

# City of Alexandria, Virginia

## MEMORANDUM

**DATE:** JUNE 17, 2015

**TO:** CHAIRMAN AND MEMBERS OF THE  
OLD AND HISTORIC ALEXANDRIA DISTRICT  
BOARD OF ARCHITECTURAL REVIEW

**FROM:** HISTORIC PRESERVATION STAFF

**SUBJECT:** CONCEPT REVIEW OF 802-808 NORTH WASHINGTON STREET  
(TOWNE MOTEL)  
BAR CASE # 2015-0154

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### **I. SUMMARY**

#### Concept Review

The material before the Board is part of a BAR Concept Review for the redevelopment of the property at 802-808 North Washington Street. The applicant has concurrently applied for a Permit to Demolish to demolish the existing motel and frame addition as well as to relocate a historic townhouse. The applicant is requesting concept review of a new five-story hotel building attached to the north side of the relocated townhouse.

The Concept Review Policy was adopted by the two Boards of Architectural review in May 2000 (attached). Concept Review is an optional, informal process at the beginning of a Development Special Use Permit (DSUP) application whereby the BAR provides the applicant, staff, the Planning Commission and the City Council with comments relating to the overall appropriateness of a project's height, scale, mass and general architectural character. The Board takes no formal action at the Concept Review stage. However, if, for instance, the Board believes that a building height or mass, or area proposed for demolition, is not appropriate and would not be supported in the future, the applicant and staff should be advised as soon as possible. This early step in the development review process is intended to minimize future architectural design conflicts between what is shown to the community and City Council during the DSUP approval and what the Board later finds architecturally appropriate under the criteria in Chapter 10 of the Zoning Ordinance and the BAR's adopted *Design Guidelines*.

The proposed DSUP project is tentatively scheduled for Planning Commission and City Council review in the fall.

#### History

The three-story Second Empire style brick townhouse located at 802 North Washington Street was originally constructed by the McCauley family siblings in 1901 as a freestanding dwelling.

The original owners had purchased several adjacent lots. The building features dark-red hard-fired brick with thin butter joints and a polychromatic slate mansard roof. The south side elevation features an original two-story open wood porch with Eastlake trim along the rear ell.

The Towne Motel located at 808 North Washington Street is a two-story brick-faced motel in a U-shape formation around a central parking area. The motel is relatively small with about 26 units and a small office. It was constructed in the Colonial Revival style which is conveyed by the multi-paned windows, hipped roof, two-story loggia and small dormer vents. The motel was designed by respected local architect Joseph Saunders and constructed circa **1954-55**.

The two properties have historically been under common ownership.

#### Proposal

The applicant's proposal involves constructing a five-story hotel adjacent to the historic townhouse. An existing curb cut will be relocated to the north end of the property and will provide vehicular access from Washington Street through a covered drive to the rear of the property. This drive will travel the perimeter of the parcel and will exit onto Madison Street (eastbound one-way street). It is intended that, at some point in the future, should Madison Street become two-way and allow for hotel loading in that area, the current entry drive could be filled in and made part of an interior hotel function. The proposed design includes two primary brick building forms, differentiated by their respective fenestration. The southern "building" references the late 19<sup>th</sup>-century Chicago School with triple-ganged windows within clearly defined grid while the northern "building" has a more generic approach with single windows punched in a brick façade. A five-story glass connector, set back about 8 feet, will link the new construction to the historic building. The applicant has presented two versions that explore possible design directions. The first, shown on the top of Sheet A2.1, labeled "Alternate," continues the glass vocabulary by including a glass hyphen to separate the two main building masses and a glass end piece at the north end. The other option, shown on the bottom of Sheet A2.1, employs brick in place of the two glass elements at the middle and north ends. Both schemes propose a common, continuous cornice and frieze with windows at the fifth story.

The rear elevation relates to the front but has much less ornamentation or detail. Due to its location on the property line, the north elevation is composed of two solid brick walls, with an opening along part of the vehicular drive. The south elevation is designed mostly in brick with traditional fenestration, even on the portion that is glassy on Washington Street.

The transformer that is currently at the corner of Washington Street and Madison Street will be relocated to the southwest corner of the parcel and embedded within a garden folly with a pyramidal trellis top. Adjacent to this area, behind the historic townhouse and the attached glass connector element, at the rear of the property, will be a parking court to allow drop-off and short-term parking by the entrance to the through lobby.

#### **II. STAFF ANALYSIS**

As a reminder, many aspects of this development are not within the BAR's regulatory purview, such as use and parking, and should not be considered by the Board during their deliberation

about the appropriateness of the proposed design. The Planning Commission and City Council will consider the zoning aspects of the project. The BAR's purview in this concept review work session is limited to providing guidance on height, scale, mass and general architectural character.

The applicant will ultimately return to the Board for approval of a Certificate of Appropriateness for this project after approval of a DSUP.

*General Analysis of Plans and Further Study*

The BAR's *Design Guidelines* only require that new buildings be compatible with nearby buildings of historic merit and do not mandate the use of historic styles for new construction. However, they do state that where new buildings recall historic building styles, that the architectural details used throughout the building be consistent with that same style and that the building should not be a slavish replica of any particular building in the district. The Washington Street Standards further dictate that "...the design of new buildings and additions to existing buildings shall be complementary to historic buildings which are found on the street." In addition, it is noted in the Standards and Guidelines that "new buildings...shall be designed to look separate and shall not give the impression of collectively being more massive than such historic buildings."

A walk down Washington Street reveals a range of uses, architectural styles and building types spanning three centuries. From 18<sup>th</sup> century Georgian and 19<sup>th</sup> century Italianate style buildings to 20<sup>th</sup> century Art Deco to Colonial Revival, the styles found throughout the historic district can all be seen on Washington Street. Aside from the visual interest of this outdoor architectural museum, the building styles clearly show the long history and evolution of the City. Furthermore, Washington Street includes a range of historic building masses, heights and scales, from modest two-story frame townhouses, to Christ Church, to the freestanding 4 ½ story brick, mid-19th century Mount Vernon Cotton Manufactory at 515 North Washington Street, or the 6-story George Mason Hotel by nationally prominent hotel designer William Lee Stoddart in 1926.

Staff finds the proposed new construction generally in keeping with the scale and eclectic character of this particular section of North Washington Street which is removed from both the historic core around King Street and the more pastoral sections that largely contain mid-20<sup>th</sup> century garden apartments. The site is within the Pendleton Street to Bashford Lane sector in the Washington Street chapter of the BAR's Design Guidelines. The Scale and Character description states:

This section is predominantly commercial with a number of modern office buildings and highway oriented uses. New buildings in this area should be oriented to the street, create an attractive pedestrian environment and foster a sense of place, arrival and community. (p.8)

At the present time, this particular block of North Washington Street lacks a clear identity or strong sense of urban design due to the congregation of several auto-oriented buildings and businesses. Therefore, this proposal is an opportunity to bring cohesiveness to a part of this block that will likely see further redevelopment in the coming years. While there are some low-scale auto-oriented businesses, such as restaurants (the former Little Tavern at 828 and the

former Howard Johnson's at 825 North Washington Street) and non-complying gas stations, there are also larger scale buildings nearby, including both the Brandt condos at 900 North Washington Street and the seven-story Jefferson Building at 901 North Washington Street. The 700 block also includes some larger brick commercial buildings. In addition to a range of scales and heights, there is also a diverse collection of architectural styles include Modern, Colonial Revival, Neo-traditional and Roadside Architecture.

The BAR is currently in the process of exploring which buildings constructed since the opening of the George Washington Memorial Parkway in 1932 may possess architectural or cultural merit. While it is without doubt that the adjacent 1901 townhouse is a building of merit that should be preserved and restored, it is less clear whether some of the nearby buildings from the 1940s/50s/60s should also be retained, though the former Little Tavern hamburger stand to the north is a sentimental favorite. This is an ongoing discussion that could also lead to not only preservation of more 20<sup>th</sup>-century resources but a broader palette of architectural styles which are appreciated for their importance and significance on Washington Street.

At this time, staff recommends conceptual support for the proposal, specifically the height and scale, but advise further study on the proposed architectural character, overall design composition and massing. It is recommended that the applicant continue to meet with BAR staff to refine the design and return to the BAR for a second concept review work session prior to approval of the DSUP. Staff finds the most successful elements of the design to be the following:

- The south, or central, “building” form, particularly the composition of the middle portion
- The first floor window configuration (with minor refinement) at the street-level
- The concept of glass hyphens/connectors
- The studied yet simplified rear elevation
- The transformer folly with pergola

Staff recommends the following refinements to enhance the design and architectural character:

- *Continue to break down the overall massing.* The same architect designed the proposed new residential project at 700 North Washington Street which utilized a similar approach of creating multiple “buildings” that had variation in setbacks, style and roof forms, as required by the Washington Street Standards. In looking at the massing studies on Sheet A4.1, it is apparent that the proposed massing currently needs further refinement to coincide with the proposed “two building plus hyphens” approach. The apparent division between the two buildings would be more successful if the center element had a greater recess, though the glass hyphen version also provides a strong visual separation. Currently, the proposal reads as a large mass on the Washington Street façade with little relief except for the setback adjacent to the historic townhouse.
- *Refine glass connector element.* The use of a distinctly contemporary glass element adjacent to the historic townhouse provides contrast and respect for the townhouse. The pronounced setback also permits the historic townhouse to remain visually prominent. However, the current design of the glass element appears too busy with the proposed light configuration and the use of what appears to be tinted glass, which is discouraged in the *Design Guidelines*. While staff supports the use of glazing as a contrasting material,

it should be designed to recede as a neutral background element. The use of a mansard form for the glass connector, seen from the south elevation, is also awkward and incongruous, with the masonry wall reading as a fin. Staff suggests that the glass wall be plumb and without angles.

- *Pursue “Alternate” scheme with glass elements.* The use of a revised glass element, similar to the proposed glass connector adjacent to the townhouse, creates a pleasant rhythm and balances the two “building” scheme. The glass version is even more successful at the vehicular entrance than the brick version, as it is visually lighter. At a minimum, staff recommends retaining the glass faced hyphens at the north and south ends of the building, though the arrangement of the glass and their mullions should be refined.
- *Increase the differentiation between the two “buildings.”* The primary difference between the two different building designs is the fenestration for the “middle” as they share a common base and top. Unfortunately, this approach makes it unclear whether they are intended to be the same or separate. It is not clear whether they are intended to appear to be different buildings a later addition that did not quite match the original. Staff finds the design of the south “building” to be well proportioned and nicely detailed but the north “building” needs further work as it seems less composed. One option would be to increase the window area, perhaps utilizing paired windows instead of the more stark single punched openings. Utilizing a different brick color, such as the dark red now proposed for the hyphens in one option, for the north “building” would further differentiate the two buildings. Another way to differentiate would be to slightly vary the roof heights, which would also respond to the following comment about the frieze story.
- *Revise the fifth story frieze.* Staff does not find the continuous frieze with large windows and oversized brackets to be successful. While with some refinement it may be acceptable for one of the “buildings,” it should not be applied to both. Particularly as the south “building” is generally well-proportioned and detailed, a simplified fifth story and cornice is recommended. Staff notes that the fifth-story windows on the rear elevation appear much cleaner and restrained (though a lower parapet is recommended, if possible).
- *Fix minor stylistic inconsistencies.* Recognizing that this is the first concept review, there are many details yet to be fully considered but, as the design proceeds, doors and windows should be stylistically appropriate. For example, the Washington Street façade features an awkwardly located six panel door with oversize transom and the window arrangement on the first floor which should better relate to the style of the “building” on which it is located.
- *Show location and type of signs proposed.* Although early in the process, the proposed sign plan should be considered to be integrated with the overall architectural program. While a directional sign may be necessary at the vehicular entrance, it will not be acceptable to have excessive signs directing and announcing the parking and drive area.

The National Park Service comments are included in Section VI of this report.

## WASHINGTON STREET STANDARDS

### Standards to Consider for a Certificate of Appropriateness on Washington Street

In addition to the general BAR standards outlined in the Zoning Ordinance, and the Board's *Design Guidelines*, the Board must also find that the Washington Street Standards are met. A project located on Washington Street is subject to a higher level of scrutiny and design to ensure that the memorial character of the George Washington Memorial Parkway is protected and maintained based on the City's 1929 agreement with the federal government.

Staff has included below the additional standards for Washington Street described in the Zoning Ordinance. Staff's comments as to how the Standards are satisfied or need further study are found below.

### Washington Street Standards

*Alexandria Zoning Ordinance Sec. 10-105(A)(3): Additional standards—Washington Street.*

*(a) In addition to the standards set forth in section 10-105(A)(2), the following standards shall apply to the construction of new buildings and structures and to the construction of additions to buildings or structures on lots fronting on both sides of Washington Street from the southern city limit line north to the northern city limit line:*

*(1) Construction shall be compatible with and similar to the traditional building character, particularly including mass, scale, design and style, found on Washington Street on commercial or residential buildings of historic architectural merit.*

*i. Elements of design consistent with historic buildings which are found on the street shall be emphasized.*

**The overall design intention draws inspiration from late 19<sup>th</sup>-century and early 20<sup>th</sup>-century architecture, similar to that found historically on Washington Street. The buildings feature several elements that draw from these styles, illustrating this lineage.**

*ii. New buildings and additions to existing buildings shall not, by their style, size, location or other characteristics, detract from, overwhelm, or otherwise intrude upon historic buildings which are found on the street.*

**The proposed design for the project will allow the historic townhouse to remain visually prominent. Further, the project includes rehabilitating and reusing the historic townhouse which has been vacated and boarded up for many years. The glass hyphen provides a clear separation between the new and old buildings that allows the historic townhouse to be a part of, yet stand separate from the block face. Overall, the proposal seeks to create background “buildings” that will not overwhelm the historic buildings on Washington Street.**

*iii. The design of new buildings and additions to existing buildings shall be complementary to historic buildings which are found on the street.*

As noted above, the design, siting and materials are consistent with historic patterns of development and design found on Washington Street without being a slavish replication, therefore complementing the historic buildings.

- iv. *The massing of new buildings or additions to existing buildings adjacent to historic buildings which are found on the street shall closely reflect and be proportional to the massing of the adjacent historic buildings.*

**The proposed mass does not overwhelm the existing historic townhouse but staff recommends continued study on the overall massing to break it down even further.**

- v. *New buildings and additions to existing buildings which are larger than historic buildings which are found on the street shall be designed to look separate and shall not give the impression of collectively being more massive than such historic buildings. This design shall be accomplished through differing historic architectural designs, facades, setbacks, roof lines and styles. Buildings should appear from the public right-of-way to have a footprint no larger than 100 feet by 80 feet. For larger projects, it is desirable that the historic pattern of mid-block alleys be preserved or replicated.*

Although one building, the proposal implements the appearance of two “buildings” by separating the facades by hyphens, as has been done successfully on other projects in Old Town. Additional roof line changes and slight setbacks will also help to define this as separate buildings rather than one large composition.

- vi. *Applications for projects over 3,000 square feet, or for projects located within 66 feet of land used or zoned for residential uses, shall include a building massing study. Such study shall include all existing and proposed buildings and building additions in the six block area as follows: the block face containing the project, the block face opposite, the two adjacent block faces to the north and the two adjacent block faces to the south.*

The applicant has included massing models of the surrounding blocks illustrating that the proposed massing, with some refinements, will be consistent with the context of this area of North Washington Street.

- vii. *The massing and proportions of new buildings or additions to existing buildings designed in an historic style found elsewhere in along Washington Street shall be consistent with the massing and proportions of that style.*

**The proposed massing of the two “buildings” appropriately employs the traditional massing, details and proportions of the architectural styles from which they derive inspiration. The overall proportions of the scheme are appropriate.**

viii. *New or untried approaches to design which result in new buildings or additions to existing buildings that have no historical basis in Alexandria or that are not consistent with an historic style in scale, massing and detailing, are not appropriate.*

The two brick “buildings” each derive from historic styles found on Washington Street and the concept of an architectural hyphen is a common way for buildings to be joined together as their design and program evolve over the years. Historically, as enterprises, businesses, church or other institutions have expanded, they often create hyphens or connections that physically connect multiple structures but allow the main structures to visually retain their prominence. On Washington Street, one example would be the Downtown Baptist Church which has a hyphen to the south side.

(2) *Facades of a building generally shall express the 20- to 40-foot bay width typically found on early 19th century commercial buildings characteristic of the Old and Historic Alexandria District, or the 15- to 20-foot bay width typically found on townhouses characteristic of the Old and Historic Alexandria District. Techniques to express such typical bay width shall include changes in material, articulation of the wall surfaces, changes in fenestration patterns, varying roof heights, and physical breaks, vertical as well as horizontal, within the massing.*

**The building features bay widths consistent with a commercial building from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.**

(3) *Building materials characteristic of buildings having historic architectural merit within the district shall be utilized. The texture, tone and color of such materials shall display a level of variety, quality and richness at least equal to that found abundantly in the historic setting.*

**The materials proposed include high-quality, historically-appropriate materials generally found in the district such as red brick. As new construction, high-quality modern materials may be permitted.**

(4) *Construction shall reflect the traditional fenestration patterns found within the Old and Historic Alexandria District. Traditional solid-void relationships exhibited within the district's streetscapes (i.e., ratio of window and door openings to solid wall) shall be used in building facades, including first floor facades.*

**The proposed fenestration generally utilizes traditional solid-void relationships within a load-bearing masonry construction form. The first floor features large windows with strong masonry piers that are appropriately scaled and consistent with traditional commercial fenestration throughout the district.**

(5) *Construction shall display a level of ornamentation, detail and use of quality materials consistent with buildings having historic architectural merit found within the district. In replicative building construction (i.e., masonry bearing wall by a veneer system), the proper thicknesses of materials shall be expressed particularly through the use of sufficient reveals around wall openings.*

**The Board's final approval of a Certificate of Appropriateness will require that high-quality materials and appropriate detailing be used consistently throughout the project. The concept plans indicate that this will be fully met.**

- (b) *No fewer than 45 days prior to filing an application for a certificate of appropriateness, an applicant who proposes construction which is subject to this section 10-105(A)(3), shall meet with the director to discuss the application of these standards to the proposed development; provided, that this requirement for a preapplication conference shall apply only to the construction of 10,000 or more square feet of gross building area, including but not limited to the area in any above-ground parking structure.*
- (c) *No application for a certificate of appropriateness which is subject to this section 10-105(A)(3) shall be approved by the Old and Historic Alexandria District board of architectural review, unless it makes a written finding that the proposed construction complies with the standards in section 10-105(A)(3)(a).*
- (d) *The director may appeal to city council a decision of the Old and Historic Alexandria District board of architectural review granting or denying an application for a certificate of appropriateness subject to this section 10-105(A)(3), which right of appeal shall be in addition to any other appeal provided by law.*
- (e) *The standards set out in section 10-105(A)(3)(a) shall also apply in any proceedings before any other governmental or advisory board, commission or agency of the city relating to the use, development or redevelopment of land, buildings or structures within the area subject to this section 10-105(A)(3).*
- (f) *To the extent that any other provisions of this ordinance are inconsistent with the provisions of this section 10-105(A)(3), the provisions of this section shall be controlling.*
- (g) *The director shall adopt regulations and guidelines pertaining to the submission, review and approval or disapproval of applications subject to this section 10-105(A)(3).*
- (h) *Any building or addition to an existing building which fails to comply with the provisions of this paragraph shall be presumed to be incompatible with the historic district and Washington Street standards, and the applicant shall have the burden of overcoming such presumption by clear and convincing evidence.*
- (i) *The applicant for a special use permit for an increase in density above that permitted by right shall have the burden of proving that the proposed building or addition to an existing building provides clearly demonstrable benefits to the historic character of Washington Street, and, by virtue of the project's uses, architecture and site layout and design, materially advances the pedestrian-friendly environment along Washington Street.*

#### Next Steps

At this time, it is anticipated that the DSUP will be reviewed by Planning Commission and City Council in the fall of 2015. The applicant should continue to work with staff as plans are refined to ensure continued conformance with BAR requirements and to make revisions based on the

Board's comments. Staff recommends that the applicant return for a second BAR concept review work session.

#### **IV. STAFF RECOMMENDATION**

Staff recommends that the Board endorse the project conceptually but request that the applicant return for a second BAR work session for a full endorsement. Staff recommends that the applicant continue to refine the design to address the following:

- *Continue to break down the overall massing.*
- *Refine glass connector element.*
- *Pursue "Alternate" scheme with glass elements.*
- *Increase the differentiation between the two "buildings."*
- *Revise the fifth story frieze.*
- *Fix minor stylistic inconsistencies.*
- *Show location and type of signs proposed.*

#### **STAFF**

Catherine K. Miliaras, 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 Comments**

The subject property is zoned CD-X – Commercial Downtown Zone and presently is operated as a motel (808 N Washington Street) and an existing townhome (802 N Washington Street). The applicant is proposing to relocate and maintain the existing townhome, and redevelop the hotel site to a 5-story hotel use structure consisting of 100 rooms.

Staff has completed a zoning analysis and confirmed the project complies with the CD-X zone regulations if the following issues are resolved:

C-1 Per the Zoning Tabulation table on Sheet No. A1, the gross floor area is 58,844 sq. ft. and the net floor area is 49,370 sq. ft., the applicant must show proposed areas excluded from the floor area calculations.

C-2 Staff suggests the applicant clarify what uses/services will be provided in the associated amenity space to ensure use and parking requirements.

- C-3 There shall be no structure, fences, shrubbery or other obstruction to vision more than three and one-half feet above the curb level within the area enclosed by the centerline of the intersecting streets and a line joining points on such centerlines at distances from their intersections of 75 feet without the approval of a waiver by the BAR.
- C-4 The loading space must have a minimum clearance height of 14.5 feet.
- C-5 Show the location and size of all proposed exterior mechanical, HVAC equipment, and screening at ground level and/or on rooftop. Roof top equipment must be screened or receive a waiver of screening by the BAR.
- C-6 Show the location and size of all dumpsters and enclosures at ground level.
- C-7 Include parking tabulations.
- C-8 Indicate heights of all parapet walls. Plans are not to scale and compliance cannot be determined.
- C-9 Indicate the height of the proposed elevator penthouse. Plans are not to scale and compliance cannot be determined.
- C-10 Provide details about the proposed enclosure for the relocated transformer.
- F-1 The proposed plan exceeds the maximum permitted, by-right floor area, a Special Use Permit must be granted to increase the floor area ratio to 2.50 FAR.
- F-2 Pursuant to Section 8-200(B)(21), hotels within Parking District 1 shall provide a minimum of .7 parking space per room. A total of 70 parking spaces are required. The applicant is proposing 50 parking spaces and requesting a parking reduction of 20 parking spaces. The proposal requires 3 loading spaces be provided, the applicant is requesting a reduction to 1 loading space. The proposed valet and tandem parking spaces count towards the required parking spaces.
- F-3 The applicant is proposing tandem parking, special use permit approval is required for tandem parking.
- F-4 The applicant is proposing valet parking, an administrative Special Use Permit is required for valet parking within the CD-X zone.
- F-5 Pursuant to Section 8-100(A)(4)(b), the requested parking reduction exceeds five parking spaces, a parking management plan is required which shall include reasonable and effective measures, appropriate to the size, scale and location of the use, building or structure, which will mitigate the impacts of the proposed reduction in parking.
- F-6 The proposed use exceeds 30 or more hotel units, therefore the applicant must submit a transportation management plan per section 11-704(B)(1)(a)

- F-7 Relocation of the N Washington Street is permitted, as it serves as the entrance to the sub-grade parking garage, which serves as an interior court for the purposes of Section 8-200(C)(5)(a).
- F-8 No commercial building shall be located within a distance from the nearest residential zone line equal to the height of such commercial building or 25 feet, whichever is greater. A modification of 40 feet must be granted to the zone transition requirement.
- F-9 The proposed development must comply with the Washington Street Standards and the design guidelines of the Old Town North Area Plan.

### **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 Demolition, building, trades permits and inspections are required for this project. Plans 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.

**Transportation and Environmental Services**

- R-1 The building permit must be approved and issued prior to the issuance of any permit for demolition. (T&ES)
- R-2 Applicant shall be responsible for repairs to the adjacent city right-of-way if damaged during construction activity. (T&ES)
- R-3 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)
- R-4 Comply with all requirements of [DSP2015-00004 ](TES)
- R-5 The Final Site Plan must be approved and released and a copy of that plan must be attached to the demolition permit application. No demolition permit will be issued in advance of the building permit unless the Final Site Plan includes a demolition plan which clearly represents the demolished condition. (T&ES)
- F-1 After review of the information provided, an approved grading plan is not required at this time. Please note that if any changes are made to the plan it is suggested that T&ES be included in the review. (T&ES)
- 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 stormwater 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-5 Any work within the right-of-way requires a separate permit from T&ES. (Sec. 5-2) (T&ES)
- C-6 All improvements to the city right-of-way such as curbing, sidewalk, driveway aprons, etc. must be city standard design. (Sec. 5-2-1) (T&ES)

C-7 The owner shall obtain and maintain a policy of general liability insurance in the amount of \$1,000,000 which will indemnify the owner (and all successors in interest); and the City as an Additional Insured, against claims, demands, suits and related costs, including attorneys' fees, arising from any bodily injury or property damage which may occur as a result of the encroachment. (Sec. 5-29 (h)(1)) (T&ES)

**Please submit Insurance Certificate:**

**City of Alexandria**  
**T&ES / Permit Section**  
**Attn: Kimberly Merritt**  
**301 King Street, Room 4130**  
**Alexandria, VA 22314**

**Alexandria Archaeology**

C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

F-1 In the nineteenth century this lot was located on what were the outskirts of Old Town Alexandria. According to 1850 tax lists, Erskin Catlett owned the vacant property as a real estate investment. The property (and entire block) remained vacant as of 1877 when J.W. Green owned it. Eventually, by the 1890s a three-story dwelling was standing on the lot at 802 N. Washington Street, and remains there to this day. By the mid-twentieth century the Towne Motel was built on the lot adjoining 802 N. Washington Street to the north, and this too still stands.

F-2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

**Archaeology Comments**

1. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities.
2. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities.

## **VI. NATIONAL PARK SERVICE COMMENTS**

### **BAR2015-00154, Work Session to discuss the proposed development project at 802-808 N Washington Street**

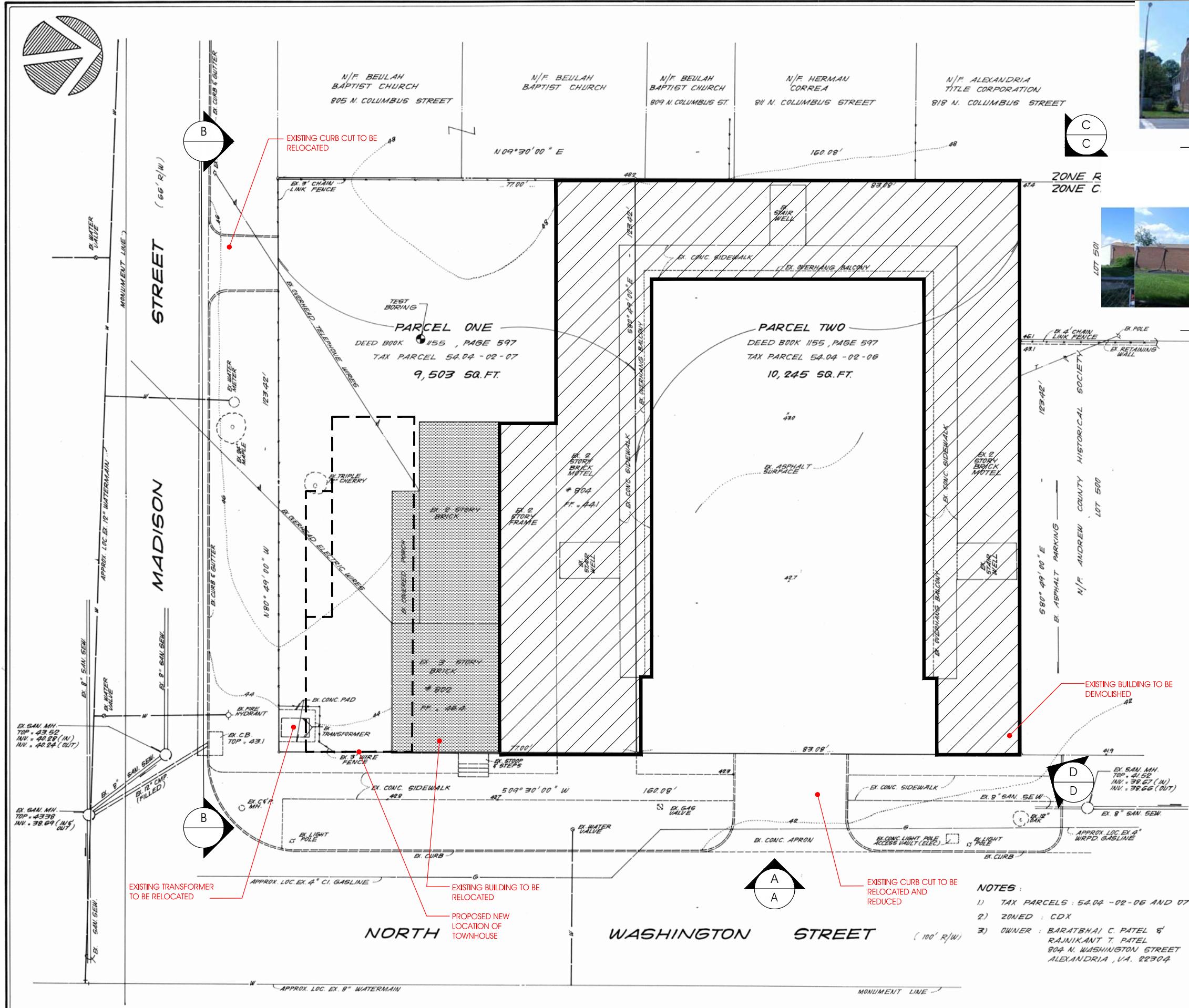
After reviewing the preliminary design package, the NPS believes the design as currently proposed is not in keeping with the "Memorial Character" of the Parkway. We hope that our concerns below can be addressed in the design process:

- Overall scale and massing, including both height and relatively flat facade of the new structure;
- Relationship of the new structure to the existing building. Currently, the historic building remains dominant on the square. The new structure should not dominate or draw attention away from the historic structure;
- Amount of glass, both size and configuration, on the proposed structure;
- The height and scale of the glass hyphen overshadows the historic house it attaches to;
- Proportions of design elements;
- Color palette of materials;
- Planned treatment of the North elevation and how it effects the Little Tavern building adjacent to it.

## **ATTACHMENTS**

*1 – Supporting Materials*

*2 – Application for 802-808 North Washington St Concept Review Work Session*



## STREET VIEW A - A



## STREET VIEW B - B



STREET VIEW C - C



### STREET VIEW D - D

DEMOLITION KEY:		
	EXISTING BUILDING TO BE RELOCATED	
		EXISTING BUILDING TO BE DEMOLISHED

### DEMOLITION NARRATIVE:

THE ENTIRE EXISTING TOWNHOUSE, INCLUDING THE 2 STORY SIDE PORCH AND FRONT ENTRY STEPS, WILL BE RELOCATED APPROXIMATELY 20' TO THE SOUTH, EITHER BY MOVING IT IN ITS ENTIRETY OR BY DISMANTLING AND REASSEMBLING COMPONENTS. THE EXISTING ELEVATION OF THE GROUND FLOOR WILL BE MAINTAINED IN ITS NEW POSITION. THE BUILDING WILL BE BUILT ON A NEW FOUNDATION, EITHER SEPARATE FROM OR CONNECTED TO THE NEW UNDERGROUND GARAGE OF THE HOTEL. THIS RELOCATION WILL ALLOW THE EXISTING HOUSE TO BE RESTORED AND INCORPORATED INTO THE USE OF THE HOTEL FOR GUESTS.

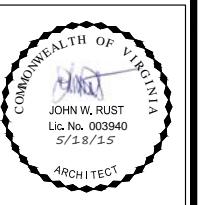
## DEMOLITION NARRATIVE:

NOTES :  
1) TAX PARCELS : 5404 -02-06 AND 07  
2) ZONED : CDX  
3) OWNER : BARATBHAI C. PATEL &  
RAJNICKANT T. PATEL  
804 N. WASHINGTON STREET  
ALEXANDRIA, VA. 22304

THE ENTIRE EXISTING TOWNHOUSE, INCLUDING THE 2 STORY SIDE PORCH AND FRONT ENTRY STEPS, WILL BE RELOCATED APPROXIMATELY 20' TO THE SOUTH, EITHER BY MOVING IT IN ITS ENTIRETY OR BY DISMANTLING AND REASSEMBLING COMPONENTS. THE EXISTING ELEVATION OF THE GROUND FLOOR WILL BE MAINTAINED IN ITS NEW POSITION. THE BUILDING WILL BE BUILT ON A NEW FOUNDATION, EITHER SEPARATE FROM OR CONNECTED TO THE NEW UNDERGROUND GARAGE OF THE HOTEL. THIS RELOCATION WILL ALLOW THE EXISTING HOUSE TO BE RESTORED AND INCORPORATED INTO THE USE OF THE HOTEL FOR GUESTS.

TOPOGRAPHIC SURVEY  
#800 N. WASHINGTON STREET  
CITY OF ALEXANDRIA, VIRGINIA

Design: R.C. FIELDS  
Drawn: VAN  
Scale: 1" = 10'  
Date: APRIL, 1990  
Sheet 1 of 1  
File: 90-19



### GRAPHIC SCALE:



#### FLOOR AREA AND OPEN SPACE COMPUTATIONS

**Property Information**

Street	800 North Washington Street		
Zone	CDX	Total Lot	19,748

FAR Information			
Floor Area Ratio (F.A.R.) allowed by the zone			2.5
19,748	x	2.5	= 49,370
Lot Area	Max Permitted F.A.R.	Maximum Allowable Net Floor Area	

<b>Gross Area Computations</b>	
	New Gross Area (sf)
Existing (above grade)	3,826
Proposed Addition	53,514
Total Gross	57,340

New Gross Floor Area	57,340
Allowable Deductions	8,028
New Net Floor Area	49,312

Open Space Computations		
Required Open Space	0	sf
Proposed Open Space	1,385	sf (at grade)
	342	sf (roof terrace)

### Building Height

**Proposed Use**

A new five floor hotel with 97 units that incorporates a relocated existing three story historic townhouse.

800  
North  
Washington  
Street

802 & 808 North  
Washington Street  
Alexandria, VA

14.074

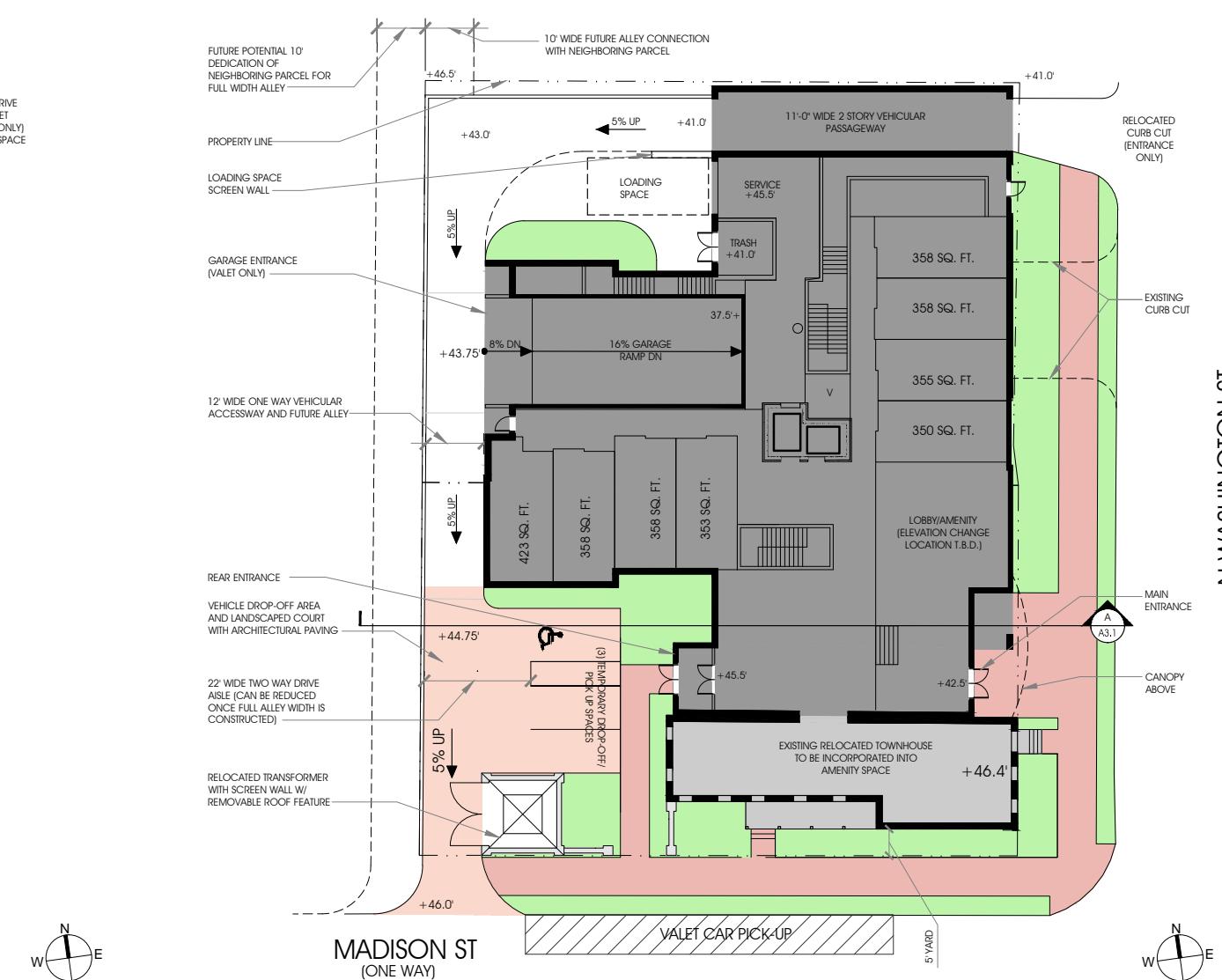
## REVISIONS

BAR CONCEPT  
SUBMISSION  
05.18.15

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## PROPOSED SITE PLAN, GARAGE FLOOR PLAN, AND STATISTICS

SHEET NO



**PROPOSED GARAGE PLAN**

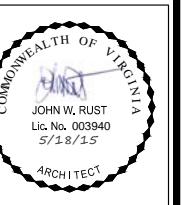
1/16" = 1'-0"

7 A

**PROPOSED SITE PLAN & GROUND FLOOR PLAN**

1/16" = 1'-0"

A1.1



### GRAPHIC SCALE:

RUST | ORLING  
ARCHITECTURE

215 CAMERON STREET  
ALEXANDRIA, VA  
22314

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F - 703.548.4779  
[admin@rustorling.com](mailto:admin@rustorling.com)

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[www.rustorling.com](http://www.rustorling.com)

800  
North  
Washington  
Street

802 & 808 North  
Washington Street  
Alexandria, VA

14.074

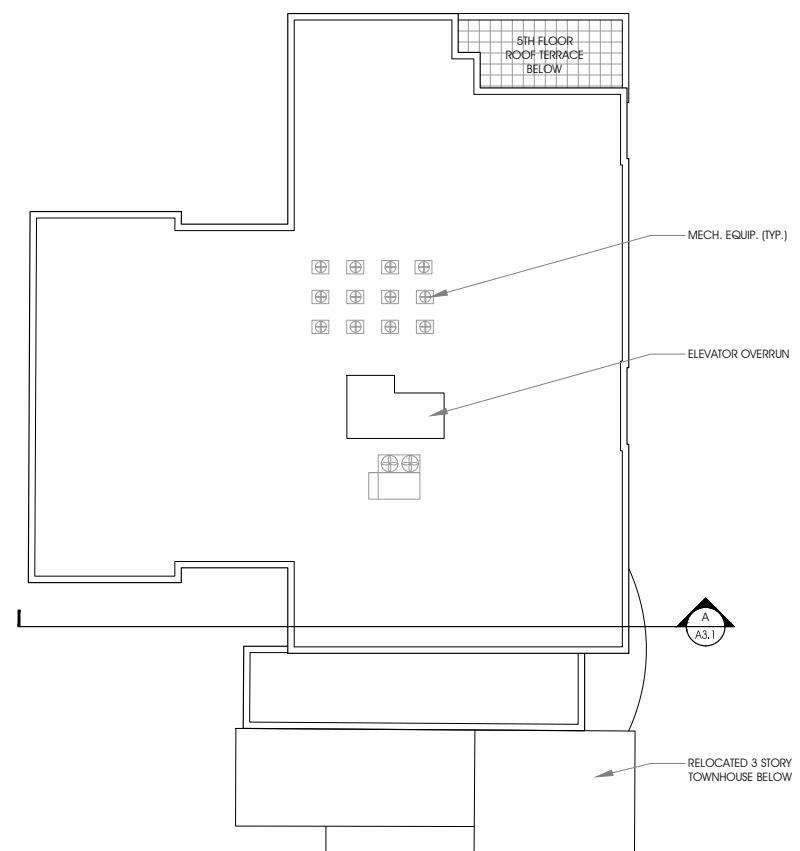
## REVISIONS

BAR CONCEPT  
SUBMISSION  
05.18.15

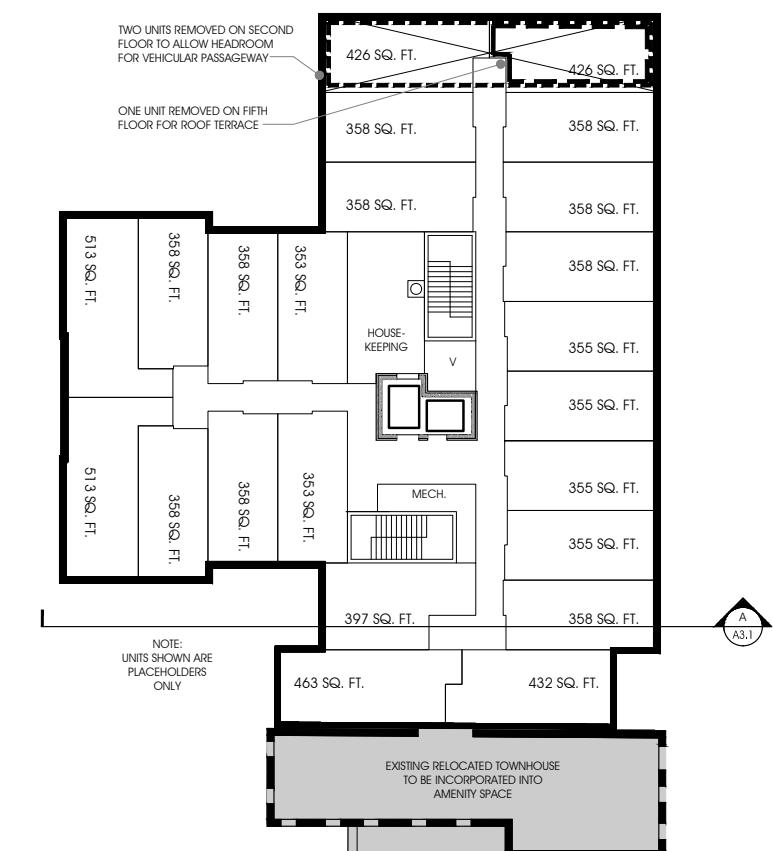
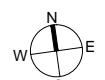
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## PROPOSED SITE PLAN, GARAGE FLOOR PLAN, AND STATISTICS

SHEET NO.



PROPOSED ROOF PLAN

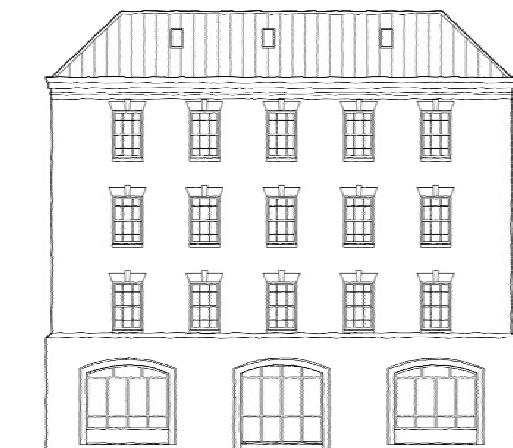


## PROPOSED TYPICAL RESIDENTIAL LEVEL PLAN (FLOORS 2-5)



8

A



MADISON STREET  
(ONE WAY)

732 N. WASHINGTON STREET



EXISTING 802 N. WASHINGTON ST.  
(RELOCATED)

HOTEL MAIN ENTRANCE

BUILDING EGRESS  
VEHICULAR ENTRANCE TO REAR  
DROP OFF & SERVICE AREA

GRAPHIC SCALE:

4' 0" 16' 32'  
3/32" = 1'-0"



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22314

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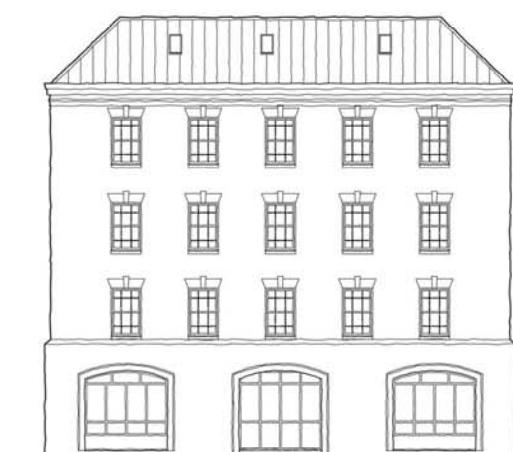
800  
North  
Washington  
Street

802 & 808 North  
Washington Street  
Alexandria, VA

PROPOSED EAST ELEVATION (WASHINGTON STREET) - ALTERNATE

3/32" = 1'-0"

B



MADISON STREET  
(ONE WAY)

732 N. WASHINGTON STREET



EXISTING 802 N. WASHINGTON ST.  
(RELOCATED)

HOTEL MAIN ENTRANCE

BUILDING EGRESS  
VEHICULAR ENTRANCE TO REAR  
DROP OFF & SERVICE AREA

REVISIONS

DATE	DESCRIPTION
5/27/15	REVISED

BAR CONCEPT  
SUBMISSION  
05.18.15

WASHINGTON  
STREET ELEVATION

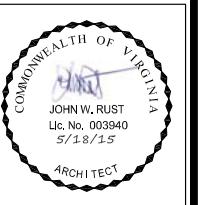
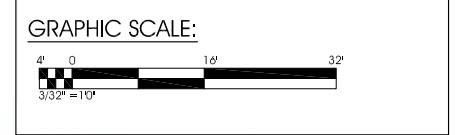
SHEET NO.

A2.1

A

19

PROPOSED EAST ELEVATION (WASHINGTON STREET)  
3/32" = 1'-0"



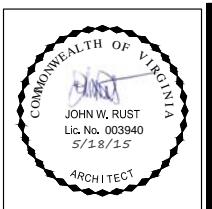
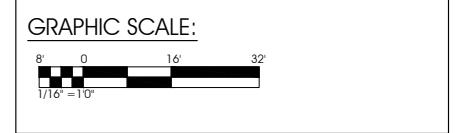
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800  
North  
Washington  
Street

802 & 808 North  
Washington Street  
Alexandria, VA





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800  
North  
Washington  
Street

802 & 808 North  
Washington Street  
Alexandria, VA

14.074

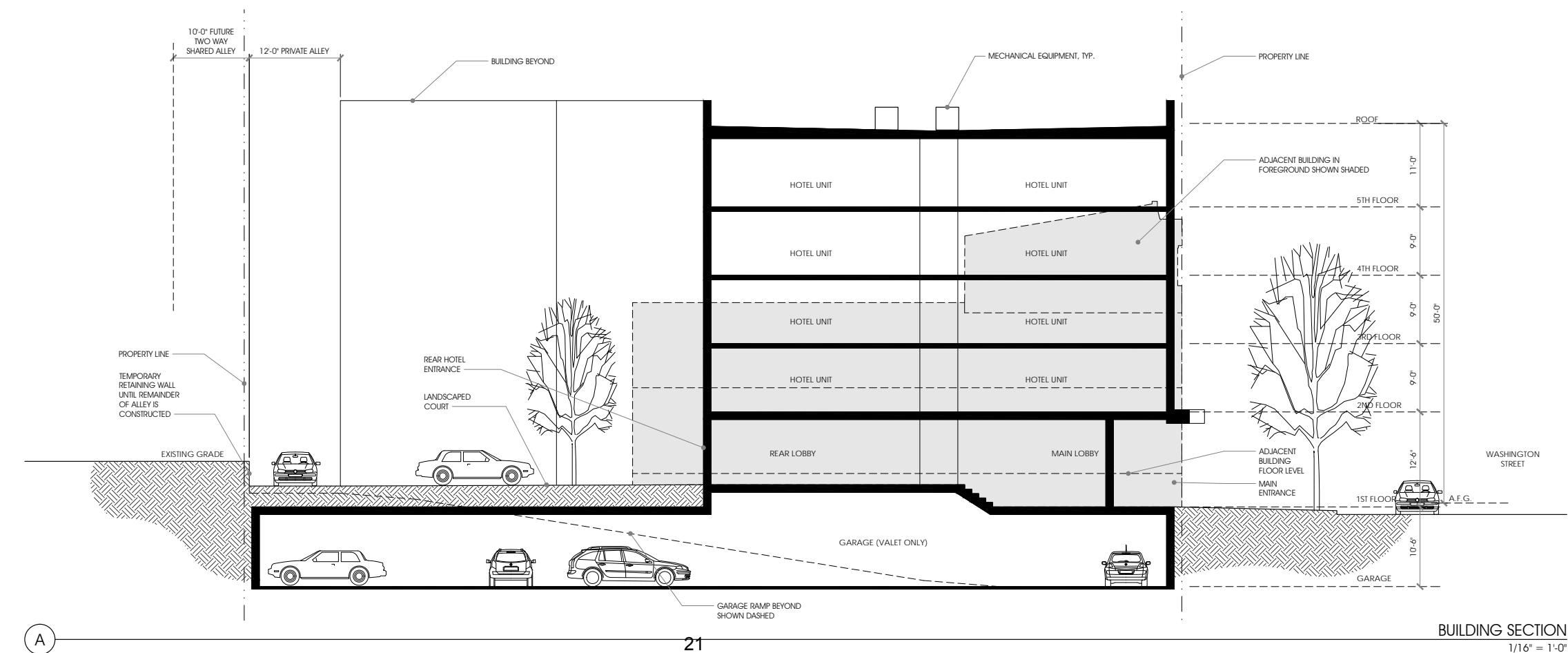
REVISIONS	
DATE	DESCRIPTION

BAR CONCEPT  
SUBMISSION  
05.18.15

PROPOSED SITE  
PLAN, GARAGE  
FLOOR PLAN, AND  
STATISTICS

SHEET NO.

A3.1





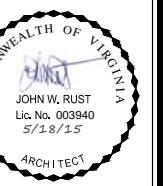
C

VIEW FROM SOUTH  
N.T.S



B

VIEW FROM NORTH  
N.T.S



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800  
North  
Washington  
Street

802 & 808 North  
Washington Street  
Alexandria, VA

14.074



A

AERIAL VIEW  
N.T.S

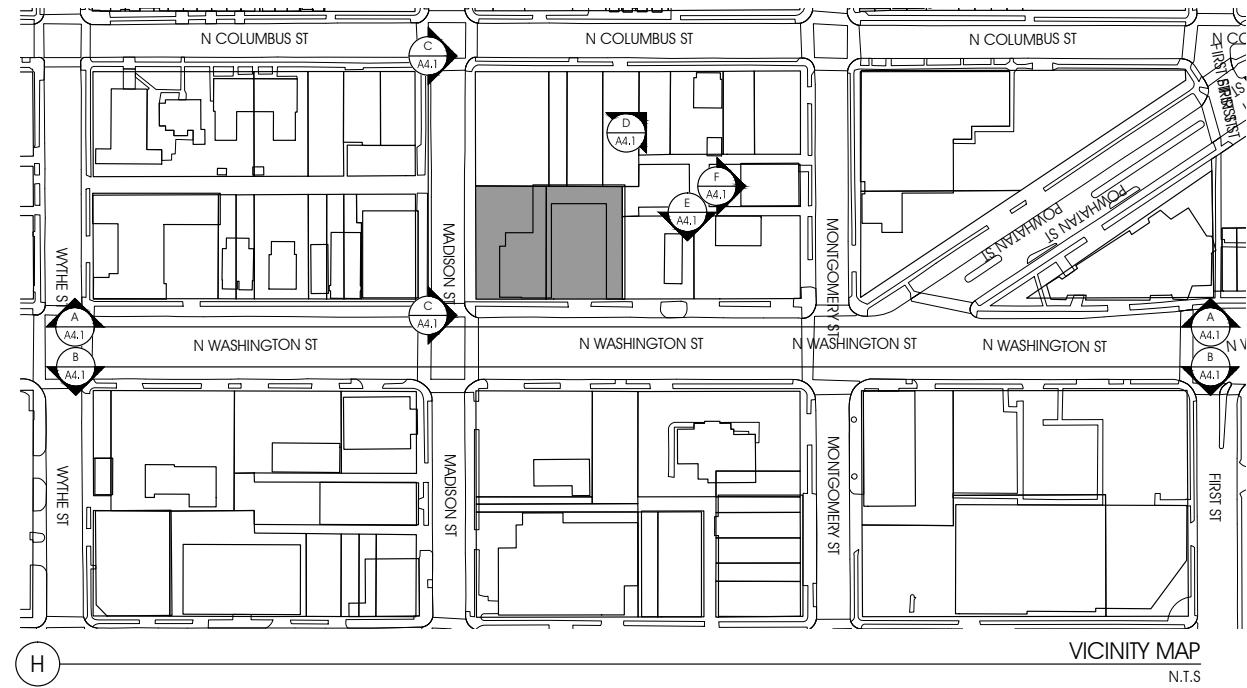
REVISIONS	
DATE	DESCRIPTION

BAR CONCEPT  
SUBMISSION  
05.18.15

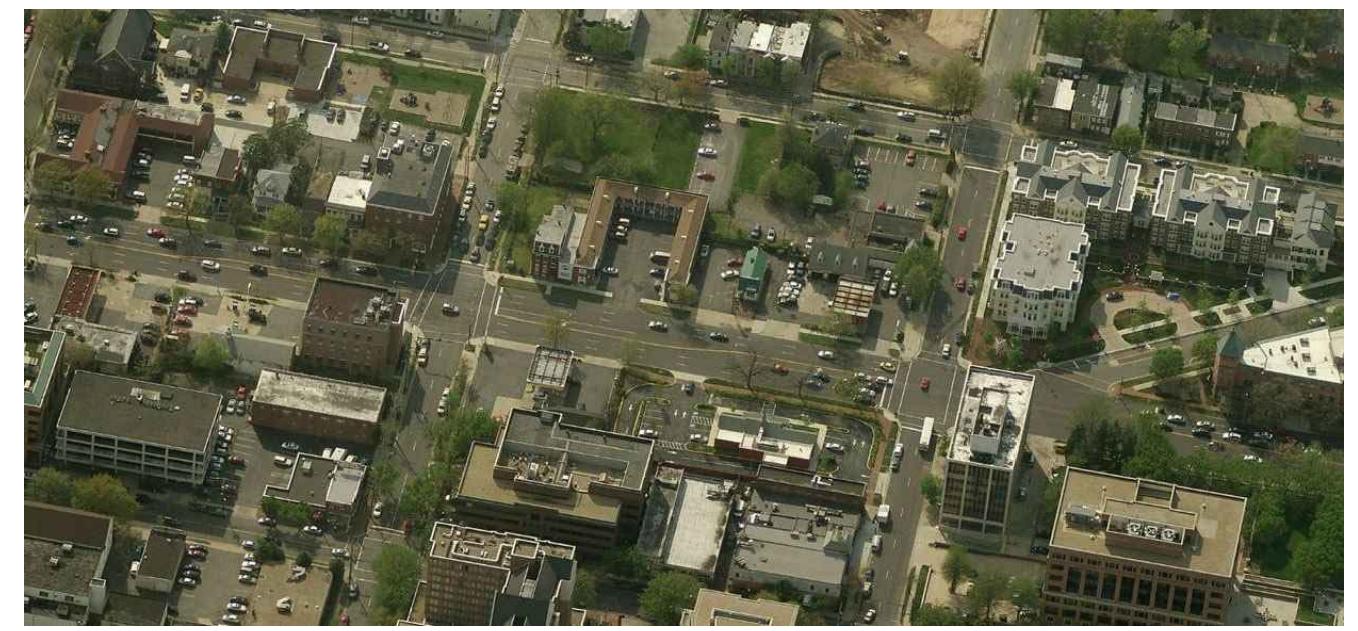
MASSING MODEL

SHEET NO.

A4.1



VICINITY MAP  
N.T.S.



AERIAL IMAGE  
N.T.S.



INSIDE ALLEY (NORTH)  
EXIST ADJACENT CONDITION  
N.T.S.

INSIDE ALLEY (EAST)  
EXIST ADJACENT CONDITION  
N.T.S.

INSIDE ALLEY (NORTH-WEST)  
EXIST ADJACENT CONDITION  
N.T.S.



INSIDE ALLEY (NORTH-WEST)  
EXIST ADJACENT CONDITION  
N.T.S.



MADISON ST. (NORTH)  
EXISTING ADJACENT CONDITION  
N.T.S.



900 N. WASHINGTON ST. (EAST)  
EXISTING ADJACENT CONDITION  
N.T.S.



800 N. WASHINGTON ST. (EAST)



700 N. WASHINGTON ST. (EAST)

REVISIONS	
DATE	DESCRIPTION

BAR CONCEPT  
SUBMISSION  
05.18.15



700 N. WASHINGTON ST. (WEST)  
EXISTING ADJACENT CONDITION  
N.T.S.



800 N. WASHINGTON ST. (WEST)



900 N. WASHINGTON ST. (WEST)

SHEET NO.	
A	1

800  
North  
Washington  
Street

802 & 808 North  
Washington Street  
Alexandria, VA

14.074

REVISIONS	
DATE	DESCRIPTION

EXISTING  
CONDITIONS AND  
CONTEXT  
PHOTOGRAPHS

A5.1



## History of 808 North Washington Street Alexandria VA

*The Towne Motel and Associated House at 802 N. Washington*



Postcard of Town Motel, 1960s/Cardcow.com

*Prepared by  
Christine Fisher  
May 2015*

Towne Motel 2015



Towne Motel  
(1955) and  
McCauley House  
(1901)

## SUMMARY

<b>Address:</b>	Towne Motel, 808 N. Washington Street, Alexandria, VA. Described in City Real Estate Assessments as 804-814 N. Washington St. - Adjacent McCauley House (linked ownership): 802 N. Washington St. The 802 lot south side starts at the intersection of Madison Street.
<b>Block:</b>	800 Block North Washington Street
<b>Year Built:</b>	Towne Motel, 1955; adjacent McCauley House, 1901 (Note: all details on the structure, architecture, historical context and McCauley family history for 802 N. Washington are addressed in a separate existing House History Report, Attachment 1.)
<b>Architect:</b>	Towne Motel: Joseph H. Saunders, Jr., Saunders and Associates; W. R. Manchester Inc. was the builder
<b>Lot Owner(s)</b>	<b>Lots for 808 and 802 N. Washington have always had the same owners.</b> The properties are bounded on the south side by Madison Street and the east side by Washington Street. Lots are described as Parcels One and Two, with common ownership, from the earliest records found (1870). The Deeds and Chain of Title for properties at 808/802 (provided at Attachments 2 and 3) reflect the following owners: Virginia Scott (pre-1870); John W. and Fanny Green; McCauley family (siblings, Daniel McCauley last surviving); Mae Alexander Bolton (Daniel McCauley's niece); Bolton Family Beneficiaries; Bolton Trustees, who sold the lots in 1985 to the Patels (Shakti LLC from 2001, current owners)
<b>Owners and Managers of Motel:</b>	<b>Evidence suggests McCauley family were owners of both lots and in time, of all improvements (at 802-808) until 1985. Details in this Report</b> <b>1954:</b> Jefferson L. Ford leases 808 lot from James and Daniel McCauley to build motel; signs as "owner" on construction permit. Lease stipulates reversion to Lessors upon expiration of term. <b>1974-84:</b> McCauley/Bolton family trust leases 802 and 808 lots and structures to the SUEWIN Corp. SUEWIN and Boltons in turn sublet the 802 lot and house to William and Dorothy Eargle in 1975. <b>1956-1979</b> – Towne Motel was managed by Leo A. Brais. <b>1985:</b> Lots, motel and house (802 and 808) sold and conveyed by the Bolton Family Trustees in 1985 to Baratbhai C. and Rajnikant Patel; Present owners Shakti LLC (Patel family, 2001), John Marshall Bank note Note: McCauley house, 802 N. Washington, appears vacant since 1984.

<b>Style:</b>	Business: Motel. The Towne Motel is a simple U-shaped structure of 26 units with a center court for parking automobiles, a layout typical of many motels built in the 1950s-1960s. The style is a clean, modern box with minimal detail and ornamentation. The red brick construction, small eyelash style dormers (roof ventilation), metal frame railing along walkways, and Washington Street façade with six over six windows, the brick banding and shutter form a modest echo of Colonial Revival style.
<b>Construction:</b>	Concrete block, red brick and wood framing
<b>Height</b>	Two-stories, without basement – concrete foundation. (Small basement area near office for services such as laundry.)
<b>Original Use:</b>	Built as a motel, the function it continues to serve today.
<b>Historic Districts</b>	The Towne Motel is located in the Old and Historic Alexandria District and in the George Washington Memorial Parkway District. Further it is one block from the Parker-Gray District, which begins on the west side of N. Columbus Street in the block behind the Motel.
<b>Notable Alterations</b>	Based on research of alteration permits, the Towne Motel appears to have had only very minor alterations since its 1954-5 original construction, and no significant structural changes. Alexandria City Archives has Permits for neon sign/to service neon sign on 2/14/1957, 7/3/1962, and 5/4/1983. There are numerous permits for small changes such as reroofing, painting and repairs.



## Summary of Motel History and Historic Context

This Report provides results of primary and secondary source research on historical facts, context, and architectural features of the Towne Motel. The Towne Motel is intertwined in its historic and current ownership with the McCauley family house at 802 N. Washington. Together they fall within the Old and Historic Alexandria District, and within one block of the Parker-Gray District. Further, they are governed by the special provisions of the City of Alexandria Design Guidelines that ensure Washington Street structures are in keeping with the “Memorial Character” of the George Washington Memorial Parkway.

This research found no evidence that either the Towne Motel or McCauley house have housed or witnessed *per se* historic individuals or events. However the structures each reflect some historic and architectural aspects of its construction era.

The Motel’s construction was part of a nationwide trend to provide travel lodging for a booming population of tourists along the nation’s state highway system and in this case, the growing tourism industry in the Washington, DC and Alexandria, VA areas. There were a large number of such motels developed from the 1940s to early 1960s in the greater Washington area and many in Alexandria. The Towne Motel is situated near some other 1940s-1950s commercial developments along North Washington Street: notably, the Little Tavern, Howard Johnsons’ restaurant, and automobile service stations.

The Towne Motel’s style is primarily a rectilinear box, with almost no ornamentation. Its red brick and other basic features offer a modest, contemporized echo of Colonial Revival elements. When designed, these features illustrated a Modernist form with a minor traditional note, likely in recognition of its setting in north of Alexandria, along the Memorial Parkway.

However the Towne Motel did not, and does not, make any clear statement in terms of architectural style, or offer stylized aesthetics. It is not designed in a strong architectural vocabulary of the earlier years of Colonial Revival, nor does it express its contemporaneous 1950s-1960s stylized motel phenomenon - what is today sometimes part of “Roadside Architecture”. Roadside Architecture, in the context of motels, is a reflection of the 1950-1960s trend to visually distinctive motels and signage, unique structures “... often featuring eye-catching colorful neon signs which employed themes from popular culture, ranging from Western imagery of cowboys and Indians to contemporary images of spaceships and atomic era iconography.”<sup>1</sup> For example, in recognition of such unique, expressive styles, the National Trust

<sup>1</sup> “U.S. Route 66 is the most popular example of the “neon era.” Wikipedia, *Motel*, available at <http://en.wikipedia.org/wiki/Motel>

for Historic Preservation has designated some unique motels along Historic US Route 66 in the Western US as endangered.<sup>2</sup>

In contrast to such visually distinctive motels, the Towne Motel's most salient feature may be its simple, pragmatic design approach to its service as a motel: 26 lodging units in a two story structure; its function clearly presented in its design. The automobiles were metaphorically and literally at its center, the units forming a "U" around the parking area (one of the most common motel forms.)

The Towne Motel's architect, Joseph Saunders, was a key figure in Alexandria, designing many buildings of which several remain, notably the Courthouse on King Street. He also designed the Old Colony Motel at 1<sup>st</sup> Street near the Memorial Parkway (the original part is now demolished.) While linked to Saunders, and so to the City's architectural past, the Towne Motel's design and appearance are not uniquely a reflection of Alexandria in 1955, or of the Memorial Character of the Parkway. The Towne Motel design could have appeared in another US Eastern city in the 1950s or 1960s, where its red brick and subtlety-evoked Colonial features may be commonly seen.<sup>3</sup>

For Alexandria, there were only a few motels in the City center ("Old Town"); most were built along US Route 1 which was a major national north-south route, as well as servicing Washington DC, Old Town Alexandria, Mount Vernon. The findings of this research suggest that the phenomenon of "roadside development" in Alexandria in this era was predominantly a story of US Route 1. Images of several such Alexandria motels are included in this Report.

The Towne Motel's linkage to its two Historic Districts (and to the Memorial Parkway) was primarily that of providing a lodging business on a well-situated lot on North Washington Street. The Motel was created in 1955 after the tourism industry had started to grow, following the 1932 opening of the Memorial Parkway; North Washington development was well underway in the 1940s.<sup>4</sup> The Motel served the City and the Parkway (between Washington, DC and Mount Vernon), and was perhaps a way-side for travelers on that path. Soon after it was built came the advent of Interstates and increasing air travel; the Motel became an option for lodging visitors to the region rather than a way-side along an historic auto route.

---

<sup>2</sup>Route 66 was famous for its many iconic neon clad motels, built in the late 1920s-1950s. See National Trust for Historic Preservation, "11 Most Endangered Historic Places, 2007", <http://www.preservationnation.org/issues/11-most-endangered/locations/historic-route-66-motels.html>

<sup>3</sup> Internet search will quickly discover scores of red brick motels of this type. Colonial Revival features have been commonly found in American architecture for more than 130 years. Virginia Savage McAlester, in *A Field Guide to American Houses*, 2013 expanded version, p.432: "Since the Colonial Revival began in the 1880s there has seldom been time when some version of it was not being built somewhere in the United States." Although her book focuses on domestic architecture this observation may be seen as relevant in this motel context. She offers illustrations of how subtle features of Colonial Revival (such as fenestration, symmetry, cladding materials, etc.) are incorporated into modern 1950s-1960s ranch and suburban structures.

<sup>4</sup> Smith, Peter H., *The George Washington Memorial Parkway – A Statement of Policy on Memorial Character by the Old and Historic Alexandria District Board of Architectural Review*, Historic Alexandria Quarterly, Summer 1999

In contrast, the McCauley house on the lot at 802 N. Washington has a more characteristic Alexandrian historic style, displaying features of the two Alexandria Historic Districts that form its context. The McCauley house and family history are described at length in a separate Report, Attachment 1. In brief, they were siblings whose parents had immigrated to the US from Ireland. While the father was a laborer, as adults the siblings had various employments (grocer, barkeeper, rail worker); they evidently pooled their resources to build this large brick house as a family home. This house reflects the growth of north Old Town in the period roughly 1885-1915, with second generation immigrants, African Americans and others who were part of an aspirational movement to buy or dwell in Alexandria City homes.



802 N. Washington (1901), 537 N. Columbus (~1870?), James Bland Redevelopment (2015)

The house at 802 N. Washington also shares architectural features with many homes from the same, or a slightly earlier period, in the Old and Historic Alexandria District. These features, such as the red brick and stone material, solid massing and general form, roofline, forms and groupings in fenestration, and modest period ornamentation, are also seen in some of the earlier homes in the Parker Gray District. These Districts reflect styles of Second Empire, Italianate and to some extent Queen Anne in its structures. According to the City and to the built evidence, the new housing redevelopment in the Parker-Gray area was carefully designed to reflect this architectural lineage. This report on the Motel provides several examples in images of such related structures.

**All of these findings are based on research documented with extensive images, in the following pages.**

## HISTORY OF THE TOWNE MOTEL

### Early History of Lots

- **May 10, 1870:** John W. Green obtained **two lots, now 802 and 808 N Washington**, by deed from Virginia Scott.<sup>5</sup>
  - In City of Alexandria Deed Records, the lots are usually defined as Parcel One - reflected as 123'5" in length (along Madison side) and 77' starting at Madison running along Washington St. (Deed of 1974 stated precisely 123.42' x 77'), and Parcel Two (now 808) -of same size, starting at the north line of Parcel One.<sup>6</sup> The lots are often referenced as 802 and 808 (or 804-814) N. Washington.<sup>7</sup>
  - John W. Green was part of the Green family who owned extensive property in Alexandria in the 19<sup>th</sup> Century, which they sold over many years. The 1877 Hopkins Map of Alexandria reflects many lots belonging to John W. (aka J.W.) Green and James Green (father of John W.) See footnote for basic facts on the Greens)<sup>8</sup>
- **July 29, 1901: Lots for 808 (and 802) N. Washington** – Both lots were purchased by the McCauley “brothers and sisters” from John W. Green and his wife Fanny, reported in the Deed Book as “in consideration of the premises and the sum of \$10.”<sup>9</sup> The deed is recorded to Jane (b. 1857) and Ann (b. 1855) McCauley, the two eldest siblings.<sup>10</sup>

### History of Ownership, Construction and Alterations to the Lot and Motel (at 808)

- **1870/earlier-1954** – Lot for 808 (804-814) N. Washington was very likely vacant until this Motel was constructed. Research, with deed and title searches from 1870 forward found no evidence of a building on this Parcel Two of land belonging to the McCauleys, until the 1955 construction of the Towne Motel (see Sanborn map, 1955+ addenda below.)

<sup>5</sup> This transfer to J Green is stated in the July 29 1901 sale to the McCauley's)Based on limited research, she is likely **Virginia Scott**, who per 1870 Census in VA is the head of household, born in Washington DC in 1826, ran a “sleeping house”, and lives with her four children (aged 18-23) in Mount Vernon (VA) Township. VA Census records, 1870 U.S. Census, Series M593, Roll 1645, page 335. Accessed via Heritage Quest (Alexandria Library).

<sup>6</sup> **Deed Book 1019, page 253, July 27, 1974.** All relevant deeds were found via primary source research at the Alexandria City Clerk of Circuit Courts and copies are at Attachments 2.

<sup>7</sup> These paragraphs on the sale and purchase of the lots for 802 and 808 N. Washington are primarily quoted from prior research, performed by this author for the City of Alexandria, and provided in full at Attachment 1.

<sup>8</sup> **The Green Family:** 1877 G.M. Hopkins *Atlas of the City of Alexandria*, Kate Barrett Library. Listings of J.W. Green, Jno W. Green (as John W. Green is sometimes referred to), John Green and James Green are shown owning many blocks in the City on this 1877 map, notably in the northern area of what is now the Old and Historic Alexandria Historic District. Census data of 1870 shows John W. Green was the son of James Green and lived with James in the 2<sup>nd</sup> Ward of Alexandria in 1870. James was born in England in or about 1802, John W. was born in the U.S. about 1827. Census data shows John W. Green's wife Fanny was born in London about 1833. Per the 1900 census, and 1895 City Directory, (both Barrett Library), John W. Green and Fanny eventually lived at 209 S. Fairfax St with their son-in-law Edwin Kemper; it appears John W. gave the house to the Kemper's.

<sup>9</sup> The John W. Green to McCauley Deed is in the Alexandria City Hall, Land Records, Microfilm “**Reel 99, Book 46 and 47, 1900-01, 1901-02,**” **119-120**. A copy is at Attachment 2

<sup>10</sup> See footnote above. Their ages come from VA Census Records, 1880, Series T9 Roll 1351, page 339. Accessed via Heritage Quest at the K. Barrett Library.



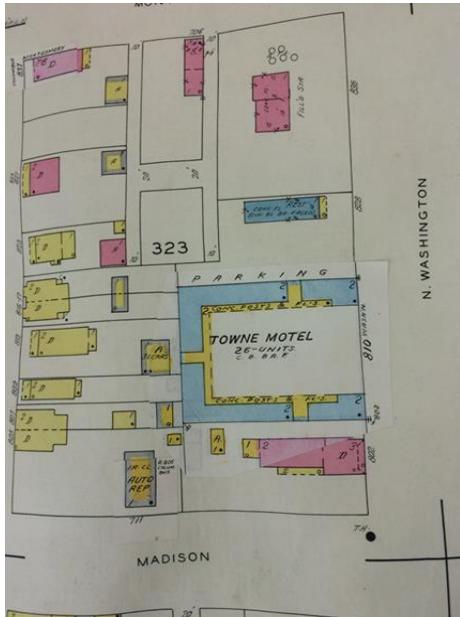
**Left: 1877: 800 Block of North Washington**, reflects Jno. W. Green as owner in 1877, G.M. Hopkins Atlas of the City of Alexandria, and **Right: Sanborn Fire Insurance Map** shows no development in 800 block of N. Washington Street, July 1885 (Both photos taken at Kate Barrett Library Special Collections).

- **23 July 1954:** James and Daniel McCauley (unmarried siblings) lease the property now termed 808 N Washington to Jefferson L. Ford for constructing a motel; lease is for 10 years and may be extended another 10, but **title to the property reverts to Lessors** upon end of lease term. **City Deed Book 319, page 321.**<sup>11</sup>
- **September 1954:** The Towne Motel was approved for construction September 27, 1954 for a sum of \$150,000 (**Building Permit #6205**, held in City Archives, copy at Attachment 5.)
  - While the lot was owned by the McCauley family, the Building Permit is signed by Jefferson L. Ford, as "owner." A hand written note on the permit states this is McCauley property, leased by Ford; it is accompanied by the text in **City Deed Book 1019, p. 253**, defining the McCauley "Parcel Two".<sup>12</sup>
- **1955 Construction-** the Permit has, as attachment, the Land Surveyor's approval January 14, 1955, and the Office of Building Inspector's receipt of architect's plans, January 24, 1955. Construction appears to have started with approval (**Permit #1528**) for W.R. Manchester (builder) on April 6, 1955. The building would front onto Washington Street.
  - The structure is built for use as a Motel with 26 units. It is of red brick with punched windows, a concrete foundation and wood framed roof. (Details on architect below)
  - Per current City tax records, the Motel has 7,204 square feet on a lot of 10,245 square feet; the basic construction quality is listed as "good."
- **1956** – Motel is in operation, listed in Hill's Alexandria City Directory (see page copy, below.) The manager of the Towne Motel, and "head of household" for 808 N. Washington, from

<sup>11</sup> The lease stipulates that it is dependent upon the City granting a Special Use Permit for such a motel or hostelry; City of Alexandria Clerk of Circuit Courts, Deed Book 319, page 321.

<sup>12</sup> Any relationship of Jefferson Ford to the McCauley family other than as lessee is unclear. He may have been the same Jefferson L. Ford, Jr. who operated the Colonial Hotel at 15<sup>th</sup> and M Streets in Washington DC in the 1930s, but per US Census records; by 1940 he had moved his primary residence to Miami Florida. This Mr. Ford died in 1972 in Florida, which *may* explain why the Boltons have new lessees in 1974.

1956-1979 is listed in City Directives as Leo A. (and Armande) Brais, although by the early 1970s he and his wife reside at other addresses.



Sanborn Fire Insurance Map, 1941,  
Addenda 1950/1954+ (K. Barrett Library)

The Towne Motel, built in 1955, was The Quality Inn from 1974-1984, and from 1985 again The Towne Motel.

- **1959** – Daniel McCauley, the last McCauley sibling, dies. His will leaves all McCauley properties to his niece Mae Alexander Bolton and her descendants after her death.<sup>13</sup> His will stipulates “the real estate is **not to be sold until twenty years after the death of Mae Alexander Bolton**,” and during the interim income from the real estate was to be divided in “respective shares.” (see key Will pages, Attachment 4)<sup>14</sup>
- **15 September 1974** – the 21 Bolton Family members (Bolton Heirs) lease both lots 802 and 808 to the SUEWIN Corporation of Virginia, **Deed Book 790, p. 706**. This is an up-to 10 year lease, ending not later than 14 September 1984. Mae Alexander Bolton had died in 1964, so the Bolton Heirs may not sell the properties (given D. McCauley’s will) until 1984.
- **27 September, 1974** – the 21 Bolton Heirs create the Bolton Heirs Trustees to more efficiently manage the properties; they deed the properties to the Trustees, **Deed Book 1019, pages 253-257**
- **13 June 1975** – SUEWIN Corporation and Bolton Heirs sublease the house and lot at 802 N. Washington to William and Dorothy Eargle, who will live in the house and operate a used/antique furniture store, “The Furniture Mill,” out of the house from 1975-1984.<sup>15</sup> The Sublease is at **Deed Book 801, pages 808-820**; its term coincided with the end of the SUEWIN Corporation’s lease term.

<sup>13</sup> Daniel McCauley lived at 802 N. Washington from its construction in 1901, when he was 30, until his death in 1959. Mae Alexander Bolton, the daughter of his sister Bridget, was living at 802 N. Washington when Daniel died. Daniel’s will passed the home and property to her to be in turn passed to Bridget’s other living descendants (some Alexanders and Boltons). Based on evidence in Alexandria City Directories, Alwin W. Bolton and Marion D. Bolton, two of Mae’s sons, lived at 802 N. Washington until through most of the 1960s.

<sup>14</sup> Daniel McCauley’s Last Will and Testament, Will Book 45, Page 284, 1954, at City Clerk of Circuit Courts.

<sup>15</sup> “The Furniture Mill” at 802 N. Washington is listed in the City Directories, yellow pages until 1984.

- **1977** – Two Story-frame addition between 802 and 808 N. Washington structures. This is a City- approved alteration to 802 N. Washington (**Permit #10095**, October 21, 1977). The addition directly abuts, but does not open into, the south exterior brick wall of Motel. The Addition forms a workshop for “The Furniture Mill”. In height this frame addition meets the façade roofline of the Motel. With this addition, the exterior façade forms an uninterrupted grouping between the house at 802 and the Motel at 808 N. Washington, resulting in the façade seen today along N. Washington (photos below).<sup>16</sup>

There is no front entry to the 1977 frame structure, and no entry from the Motel; the workshop entry was via 802 N. Washington



- **1957-83:** Permits for neon sign/to service neon sign on 2/14/1957, 7/3/1962, and 5/4/1983
- **1970s-present** Multiple City permits to replace and repair roof, replace interior features (bathrooms, new boiler, etc.) and other minor repairs/upkeep
- **1974-1984** During this period, coincident with the Motel ownership by the SUEWIN Corp., the Motel became a Quality Inn franchise (reflected as Quality Inn in City Telephone Directories through 1984). Mr. Brais retired as manager in 1979; the manager from then until its sale by the Bolton Trustees in 1985 is unknown.<sup>17</sup> The Motel possibly closed in 1984 at the end of the SUEWIN lease; the Patels report it was vacant when they purchased it.
- **August 1985-2001** In 1985, just 20 years after Mae Bolton’s death the Bolton Trustees sold the lots, house, and Towne Motel to Baratbhai and Rajnikant Patel (for \$1.3 Million according to City tax records) with in what City Real Estate records reflect as a multi-lot sale; see **Deed Book 1155 page 597-9** ( See Chain of Title, Attached). This was in coordination with \$1,000,000 note, secured by a deed of trust/mortgage, see *Certificate of Satisfaction*, 1 August, 1985, **Deed Book 1619, page 559** (**Deed Book 1283, page 518** modifies this Deed of Trust and Note on 10 October, 1989.) When the sale was made to the Patels, the franchise had lapsed, or simply expired with the 1984 SUEWIN lease termination, and the Patels evidently did not pursue it.
- **July 2001 – present** **The Patel family co-owners form Shakti LLC.** Both lots and structures at 802 and 808 N. Washington currently belong to Shakti LLC which operates 808 as the Towne Motel. In July 2001 and again in November 2008, there are records in the Clerk of

<sup>16</sup> Two story fame addition on north side: Zoning/alteration permit 31672, 6/13/1975 and Construction Permit 10095, 10/21/1977.

<sup>17</sup> 1980 Hill’s Alexandria City Directory, p. 49, shows Leo A. Brais as “retired and head of household at 31 Ft Williams Parkway.”

Courts defining assessments of Rents/servicing with James Monroe Bank and then John Marshall Bank (re: the Deed of Trust). . Tax records reflect the current condition as “good.”

### **Architecture and Style of the Towne Motel**



Towne Motel 2015, Motel Brick Bond, and Small, Modest Signage in the banded façade with subtle “quoins”

### **Architectural Style**

Joseph Henry Saunders, Jr. (1914-1985), the architect for the Towne Motel, was a well-known architect in Alexandria (more on Saunders below). The Towne Motel he created is a Modernist style structure, with simple lines, essentially unornamented. Its form directly expresses its function as a motel, to house travelers, with its “U” shape of 26 units centered physically and metaphorically around the automobile. All units are directly accessible by individual exterior doors along a covered walkway with an upper level railing. Its fronts directly onto N. Washington Street with a simple driveway, with extremely modest signage (see images).

The structure has subtle features echoing Colonial style, but generally lacks any particularly clear styling. It is a solid massing of 5 course American bond red brick (see photo), two stories tall, with a concrete foundation and no basement (small basement near office only for services, e.g., laundry). The two brick corners forming the façades on the George Washington Memorial Parkway are banded and brick work evokes “quoins”. The south side façade segment fenestration features 6 over 6 windows with white shutters. The North side façade segment windows appear to be one piece of glass or board, painted white (see photo). The small roof ventilation openings modestly suggest eyelash dormers. The metal railing bordering the walkways on the two stories which house the 26 units has a slight curvature at the top of the columns and a crossed railing pattern. The north side and rear are solid windowless, featureless walls; the south wall in part abuts the workshop attached to 802 N. Washington but is otherwise also windowless.



The Towne Motel's Windowless Rear and North Side; Walkways as "Arcade"- like access to Units, Painted Metal Railing, 2 over 2 Windows at Units, North Façade Segment Banding, Shutters



**Left:** Saunders' Towne Motel, 1960s (Cardcow.com), **Right:** Saunders' James Bland Housing units<sup>18</sup>

### Joseph Saunders, Architect<sup>19</sup>

Joseph Saunders was well-known in Alexandria, where he practiced primarily from the 1940s through the late 1960s. His firm participated in a wide variety of projects in the Northern Virginia metropolitan area including churches, office buildings, shopping centers, schools, and notably the (now demolished) Old Colony Motor Lodge; the Alexandria Courthouse, and the Jefferson Building at 901 N. Washington. Among his residential buildings were much of the public housing in the Old and Historic District and the Parker-Gray districts of Alexandria. Saunders served as an architect member of the Alexandria BAR and was the Chairman in the late 1950s into the 1960s. Saunders had a Masters' Degree in Architecture from Harvard University where he studied under the leading Modernist Walter Gropius.<sup>20</sup>

<sup>18</sup> <http://www.cp-dr.com/node/3292> and <http://www.hmdb.org/marker.asp?marker=72374>

<sup>19</sup> There are substantial references available on Joseph Saunders. His firm was later Saunders and Pearson (Charles Almond Pearson, FAIA). Some references used to form the base for this brief description of his work and style include 1970s reference surveys of architects, the Archeological Investigations of the James Bland Homes (Summary Review) and the report of the City of Alexandria, Docket Item # 11, BAR CASE # 2008-00035, BAR Meeting April 2, 2008

<sup>20</sup> In the US Gropius was a leading and partially founding figure of Modernist architecture carrying to the US the influence of other European Modernists such as Le Corbusier. Marvin Trachtenberg and Isabelle Hyman, *Architecture: From Prehistory to Postmodernity*, pp 496-7, 504-507. Harry Abrams Publishing NY, NY

Saunders's structures in Alexandria were influenced by his work with Gropius (Footnotes 18 and 20). This influence may perhaps be seen in the Towne Motel by Saunders' use of simple rectilinear forms here with strong horizontals, use of commonly available and industrial materials, his direct display of function in the form of his design, and the general lack of ornamentation. In the same era, Saunders designed the Old Colony Motel a few blocks away from the Towne Motel on First Street (also now demolished). In the Old Colony Saunders also used a modernist structure with red brick and some design features suggesting Colonial Revival.

The Modernists held principles concerning the need for, and forms of, affordable public housing.<sup>21</sup> Thus it was fitting that Saunders designed public housing in the Parker -Gray District, such as the James Bland Housing, 1954-59 (images above). These Saunders' structures shared the simple rectilinear forms and brick, concrete and wood frame materials of the Towne Motel. Both the Motel and Bland structures reflect affordable building materials at the time, and easily replicable designs. (The Bland housing is now demolished and redeveloped.)

### **Historical Context for Towne Motel – Two Eras, Two Historic Districts**

The Towne Motel stands in the Old and Historic Alexandria District with the Parker Gray Historic District nearby. With these Districts, and with its adjoining house at 802 N. Washington, **the Motel has a context in two eras of Alexandria history.** Further, the context for the Motel and house include consideration of the Washington Street corridor. The City Design Guidelines define explicit additional criteria for structures along Washington Street, to ensure they are in keeping with the Memorial Character of the George Washington Memorial Parkway.

This research examined, and will address, the historic context of the motel in two its aspects:

- First, a) the **development of roadside motels in the 1950s and as seen in Alexandria**, and b) **roadside development of the upper blocks of N. Washington Street in the 1940s-1960s**, within the context of the George Washington Memorial Parkway
- Second **the context of the Historic Districts and the house structure at 802 N. Washington**. This second context is in part a history of the rising social and residential aspirations of the working class in north Alexandria in the period roughly 1885-1915.

### **Historic Context One – 1950s Motels and Roadside Development<sup>22</sup>**

#### **Historic Context One, Part A Roadside Motels in the 1950s and in Alexandria**

During WWII, the development of motels grew as earlier motor court style construction receded. VintageRoadside reports "... individual cabins began to die out in favor of more economical in-line rooms sharing one foundation along with plumbing and electrical systems,

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<sup>21</sup> Trachtenberg and Hyman, *op cit.*

<sup>22</sup> The development of motels is extensively documented in the Final Project Paper by Meredith A. Gorres, *Route 1's Intangible Heritage: The Lost Motels of College Park*, Univ. of Maryland School of Architecture, Planning, and Preservation , Spring 2014

and the overall design became more utilitarian. After WWII, tourism rebounded... rushing headlong into the 1950s and '60s... the number of motels in America tripled from 1940 to 1960, swelling from approximately 20,000 to over 60,000 nationwide.”<sup>23</sup> This heyday the motel blossomed in part due to the creation of the US National Highway System. Roads that had previously been state or local highways, such as the Richmond Highway along now US Route 1, were connected and networked to form contiguous national routes, encouraging commerce and tourism.<sup>24</sup> But with the advent of the Interstate system in 1956, chain-ownership lodgings took over the market: “after decades of booming business, mom and pop run motels began a... downward slide in 1956 with the passing of the Federal-Aid Highway Act – these motels “eventually gave way to corporate chains ..along the new interstates.”<sup>25</sup>

### Images: Some Alexandria Motels Contemporaneous to the Towne Motel

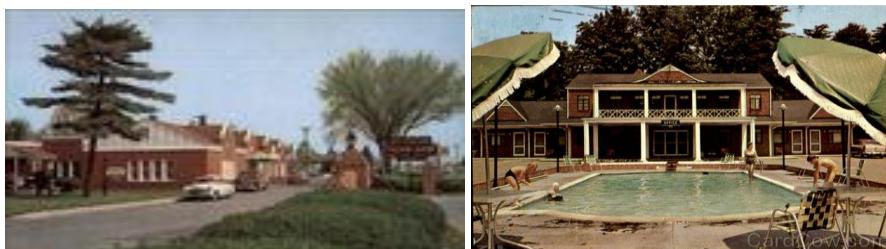
Most in red brick or wood frame, with modest Colonial Revival elements<sup>26</sup>



Old Colony Motor Lodge, Right: Virginia Motel (later, the Travel Lodge, built 1955/1965), both in Old Town



Harry Smith Motel (built 1953); Wagon Wheel Motel (built 1950-52), both on US Route 1 South of Old Town



Penn Daw (built 1927+) on US Route 1 South; The Harry Smith (built 1950s) on US Route 1 South

<sup>23</sup> Vintage Roadside, LLC, available at <http://vintageroadside.com/motorcourts.aspx>

<sup>24</sup> A maze of confusing and difficult to navigate state and local routes was used/ altered to create the US Highway system in the 1920s and 1930s. See for example: *History of the US Highway System*, <http://www.gbcnet.com/ushighways/history/> or Wikipedia, [http://en.wikipedia.org/wiki/U.S.\\_Route\\_1](http://en.wikipedia.org/wiki/U.S._Route_1)

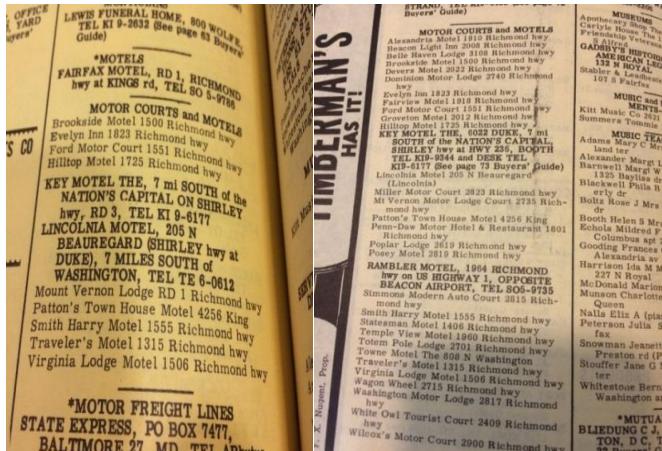
<sup>25</sup> Vintage Roadside, *Ibid*.

<sup>26</sup> All vintage images here are from CardCow.com<sup>26</sup>

None of these Alexandria motels with their modest Colonial references appear in the pronounced architectural vocabulary likely to be judged as “Roadside Architecture.” The Key Motel (1950s) on Shirley Highway perhaps exemplifies most closely some features of “Roadside Architecture” in Alexandria, with its futuristic roof design and oversized “Key” on the façade (image, Cardcow.com)



At its extreme, “Roadside Architecture” in 1950s-60s motels and eateries is clearly reflected in what is sometimes called Googie Architecture, which started in the West and was influenced by car culture, jets, and the Space and Atomic Ages. Features of Googie include upswept roofs, curvaceous, geometric shapes, and bold use of glass, steel and neon.<sup>27</sup> This research (not exhaustive) did not find Alexandria motels designed in these extreme Googie forms.



Hills Directory of Alexandria, Listings under “Motor Courts and Motels”, Left 1955, Right 1956

For Alexandria, the rise of motels mirrored the increase in tourism to Washington, DC, with visitors often adding sites connected to George Washington in Old Town and Mount Vernon. The City Directories, photos above, may be telling. Both reflect “yellow pages” of the Hill’s Alexandria City Directory, with “Motor Courts and Motels” from the 1955 Directory, and the same listing in 1956. The 1956 listing shows “The Towne Motel, 808 N. Washington,” – the first Directory to do so, consistent with its construction in 1955 and opening in 1956. The **1955 Directory lists 12 Motor Courts and Motels; in 1956 there were 32 listings for Motor Courts and Motels** – and no chains appearing. The increase may be in part due to the Directory expanding coverage, or more motels advertising, but there is no doubt new motels were being built during the 1950s. But these Directory addresses reveal that **nearly all Alexandria listed motels were along Route 1, South of Old Town**. This research found the Towne Motel, Old Colony Motor Lodge and the Virginia Motel (later Travelodge) relatively late-in-cycle motels,

<sup>27</sup> . See Wikipedia, Googie Architecture: [http://en.wikipedia.org/wiki/Googie\\_architecture](http://en.wikipedia.org/wiki/Googie_architecture)

built in the mid-to-late 1950s in Old Town, among the handful of motels in Old Town (2 vintage images above). These Old Town motel designs had similar brick structures with modest Colonial features – the Old Colony perhaps the most evidently reflecting a Colonial look with its more pitched roof and prominent chimneys.

**In summary, and** not surprisingly, since Route 1 was a major North-South Route, **the roadside motel building phenomenon for Alexandria was primarily outside of the Old and Historic Alexandria District.** Alexandria also followed the general national trend described above – a rise of “mom and pop” motel building, declining with the arrival of the Interstate system and lodging chains. As the desirability of their motel function declined, many have closed.

#### **Historic Context One Part B: Development of North Washington Street in the 1940s-1950s**

The upper blocks of the city, and notably the 700-900 blocks of N. Washington Street, were not as fully developed as early as some other parts of the Old and Historic Alexandria District. The 600 block saw early industrial development; the 1877 Hopkins Atlas reflects the Porter Brewery dominating the 600 Block of N. St Asaph. The 1891 Sanborn Map shows the 600 block of N. Washington with bottling and ice businesses, as Porter’s Brewery continues. In 1891 Smoot’s also has a large business on the east 700 block of N. Washington. The first recorded sale discovered of the lots at 802-808 N. Washington was in 1870, but they were not developed until sold again in 1901.

The development along North Washington above the 700 block increased in the 1940s with the growing automobile-based culture. The Alexandria Times reported, “This area, centered within the 700 to 900 blocks [at the time]... catered less to Alexandria’s pedestrians and more to the throngs of motorists traveling along the new George Washington Memorial Parkway, which opened in 1932... During this time period tourism increased substantially in Alexandria, and the addition of new motels, chain restaurants and ice cream stands provided reliable and affordable options to the traveling public.”<sup>28</sup> The Towne Motel was a relative late-comer to the development of N. Washington. When it was built in 1955 its neighboring businesses included the following structures:



1877, G.M. Hopkins Atlas of the City of Alexandria

<sup>28</sup> Alexandria Times, *Early Fast Food Joints Made North Washington Street Home*, Out of the Attic, by the Office of Historic Alexandria, 21 March 2013, Available at: <http://alextimes.com/2013/03/early-fast-food-joints-made-north-washington-street-home/>

**900 Block: 1939:** Herman Beck's frozen custard shop opened at 901 N. Washington (now demolished, Image Alexandria Times). This regional chain's buildings were small "igloos" with cement icicles and broken mirror surfaces, and featured two waving polar bears. According to the Alexandria Times, this exemplified a "Duck" – a term for "a decorated shed... enhanced with a wild, often shocking finishes" to attract motorist's attention.<sup>29</sup>



**800 Block: 1940: The Little Tavern** – this distinctively styled hamburger 'fast food' East Coast chain, was built in 1940 at 828 N. Washington, in brick with a steeply gabled front wood roof (Building Permit #2542, 5/22/1940: resurfaced with porcelain enamel panels in 1959 (Building Permit #15009, 5/27/1959).<sup>30</sup> Today it remains as an Asian carry out.



**Left:** Little Tavern, built 1940, 828 N. Washington Street (image Alexandria Times March 2013), **Right:** 2015

**1941: Howard Johnson's Restaurant** – Howard Johnson's restaurant structure was uniform throughout the chain, according to the Alexandria Times: "all were built in a contemporized style based on early American architecture. [Therefore] it was a perfect complement to the local preference for Colonial architecture during that period. Even so, Baltimore-based architect A. Murray Myers [made...] concessions to the city, substituting natural slate for the chain's signature roof of orange enameled tiles.<sup>31</sup> This structure is not a PNC bank (see current image.)



**Left:** Howard Johnson's built 1941, 825 N. Washington. (Alexandria Times, March 2013), **Right:** PNC Bank, 2015

<sup>29</sup> Alexandria Times, *When Polar Bears Overlooked North Washington Street*, Out of the Attic, March 14, 2013

<sup>30</sup> The Little Tavern, built in 1940 subsequently became a series of other fast food dining establishments: 1993-Friendly Tavern (BAR Case #93-8, 1/6/1993); 1994- Hogs on the Hill (BAR Case #94-104, 10/5/1994); 1995 – Jerry's Subs (BAR Case #95-189, 12/20/95); 2005- Merry's Subs Pizza (BAR Case #2005-00226, 10/19/2005); 2008- Asian Wok Café. Available at <http://dinerhunter.com/little-tavern-locations/>

<sup>31</sup> Howard Johnson's image: "The company's trademark logo featured "Simple Simon and the Pie Man," a whimsical image based on the children's nursery rhyme usually seen on the weathervane and as a bas relief sculpture on a wall near restaurant entrances." Alexandria Times, *HoJos Made Inroads in Alexandria for a Time*, Out of the Attic, by the Office of Historic Alexandria, March 28, 2013, <http://alextimes.com/2013/03/hojos-made-inroads-in-alexandria-for-a-time/>

**1940-1950s: Automobile Service Stations:** By the 1950s there were two service stations in the 800 block (see Sanborn maps and Directory page below; also reflect Little Tavern and Howard Johnson's.) Both continue today as service stations. What was originally Harrison's Gulf (now Old Town AutoCare) is on the Sanborn map of 1941 and appears to retain its original structure; this is a small modern box suggesting a Colonial Cottage style, with three dormer windows and constructed in a 6 course American brick bond. The Shell station at 801 N. Washington also evokes a Colonial Revival with its cross- gabled look roof and cupola, and 6 course American brick bond structure.



**Left and Center:** Sanborn Fire Insurance Map, 1941, Addenda 1950/1954+ (K. Barrett Library) show a Service Station at 834 N. Washington and at 801 N. Washington St. **Right:** 1956 Hill's Alexandria City Directory reflects G Porter Sunoco (left image t, at 801, added to Map in the 1950s) and Harrison's Gulf (right at 834, present in 1941))

**600 Block: 1952 Department Store :** A couple of blocks below the Towne Motel, a Woodward and Lothrop, 615 N. Washington Street (now demolished) had already been built in 1951-2, with parking for automobile centered shopping.

**Memorial Character of Parkway:** This research (outlined above) found that some structures developed along North Washington in the 1940s-1950s were subtly in keeping with the “red brick” tone that had characterized Alexandria’s image. However they are not *per se* contributors to the “Memorial Character” of the Parkway. Note also these buildings were constructed in a time before the 1990s when City of Alexandria Board of Architectural Review (BAR) more clearly articulated its strong position on Washington Street Development.



The City BAR sensitivity on Washington Street is made clear in a 1999 paper by Peter Smith, a member of the BAR; he observed “The National Park Service grew so concerned with the commercial character of Washington Street that following World War II officials proposed the construction of an elevated freeway along the waterfront of Alexandria ... to divert Mount Vernon-bound traffic away from Washington Street...considered to have lost its memorial character.”<sup>32</sup> The 1999 Smith paper (and subsequently revised Design Guidelines), clarified and

<sup>32</sup> Smith, Peter H. Smith, *op.cit.*

strengthened the BAR's parameters for acceptable architecture along Washington Street.<sup>33</sup> It came after several buildings erected along the Parkway and in the City were criticized.<sup>34</sup> One of Joseph Saunders's overtly Modernist structures, 901 N. Washington (1964), was used in the paper to illustrate a building detracting from the Parkway.

### Historical Context 2: Historic Districts and the McCauley House at 802 N. Washington

The second context for the Motel is found in the McCauley house sitting beside the Motel and in the Motel's setting in historic residential areas of the City. (See Map for boundaries of Old and Historic Alexandria District, and the Parker Gray District.<sup>35</sup>) Beginning within a block of the Motel there are a large number of structures dating from roughly the 1880s-1915; for example in the north blocks (Washington, Columbus, Alfred, etc.) and the west blocks (Wythe, Pendleton, Oronoco, etc.) of these Alexandria streets. The structures reflect the upward growth of Alexandria during the era. They offer cultural insight into the working class inhabitants of the city during this period, and increasing property ownership in this class.

It is not the Motel that fits in this context; it is the McCauley house, which represents this rising social movement. The McCauley's were 8 siblings whose parents were Irish immigrants, (the father was a laborer); 7 of them pooled resources from various working class trades to buy the lots at 802-808 N Washington and erect a large family home. Their story only exemplifies the larger story of this area of the City; "Rather than being subjected to jobs that kept them outside of the white social sphere, the Irish were now [by 1880] working and living alongside the rest of Alexandria's white community."<sup>36</sup>



<sup>33</sup> See Design Guidelines for Old and Historic Alexandria and Parker Districts, May 1993

<sup>34</sup> See *Recollections of a BAR Member, Thomas Hullfish III Reflects*, Summer 1998, Alexandria Quarterly,

<sup>35</sup> City of Alexandria Historic Preservation:

[https://www.alexandriava.gov/uploadedFiles/gis/info/2013\\_HistoricDistricts.pdf](https://www.alexandriava.gov/uploadedFiles/gis/info/2013_HistoricDistricts.pdf)

<sup>36</sup> These points are drawn from a study "Immigrant Alexandria: A University of Mary Washington History Project, Irish Immigrants in Alexandria, VA," Irish *Labor Patterns in Alexandria VA 1850-1880*, Sept 1, 2014: "Occupational trends reflect how Irish immigrants melded into the American workforce during the mid-nineteenth century. Starting as unskilled laborers, Irish immigrants—followed by their children and grandchildren—were able to move into more professionalized and skilled work as the century progressed...Irish workers' shifting roles in Alexandria's economy indicates their status as "Americanized" citizens. Irish in "Alexandria was able to move beyond "unskilled



**Left:** Sanborn Fire Insurance Map, 1912 shows three dwellings on 800 Block of N. Washington, including the red brick McCauley house (1901) at 802. The many dwellings in the 700, 800 and 900 Blocks of N. Columbus reflect upward movement of the city in the 1890-1915. Right: Several structures in the 1912 map remain in Sanborn 1954/55+ Addenda, and today; e.g. 816-822 N. Columbus brick structures (images below.) Map reflects Federal Housing Projects (in blue.)

This era, and area of the City, also saw the rise of African Americans residential aspirations, particularly in the current Parker-Gray District. According to an Archeological Study done for the City's redevelopment of the Bland Housing, the neighborhood within the project area (partially in blue on Sanborn Map above) "appears to have remained racially integrated from the mid-19th century into the early 20th century... The working class character of the neighborhood ... is clear... Porter's brewery appeared to be a major employer for local residents in the late 19th century... [as well as] brick burner, railroad brakeman, servant, and laborer. According to census forms, many African American residents of the neighborhood owned their homes, although many were mortgaged.<sup>37</sup>

**Architectural Style** – Beyond reflecting the histories of rising social and material lives during this era, these residential structures reflect a vernacular, localized expression of several architectural styles that were popular in the region during the late nineteenth and early twentieth century such as the Second Empire and Italianate styles. Structures such as the brick homes at 816-822 N. Columbus feature decorative brick patterns found in Queen Anne Style. While the house at 802 N. Washington was built in 1901, its style echoes structures that were earlier and more costly, such as the homes at 409 and 411 N. Columbus (many images below).

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"laborer" by about 1870 and were circulating among the more prestigious members of white community by 1880." Available at <http://immigrantalexandria.org/irish-immigrants-in-alexandria/>

<sup>37</sup> Drawn from: Boyd Sipe, M.A. and Kimberly Snyder, M.A. *Documentary Study and Archeological Resource Assessment for the James Bland Homes, City of Alexandria, V*, Prepared in Consultation with and Contributions from History Matters, LLC. Final Revision, February 2010WSSI Project #21548.02DHR 2008-0695, Prepared by: Thunderbird Archeology Wetland Studies and Solutions, Inc. Gainesville, Virginia 20155

## Images of Context: Old and Historic Alexandria, Parker Gray Districts

### *Structures in adjacent and nearby blocks*

The house at 802 N Washington (1901) shares heritage and style with many City residences of the period ~1880-1915; these line the streets immediately west and south of the Towne Motel



Above: 802 N. Washington, Home sharing property with Towne Motel: façade and side views

### STRUCTURES ALONG COLUMBUS STREET WITHIN 1-4 BLOCKS of TOWNE MOTEL



Left: Brick Homes along 800 block of North Columbus, est. date 1900-1910; face rear of Towne Motel (below)



Left: 633 N. Columbus St at Wythe St, est. date 1900; Right: 503, 507, 509 N. Columbus, possibly 1880s



411 N. Columbus, est. date 1890; Right image (red brick side) 409 N. Columbus, est. date 1890



537 N. Columbus at Pendleton, est. date 1870; Right: 531 N. Alfred at Pendleton, est. date 1900



**Street scene: 600 Block North Washington – two blocks south of Towne Motel**

### Parker Gray District Redevelopment Also Reflects Shared Architectural Heritage and Style



**Left:** North side 800 Block of Madison St., 1940s (before Bland Federal Housing)<sup>38</sup>, **Right:** 800 Block Madison 2015

The James Bland redevelopment is an 8.5 acre site in the north part of Alexandria starting within one block of the Towne Motel; all five blocks of the James Bland Housing was located in the Parker Gray District. Since approval by the City Council in October 2008 this site has been fully rebuilt. According to the Alexandria City website, the City's Historic Preservation Staff and the applicant worked extensively to ensure the architecture of the new buildings would blend with the existing residences in style and scale.<sup>39</sup> As a result, redeveloped townhomes along block of Madison Street reflect the ~1894-1915+ architectural lineage of the Parker Gray District – a lineage shared with some areas of the Old and Historic Alexandria District.

<sup>38</sup> City of Alexandria Archeological Summary, DHR 2008-0695, Thunderbird Archeology, available at <https://www.alexandriava.gov/uploadedFiles/historic/info/archaeology/ARSiteReportJamesBlandBlk1Addendum.pdf>

<sup>39</sup> <https://alexandriava.gov/planning/info/default.aspx?id=30760>

## LIST of ATTACHMENTS



Parker Gray: Left: James Bland marker with newly developed homes – as built, 2015<sup>40</sup>

1. **Report on Research Findings, 802 North Washington Street, Alexandria, VA** (With added notes on 808 North Washington Street); February 28, 2015, Christine Fisher, performed for the City of Alexandria, Historic Preservation Office
2. **Relevant Deeds for 802 and 808 N. Washington (Scanned Electronic Copies)**
  - a. Deed Book 46 and 47, Reel 99, 1900-01, 1901-02, pp. 119-120, 29 July 1901
  - b. Deed Book 391, pp. 321-323, 23 July, 1954
  - c. Deed Book 790, pp 706-717, 15 September 1974
  - d. Deed Book 1019, pp 253-257, 27 September 1974
  - e. Deed Book 801, pp. 808-820, 30 June 1977
  - f. Deed Book 1155, pp. 597-599, 1 August 1985
  - g. Deed Book 1619, p. 559, Certificate of Satisfaction, re: note secured on Deed of Trust/Mortgage, 12 July 1998
  - h. Deed Book 1283, pp. 518-520, 10 October 1989
3. **Chain of Title Research Summary , 802 and 808 N. Washington (joint history), Excel File**
4. **Copy of key pages, Last Will and Testament Daniel McCauley, Will Book 45, pages 284,287 (electronic copy)**
5. **City of Alexandria Building Permit #6205, September 27, 1954 (Electronic Copy). Architect's plans are attached.**
6. **City of Alexandria permits for alteration of 808 N. Washington (Electronic Copies)**
7. **Tax Assessment record with 1985 Sales information (Scanned Electronic Copy)**

All images not otherwise credited are the Author's property.

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<sup>40</sup> Image from <http://www.hmdb.org/marker.asp?marker=72374>

ADDRESS OF PROJECT: 802/808 N. Washington Street

TAX MAP AND PARCEL: 054.04-02-07/054.04-02-06 ZONING: CDX

APPLICATION FOR: (Please check all that apply)

CERTIFICATE OF APPROPRIATENESS "CONCEPT PLAN"

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: Shakti LLC

Address: 808 N. Washington St.

City: Alexandria State: VA Zip: 22314

Phone: 571-232-9048 E-mail: townemotel808@gmail.com

Authorized Agent (if applicable):  Attorney  Architect  \_\_\_\_\_

Name: John Rust, Rust Orling Architecture Phone: 703-836-3205

E-mail: jrust@rustorling.com

## Legal Property Owner:

Name: Shakti LLC

Address: 808 N. Washington St.

City: Alexandria State: VA Zip: 22314

Phone: 571-232-9048 E-mail: townemotel808@gmail.com

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.*

<input type="checkbox"/> awning	<input type="checkbox"/> fence, gate or garden wall	<input type="checkbox"/> HVAC equipment	<input type="checkbox"/> shutters
<input type="checkbox"/> doors	<input type="checkbox"/> windows	<input type="checkbox"/> siding	<input type="checkbox"/> shed
<input type="checkbox"/> lighting	<input type="checkbox"/> pergola/trellis	<input type="checkbox"/> painting unpainted masonry	
<input checked="" type="checkbox"/> other	Relocation of Building		

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

- Demolition of the existing two story brick motel and two story frame and siding addition.
- Demolition of an existing surface parking lot facing Washington Street.
- Reduction in size and relocation of curb cut on Washington Street. Providing the potential for eliminating the curb cut in the future pending change of Madison and Montgomery streets to two way traffic and the existence of a continuous through-block alley.
- Construction of a new, approximately 50,000 square foot, five story brick hotel with 98 guest rooms and associated amenities.
- Relocation and restoration/renovation of existing historic two and three story brick building and joining it to the new hotel by means of glass connector.
- Relocation of the existing transformer from Washington Street to the rear of the site and screening it.

**SUBMITTAL REQUIREMENTS:**

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

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

Electronic copies of submission materials should be submitted whenever possible.

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

N/A

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

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

N/A

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

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

N/A

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

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

N/A

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

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

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

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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: JOHN RUST

Date: 05/18/15

**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. RAJNIKANT PATEL	4892 Annamohr Dr. Fairfax, VA 22030	50%
2. BHARTI PATEL	4892 ANNA MOHR DR. FAIRFAX, VA 22030	50%
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. Sameer		
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. N/A		
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.

5/18/15  
Date

RAJNIKANT PATEL  
Printed Name

  
Signature