCHITECTS & PLANNERS

**NORTH ELEVATION
(FACING MARINA)**



Application Package
BAR2017-00063
1 King Street
2/13/2017

**SOUTH ELEVATION
(FACING KING ST./KING ST. PARK)**

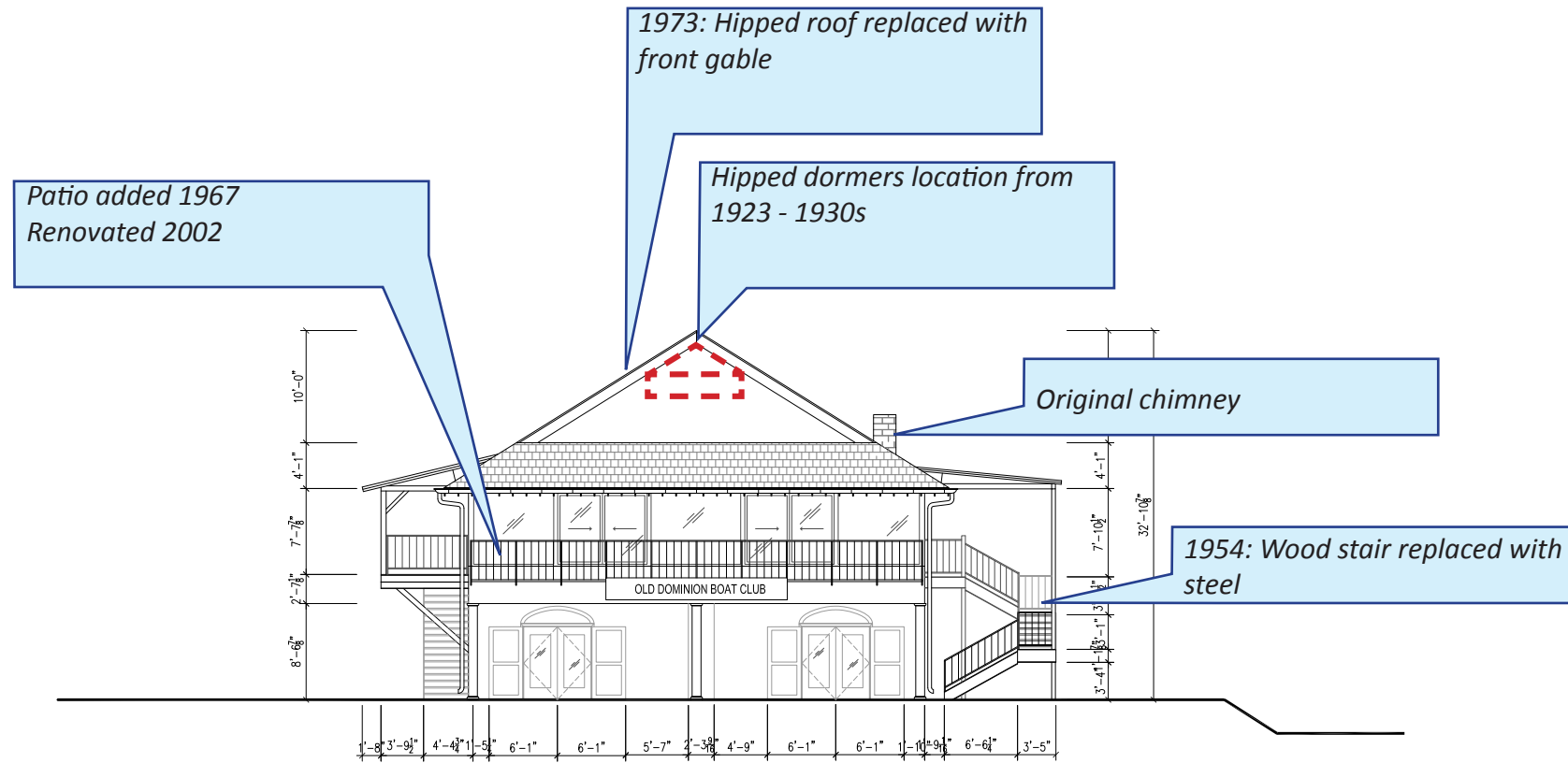


DEMOLITION APPLICATION
1 KING STREET
OLD DOMINION BOAT CLUB

ELEVATIONS
15

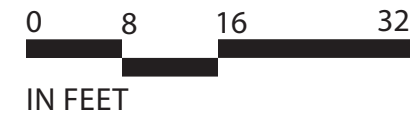
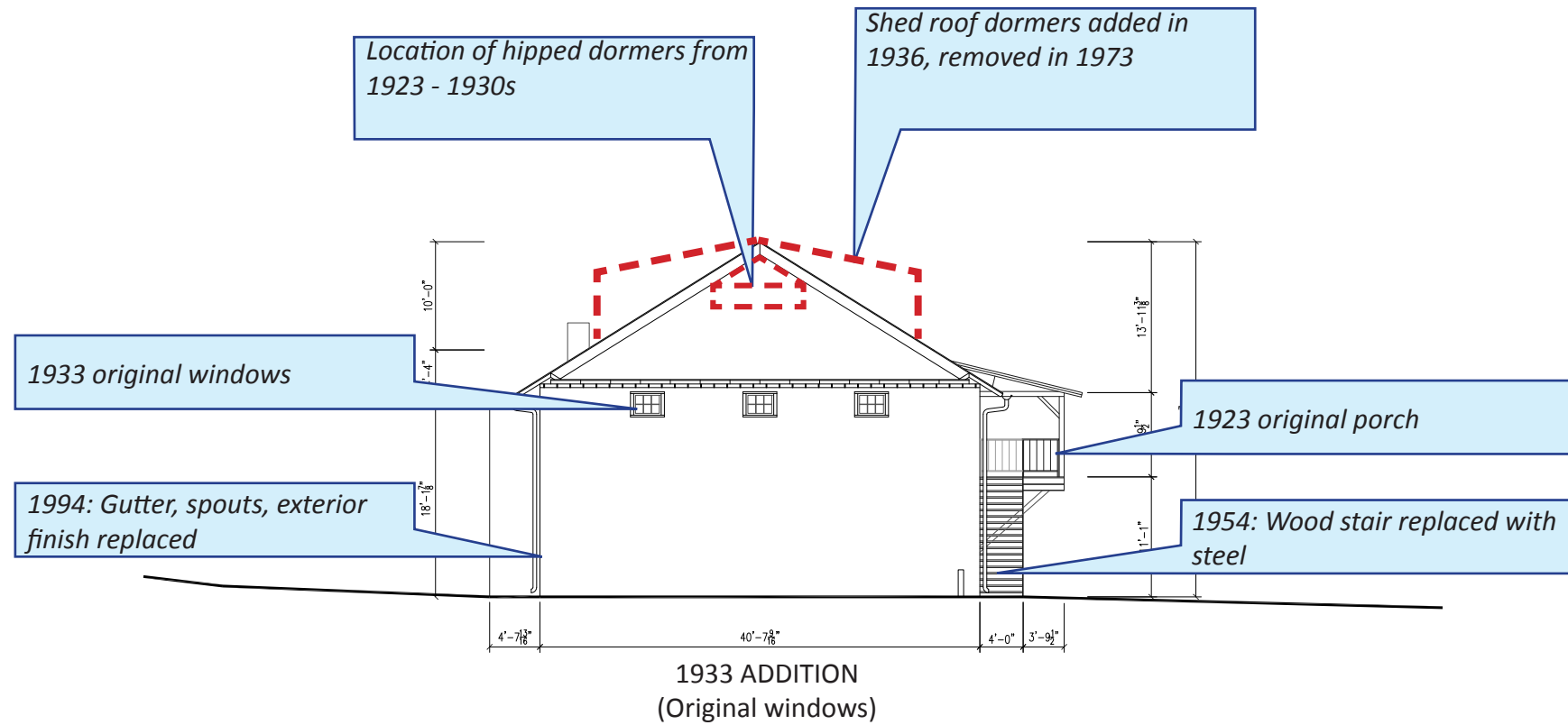


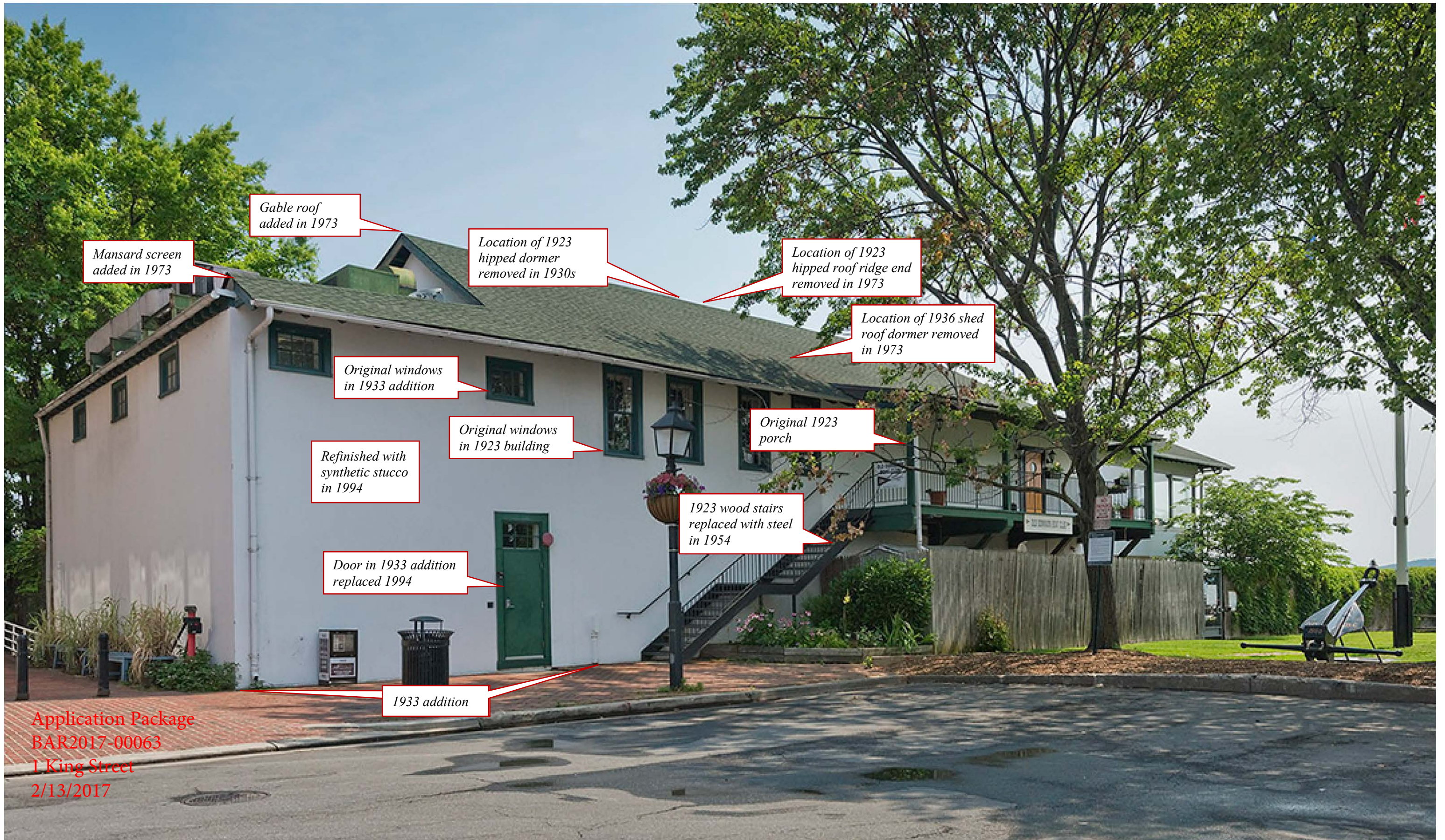
**EAST ELEVATION
(FACING RIVER)**



Application Package
BAR2017-00063
1 King Street
2/13/2017

**WEST ELEVATION
(AT ALLEY)**





Mansard screen added in 1973

Gable roof added in 1973

Location of 1923 hipped dormer removed in 1930s

Location of 1923 hipped roof ridge end removed in 1973

Location of 1936 shed roof dormer removed in 1973

Original windows in 1933 addition

Original windows in 1923 building

Original 1923 porch

Refinished with synthetic stucco in 1994

1923 wood stairs replaced with steel in 1954

Door in 1933 addition replaced 1994

1933 addition

Application Package
BAR2017-00063
1 King Street
2/13/2017



DEMOLITION APPLICATION
1 KING STREET
OLD DOMINION BOAT CLUB

SOUTH WEST VIEW
(FROM KING STREET)





1923 Spanish tile removed in 1973

Location of 1923 hipped roof ridge end removed in 1973

Location of 1923 hipped dormer removed in 1930s

Gable roof added in 1973

Mansard screen added in 1973

Original 1923 porch

1923 porch removed and enclosed porch added in 1965

1965 porch addition enclosed in 1968

Application Package
BAR2017-00063
1 King Street
2/13/2017



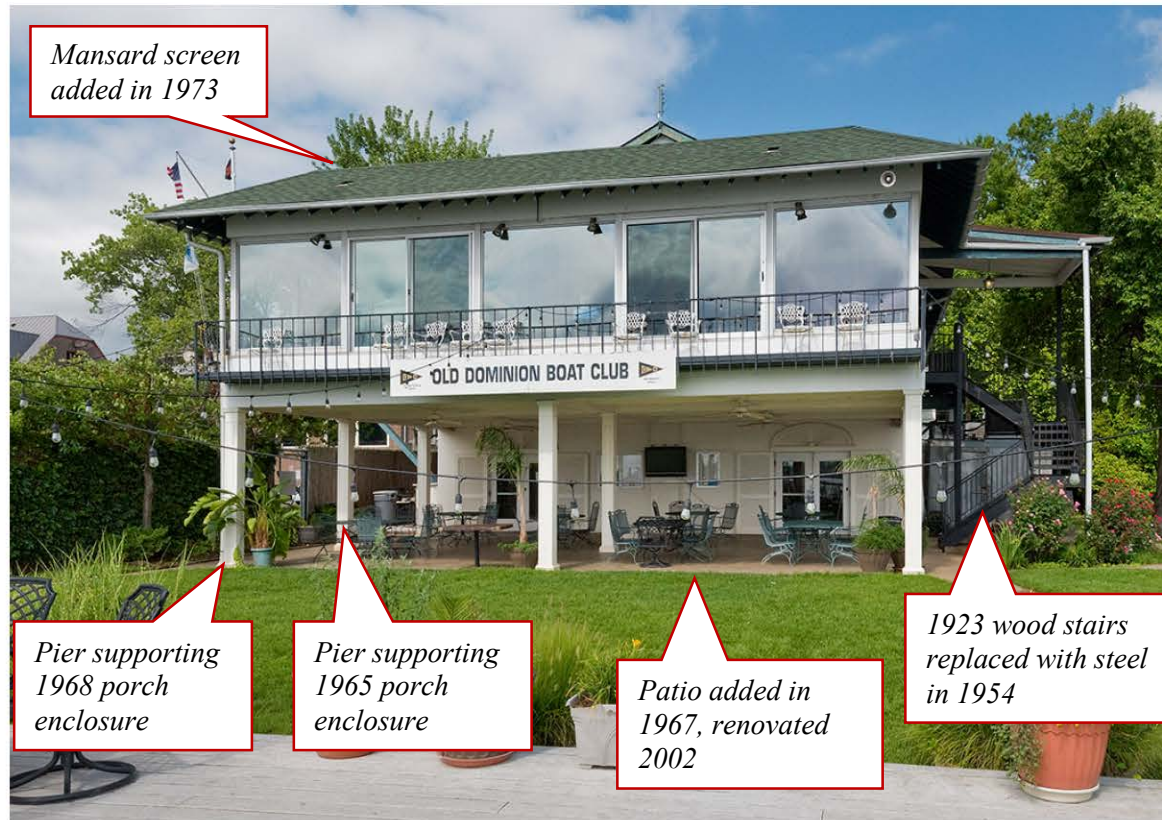
DEMOLITION APPLICATION
1 KING STREET
OLD DOMINION BOAT CLUB

SOUTH EAST VIEW
(FROM KING STREET PARK)



Stantec

MICHAEL WINSTANLEY
ARCHITECTS & PLANNERS



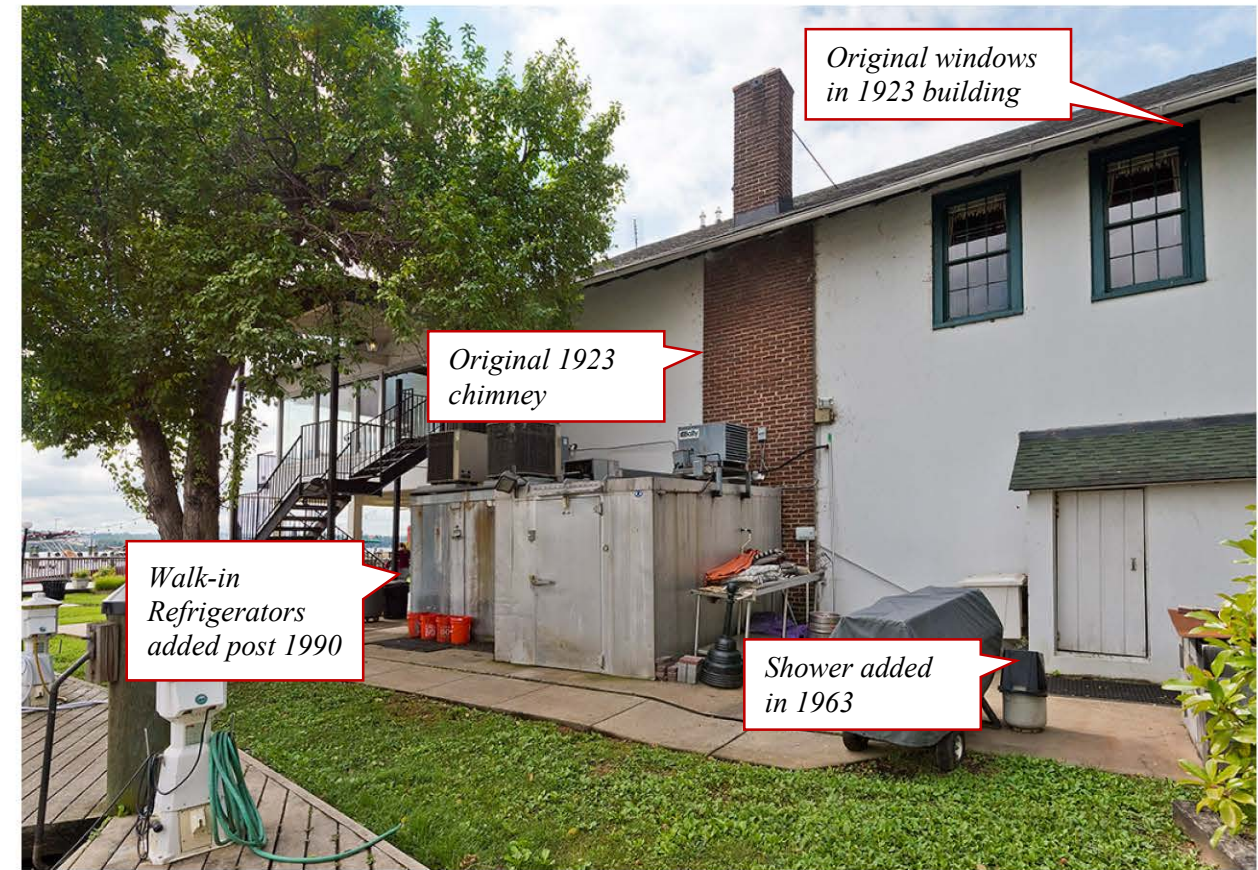
EAST ELEVATION FROM EAST PIER @ RIVER



SOUTH ELEVATION FROM UPPER FLOOR PORCH @ KING STREET



NORTH ELEVATION FROM MARINA



NORTH ELEVATION FROM MARINA

Application Package
 BAR2017-00063
 1 King Street
 2/13/2017



DEMOLITION APPLICATION
 1 KING STREET
 OLD DOMINION BOAT CLUB

EXTERIOR VIEWS

ADDRESS OF PROJECT: 1 King Street

TAX MAP AND PARCEL: 075.01-04-05 ZONING: WPR

APPLICATION FOR: (Please check all that apply)

- CERTIFICATE OF APPROPRIATENESS
- PERMIT TO MOVE, REMOVE, ENCAPSULATE OR DEMOLISH
(Required if more than 25 square feet of a structure is to be demolished/impacted)
- WAIVER OF VISION CLEARANCE REQUIREMENT and/or YARD REQUIREMENTS IN A VISION CLEARANCE AREA (Section 7-802, Alexandria 1992 Zoning Ordinance)
- WAIVER OF ROOFTOP HVAC SCREENING REQUIREMENT
(Section 6-403(B)(3), Alexandria 1992 Zoning Ordinance)

Applicant: Property Owner Business (Please provide business name & contact person)

Name: City of Alexandria

Address: 301 King Street

City: Alexandria State: VA Zip: 22314

Phone: E-mail :

Authorized Agent (if applicable): Attorney Architect

Name: Phone:

E-mail:

Legal Property Owner:

Name: City of Alexandria

Address: 301 King Street

City: Alexandria State: VA Zip: 22314

Phone: E-mail:

- Yes No Is there an historic preservation easement on this property?
- Yes No If yes, has the easement holder agreed to the proposed alterations?
- Yes No Is there a homeowner's association for this property?
- Yes No If yes, has the homeowner's association approved the proposed alterations?

If you answered yes to any of the above, please attach a copy of the letter approving the project.

NATURE OF PROPOSED WORK: *Please check all that apply*

- NEW CONSTRUCTION
- EXTERIOR ALTERATION: *Please check all that apply.*
 - awning fence, gate or garden wall HVAC equipment shutters
 - doors windows siding shed
 - lighting pergola/trellis painting unpainted masonry
 - other _____
- ADDITION
- DEMOLITION/ENCAPSULATION
- SIGNAGE

DESCRIPTION OF PROPOSED WORK: *Please describe the proposed work in detail (Additional pages may be attached).*

Complete demolition of existing structure, partial pile supports and all accessory structures and site features. See attached Architect's Statement for additional information.

SUBMITTAL REQUIREMENTS:

Items listed below comprise the **minimum supporting materials** for BAR applications. Staff may request additional information during application review. Please refer to the relevant section of the *Design Guidelines* for further information on appropriate treatments.

Applicants must use the checklist below to ensure the application is complete. Include all information and material that are necessary to thoroughly describe the project. Incomplete applications will delay the docketing of the application for review. Pre-application meetings are required for all proposed additions. All applicants are encouraged to meet with staff prior to submission of a completed application.

Electronic copies of submission materials should be submitted whenever possible.

Demolition/Encapsulation : *All applicants requesting 25 square feet or more of demolition/encapsulation must complete this section. Check N/A if an item in this section does not apply to your project.*

- N/A Survey plat showing the extent of the proposed demolition/encapsulation.
- Existing elevation drawings clearly showing all elements proposed for demolition/encapsulation.
- Clear and labeled photographs of all elevations of the building if the entire structure is proposed to be demolished.
- Description of the reason for demolition/encapsulation.
- Description of the alternatives to demolition/encapsulation and why such alternatives are not considered feasible.

Additions & New Construction: *Drawings must be to scale and should not exceed 11" x 17" unless approved by staff. All plans must be folded and collated into 3 complete 8 1/2" x 11" sets. Additional copies may be requested by staff for large-scale development projects or projects fronting Washington Street. Check N/A if an item in this section does not apply to your project.*

- N/A
- Scaled survey plat showing dimensions of lot and location of existing building and other structures on the lot, location of proposed structure or addition, dimensions of existing structure(s), proposed addition or new construction, and all exterior, ground and roof mounted equipment.
 - FAR & Open Space calculation form.
 - Clear and labeled photographs of the site, surrounding properties and existing structures, if applicable.
 - Existing elevations must be scaled and include dimensions.
 - Proposed elevations must be scaled and include dimensions. Include the relationship to adjacent structures in plan and elevations.
 - Materials and colors to be used must be specified and delineated on the drawings. Actual samples may be provided or required.
 - Manufacturer's specifications for materials to include, but not limited to: roofing, siding, windows, doors, lighting, fencing, HVAC equipment and walls.
 - For development site plan projects, a model showing mass relationships to adjacent properties and structures.

Signs & Awnings: *One sign per building under one square foot does not require BAR approval unless illuminated. All other signs including window signs require BAR approval. Check N/A if an item in this section does not apply to your project.*

- N/A
- Linear feet of building: Front: _____ Secondary front (if corner lot): _____.
 - Square feet of existing signs to remain: _____.
 - Photograph of building showing existing conditions.
 - Dimensioned drawings of proposed sign identifying materials, color, lettering style and text.
 - Location of sign (show exact location on building including the height above sidewalk).
 - Means of attachment (drawing or manufacturer's cut sheet of bracket if applicable).
 - Description of lighting (if applicable). Include manufacturer's cut sheet for any new lighting fixtures and information detailing how it will be attached to the building's facade.

Alterations: *Check N/A if an item in this section does not apply to your project.*

- N/A
- Clear and labeled photographs of the site, especially the area being impacted by the alterations, all sides of the building and any pertinent details.
 - Manufacturer's specifications for materials to include, but not limited to: roofing, siding, windows, doors, lighting, fencing, HVAC equipment and walls.
 - Drawings accurately representing the changes to the proposed structure, including materials and overall dimensions. Drawings must be to scale.
 - An official survey plat showing the proposed locations of HVAC units, fences, and sheds.
 - Historic elevations or photographs should accompany any request to return a structure to an earlier appearance.

ALL APPLICATIONS: *Please read and check that you have read and understand the following items:*

- I have submitted a filing fee with this application. (Checks should be made payable to the City of Alexandria. Please contact staff for assistance in determining the appropriate fee.)
- I understand the notice requirements and will return a copy of the three respective notice forms to BAR staff at least five days prior to the hearing. If I am unsure to whom I should send notice I will contact Planning and Zoning staff for assistance in identifying adjacent parcels.
- I, the applicant, or an authorized representative will be present at the public hearing.
- I understand that any revisions to this initial application submission (including applications deferred for restudy) must be accompanied by the BAR Supplemental form and 3 sets of revised materials.

The undersigned hereby attests that all of the information herein provided including the site plan, building elevations, prospective drawings of the project, and written descriptive information are true, correct and accurate. The undersigned further understands that, should such information be found incorrect, any action taken by the Board based on such information may be invalidated. The undersigned also hereby grants the City of Alexandria permission to post placard notice as required by Article XI, Division A, Section 11-301(B) of the 1992 Alexandria City Zoning Ordinance, on the property which is the subject of this application. The undersigned also hereby authorizes the City staff and members of the BAR to inspect this site as necessary in the course of research and evaluating the application. The applicant, if other than the property owner, also attests that he/she has obtained permission from the property owner to make this application.

APPLICANT OR AUTHORIZED AGENT:

Signature: _____

Printed Name: _____

Date: _____

Supplement to application
Permit to Demolish, 1 King Street
Applicant: City of Alexandria, Department of Project Implementation

Description of the Reasons for Demolition:

The Department of Project Implementation is requesting a Permit to Demolish the building located at 1 King Street within the Old and Historic Alexandria District because the building no longer retains its historic architectural integrity and demolition is necessary in order to implement the City's vision for this important intersection at King Street and the Potomac River.

The building at 1 King Street has undergone many alterations over the years. Each of the major additions and the multitude of minor improvements have all but eliminated most of the character and specific detailing of the original structure. Most notably missing are the roof and dormers on the east and west sides, and the porch on the second story. Gone too are the original roof tiles. With all these modifications, the existing structure today bears very little resemblance (architecturally) to the original structure.

The City Council expressed its vision for this important Waterfront location in the Waterfront Small Area Plan adopted by the City Council in January of 2012. The demolition of the building at 1 King Street is necessary to achieve two of the most important goals Alexandrians have for their waterfront: (1) for the public to gain access to the entire shoreline, from Daingerfield Island to Jones Point and (2) to have a great public space where King Street meets the Potomac River, the center of Alexandria's historic waterfront.

Description of the alternatives to demolition and why such alternatives are not considered feasible:

The only potential alternative to demolition would be retention of the building to be used for public purpose. Retention of the building is not feasible because of regular flood events, building codes, energy codes, accessibility regulations and regulations for structures in the flood plain have changed considerably since the structure was originally constructed making the building substantially non-compliant with those current regulations. Bringing the existing structure into compliance would require extensive alterations that would further erode the building's historic character and would not result in the implementation of the vision

Old Dominion Boat Club 1 and 2 King Street Alexandria, Virginia

WSSI #22881.01

Property History February 2017

Prepared for:
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ABSTRACT

Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc. (WSSI), of Gainesville, Virginia prepared a Property History for the Old Dominion Boat Club (ODBC), located on 1 and 2 King Street of Alexandria, Virginia, to assist The City of Alexandria in redeveloping the property into a public plaza. The clubhouse is located in the Old and Historic Alexandria District (OHAD), a local zoning overlay established in 1941. As such, proposed alterations to its exterior are subject to review by the OHAD Board of Architectural Review (BAR) and require a Certificate of Appropriateness (COA). Encompassing most of the original OHAD, including ODBC, Alexandria Historic District (DHR No. 100-0121) was listed in the Virginia Landmarks Register (VLR) on November 5, 1968 and the National Register of Historic Places (NRHP) on March 28, 1969.

In January 2012, City Council approved the Alexandria Waterfront Small Area Plan, which is a 20-to-30-year vision for land along the waterfront, including the study area. In 2014, the city approved the Phase I landscape and flood mitigation design for implementation and purchased the ODBC for the creation of Fitzgerald Square. The plaza will encompass 1 and 2 King Street and the existing King Street Park and total around one acre. As a thriving organization, the ODBC has relocated to 0 Prince Street, the location of the former mid-twentieth century Beachcombers building, just north of the site of their original clubhouse. Designed by Michael Winstanley Architects & Planners, the new building is currently under construction.

Dating to 1923, the ODBC clubhouse at the foot of King Street is the third meeting location and second clubhouse of the organization. First organized in July 1880 to combine physical fitness and sport with a social atmosphere, early members participated in canoeing, sailing, and rowing and added power boating after its rise in popularity at the turn of the century. For its first year, members met in a large hall at approximately the location of 421 King Street before building a utilitarian clubhouse with Shingle Style influences on a wharf at present-day 210 Strand Street in 1881. In 1921, the ODBC purchased the current property at 1 King Street, which contained the vacant Alexandria-Washington Ferry Company office. Deeming the cost to build too high, members voted to put the move on hold in February of 1922; however, on the night of March 21, a fire coincidentally consumed the old ferry company and the original clubhouse blocks apart. With the destruction of both and anticipated pay out from insurance, the members moved forward with plans to build on the ferry site. The present-day clubhouse was built in 1923 by prominent local builder, D. E. Bayliss, who like many of this era used an eclectic mix of Shingle or Stick Style, Arts and Crafts, Prairie, and Spanish/Mediterranean elements to dress up an otherwise vernacular recreational building. Numerous twentieth century alterations have diluted what stylistic influences there were and significantly diminished the architectural integrity of the original design on the exterior and interior. The organization's cultural significance in the context of boat clubs in the U.S. and the evolution of Alexandria's waterfront surpasses the physical property at 1 King Street and will continue with its move to 0 Prince Street.

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INTRODUCTION

The following report contains a property history, which discusses the land that contains the Old Dominion Boat Club (ODBC), located at 1 and 2 King Street, Alexandria, Virginia, from settlement to the present day (Figure 1). EHT Tracerics prepared the chain-of-title and conducted research regarding the early history of the property, and Thunderbird Archeology conducted research regarding the history of the boat club and the study area after the club's acquisition. Material was collected at the following repositories: Alexandria Archeology, City of Alexandria Courthouse, City of Alexandria Office of Historic Preservation, Alexandria Library Barret Branch Special Collections, and City of Alexandria Archives and Records Center. Research was also conducted online at the Virginia Department of Historic Resources, Library of Virginia, Library of Congress, Ancestry.com, and various other sites. Historic images were identified in Special Collections, Alexandria Archeology, and the Library of Congress.

PROPERTY HISTORY

Water Lots

Around 1732, Alexandria emerged on the west bank of the Potomac and the upper side of Great Hunting Creek, where Hugh West had established a tobacco trading post. George Washington surveyed the area in 1749 and created a map, showing the town lots bound by Duke, Royal, and Oronoco Streets and a crescent bay, along which Water Street (present-day Lee Street) ran between West's Point and Point Lumley (Figure 2). In 1751, John Carlyle cleared Duke Street to Point Lumley, and by 1759, the town built a public wharf at its terminus. The following year, the trustees authorized waterfront landowners to extend lots or "bank out" into the bay and improve their properties for personal use (City of Alexandria Minutes 1760). To create additional acreage, owners cut land from the bluffs and spread it out over wrecked ships and other salvaged material. In 1763, additional lots were platted on the south, west, and north sides of the original town limits, as seen in a 1798 town plan (Figure 3). While West's Point and its tobacco warehouses and inspection station formed the early economic hub of Alexandria, Point Lumley became the center of the town's shipbuilding and mercantile trade industry (Smith and Miller 1989).

1 King Street

1749-1845: Ramsay's Wharf

William Ramsay was a merchant from Galloway, Scotland and one of the founders of the Alexandria. He served in various posts, including the Fairfax justice of the peace and the Alexandria postmaster (Michael Miller 1984:99). Ramsay is also known for his account books, printed by Benjamin Franklin, in which he referred to Alexandria as Belhaven (Riker 2009:11). In 1749, William Ramsay acquired Lot 46 at the northeast corner of King and Water Streets (King and N. Lee today) and built the town's first house (Riker 2009:10) (see Figure 2). The property was just off the water about 450 feet inland.




Figure 1: Project Area, City of Alexandria GIS Parcel Viewer

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 Approximate Location of Project Area

Map Source: Washington, George. "A plan of Alexandria, now Belhaven." 1749. Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA dcu. Call Number G3884.A3G46 1749 .W3. Digital Id: g3884a.ct000223 <http://hdl.loc.gov/loc/gmd/g3884a.ct000223>

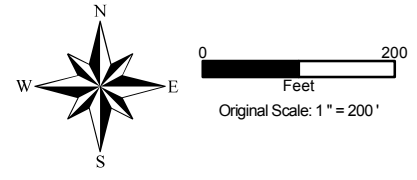



Figure 2: A Plan of Alexandria, Now Belhaven by George Washington, 1749

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 Approximate Location of Project Area

Map Source: Gilpin, George. "Plan of the town of Alexandria in the District of Columbia, 1798." 1798. Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA dcu.
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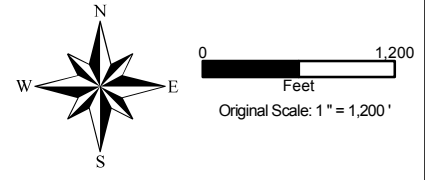


Figure 3: 1798 Plan of the Town of Alexandria in the District of Columbia by George Gilpin

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When the shallow mud flats to the east of Water Street were filled and developed in the 1780s, laying out Union Street, Ramsay began construction of a wharf east of Union Street and north of King (Shephard 1989:4-5). His son, Colonel Dennis Ramsay completed the wharf by 1794 (see Figure 3). Col. Ramsay was a respected merchant in Alexandria, and married Jane Allen Taylor, daughter of an Irish merchant in 1785. As the leader of the Fairfax militia during the Revolutionary War, he had a personal relationship with Gen. Washington and later became Mayor of Alexandria. Col. Ramsay died in 1810, and the wharf property remained in the family until 1841, when it was sold at auction by order of the chancery court of the District of Columbia. The proceeds of the auction were to cover Taylor family debts from the 1820s (Col. Dennis Ramsey n.d.).

1845-1869: The Wheat Family

Alexandria merchant Benoni Wheat operated a warehouse at King Street and the Strand directly west of the wharf. Wheat bought the wharf at auction, including the considerable wooden pier in 1845, and leased it to commercial shippers for eight years (Deed Book G-3:162) (Figure 4). The property was sold at auction after Bernoni's death on February 1, 1853. The winning bidder, Benjamin H. Lambert, sold the property back to John J. Robert, and Benoni Wheat Jr. the same day (Deed Book P-3). The brothers' grocery and merchant firm, J.J. Wheat and Bro., continued to operate in their father's space until 1869, except for the years during the Civil War (Alexandria Gazette [AG] 2 May 1865:3; 27 September 1865:3).


1861-1865: The Civil War

During the Civil War, the United States Office of the Quartermaster General (USQM) took over the waterfront area for the storing, administration and distribution of supplies and material by ship or rail for the prosecution of the war. The first evidence of a building within the study property appears during this period in the 1863 birds-eye view of Alexandria that features the waterfront (Figure 5). The illustration depicts a one-story, gable-roofed building. The 1865 USQM maps of the occupied Alexandria waterfront show the buildings they had constructed or commandeered and their uses, including a guardhouse measuring 30-feet by 12-feet in the study area (Figure 6). After the close of the Civil War, the USQM returned control of the study property to the Wheat family.

1869-1876: The Cooke Family

Henry D. Cooke of Georgetown purchased the lot in 1869 (Deed Book Z-3:492). Originally from Ohio, Cooke built and lost numerous fortunes in banking, law, railroads, and shipping. Among his influences on Washington, D.C. in the 19th century, he was the first territorial governor of the District of Columbia from 1871 to 1873 (*Washington Post* [WP] 25 February 1881). On 16 May 1876, while managing the bankruptcy of the Jay Cooke & Co. estate, Henry Cooke, his wife Laura, and Edwin N. Lewis sold the property, which included the former guardhouse and the wharf.



 Approximate Location of Project Area

Map Source: Ewing, Maskell C. "Plan of the Town of Alexandria, D.C. with the Environs Exhibiting the outlet of the Alexandria Canal, the Shipping Channel, wharves, Hunting Cr., etc.". 1845. Historic Map Scale 1:7800. Library of Congress Geography and Map Division Washington D.C. LoC call #: G3884.A3 1845.E91 Vault

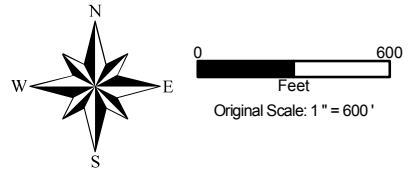
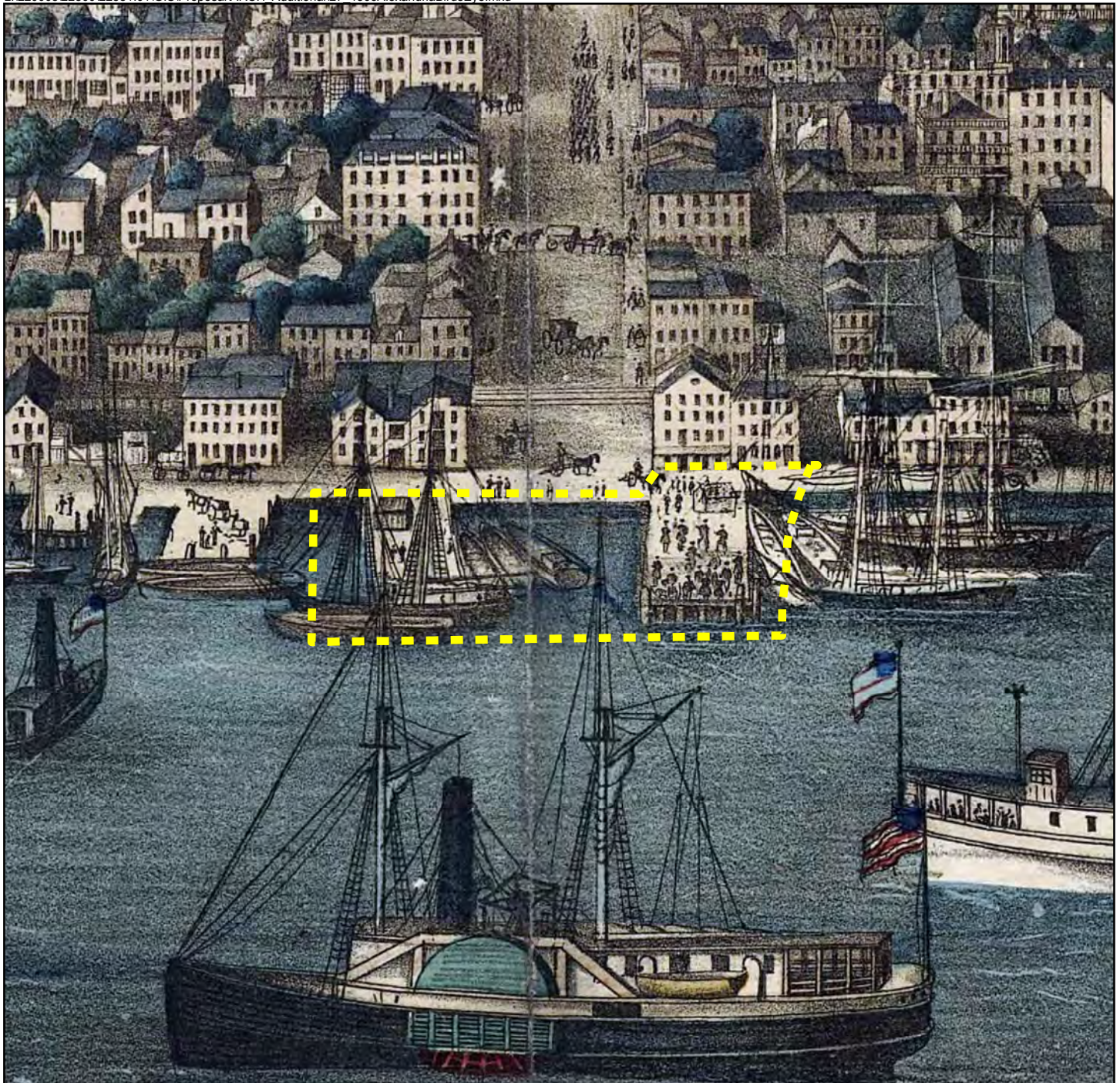


Figure 4: 1845 Ewing Map of Alexandria, Virginia

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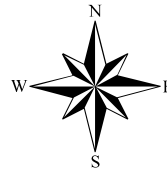
Y UUR%44: : 3QZ3'/'Hgdwtct {'4239





Approximate Location of Project Area

Map Source: "Birds eye view of Alexandria, Va." Magnus, Charles. 1863. G3884.A3A3 1863 .M32 Vault : CW 522.3. Library of Congress Geography and Map Division Washington, D.C.



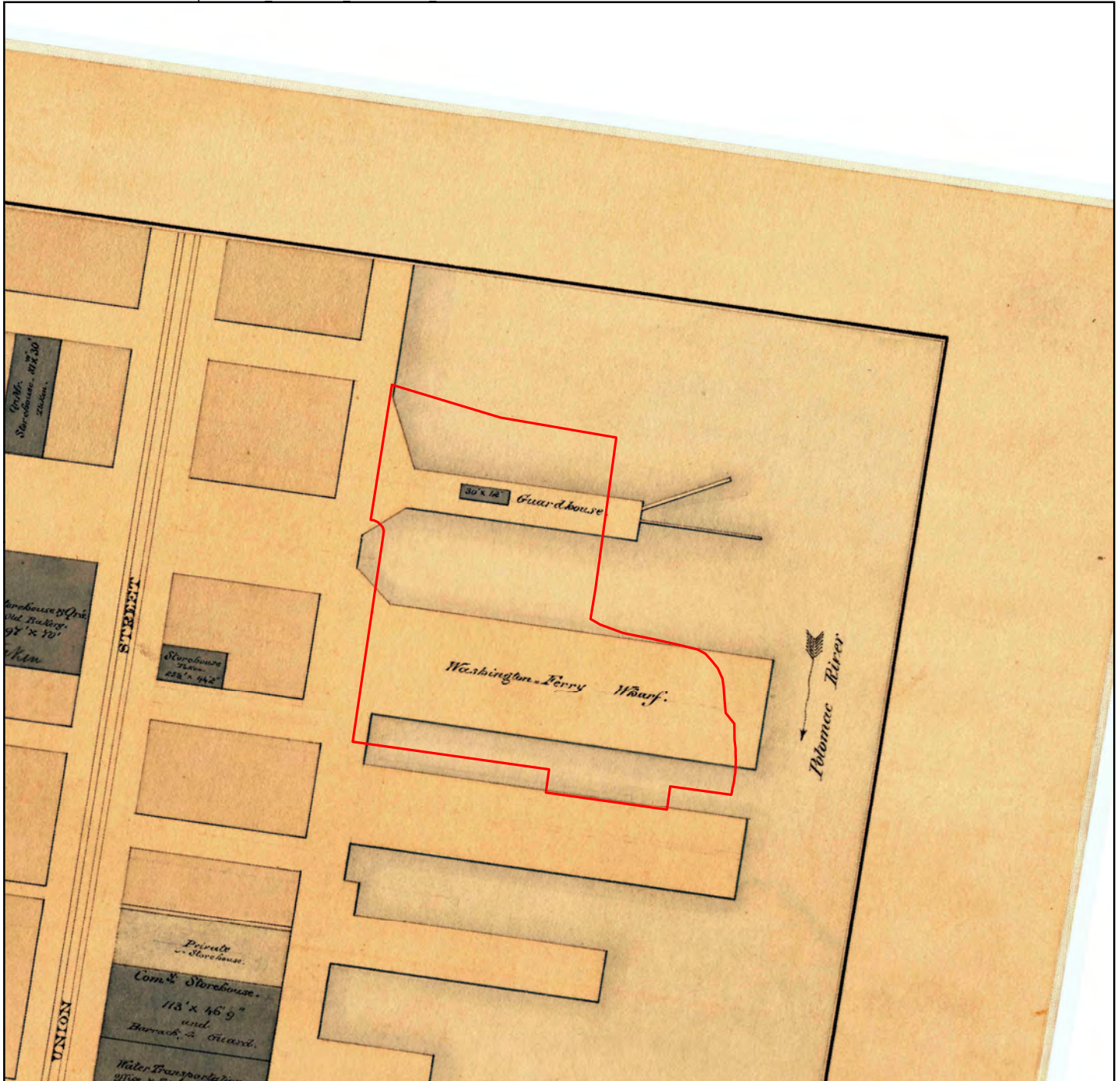
Not to Scale

Figure 5: 1863 Birds Eye View of Alexandria

Qrf 'F qo kpkqp'Dqcv'Enwd.'3'cpf '4'Mkpi 'Ut ggV.'Crgzcpf tkc.'Xkti kpkc'/'Rtqr gtvf 'J kvqt {

Y UUR%44: : 3Q23'/'Lcpwpc { "4239





Project Area

U.S. Quartermaster Corps
 1865 "Wharfs Storehouses Etc."
 Series: Post and Reservation Maps, compiled 1820 – 1905;
 Record Group 92: Records of the Office of the Quartermaster General, 1774 – 1985;
 National Archives and Records Administration (NARA), College Park, Maryland.

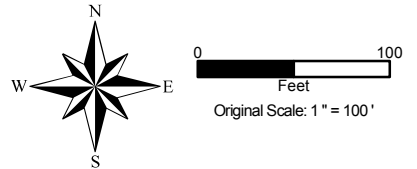


Figure 6: 1865 U.S. Quartermaster Map

Qrf 'F qo kpkp'Dqcv'Enwd.'3'cpf '4'Mkpi 'Ut gg.'Crgzcpf tlc.'Xkti kpkc'/'Rtqr gtv' 'J kvqt { "

Y UUR944: : 3023'/'Hgdwtct {'4239



1876-1921: The Washington Steamboat Company

Henry Remsen, originally from New York City, purchased the study area from Cooke in 1876 (Deed Book 5:477). By 1877, a small square structure stood in a different location from the guardhouse and the “Ferry to Washington” docked east of a pyramidal roof at the end of the pier, which is evident in the Hopkins map of the city and photographs of the study area in 1891 and 1908 (Figure 7-Figure 9). Remsen worked as the secretary for the Washington Steamboat Company, Ltd., which ran ferries to Washington, D.C. (Dodge 1881:844).

By 1885, 1 King Street contained a “Ferry House” and “Freight House” set obliquely to the street and an C-shaped “Ferry Slip” (Figure 10-Figure 11). This remained until 1896 when two sheds and another building replaced the older ones; the southern shed encroached into the King Street right of way (ROW) (Figure 12). Within six years, the company banked out farther from the ROW, removed the two sheds, and built a larger freight house where the present-day clubhouse stands and an office and a waiting room in the ROW (Figure 13). By 1907, the Norfolk and Washington, D.C. (founded in 1890) began operating the wharf and made improvements, including the removal of multiple buildings on the lot and ROW and the construction of a consolidated frame and stone structure, which had a waiting room and hot water heater, a luxury in this era (Figure 14-Figure 15). In 1909, the operators purchased the property, where they ran steamboats between Alexandria, D.C, and Norfolk daily (Deed Book 58:525; Prince 2000:47). They sold the property to the ODBC in 1921, when the 14-year-old building was described as “old and vacant” (Figure 16).

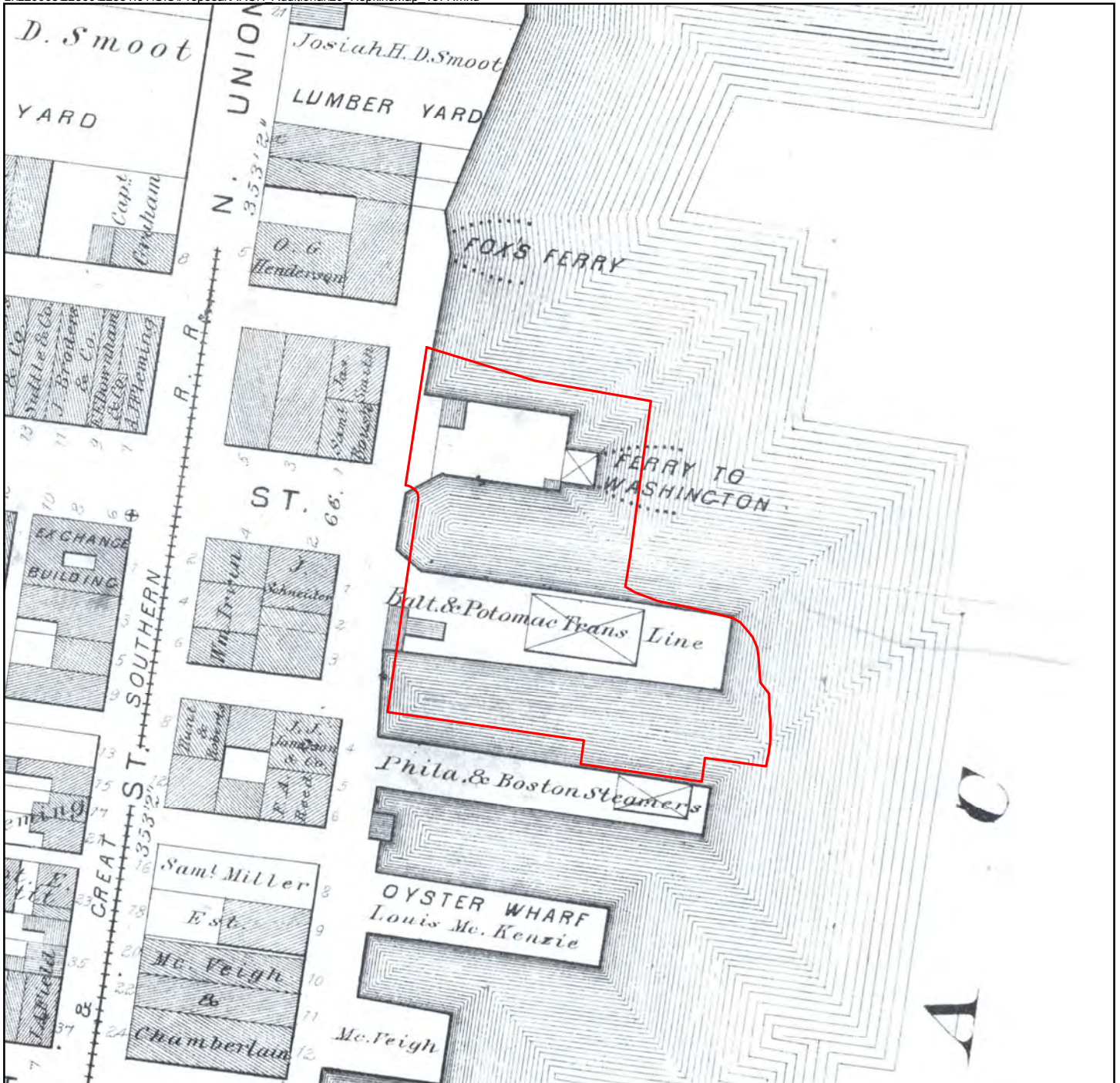
2 King Street

1749-1752: The Washington Family

Irwin’s Wharf was comprised of Lots 51 and 52, which fronted King Street on the south side and terminated at the Potomac River (see Figure 2). Lawrence Washington, elder brother of George Washington, purchased the lots in 1749, as a speculative venture. At his death they passed in quick succession to John Patterson, a local carpenter (Riker 2009:1-7).

1752-1778: The Patterson Family

John Patterson was an immigrant from County Tipperary, Ireland. He worked as a carpenter and joiner, and was connected to the Washington family. George Washington hired Patterson from 1757 to 1760 to enlarge his home at Mount Vernon, prior to Washington’s marriage to Martha Custis. Patterson, in addition to being a skilled worker, was an efficient supervisor. He managed enslaved carpenters at Mount Vernon, and he took on apprentices like William Page. Patterson died in 1768, and the lots passed to his wife Susanna Lanphier, who was the sister of Going Lanphier, a carpenter working for George Washington (Riker 2009:1-7; Mount Vernon Encyclopedia). Susanna sold the properties to two Irish merchants in 1778.



 Project Area

Map Source: "Alexandria County, Virginia".
From G.M.Hopkins' Atlas of Fifteen Miles
Around Washington, D.C., 1878". Library of
Congress, Geography and Mapping Department.

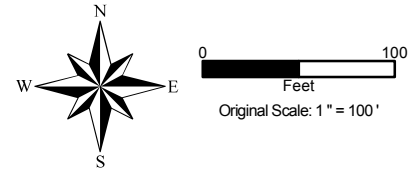


Figure 7: 1877 Hopkins Map, Alexandria, VA

Qrf 'F qo kpkp'Dqcv'Enwd.'3'cpf '4'Mkpi 'Ut ggV.'Crgzcpf tk.'Xkti kpk'/'Rtqr gtv' 'J kvqt { "

Y UUR%44: : 3QZ3"/'Hgdtwct {'4239





Figure 8: 1891 Alexandria-Washington Ferry Company Slip, Looking West



Figure 9: 1908 Photograph of the Foot of King Street, Showing the Wharf

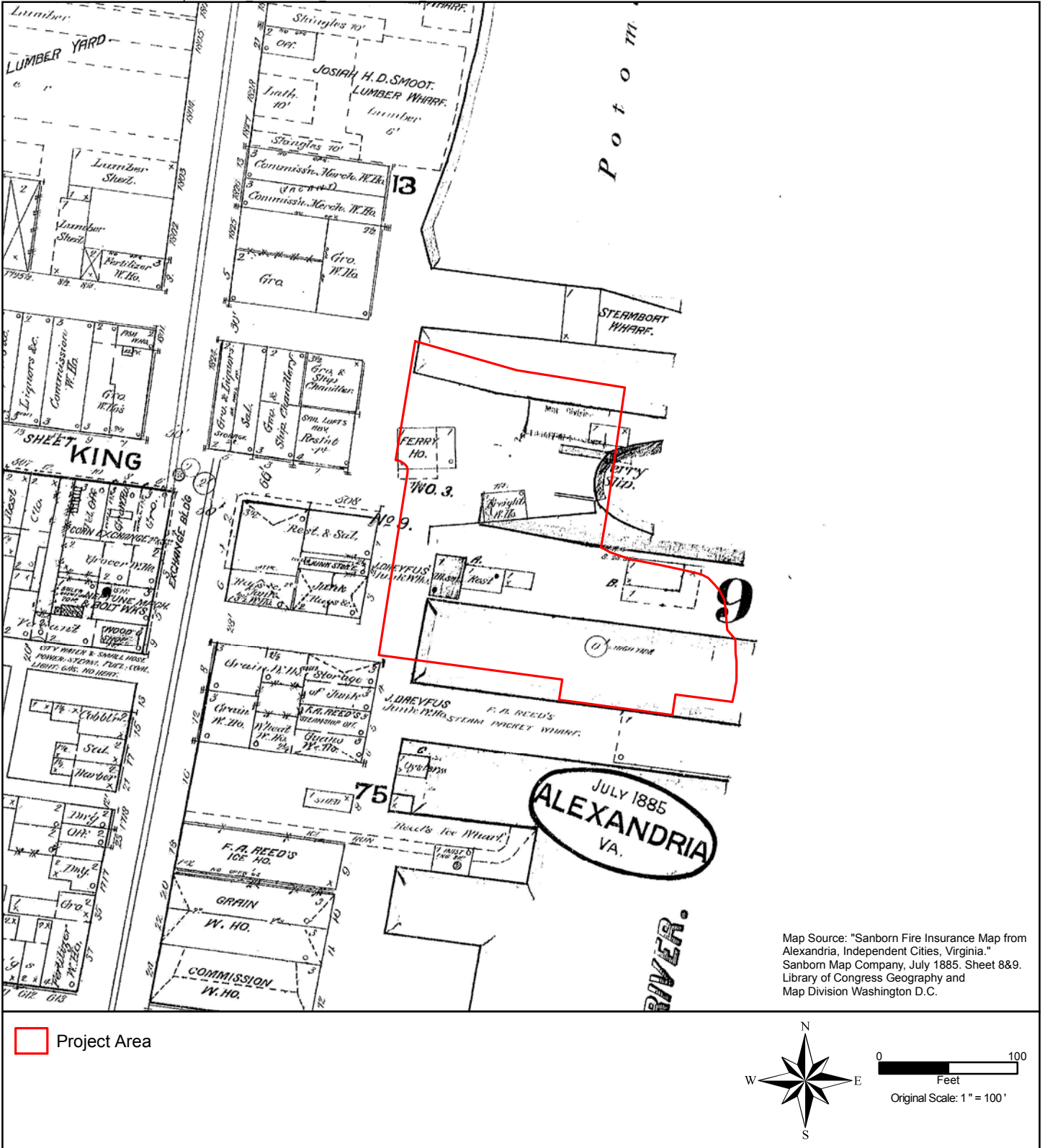


Figure 10: 1885 Sanborn Fire Insurance Map - Alexandria

Orf 'F go kpkp'Dqev'Enwd.'3'cpf '4'Mkpi 'Ut gg.'Crgzcpf tk.'Xkti kpk'/'Rtqr gtv' 'J kvqt { "

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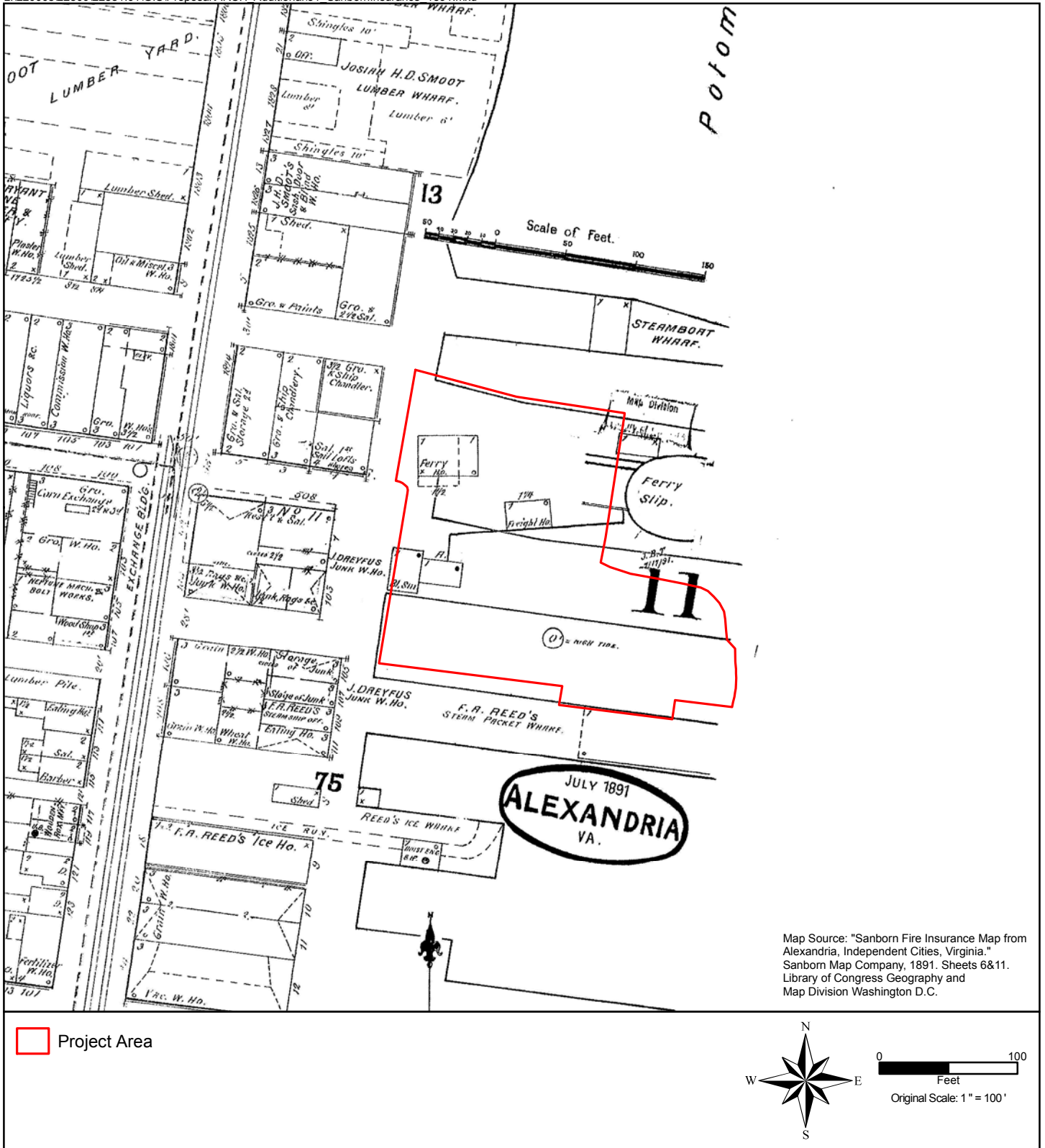


Figure 11: 1891 Sanborn Fire Insurance Map - Alexandria

Qrf 'F go kpkp'Dqcv'Enwd.'3'cpf '4'Mkpi 'Ut ggV.'Crgzcpf tk.'Xkti kpk'/'Rtqr gtv\ 'J kvqt { "

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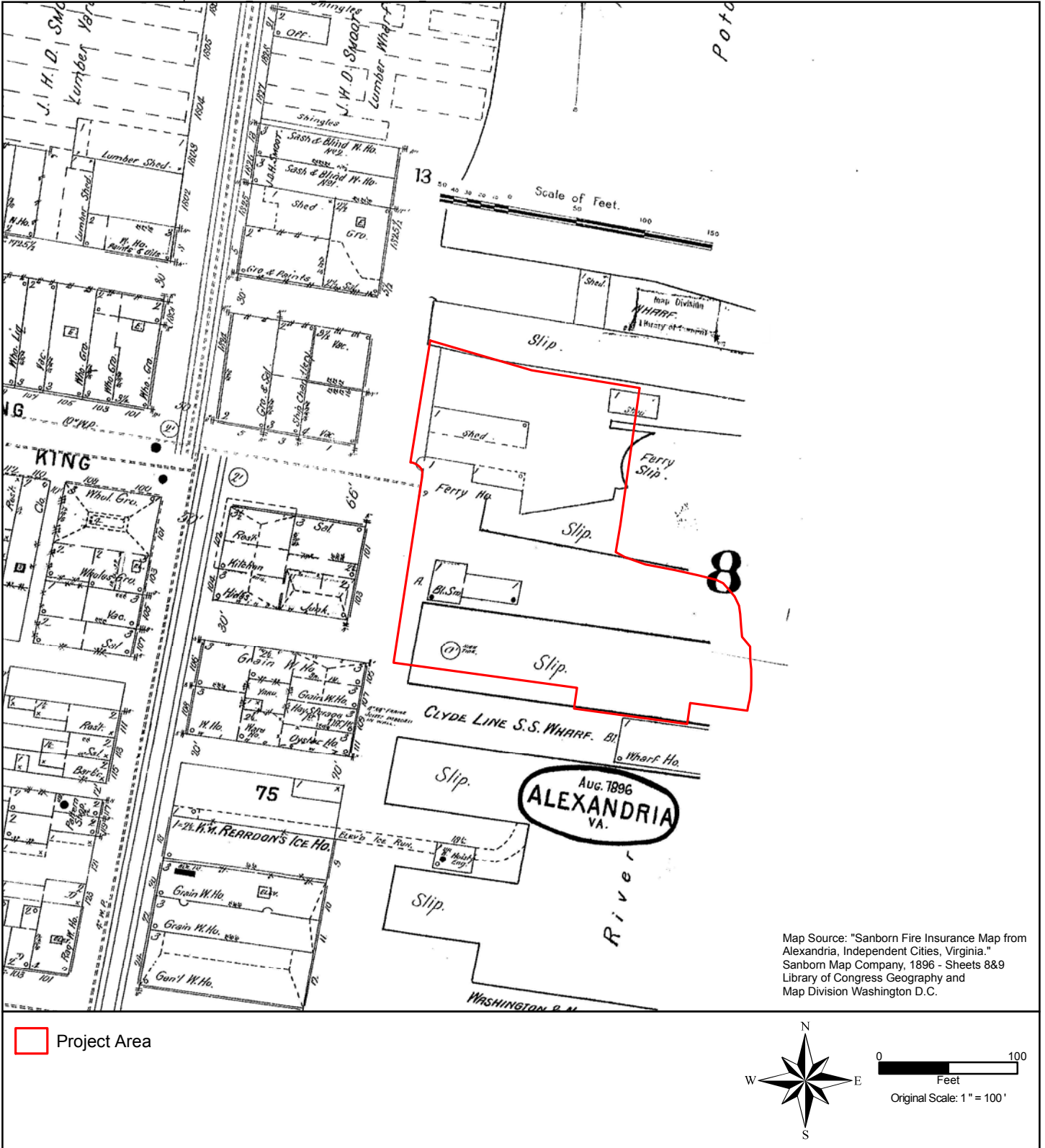
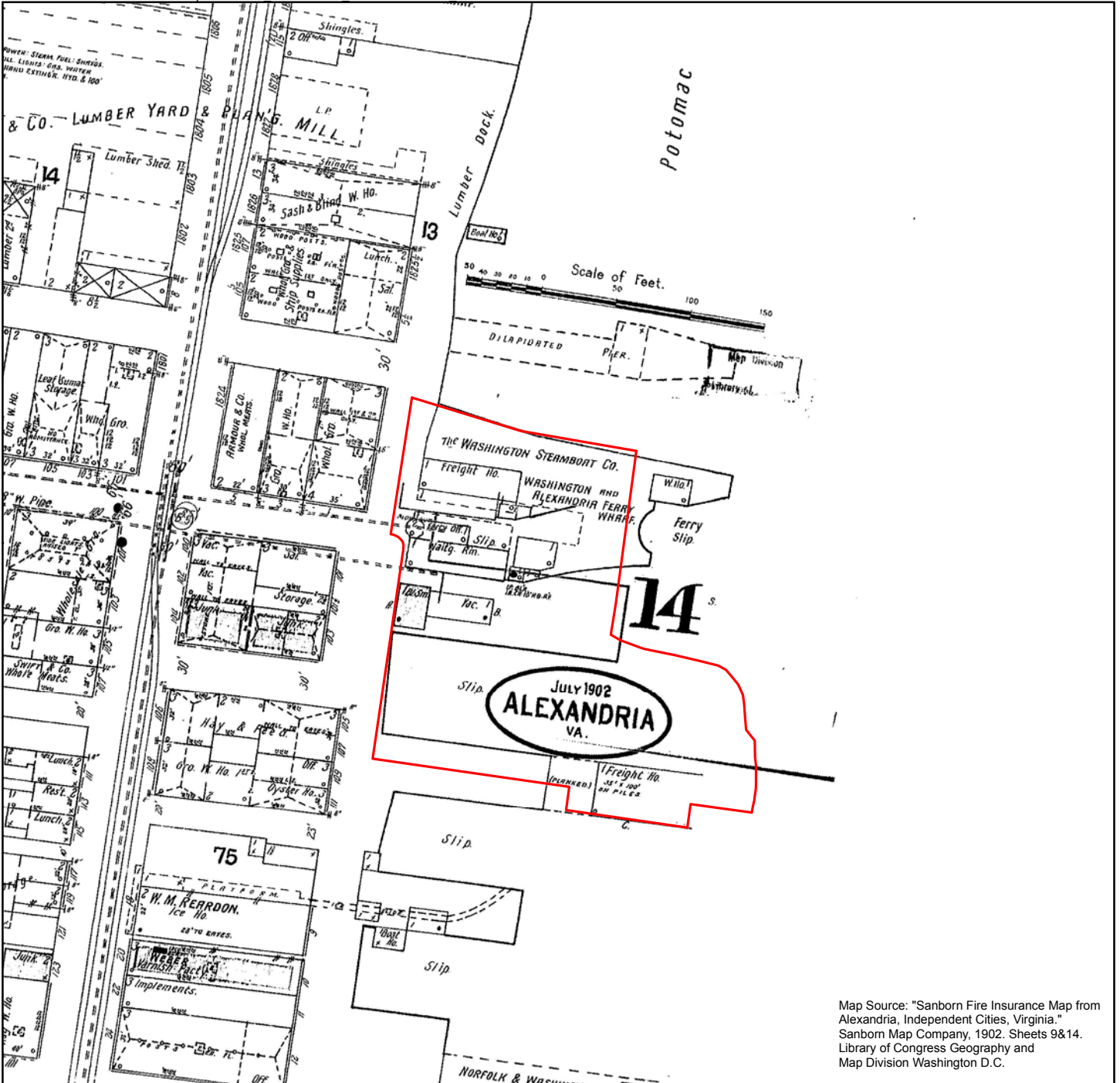


Figure 12: 1896 Sanborn Fire Insurance Map - Alexandria

Qrf 'F go kpkp'Dqev'Emd.'3'cpf '4'Mkpi 'Ut gg.'Crgzcpf tk.'Xkti kpk'/'Rtqr gtv' 'J kvqt { "

Y UUR%44: : 3023'/'Hgdwtct {'4239





Map Source: "Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia." Sanborn Map Company, 1902. Sheets 9&14. Library of Congress Geography and Map Division Washington D.C.

Project Area

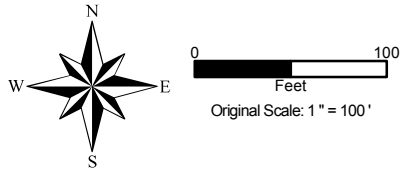


Figure 13: 1902 Sanborn Fire Insurance Map - Alexandria

Qrf 'F go kpkp'Dqev'Enwd.'3'cpf '4'Mkpi 'Ut ggV.'Crgzcpf tk.'Xkti kpk'/'Rtqr gtv' 'J kvqt { "

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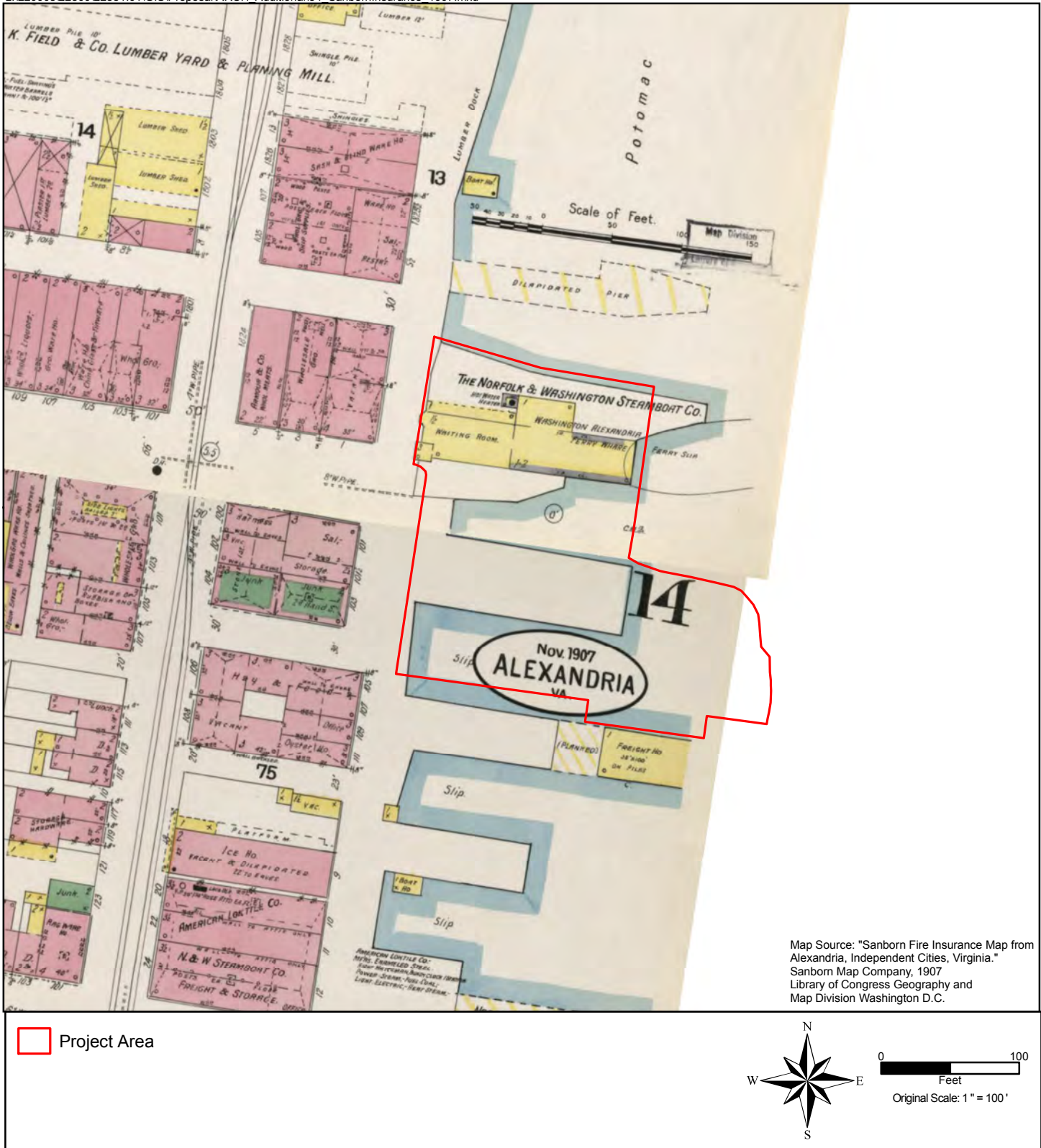
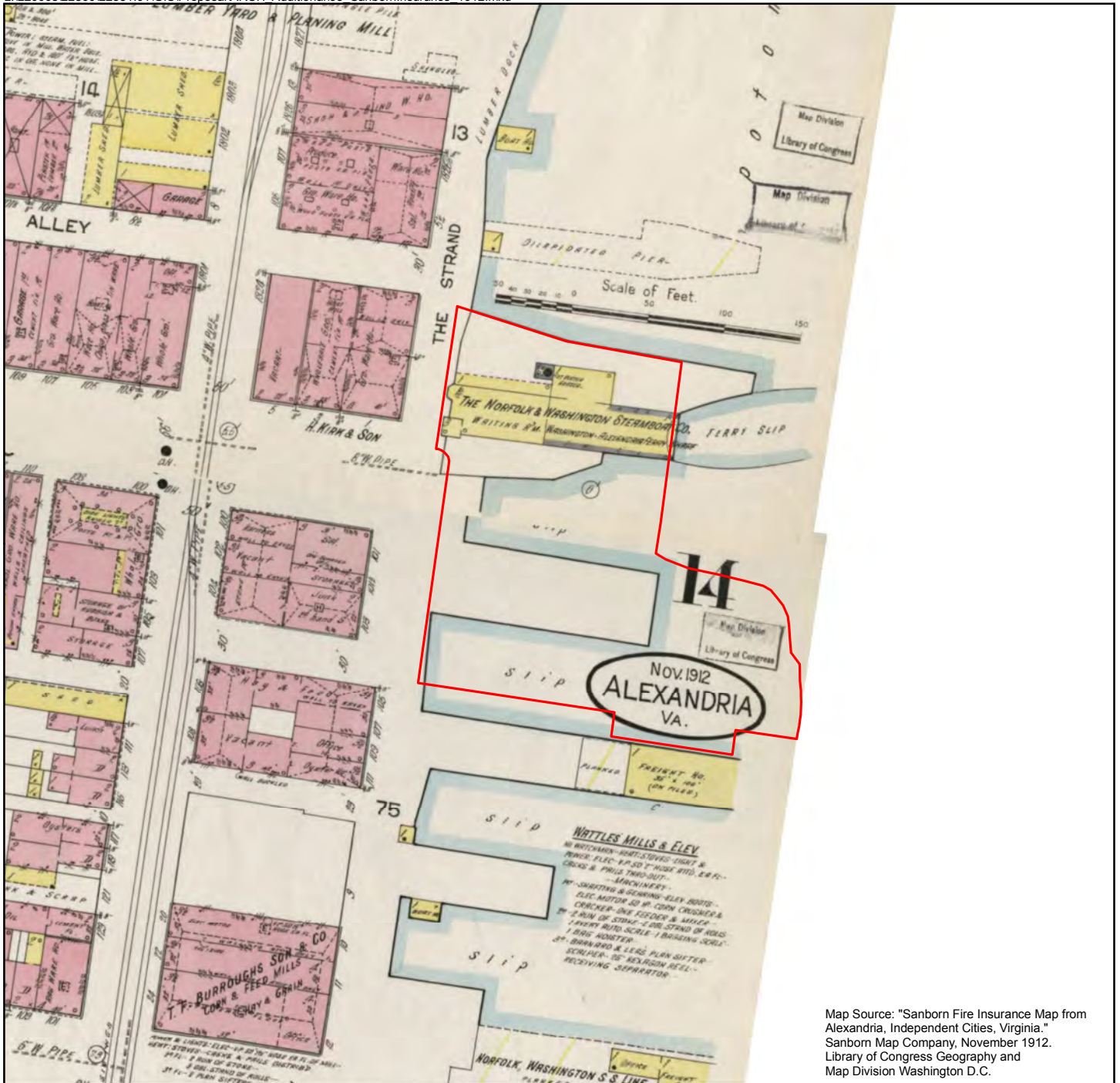


Figure 14: 1907 Sanborn Fire Insurance Map - Alexandria

Qrf 'F go kpkp'Dqev'Enwd.'3'cpf '4'Mkpi 'Ut gg.'Crgzcpf tk.'Xkti kpk'/'Rtqr gtv' 'J kvqt' "

Y UUR944: : 3Q23'/'Hgdwtct{'4239





Map Source: "Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia." Sanborn Map Company, November 1912. Library of Congress Geography and Map Division Washington D.C.

 Project Area

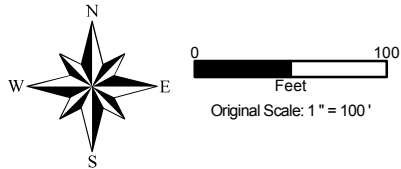
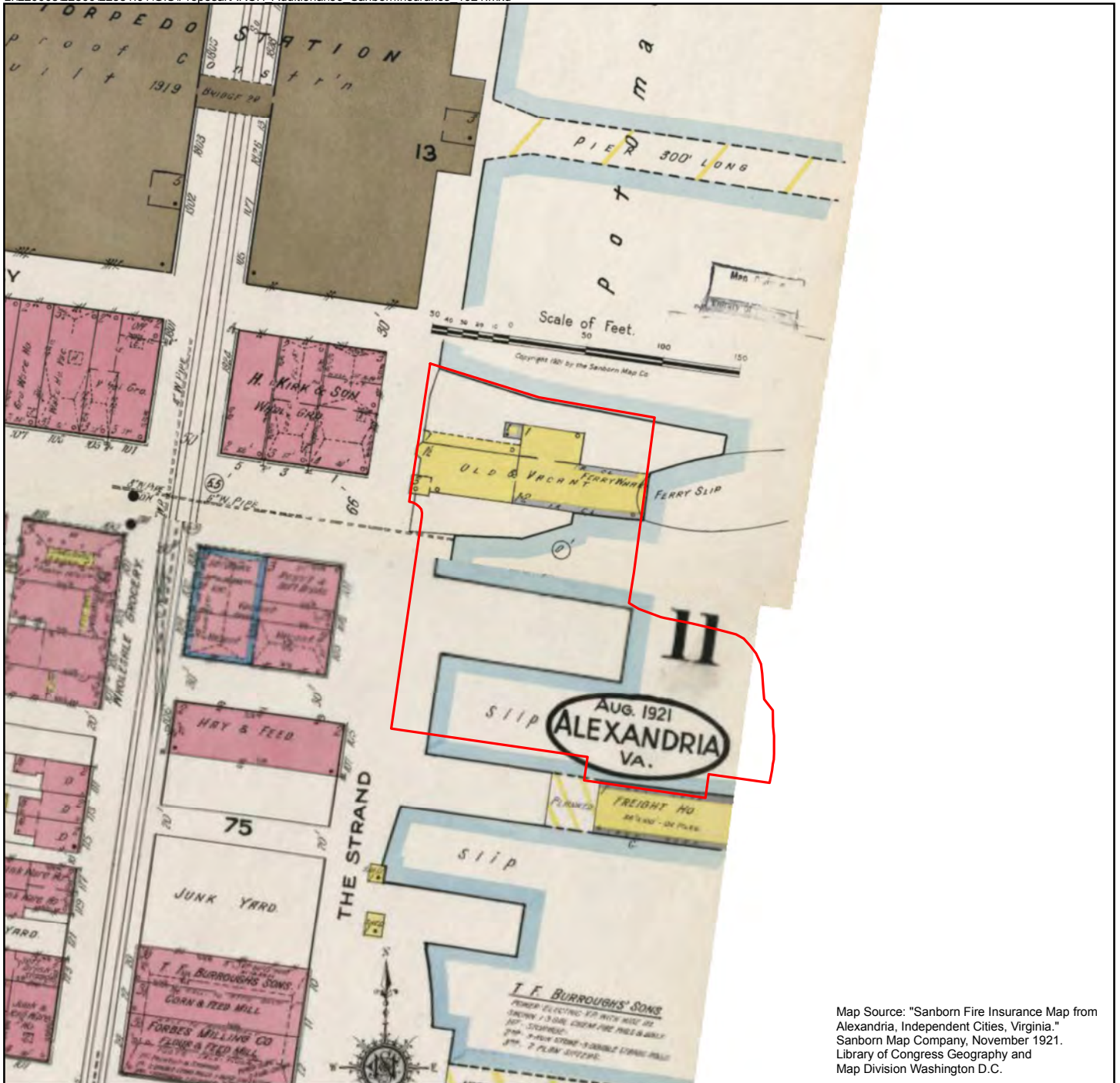


Exhibit 15: 1912 Sanborn Fire Insurance Map - Alexandria

Qrf 'F go kpkp'Dqev'Enwd.'3'cpf '4'Mkpi 'Ut gg.'Crgzcpf tk.'Xtki kpkc'/'Rtqr gt v' 'J kvqt ' "

Y UUR%44: : 3023'/'Hgdwtct {'4239





Map Source: "Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia." Sanborn Map Company, November 1921. Library of Congress Geography and Map Division Washington D.C.

 Project Area

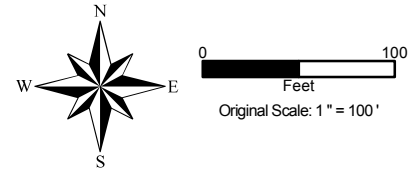


Figure 16: 1921 Sanborn Fire Insurance Map - Alexandria, Showing the Vacant Alexandria-Washington Ferry Company Building Before it Burned

Qrf 'F qo kpkp'Dqev'Enwd.'3'cpf '4'Mkpi 'Ut ggV.'Crgzcpf tk.'Xkti kpk'/'Rtqr gtv' 'J kvqt { "

Y UUR%44: : 3Q3'/'Hgdwtct {'4239



1778-1802: Fitzgerald and Peers

Irish merchants John Fitzgerald and Valentine Peers purchased the lots in 1778, as well as lots east of the property. When their partnership ended in 1781, John Fitzgerald assumed sole ownership of the land, and built a 115-foot wharf at the foot of King Street by 1789 (see Figure 3). He also built a brick and stone warehouse, around 1795, on the corner of King and Union Streets to the southeast (Riker 2007:18). The property was partially leased in 1787 to Jenckes, Windsor, and Company, merchants of sugar, New England potatoes, and European textiles (Riker 2007:3). Fitzgerald was appointed as the Alexandria's Collector of Customs by President George Washington in 1793, but the collector's office suffered during his tenure when he became ill. To settle the debt, Fitzgerald signed a deed of trust with John and William Herbert, which included his personal property, but the wharf lot went to auction after his death in 1799 (Riker 2007:7).

1802-1809: Irwin and Dunlap

The property in 1802 included three brick warehouses, a wharf, and a pier 100' long as described in the auction advertisement (Deed Book C:73). Irwin and Dunlap purchased the property, but it soon reverted to Irwin's sole ownership when John Dunlap died in 1806 and his heir sold the remaining interest to Irwin in 1809 (Deed Book R:259).

1809-1905: The Irwin Family

Thomas Irwin was an extremely successful businessman and merchant in Alexandria. He was involved with shipping, banking, and was a part owner of the City Hotel, or Gadsby's Tavern today. He was so well-known that he participated in several high-profile events of the time, including a presidential procession involving President Monroe in November of 1817 (Riker 2007:14). Irwin leased the wharf to various merchants, who placed stores along the property. Charles I. Calett and Peyton & Dundas were among the tenant merchants. The property transferred to Thomas Irwin's son, William H. Irwin, upon Irwin's death in 1827 (Deed Book V-2:305).

William H. Irwin frequently leased the property and listed an advertisement in 1844 that the pier was 250 feet long and 53 feet wide, which roughly matched the dimensions on the 1845 Ewing map (see Figure 4) (AG 1844). During the Civil War, a small gabled-roof shed stood on the wharf, which served as a dock for a ferry to Washington (see Figure 5-Figure 6). Merchant firms and steamboat companies included Massey & Cox and the Baltimore and Potomac Transportation Line, which moved boats between Alexandria, Georgetown, and Baltimore (AG 1865). In 1877, the latter operated out of a small T-shaped building directly on the Strand and a long hip-roofed building in the middle of the wharf (see Figure 7).

In 1885, the small building on the Strand contained a room labeled "Rest" and the hipped-roof building appears to have been replaced by a flat-roofed structure with a wraparound porch (see Figure 10). In 1891, the latter was removed (see Figure 11-Figure 12).

1905: Park Agnew

In 1905, Irwin's descendants sold the property, which still contained a small building, to Park Agnew (Deed Book 54:259) (see Figure 13). Park Agnew was the eldest son of John Park Agnew, grandson of Mary Irwin Agnew, and his father was an extremely distinguished and successful businessman in Alexandria. Park Agnew served on several state financial and political committees as well as led several companies (Donnelley 1908:225). In October of 1905, Agnew advertised in the *Evening Star* that he intended to improve the wharf with updated warehouse buildings and would lease the property to a steamboat company (*Evening Star* 1905).

1905-1935: Fred Wagner

Instead, Agnew sold the property that month to Fred Wagner (Deed Book 54:305). Wagner did not redevelop the property after purchasing the lot. By 1907, all buildings were destroyed and the land remained undeveloped until 1921 (see Figure 14-Figure 16). His widow, Elizabeth H. Wagner, sold the property in 1935 to the ODBC, which converted it into a parking lot.

The Old Dominion Boat Club

1880: Formation of the Club at 421 King Street

During the Industrial Revolution, major advances occurred in medicine, science, technology, and natural history, giving rise to the notion that if such improvements could be made so too could society improve. The emerging middle class had much more disposable income than generations before them and engaged in massive spending on elaborate houses, entertainment, and leisure activities. Adapting from a more agrarian society into timed shifts in factories and offices, the middle class in particular sought outdoor activity and engaged in a variety of sports that were being developed at the same pace as technology (Mendenhall 1980). Positioned so prominently on the river bank of the Potomac, boating became the sport of choice for many Alexandrians.

The first recorded rowing race in the U.S. is thought to have occurred in New York in 1833. The activity instantly grew in popularity with dozens of club openings primarily for exercise and socials, though each became increasingly competitive (Kelley 1932). In Washington, D.C., the first regatta for recreational shells was recorded in 1838 (Proctor 1936). The first of its kind in the U.S., the Detroit Boat Club (DBC) organized on February 18, 1839 (Detroit Historical Society 2016). Yale and Harvard established crews shortly thereafter and held the first intercollegiate regatta in 1852. In 1844, the Falcon Club organized in Washington, D.C. The Gazelle and Undine soon followed, building on the canal in Georgetown (Proctor 1936). In 1859 (The Washington Star 13 June), the Potomac Barge Club organized on the Potomac, building a boathouse at the Tenth Street Canal Bridge upstream and across the river from Alexandria; by 1869, it no longer existed, but the Potomac Boat Club emerged in its place (Bird 1989). Following the Civil War in 1867, Washington and Lee University, then known as Washington College, introduced the sport

to Virginia with numerous club and collegiate teams following, including the University of Virginia's Hive Club, which became a strong rival (Southern Collegiate 1879).

Before the rise of football and boxing in the twentieth century, tens of thousands of people would travel by train to watch professional and collegiate races. The popularity and frequency of events in the 1870s gave rise to high stakes gambling in the city and on river barges or houseboats known as arks, many of which were tied up along the Virginia shore or anchored permanently and built up on pilings (Tilp 1978). Races also paid out relatively large prizes, which in itself attracted amateur oarsmen and the establishment of more clubs. In Philadelphia "in 1872, the Schuylkill Navy conducted the first all-amateur regatta and the National Association of Amateur Oarsmen was founded later that same year" (Bird 1989).

With this in mind and a desire for physical activity, a group of men from Alexandria visited clubs in Washington, D.C. on August 22, 1880 (*The Washington Herald*) to research how to organize and purchase modern shell boats. The paper speculated, "Very little capital is necessary to start a boat club in Alexandria beyond that invested in boats, as warehouses suitable for boat houses can be had for the asking." The ODBC officially formed the next month and soon started meeting in a room over Paff's shoe store on King Street.

1881-1923: The First Clubhouse at 210 Strand Street

In May of 1881, the members leased and later purchased property on the Potomac River at present-day 210 Strand Street. In July 1881, they built a pier and two-story, front-gabled clubhouse on pilings surrounded by a floating wharf for easy access to two four-oared shells (Figure 17). In December 1882, the club had no debt and focused on growing the boating community in Alexandria. It hosted its first amateur regatta against Washington, D.C.'s Columbia and Potomac Boat Clubs in 1886 (Cobean 2005:3-5; Sanborn 1883).

With mountain lakes, rivers, bay, and the ocean in Virginia, the boating clubs that followed ODBC focused on rowing, canoeing, and/or yachting, depending on the region. Between its founding and 1903, the following were incorporated: Rappahannock Boat Club of Fredericksburg in 1882; the Norfolk Boat Club in 1893; Norfolk Yacht Club in 1896; Hampton Roads Yacht Club in 1901; Chesapeake Boat and Yacht Club, Norfolk in 1899; Crescent Athletic and Boating Club, Black River in 1901; Piedmont Boating and Yachting Association in 1902; Norfolk County Yacht Club, Inc. in 1903; and the River-view Boating and Yachting Club, Norfolk in 1903 (Commonwealth of Virginia 1903).

After the turn of the century, power boating dramatically advanced and was adopted as an activity at many of the clubs. In 1928, *Motorboating* magazine made a first attempt at creating a directory "Where the Cruiser Will Find Yacht Clubs" organized by U.S. coast north to south. It listed the Old Dominion Boat Club in Alexandria and the Yorktown Yacht Club as Virginia stops around the Chesapeake Bay and Potomac River, as well as four in Maryland and three in Washington, D.C.

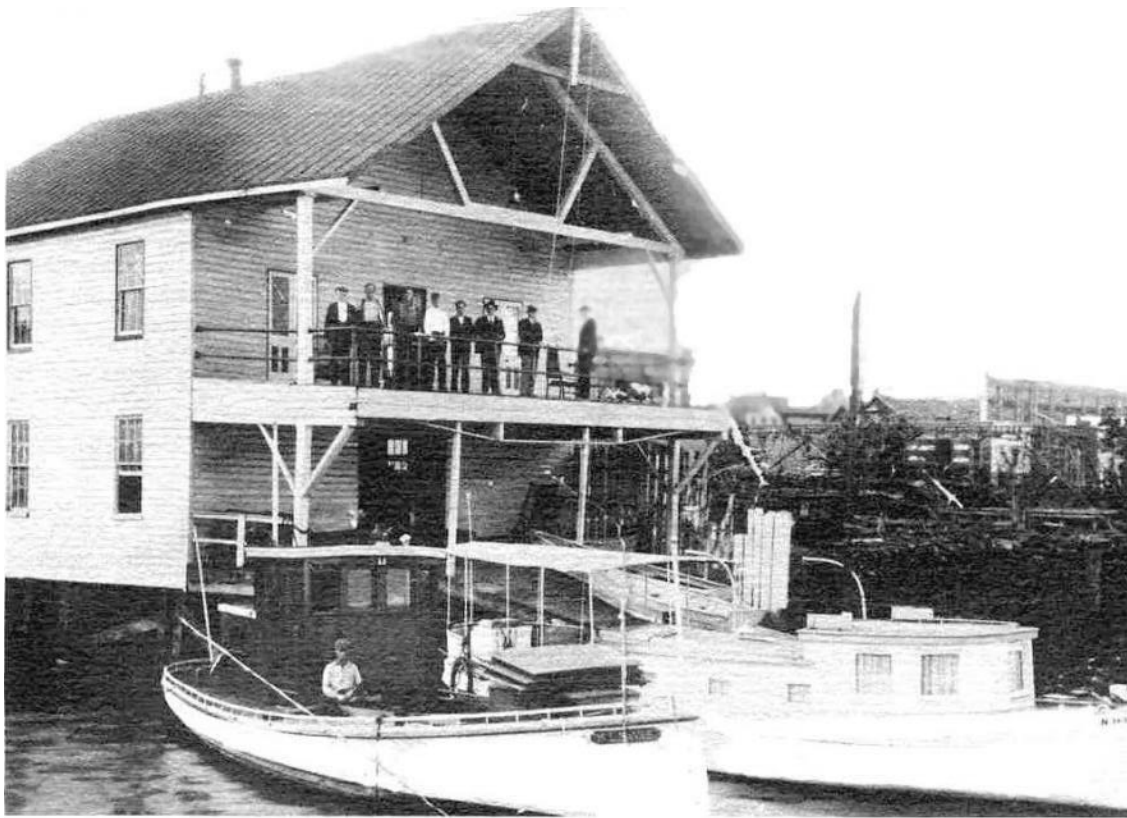


Figure 17: 1881 Old Dominion Boat Clubhouse at Present-day 210 Strand Street (Sampson Collection, Barret Branch of the Alexandria Library Special Collections)

1921-1935: Development of Clubhouse at 1 King Street

Appointed to “outline plans” for a new clubhouse in 1921, the ODBC Building Committee was composed of E. E. Carver, J. Sid Douglas, George D. Hopkins, F. M. Hamilton, and Magnus W. Bales (AG 5 May 1921:1). On June 9, 1921, club trustees George D. Hopkins, E. E. Carver, and J. T. Preston purchased 1 King Street, originally Ramsey’s Wharf, which contained a vacant building and slip on over 80 feet of riverfront, from the Norfolk & Washington, D.C. Steamboat Co. and planned to relocate from present-day 210 Strand Street (DB 72:362).

After the purchase, the ODBC evaluated the vacant ferry boat building for conversion into a clubhouse and decided to rebuild instead. On February 9, 1922, the ODBC met to consider the Building Committee’s plans for a new clubhouse (AG 8 February 1922:3) and voted to defer construction due to proposed costs in the range of \$12,000 to \$15,000 (AG 10 February 1922:3). Though World War I (1914-1918) ended four years earlier, it was cited as the cause of the high cost of materials and labor.

A month later on the night of March 20 and into the early morning of March 21, a fire destroyed the clubhouse at 210 Strand Street (Figure 18) and the vacant ferry building at 1

King Street, prompting the club to hold an emergency meeting where the Board of Governors decided to use the insurance payout to proceed with building with fireproof material on the ferry site (AG 21 March 1922:1; AG 22 March 1922:1).

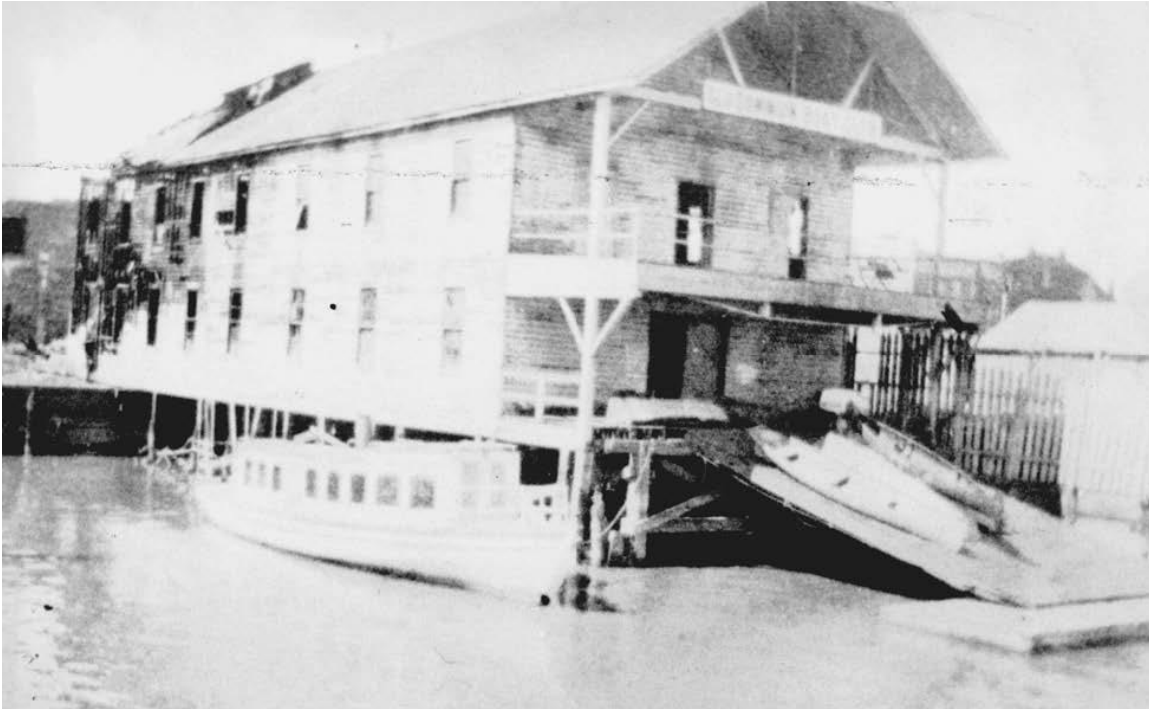


Figure 18: Clubhouse at Present-day 210 Strand Street After 1922 Fire (Sampson Collection, Barret Branch of the Alexandria Library Special Collections)

The *Alexandria Gazette* reported on March 30, 1922 that an architect would arrive in a few days to go over plans with the building committee, but did not give a name or report further on the subject. Identified club records do not list an architect. With several members involved in real estate, it is possible that the committee drafted plans internally and had their builder further refine them. An undated clipping from that spring on file at the Alexandria Library Barret Branch Special Collections noted the following:

The new clubhouse will cost \$17,000... The structure will be of hollow tile, concrete and wood. It will be heated by steam and be modern throughout...

Under the plans space has been provided for 245 lockers, and 150 canoes together with racing shells, and there will be a dancing hall 50 by 35 feet. The dance hall will be supported by concrete pillars in the ground. There also will be two showers, lockers for women, balcony for music and on the upper floor, designated as the half story, there will be an assembly room with open fireplace, this room to be 18 by 11 feet and it is proposed to hold winter meetings in this room. There will be two living rooms for the janitor and adjoining these there will be rooms for the heating plant.

On June 7 (ODBC Minutes), the Building Committee presented plans for a building 50 feet by 75 feet, specifying the materials and amenities outlined in the article, but including only 134 lockers for men. The second floor was to contain the lockers and showers for men and women, hall, club room, and covered porch on the east side overlooking the Potomac River. The committee reported that the club had received \$11,346 from fire insurance and budgeted \$17,000 for new construction. Following the meeting, they received and rejected four bids as the lowest one came in \$5,000 over budget. After reducing the footprint to 40 feet by 66 feet, contractor D. E. Bayliss (Figure 19) won the bid with an estimated cost of \$14,989.67 (ODBC Minutes). The trustees sold 1 King Street to ODBC on July 25 in preparation for construction (DB 74:219).



Figure 19: Portrait of Old Dominion Boat Clubhouse Builder, David E. Bayliss, Sr. and Brother John F. Bayliss (Jameson 1915)

David E. Bayliss, Sr. (1889-1984), professionally known as D. E. Bayliss, worked steadily as builder and contractor and sometimes amateur architect on a wide variety of projects in Alexandria. With a fourth grade education, he quickly built a reputation, moving from

homebuilding and railroad contracts in the 1910s to large institutional and commercial projects designed by established architects beginning in the 1920s (AG 27 January 1915:1; United States Bureau of the Census [USBC] 1920). In the spring of 1919 based at 224 North Royal Street, he advertised “No Job Too Large or Too Small. Estimates Cheerfully Furnished”, offering a discount on screening porches (AG 6 March 1919). By summer, *The Washington Herald* (3 August 1919) reported “Building Active in Alexandria”, mentioning Bayliss’s work on multiple projects, including four houses on Braddock, the remodeling of 528 and 530 King Street to include a room for The Bachelor Club, and the remodeling of an office building on King between Washington and St. Asaph Streets. A 1922 edition of *Manufacturers’ Record* noted that he was working on the rebuilding of the Old Dominion Glass Company building after a fire. The following year, he began work on the boat club.

His contracts grew in stature before and after the Depression. In 1925, he completed the six-story, Colonial Revival George Mason Hotel at 699 Prince Street designed by New York architect William Lee Stoddart (Morales 2005). In 1939, he was hired to construct the Streamline Moderne Capitol Theater designed by John Zink for African Americans in the Parker-Gray neighborhood; he garnered attention for finishing the project in twenty days (Necciai and Drumond 2007). In 1940, he applied for a building permit, listing himself as builder and architect of a Memorial for the Veterans of Foreign Wars to be constructed of concrete, limestone, and granite (Cox 1996). The following year, he built both a Colonial Revival apartment building at 2701-2705 Mt. Vernon Avenue and an Art Deco/Streamline Moderne commercial building, which currently contains a Walgreens at 1509-1517 Mt. Vernon Avenue (Escherich 1992). In addition, he completed the Mechanical Arts building designed by the state architect at George Washington High School (now George Washington Middle School) (ARC 1941:Building Permit [BP] 3030). His reputation extended beyond the city during this period as is evident in his inclusion in *Prominent Builders of Virginia* issued by the Architects Publishing Company around 1940.

Bayliss completed the ODBC clubhouse at 1 King Street by July 1923 over budget at \$18,500 (WP 14 June 1923). After its completion, it functioned as a launching point for members engaged in canoeing, sailing, rowing, and motor boating and as a gathering place with boat ramp, docks, boat storage, locker rooms, dance hall, bar, assembly hall, porches, and later dining.

The new clubhouse is 66 by 42 feet in size two stories, and is of stucco finish over metal with imitation Spanish tile roof. The foundations are composed of more than 100 piles driven to bedrock and set in concrete. A [wrap-around] porch 10 feet wide by 105 feet long runs the length of the east and south sides of the building. The main room has a hardwood floor for dancing and contains more than 1,600 square feet of clear space with a large open fire place... there is also storage space for 75 canoes, racing shells gigs and various crew boats (WP 20 May 1923) (Figure 20).



Figure 20: 1924 Old Dominion Boat Clubhouse at Present-day 1 King Street, Looking Northeast

The second floor interior contained decorative timber framing with diagonal bracing, commonly used in resort architecture of the era. The club held an informal housewarming on May 21, 1923 (WP 20 May 1923), its first meeting on June 12 (ODBC Minutes), and a grand opening July 14 (WP 14 June 1923).

The ODBC clubhouse, like many waterfront buildings, did not fit neatly into a high-style category, because its function was the driving force behind its design; yet, like many houses and businesses designed by builders and developers rather than architects, it did exhibit an eclecticism over its utilitarian form with Stick and Shingle Style era incised front porches, Arts and Crafts details such as exposed rafters and interior timbers, Prairie inspired hipped dormers, and Spanish/Mediterranean influenced stucco sheathing and terra cotta tile roof then popular in buildings related to recreation. In Alexandria, builders used hollow tile in all types of buildings. Notably, local architect J.A. Clark produced 10 designs for 30 houses in the Rucker-Johnston Subdivision of the Rosemont Historic District, where many club members lived, to be constructed with the relatively new product in 1919 (Maxwell and Massey 1991). The ribbing or grooves made them ideal for the application of mortar, plaster, and stucco, thus, they were frequently used in buildings designed in the Mission and Spanish revival styles and their local vernacular variations. In *Classic Commonwealth: Virginia Architecture from the Colonial Era to 1940*, Chris Novelli et. al. note the following:

Although there was a new push for stylistic purity at the beginning of the 20th century, picturesque eclecticism [the combining of more than one unrelated style] never really went away. During the 1920s, developers and house builders were quite fond of mixing the Colonial Revival, Tudor

Revival, Mediterranean Revival, and Craftsman styles. A conventional looking Colonial Revival house, for example, could be enlivened with a red or green Spanish tile roof (Novelli et. al. 2015:135-136).

Destroying many eclectic features, multiple alterations and additions occurred at the ODBC either in response to membership growth, aging facilities, or natural disasters. The first known alteration to the property was the removal of the ferry slip pilings in 1924 by a private firm for \$675 (ODBC Minutes) and the removal of docks that directly abutted the building on the east and south sides. This allowed for the extension or banking out of land into the Potomac River to increase acreage and square off the lot for an east yard, a change evident in photographs taken between 1925 and 1930 and later mapping (Figure 21-Figure 22). In October of 1927 (ODBC Minutes), the members voted to update the men's and women's showers to feature both hot and cold water, a renovation which cost \$150. In 1932, various repairs and updates were made at a cost of \$110 (ARC 1932:BP No. 285).

In 1929, it opened the facility and use of its shells to Alexandria High School students, facilitating the creation of Virginia's first high school rowing team (ODBC Minutes). After AHS closed to consolidate into George Washington High School, which was also built by D. E. Bayliss in 1935, the rowing team continued from there. T. C. Williams High School became associated with the club after it opened in 1965.

Despite the Great Depression (1929-1939), membership increased in the 1930s, thus ten years after its grand opening, an Improvement Committee formed and met in February of 1933 to plan for an addition with a 20' x 40' footprint. They also contemplated adding a tennis court in the King Street ROW on the south side (ODBC Minutes). Ultimately, they hired an architect only identified as Clarke and D. E. Bayliss to complete a two-story, 2,600-square-foot addition on the rear or west end of the building (A review of AIA records, historical newspapers, and city directories did not help clarify the identity of Clarke). On July 14, 1933, the City of Alexandria issued a permit for the addition to be built with the same general construction as the original, including a concrete foundation. The addition extended 27 feet and included steam heat, plumbing, new closets, and linoleum floors. The builder installed an I beam within the floor of the west end of the existing building to create a larger space on the ground floor. The first floor addition contained a gymnasium and a furnace room, which had concrete floors and sheet iron walls. The second floor included a locker room and shower room in the northwest corner. Three windows on the second floor were converted into doors to the locker room. The estimated cost of the project was between \$2,500 and \$3,000 (ARC 1933:BP No. 598).

1935: Addition of 2 King Street

On December 4, 1935, the club bought the lot to the south at 2 King Street from Elizabeth Wagner (DB 125:285). Between 1921 and the early 1930s, a front-gabled boathouse appeared on Wagner's land (see Figure 22). By 1936, the King Street ROW was banked out to line up with the clubhouse lot at 1 King Street and the boathouse at 2 King was removed (Figure 23). The southern lot remained empty and had no bulkhead at least until 1959, though ODBC used it for a boat ramp, storage, and parking (Figure 24-Figure 25).



Figure 21: 1925 Old Dominion Boat Clubhouse and Dock, Looking Southwest



Figure 22: 1930 Old Dominion Boat Clubhouse, Showing the Land Banked Out into the Potomac to Increase Acreage at 1 King Street



Figure 23: Pre-1936 Old Dominion Boat Clubhouse, Showing the King Street Right-of-Way Banked Out

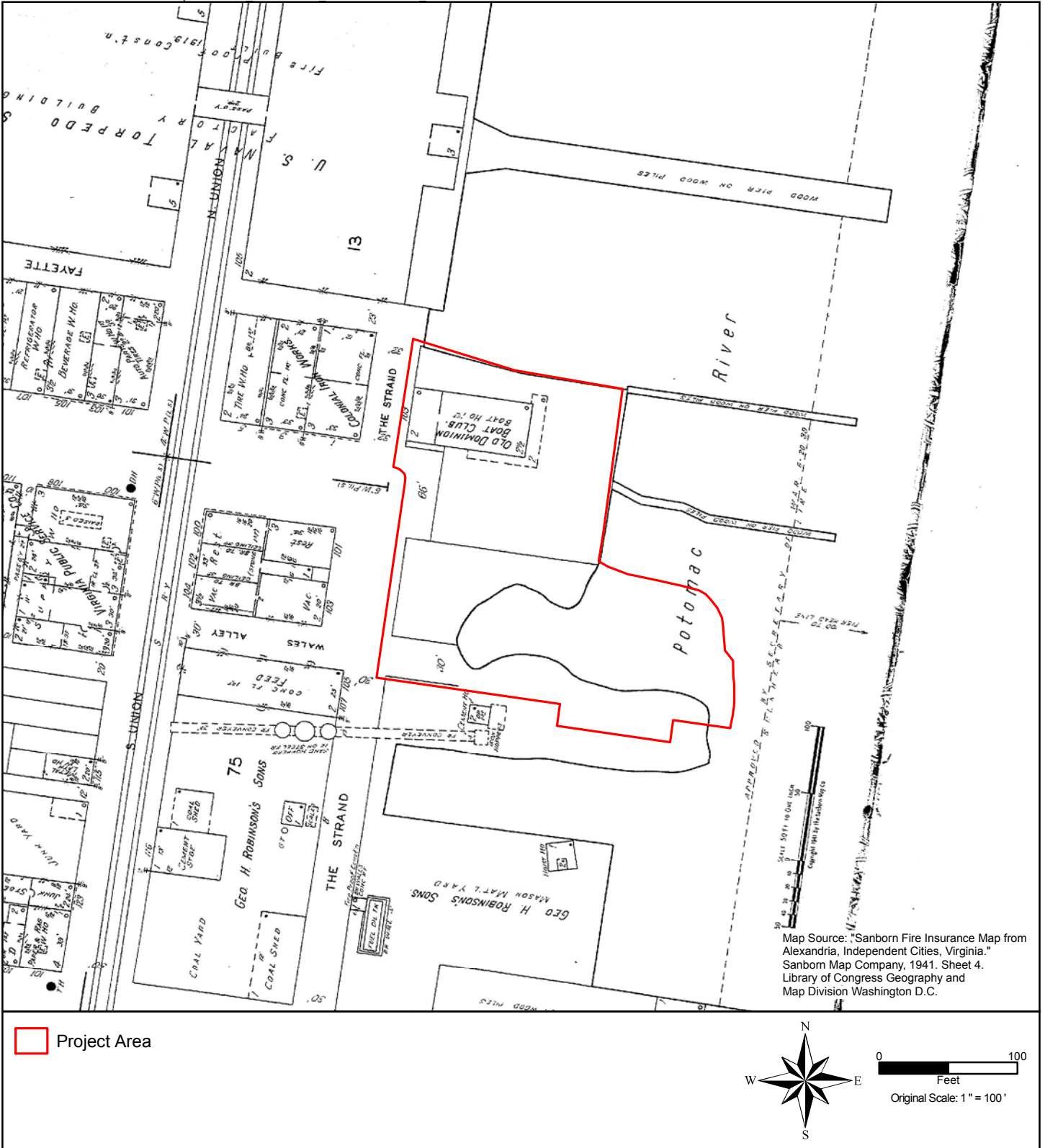


Figure 24: 1941 Sanborn Fire Insurance Map, Showing the Old Dominion Boat Club and Land that was Banked Out

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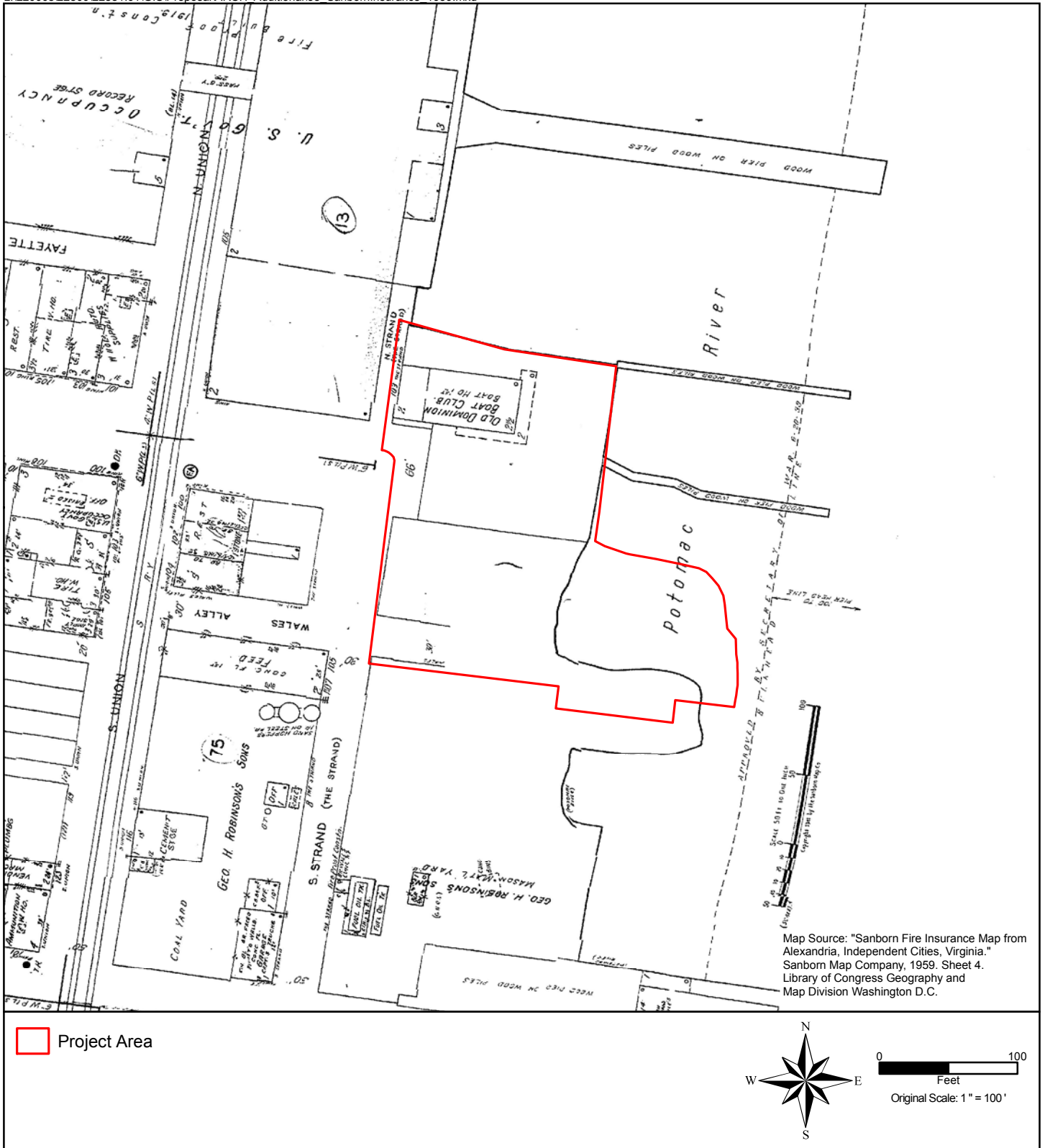


Figure 25: 1959 Sanborn Fire Insurance Map - Alexandria

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On March 4, 1936, D. E. Bayliss applied to build two shed-roofed stucco and tin dormers centered on the northern and southern slope of the roof perhaps to provide additional ventilation and light in the second-floor assembly hall (ARC 1936:BP No. 1529) (Figure 26-Figure 27). In December 1939 (ODBC Minutes), the club paid \$525 for Eugene Simpson & Brother to install a four-inch poured concrete floor reinforced with mesh in the boat room on the first floor.

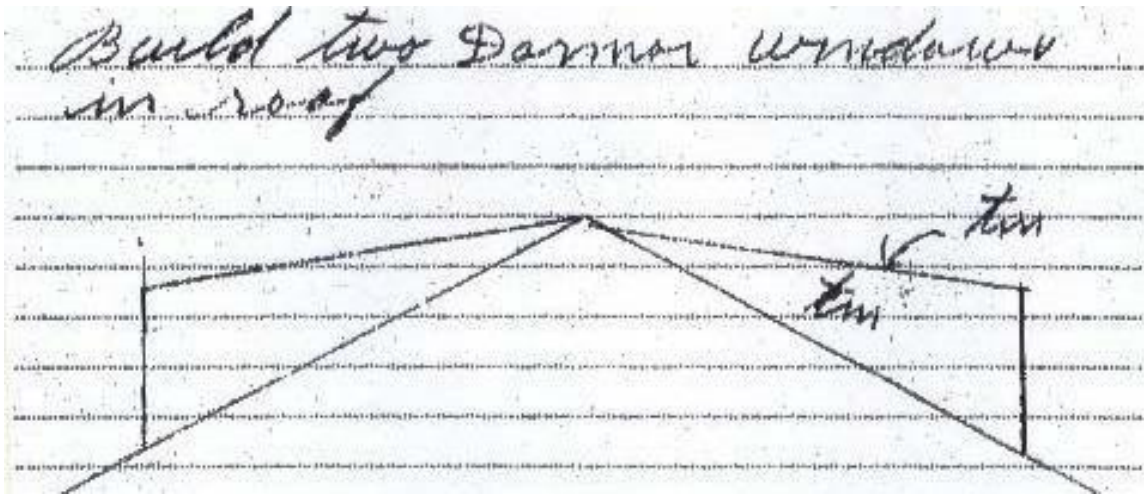


Figure 26: Section of 1936 Proposal for Tin-shed Roof Dormers on Northern and Southern Slopes of Roof (ARC 1936:BP No. 1529)

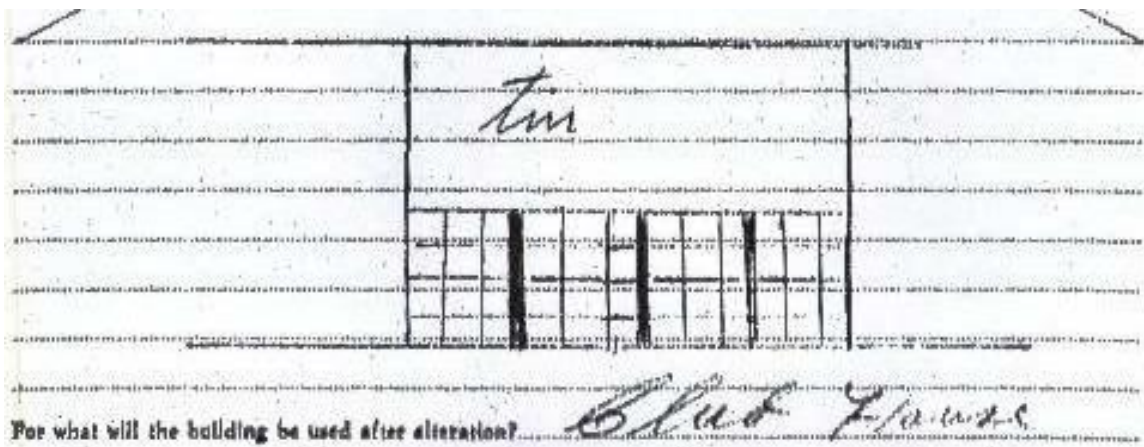


Figure 27: Elevation of 1936 Proposal for Tin-shed Roof Dormers on Northern and Southern Slopes of Roof (ARC 1936:BP No. 1529)

Building activity slowed during World War II (1939-1945), and the ODBC made no known improvements until the 1950s (see Figure 24-Figure 25). The majority of members were serving overseas and the remaining voted in May of 1942 to allow Marines at the Torpedo Factory to use the club free of charge (ODBC Minutes).

After the war, the members gathered for a special meeting on May 15, 1950 to review plans for a one-story, 25 feet by 40 feet, concrete-block building for the storage of boats and accessories. Construction would require the acquisition of a \$15,000 loan (ODBC Minutes). Permitting for such a project was not discovered, and the 1959 Sanborn Fire Insurance Co. map does not depict an accessory building.

On November 28, 1950, H. R. Chilcote & Sons applied for a permit to lay a new oak floor on the second level and to move the bar to the west end of the building for \$1,500 (ARC 1950:BP No. 9477). In 1953, H. R. Chilcote relocated a partition on the first floor and installed columns at a cost of \$75 (ARC 1953:BP No. 10726). In February 1954 (ODBC Minutes), the club replaced wood steps with a steel stairwell to the porch on the northeast corner of the building for \$500. In February 1957 (ODBC Minutes), the board and the Smoot Sand and Gravel Company had come to an agreement, allowing the club to move a fence enclosing the parking lot 13'6.5" farther south, a task for which they paid \$250. In support of the increased use of motor boats in June 1958 (ODBC Minutes), the club approved \$600 to building a concrete ramp from the parking lot. A new boiler was added in October 1960 (ODBC Minutes).

In April 1963, the club moved that the Finance Committee borrow \$25,000 to pay off a variety of debts including those related to renovations and that the Board of Governors borrow up to \$30,000 for future improvements. At the July meeting that year, the Building Committee presented plans for upgrades to the second floor, which the Board accepted. In November, the members approved the plans and the application for a 20-year loan up to \$80,000; however, the bank denied the loan application (ODBC Minutes).

On May 21, 1963, the club hired Gomersall & Ayers Architects and N. W. and G. H. Construction Company, who designed and installed new showers and locker rooms 36 years after their last renovation at a cost of approximately \$2,100 (ARC 1963:BP No. 19469). Gomersall and Ayers Architects specialized in designing residential, commercial, civic, and church buildings. Richard Howells Gomersall (1915-2001) settled in Arlington after graduating from the University of Michigan in 1942 and serving in World War II, during which he earned a Purple Heart. He worked at various firms in the Washington, D.C. area before partnering with Edmond J. Ayers Jr. from 1956 to 1985. "In the 1970s and 1980s, Mr. Gomersall did set design work for the Arlington Players and Touchstone Theatre. He also designed the Signature Theatre in Arlington, on South Four Mile Run Drive. He was a member of the Arlington Economic Development Commission and the Columbia Pike Revitalization Organization" (WP 26 April 2001).

In January 1965 (ODBC Minutes), the club revisited their 1963 plans for the second floor and applied for a permit on May 5, 1965 to move the tap room from the west end of the building to an extended east end overlooking the river (ARC 1965:BP No. 21833). Rust Construction Company of Arlington, Virginia successfully bid \$71,312 (ODBC Minutes). After the April 1967 monthly meeting (ODBC Minutes), J. David Thomas built a patio beneath the new tap room and the porch, walkways to the piers, and a walkway from the parking lot, all for \$1,043.

The Long Range Planning Committee proposed further improvements in 1967, including renovation of the downstairs and enclosing the east porch to add a dining area to the tap room with seating for up to 113 people (ODBC Minutes). They again applied for a loan and hired Gomersall & Ayers Architects to design the addition. The following April 1968, Fred Drew Construction company applied for a permit to complete the enclosure of the porch for \$10,000 (ARC 1968:BP No. 25210). The approved permit stated the following:

In lieu of wood framing shown for new exterior walls, framing shall consist of 2 x 4 stran-steel studs, spaced 16", plates and sills or suitable similar steel framing acceptable to the City of Alexandria Building Department. Two 2" x 10" wood beams shall be 8813 steel beam with required bolted blocking. Studs to make up 3/8" flange difference (ARC 1968:BP No. 25210).

After its completion, a Planning Advisory Committee replaced the Long Range Planning Committee. Its members began to research air-conditioning. In July of 1969, the Hercules Underground Corp. began digging to build a new boat ramp and found that the hole filled so quickly with water that additional measure would need to be taken for construction, more than doubling the price; therefore, the members voted to abandon the project (ODBC Minutes). Before the year's end on December 29, the ODBC obtained a permit to install paneling and a drop ceiling on the first floor, a project first identified in the Long Range goals. According to the permit, the members performed the work (ARC 1969:BP No. 26913).

In July of 1971, a large anchor was acquired from the Washington Navy Yard and added as a sculptural object on land that the ODBC had fenced at the end of King Street. In 1972 for \$3,390, the Automatic Gate Specialist installed a motorized gate to restrict access to the parking lot to the south of the King Street right-of-way. The club also adopted a membership card to be used at the gate and other entry points (ODBC Minutes). In 1979, the fence enclosing the sculptural anchor at the end of King Street was removed to allow public access (Sullivan 2014). On September 13, 1973, the torch of a welder working on the stairs of the clubhouse caused damage after catching the south side of the building on fire. The extent of this damage is unknown. A contract was awarded to Fred Drew Contracting for a sum of \$20,000 to complete repairs in 30 days (ARC 1973:BP No. 30287). It was at this time that major alterations to the roof line occurred, including the removal of Spanish tile, hipped roof, and the shed-roofed dormers added in 1936 and visible in a 1963 aerial (Figure 28). The roof line was rebuilt as a front gable, and mansard screens were added around the flat roofs on the west and east ends.

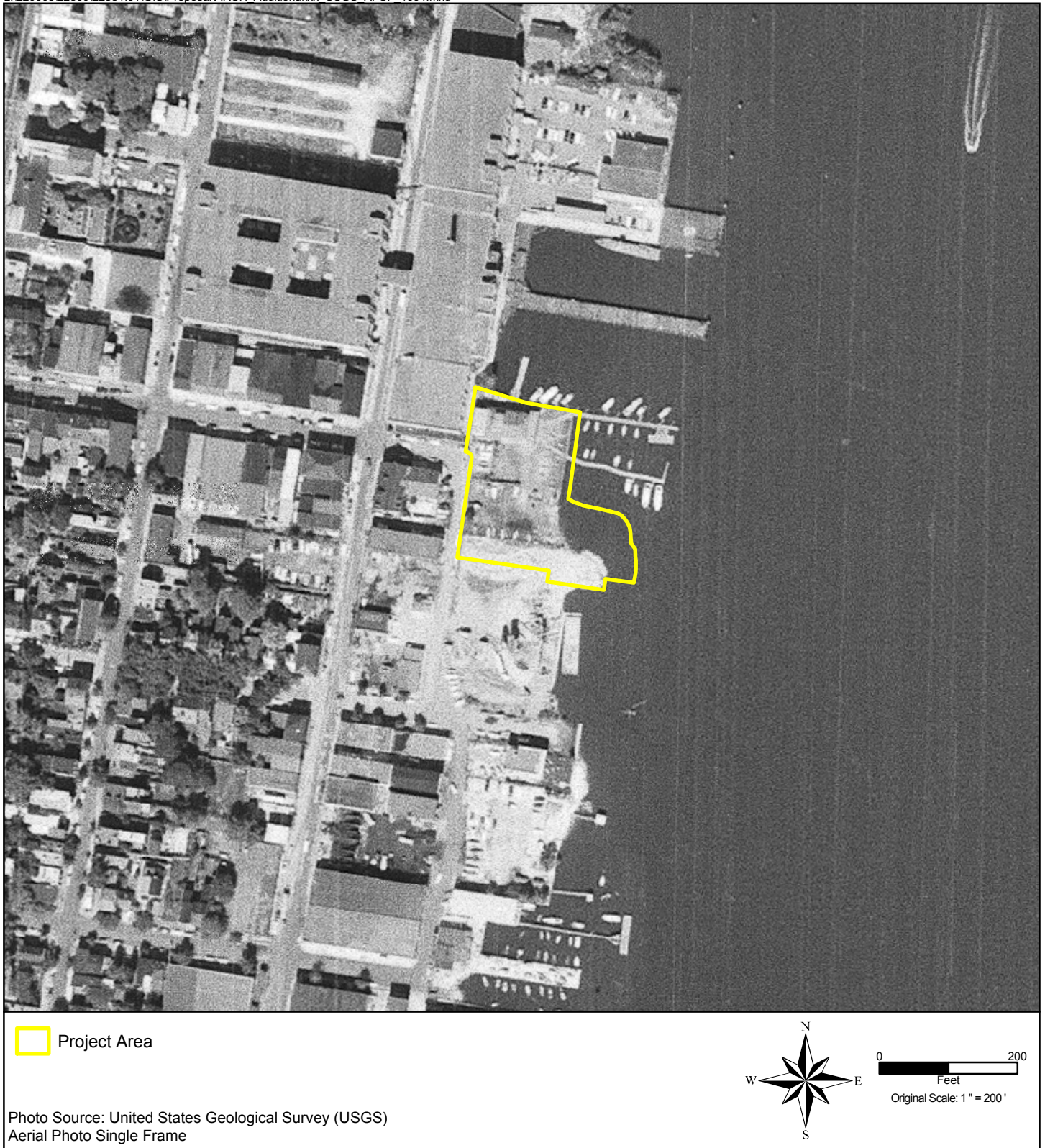


Figure 28: Fall 1964 Black & White Imagery

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A variety of maintenance and minor updates occurred in the 1980s. Liquor lockers were added behind the bar in 1981. In August 1982, Jackson Davis Roofing obtained a permit to replace shingles on the roof and noted that no work would occur on the metal roof (ARC 1982:BP No. 38169). In 1988, carpet and blinds were replaced in the second-floor tap room. In May 1992 (ODBC Minutes), the club began to discuss multiple intensive updates, including glazing the exterior and replacing doors and stairs; however, planning did not move forward until 1994 at which time the exterior was refinished, gutters and downspouts replaced, gates replaced, and cable television added. In 1995, the club completely renovated the tap room and bathrooms (Figure 29). In the process, they installed a new kitchen and sought approval for a rooftop HVAC unit and waiver of screening, which was denied in favor of further study of placing it on the ground on the north side of the building (ARC 1995:BAR 95-42). In 1996, an architect drew plans for renovating the members-only room designated on the west end of the lower level and the adjacent kitchen. At the July 1998 meeting, the club allotted \$125,000 for Mitchell Horn and Associates to complete the renovations planned two years earlier (ODBC Minutes).



Figure 29: 1995 View of the Second-floor Bar Before Renovation

Since 2000, AAA Heating and Air Services replaced the air unit (ARC 2000:Mechanical Permit No. 2000-00759); ADT Security installed smoke detectors (ARC 2002:Fire Protection System Permit No. FPS2002-00472); the patio floor was renovated in 2002; and a window in the 1923 section was converted into a door where an elevator lift was added (ARC 2007:BP No. BLD2007-02513). Most recently, the club applied to the BAR to waive rooftop screening for a new kitchen exhaust fan and unit to be installed on the flat roof in

an area visible from the marina and the river (ARC 2013:BAR No. 2013-0332).

On May 27, 2015, the ODBC sold the combined lots to the City of Alexandria after more than 35 years of legal dispute and threats of eminent domain, allowing the city to move forward with waterfront parks expansion (Alexandria, Virginia Instrument 150008516; Sullivan 2014). The ODBC continues to occupy the building while a new clubhouse designed by Michael Winstanley Architects & Planners is constructed at 0 Prince Street, two lots from its original clubhouse site on the Strand.

CURRENT CONDITIONS

Michael Winstanley Architects & Planners prepared drawings of existing conditions in anticipation of the redevelopment of 1 and 2 King Street. Figure 30 through Figure 33 include annotations on these drawings, which illustrate where various additions and alterations have occurred at the clubhouse on 1 King Street since its construction in 1923.

Setting

Located on the north side of King Street (Figure 34), the building faces east overlooking the Potomac River, the primary entrance is on the south side on King Street, and the rear (west) elevation backs up to a walking path and the Torpedo Factory (Figure 35-Figure 37). The north elevation is obscured by vegetation and multiple small additions (Figure 38-Figure 39). Minimal landscaping on the property includes a hedgerow on the south lot line, a small grass lawn between the patio and the docks, and another small strip of grass between the north wall and the wharf. There is over 80 feet of river frontage and 53 boat slips for members. The sidewalks are laid out in a nautical pattern.

Exterior

The present footprint of the building is approximately 118 feet 9 inches by 45 feet 11 inches. The foundation consists of 100 driven piles set in poured concrete, required due to construction on what used to be a shallow bay. The 1923 and 1933 sections of the building are constructed of metal and hollow tile. The original cement stucco wall finish on the building has been replaced with an Exterior Insulation Finishing System (EIFS) synthetic stucco. The original portion of the building is three bays on the east and west elevations and five bays on the north and south. The rear, or west-end, addition contains two narrower bays on the north and south side; the east façade addition contains two wider bays on these same walls. The building is currently front-gabled and the east and west additions have flat roofs with mansard surrounds. The roof is sheathed with green three-tab composition shingle. A few attached and detaches additions are located on the north and south sides (Figure 39-Figure 40).

The south elevation features a green metal door capped by a six-lite transom on the west end. The primary staircase is 4 feet by 20 feet and supported by four steel I beams. It rises from west to east from the King Street sidewalk to a mid-way landing onto the upper-level porch, which has wood brackets below, painted tongue-and-groove floor, simple railing,

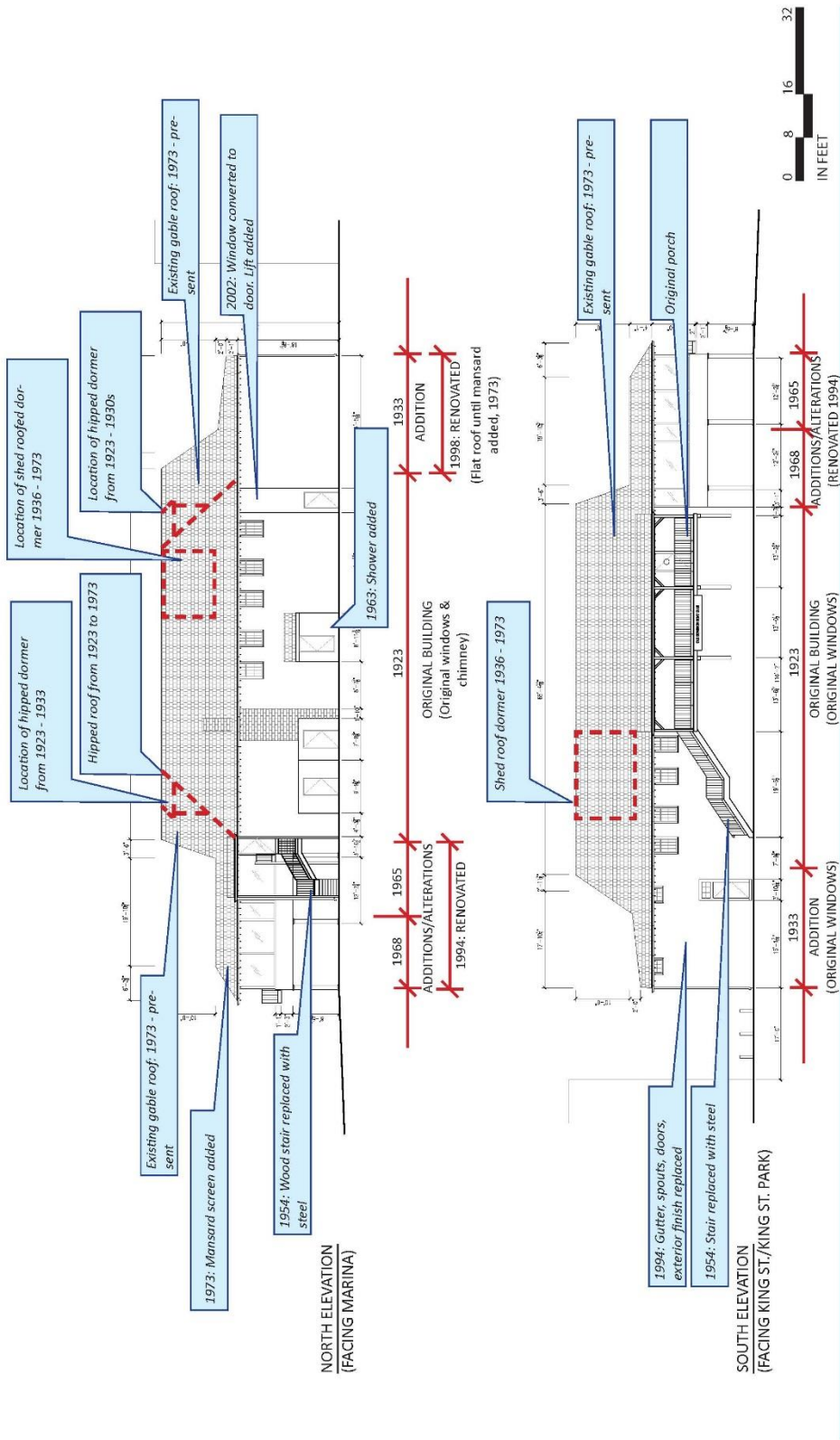


Figure 30: North and South Elevations (Winstanley Architects & Planners 2016)

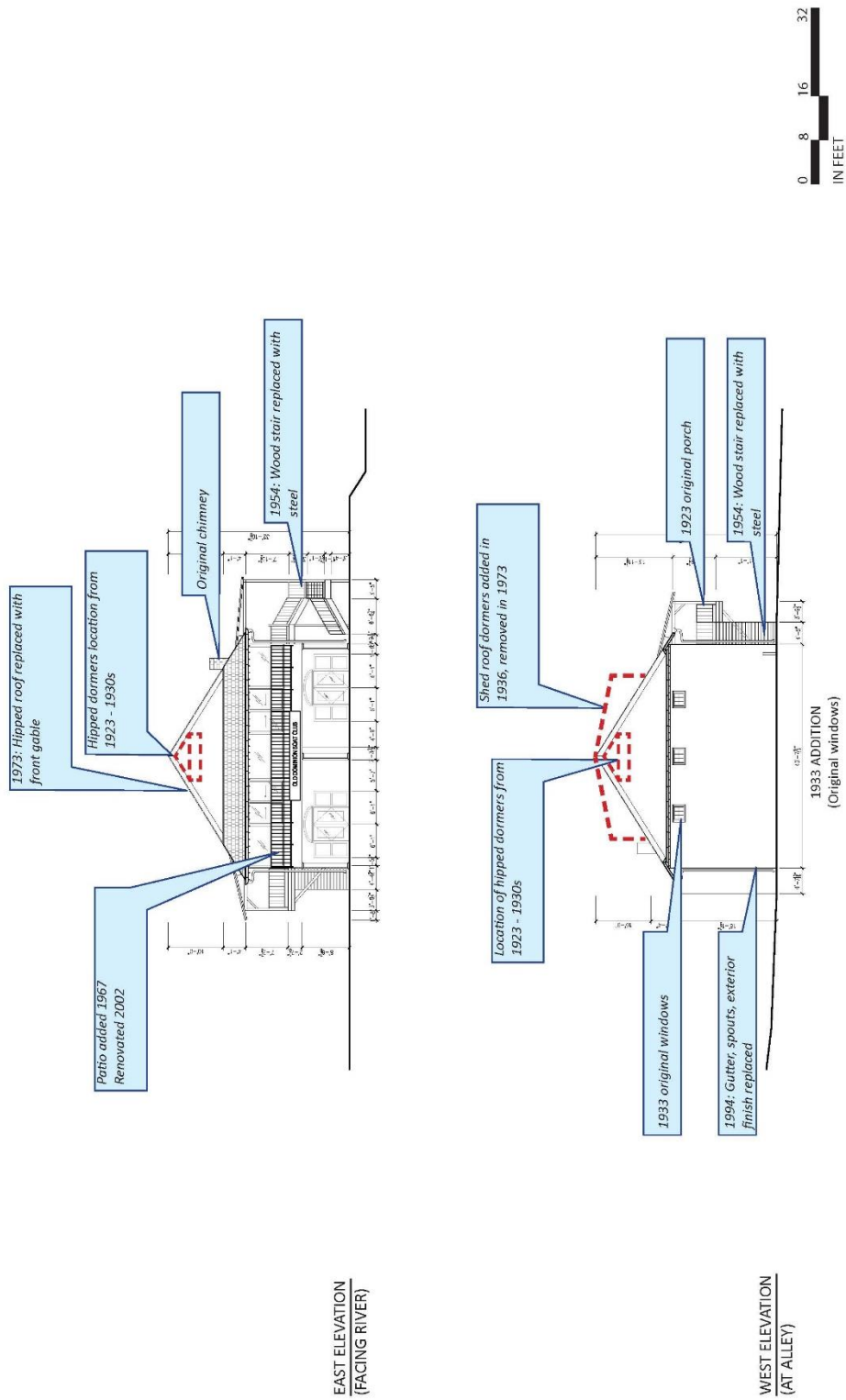


Figure 31: East and West Elevations (Winstanley Architects & Planners 2016)

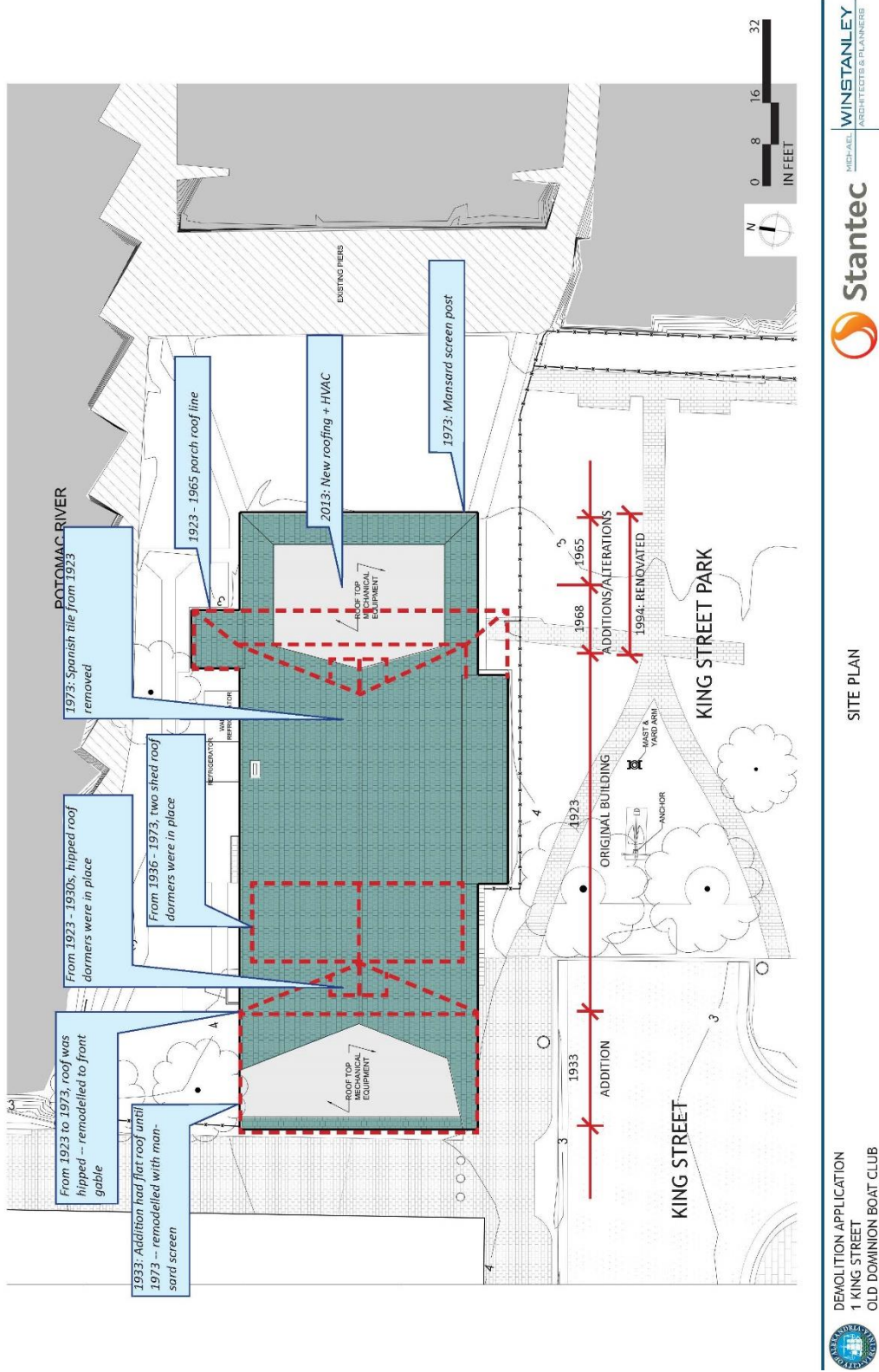


Figure 32: Roof Site Plan (Winstanley Architects & Planners 2016)

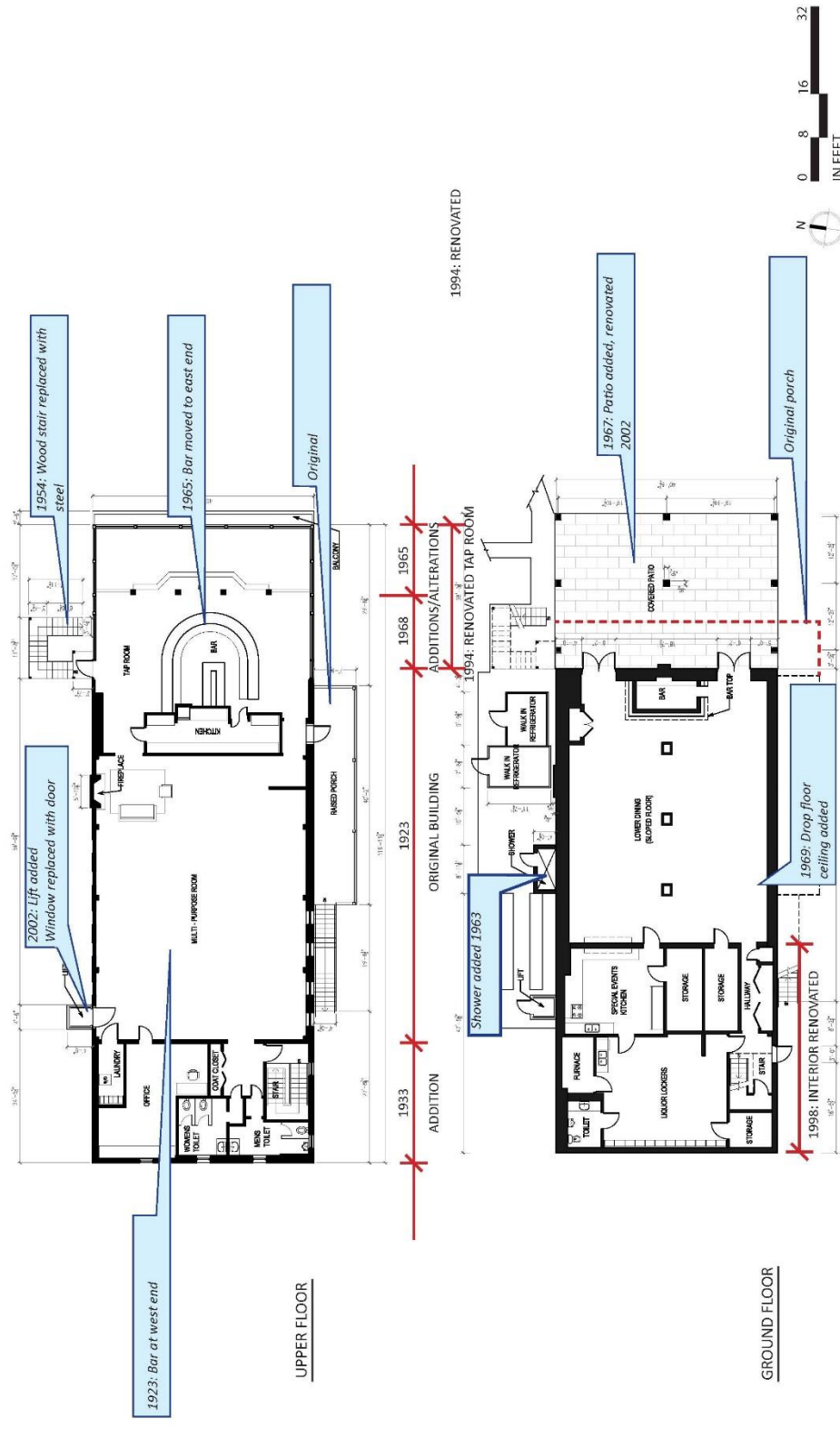
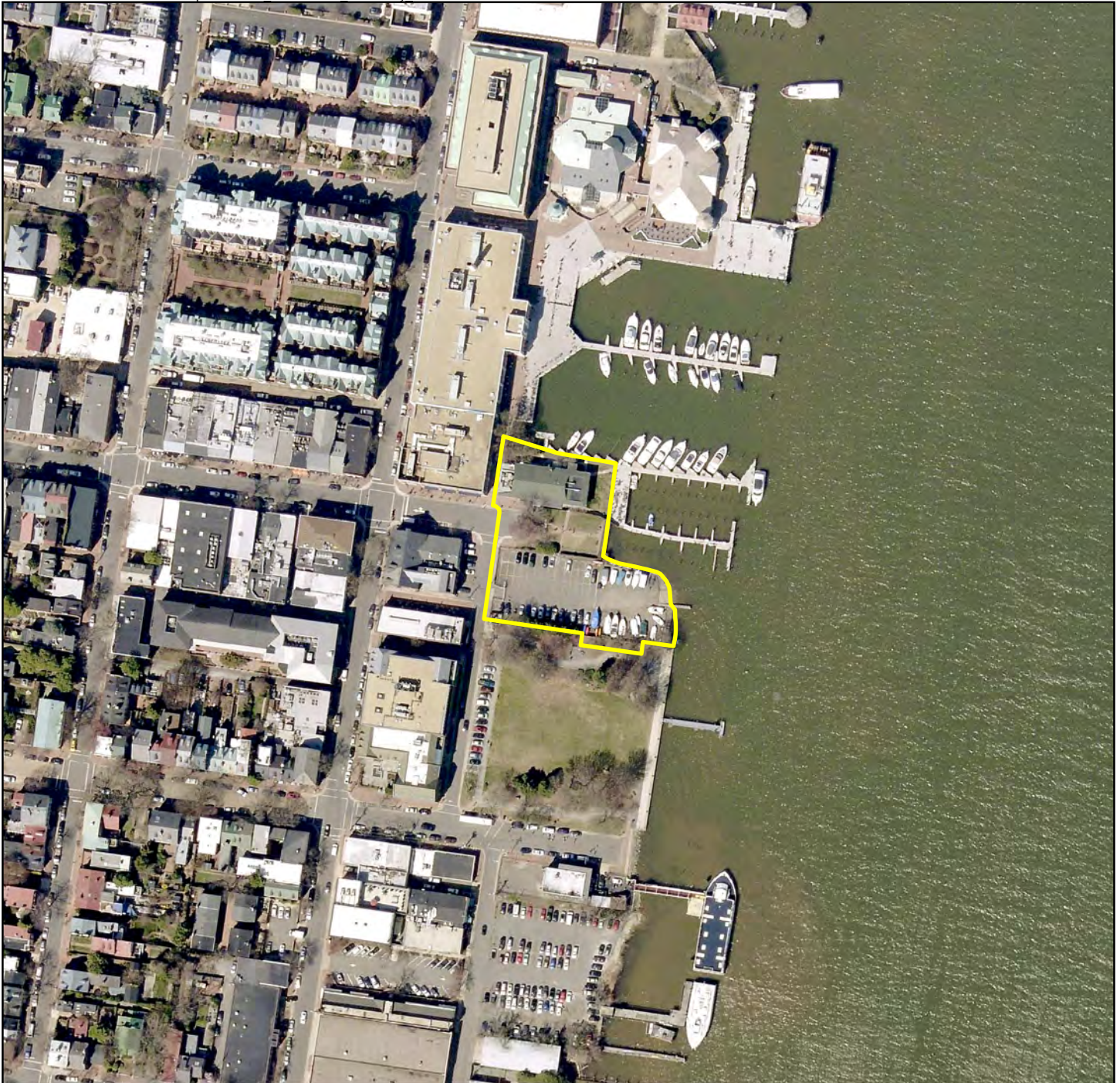



Figure 33: Upper and Lower Level Plans (Winstanley Architects & Planners 2016)

Old Dominion Boat Club, 1 and 2 King Street, Alexandria, Virginia – Property History



 Project Area

 Original Scale: 1" = 200'

Photo Source: Pictometry®

Figure 34: Spring 2015 Natural Color Imagery

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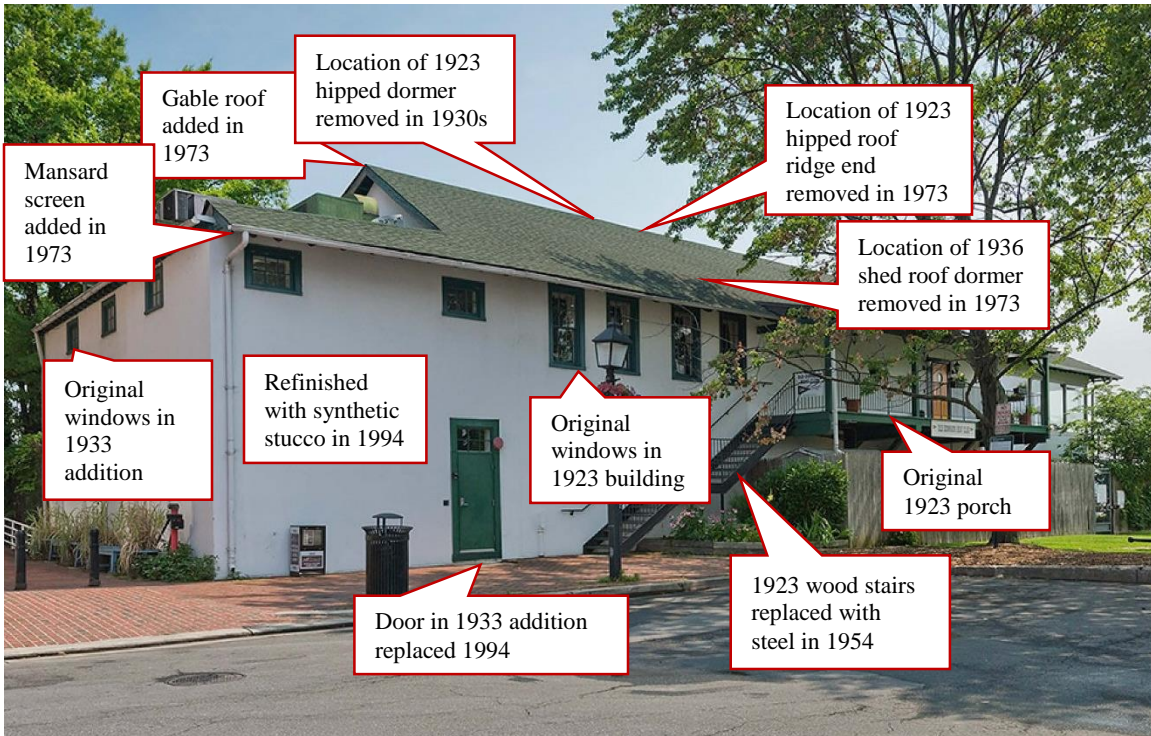


Figure 35: Alterations on West and South Elevations (Winstanley Architects & Planners 2016)

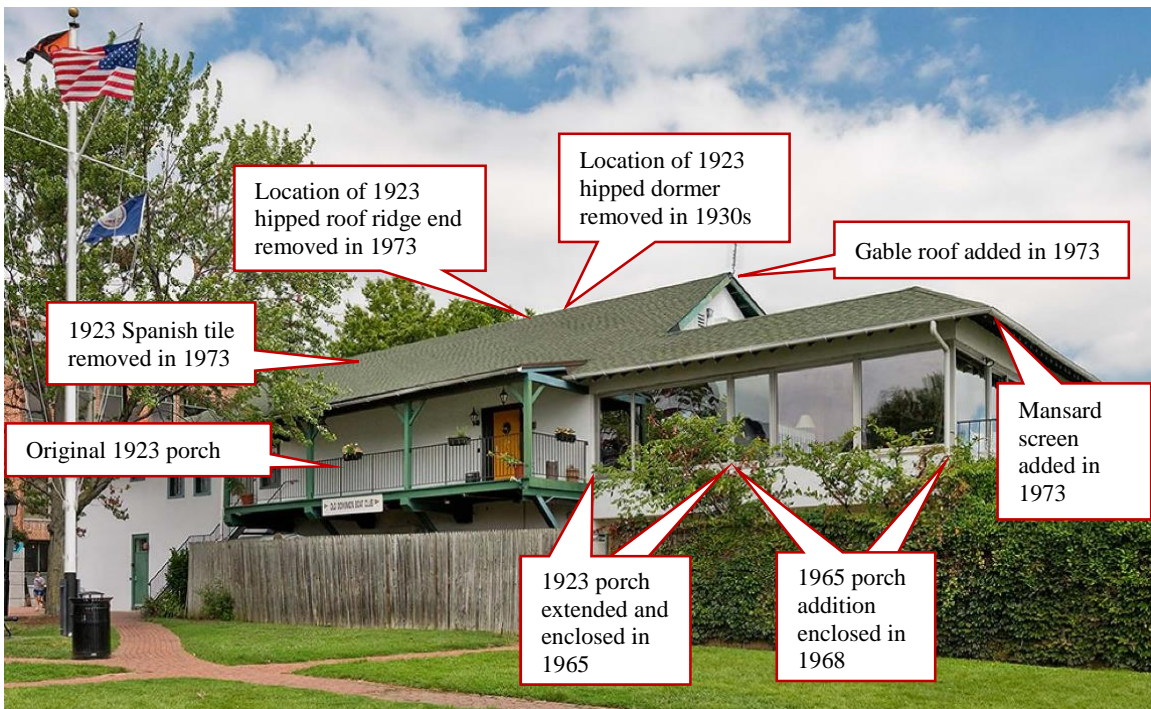


Figure 36: Alterations on South and East Elevations (Winstanley Architects & Planners 2016)



Figure 37: Alterations on East Elevation (Winstanley Architects & Planners 2016)



Figure 38: Alterations on North Elevation (Winstanley Architects & Planners 2016)



Figure 39: Alterations on North Elevation (Thunderbird Archeology 2016)

and shed roof supported by posts and braces. An orange metal door with a port-hole style window on the porch provides access to the tap room. Shed-roofed additions and a prefabricated, gambrel-roofed shed have been added under the stairs (Figure 40). The second level of the elevation includes two six-lite casement windows on the west end, and four six-over-six, double-hung windows in the center of the building. The east end of the upper-level consists of two bays of three sliding plate-glass windows; this room is supported by metal piers below.

The east elevation consists of a patio on the lower level and an enclosed porch on the upper level (Figure 41). The enclosed room is supported by steel piers with paneled veneers to look like wood posts. The steel beams and ceiling are treated with wood and trim giving the appearance of oversized coffering. Two French doors contain large single-pane glazes within the first and third bays, providing access from the patio to the lower-level meeting area. The French doors are flanked by full-height operable shutters and capped with a wooden fan feature, evoking Federal Revival. The upper level contains three plate-glass, full-height casement windows. Two double sliding glass doors, symmetrically positioned between the three large plate-glass windows, allow access to a narrow metal balcony from the inside.

The north elevation includes a U-shaped staircase, two flat-roofed freezers with flush metal doors, a small shed-roofed shower, and a two-story elevator shaft. The steel staircase is U-shaped with two landings leading from the patio to a second-story metal and plate glass, commercial-style door. It is covered by a large shed roof supported by two-story metal

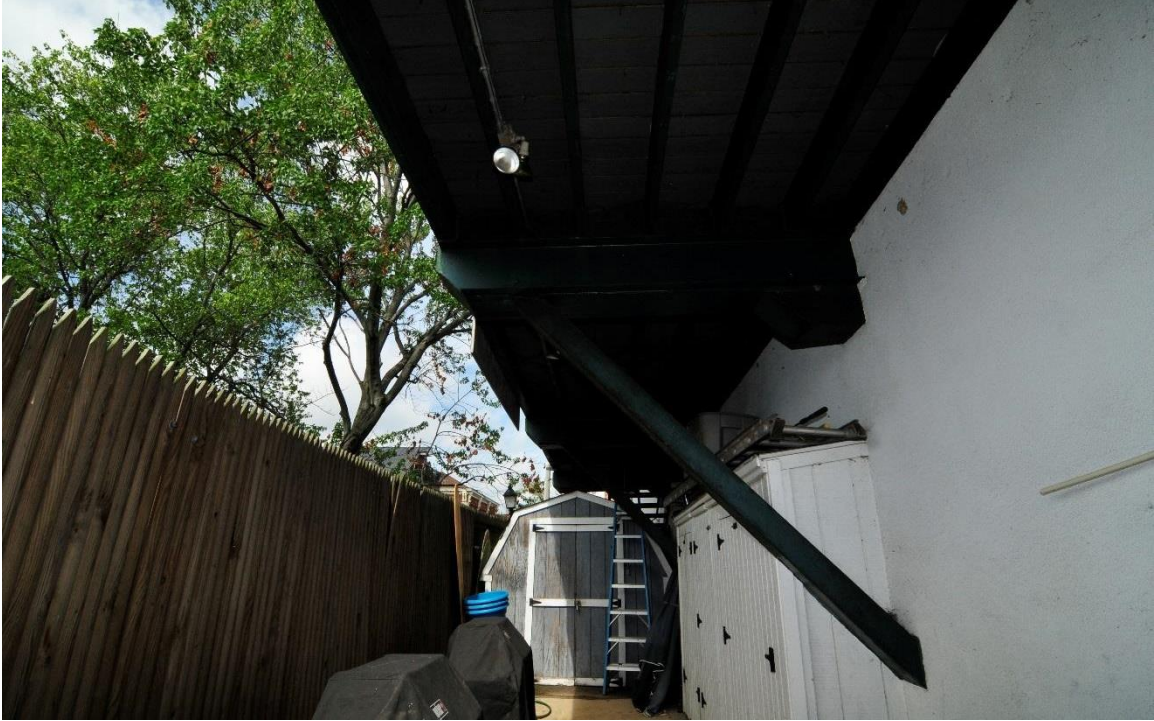


Figure 40: Small Additions on South Elevation (Thunderbird Archeology 2016)



Figure 41: East Façade, Looking North on Patio Added in 1967, Renovated in 2002 (Thunderbird Archeology 2016)

piers. Three sliding plate-glass windows are east of the door on the upper level. One exterior shouldered chimney is to the west of the door. This chimney serves the fireplace in the multi-purpose room. Five six-over-six, double-hung windows are located between the chimney and the square, metal elevator shaft. The shaft conceals an exterior flush metal door, which replaced a window on the second floor.

The west elevation consists of a solid wall with no opening on the lower level and three six-lite casement windows on the second story.

Interior

Upon entering the ground floor from the green door on the south elevation, there is a small vestibule, with a stairwell to the left (west) and a hallway to the right (east). The vestibule and hallway have mottled gray and brown tile flooring, and dropped metal frame ceilings with acoustic tiles. The stairwell has a wrought iron banister and makes a 180 degree turn as it ascends. Electric panels line the south wall of the hallway. Proceeding from the vestibule straight (north) there is a door leading to the Board Room. The room has mottled gray and brown tile flooring, no windows, and dropped metal frame ceilings with acoustic tiles (Figure 42). All but the west wall is plastered; the west wall is completely covered in small faux wooden lockers. A door to a storage room is adjacent to the lockers on the south side. There are two doors on the north wall of the Board Room; the western door leading to a bathroom, with large white marbled ceramic tiles on the floor and walls, and the eastern door leading to a furnace room. The fourth door in the room, on the east wall, leads to the kitchen. The kitchen has terra cotta tile flooring, and walls sheathed in sheets of textured white vinyl, with the north wall clad in stainless steel (Figure 43). There is an overhead rolling window on the east wall. A door on the south wall opens to a storage room, also with terra cotta tile flooring. A second storage room is adjacent to the first, to the south. Dropped metal frame ceilings with acoustic tiles compose the kitchen and storage room ceilings. From the kitchen, a door on the east wall leads to an open meeting area. The room has mottled tan vinyl tile flooring, and brick veneer apron-walls below white vertical plywood panels (Figure 44). Three square brick pillars bisect the room, east to west, also with the same surface treatment as the walls. There is a bar area along the east wall, between the French doors leading to the covered patio. Three recessed trophy cases line the south wall, and two blinded service windows and a counter line the north wall. The room also has a crown molding, and a dropped metal frame ceiling with acoustic tiles.

From the orange door on the raised porch, the second floor opens to a small interstitial space, with mottled gray and brown tile flooring, between the tap room and bar area and the multi-purpose room. The tap room to the right (east) is covered in blue carpet with yellow stars (Figure 45), and the dining area along the far east wall is stepped down and demarcated by four wood-clad columns (Figure 46). The slight change in elevation is due to the extension of the former porch when it was enclosed to create the tap room. The room is dominated by a semi-circular wood-paneled bar. This space has a Colonial Revival aesthetic, dating to the 1980s and 1990s. The south, east, and north walls feature floor-to-ceiling plate glass windows and doors, with views of the Potomac River, and crown



Figure 42: Board Room in 1933 Addition, Looking Southwest



Figure 43: Kitchen on the First Floor in 1923 Section, Looking Northeast



Figure 44: Open Meeting Area in 1923 Section, Looking Southwest



Figure 45: Tap Room in 1965 Enclosure of Original Porch, Looking Southwest



Figure 46: Dining Area Adjacent to Tap Room in 1968 Enclosure of Second Porch, Looking South

molding. The ceiling is plastered. The tap room flows around the kitchen to the multi-purpose room. The kitchen, with a door on the north side, is fully contained and not connected to the north or south walls of the building, but has double doors on the north and south ends. White buff square tiles cover the kitchen floor, and dropped metal frame ceilings with acoustic tiles cover the ceiling.

The multi-purpose room occupies most of the original building footprint. This area consists of narrow tongue-and-groove oak flooring, and white horizontal bead-board wainscoting with shallow, squared counters around the north, west, and south walls (Figure 47-Figure 48). The counters are supported by decorative engaged posts, and painted black. Above the counters the walls are white plaster. Along the north wall, there is a metal lift door to the left (west) that has one narrow light which replaced a window. There are also five six-over-six double-hung windows, and a brick fire place to the right (east). The south wall has four six-over-six, double-hung windows, all clustered toward the west wall. The west wall opens to a hallway to the left (south), a door to an office space, and a door to the laundry room near the north wall. There is also a shallow stage centered on the wall, between the hallway and office openings. The five exposed gable trusses are painted black, and have vertical metal tension rods in place of the king posts, as well as between the struts and the principal rafters. Each member consists of several pieces of sawn wood adhered together to appear square. The east wall has a large central vent within the gable between the room and the kitchen. The ceiling features metal frames and acoustic tiles between the exposed rafters. The wood elements of this space reflect an Arts and Crafts influence.



Figure 47: Multi-Purpose Room in 1923 Section, Looking Northeast



Figure 48: Multi-Purpose Room in 1923 Section, Looking Northwest

The office space adjacent to the multi-purpose area is accessed through a polished wooden door and has plaster walls and ceiling (Figure 49). The laundry room has a black and white tiled floor and plastered walls and ceiling. The south vestibule and very small corner of the multi-purpose room have large terra cotta colored tiles, and the office, bathrooms, and stairwells have vinyl tile flooring. Throughout the building the plumbing, HVAC, lighting fixtures, and hardware are modern.

Accessed via a double-wide opening on the west wall of the multi-purpose area, a small hallway leads to coat closets, bathrooms, and interior stairwell (Figure 50). Added in more recent decades on the north wall of the hallway, the closets have exposed concrete block walls and two sets of louvered double doors. Accessed by narrow, flush wooden doors, the men's room is in the southwest corner of the building, and the ladies' room directly north of it. Each room has a casement window on the west wall, the men's room has a second window on the south wall. The stairwell is accessed via a door on the south wall and contains a small casement window.

PROPOSED CONSTRUCTION

In January 2012, City Council approved the Alexandria Waterfront Small Area Plan, which is a 20-to-30-year vision for land along the waterfront, including the study area. In 2014, the city approved the Phase I landscape and flood mitigation design for implementation and purchased the ODBC for the creation of Fitzgerald Square. The proposed construction at 1 and 2 King Street and the existing King Street Park, owned by the city and under review as BAR Case No. 2016-00268, consists of open space for public use. As a thriving organization, the ODBC has relocated to 0 Prince Street, the location of the former mid-twentieth century Beachcombers building, just north of the site of their original clubhouse. Designed by Michael Winstanley Architects & Planners, the new building is currently under construction.

SUMMARY

Dating to 1923, the ODBC clubhouse at the foot of King Street is the third meeting location and second clubhouse of the organization. Though the present-day clubhouse was built by an accomplished local builder, D. E. Bayliss, numerous twentieth-century alterations have diluted what stylistic influences there were and significantly diminished the architectural integrity of the original design on the exterior and interior. The organization's cultural significance in the context of boat clubs in the U.S. and the evolution of Alexandria's waterfront surpasses the physical property at 1 King Street and will continue with its move to 0 Prince Street.



Figure 49: Office Space in 1933 Addition, Looking Southeast

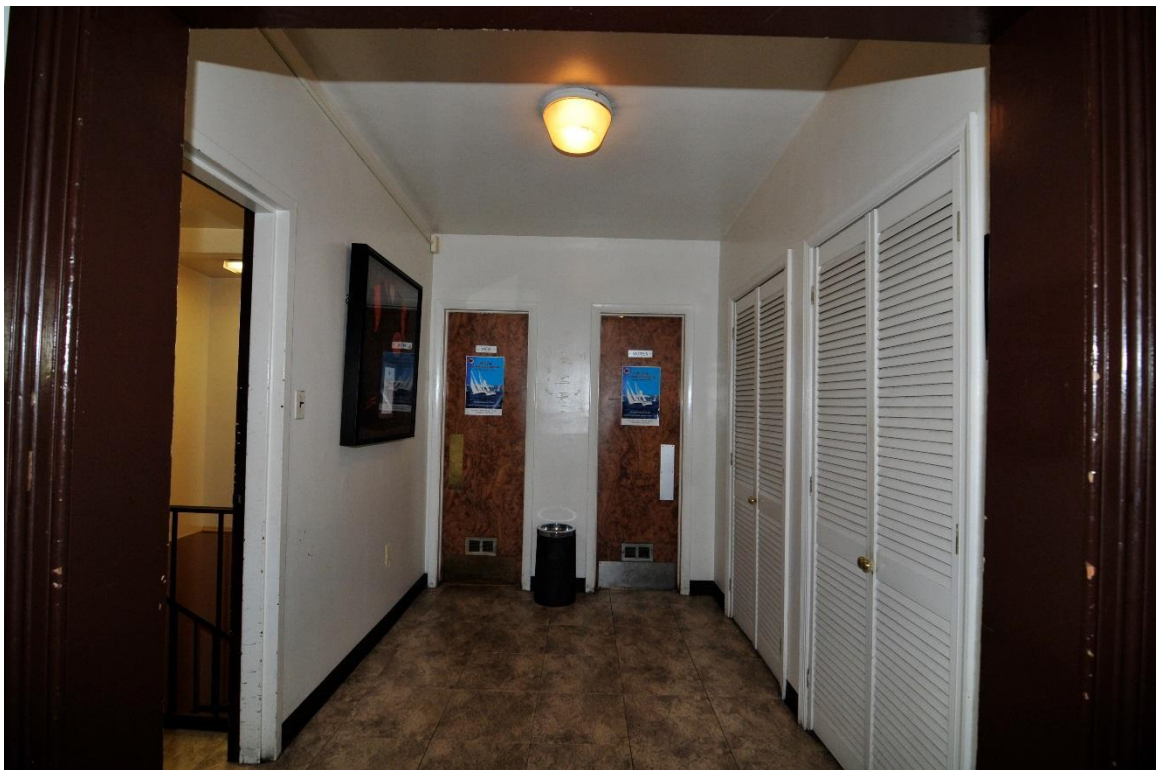


Figure 50: Stairwell and Bathrooms in 1933 Addition, Looking West

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APPENDIX I: CHAIN OF TITLE

Table 1: Property Block 4, Parcel 5 (N), 1 King Street (Stantec 2016)

Date	Grantee	Grantor	Description	Book:Page
5/27/2015	City of Alexandria	Old Dominion Boat Club		Instrument 150008516
7/25/1992	Old Dominion Boat Club	George D. Hopkins, et al	Trustees of ODBC to ODBC	74:219
6/9/1921	George D. Hopkins, et al	Norfolk & Washington, D. C. Steamboat Co.		72:362
8/20/1909	Norfolk & Washington, D. C. Steamboat Co.	Washington Steamboat Co., Ltd.		58:525
7/17/1901	William Manice, et al, defendants	Washington Steamboat Co., Ltd., plaintiff	Sale mandated by NY Supreme Court	47:128
5/16/1876	Henry D. and Laura S. Cooke (DC)	Edwin M. Lewis, trustee (Philadelphia)		5:477
8/25/1869	Henry D. Cooke	John J. Wheat		Z-3:492
2/1/1853	John J., Robert W., and Benoni Wheat, Jr. (3rd)	John J. and Maria Wheat (1st and 2nd)		P-3:612
11/25/1845	Benoni Wheat	George W. D. Ramsay and Reuben Johnston	Sold at public auction	G-3:162
9/29/1810				Will Book C:489
1782	William Ramsay	Trustees of the City of Alexandria	Deed book lost	

Table 2: Property Block 5, Parcel 4 (S), 2 King Street (Stantec 2016)

Date	Grantee	Grantor	Description	Book:Page
5/27/2015	City of Alexandria	Old Dominion Boat Club		Instrument 150008516
12/4/1935	Old Dominion Boat Club	Elizabeth H. Wagner, trustee		125:285
10/14/1905	Fred Wagner	Park Agnew		54:305
6/19/1905	Park Agnew	Heirs of William H. Irwin		54:259
1/15/1835	William H. Irwin et al	James and Anna Irwin	250' pier	V-2:305
5/6/1809	Thomas Irwin	John Dunlop		R:259
6/1802	John Dunlap and Thomas Irwin	William and John C. Herbert, trustees	100' pier	C:73
1782	John Fitzgerald and Valantine Peers	Trustees City of Alexandria	Deed is lost	N:309

APPENDIX II: CONSTRUCTION TIMELINE

CONSTRUCTION TIMELINE

- Jun 9, 1921 Club trustees purchased the 80' lot
- Feb 9, 1922 Considered new clubhouse plans
- Mar 20, 1922 Fire destroyed vacant building on property
- Jul 25, 1922 Club trustees sold the property to the ODBC
- 1923 Constructed a 42' x 66' building
- Stucco over metal and hollow tile
 - Wrap-around porch 10' x 105' on east and south walls
 - Storage for 75 canoes and crew boats
 - Spanish tile roof
- 1924 Removed ferry slip pilings and docks to the east and south
- Ca. 1925 Land banked out to east
- Oct 1927 Updated shower plumbing
- 1932 Various repairs
- 1933 Built 27' x 42' addition on the western end of the building
- Concrete foundation
 - Modern steam heat and plumbing
 - Linoleum floors
 - New closets
 - I-beam installed in the floor of bottom level to extend the west end
 - Three second-floor windows on the western wall converted into doors for locker room
- Dec 4, 1935 Club purchased lot south of present-day King Street
- Mar 4, 1936 Two shed-roofed dormers added to the center of the northern and southern slope of the roof
- Stucco with tin roofs
- Dec 1939 Installed new boat room floor
- 4" concrete reinforced with mesh
- Nov 28, 1950 Altered the second story
- Installed new oak floor

- Moved bar to the west end of the building
- 1953 Renovated original 1923 building
 - First floor partition moved
 - Columns on first floor installed
- Feb 1954 Replaced wood stairwells with steel
- Feb 1957 Moved fence around parking lot 13'6.5" south
- Jun 1958 Added concrete boat ramp from parking lot
- Oct 1960 Added new boiler
- Ca. 1960 Bathroom and locker room renovated
- May 21, 1963 Installed new locker rooms and showers
- May 5, 1965 Club applied for a permit to move tap room from west to an extended east end
- Apr 1967 Renovated original 1923 building
 - Added ground floor patio on east end
 - Added pier and parking lot walkways
- Apr 1968 Enclosed east porch
- Jul 1969 Dug a new boat ramp but did not complete
- Dec 29, 1969 Permit acquired to install ground floor drop ceiling
- Jul 1971 Anchor added to landscaping
- 1972 Added motorized gate to parking lot
- Sept 13, 1973 Fire damaged south side of building
- Sept-Oct 1973 Repaired fire damage
 - Removed Spanish tile
 - Removed shed dormers
 - Removed hipped roof
 - Added gabled roof
 - Added asphalt shingle
 - Added mansard screen on flat roofs
- 1979 Removed fence around the anchor
- 1981 Added liquor lockers behind the bar
- Aug 1982 Replaced roof shingles

- 1988 Replaced carpet and blinds in tap room
- 1994 Completed renovations
- Refinished exterior
 - Replaced gutters and downspouts
 - Replaced gates
 - Added cable television
 - Added new kitchen
- 1996 Plans completed to renovate the Board Room and ground floor kitchen
- Jul 1998 Funds allotted to complete 1996 plans using Mitchell Horn and Associates
- 2002 Renovated original 1923 building
- Renovated patio floor
 - Added elevator lift
 - Window converted into a door for lift access
- 2013 Applied to allow rooftop screening of new kitchen HVAC unit on west end