

BAR CASE # 2015-0152

City Council
September 12, 2015

ISSUE: Appeal of a decision of the Board of Architectural Review, Old & Historic Alexandria District, approving a Permit to Demolish

APPLICANT: RTS Associates, LLC

APPELLANT: Charles L. Trozzo, on behalf of petitioners

LOCATION: 226 The Strand

ZONE: W-1 / Waterfront



BAR2015-00152



I. ISSUE

The petitioners have appealed a decision of the Old & Historic Alexandria District Board of Architectural Review (BAR) to approve a Permit to Demolish on June 17, 2015 for the site located at 226 The Strand, most recently known as the Alexandria Marine building. The applicant in this case is RTS Associates, LLC, represented by Jonathan Rak. The applicant brought forth the application for a Permit to Demolish pursuant to a condition of approval for DSUP2014-00006, approved by City Council on April 18, 2016.

The appellant is Charles L. Trozzo on behalf of the petitioners. The petitioners based their appeal on the belief that Criterion 5 of the Zoning Ordinance Section 10-105(B) is met regarding the question: “Would retention of the building or structure help preserve and protect an historic place or area of historic interest in the city?” The appellants posit that “this structure is the last existing example of the manufacturing and marine services that existed on the waterfront when the City was an active seaport.”

At the April 18, 2015 City Council meeting, the City Council unanimously approved the Development Special Use Permit (DSUP) with Site Plan for the Robinson Terminal South redevelopment, and other related applications, including a cluster residential development, a Special Use Permit for a facility used for docking of boats, a Special Use Permit for a restaurant, a Special Use Permit for a retail shopping establishment, and a Special Use Permit for a Transportation Management Plan. As part of the developer’s contribution, identified as Condition #134 in the DSUP approval, applicant is required to dedicate the detached parcel of land at 226 The Strand for expansion of the public waterfront parks and for a future civic building. In addition, the applicant is required to prepare a historic analysis of 226 The Strand, submit a Permit to Demolish application to the BAR and to demolish the former Alexandria Marine building, including the removal of all associated debris and appropriate interim stabilization of the land.

II. DISCUSSION

Overview History

The subject property, **226 The Strand**, presently contains a one-story brick building, limited portions of which likely date to the late **1890s** but whose current form and design date to the **mid-20th century**. This building has little to no historic or architectural significance. The *Waterfront Plan Historic Buildings Preliminary Survey* from 2009 stated that this building had lost architectural significance and recommended retaining materials for reuse. The comprehensive *Alexandria Waterfront History Plan* appendix to the *2011 Waterfront Small Area Plan* suggested that the structure could be an example of a building that incorporated materials from older buildings or it could entirely be 1920s construction but shows the existing structure being replaced by a civic building. The *2013 Waterfront Art and History Implementation Report* did not identify this building as historic. Finally, throughout the review and approval of the Robinson Terminal South redevelopment by City Council, there has been no discussion of any significance associated with this building or suggestion that it should be preserved.

The applicant's consultant prepared a thorough and balanced history report that is consistent with BAR staff's findings (Attachment B). BAR staff toured the site last year to determine the historic integrity of the building and to better understand changes to the building over time. All of the wood roof framing appeared to be late 20th century and differential settlement cracks were visible on the interior above virtually every opening, as the shallow foundations are on 19th century fill in the former riverbed. Staff found that, although the building likely has some historic materials dating to the late 19th or early 20th century, such as brick at the lower levels of the walls of some portions of the building, the overall building itself cannot be considered a late 19th-century building due to the substantial changes in the middle of the 20th-century and significant loss of historic materials over time. In addition, this site has always been prone to flooding and rising damp. Much of the brick on the interior is soft and compromised due to the application of the rough stucco applied to the exterior face of the underlying brick which spalled over the years.



Figure 1. Street view of 226 The Strand, identifying some key building elements and date of construction (from applicant's history report prepared by Thunderbird Archeology).

Permit to Demolish

In considering a Permit to Demolish, the Board must consider the criteria set forth in the Zoning Ordinance, §10-205(B) and noted in **bold** below. It should be noted that City Council's review and discussion is limited to the six criteria. Therefore, questions regarding what could be built on the site in the future, how it might be used in the interim or the economics of redevelopment of the site are not to be considered when making the final determination about a Permit to Demolish. While City Council may review and consider the BAR's previous actions, City

Council will make its own decision based on the material presented and a re-evaluation of the material. The City Council's review is not a determination on whether the BAR's decision was correct or incorrect but rather how the criteria are interpreted.

(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, the careful demolition/deconstruction of this building with the requirement that all historic material be reused on site in the future will not be a detriment to the public interest. In its current form, the building possesses no architectural or historic significance. The careful demolition will actually be a benefit to the public interest as it will implement the approved Waterfront Plan and allow proper interpretation of the original commercial uses on the waterfront.

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

No, the former Alexandria Marine building could not be made into a historic shrine. Very few buildings can be made into historic shrines. Iconic buildings such as the George Washington Masonic Memorial and Gadsby's Tavern are typically associated with historic shrines, museums and visitor destinations. This building would be an unlikely candidate as a historic shrine and would not successfully convey the waterfront's industrial heritage.

(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?

226 The Strand is a one-story masonry building that is substantially a 20th-century building, not unlike the recently demolished one-story brick warehouse at 220 South Union Street. While there may be a small amount of late-19th-century bricks that were repurposed in the current building, there is no evidence of old, unusual or uncommon design. Additionally, the brick has been stuccoed and subject to flooding over the years, further compromising its condition.

Furthermore, this portion of the waterfront is below the six foot datum for the approved City nuisance flood mitigation plan and is well below FEMA's 100 year flood level, so the grade must be raised for any structure on this site to be habitable in the future. Unlike the two-story warehouse the BAR recently reviewed at 2 Duke Street, there is not enough ceiling height to accommodate a grade change on the interior or exterior of 226 The Strand and maintain functionality and useability.

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

This criterion is not applicable to this particular case.

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

Alexandria's waterfront is where industrial and commercial activities have occurred continuously since the City's founding in 1749. The area of the Alexandria waterfront near this particular building, but located higher and slightly farther from the river, includes the best collection of 19th-century industrial waterfront buildings in Alexandria, notably the building at 2 Duke Street, the recently restored warehouses at 204-206 South Union Street, and the Chadwick's restaurant building in this same block on The Strand. Unfortunately, the building at 226 The Strand in its current form does not convey the same significance or integrity as these other historic buildings. Because of the changes to the building's form, design and materials, it would be impossible to restore this building to a late 19th-century status without doing a complete, and conjectural, reconstruction.

Although buildings often evolve over time, this particular building has become an entirely different building and reads as a mid-20th-century building with no apparent reference to its distant historical roots. Because of its condition, due to flooding and material changes, and substantial alterations over the years, this building does not contribute to one's understanding of this area of the waterfront, nor could it be made into a historic museum. Because of the 20th-century improvements, the building cannot convey the changes over time or history of this area for scholars or the public to understand and appreciate in the way that other historic buildings on the waterfront can.

(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?

Based on the community's and City Council's understanding of historic resources on the waterfront, as researched and described extensively in the Waterfront Plan and the later Waterfront Art and History Implementation Report, retention of the building would be counter to the goals of the adopted plan which envisioned this site as the home of a future civic building within the waterfront park. The plan and associated documents and discussions identified consensus regarding which buildings were historic, or potentially historic, in order to develop a holistic approach to preservation and interpretation throughout the waterfront area. This building was never identified as a historic resource worthy of preservation. The building in its present form is unable to convey any historic or architectural significance that could promote tourism, study or the like.

The BAR's approval of demolition required that any historic materials, identified in coordination with BAR staff on site, such as any 19th-century brick, be carefully salvaged

and appropriately restored so that they can be reused on the site as part of interpretation or in a future civic building. While the planning for any future building is separate from consideration of the Permit to Demolish, it is likely that the salvageable historic brick could be adaptively reused as an interpretive element. The BAR recently approved this concept for the 19th century chapel the burned and was stabilized as an outdoor memorial prayer garden at the Virginia Theological Seminary. A similar design is proposed for the historic 18th century ruins at Menokin on the Northern Neck where the original stone ruin is enclosed and interpreted within modern glass walls. Therefore, retaining the building in its current state would not promote the general welfare but the careful deconstruction and retention of historic materials would ultimately serve a much more beneficial purpose.



Figures 1 & 2: Virginia Theological Seminary Prayer Garden (ruins of 19th-c. chapel) and proposal for interpretation at Menokin (18th-c. plantation house).

Both staff and the BAR found the existing building did **not** meet any of the criteria listed above and approved demolition. This masonry commercial structure is not of old, unusual or uncommon design, texture or material and could be reproduced with ease. This severely utilitarian structure does not preserve or protect a historic place or promote the general welfare and its demolition/deconstruction and future reinterpretation would not be detrimental to the public interest. Retention of the building in its present form would not help to preserve or protect the waterfront.

III. BOARD ACTION

On June 17, 2015, the BAR ***approved the application, as amended, by a roll call vote of 3-2.*** The majority of the Board found the proposed demolition of the existing warehouse to be appropriate, noting that none of the Criteria outlined in the Zoning Ordinance were satisfied. The Board strongly agreed that any and all historic material on the site should be carefully dismantled and stored for reuse on the site. The Board included the following conditions:

1. The applicant shall provide detailed digital photographs, plans and interior and exterior wall elevations documenting the current building and, working closely with staff, identifying areas that retain 19th century material, with a copy of the drawings and history

report to be provided to Special Collections as well as the Department of Planning & Zoning prior to approval of a demolition permit.

2. The applicant shall identify and carefully dismantle and store all 19th-century building materials that are deemed salvageable, with the final determination made by BAR staff in the field, and deliver these materials to a City-designated storage facility for future reuse on site.

IV. STANDARD OF REVIEW ON APPEAL

Section 10-107(A)(3) of the Zoning Ordinance requires that the City Council apply the same standards as are established for the board of architectural review. The City Council “may affirm, reverse or modify the decision of the board, in whole or in part.”

V. RECOMMENDATION

Staff therefore recommends that City Council **affirm** the decision of the BAR made on June 17, 2015, finding the approved demolition and salvage of historic materials to be consistent with the criteria to consider for a Permit to Demolish outlined in Section 10-105(B) of the Alexandria Zoning Ordinance.

STAFF

Karl Moritz, Director, Department of Planning & Zoning
Al Cox, FAIA, Historic Preservation Manager, Planning & Zoning
Catherine Miliaras, Historic Preservation Planner, Planning & Zoning

ATTACHMENTS

Attachment A: BAR staff report with BAR actions from the June 17, 2015 meeting

Attachment B: Application for BAR2015-0152 with History Report

Docket Item # 9
BAR CASE # 2015-0152

BAR Meeting
June 17, 2015

ISSUE: Permit to Demolish
APPLICANT: RTS Associates, LLC
LOCATION: 226 The Strand
ZONE: W-1

BOARD ACTION on June 17, 2015: Approved as amended, 3-2.

CONDITIONS OF APPROVAL

1. The applicant shall provide detailed digital photographs, plans and interior and exterior wall elevations documenting the current building and, working closely with staff, identifying areas that retain 19th century material, with a copy of the drawings and history report to be provided to Special Collections as well as the Department of Planning & Zoning prior to approval of a demolition permit.
2. The applicant shall identify and carefully dismantle and store all 19th-century building materials that are deemed salvageable, with the final determination made by BAR staff in the field, and deliver these materials to a City-designated storage facility for future reuse on site.

SPEAKERS

Jonathan Rak, representing the current property owner, spoke in support of the application and explained that the request for a Permit to Demolish was a required condition of approval for the Development Special Use Permit recently approved by City Council for the Robinson Terminal South site. He agreed to the conditions of the staff report.

Chuck Trozzo, 209 Duke Street and former member of the Alexandria Historical Restoration and Preservation Commission, was concerned about demolition of the building prior to approval of historic interpretation and a park design plan. He opposed demolition and recommended restoration of all portions of the building on the site.

Mr. Cox explained that during the Waterfront Plan process, this particular site was envisioned as the site of a civic building, a portion of which would be used to interpret the local maritime history. It was also discussed during the planning process that historic brick and other materials from this warehouse site could be reused and integrated into the design of the civic building to interpret the early waterfront uses.

Adam Hayes, EYA, representing the applicant, explained that they were not in a rush to tear down the existing building but that they wanted to find the right time and to be able to utilize the same contractors for demolition on the rest of the site.

Bert Ely, representing Friends of the Alexandria Waterfront, spoke in opposition to the demolition.

Poul Hertel, 3716 Carriage House Court, expressed concern with the demolition noting that the current building was a connection to the past and reminded him of a small fishing village.

BOARD DISCUSSION

Chairman Fitzgerald noted that there was very little “historic” building left here but it was unclear what would go on the site in the future.

Mr. Carlin noted that many other communities reuse portions of old buildings as part of museum space or interpretation and mentioned Beaufort, NC.

Mr. von Senden agreed with the staff requirement to require that the historic materials be reused on site. He also questioned what criteria of the zoning ordinance would be met if the BAR were to deny the Permit to Demolish. He thought it possible that Criteria #1 was relevant but stated that it was not met in this particular case.

Ms. Roberts inquired as to whether the existing one story building would be able to be reused after raising the grade and doing the necessary flood mitigation. It was agreed that it would be un-useable after the flood mitigation and it did not feature the same design to allow it to be rehabilitated *in situ*, as is proposed for the historic warehouse at 2 Duke Street.

Ms. Miller asked the applicant several questions including: will the site be dedicated to the City (yes, as a condition of the DSUP); when will it be dedicated (dedication will be concurrent with the issuance of Certificates of Occupancy); and would it be possible to tear it down later. The applicant responded that it will be most efficient to raise the grade of The Strand, the RTS site and this property at the same time that the contractor is managing construction on the rest of the site. Ms. Miller expressed opposition to using the site for temporary staging or a sales office.

Ms. Miller made a motion to defer the request until there was more information on what the future use of the site would be. There was no second.

On a motion by Mr. von Senden, seconded by Ms. Roberts, the OHAD Board of Architectural Review voted to approve BAR Case #2015-0152, as amended. The motion carried on a roll call vote of 3 to 2. Chairman Fitzgerald and Ms. Miller voted against.

REASON

The majority of the BAR agreed that none of the criteria outlined in the zoning ordinance regarding a Permit to Demolish were met and therefore it was acceptable to demolish/dismantle 226 The Strand, with the conditions noted above regarding documentation and salvage and reuse of historic materials. It was noted that the current building had been so altered that it had very little historic significance.

STAFF RECOMMENDATION

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

3. The applicant shall provide detailed digital photographs, plans and interior and exterior wall elevations documenting the current building and, working closely with staff, identifying areas that retain 19th century material, with a copy of the drawings and history report to be provided to Special Collections as well as the Department of Planning & Zoning prior to approval of a demolition permit.
4. The applicant shall identify and carefully dismantle and store all 19th-century building materials that are deemed salvageable, with the final determination made by BAR staff, and deliver these materials to a City-designated storage facility for future reuse in the waterfront park or civic building.

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.
6. **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.



BAR2015-00152



I. ISSUE

The applicant is requesting a Permit to Demolish the existing one-story masonry industrial building located at 226 The Strand and known most recently as Alexandria Marine.

II. HISTORY

Portions of the building likely date to the **late 1890s** but the current form and design date to the **mid-20th century**.

The applicant's history consultant, Thunderbird Archeology, prepared a thorough history of the building and site for the BAR's review (Attachment 1). The history here is a very brief summary of that in the report and staff's research. It appears that since this area became filled land by the middle of the 19th century, there has been a commercial or industrial structure on the site. A photograph from Pioneer Mill shows a building on this site with a very different form that was likely constructed before the Civil War and the same building can be seen in the 1863 Bird's Eye View of Alexandria (See Fig. 3 and Figure 5 in History Report). A devastating fire in 1897 that began in the engine room of the bone mill on this site burned most of this block. A 2-3 story building for the fertilizer plant's acid house was rebuilt on the site but was vacant by 1912. By 1921, the building had a significantly different configuration according to the Sanborn Fire Insurance Maps which shows it as a one-story building with other additions no longer present. By the 1920s, the building was purchased by a marine supply company, signifying a change in use and needs. In 1946, a building permit was obtained to replace the gambrel roof with a flat roof and make façade alterations. Alexandria Marine Services moved into the building in 1952 and occupied it until recently. In the 1950s, there were further changes to the doors and windows as well as the addition of small attached sheds.

In 1955 and 1958, the Board approved alterations to this building, including the construction of an attached shed.

III. ANALYSIS

The proposal must be in compliance with DSUP 2014-0006. The applicant is making this request as part of a condition of approval of the DSUP which identified demolition of this building, maintenance of the site for a period of time and dedication of the property to the City at a future date as part of the developer's contributions associated with the redevelopment of Robinson Terminal South. The intention of this condition was to implement the goals of the Waterfront Plan for this site to expand Point Lumley Park and to provide a potential future location for a small civic building serving the parks.

Permit to Demolish/Capsulate

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

- (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?
- (2) Is the building or structure of such interest that it could be made into a historic house?

- (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?
- (4) Would retention of the building or structure help preserve the memorial character of the George Washington Memorial Parkway?
- (5) Would retention of the building or structure help preserve and protect an historic place or area of historic interest in 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 applicant's consultant prepared a thorough and balanced history report that is consistent with BAR staff's findings. BAR staff toured the site last year to determine the historic integrity of the building and to better understand changes to the building over time. All of the wood roof framing appeared to be late 20th century and differential settlement cracks were visible on the interior above virtually every opening, indicating that the foundations are not on solid soil. Staff finds that although the building likely has some historic materials dating to the late 19th or early 20th century, such as brick at the lower levels of the walls of some portions of the building, the overall building itself cannot be considered a late 19th-century building due to the substantial changes in the middle of the 20th-century and significant loss of historic materials over time. In addition, this site has always been is prone to flooding and rising damp. Much of the brick on the interior is soft and the rough stucco applied to the exterior is very likely because the face of the underlying brick has spalled over the years and was losing its integrity.

The area of the Alexandria waterfront near this particular building, but located higher and slightly farther from the river, includes the best collection of 19th-century industrial waterfront buildings in Alexandria, notably the building at 2 Duke Street, the recently restored warehouses at 204-206 South Union Street, and the Chadwick's restaurant building in this same block on The Strand. Unfortunately, the building at 226 The Strand in its current form does not convey the same significance or integrity as these other historic buildings. Because of the changes to the building's form, design and materials, it would be impossible to restore this building to its late 19th-century status without doing a complete, and somewhat conjectural, reconstruction. Although buildings often evolve over time, this particular building has become an entirely different building and reads as a mid-20th-century building with no apparent reference to its historical roots. Because of its condition and substantial change, this building does not contribute to one's understanding of this area of the waterfront, nor could it be made into a historic museum. Because of the 20th-century improvements, the building cannot convey the changes over time or history of this area for scholars or the public to understand and appreciate.

Furthermore, this portion of the waterfront is below the six foot datum for the approved City nuisance flood mitigation plan and is well below FEMA's 100 year flood level, so the grade must be raised for the structure to be habitable in the future. Unlike the case the BAR recently reviewed at 2 Duke Street, there is not enough ceiling height to accommodate a grade change on the interior or exterior of 226 Strand.

Therefore, staff does not object to approval of a Permit to Demolish. However, staff recommends that detailed digital photographs, plans and interior and exterior wall elevations be prepared documenting the current building and, working closely with staff, identifying areas that retain historic material, with a copy of the drawings and history report to be provided to Special Collections as well as the Department of Planning & Zoning. Additionally, because there appear to be historic bricks embedded within the existing building, staff recommends that the applicant carefully dismantle the building and work with staff to identify and retain any all intact 19th-century materials, specifically brick. Such materials should be prepared for storage and transported to a City facility for long-term storage. Many buildings throughout Old Town, and particularly on the waterfront, evolved over the years as new additions and new architectural styles were introduced, sometimes on the form or foundation of previous buildings. Therefore, staff recommends that the brick, and any other historic materials, be reused and integrated with the future civic building or park as interpretive elements, thus continuing the long tradition of reusing historic materials for new buildings.

Although not on Washington Street, the National Park Service staff has provided comments on this case, which are included in Section V of this report, and supports the BAR staff's recommendation.

STAFF

Catherine K. Miliaras, Historic Preservation 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

C-1 Proposed demo complies with zoning.

Code Administration

F-1 The following comments are for site plan review only. Once the applicant has filed for a building permit and additional information has been provided, code requirements will be based upon the building permit plans and the additional information submitted. If there are any questions, the applicant may contact Charles Cooper, Plan Review Division at Charles.cooper@alexandriava.gov or 703-746-4197.

C-1 Building and trades permits are required for this project. A plan that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s) The building official shall be notified in writing by the owner if the registered design professional in the responsible charge is changed or is unable to continue to perform the duties.

C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).

- C-3 Required means of egress shall be maintained at all times during construction, demolition, remodeling or alterations and additions to any building.
- C-4 Provisions shall be made to prevent the accumulation of water or damage to any foundation on the premises or adjoining property.
- C-5 Construction equipment and materials shall be stored and placed so as not to endanger the public, the workers or adjoining property for the duration of the construction project, materials and equipment shall not be placed or stored so as to obstruct access to fire hydrants, standpipes, fire or police alarm boxes, catch basins or manholes,
- C-6 During Construction dwellings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible for the street or road fronting the property.
- C-7 Within flood hazard areas as established in Section 1612.3, all new construction of buildings, structures and portions of buildings and structures, including substantial improvement and restoration of substantial damage to buildings and structures, shall be designed and constructed to resist the effects of flood hazards and flood loads.

Transportation and Environmental Services

FLOODPLAIN comments on the demolition plan of existing structures in the floodplain associated with DSP2014-00006.

The proposed demolition occurs in the regulatory floodplain. This activity is not specifically addressed in neither Alexandria's zoning ordinance, nor NFIP regulations, as it is a temporary condition, presumably less than 180-days. However, it is advised that the developer make every effort to secure any temporary structures, such as portable restrooms, construction office trailers, storage containers, and dumpsters such that they do not become buoyant and leave the site during a Potomac River flooding event.

Alexandria Archaeology

Archaeology Findings

- F-1 Wharves and other structures may have been present on this property during the eighteenth and nineteenth centuries. The lot therefore has the potential to yield significant archaeological resources that could provide insight into early waterfront activities.
- F-2 The demolition of the structure will have no adverse archaeological impact. However, if and when the slab is to be removed, several archaeological conditions will need to be met

Archaeology Conditions for Demolition of Building

1. There is low potential for significant archaeological resources to be disturbed by the demolition of the standing structure at 226 The Strand. No archaeological action is required for the demolition.

Archaeology Conditions for Slab Removal

1. The applicant shall ensure that a professional archaeologist monitors the removal of the slab at 226 The Strand in order to identify and record any significant archaeological remains that may be present.
2. The statements below shall appear on final site plan sheets involving any ground disturbing activities so that on-site contractors are aware of the requirements:
 - a. The applicant/contractor shall 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.
 - b. The applicant/contractor shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.
 - c. All required preservation measures shall be completed in compliance with Section 11-411 of the Alexandria Zoning Ordinance.

V. NATIONAL PARK SERVICE COMMENTS

BAR2015-00152, Request for complete Demolition at 226 Strand Street

After reviewing the documents, it appears that the structure is unsound and there is little historic integrity remaining. If the structure is documented to the level and standards required by the Alexandria BAR, then the NPS has no additional comment regarding the demolition application.

VI. ATTACHMENTS

1 – Supplemental Materials

2 – ~~Application for BAR2015-0152 : 226 The Strand~~

REFERENCE ATTACHMENT B
OF SEPTEMBER 12, 2015
APPEAL REPORT

Demolition Reason and Alternative Attachment for Robinson Terminal South
Application, Board of Architectural Review
Permit to Demolish

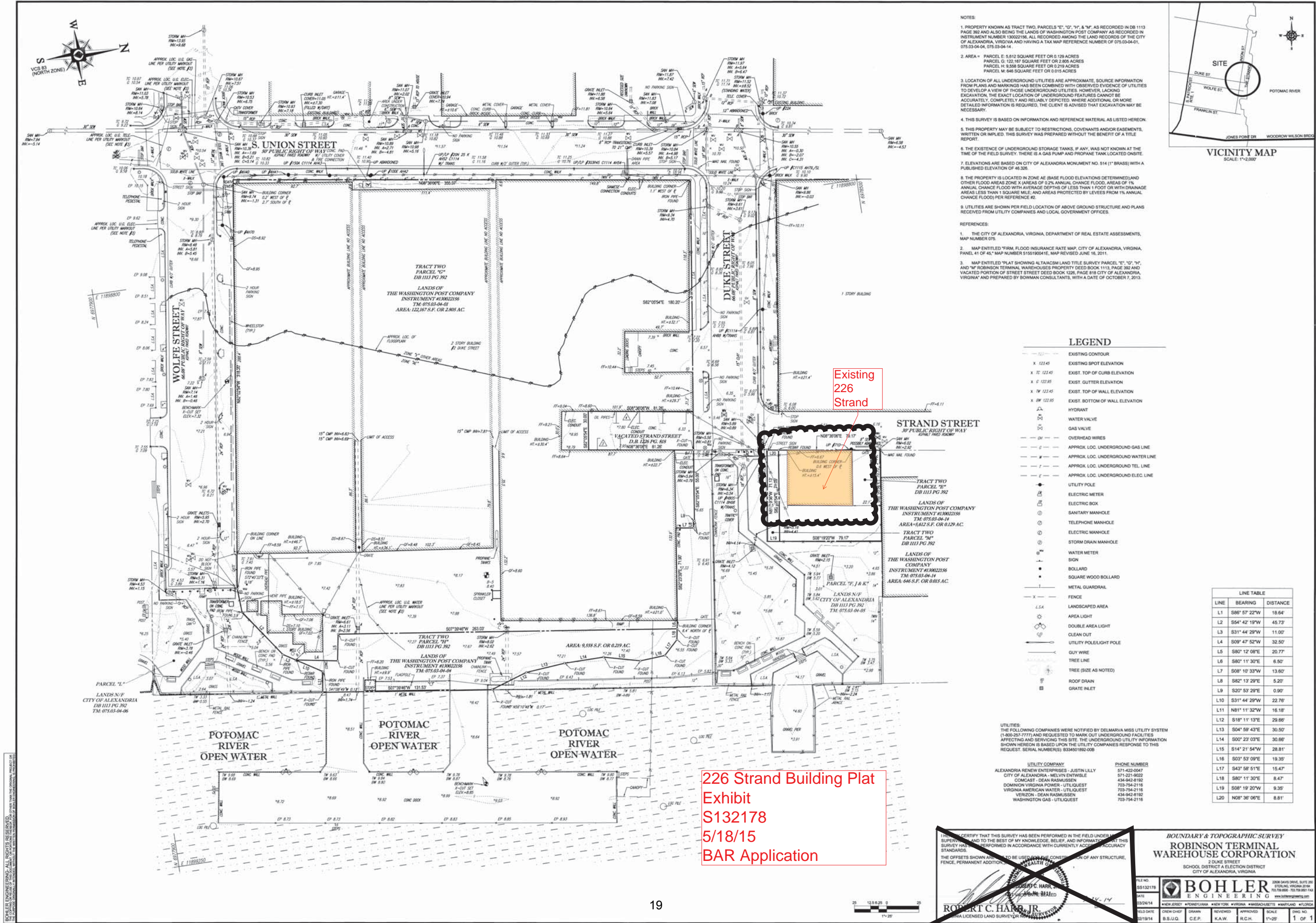
Description of reason for demolition / encapsulation

226 Strand Street is a component of the Robinson Terminal South development project. Pursuant to condition #134 of Development Special Use Permit (DSUP) #2014-0006, the warehouse structure at 226 Strand Street will be demolished and dedicated to the City of Alexandria. The cleared site will give the City an opportunity to expand public amenities at the water's edge as anticipated by the waterfront plan and DSUP #2014-0006 including: 1) the expansion of Point Lumley Park and 2) addition of future civic buildings.

Although the warehouse structure was likely constructed in the late 1890s, in its current state, the building has many structural issues, lacks in historical significance and detracts from the aesthetics of Old Town and the waterfront development. Over the years, the structure has been continuously patched and altered including: 1) addition of layers of cement to reinforce unstable brick walls, 2) removal of the gambrel roof and replacement with a flat roof and 3) addition of steel piers likely necessary to reinforce structural issues which remain today as evidenced by severe buckling and cracking in the brick walls. As a result, the building has many structural issues and little evidence of the 19th century. Further, the industrial aesthetic of the building detracts from the Old Town architectural charm and isn't conducive to the residential/mixed used development of the waterfront. The Applicant's proposed demolition and dedication to the City will allow the City to enhance Old Town with additional park space and civic buildings.

Description of alternatives to demolition / encapsulation & why not feasible

The Waterfront Master Plan and Development Special Use Permit require the removal of the warehouse structure at 226 Strand Street therefore; there is no alternative to demolition.



ADDRESS OF PROJECT: 226 Strand Street

TAX MAP AND PARCEL: 075.03-03-14

ZONING: W-1; Waterfront
mixed use zone

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: RTS Associates LLC, contract purchaser

Address: c/o EYA, Inc., 4800 Hampden Lane, Suite 300

City: Bethesda State: MD Zip: 20814

Phone: (301) 634-8600 E-mail: gshron@eya.com

Authorized Agent *(if applicable)*: ☒ Attorney ☐ Architect ☐ _____

Attorney: Jonathan P. Rak

Name: Architect: Patrick Burkhardt

Attorney: jrak@mcguirewoods.com

E-mail: Architect: pburkhart@sbaranes.com

Phone: Attorney: (703) 712-5411

Architect: (202) 342-2200

Legal Property Owner:

Name: Robinson Terminal Warehouse

Address: P.O. Box 5420

City: Springfield State: VA Zip: 22150

Phone: (202) 334-6000 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).*

This site consists of tax map parcel 075.03-03-14 and currently improved by a warehouse building. The site, which is identified as a redevelopment site under the Waterfront Small Area Plan, is zoned W-1 / Waterfront Mixed-Use zone. The applicant plans to demolish the existing warehouse structure per condition #134 of Development Special Use Permit #2014-0006.

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.*As included in the property history report.
☒ ☐ 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: Jonathan P. RakDate: 05/18/2015

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached disclosures.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at _____ (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached disclosures.		
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.


Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. None.		
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

05/18/2015
Date

Jonathan P. Rak, Agent
Printed Name


Signature

Disclosure Attachment for Robinson Terminal South
Application, Board of Architectural Review
Permit to Demolish

Property Owner

Graham Holdings Company (GHC), formerly known as the Washington Post Company
(publicly traded company; 100% owner of the property)*
1300 17th Street North, Arlington, Virginia 22209

Donald E. Graham (Owner of 22.2% of GHC)
1300 17th Street North, Arlington, Virginia 22209

Applicant

RT South Associates LLC, A Delaware limited liability company
Address: c/o EYA, Inc.
4800 Hampden Lane, Suite 300, Bethesda, MD 20814

RT Member LLC, a Delaware limited liability company (100% owner of Applicant)
Address: c/o EYA, Inc.
4800 Hampden Lane, Suite 300, Bethesda, MD 20814

EYA RT Investments LLC, a Delaware limited liability company
(17% owner of RT Member LLC)
Address: c/o EYA, Inc.
4800 Hampden Lane, Suite 300, Bethesda, MD 20814

JBG/RT member, L.L.C., a Delaware limited liability company
(83% owner of RT Member LLC)
Address: c/o The JBG Companies
4445 Willard Avenue, Suite 400, Chevy Chase, Maryland 20815

*Tax map indicates that Robinson Terminal Warehouse LLC (formerly subsidiary of
GHC) owns the 226 Strand parcel. GHC is now the owner of this parcel.

226 The Strand

City of Alexandria, Virginia

WSSI #22335.03

Property History

May 2015

Prepared for:

RT South Associates LLC

c/o EYA

4800 Hampden Lane, Suite 300

Bethesda, Maryland 20814

Prepared by:

David Carroll and Anna Maas MUEP



5300 Wellington Branch Drive, Suite 100

Gainesville, Virginia 20155

Tel: 703-679-5600 Email: contactus@wetlandstudies.com

www.wetlandstudies.com

EXECUTIVE SUMMARY

A Property History was conducted on 226 The Strand within the City of Alexandria, Virginia. Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia conducted the research for EYA of Bethesda, Maryland. Senior Architectural Historian Anna Maas, MUEP served as Principal Investigator on this project and conducted the archival research with the assistance of Associate Archeologist David Carroll. Senior Geospatial Analyst Manuel Larsen Santos prepared the map exhibits. Research was conducted at the Office of Alexandria Archaeology, the Alexandria Archives and Records Center, the Alexandria Courthouse, and the Barrett Branch of the Alexandria Library (Special Collections).

The building that exists at 226 The Strand today likely dates to the late 1890s and has been continuously patched, altered, and added onto throughout the 20th century. The condition of some of the walls indicate that bricks may have been salvaged from a building predating the 1897 fire, which required the application of layers of cement to keep it stable. A gambrel roof was removed in the 1940s. The addition of the flat roof and four steel piers indicate that the building had structural issues in the mid-20th century. The issues have remained, evident in severe buckling and cracking in the brick walls. Due to drastic changes in fenestration, roof lines, and structural members over the 20th century, minimal evidence of the 19th century remains.

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PROPERTY HISTORY

226 The Strand is located on the west bank of the Potomac River at the eastern terminus of Duke Street in the City of Alexandria, Virginia (Figure 1). The property is situated in the Old and Historic Alexandria District (OHAD) established in 1946 and the Alexandria Historic District, which was listed as a National Historic Landmark in 1966 and on the National Register of Historic Places in 1969 (amended in 1984).

The waterfront of Alexandria served an important role in Alexandria's economy as a commercial hub for transportation, trade, and industry. The study area historically was the location of a merchant's warehouse, sumac mill, brick bone mill, acid house, storage warehouse, marine supply corporation, and marine sales and services company for the last half of the 20th century.

Early 19th Century

226 The Strand occupies land once submerged in a shallow bay of the Potomac River directly east of Point Lumley. The Strand was established along the shoreline between Duke and Prince Streets in 1802 (Pulliam 2007:3), but it is unknown at precisely what time sufficient land was available in the northeast quadrant of the intersection of Duke Street and The Strand to construct a building. This land, once created, was an extension of Point Lumley and owned by the City of Alexandria, who leased the waterfront property to merchants and craftsmen who depended on maritime trade.

By 1845, the Ewing map of Alexandria showed the bay completely filled including present-day 226 The Strand (Figure 2). The construction date of the earliest building at the location is unknown, because tax records are unclear regarding the location of buildings taxed on public land in the vicinity in the early 19th century.

Tax records suggest that in 1810, no lots or buildings were leased on the public land north of Duke Street between Union Street and the wharf. By 1820, tax records indicate the possibility that a commercial building stood in the northeast corner of Duke Street and The Strand's intersection. Possible tenants during the first half of the 19th century include John Rumney, commission merchant (Miller 1993: 182); Hayman and Cartwright, sailmakers (Gurganus 2013); Levi Pickering, carpenter (Gurganus 2013); and Jonathan Janney, flour merchant (Gurganus 2013). The location immediately adjacent to the riverfront docks and wharves strongly suggests that any building present would have served as a warehouse or workshop for an industry related to maritime commerce.

An 1866 newspaper article identified John Rumney as a previous tenant of the property (AG 27 June 1866:3), indicating that the building standing on the property prior to the Civil War likely served as a merchant warehouse.



Figure 1. March 2013 Natural Color Imagery

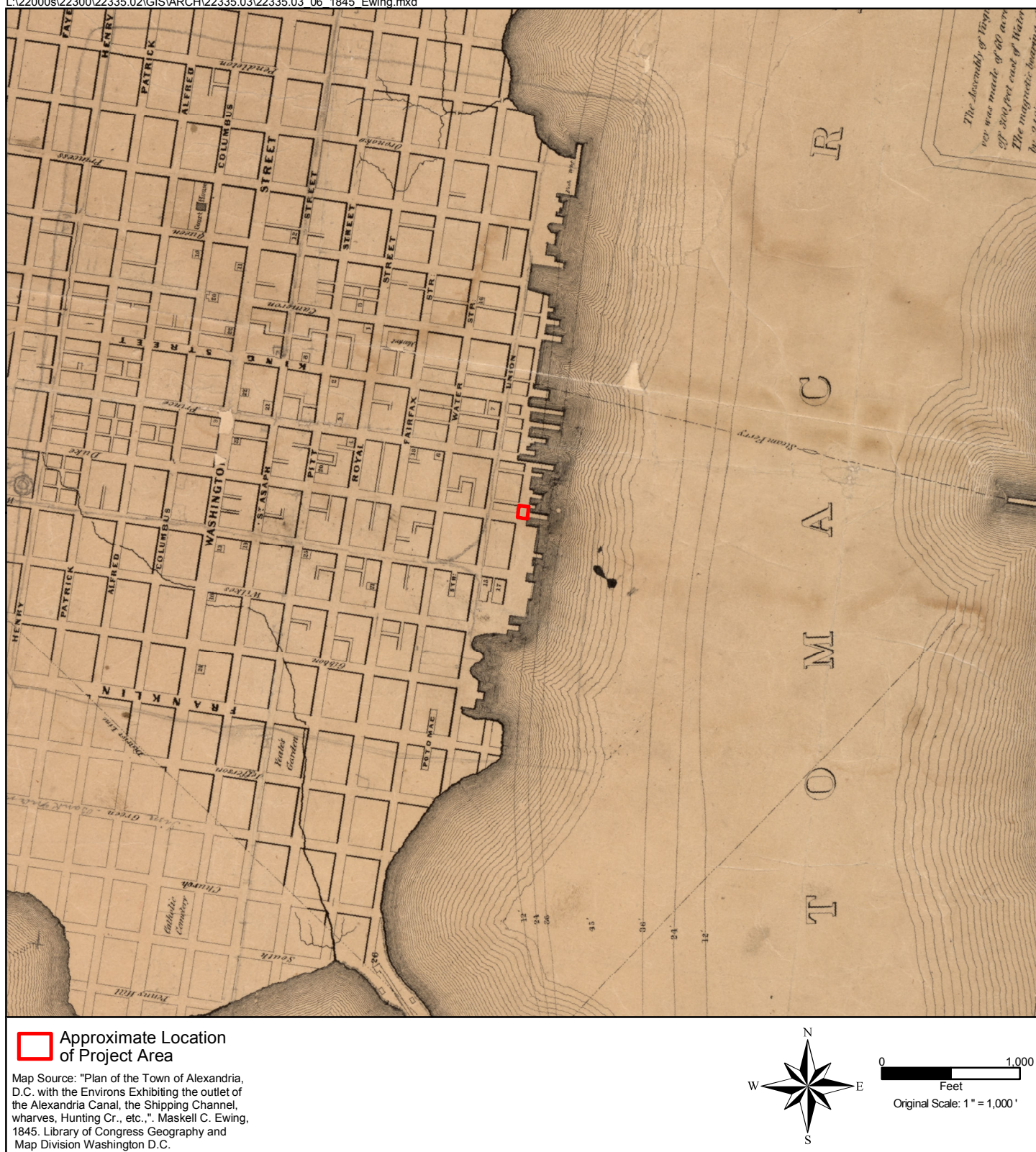


Figure 2. 1845 Ewing Map of Alexandria, VA


Mid-19th Century

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 3). The illustration depicts a two-story, gable-roofed building, which was likely a merchant warehouse before the war.

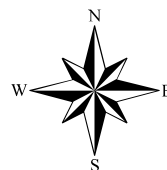
The 1865 USQM maps of the occupied Alexandria waterfront show the buildings they had constructed or commandeered and their uses (Figure 4). A building labeled as “Barracks and Storehouse 50’ x 26’” occupies the study area. The size of the building given does not match the scale of the building as depicted on the map, suggesting that the illustrated building footprint is not a perfect representation.

A photograph taken from the top of the Pioneer Mills building to the south of Duke Street depicts a portion of the roof and south gable of the building on the study property (Figure 5). The industrial vernacular building depicted is two stories with walls built entirely of brick and a slate side-gabled roof. A hoist beam is visible above a door in the gable, and a small hatch is located near the north end of the roof ridge. A brick chimney on the west elevation indicates that a heated office or shop space was located in the building. The building in the photograph generally appears to match the bird’s-eye view illustration and the measurements given on the USQM map. The brick construction strongly suggests that this was an existing industrial building, as most of the buildings built for the war effort by the USQM were of frame construction. The precise age of the building depicted is unknown, but it can be safely assumed that it stood prior to the start of Civil War in 1861.



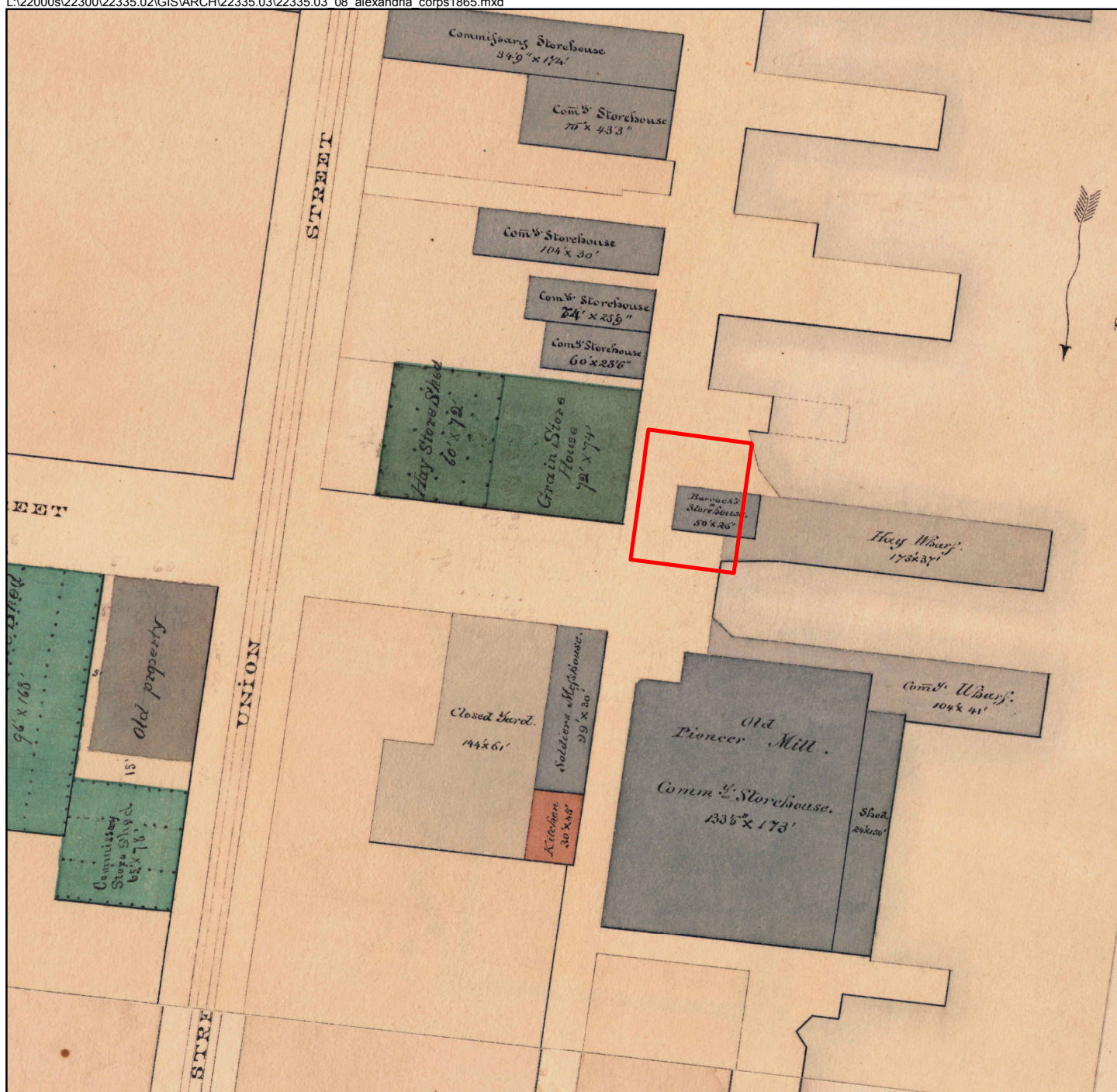
 Approximate Location
of Project Area


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 3. 1863 Birds Eye View of Alexandria



 Approximate Location of 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.

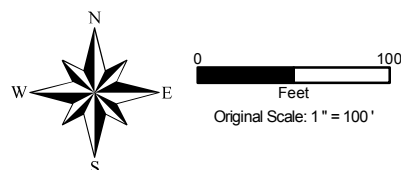


Figure 3. 1865 United States Office of the Quartermaster General Map



Figure 5. 1865 Detail View of Alexandria from Pioneer Mill, looking north-west by photographer Andrew J. Russell.
Source: Library of Congress.

Late 19th Century

After the close of the Civil War, the USQM returned control of the study property to the City of Alexandria. By fall of 1866, Emil Rosenthal established a manufactory.

Mr. E. Rosenthal...has, within the past six weeks, built and started into operation a steam manufactory of wagon and cart wheel hubs, spokes and felloes, which is expected to turn out 1,500 to 2,000 spokes per day. In conjunction, and propelled by the same engine (which is thirty-horse power, and made in our own city by our accomplished machinist, Mr. W. S. Moore) will be run a sumac mill. Mr. Rosenthal has established these mills at the cost of, I think, \$25,000. [AG 22 Sept. 1866:3]

Rosenthal's sumac and spoke mills remained in business until at least 1888 according to Alexandria city directories, although there is some evidence that the business was not in uninterrupted operation during that time.

Hopkins' map of 1877 (Figure 6) depicts Rosenthal's spoke and sumac mill as a building with three distinct sections, indicating that the Civil War-era building had either been replaced with new construction or undergone significant additions and alterations. The same configuration is recorded in the 1885 Sanborn Fire Insurance map (Figure 7). Both maps depict the spoke and sumac mill as a series of three conjoined rectangular sections with their western elevations aligned along the Strand, projecting progressively farther eastward as one moves from the northern to the southern end of the building. The northernmost and smallest section is noted on the Sanborn map as being one story and containing a boiler and chimney, likely the 30 horsepower engine described in the 1866 newspaper article, or a successor. The central and southern sections of the building are noted to be two stories tall. No indication of the building materials is given.

In 1885, the Sanborn map notes that Rosenthal's manufactory was "not in operation at present", which may indicate that the mills operated sporadically. An account of a major flood of the Potomac in June 1889 describes water to several feet in every building on The Strand, but does not list Rosenthal and his mill among those who suffered losses due to the high water (AG 3 June 1889:3). This suggests that the mill may have ceased operating entirely by that time, but it is unknown if the property lay vacant or was occupied by another tenant and business.

In 1892, the City of Alexandria began to divest itself of much of the land it owned within the city limits; the land at old Point Lumley, including the study area, was offered for sale. Herbert Bryant purchased much of the southern portion of the block bounded by Union, Duke, Strand, and Prince Streets as well as the study property and several lots south of Duke Street, establishing a large and modernized fertilizer factory on the property soon thereafter. The study area became the location of the bone mill, which provided bone meal for the fertilizer operation. The 1896 Sanborn map (Figure 7)



 Approximate Location of 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.

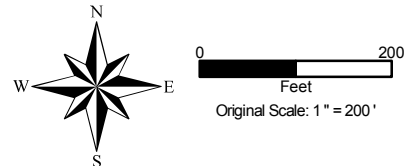
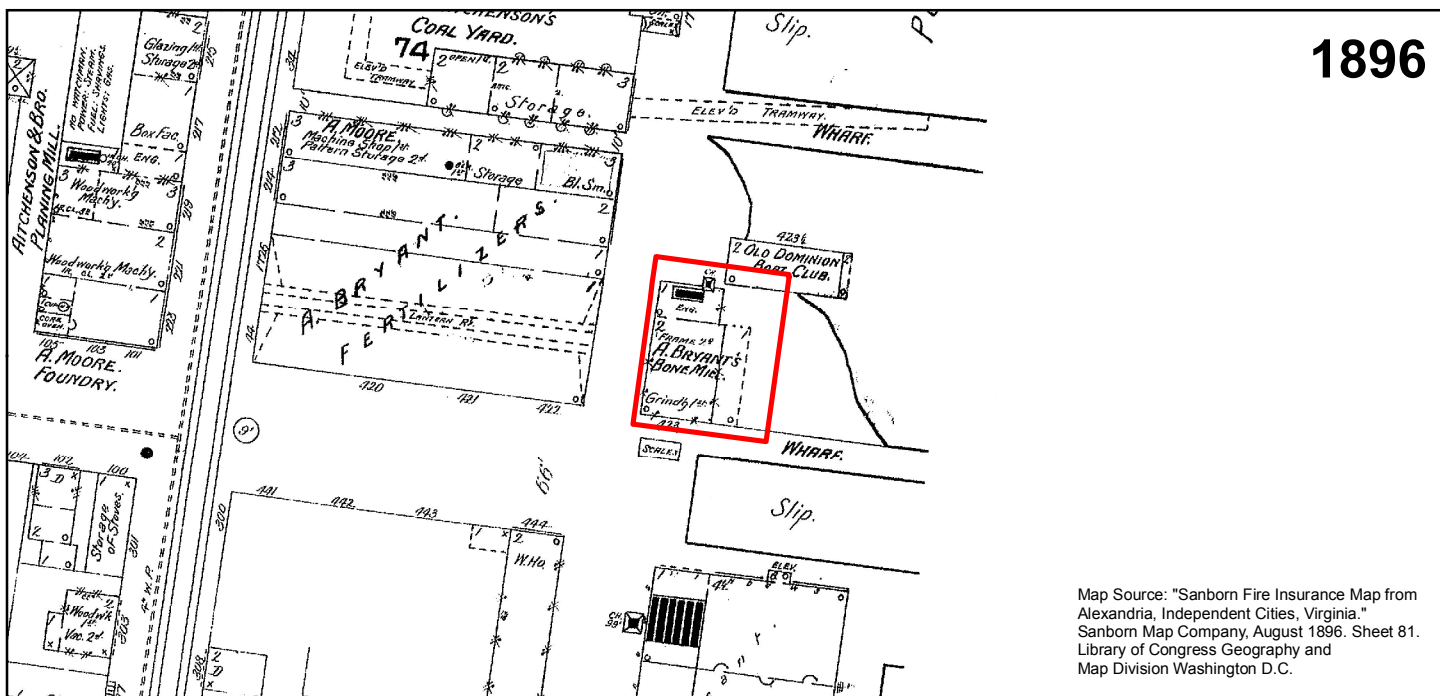
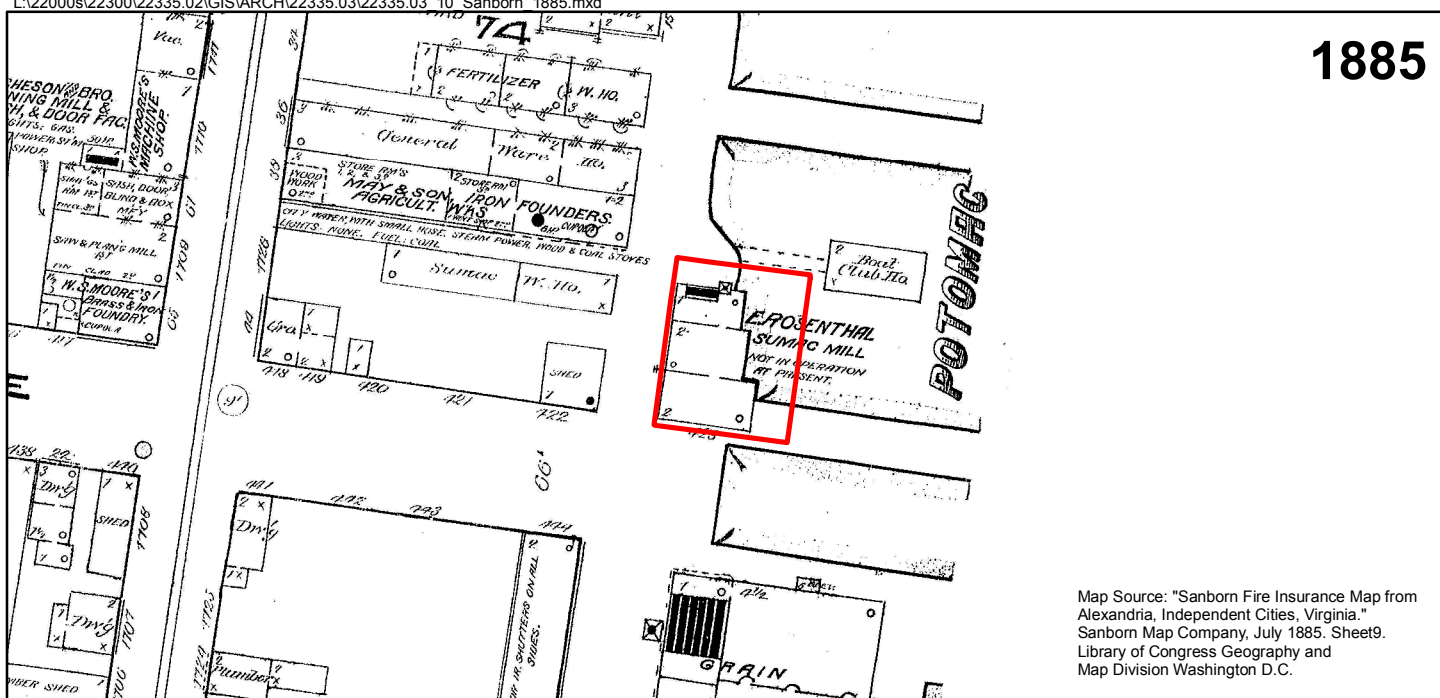


Figure 6. 1877 Hopkins Map Alexandria, VA



Approximate Location of Project Area

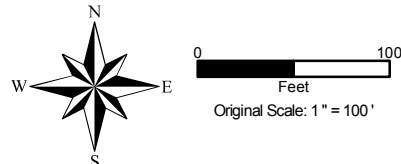


Figure 7. 1885 and 1896 Sanborn Fire Insurance Map Alexandria, VA

identifies the building on the property as H. Bryant's Bone Mill and also clearly demonstrates that the building once again underwent replacement or major alteration (Figure 8). The single-story engine room and chimney on the north end of the building appear to have been retained from the Rosenthal era configuration. The central and southern rectangular sections now appear to have been replaced with a single two-story rectangular block; the building material for the first story is not noted, but the second floor is noted as frame. A single-story lean-to or porch is present on the east elevation of the building.

The changes to the building between 1885 and 1896 suggest that the southern two-thirds of the earlier building were demolished and replaced with a single, likely more open-plan building more suitable to the operation of the bone mill than the previous sumac and spoke mill building.

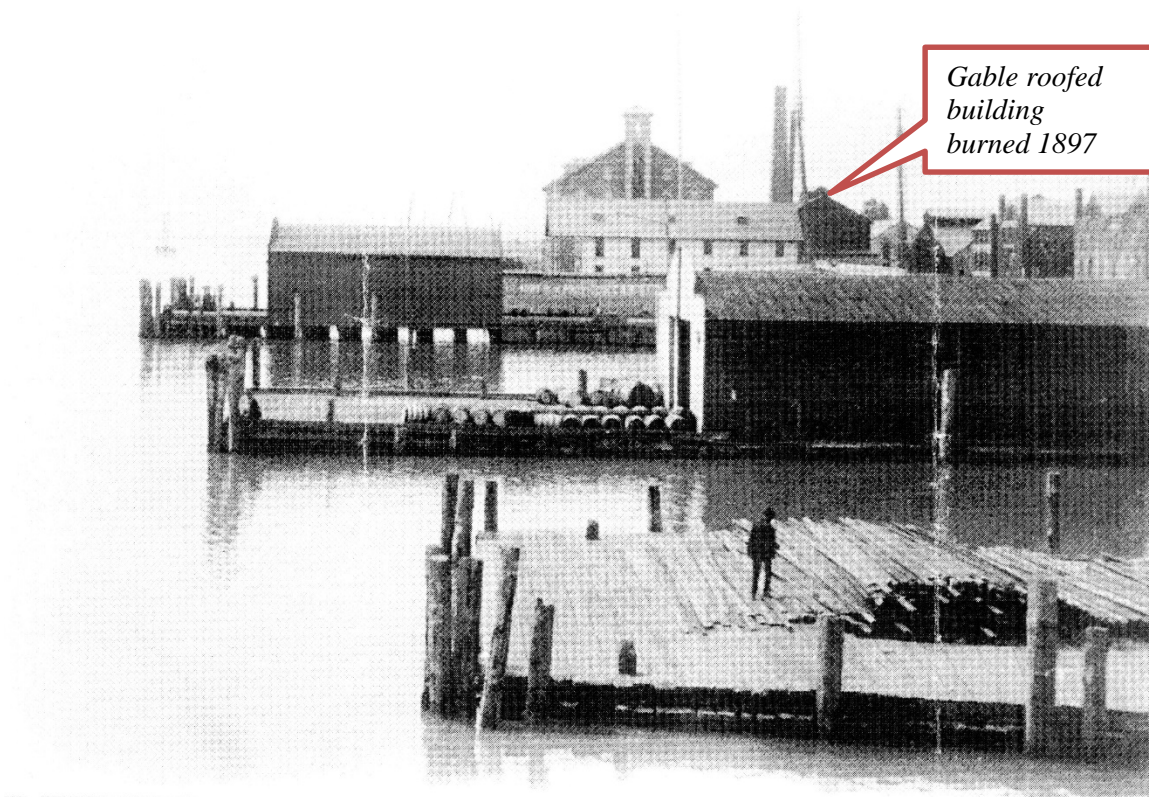


Figure 8. Undated photograph between the Civil War and the 1897 fire, showing a building in the project area when it served as H. Bryant's Bone Mill.

A massive fire in 1897 burned the block bounded by Union, Prince and Duke Streets; this fire was widely regarded as the most devastating fire in Alexandria's history. The fire began in the engine room of Bryant's bone mill on June 3, 1897. The fire was first seen by the crew of the tug *Brewerton* and was also reported by several individuals on land. All but one building on the block bounded by Duke, Prince, Union and the river was

destroyed, as well as the abandoned Pioneer Mill south of Duke Street. Arson was suspected (Riker 2009). The Alexandria Gazette reported:

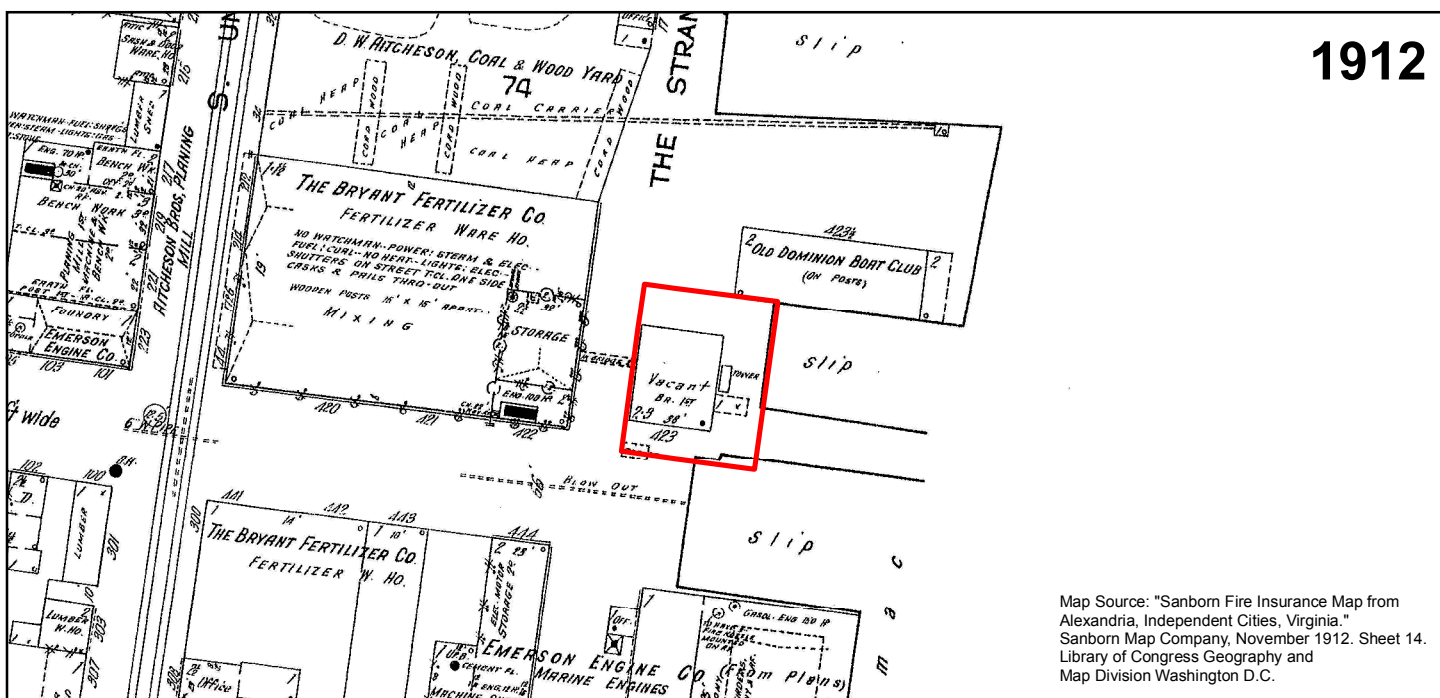
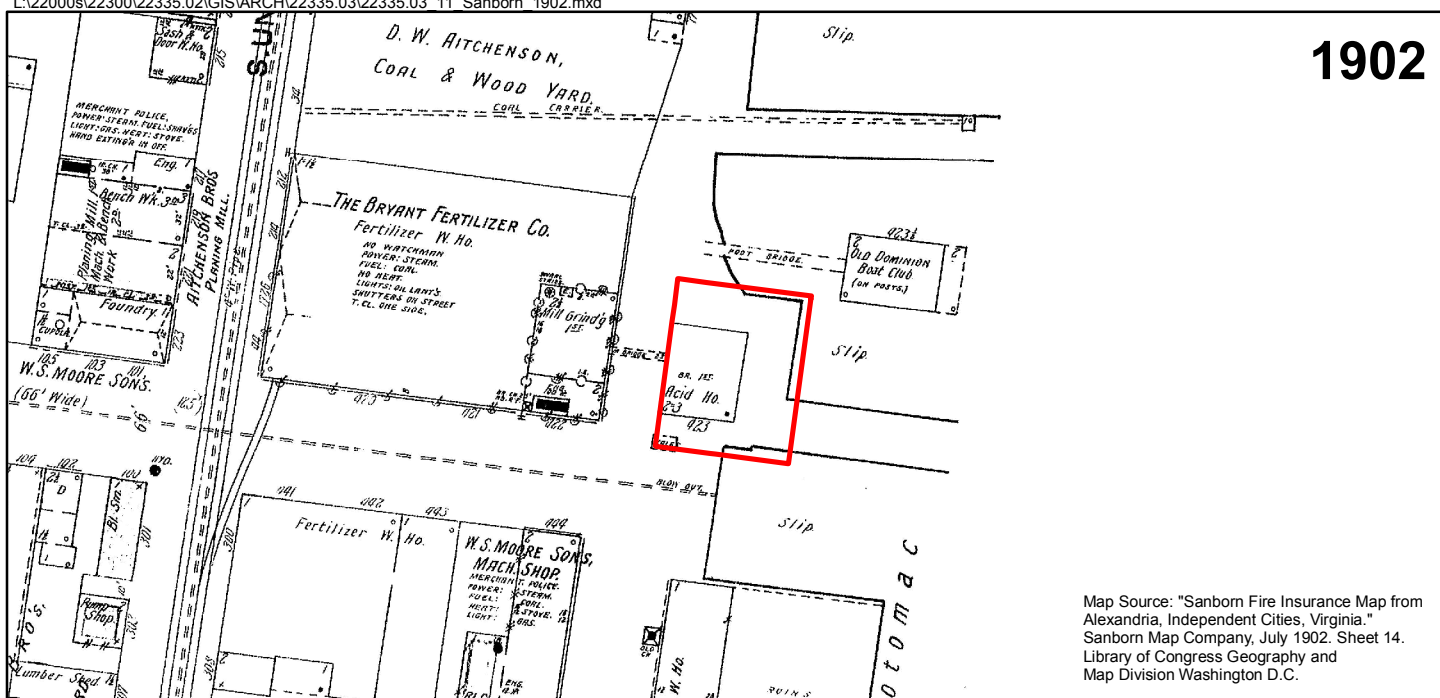
It was first supposed that the fire could be confined to the mill, which is of brick...before it could hardly be realized, the devouring element had crossed the Strand via the tramway connecting the mill with the frame warehouse on the west...in a short time the entire square was a roaring furnace...Herbert Bryant says there is no doubt in his mind that the fire was of incendiary origin. [AG 3 June 1897:1]

Bryant rebuilt his fertilizer factory after the fire and sold all the land he solely owned for the factory to his company, the Bryant Fertilizer Company in 1899 (Alexandria Deed Book 42:512). The 1902 Sanborn map (Figure 9) shows that the bone mill moved across the Strand to part of the large warehouse facility, and an acid house replaced the bone mill within the study property. The acid house is described as “2=3” stories tall, indicating that the building was the height of a three-story building but contained only two floors. The first story is noted to be of brick construction, indicating that the upper portion of the building was frame and likely had a single large high-ceilinged room.

Comparison with the pre-fire bone mill (see Figure 7) indicates that the post-fire acid house and the main block of the bone mill are similar in size, shape, and location; however, the engine room, which was the source of the devastating fire, is no longer a part of the post-fire building. It is unclear whether the frame portion of the post-fire acid house was simply built atop the standing brick remnant of the bone mill, or if the post-fire building represents entirely new construction, perhaps utilizing the bone mill’s foundation and/or recycled bricks from the earlier buildings on the block. Given that the block-destroying fire began within the engine room of the bone mill, it seems more likely that the post-fire acid house represents new construction on the lot with reused bricks on only a portion of the walls.

Early 20th Century

Bryant continued to operate his fertilizer factory until the early 1920s. However, by 1912 the Sanborn Fire Insurance map (see Figure 9) indicates that at that time, the former acid house was vacant. The 1912 map also shows that a small single-story frame addition and a “tower” of unknown construction had been added to the east side of the building. The 1921 Sanborn map (Figure 10) shows significant alteration to the building on the study parcel. The building is now designated as a single-story brick building with frame gables on the east and west elevations, although it is unknown if this reflects actual gables or simply frame roofing elements such as a gambrel roof that is noted in a later permit application. The small frame addition and tower on the east side of the building are no longer evident. The building is noted as being used for storage. It is likely that the single-story brick building shown on the map represents the brick first floor of the acid house building with the frame upper floor removed. The cause for this change is unknown, but may have involved deterioration of the frame portion of the building, or perhaps damage from an event such as fire or severe weather.



Approximate Location of Project Area

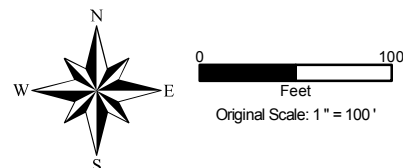


Figure 9. 1902 and 1912 Sanborn Fire Insurance Map Alexandria, VA

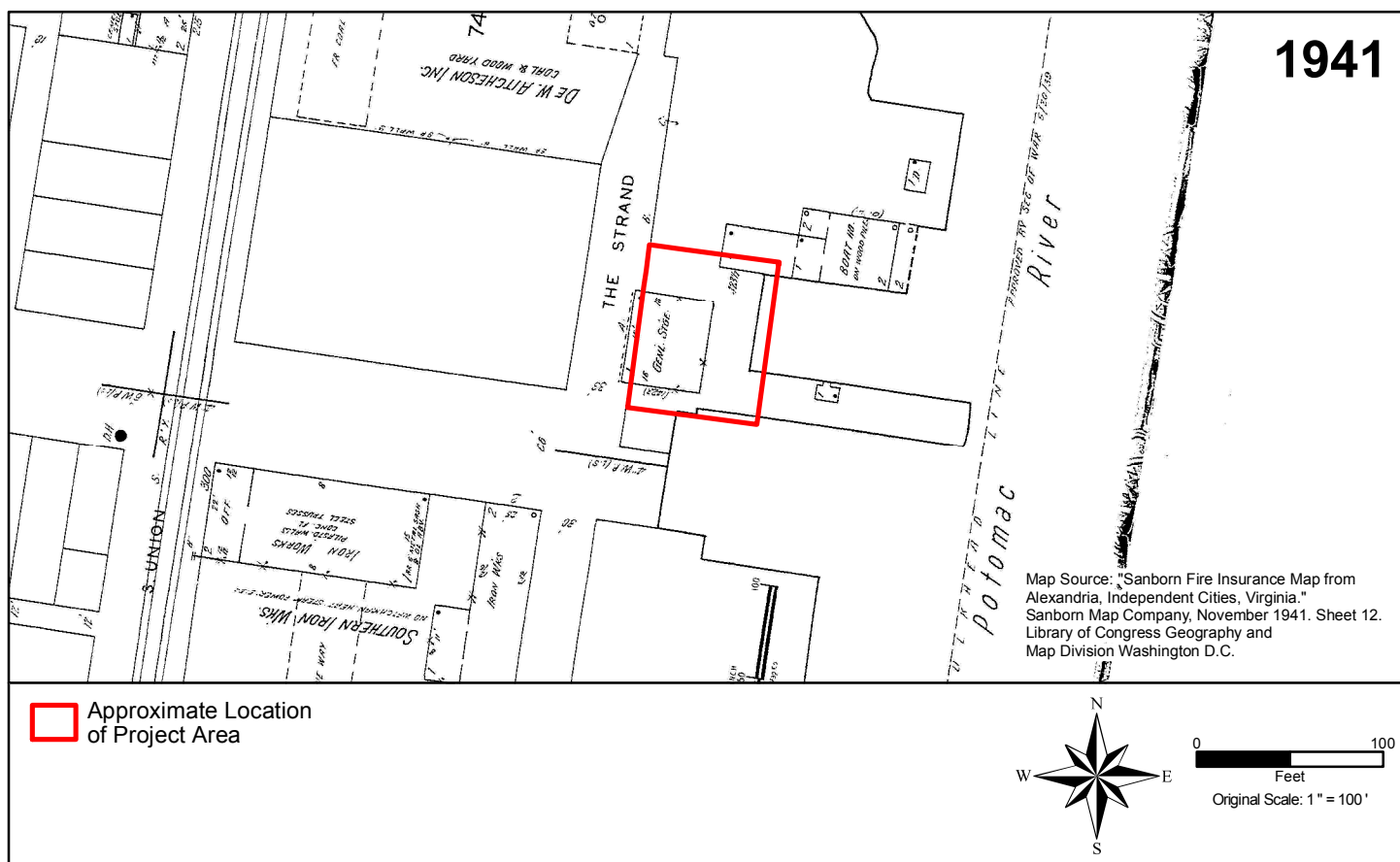
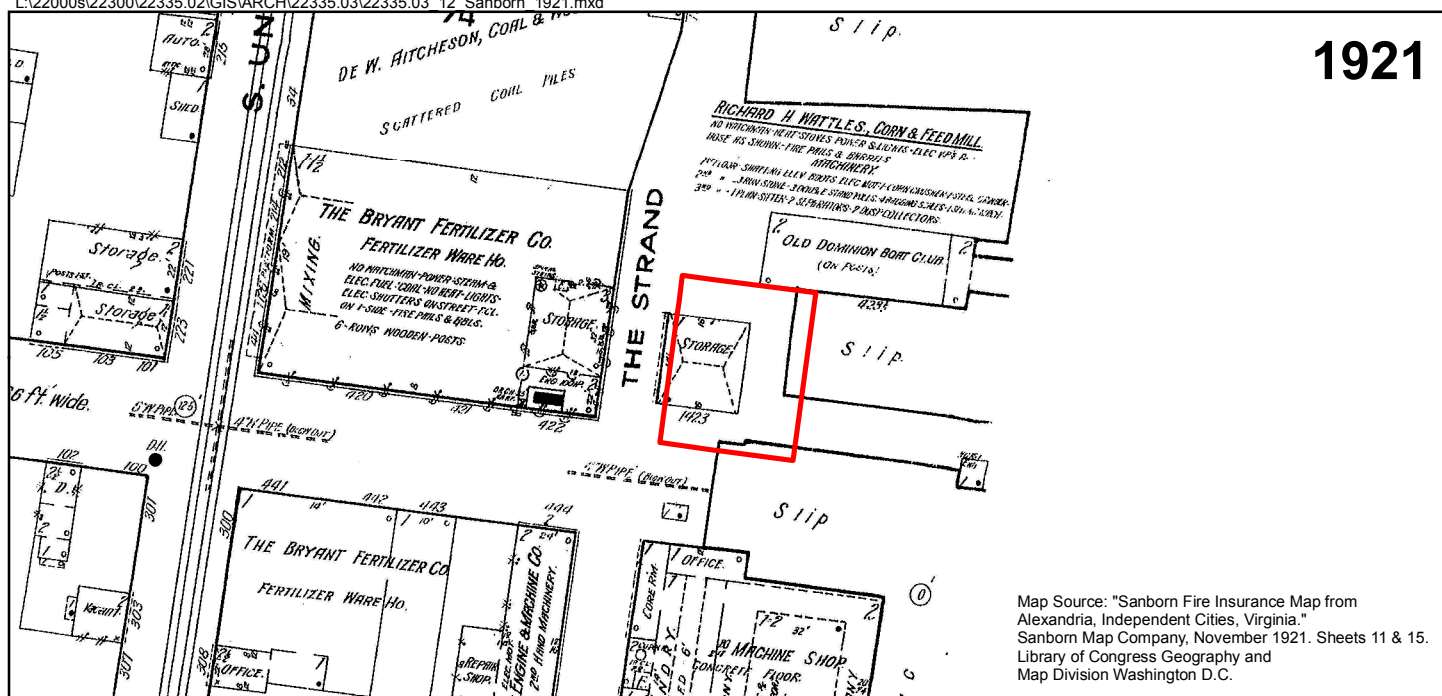


Figure 10. 1921 and 1941 Sanborn Fire Insurance Map Alexandria, VA

The Sales Corporation purchased the property in 1923 (Alexandria Deed Book 78:373) and sold boats and supplies such as engines for boats, automobiles, and airplanes throughout the 1920s and '30s, posting advertisements in magazines such as *Motor Boating*, *Popular Mechanics*, and *Good Roads*. City of Alexandria Permit Application for Repairs, Alterations, etc. #2316, dated 28 July 1937, details plans by the Sales Corporation to recover the gambrel roof of the building with composition roofing material (Figure 11). At this time, the building is described as both “vacant” and used as “storage and shop,” and the intended use of the building is given as “small boat shelter.”



Figure 11. 1930 aerial photograph, showing the project area when it served as storage for the Sales Corporation.

Mid-to-Late 20th Century

Southern Ironworks, owned by Carlyle and T. P. Boguess, purchased the property in 1938 (Alexandria Deed Book 141:60). The 1941 Sanborn map (see Figure 10) shows the building at 226 The Strand as a square single-story building with narrow porches or additions on the south and east elevations. The map notes the building as “Genl. Stge.” in keeping with the stated use of the building as a warehouse by Southern Ironworks on Permit Application #7005. Dated 12 May 1946, the application requests to replace the building’s gambrel roof frame with a new flat or slightly arched one supported by metal pillars inside the building (Figure 12 and Figure 13). Though not built exactly to specifications, the current roof, which has a simple stepped parapet on the façade and plywood clerestory on the other three elevations, likely dates to this permit. Interior alterations included the addition of partitions and loft spaces to create more rooms. The proposed purpose for the renovated building was a warehouse.

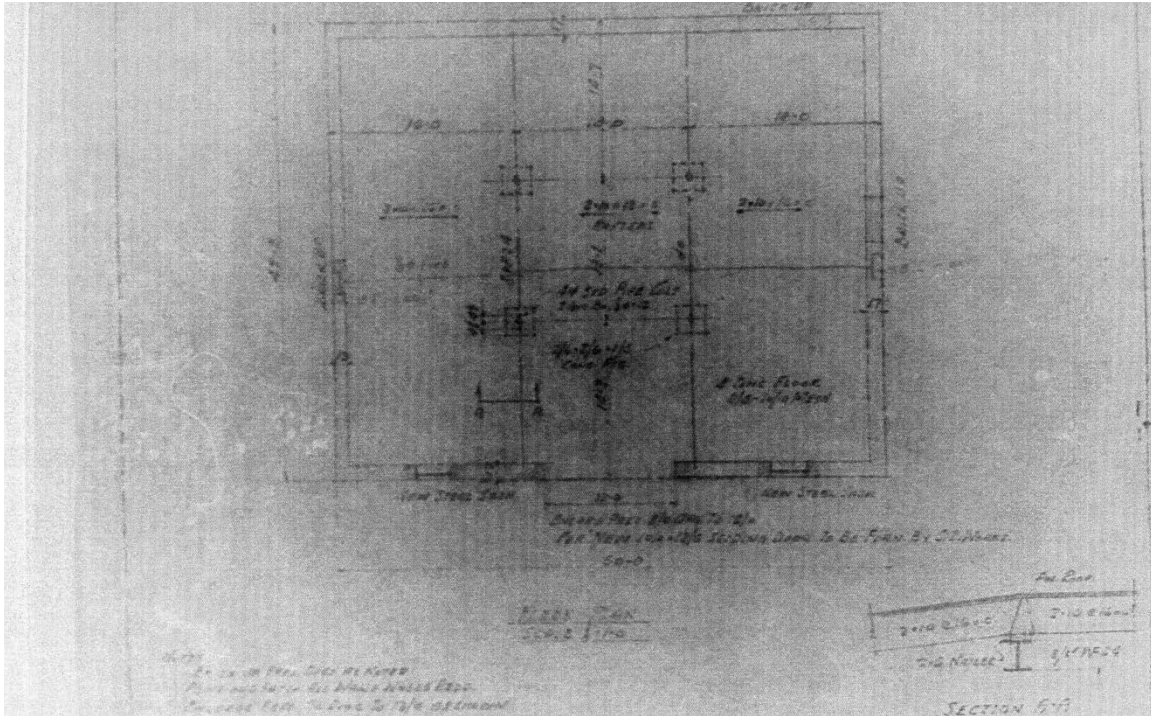


Figure 12. 1946 proposed plan alterations in Building Permit Application #7005.

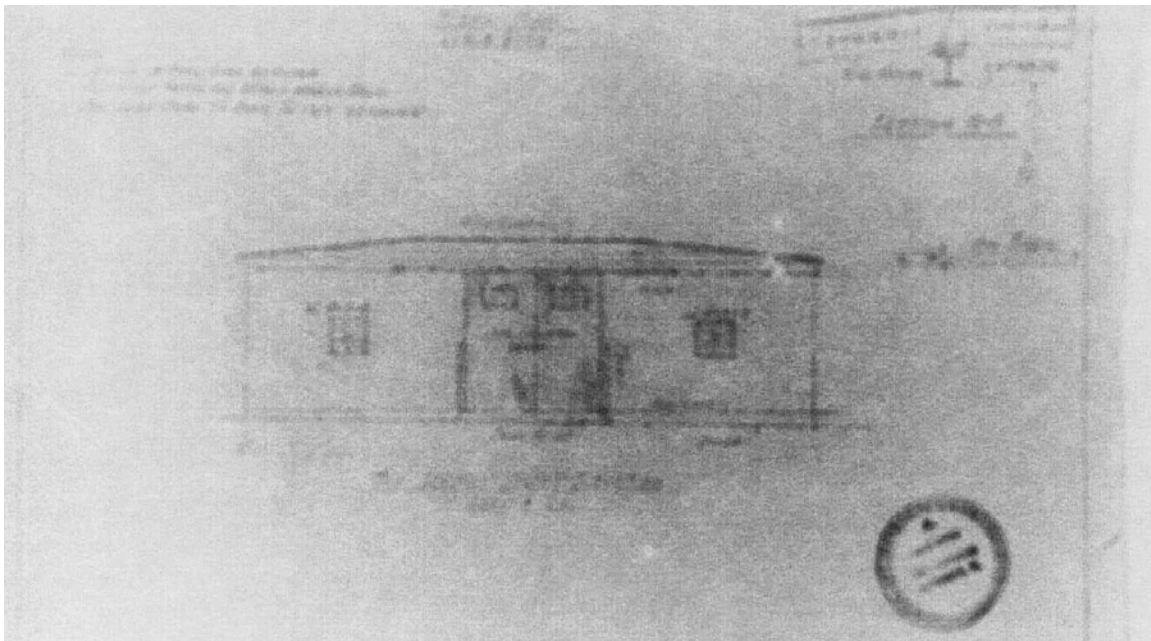


Figure 13. 1946 proposed façade alterations in Building Permit Application #7005.

In 1952, Alexandria Marine Services, Inc. moved into the property while still under the ownership of Southern Ironworks and remained in the space until the 21st century according to city directories. The company sold marine supplies and repaired boats, which are visible at the adjacent dock in historic aerials from this era. The building was sold to the Robinson Terminal Warehouse Corporation in 1955 (Alexandria Deed Book 408:102). Immediately after the purchase, RTW submitted Permit #12482 to replace the central sliding doors on the western side of the building along The Strand with glass show windows and corrugated metal deck siding to fill in the remainder of the opening (Figure 14 and Figure 15); this alteration remains intact on the building.

Further alterations were made to the Alexandria Marine building in 1958, when two vehicle bay doors were added to the north and east elevations (Permit #13902). Historic aerial photographs show that the frame addition on the south elevation occurred in the mid-1950s and the one on the east elevation between 1960 and 1962. In the 1980s, the infilling of the adjacent dock west of the building represented the first time that a building situated at 226 The Strand lacked direct access to the Potomac River.

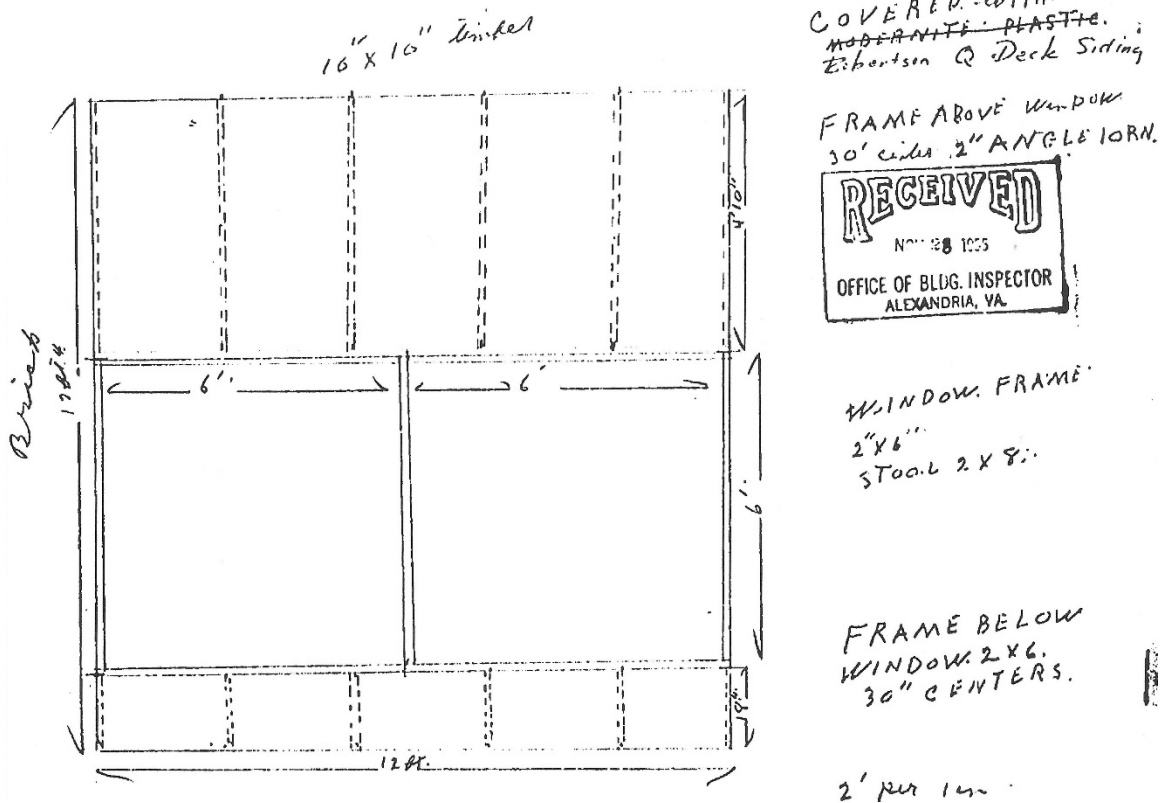


Figure 14. 1955 detail of proposed façade window alterations in Building Permit Application #12482.

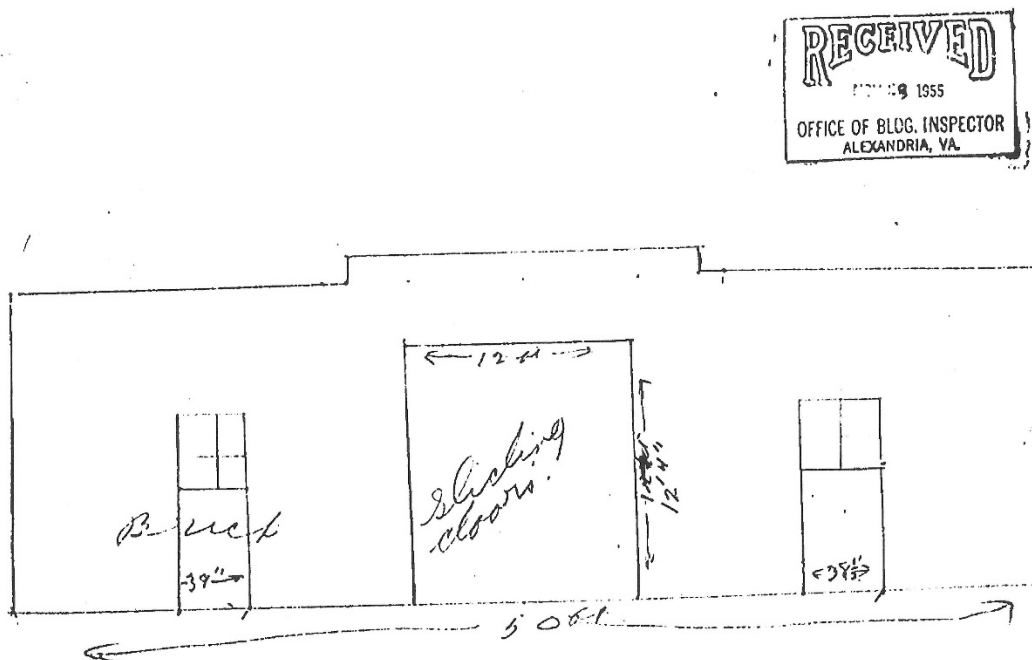


Figure 15. 1955 proposed façade alterations in Building Permit Application #12482.

21st Century

The landscape of 226 The Strand dates to the 1980s. The building likely dates to the late 1890s and has been continuously patched, altered, and added onto throughout the 20th century (Figure 16 - Figure 24). The poor condition of some of the bricks indicate that they may have been salvaged from a building predating the 1897 fire, which required the application of layers of cement to keep it stable. The removal of the gambrel roof in the 1940s is evident from a loft space within the warehouse, where the top of the walls appear to have been deconstructed unevenly. The addition of the flat roof and four steel piers indicate that the building had structural issues in the mid-20th century. The issues have remained, evident in severe buckling and cracking in the brick walls. Due to drastic changes in fenestration, roof lines, and structural members over the last century, minimal evidence of the 19th century remains in the building. Additionally, 1980s infill of the docks created a total disconnect from the landscape and water, which was vital to the businesses that occupied the space.



Figure 16. West and north elevations of 226 The Strand, looking from the east end of Duke Street (2015).

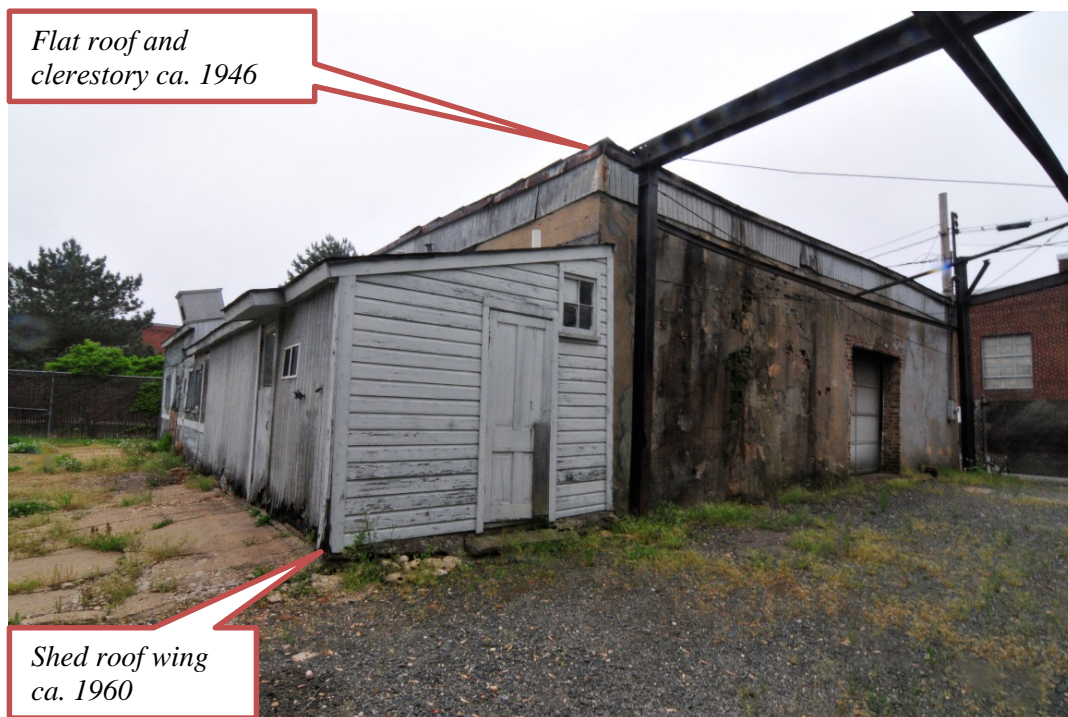


Figure 17. East and north elevations of 226 The Strand, showing additions (2015).



Figure 18. South and east elevations of 226 The Strand, showing additions (2015).

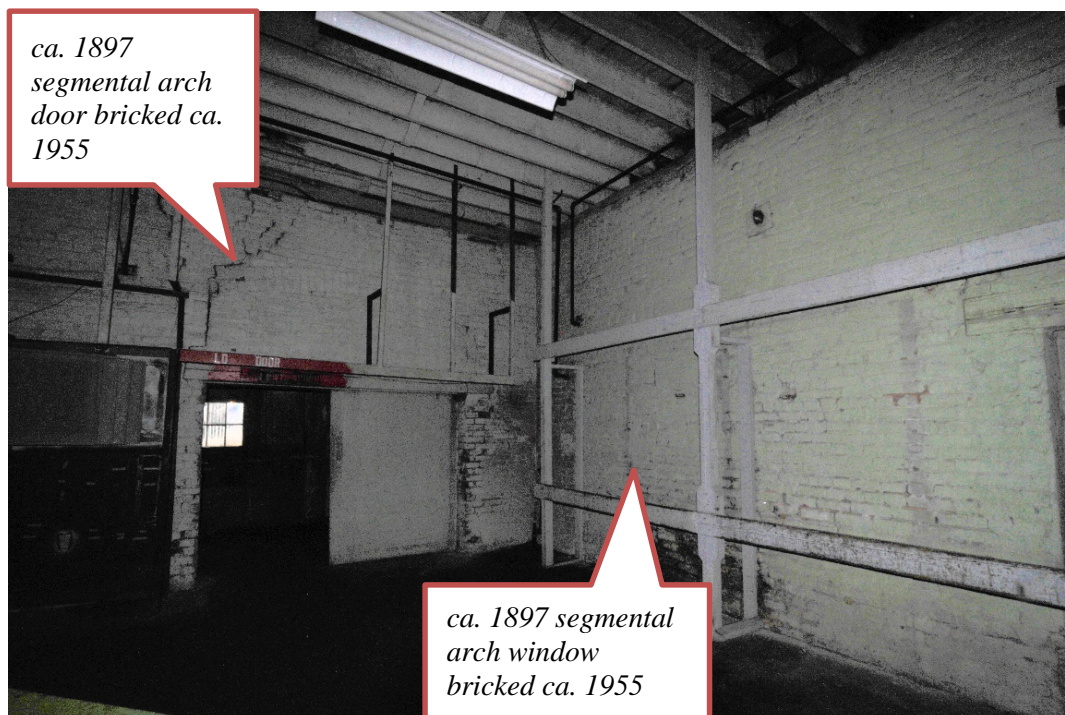


Figure 19. Interior of south and east elevations of 226 The Strand, showing windows and door enclosed and shortened with brick (2015).

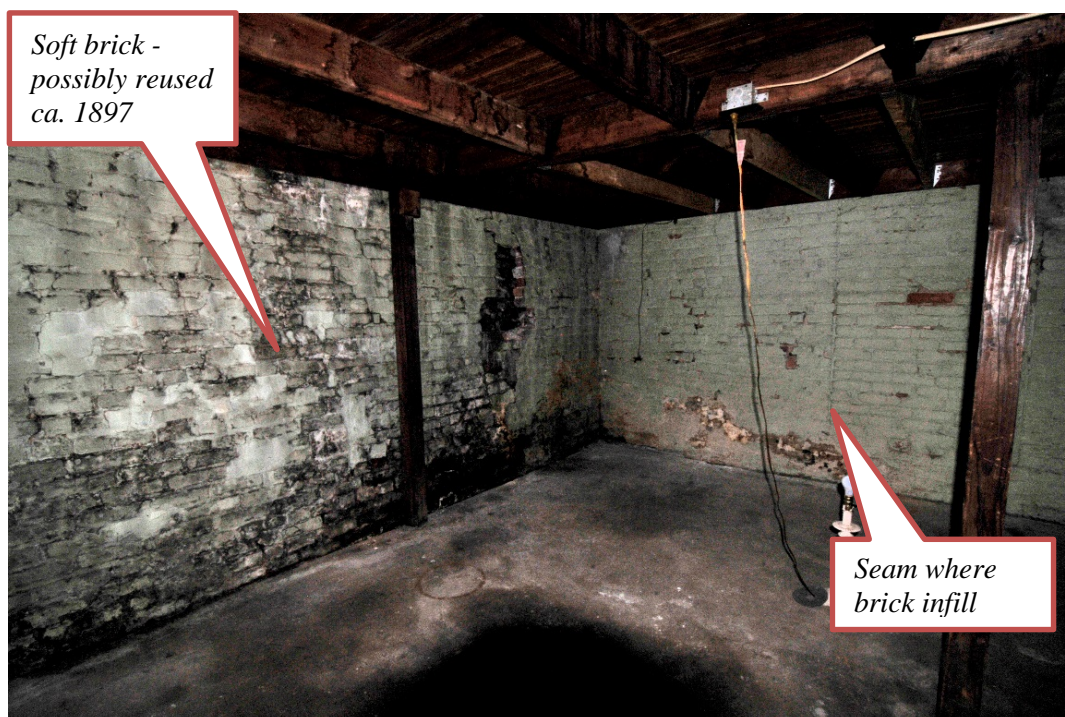


Figure 20. Interior of 226 The Strand, showing poor condition of brick indicative of possible reuse after the 1897 fire (2015).



Figure 21. Interior of east elevation of 226 The Strand, showing where brick was removed unevenly to create a flat roof (2015).

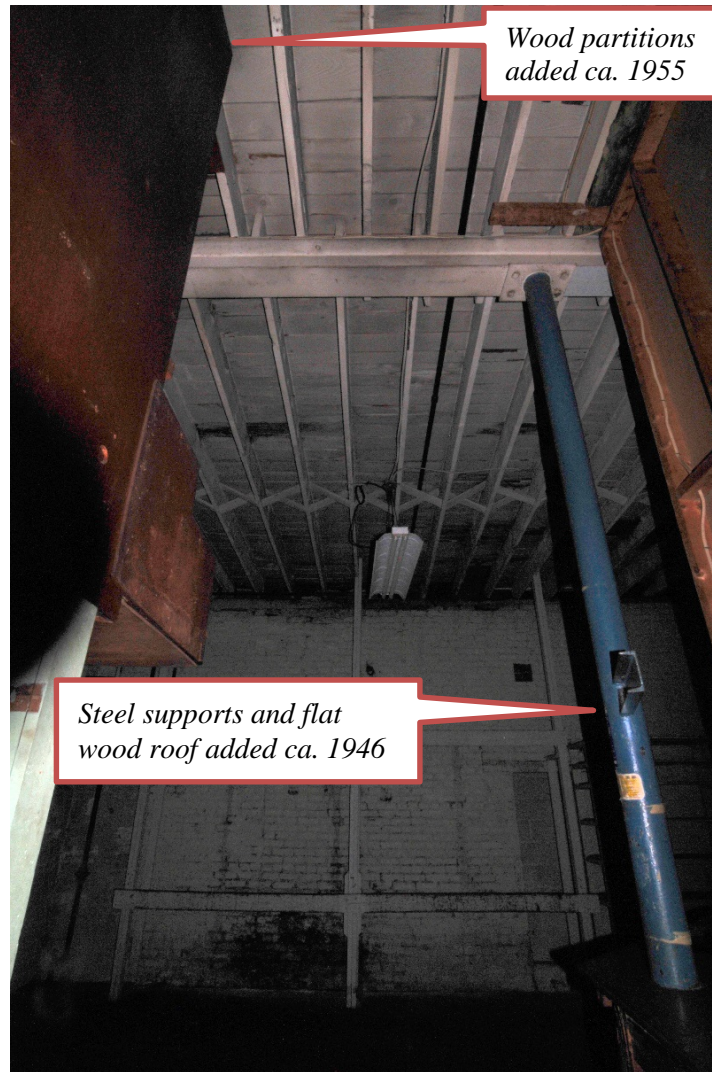


Figure 22. Interior of south elevation of 226 The Strand, showing steel structural member added with flat roof (2015).

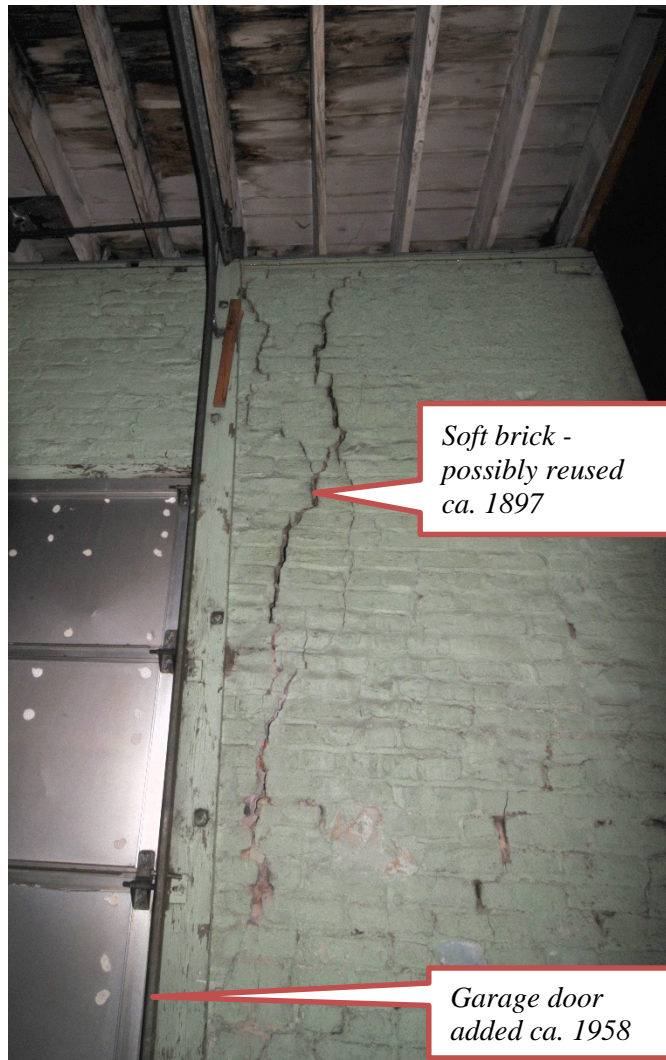


Figure 23. Interior of north elevation 226 The Strand, showing garage door added and severe buckling in the brick (2015).



Figure 24. North elevation of 226 The Strand, showing altered roof line, buckling of brick and multiple layers of deteriorating concrete patching (2015).

TIMELINE

- Pre-1866: Brick warehouse occupied by John Rumney, commission merchant
- 1866: Emil Rosenthal builds a two story, multi-section brick building to house his spoke and sumac mills
- 1892: Acquired by Herbert Bryant, who builds a two-story brick bone mill possibly incorporating parts of Rosenthal's mills
- 1897: Catastrophic fire begins in the engine room of the bone mill; building destroyed along with most of the entire block and the Pioneer Mill to the south
- 1897: Herbert Bryant builds acid house (first story brick, second story frame) on the site of the bone mill; may have incorporated standing elements or building materials from previous building
- Ca. 1921: Frame second story removed and replaced with a gambrel roof; building used as storage
- 1923: Acquired by the Sales Corporation, building used in marine supply business
- 1938: Acquired by Carlyle and T. P. Boguess of Southern Ironworks; building use unclear
- 1946: Gambrel roof replaced with the current flat/slightly arched roof supported by interior support posts; building used as a warehouse
- 1952: Occupied by Alexandria Marine Services, marine supply company
- 1955: Acquired by Robinson Terminal Warehouse Corp.; large sliding doors on Strand replaced with current show window
- 1958: Bay doors added to north and east elevations of Alexandria Marine core building
- 1962: Frame additions on east and south elevations added by this time
- 1980s: Dock east of building filled, ending direct access between building and Potomac

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Appendix I
Chain of Title

CHAIN OF TITLE

GRANTEE GRANTOR LOT/PARCEL

1966 September 21

Robinson Terminal Warehouse Corp. RTW.

Formerly GBS corp. Formerly Robinson Terminal Warehouse Corp.

Deed – Alexandria Deed Book 657:75

1955 April 29

Robinson Terminal Warehouse Corp. Carlyle R Boguess

T.P. Boguess

Deed – Alexandria Deed Book 408:102

1938 January 27

Carlyle R. Boguess Edward G Schmidt

T.P. Boguess Sales Corporation

Deed – Alexandria Deed Book 141:60

1923 July 23

Sales Corporation The Bryant Fertilizer Company

Deed – Alexandria Deed Book 78:373

1899 June 5

The Bryant Fertilizer Company J.C. Herbert Bryant, widower

Deed – Alexandria Deed Book 42:512

1893 September 30

J.C. Herbert Bryant City Council of Alexandria

The City Council deeds to Bryant land derived from Point Lumley, controlled by the City since the founding in 1749.

Deed – Alexandria Deed Book 30:452