Docket Item# 11
BAR CASE #2012-0116

BAR Meeting
May 16, 2012

ISSUE: Permit to Demolish

APPLICANT: Mr. and Mrs. Paul Stevens by Eleanor Krause, AIA

LOCATION: 632 & 634 South Fairfax & 213 Franklin Street

ZONE: CL/Commercial Low Zone

STAFF RECOMMENDATION: Staff recommends that the Board approve the Permit to Demolish with the following conditions:

1. That the statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements.

    - The applicant/developer shall call Alexandria Archaeology (703-746-4399) two weeks before the starting date of any ground disturbance so that a monitoring and inspection schedule for city archaeologists can be arranged.

    - The applicant/developer 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.

    - The applicant/developer shall not allow any metal detection or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology.

*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.

**BUILDING PERMIT NOTE: 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.

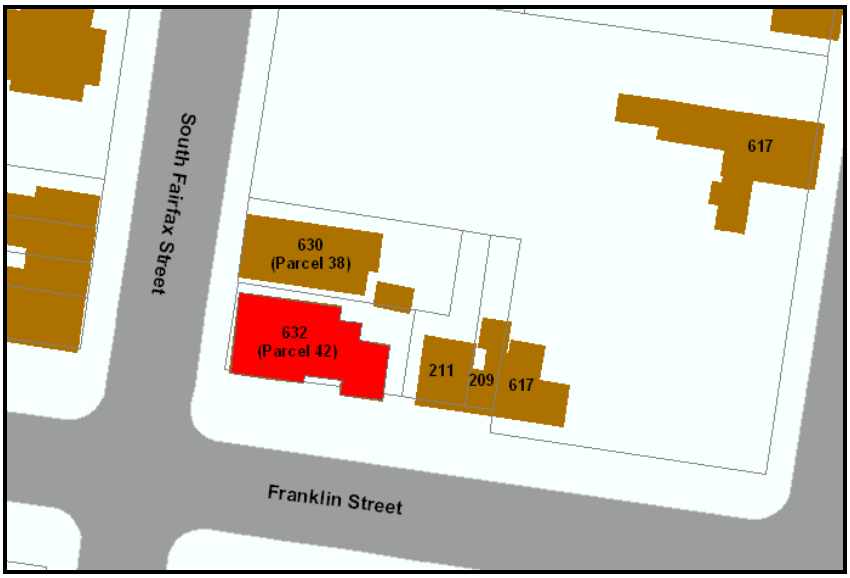
CASE BAR2012-0116 & CASE BAR2012-0117

BACKGROUND

On July 20, 2005, the BAR deferred an application to demolish the existing buildings on this property, noting that they needed additional information regarding the proposed future uses for the site before action could be taken on the Permit to Demolish (BAR Case 2001-0080.) However, Staff reminds the Board that a Permit to Demolish should stand on its own merits based on the criteria set forth in the Zoning Ordinance, §10-105(B) and is unrelated in the Zoning Ordinance to what may, or may not, be developed on the site in the future, as that will be subject to a separate Certificate of Appropriateness, should the demolition request be granted.

I. ISSUE

The applicant is requesting approval of a Permit to Demolish the collection of existing one-story vernacular structures on Parcel 42, located on the northeast corner of South Fairfax and Franklin streets (632 & 634 Fairfax Street and 213 Franklin Street). The proposed structures to be demolished are shown in red below.



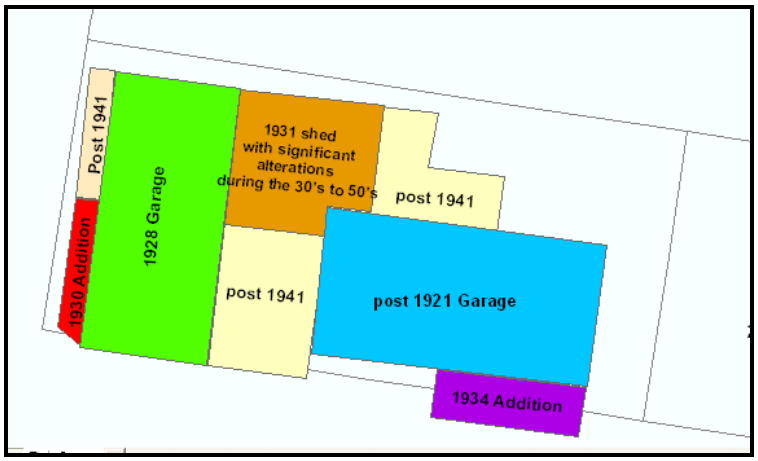
II. HISTORY

Based on Building Permit and Sanborn Fire Insurance Map research and an architectural building assessment by an Alexandria architectural historian[1], it is documented that the earliest building on the subject property was built after 1921, as an automobile garage for rent [2]. In 1928, second garage was constructed and from 1930 to present day, significant alterations and several additions/sheds were added to these original garage buildings (see illustration below.)

The buildings on this property contained several uses over the years, including auto garages for

[1] Architectural Building Assessment conducted by C. Richard Bierce, AIA in 2006 (see attachments.)
[2] Buildings are not documented on the property until the 1931 Sanborn Fire Insurance Map.

rent, a dwelling, confectionary store, and storage. Up until 5 years ago, they contained a dry cleaner and delicatessen. The buildings are currently vacant.



IV. ANALYSIS

Permit to Demolish/Capsulate

In considering a Permit to Demolish/Encapsulation 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?

BAR staff notes that when these buildings were original evaluated for demolition in 2005, previous BAR staff recommended denial of the application citing Criteria #5 and #6. This recommendation was based on the original assessment that the subject buildings were historically "a corner store and integral to urban life in Alexandria in the late 19th/early 20th centuries." Historic corner stores in Alexandria were traditionally two-stories, with the

storefront on the first floor and living quarters above. This building form can still be seen in numerous buildings within the residential core of the district (see photos below).

300 Block of Duke Street

600 Block of South Fairfax

The current extensive research, conducted by an established and respected Alexandria architectural conservator (attached) has revealed that the original use of the buildings and date of construction of the original buildings are much different than noted in the 2005 BAR staff report. This current research has provided new insight and reveals that the earliest buildings on this property were constructed between 1921 and 1928 as utilitarian accessory sheds which have since had substantial alterations and additions. As a result, staff finds that the buildings do not hold architectural or historical interest, nor do they preserve an historic place or area of interest within the City, as previously suggested.

However, Staff notes that since the property was apparently vacant until 1928 and the current buildings have little or no foundations, there is potential for archaeological resources to be uncovered. Therefore, the owner has offered to fund an internship for Alexandria Archaeology to conduct an archaeological investigation of the property prior to the construction of the new gardens and shed.

Summary

These mid-20th century buildings do not contain unusual or uncommon architectural features and their removal will turn the subject parcel of land back into open-space, which is consistent with this block's configuration from its original mid-19th century subdivision up to the late 1920s.

STAFF:

Michele Oaks, Historic Preservation Planner, Planning & Zoning
Al Cox, FAIA, Historic Preservation Manager, Planning & Zoning

V. CITY DEPARTMENT COMMENTS

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

Zoning Section

No comments for the proposed demolition application.

Archaeology

Recommendations:

*1. The applicant/developer shall call Alexandria Archaeology (703-746-4399) two weeks before the starting date of any ground disturbance so that a monitoring and inspection schedule for city archaeologists can be arranged.

*2. The applicant/developer 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.

*3. The applicant/developer shall not allow any metal detection or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology.

4. The statements in archaeology conditions above marked with an asterisk "*" shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements.

Code Administration

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Plan Review Supervisor at ken.granata@alexandriava.gov or 703-746-4193.

C-1 Demolition, building and trades permits are required for this project. Five sets of *construction documents* that fully detail the construction as well as layout and schematics of any alterations made to mechanical, electrical, and plumbing systems. If a design professional prepares drawings for the project the plans must bear the seal of the design professional in accordance with the Code of Virginia Section 54.1-410B.

C-2 Any proposed future alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-3 Before a building permit can be issued on any proposed future alterations, a certification is required from the owner or owner's agent that the building has been inspected by a licensed asbestos inspector for the presence of asbestos.

C-4 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

C-5 A demolition permit is required for the proposed project (USBC 108.1).

C-6 Where a structure has been demolished or removed, if left vacant the lot shall be filled and maintained to the existing grade (USBC 3303.4).

C-7 Service utility connections shall be discontinued and capped approved rules and (USBC 3303.6).

C-8 Provisions shall be made to prevent the accumulation of water or damage to any foundation on the premises or adjoining property (USBC 3303.5).

Transportation and Environmental Services (T&ES)

Recommendations:

R1. Applicant shall be responsible for repairs to the adjacent city right-of-way if damaged during construction activity. (T&ES)

R2. All improvements to the city right-of-way such as curbing, sidewalk, driveway aprons, etc. must be city standard design. (T&ES)

R3. No permanent structure may be constructed over any existing private and/or public utility easements. It is the responsibility of the applicant to identify any and all existing easements on the plan. (T&ES)

R4. An erosion and sediment control plan must be approved by T&ES prior to any land disturbing activity greater than 2,500 square feet. (T&ES)

R5. Compliance with the provisions of Article XIII of the City's zoning ordinance for storm water quality control is required for any land disturbing activity greater than 2,500 square feet. (T&ES)

Findings:

F1. An approved grading plan WILL be required at the time of building permit application based on the submitted plan. Questions regarding the processing of grading plans should

be directed to the T&ES Site Plan Coordinator at (703) 746-4064. Memorandum to Industry No. 02-08 was issued on April 28, 2008 and can be viewed online via the following link.
http://alexandriava.gov/uploadedFiles/tes/info/gradingPlanRequirements.pdf

F2. A separate application will be required for approval of a curb cut of the proposed driveway. (T&ES)

City Code Requirements:

C-1 The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99). (T&ES)

C-2 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11,

Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

C-3 Roof, surface and sub-surface drains be connected to the public storm sewer system, if available, by continuous underground pipe. Where storm sewer is not available applicant must provide a design to mitigate impact of storm water drainage onto adjacent properties and to the satisfaction of the Director of Transportation & Environmental Services. (Sec.5-6-224) (T&ES)

C-4 All secondary utilities serving this site shall be placed underground. (Sec. 5-3-3) (T&ES)

C-6 Any work within the right-of-way requires a separate permit from T&ES. (Sec. 5-3-61) (T&ES)

VI. ATTACHMENTS

1 – Supporting Materials
2 – Application for BAR2012-00116 & BAR2012-00117 at 630, 632, & 634 S Fairfax St and 213 Franklin St

RKTECTS
ARCHITECTURE
PLANNING
HISTORIC
PRESERVATION

SUBJECT: Application for Demolition
632 and 634 South Fairfax Street & 213 Franklin Street
(Lot 502, subdivided property of 211 Franklin Street and
632 S. Fairfax Street)

This applicant proposes to demolish the existing structures at the NE corner of South Fairfax and Franklin Streets. The earliest building permit found for this property was filed March 1, 1928. It requests construction of "a single building divided into four garages" facing S. Fairfax. The permit also notes four garages present on Franklin St. Both garage buildings on this corner were built with corrugated tin exterior walls, roof and demising partitions on a wood frame. In 1930, an application was submitted to create a confectionary store out of two garages on the corner. Later alterations occurred to the remaining two garages on Fairfax and the four garages on Franklin St., converting them for residential and retail use.

Changes in use were accommodated by covering the tin walls with clapboard siding and/or stucco. Dividing partitions were removed, windows installed, as well as minimal plumbing and electrical service. The structure was expanded with the construction of a number of small lean-to style additions on all sides of the building. Alterations to the original garages were made in a haphazard manner, with no regard for the structural integrity of the buildings, and with no real architectural plan.

The present owners, who own and occupy the adjacent residence at 630 South Fairfax Street, purchased the property in 2003. They propose to demolish this collage of structures because they are poorly built and have no architectural merit. As described in an (attached) assessment of the buildings prepared by Mr. Richard Bierce, AIA, in 2006,

> "...It is my opinion that the buildings have little to no significance, that they do not contribute to the visual and architectural quality and character of the historic streetscapes in which they are placed, and that they fail to meet the minimal criteria for preservation as stipulated in the Alexandria Zoning Code."

The RKtects Studio, Inc.
4936 Fairmont Avenue, Suite 206, Bethesda, MD 20814
p-301.657.7820s11 ekrause@rktects.net c-703.568.7590

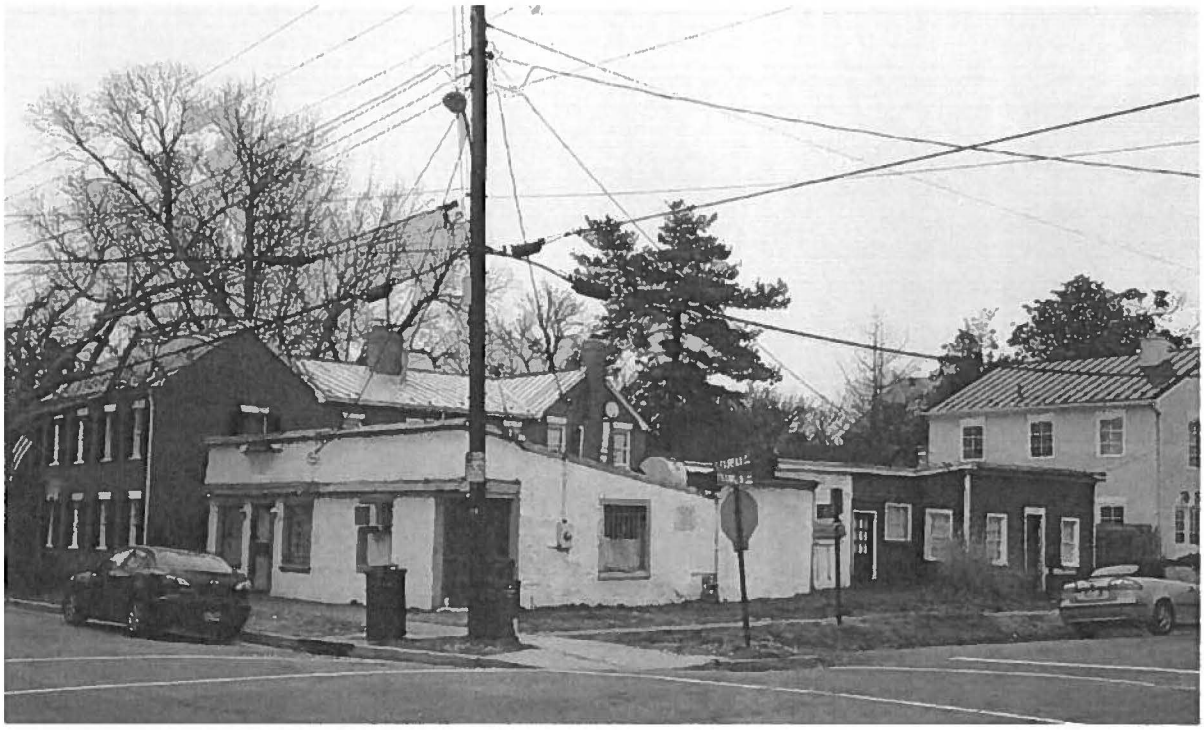
The buildings have been vacant for the past five years, as profound reconstruction would be required to continue to utilize these structures in a safe and functional manner. The owners have no interest in operating a business out of this property, and intend to replace this building with open space and a small outbuilding to serve the residential use of the adjacent lot.

Significant research and study has been undertaken by the Owner to confirm that there is no architectural merit or historic significance to this structure, and there is no personal or public benefit to retaining the structure. The results of these efforts are attached to this application and include:

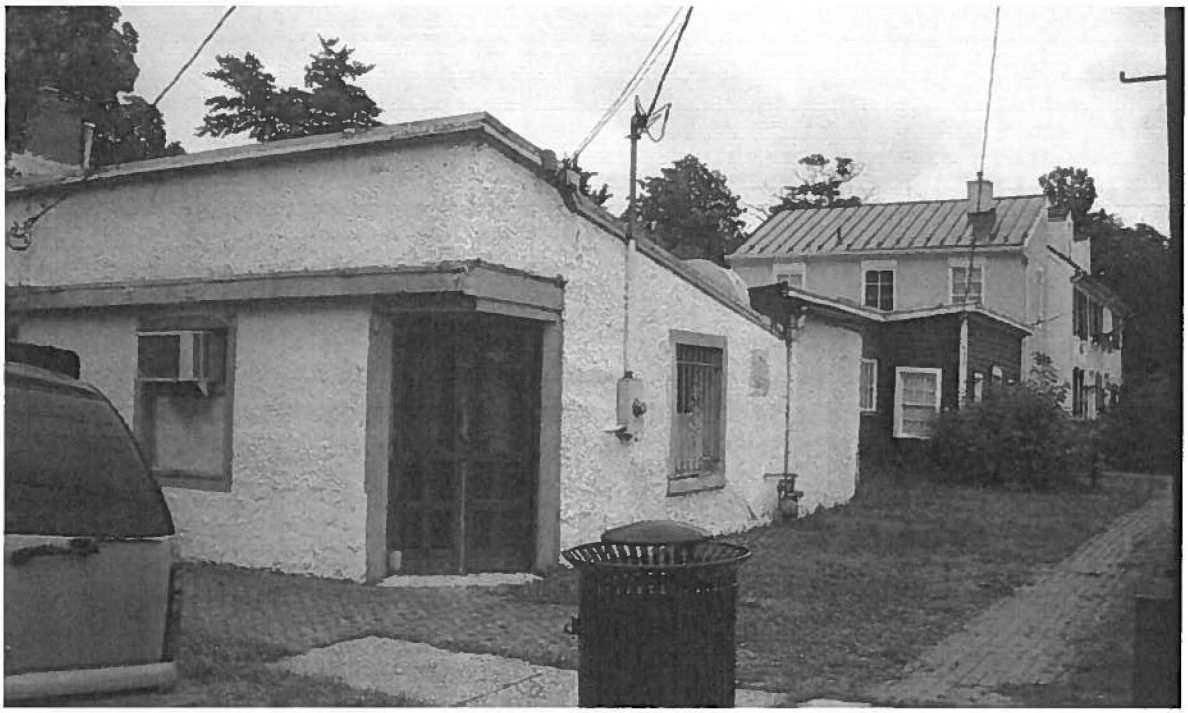
- Sanborn Fire Insurance Maps
  - 1907, showing vacant lot adjacent the house at 630 S. Fairfax
  - 1921, no change
  - 1931, showing garages, with corner bay converted to a store
  - 1941, showing alterations and additions, with two garage bays used as residences, one as a store
- Building Permits
  - Building permit application, March 1, 1928
  - Permit for repairs and removal of interior partition, January 13, 1930
  - Permit for porch addition on adjacent property on Franklin Street, September 10, 1931
  - Permit for addition to garage for "waiting room", May 11, 1933
  - Permit for roofing over existing roof, July 5, 1961
  - Permit for replacing roof sheeting, April 7, 1968
- Architectural Building Assessment by C. Richard Bierce, AIA, July 31, 2006
- Structural Building Assessment by Woods Peacock Engineering Consultants, July 22, 2006

The owners are actively working with Alexandria Archeology to support and facilitate investigations on the property after demolition occurs. Records show that the corner was an open area until approximately 1928. As the existing buildings only minimally impact the ground, with little to no foundations, there is a potential for archeological resources to be discovered and a unique opportunity for investigation. The site may yield Native American, African American, and/or Civil War resources. The owners have also offered to assist in funding an internship with Alexandria Archeology for this investigation.

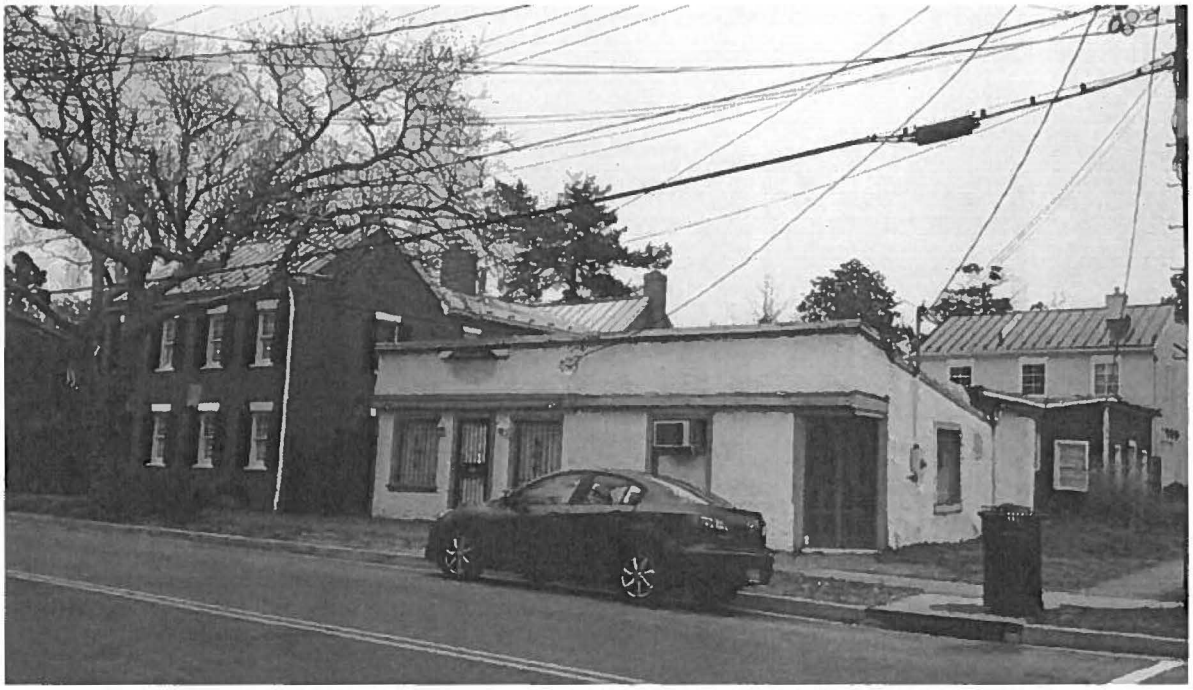
Photographs of the current structure are attached.



View of Property – NE corner of S. Fairfax and Franklin Streets

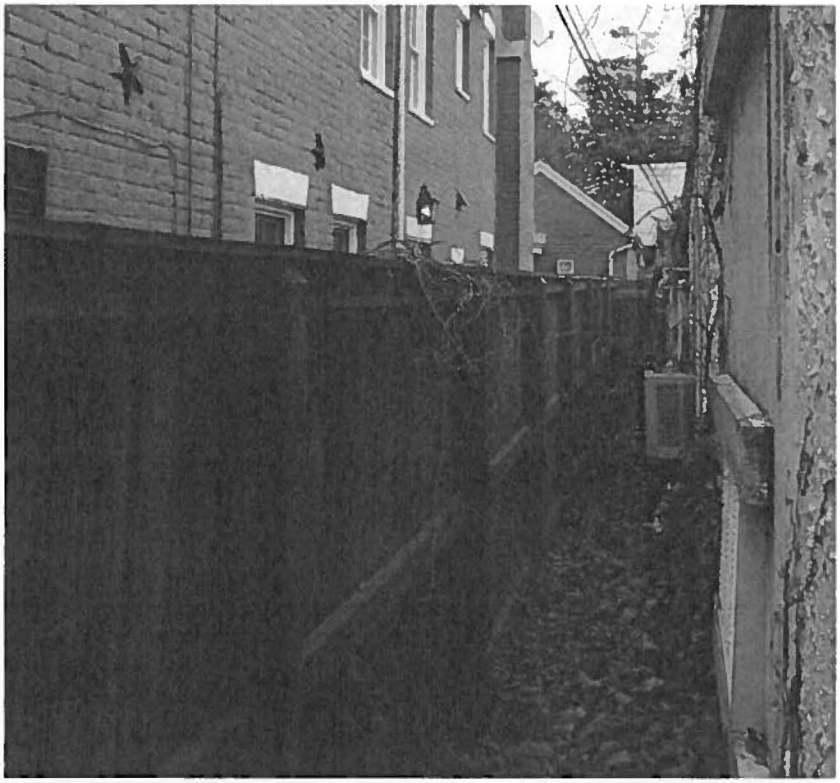


View of Property –Corner entrance, within addition to property line

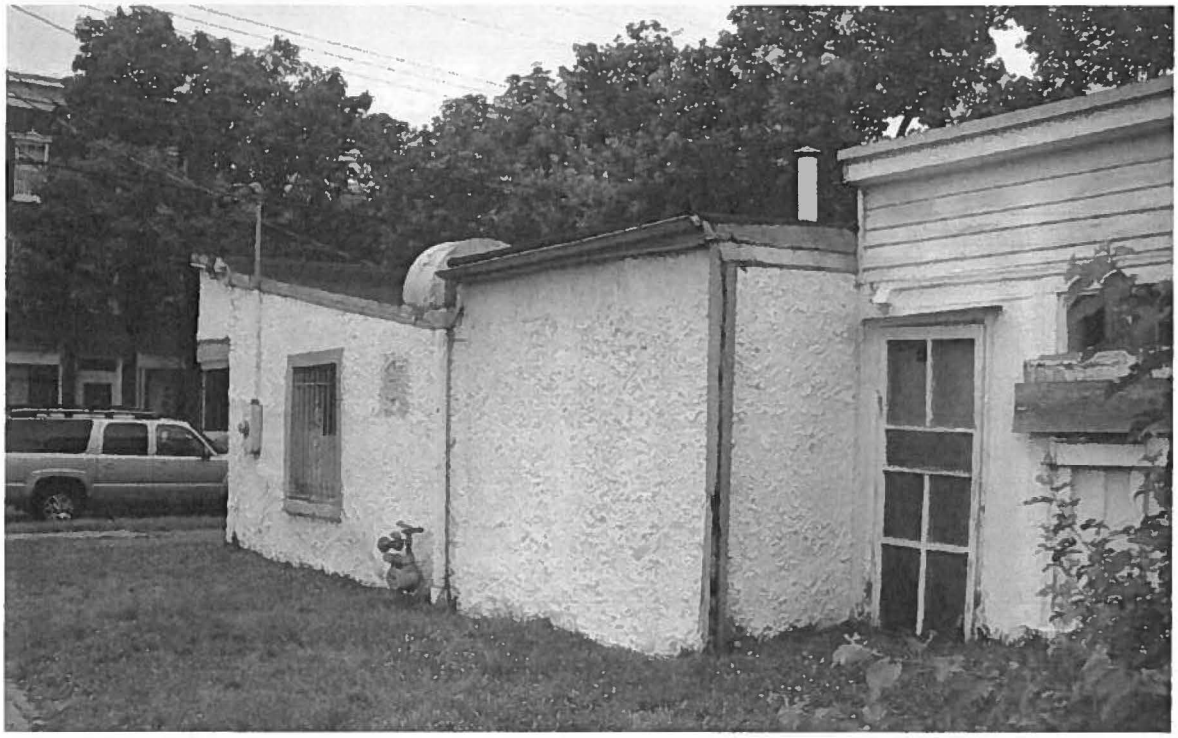


View of Property –S. Fairfax Street Elevation, with Owner's Residence adjacent

View of Property –Franklin Street Elevation, with Owner's Residence beyond

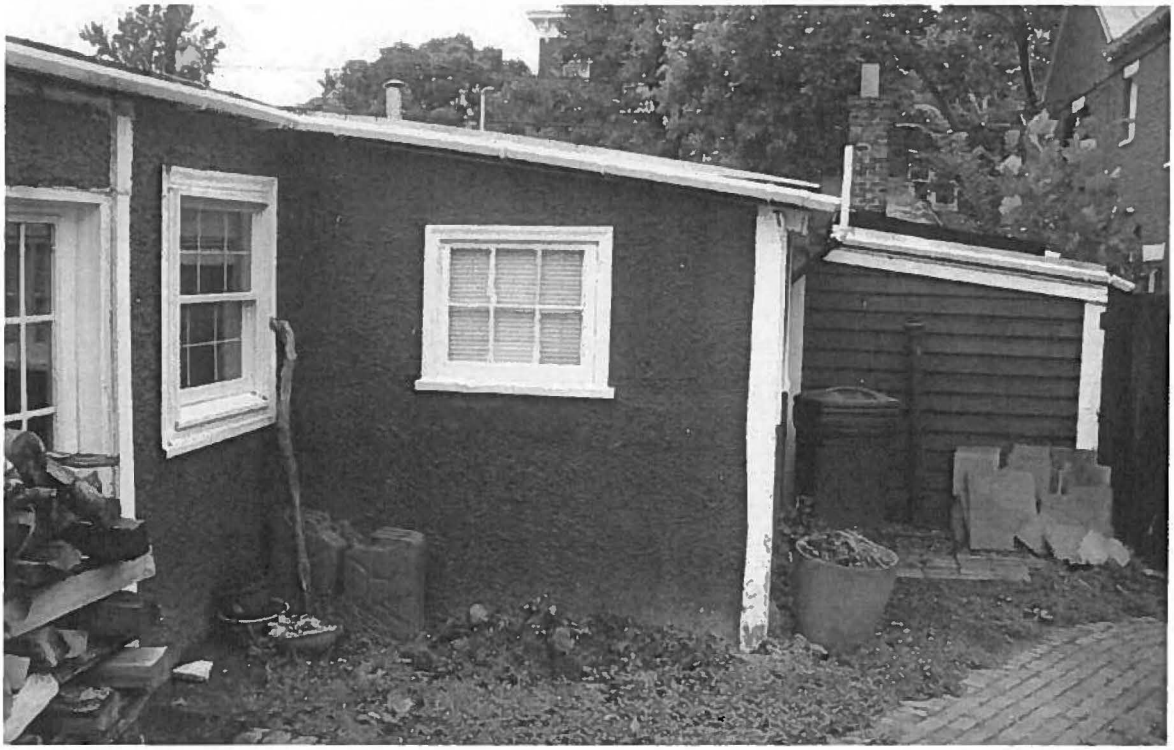


View of Property –side yard adjacent Owner's residence



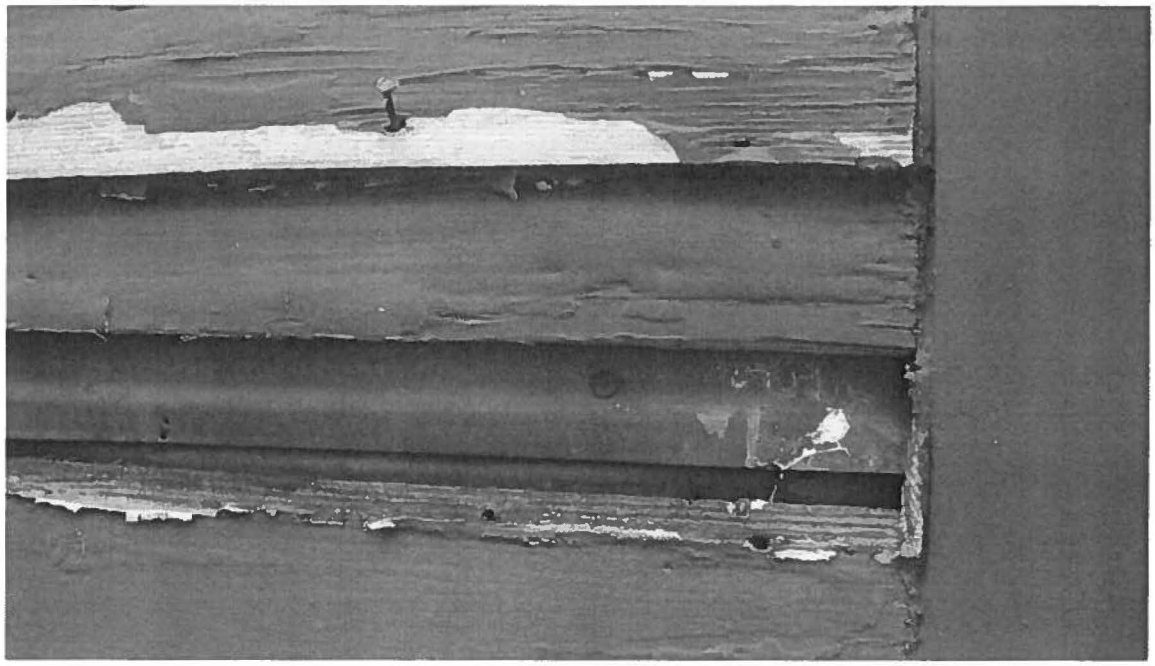
View of Property –infill additions to original garages along Franklin Street

View of Property –Addition beyond Property Line for residential unit facing Franklin Street ; Photograph also shows lack of foundations with finish elevation at or below grade



View of Property – Series of lean-to additions at rear of structure

View of Property –Existing Driveway to remain, original garage converted to residence



View of Property –Red painted clapboard covering corrugated tin walls

BAR Application:
NE Corner of South Fairfax and Franklin Streets

BUILDING PERMITS

1928, 1930, 1931, 1933, 1961, 1968

Approved By act of Council
3/5/28

No. 748 P.M.

APPLICATION FOR PERMIT TO BUILD

CITY OF ALEXANDRIA, VA.

Alexandria, Va. March 1 1928

TO THE CITY ENGINEER:

The undersigned hereby applies for a permit to build according to the following specifications:

1. State how many buildings to be erected? One dwelling with two fronts
2. Material Jabo. brick
3. What is the owner's name? George L Wells
4. What is Architect's name? Not A.
5. What is Builder's name? Owner
6. What is Location? Franklin & Fairfax
7. What No. of house?
8. What is purpose of the building? To Rent
9. What will the building be erected on, solid or filled land? Solid
10. Size of building, No. of feet front 37 1/4; No. of feet rear 37 1/4; No. of feet deep 18 1/4

    No. of stories in height 10 ft Finished outside grade to cellar floor, feet —
11. Size of back building — feet long; — feet wide; No. of stories —
12. Material of foundation Cement floor
13. Thickness of external wall; cellar or basement ; 1st story ; 2d story ;

    3rd story 4th story ; 5th story

    Thickness of party walls, cellar or basement ; 1st story ; 2d story ;

    3d story ; 4th story ; 5th story .
14. What will be the materials of the front Framed glass
15. Will the roof be flat, pitch or mansard? Flat material of roofing? Built Roof
16. What will be the means of access to the roof? —
17. How is the building heated? No
18. Are there any bay windows? height ; Width ; projection
19. What will be the projection of steps from building line?
20. Are there vaults? Dimensions
21. Will there be an area? ; width ; how protected?
22. Will there be any cellar steps? ; how protected
23. Is the lower story to be used for business purposes of any kind? In Market to Dwelling
24. What is the estimated cost of the improvement? $ $150.00
25. Have deposited $ as required by City ordinance. yes
26. After completion will the building conform in every respect, with the requirements of the building law?

Signature Geo L Wells

Address 635 South Fairfax

No. 748

APPLICATION FOR PERMIT TO BUILD

Owner Geo L Nalle.

Builder

LOCATION

No. Lot NE Cor

Street

Between Fairfax & Franklin

PERMIT GRANTED

March 16 192 Y

Value $ 150

Fee $ 50¢

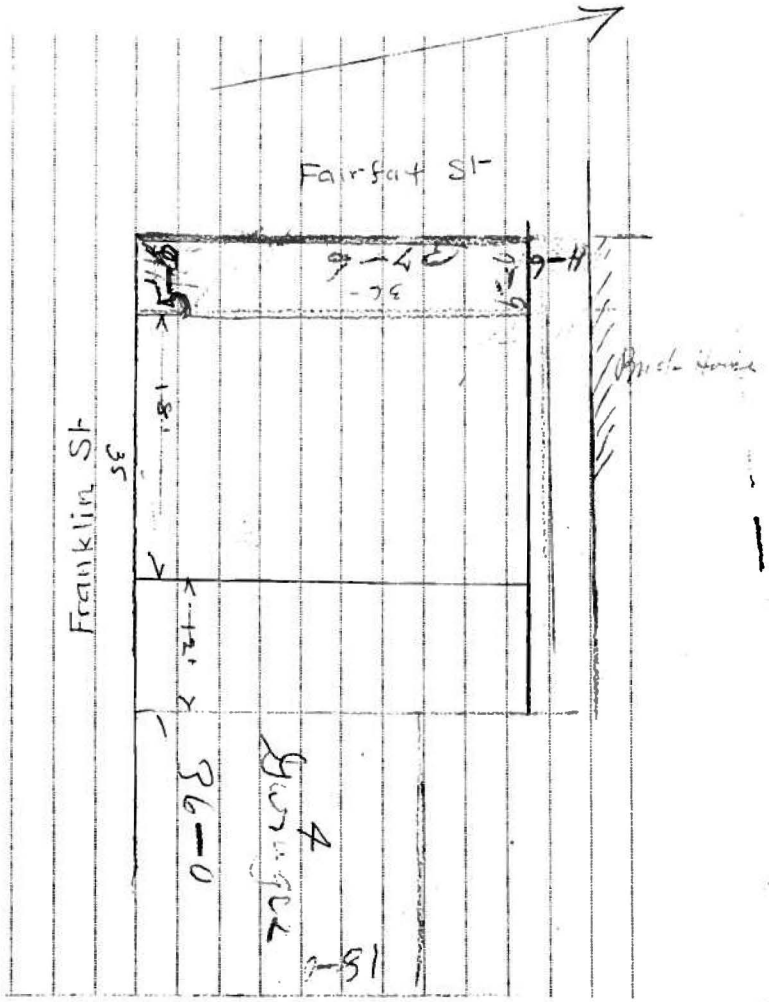
Memoranda

Building Book

No. Page

DETAIL DESCRIPTION

Details of building not given on oposite side to be written below



Original
Mr. Thomas
2-24-30

No. 742

Application for Permit for Repairs, Alterations, etc.

CITY OF ALEXANDRIA, VIRGINIA

Alexandria, Va. Jan. 13. 1930

TO THE CITY ENGINEER:

The undersigned applies for a permit to Repair

the following described building Garage

DESCRIPTION OF PRESENT BUILDING

Where located North East Cor. Fairfax & Franklin

	Name of owner Geo Walls Jr
No. of buildings to be altered 2	Name of Architect —
Area of present building 18 x 18	Name of mechanic Owner
No. of stories 1	Name of occupant Owner
Style of roof Pitched	Material Steel

How is the building occupied? Garage If a dwelling, how many families? —

What is the cost of the proposed improvements? $100.00

NATURE OF PROPOSED ALTERATIONS, ETC.

(Give Definite Particulars)

To the ceiling & windows
Back wing to be converted
into a Store Confectionery
Mrs George McPhile 619 So Pt
Mrs Julia Downs 617 Pitt So Pt
Lonnie C. Wacker 614 Fairfax St
Morris Rynni 716 King St
E J Schaefer 619 Pitt Fairfax
E J Schaefer 601 Pitt Fairfax
Mrs Hallie Sylva 629-631 Pitt Fairfax
G R Bagnott 613 Pitt So St
Geo R Walls 607 Pitt Fairfax St
Frank Pettis 611 Pitt Fairfax St
Mrs Lula Allen 617

Mary M. Graves } On Mr. Walls promise that the store will not
Mrs. M. Graves } be open Sunday evenings.
621-623 Pitt Fairfax St

For what will the building be used after alteration? Store Confectionery

After alteration will the building conform in every respect, with the requirements of the building law?

Signature [illegible]

Address 616 Pitt Alexandria Va

No. _____

APPLICATION FOR

Permit for Repairs, Alterations, etc.

Owner _____

LOCATION

Street _____

No. _____

Between _____

PERMIT GRANTED

_____ 19____

Value $ _____

Fee $ _____

Memoranda

_____ Repair Book

No. 614 Page 607

611

619

621

629

631

633

Attest

Want to take Partition out of apartment

Has consented to the change on the

Street side. Is removing the partition

Permit Issued

Payne

No. 279

Application for Permit for Repairs, Alterations, etc.

CITY OF ALEXANDRIA, VIRGINIA

Alexandria, Va. Sept 10 1931

TO THE CITY ENGINEER:

The undersigned applies for a permit to Build Porch on West Side of House

the following described building North East Corner of Fairfax & Tayloe

DESCRIPTION OF PRESENT BUILDING

Where located

No. of buildings to be altered One	Name of owner Geo F Wells
Area of present building 133"x26' 60'x141'	Name of Architect
No. of stories Two Stories	Name of mechanic Sam Fryer
Style of roof Pitch	Name of occupant Mrs Adams
	Material Lumber

How is the building occupied? Dwelling If a dwelling, how many families? One

What is the cost of the proposed improvements? $100.00

NATURE OF PROPOSED ALTERATIONS, ETC.

(Give Definite Particulars)

Want to Build an City Approved Porch 10'x15' at West Side of House

PERMIT granted by the ZONING BOARD OF APPEALS of Alex., Va.
J. D. Lynch, CHAIRMAN.
Frank H. Farmer
Secretary.
Date: Sept 17, 1931

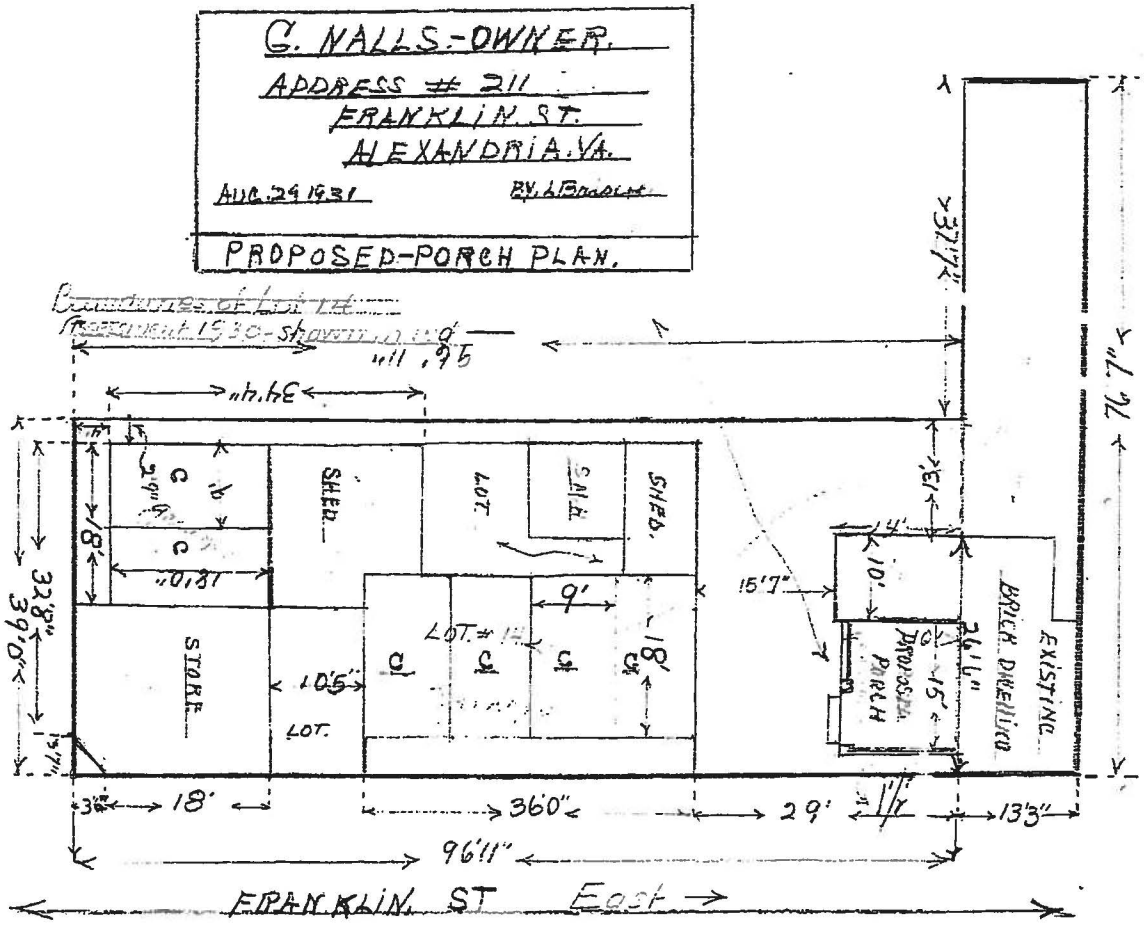
For what will the building be used after alteration? Dwelling

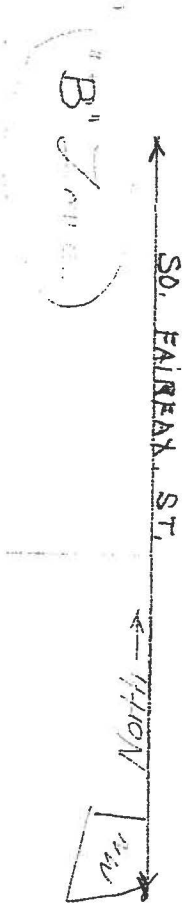
After alteration will the building conform in every respect, with the requirements of the building law? Yes

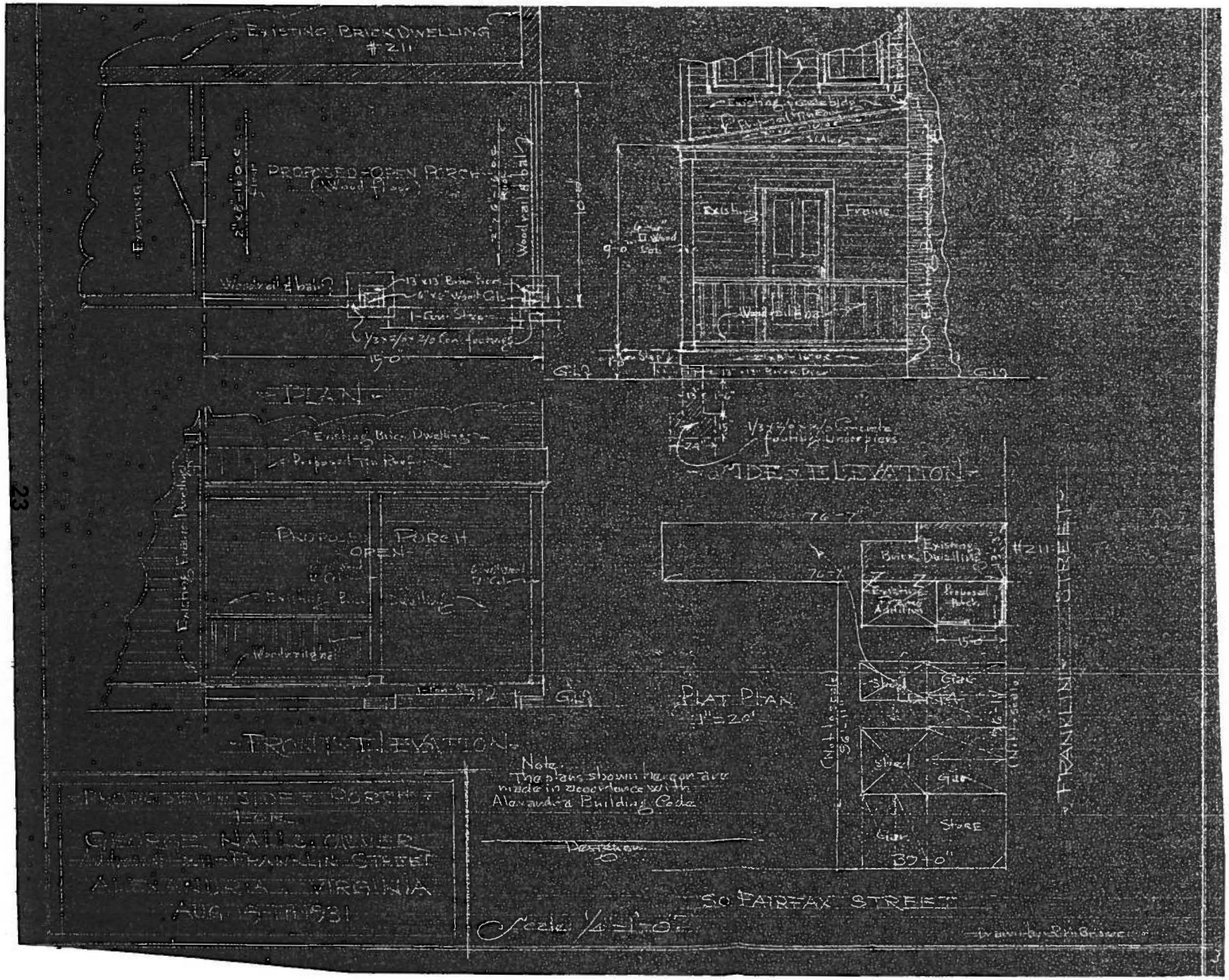
Signature Geo F Wells

Address 635 South Fairfax St

(Phone 1719)


G. NALLS.-OWNER.
ADDRESS # 211
FRANKLIN ST.
ALEXANDRIA, VA.
AUG. 29 1931
BY L. BRADLEY
PROPOSED-PORCH PLAN.
SHED
LOT
SHED
SHED
STORE
LOT
LOT. # 12
PROPOSED PORCH
BRICK DWELLING
EXISTING
FRANKLIN ST
East
96'11"
36'0"
29'
18'
13'3"
39'0"
32'8"
15'7"
26'6"
10'5"
9'
18'
10'
15'
37'7"
74'7"


SO. FAIRFAX ST.
"B"


Existing Brick Dwelling #211
Proposed Open Porch
Wood rail & balu
Existing Frame
Wood rail & balu
Wood Col.
9'-0"
Step
Grade
1/3 x 3'-0" x 2'-0" Concrete footings under piers
Side Elevation
Existing Brick Dwelling
Proposed Tin Roof
Proposed Porch Open
Wood rail & balu
Wood rail & balu
Existing Frame Dwelling
Front Elevation
76'-7"
Existing Brick Dwelling
#211
Existing Addition
Proposed Porch
15'-0"
Shed
Store
Shed
Store
Store
Store
37'-0"
Plat Plan
1" = 20'
Franklin Street
Note.
The plans shown hereon are made in accordance with Alexandria Building Code
Proposed Side Porch
for
Charles Nail & Carver
Franklin Street
Alexandria, Virginia
Aug. 5th 1931
So Fairfax Street
Scale 1/4" = 1'-0"

APPROVED: T. R. Rowzie
CITY MANAGER

Page

No. 548

Application for Permit for Repairs, Alterations, etc.

CITY OF ALEXANDRIA, VIRGINIA

Alexandria, Va., May 11 1937.

TO THE CITY ENGINEER:

The undersigned applies for a permit to G. L. Nelle.

the following described building Store at Cor. of Franklin & Saint Asaph Sts. Cor.

DESCRIPTION OF PRESENT BUILDING

Where located N.E. Corner of Franklin & Fairfax St. So. Alexa.

No. of buildings to be altered 1	Name of owner G. L. Nelle.
Area of present building 32 x 75 ft.	Name of Architect N. E. Brown.
No. of stories 1	Name of mechanic Geo. Floyd.
Style of roof Sloping	Name of occupant Owner.
	Material Frame

How is the building occupied? Store If a dwelling, how many families? —

What is the cost of the proposed improvements? $ Approx. $100

NATURE OF PROPOSED ALTERATIONS, ETC.
(Give Definite Particulars)

Addition to the rear as waiting room. Frame construction with comp. shingle, roofing.

Building to be weatherboarding with shiplap, as exists.

Two garages now existing are to be replaced with proposed waiting room.

Admin

This Hall Not To Be Used for Personal Purposes Unless Properly Rezoned

For what will the building be used after alteration? As waiting room.

After alteration will the building conform in every respect, with the requirements of the building law?

Yes.

Signature G. L. Nelle

Address 635 S. Fairfax St.

Phone 501

Ent

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Field Inspector W. F. Barron	Sewer Release	Fee Amt. $2.50	Permit No. 17558
Drawings Approved		Are drawings attached? ☐ Yes ☐ No	Date Issued 7-6-61
Permit Authorized W.F.B.			

Application for Permit for Repairs, Alterations, etc.

City of Alexandria, Virginia

Alexandria, Va., July 5, 1961

THE UNDERSIGNED APPLIES TO THE DEPARTMENT OF CONSTRUCTION & INSPECTION FOR PERMIT TO

REPAIR ☑
ALTER ☐
ENLARGE ☐

The Building described below:

OWNERS NAME George Nalls.

OWNERS ADDRESS 632 & 634 S. Fairfax OWNERS TELEPHONE NO.

Address of Building to be altered Same

Building is constructed of
☐ Masonry ☑ Frame
☐ Other

How many Stories? One

Roof is ☐ Gable ☐ Flat ☑ Pitched

Building is now occupied as dwelling, office, (store) etc.

If a dwelling, how many families?

After alterations, building will be occupied as

If a dwelling, how many families?

By whom will the work be performed?
☑ OWNER
☐ DAY LABOR
☐ CONTRACTOR

Estimated Cost $ 250.00
Estimated Cost $
Estimated Cost $ ~~[illegible]~~

If work is to be performed by a contractor, write below

CONTRACTOR'S NAME

CONTRACTOR'S ADDRESS

Describe the work to be done. If drawings are not required, an adequate description is necessary.

Reroof over Resisting roof
2 ply felt 1 coat State

I hereby acknowledge that I have read this application and certify that the information hereon is correct. I also guarantee that the work executed under the authority of this permit will be done in conformance with the City Building Code and other applicable ordinances.

Signature [illegible]

Address [illegible]

Telephone No. [illegible]

C&I 3

Drawings Approved _____ Date _____

W. F. Baum Date 4/7/66

Field Inspection

O. Everly

2nd Ent

No. 15007

Application for Permit for Repairs, Alterations, etc.

City of Alexandria, Virginia

Alexandria, Va., April 6/66, 19

To the OFFICE OF THE BUILDING INSPECTOR:

The undersigned applies for a permit to Repair (✓) Alter ( ) Construct addition to ( )

DESCRIPTION OF PRESENT BUILDING

Where located 632 So Fairfax St

No. of buildings altered One

Area of present building

No. of stories One

Style of roof Flat

Name of Owners Geo L Nabb

Name of Architect —

Name of Builder

Type of occupancy Cleaning & Pressing

Material Lumber & Roofing

How is the building occupied? Store (dwelling, store, office) If a dwelling, how many families?

What is the cost of the proposed improvements? $ 40 00

NATURE OF PROPOSED ALTERATIONS, ETC.

(Give Definite Particulars)

Replacing Some Sheathing on Roof One section of roof. Replace 2 or 3 pieces of sheathing with shingles.

REPLACE ALL DEFECTIVE AND DECAYED MATERIALS

For what will the building be used after alterations? Cleaning & Pressing

After alterations will the building conform in every respect with the requirements of the building law?

Yes

Signature Geo L Nabb

Address 632 So Fairfax St

BAR Application:
NE Corner of South Fairfax and Franklin Streets

BUILDING ASSESSMENTS

Architectural Building Assessment 7/31/2006,
by C. Richard Bierce, AIA

Structural Building Assessment 7/22/2006,
by Woods Peacock Engineering Consultants

C. RICHARD BIERCE, AIA
Architect - Historic Preservation Consultant

121 S. Royal St. Alexandria, VA 22314
703-836-9085 (v) 703-836-9107 (f)
crbierce@ aol.com 703-447-9432 (c)

MEMORANDUM July 31, 2006

TO: Mr. & Mrs. Paul S. Stevens
RE: Revised 2n^{d} Draft Report

"Assessment of The "Corner Buildings" at 632 & 634 S. Fairfax & 213 Franklin

A. Executive Summary & Recommendation:

These buildings have been examined by John O. Woods, a professional structural engineer with many decades of experience in assessing and repairing the old buildings in Alexandria, and by the undersigned, a preservation architect with over three decades of experience in all facets for historic preservation practice here and throughout the US. This report contains our assessment and recommendations with respect to their current condition and future. As noted below, there is general agreement that the buildings were erected in the mid to late 1920's for use as automobile garages. It is my opinion that the buildings do not warrant being referenced as "architecture" and it is demonstrably evident that the historic integrity of all of them has been seriously, if not irrevocably, compromised. It is our shared opinion based upon visible evidence that the structural integrity of the buildings has been compromised by design and by neglect and that they fail to meet any reasonable standard of occupancy as required by contemporary building and safety codes for business or residential purposes. Furthermore, it is my opinion that the buildings have little to no significance, that they do not contribute to the visual and architectural quality and character of the historic streetscapes in which they are placed, and that they fail to meet the minimal criteria for preservation as stipulated in the Alexandria Zoning Code.

We recommend that approval to demolish these buildings be granted by the B.A.R.

As a preservation architect, I have been privileged to work on many types of historic architecture from all eras on American history, and in addition to the grand monuments many of them are modest in scale and architectural presence. I learned the difficult lesson early in my career that we cannot save everything. I have learned the more difficult lesson much later in life that we *should* not save everything. This is one of those cases.

B. Introduction:

The purposes of the investigation and evaluation described in this report are to:

- Document and describe the existing structures and their current condition;
- Evaluate the historic integrity of the structures;
- Assess the significance of the structures.

As a preface, it may be helpful to establish a some clear definitions of the terms used in this text as I understand them. Webster says of **structure**, that it is "something that is built or constructed", and Saylor notes in The Dictionary of Architecture that it is "a combination of parts put together to form a building, a bridge or the like." Webster notes that a **building** is "anything that is built with walls and a roof" and further says of **architecture** that it is "the science, art, or profession of designing and constructing buildings". Saylor concurs and amplifies this thought with his definition of architecture which is "the art and science of designing and constructing buildings adapted to their purposes, one of which is beauty". This hierarchy of terminology applies fully to the structures under study which certainly meet the baseline criterion for a 'building' but fall well short of meeting the full definition of architecture. To that point, the Roman architect Vitruvius established the standards of judging architecture with his well known dictum that buildings as architecture must possess, in equal measure, the defining characteristics of **firmness, commodity and delight**. This means that they must be structurally sound and viable, they must be functionally efficient, and they must offer some aesthetic reward, even in a modest context where a clear sense of designed order that will stand out from the random chaos of un-designed settings. The questions which underlie the purposes of this study will be examined in response to these criteria.

C. Historic Overview:

Existing records provide a reasonably clear sense of the evolution of structures on this site at the northeast corner of Franklin and S. Fairfax Sts., most of which is substantiated by examination of the structure and analyzing the existing plan configuration. The site was vacant in 1877, per Hopkins; it was vacant in 1912 and 1921 per Sanborn and likely remained so until sometime in the mid-1920's. In 1928 George Nalls applied for a permit to construct a single building on Fairfax Street which was to be subdivided into four bays for use as automobile garages for rent. That permit showed the plan sketch of a building with 36' frontage on Fairfax, setback 5', and 18' deep. There was a 12' space behind this basic structure which might be construed to be under roof but that is not absolutely clear, nor is it identified as such. The permit plan sketch showed another structure of the same basic dimensions of 36' x 18' which faced onto Franklin Street. This garage was constructed sometime in the period 1921-1928.

Based upon the permit record, the new structure was to be 10' tall and constructed of "galv. iron" with cement floors, a flat roof of a rubber like material, and the front to be of "frame & glass". This latter element is presumed to refer to the common configuration of a pair of hinged garage doors in each of openings, one leaf of which survives in a former

opening on the Franklin St. elevation. Each of the basic 4 bays or plan modules for cars, was roughly 9' x 18', reflecting the smaller wheelbase of vehicles of the era. Although not shown on the plan, each of the 9' bays was defined by a partition of corrugated steel.

The fundamental plan configuration depicted in 1928 is discernible to this day, with some clearly identifiable modifications, mostly in the form of additions to the basic garage ensemble. In 1930, Mr. Nalls altered the building on the corner by extending it to the Fairfax property line and removing one interior partition, creating a single space approximately 18' wide by 23' deep. This space was accessed through the angled door opening which survives on the corner. The adjoining garage spaces to the north were intended to remain in service as garages at this time, as noted on the 1930 building permit.

By 1931, the rear portions of the lot behind the two garage buildings had acquired several smaller additions, as shown in a permit application for work on the residence at 211 Franklin. The two remaining garages on Fairfax have an appendage to the east approximately 16' deep which extends to and encapsulates a portion of the garage unit on Franklin. This structure remains to this day. The 12' gap on Franklin between the two original garage blocks is clearly identified as a "lot", suggesting that it remained un-built upon to this date. Two bays of an attached shed at the rear of the Franklin garage unit are shown as well. The 1931 Sanborn plat generally confirms some of this condition of appendages, but with the anomalies commonly attributed to that source.

In 1933, a permit application described an addition to an unstipulated part of the structure that was to used as a waiting room. The waiting room was to replace two of the remaining garages and was to be clad with weatherboards. As seen in the existing sketch plan, the two easternmost bays of the Franklin St. garage block were extended to the south by about 6' at some point and the original building line retained as a bulkhead within the unit space of the former two bay configuration. This portion of the structure is currently clad with weatherboard siding on all four exterior surfaces. It is presumed, and highly likely, that it was this portion of the site that was the subject of the 1934 permit and noted alterations, although the ultimate destination of those in the new "waiting room' remains lost in speculation. In the absence of notes to the contrary, it is assumed that the two, now recessed, garage bays to the west of this element remained in service as such at this time.

Thus by 1934, at least four of the original 8 garages spaces had been converted to other uses, they all had been added to incrementally and there was at least one more substantial early addition. Most of these alterations remain on the site to the present. Other alterations for which the chronology is less clear include the infill of the 12' gap on Franklin, and some re-configuration of the sheds and spaces to the rear of the Franklin garage block. One part of that rear shed contains a bathroom for the apartment which now occupies the former "waiting room". The 12' infill space between the two garage buildings was used by the commercial occupants of the corner spaces, most recently as a carryout food service establishment. The two northern garages on Fairfax were most

recently occupied by a retail dry cleaners, and the two on Franklin were altered to provide a bedroom for the apartment and service/storage for the deli.

A review of the historic evolution of these buildings suggests their origin to serve a very utilitarian but necessary purpose, that of housing the automobile. This was a relatively new building type in 1928, and grew from a need not adequately met by converting former stables or extant outbuildings historically located on narrow and generally inaccessible rear yards. Not only was the basic building type of an automobile garage new, but Mr. Nalls furthered the concept by building a structure with multiple parking bays to rent. This purpose-built structure was in fact then an early, and most decidedly modest, if not bordering on crude, example of a commercial parking structure. The basic *parti* of the original construction was consistent with this purpose, with no heating or amenities, and no interior finishes, only the exposed elements of the roof structure, an uneven concrete floor and the corrugated metal of the sidewalls.

It was, actually, two structures which could be defined as buildings, but not in my opinion, as architecture. They met the Vitruvian objective of commodity, in that they served their basic purpose with (minimal) efficiency. They *may* have been structurally sound, subject to further review below, but they did not, in all likelihood provide any "delight" to the senses except in the notion that at least 8 cars were no longer on the streets of Alexandria. They were not 'architecture' as commonly understood today.

D. Historic Integrity:

(n.b.: Documents used as a basis for this part of the report include Building Permits from the City of Alexandria, several editions of the periodic Sanborn Insurance Maps, and numerous extracts from Alexandria City Directories.)

As noted above, the original garage structures had no pretensions nor embellishments of any kind referenced in the documentary records. Nor were vestiges of any such features found or identified in the current study. The buildings were fundamentally rectangular shells of corrugated steel panels, probably unpainted, with wide openings for the cars which were closed with a pair of vertical rail and panel wood doors with small windows for viewing into the space from outside, and for providing minimal natural illumination on the inside. The roofs, noted as flat, had some pitch to drain, but no other features were noted in the early documents. No other features were noted on the site in the first permit application, nor on the Sanborn maps. They were in a word, plain utilitarian structures, not significantly out of scale in terms of mass and height with their surroundings but not buildings which likely contributed much to the amenity and scale of the evolving streetscape.

As alternative uses were introduced into different parts of the buildings, the fundamental utilitarian appearance characteristic of the garages began to change incrementally. Windows were added, a new personnel door was installed for the retail use on the corner, and the industrial character of the bare metal walls of the ensemble was mitigated by the

paint, application of wood clapboards on the east bay and later by cement stucco to exterior surfaces on the Fairfax block. Large openings scaled for the automobile were closed in and smaller doors installed. Interior surfaces were clad with a variety of finish materials, from gypsum board, acoustic or fiberboard panels to pre-finished plywood panels and resilient tiles or carpeting over the original concrete floors. Toilets were added in the commercial spaces, and a full bath and kitchen provided in the apartment bay. Electric service was provided, as were rudimentary gas fueled heating systems, water heaters and window a/c coolers as well.

At present, with the one re-used former garage door leaf on Franklin being the exception, no element, openings, finishes or features of any kind which would identify the original function and building type are visible or discernible on the exterior of the building complex as it exists today. Similarly, the original interior surfaces have been thoroughly covered, or in some cases removed entirely, rendering no visible elements or sense of the original purposes for which these structures were first erected in 1928. From the preponderance of physical evidence, it is possible to state that the historic integrity of these purpose-built structures has been irrevocably compromised and partially destroyed in the loss of significant character-defining features and materials. It is possible to state that restoration to the 1928 interior and exterior appearance of the two garages on the site is conceptually feasible. It is equally true that functional restoration to serve as commercial parking structures is neither technically feasible (modern vehicles would not fit, large outward hinged doors would not be permitted) nor legally feasible as current zoning would not support the use.

With respect to restoration of one or more of the occupancies of different parts of the structures subsequent to their use as a garage, interpreting accurately any particular moment in time would require a greater understanding of the parallel evolution of each of the now separate components than is now available. From references in City directories over a period of years it is known that there has been a constantly changing succession of tenants with a variety of commercial ventures from the confectionary shop which first appeared in 1928, to cycling repair, possibly an auto repair shop, cleaners, a framing shop, an antique shop, a garden shop, an apartment, a heating and plumbing business, carry-out food service and possibly others not documented. It is also known that the owner of the property to whom construction of the garages is attributed, George Nalls, conducted his retail grocery business in the large masonry structure on the northwest corner of Franklin and Fairfax Streets, but never in the structures he owned across Fairfax Street.

Lacking a degree of more precise documentation pertaining to coeval tenancies of the whole complex at any stipulated moment, it must be stated that piecemeal restoration is not feasible, nor is it desirable or defensible. Historic integrity, once lost or compromised is difficult to recover, and in this case, probably beyond reach.

E. Existing Conditions Review:

(Refer to notes on the sketch plan labeled '2006 Configuration'.)

1. Overview: General Conditions:

Years of inadequate maintenance by previous owners have led to numerous areas of deterioration in the buildings, many aspects of which are visible on the surface. There is moisture related damage around window and door openings and loss of integrity in exterior cladding in several areas. These locations are becoming more vulnerable to moisture penetration and as they are, the risk and likelihood of damage to structural framing is increasing as well. Limited probing was conducted into wall and ceiling cavities to confirm the presence of moisture related damage in several locations, but not in every likely location. The fundamental flat relationship of finished floors to exterior grade increases the vulnerability to flooding of interior spaces and subsequent damage to framing.

The roof membrane is a patchwork of different generations and with a demonstrably inadequate rain water drainage system. Interior framing in one area has been weakened by termite activity over a long period of time, and several areas have had alterations implemented over time with little regard to structural stability or, ultimately, the safety of the occupants of the spaces affected. Resilient tile flooring is of the age and type where it is suspected to contain asbestos, and there may be other instances of asbestos bearing materials used in wall or ceiling assemblies. (No asbestos tests were performed in this inspection, however testing and abatement will likely be required for any future work permits on the site.)

In many of the later additions to the rear of the original site and garage buildings, the spaces were built with radically sloped ceilings, continuing the adjacent roof slopes. In many locations this has created spaces with seriously inadequate headroom, well below permitted minimums in existing construction. Sanitary facilities are physically inadequate and ventilated poorly or not at all and one of the sanitary sewer mains has failed completely.. There are no fire detection or alarm devices in evidence. There are no fire suppression devices present on the property.

2. Overview: Structural Assemblies:

In every instance where the original garage framing was investigated, a consistent and disturbing pattern was found. Sloping from front to back were long span 2" x 6" joists which bear upon intermediate girders spanning the short dimension of the former 9' parking bays. Perhaps the system was adequate when built, but as noted above, the widespread removal of entire walls to accommodate new occupancies, with little or no supplementary support system installed has created a potentially dangerous situation. One area in the apartment has been altered so that the original exterior wall is supported over a 20' span by a make-do truss of 2"x 4" and 2"x 6" members. Some specific observations from Mr. Woods' report are extracted from his letter report:

" The supporting beam elements are not adequate...."
" We are concerned that the wood columns, and probably the walls, are supported only on the concrete floor slab without proper footings."

" This wall construction, while currently structurally stable, does not meet design requirements for lateral loads for either current or previous building codes."
" As stated earlier, the concrete floor slabs are nonstructural,...are uneven...presenting a safety hazard...."
" We do not believe that any of the buildings are structurally adequate to support the required design loads, nor is it reasonable or economically feasible to strengthen them without reconstruction."
" It is our opinion that these buildings do not meet any current building code requirements nor conform to any accepted historical construction materials, means and methods....Left in their present condition, deterioration of finishes can be expected to accelerate, resulting in possible structural damage."

This deadly combination of ill-advised alterations, significant damage to structural framing by moisture and by termites, with what was at its best a tenuous system as designed and built, is clearly inadequate and is, in my opinion unsafe as it stands.

3. Code Issues Summary:

Without citing chapter and verse of today's more stringent Building and Life Safety Codes, there is sufficient evidence remaining in place to suggest that were these structures still occupied, they would be candidates for immediate condemnation. To re-occupy them in anything akin to the present configuration and immediate past occupancies would require at a minimum re-building of the entire roof and ceiling system, unknown repairs and reframing in the bearing wall systems, complete MEP systems removal and replacement and possibly fire detection, alarm and suppression systems and separation assemblies. All of this implies substantial rehab costs, with no net gain of useable or marketable space.

F. Assessment of Significance:

Part of this assignment was to seek evidence of the original structures and to verify the construction methods and materials. As referenced throughout the preceding discussion, the original framing system is more or less intact, despite being compromised by damage and by selected removal. The original garage spaces were not 'finished' in the sense that there were no ceilings. Wall assemblies were rough cut 2x4 studs clad with horizontal panels of corrugated metal. In every location where the wall cavity was examined, either on an interior partition or an exterior wall, some part of this original assembly has survived, with one major exception. The exception was in the partition between the

cleaners and the deli/carryout where a concrete block wall had been built, possibly as a rudimentary fire separation of unknown date.

In this observer's opinion, the architectural significance of these structures is low. As a building type, the commercial parking garage, even one built on a fundamentally residential scale such as these, was a new phenomenon in American cities in the 1st quarter of the 20th century. It is arguable whether or not these purpose-built structures were a bane or an asset to the livability of those cities but that it was a new building type is not. Assessing significance usually requires a review of integrity, which has been done. Integrity of these buildings has been compromised irrevocably. Significance might also include a sense of how well the structure in question can continue to serve an economic or social purpose if preserved or restored, and clearly that is a question not readily answerable in this instance, when considering the building type and the original function.

It has been suggested that significance lies in the traditions embodied in the *ad-hoc* transformation of 634 S. Fairfax into a 'corner store' in the 1930 rehabilitation. This might be a valid concept if there had been continuity and coherence in the operation, presence and contribution to quality of life in the community of such an establishment over the long duration of this building's life. However, it is clear that a number of different businesses have occupied the site, none have contributed memorably to the urban, architectural, social or historic context, and the issues of integrity that pertain to the garage are every bit as germane to the purported significance of the commercial tenants of the site; it is largely gone. Furthermore, in studies of the phenomenon of historic 'corner store', there seems to be a general consensus among scholars that the term refers primarily to grocery stores specifically, and that the term addresses the fundamental social and essential service roles engendered by the building type as a basic building block of neighborhoods well into the 20th century. However, as the record has shown, this function, this catalytic social archetype was never part of the story of this particular property. The architectural convention of the angled entry, intended to be receptive to patrons approaching from both directions, remains part of the retail vocabulary of contemporary stores and is not the exclusive hallmark of the local grocery.

G. Conclusion:

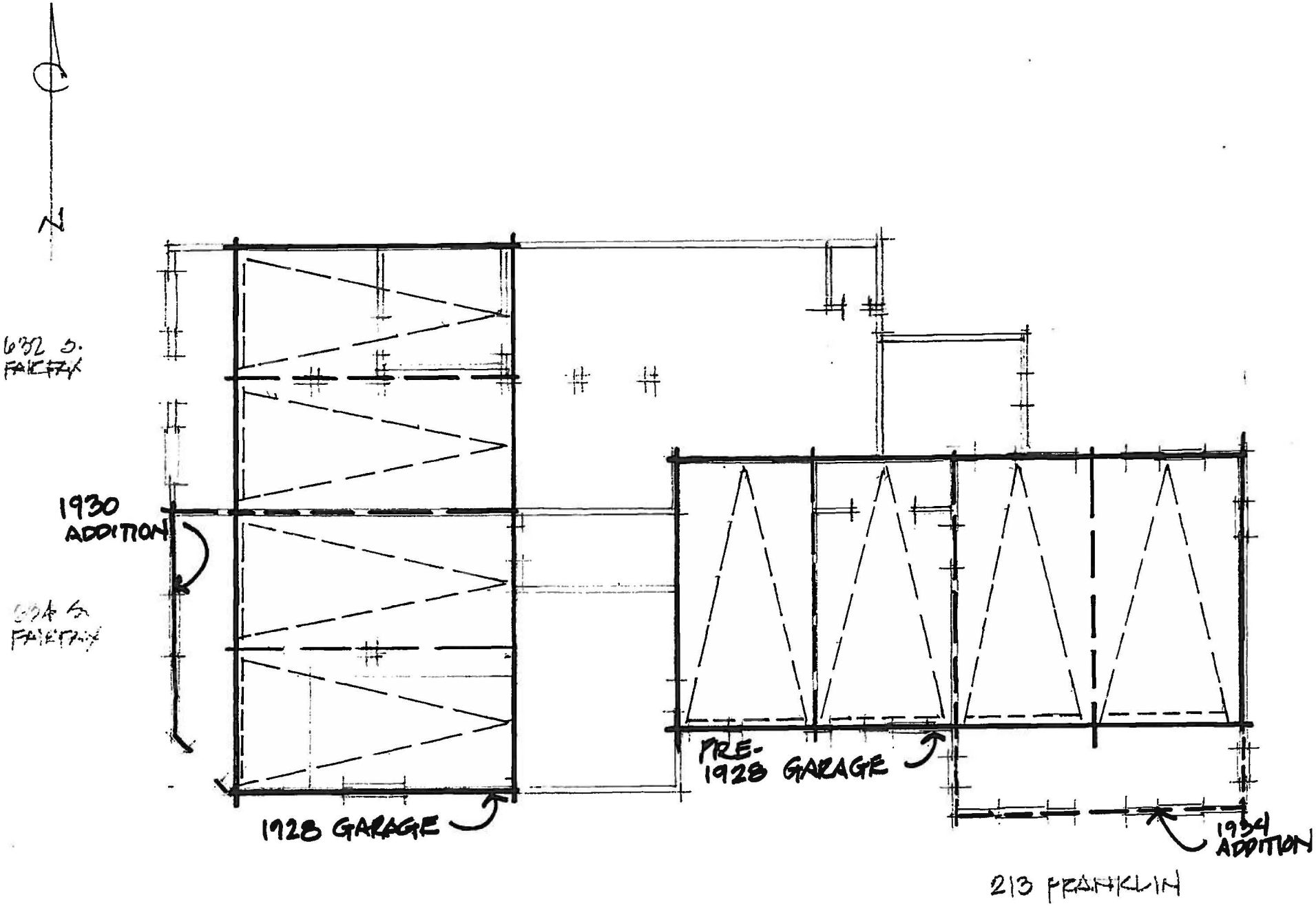
Previous analysis has suggested that the buildings should not be demolished because they meet Criteria 5 and 6 of the Zoning Code.

Criterion # 5 stipulates that retention of the building must " help preserve and protect an historic place or area of historic interest in the City" and # 6 stipulates a long list of benefits under the general rubric of promoting the general welfare. In my opinion, no aspect of Criterion #6 will ever be met, neither the economic nor the academic. The only feasible way for Criterion #5 to be met would be for the structures to be preserved as (non-functional) examples of early 20th c. commercial parking garages, the ultimate value of which may not yet be discernible to historians of the urban setting.

Previous commentary also has suggested that these buildings "strengthen the corner". From the standpoint of urban design and architectural refinement, these buildings in fact achieve just opposite; they are poorly adapted structures neither conceived nor built for human occupancy and as such they address and define their portion of the streetscape in highly anomalous ways.

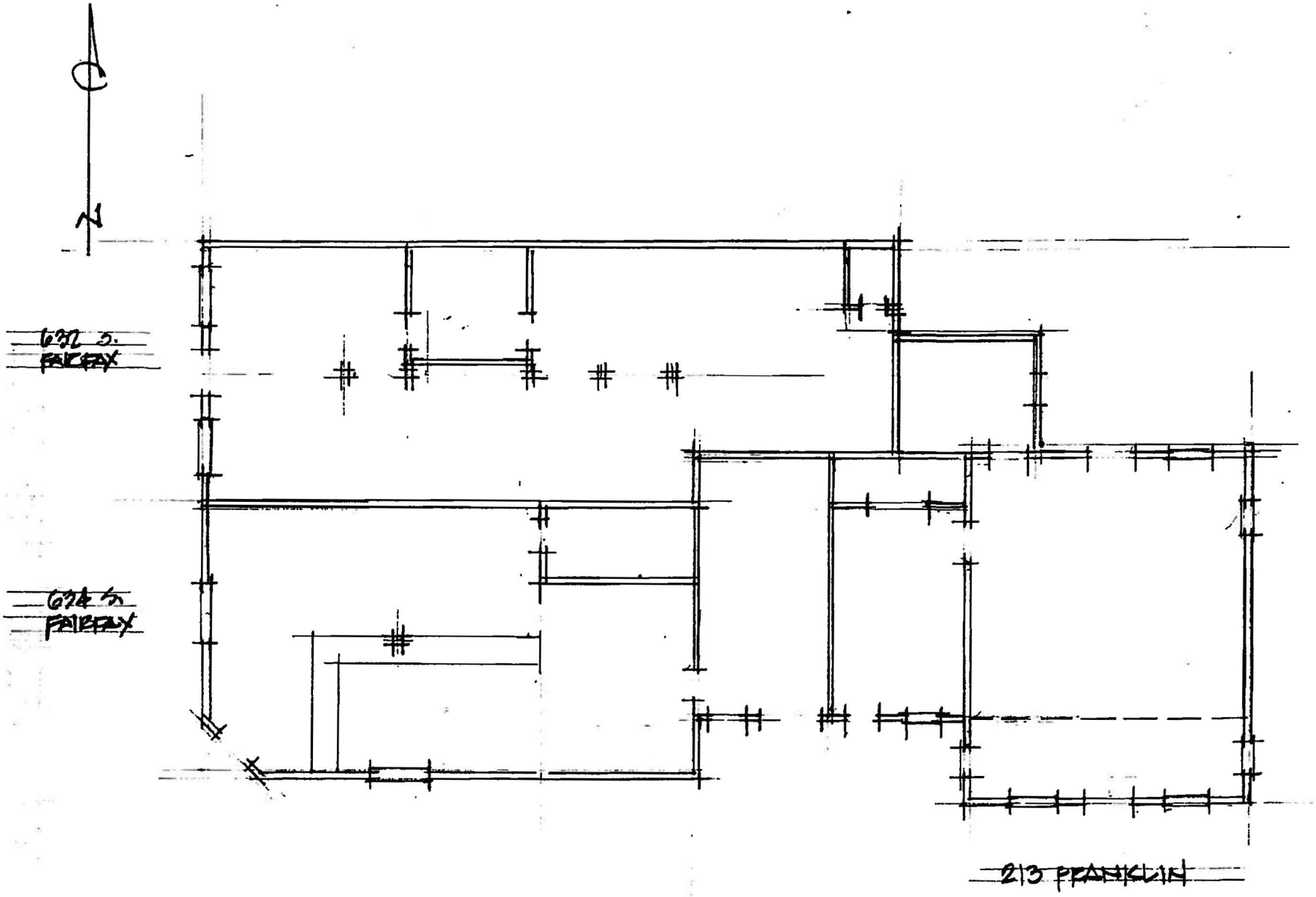
To return to the beginning, these buildings are not architecture, their firmness is at great risk, their commodity is in grave doubt and the only delight they might bring today is in consideration of their imminent demise.

In my opinion, these structures fail to meet any criteria for preservation.



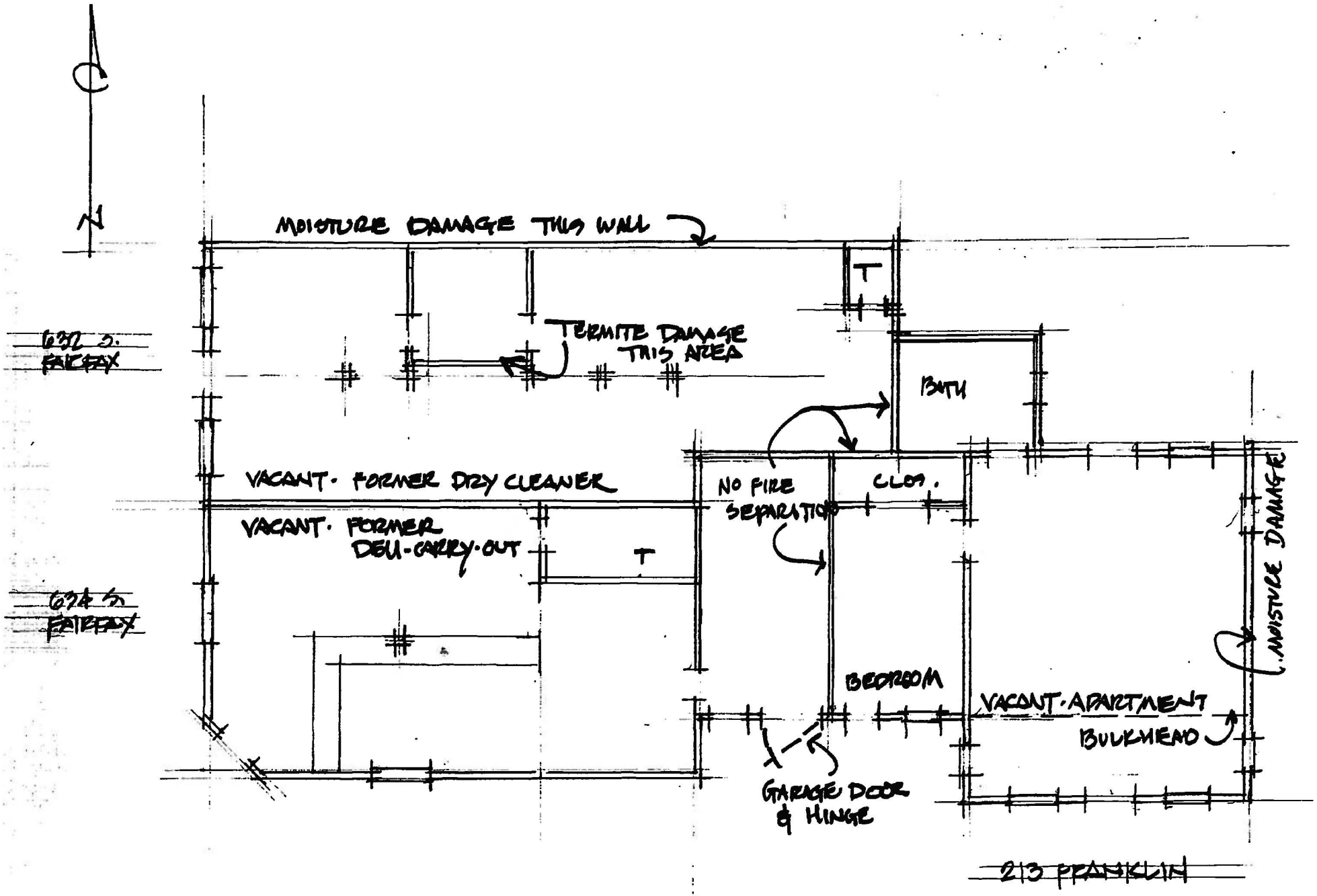
SITE PLAN/SKETCH

ORIGINAL PLAN - EARLY ADD'NS 1/8"=1'-0"



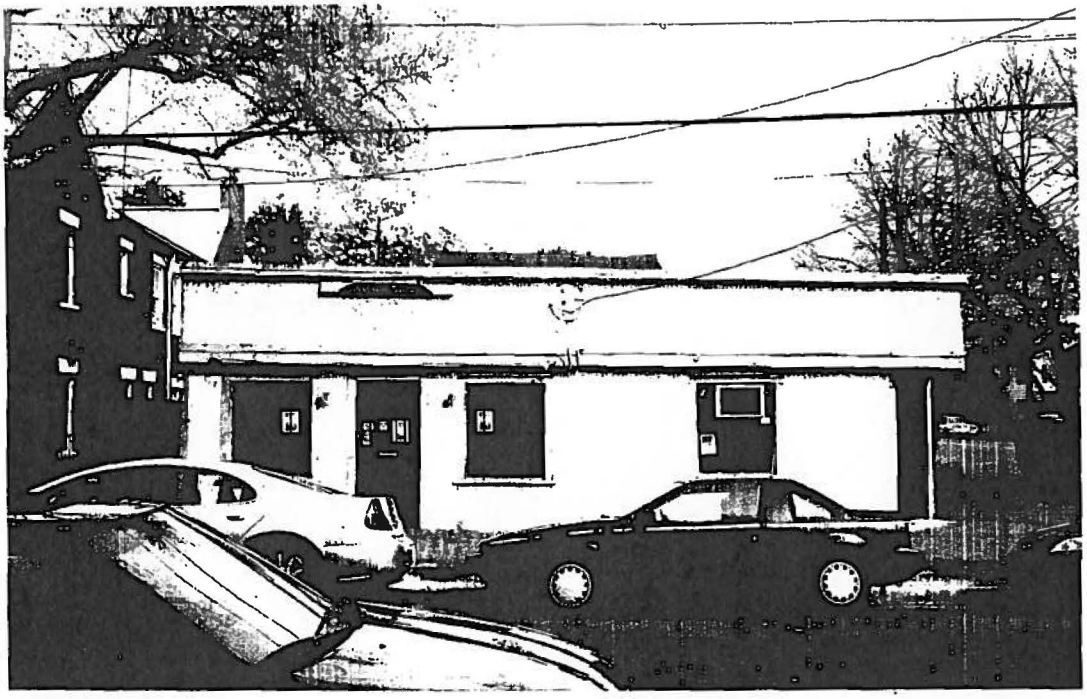
SITE PLAN/SKETCH - 2006 CONFIGURATION

1/8"=1'-0"

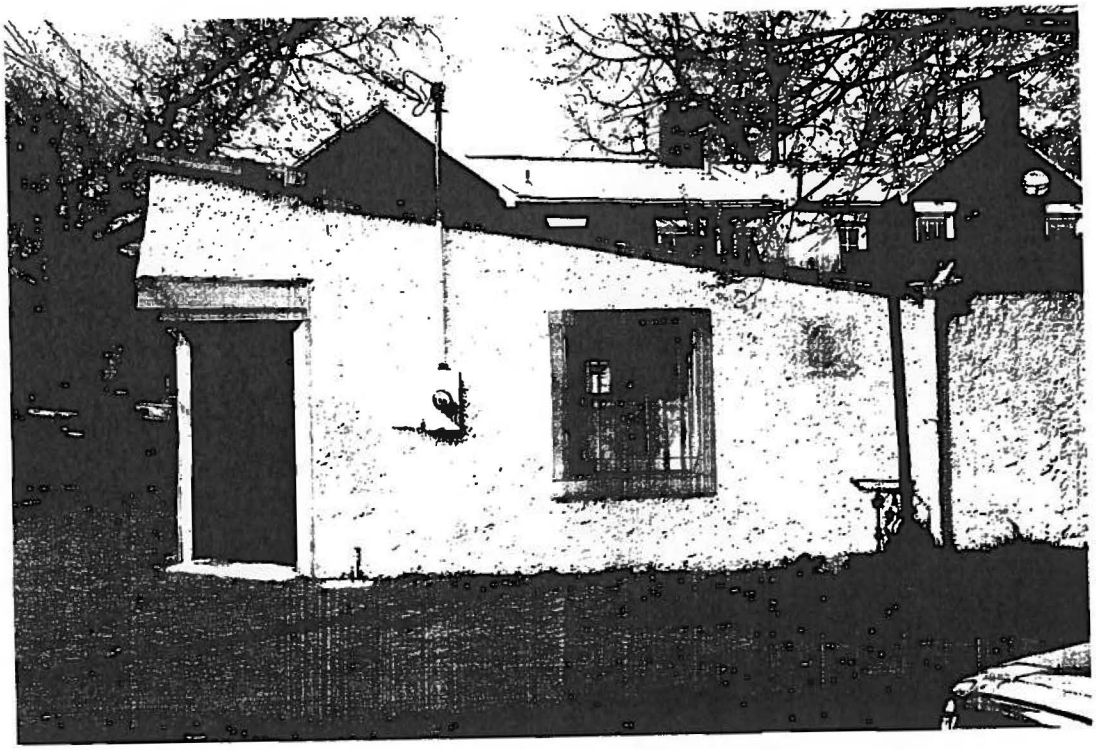


SITE PLAN/SKETCH - 2006

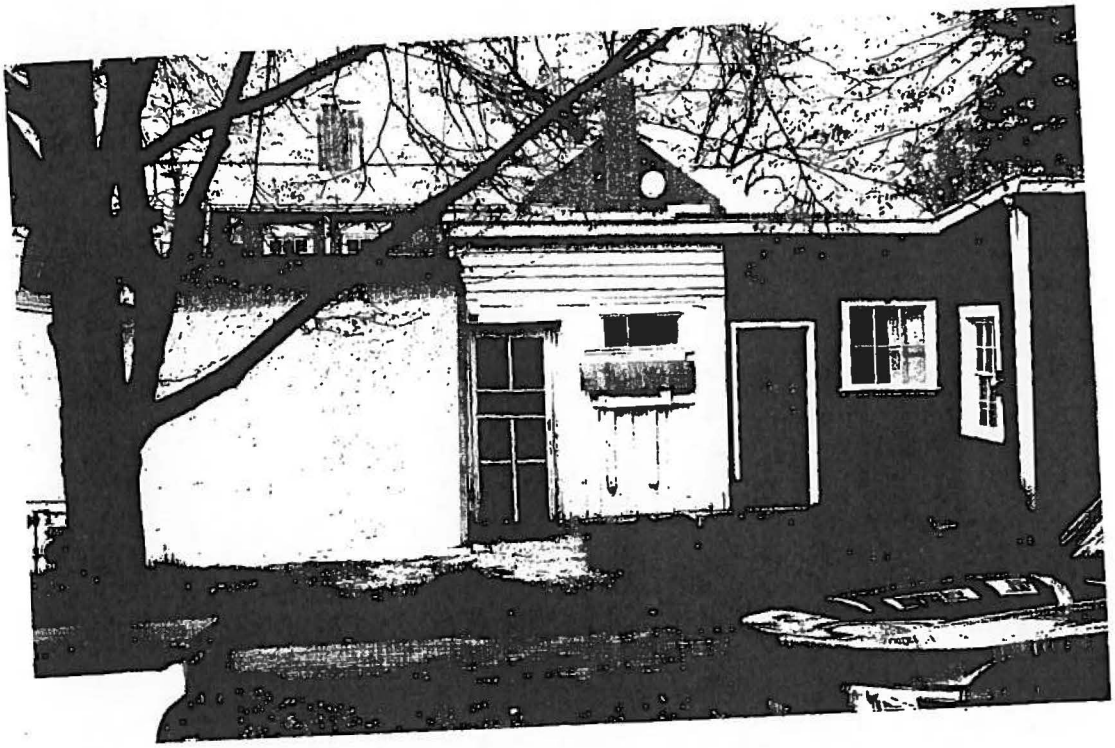
1/8" = 1'-0"



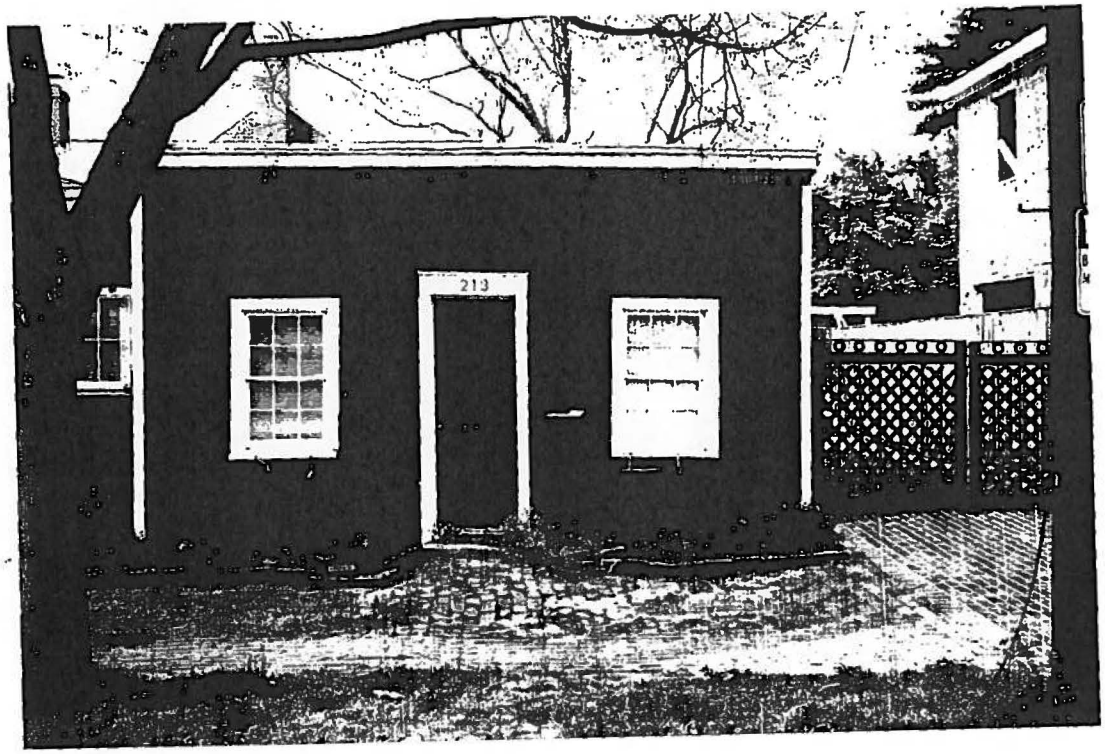
1. Fairfax Street Elevation



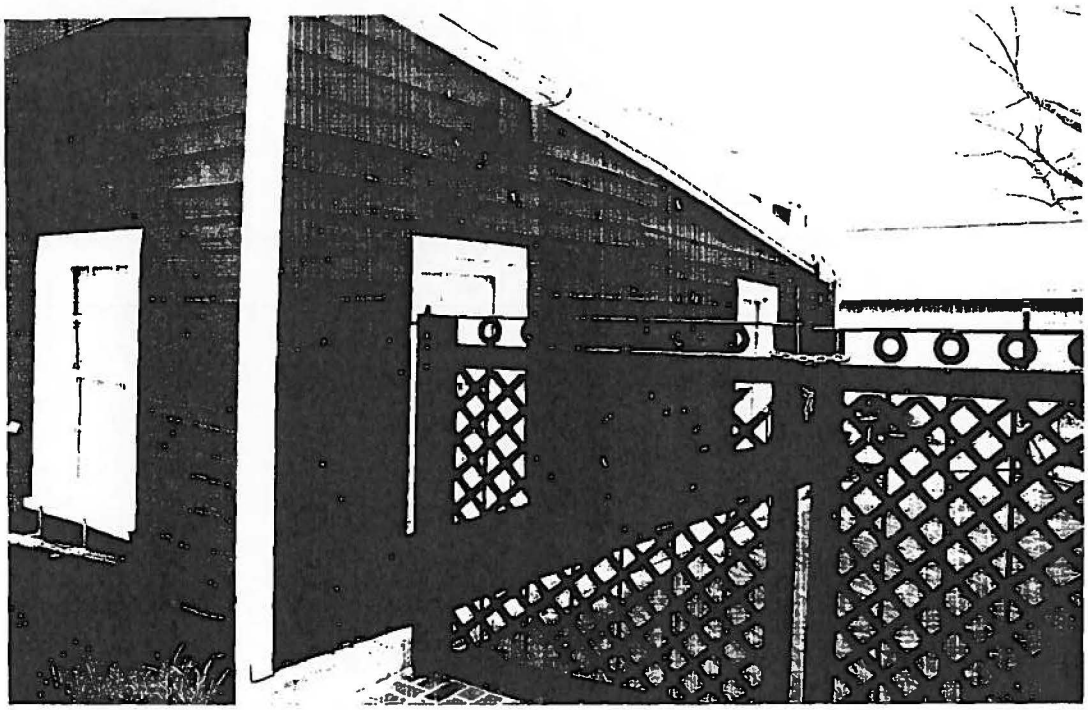
2. Partial Elevation: Franklin St. @ corner



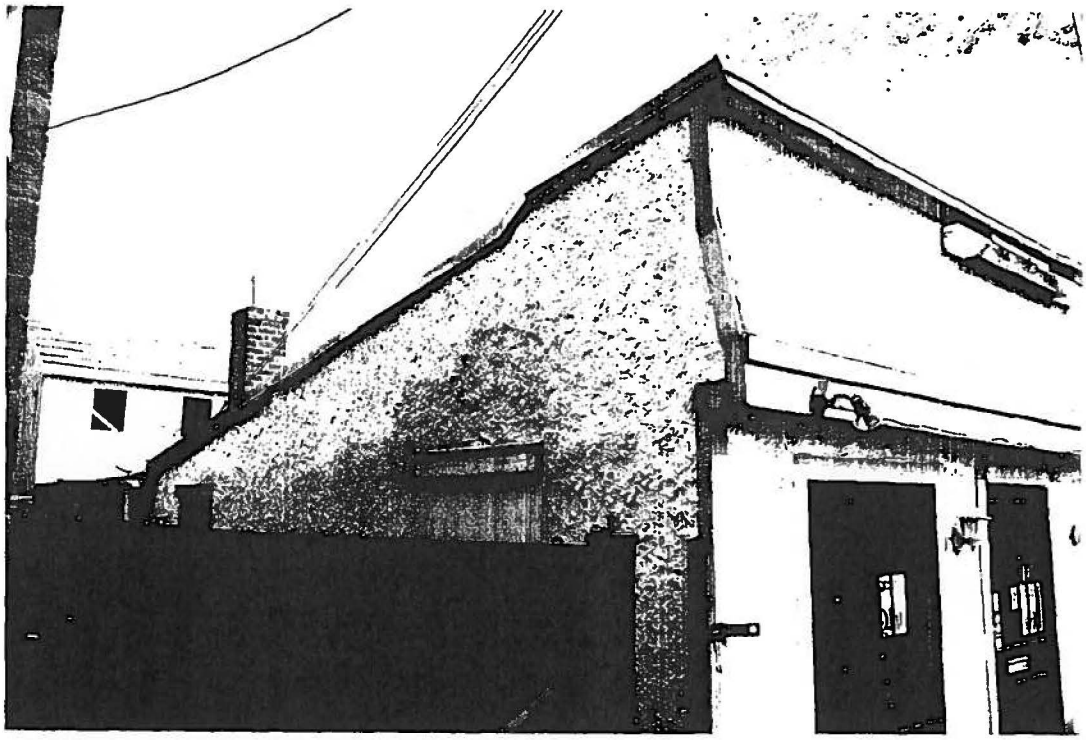
3. Partial Elevation: Franklin St. middle bays



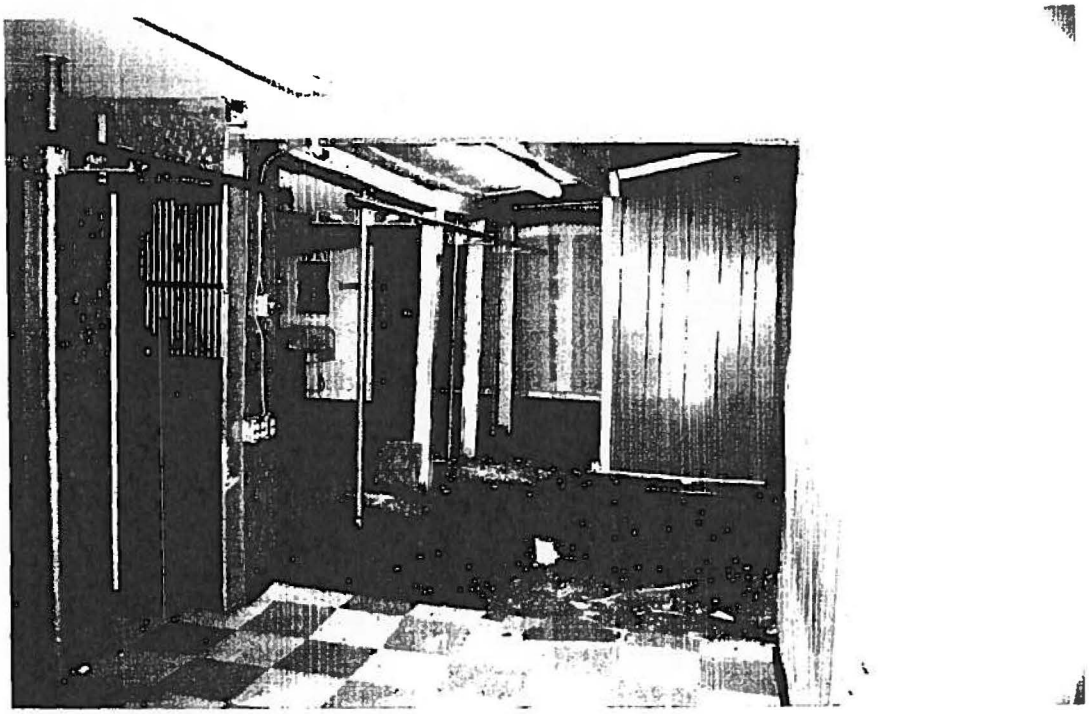
4. 213 Franklin St.: Street elevation



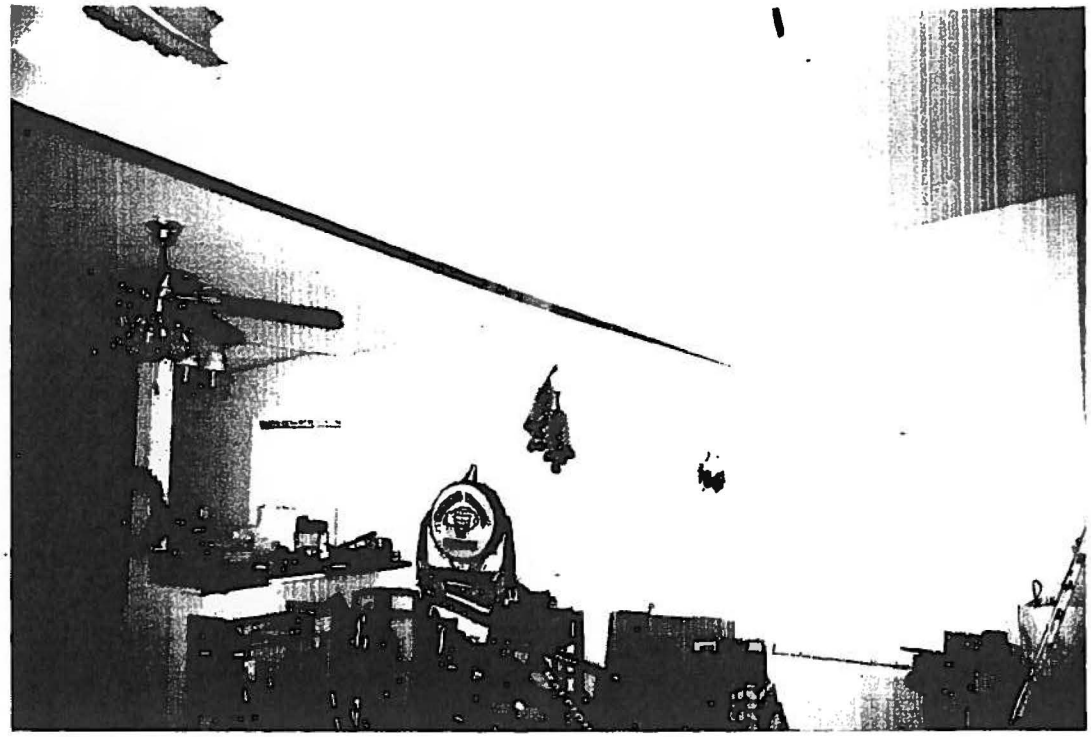
5. 213 Franklin St. East elevation



6. North elevation: Fairfax St.

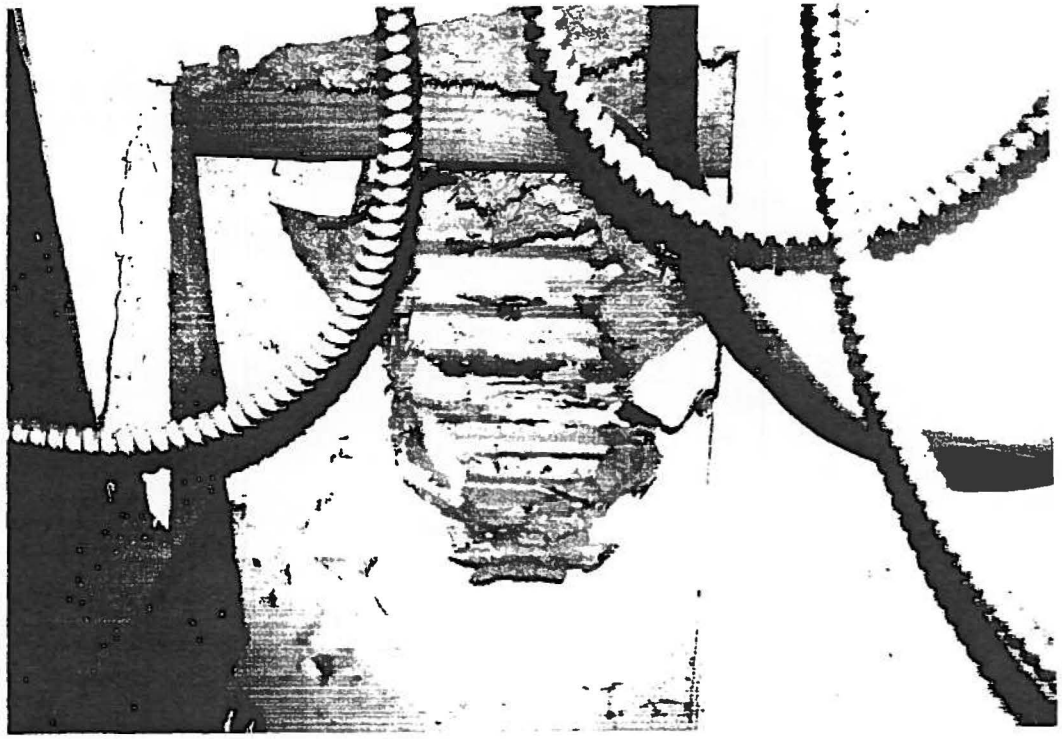


11. Interior of former dry cleaners

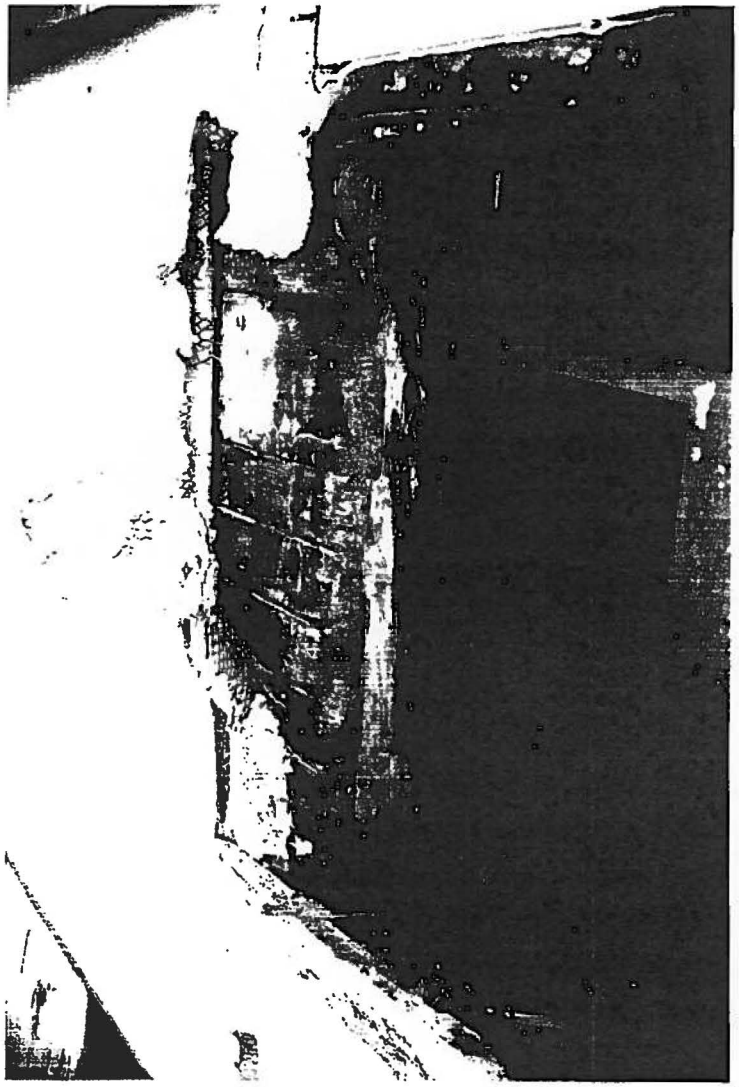


12. Interior of 213 Franklin

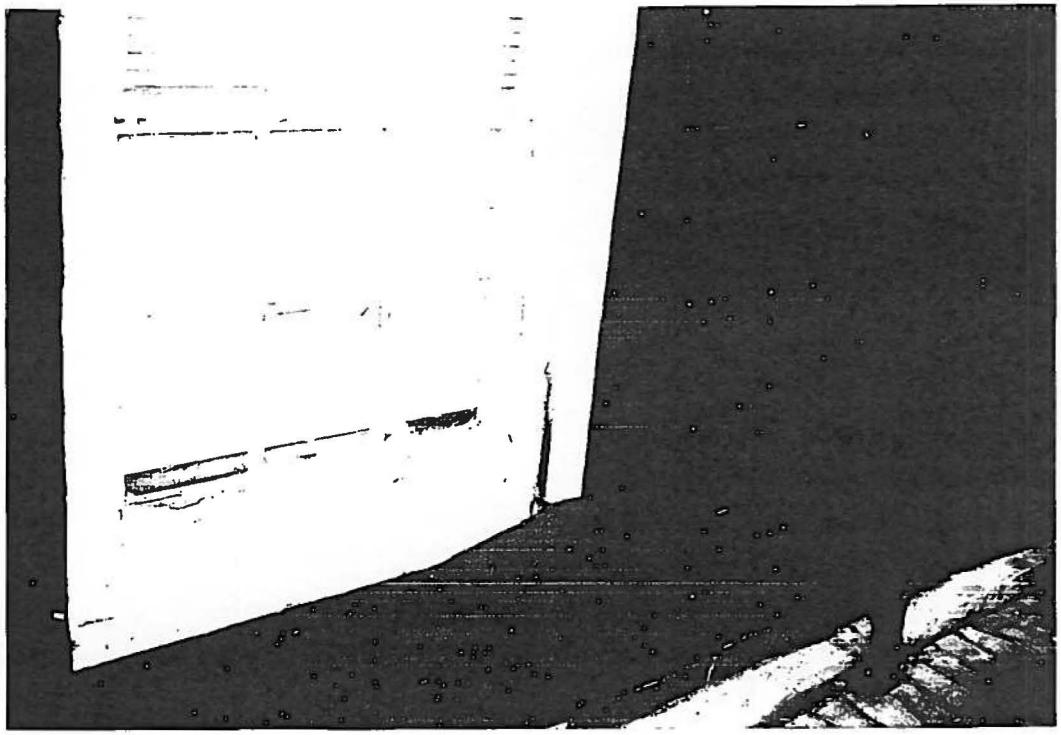
9. Detail of original corrugated metal siding from exterior



10. Detail of metal siding from interior



13. View of moisture damage on north elevation



14. Window on east elevation

WOODS • PEACOCK

ENGINEERING CONSULTANTS

July 22, 2006

C. Richard Bierce, AIA
121 S. Royal St.
Alexandria, VA 22314

Re: 632 – 634 S. Fairfax St. & 213 Franklin St, Alexandria
Our Ref.: 06-059-00

Dear Richard,

At your request, we met you at these buildings on June 20, 2006, to observe existing structural conditions, and to determine the feasibility of renovation and restoration.

The buildings on S. Fairfax St. are one-story wood frame commercial buildings (photo SFX - 1) as is a converted building, now a vacant residence on Franklin St. The roof framing observed in several locations where finishes were removed is supported on a combination of exterior and interior wood framed walls with miscellaneous wood beams and interior columns within the structure. Exterior perimeter walls are exposed to view. The floors appear to be non-structural concrete slabs-on-ground.

Our examination included all of the interior rooms of the combined buildings. We also visually examined all of the exterior walls of the buildings, and general site conditions. Although complete evaluation is restricted by applied finishes, and unexcavated earth, it is our opinion that the extent of the examination is satisfactory for a reasonable judgment of the existing structural conditions for buildings of this size and type of construction.

Based on our observations the date of the examination, there is no immediate concern for the structural failure of the various building structural components as the buildings appear stable and the present conditions have existed for many years. There is deterioration of exterior finishes and wood trim. However, based on current building codes and the normal standard of care in the practice of structural engineering design, there is no basis for these buildings to remain standing unless reconstructed. The details of our examination are as follow:

1. At the site we discussed the origin of these buildings as being built in the 20's or 30's. You showed us sketches depicting four garages facing South Fairfax, with four additional garages facing Franklin, and the added construction since combining them. The layout of the columns, walls and the direction of the roof framing, as well as exterior features (photo SFX – 2) reflect the possible original use as garages. None of the construction observed is representative of the types of construction we observe in the historical buildings in this area of Alexandria.

2. We believe the roof rafters are probably capable of supporting the normal anticipated loads, although most are hidden from view by ceiling finishes. The supporting beam elements are not adequate as evidenced by the placement of a dry cleaning rack support below one beam in the old dry cleaning facility (photo SFX – 3). The wood framing is all conventional and representative of that available in the time period of construction. We are concerned that all of

Woods · Peacock
Engineering
Consultants, Inc

Halifax Office Park, Suite 420
5250 Cherokee Avenue
Alexandria, Virginia 22312-2052

VOICE 703/658-4400
FAX 703/658-4404
E-MAIL info@woodspeacock.com

the wood columns, and probably the walls, are supported only on the concrete floor slab without proper footings.

3. We observed exterior and interior (previously exterior) walls constructed of wood framing with corrugated metal siding now covered with cement plaster, drywall, and wood siding (photos SFX- 6, 7 & 8). This further substantiates the previous use as garages. As above, this wall construction while currently structurally stable, does not meet design requirements for lateral loads for either current or previous building codes. This type of construction also defies a reasonable method of engineering analysis. As in 2. above, we doubt that any of these walls are supported on proper foundations.

4. As stated earlier, the concrete floor slabs are nonstructural, but are uneven in many locations presenting a safety hazard to pedestrian traffic. We also doubt that the floor slab thicknesses are proper for the present commercial uses as required by code.

Based on our observations on the date of our visit, we do not believe any of the buildings are structurally adequate to support the required design loads, nor is it reasonable or economically feasible to strengthen them without reconstruction. While not a structural issue, there are locations within the buildings where the ceiling and roof elevations are less than 6'-0 (photos SFX-3 & 4). In order to meet building code requirements for present uses, the roof framing would have to be raised several feet. This would require the height extension of most interior and exterior walls which are not currently adequate to support required loads. Thus, reconstruction of walls will be required, including new foundations.

As you know and we discussed at the site, the only reason these buildings have remained standing for these many years is because the required design loads have never been imposed, or the redundancies in the construction have prevailed in resisting applied loads. To raise the roofs and increase the wall heights will obviously change the architectural appearance of the buildings.

In conclusion, it is our opinion that these buildings do not meet any current building code requirements nor conform to any accepted historical construction materials, means and methods. To be economically feasible to be maintained for their present use in this location, demolition and reconstruction is required. Left in their present condition, deterioration of finishes can be expected to accelerate, resulting in possible structural damage. If you have any questions or require further information, please don't hesitate to call.

Sincerely yours,

John O. Woods, Jr., P.E.
Principal

COMMONWEALTH OF VIRGINIA
JOHN OATES WOODS, JR.
LICENSE No.
9139
PROFESSIONAL ENGINEER

Attachment: Appendix A - Photographs

Appendix A – Photographs

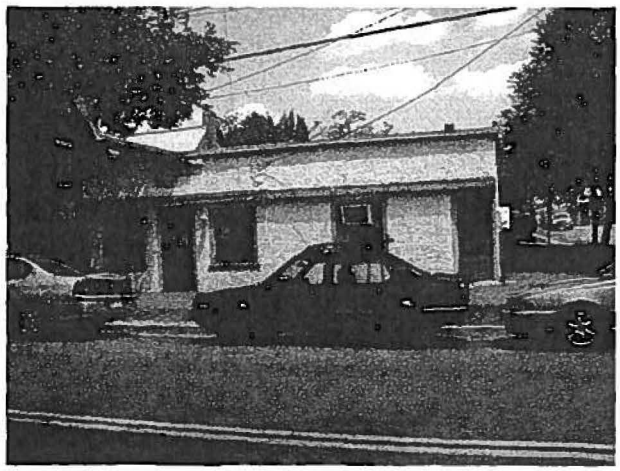


Photo SFX – 1

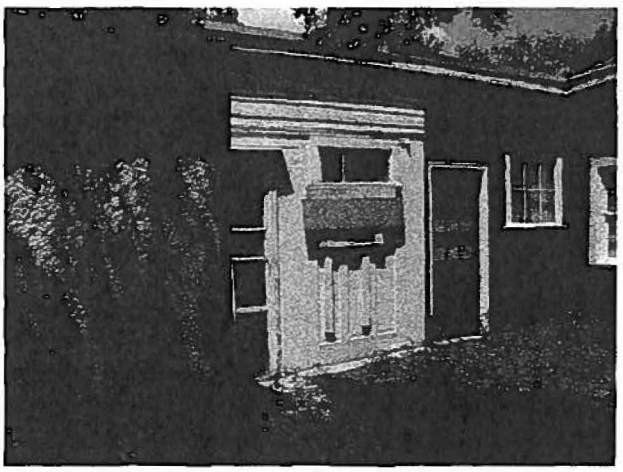


Photo SFX – 2

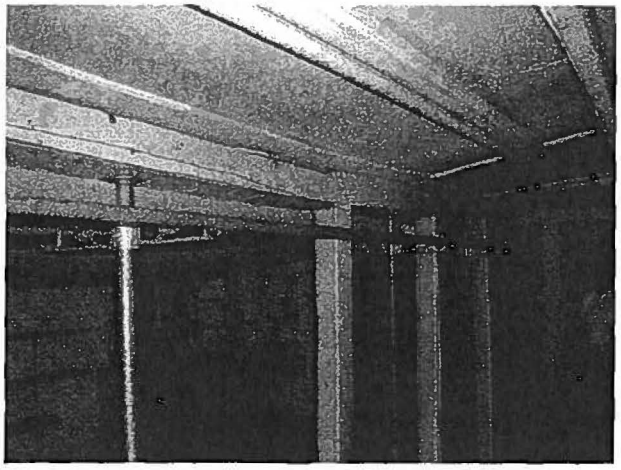


Photo SFX – 3

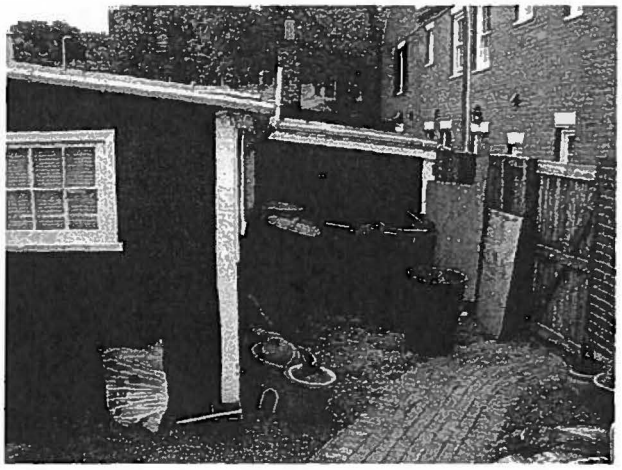


Photo SFX – 4

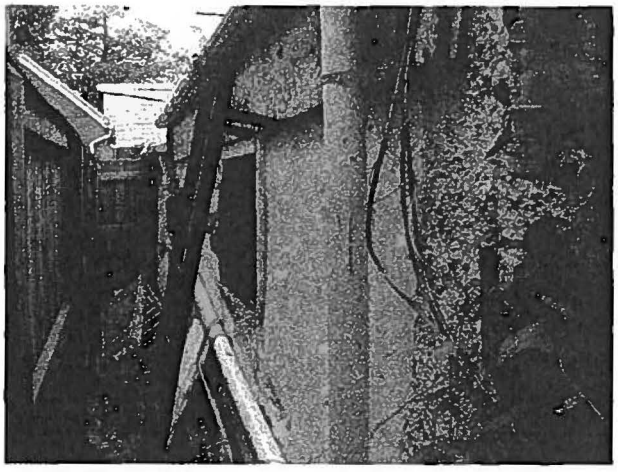


Photo SFX – 5

Photo SFX – 6

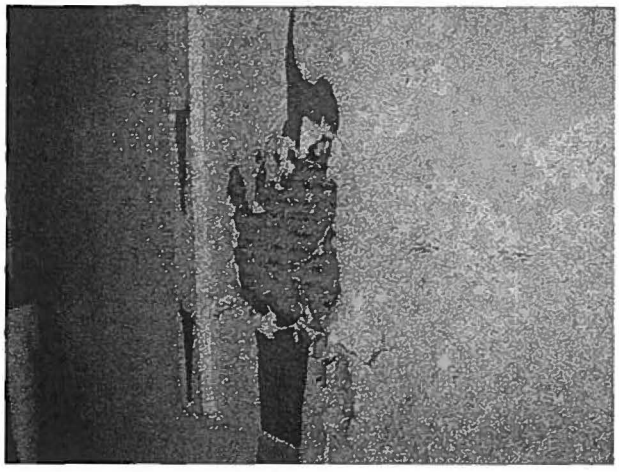


Photo SFX – 7

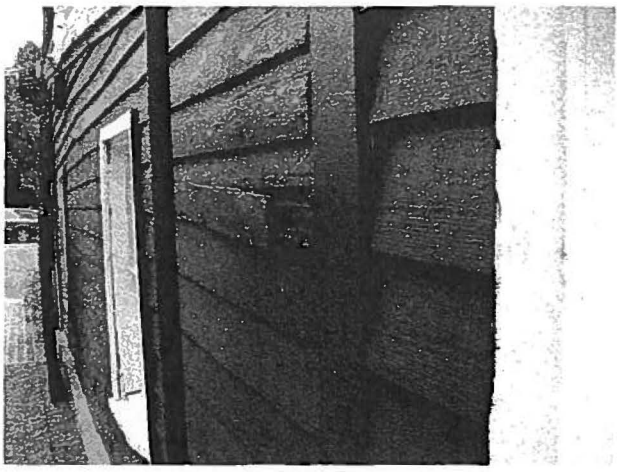
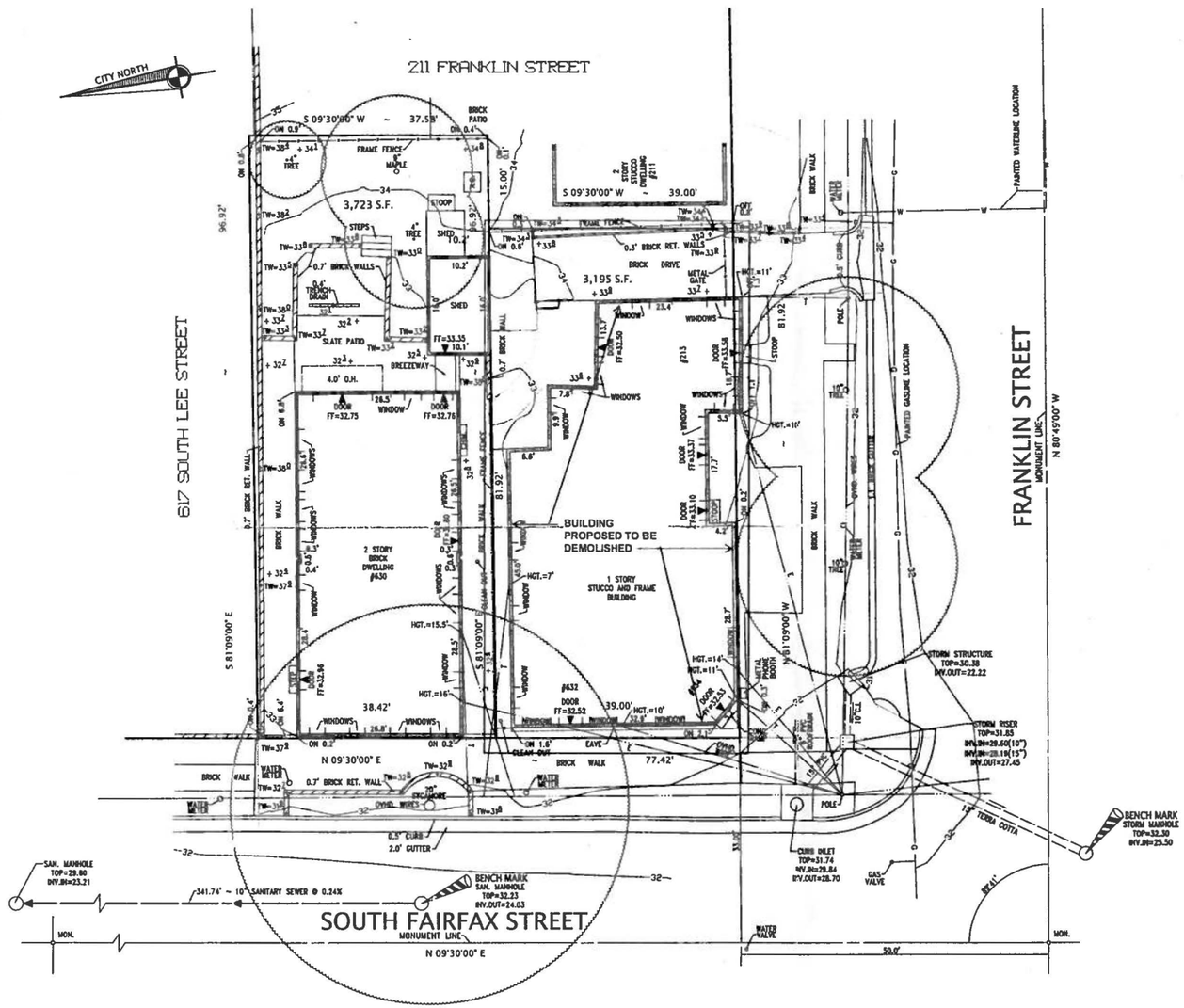


Photo SFX – 8

NOTES:

1. THE PROPERTY DELINEATED HEREON IS SHOWN ON THE TAX ASSESSMENT MAP AS PARCEL 080.02-07-38 (630 S. FAIRFAX); ZONED RM, AND PARCEL 080.02-07-42 (632 S. FAIRFAX); ZONED CL.
2. NO TITLE REPORT WAS FURNISHED.
3. PLAT IS SUBJECT TO RESTRICTIONS OF RECORD.
4. ELEVATIONS ARE BASED ON NGVD 29.
5. HGT. - DENOTES HEIGHT OF OVERHEAD WIRE.



TOPOGRAPHIC SURVEY
ON THE PROPERTIES LOCATED AT
630, 632 & 634
SOUTH FAIRFAX STREET
AND 213 FRANKLIN STREET
CITY OF ALEXANDRIA, VIRGINIA

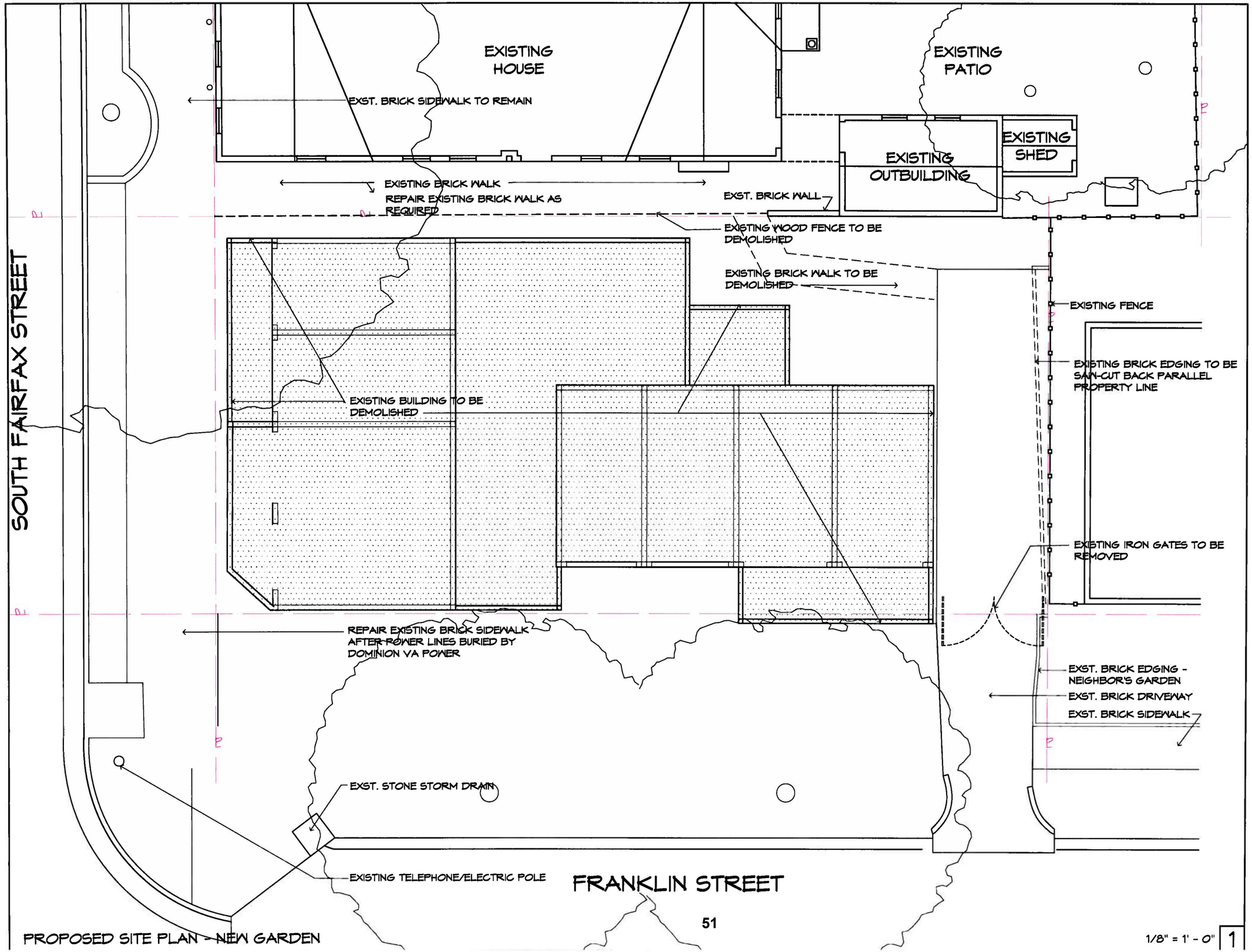
COMMONWEALTH OF VIRGINIA
PATRICK A. ECKERT
LICENSE NO. 002545
LAND SURVEYOR

PATRICK A. ECKERT ..... L.S.

Alexandria Surveys International, LLC
4542 South Kings Highway
Alexandria, Virginia 22060
703.660.0015 Phone
703.765.7766 Fax
www.alexandriasurveys.com

DRAFTED: SMK	CHECKED: PAE	DATE: 8/3/06	SCALE: 1" = 10'
DESIGNED: N/A	CHECKED: N/A		

280 - 06



PROPOSED SITE PLAN - NEW GARDEN

1/8" = 1' - 0"

RKTECTS
ARCHITECTURE
PLANNING
HISTORIC
PRESERVATION

The RKtects Studio, Inc.
4936 Fairmont Avenue Suite 206
Bethesda, Maryland 20814
301-657-7820 www.rktects.net

STEVENS' CORNER
632 & 643 South Fairfax and 213 Franklin Streets
630 South Fairfax Street
Alexandria, VA 22314

Revisions:

Issued For:
BAR APPLICATION - DEMOLITION, NEW CONSTRUCTION - GARDEN & ALTERATIONS - EXISTING HOUSE

Date: 04/16/2012

Sheet Title: SITE PLAN

Project No: 1103
Sheet No: DA1
Sheet 1 of