

Docket Item #6  
BAR CASE #2005-0165

BAR Meeting  
September 20, 2006

**ISSUE:** Alterations

**APPLICANT:** DSF - Long King Street I, LLC.

**LOCATION:** 1520, 1522 & 1524 King Street

**ZONE:** KR/King Street Retail

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

1. That the applicant consult with Staff in a timely manner if there is any significant deviation from the expected conditions and approved plans as the project progresses;
2. That the area of the former alleyway opening be inset slightly; and,
3. That Staff review and approve the shop drawings for the doors and windows prior to fabrication.

**BOARD ACTION, JANUARY 18, 2006:** On a motion by Mr. Smeallie, seconded by Dr. Fitzgerald, the Board voted to defer the application for restudy. The vote was 7-0.

**REASON:** The Board believed that the design for the rear facade of the buildings needed to be restudied.

**SPEAKERS:** Jonathan Rak, attorney for the applicant, spoke in favor  
Charles White, tenant of 1520-1522 King Street, spoke in opposition  
Terry Nutshell, spoke opposition  
Cady Kennedy, spoke in opposition

(Insert sketch here)

UPDATE: The Board previously reviewed this project on July 20, 2005 and January 18, 2006. The project consists of alterations to the row of three historic buildings at 1520, 1522 & 1524 King Street and the construction of a mixed use retail and residential condominium building. When reviewed, the project area was located outside the boundaries of the Old and Historic Alexandria District. However, the row of three mid-19th century brick buildings was a designated 100 -Year Old Building and as such was subject to the same regulations as the buildings within the historic district. Subsequently, on May 20, 2006, the area at the west end of King Street in which the project is located was added to the Old and Historic Alexandria District.

On July 20, 2005, the Board reviewed and approved the demolition of the 1983 rear additions or “sheds” on the row of historic buildings. The Board’s approval of the Permit to Demolish for the rear additions on the historic row was appealed by a group of citizens and was upheld by City Council on September 20, 2005. The Council decision was appealed to Circuit Court and was recently settled. At the present time, much of the site has been cleared and the archeological fieldwork has been completed. In preparation for the demolition of the rear additions, the applicant provided Staff with written assurances that the removal will be accomplished in a manner that will minimize disturbance to the historic buildings.

On January 18, 2006, in conformance with condition #31 & n of the Development Special Use Permit for the project (DSUP Case #2002-0041, 4/16/05), the Board approved the materials and design details for the new building and deferred the proposed alterations to the rear elevation of the 100-Year Old Buildings. This report only deals with the revised treatment of the rear elevations of the historic buildings, the last remaining issue before the BAR for this new development project.

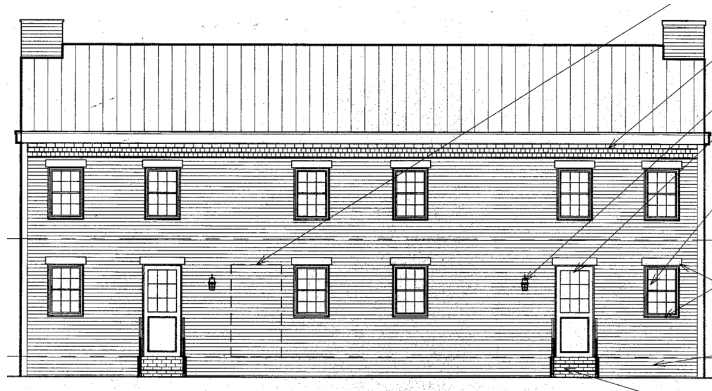
### **I. ISSUE:**

The applicant is requesting approval of a Certificate of Appropriateness for the proposed alterations to the rear elevation of the historic buildings following the removal of the one story rear additions. At the present time, no changes are proposed to the King Street facade or sides of the buildings. The proposed plans for the rear elevation are based on interior and exterior inspections, field measurements and existing conditions plans from the 1983 renovation. The rear elevation of the historic buildings is expected to be minimally, if at all, visible from the public right-of-way. The rear elevation will face the interior courtyard for the proposed development. This private courtyard will be open to the public during daytime hours in accordance with a provision of the Special Use Permit for the project.



**Figure 1 - Existing rear elevation**

For the most part, the proposed work will be confined to the first story which is currently encapsulated by a continuous one story addition. The existing second story windows will be retained and the rear elevation brickwork on both levels will be cleaned and restored. The first story of the proposed rear elevation will have a window or door centered below each of the six second story windows. From left to right, there will be a window, door, window, window, door and window. The openings will be located where they are believed to have existed originally. The two new exterior doors will be located where there are presently interior doorways leading from the main block to the addition. Another doorway in the rear elevation will be infilled. This doorway was originally the rear opening of an alleyway that originally ran between 1522 and 1524 King Street from the front to the rear. In the 1983 renovation, the alleyway was incorporated into the interior space of 1522 King Street. The opening to be infilled currently serves as a doorway between the main block and addition of 1522 King Street. To the extent possible, the infill will utilize brick salvaged from the additions. This brick closely matches the brick on the historic buildings and may incorporate some brick from the pre-1983 rear appendages. The new windows will be double hung, single glazed, true divided light wood windows to match the existing second story windows in all respects. (The existing windows are not thought to be original, but are appropriate to the early 19<sup>th</sup> century buildings). The applicant has indicated that the new windows will most likely be custom built. The new window heads and sills will match those of the existing windows. The new rear doors will be wood with the upper half having 9 lights and the lower a single panel to match the existing front doors. (Similarly, these doors are not original but are considered to be appropriate to the period of the buildings). The two new doors will have new brick stoops with simple metal railings painted dark grey. A small lantern-type light fixture with bronze finish will be installed beside each of the doors. This fixture is similar to those approved for the new construction. All existing mechanicals, such as HVAC condensers, that are currently located in the rear additions will be removed and relocated either within the new parking structure or on the rooftop of the new building in an area already designated for mechanical equipment.

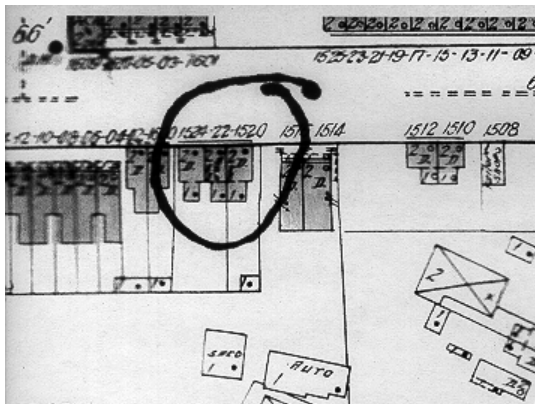


**Figure 2 - Proposed rear elevation**

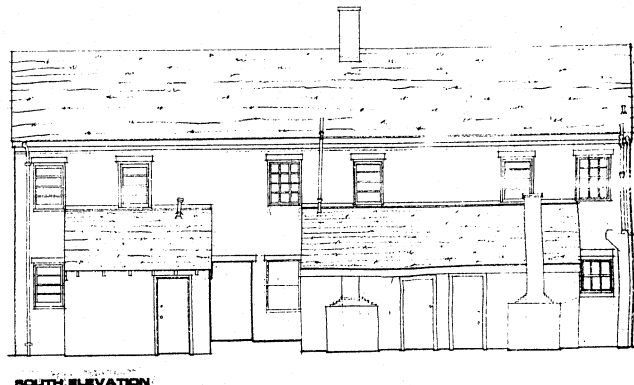
**II. HISTORY:**

According to the 100 year old building designation form prepared in 1977-1978, the buildings at 1520, 1522 and 1524 King Street are small scale domestic structures with a mid-19th century date of construction. They are two stories in height constructed of brick and have gable roofs with a brick modillion cornice. The front elevations are relatively unaltered with the exception of the introduction of shop windows.

Historic mapping and drawings accompanying 1947 and 1983 building permits indicate that each of the buildings had a small single story shed roofed ell at the rear. These smaller ells left a portion of the rear elevation of the main block of each building exposed on the first story. An existing conditions drawing from 1983 shows the exposed portions of the rear wall having a window for each building and also shows an opening for the alleyway between 1522 and 1524 King Street.



**Figure 3 - 1921 Sanborn Fire Insurance map**



**Figure 4 - Rear elevation just before 1983 renovation**

In 1983, the buildings were renovated and the small rear additions were demolished and reconstructed to appear from the exterior as a continuous shed roofed addition which covered the entire rear elevation of the main block on the first story. The Board approved the 1983 rear additions. On July 20, 2005, the Board approved the Permit to Demolish for these same additions (BAR Case #2005-0164). The Board's approval was appealed and upheld by City Council on September 20, 2005.

**III. ANALYSIS:**

Staff believes the proposed treatment of the rear elevation is appropriate. The reintroduction of the openings below the second story windows will help reestablish the pattern of original openings and separate nature of the three buildings. Staff believes the proposed treatment of the

rear elevation would be enhanced by inseting slightly the brick infill in the area of the former alleyway opening so that this feature can be “read” in the new rear elevation. The proposed wood, true divided light windows and wood doors conform to the *Design Guidelines*. As these will be custom made and there are no specification sheets or drawings currently available, Staff does request an opportunity to review the shop drawings prior to fabrication. Staff’s only concern is that the demolition of the rear additions could reveal an unanticipated condition or problem. The applicant has indicated a willingness to work with Staff to ensure that the treatment of the buildings throughout the process respects the original design, construction methods and character of the mid-19th century buildings. Therefore, Staff recommends approval of the application with the condition that the applicant consult with Staff in a timely manner if there is any significant deviation from the expected conditions and approved plans as the project progresses.

**IV. STAFF RECOMMENDATION:**

Staff recommends approval of the application with the following conditions:

1. That the applicant consult with Staff in a timely manner if there is any significant deviation from the expected conditions and approved plans as the project progresses;
2. That the area of the former alleyway opening be inset slightly; and,
3. That Staff review and approve the shop drawings for the doors and windows prior to fabrication.

CITY DEPARTMENT COMMENTS

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

Code Enforcement:

- C-1 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-2 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-3 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems.

Historic Alexandria:

The alterations seem appropriate.