

# City of Alexandria, Virginia

## MEMORANDUM

**DATE:** FEBRUARY 20, 2013

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

**FROM:** HISTORIC PRESERVATION STAFF

**SUBJECT:** CONCEPT REVIEW OF 700 NORTH WASHINGTON STREET  
BAR CASE #2013-0015

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### **I. SUMMARY**

#### *Concept Review*

The material now before the Board is part of a BAR *Concept Review* for the mixed-used project proposed at 700 North Washington Street, the site of the current Travelodge. The Concept Review Policy was adopted by the two Boards of Architectural review in May 2000 (attached). Concept Review is an 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 drawings in the applicant's present package have significantly more detail than is typical for a Concept Review and this amount of detail is more commonly what is provided for the BAR's initial review of a Certificate of Appropriateness application. Therefore, it is important for the Board to express any concerns and to provide general design comments now but the applicant must remember that the design details, materials, textures, colors, and the like are subject to further architectural refinements when the Board formally reviews the Certificate of Appropriateness following City Council approval of the DSUP. Therefore, not commenting on a design detail or material should not necessarily be interpreted as support by the Board.

Standards to Consider for a Certificate of Appropriateness on Washington Street

In addition to the general BAR standards outlined in the Zoning Ordinance, due to the project's location fronting on Washington Street, the Board must also find that the Washington Street Standards are met. Staff has included below the additional standards for Washington Street described in the Zoning Ordinance. However, these are for reference only and are not intended to bind the Board during the Concept Review phase.

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

- (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.*
- (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.*
- (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.*
- (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.*
- (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.*

In addition, although the applicant has not submitted an application for a Permit to Demolish, the Board should comment and advise upon the proposed demolition of the existing motel, with respect to the criteria for a Permit to Demolish outlined in the Zoning Ordinance. Again, these comments are for advice only and are not intended to bind the Board during the Certificate of Appropriateness approval phase, should additional information be presented in the future.

#### Permit to Demolish/Capsulate

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

- (1) Is the building or structure of such architectural or historical interest that its moving, removing, capsulating or razing would be to the detriment of the public interest?
- (2) Is the building or structure of such interest that it could be made into a historic house?
- (3) Is the building or structure of such old and unusual or uncommon design, texture and material that it could not be reproduced or be reproduced only with great difficulty?
- (4) Would retention of the building or structure help preserve the memorial character of the George Washington Memorial Parkway?
- (5) Would retention of the building or structure help preserve and protect an historic place or area of historic interest in the city?
- (6) Would retention of the building or structure promote the general welfare by maintaining and increasing real estate values, generating business, creating new positions, attracting tourists, students, writers, historians, artists and artisans, attracting new residents, encouraging study and interest in American history, stimulating interest and study in architecture and design, educating citizens in American culture and heritage, and making the city a more attractive and desirable place in which to live?

### **III. STAFF ANALYSIS**

#### Initial Proposal and Site Context

The applicant first contacted City staff to discuss the demolition of the existing motel and new construction on the site in 2008 but the application was later withdrawn due to activity. In 2009, although no formal application was submitted, the Board held an information session to consider a request for demolition of the motel. No formal action was taken at that time though the July 29, 2009 minutes state that the “Board expressed general agreement that the building at 702 North Washington Street, known as the Travelodge, did not meet the Criteria for Demolition in the Ordinance.” However, the project did not proceed at that time because of the changing economy.

700 North Washington Street, being located on Washington Street, must conform not only to the Design Guidelines and Zoning Ordinance standards, but also to the Washington Street Standards and Washington Street Guidelines. Therefore, 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.

Permit to Demolish

In the present application, the owner has included previously submitted materials regarding the history of the existing Travelodge motel building at 702 North Washington Street. Although the motel was constructed in the mid-1950s as the Virginia Motel, it was later significantly altered in 1965. The motel is an example of mid-century roadside architecture. However, staff finds that it has been significantly altered and is far from one of the district's better examples of roadside architecture, lacking unique character-defining features and historic integrity. While there are several good examples of roadside architecture on Washington Street for which staff would not support demolition, this particular motel is not among them. Therefore, at this time and based on current information, staff finds that the criteria for demolition are not met. However, if the Board has any hesitation regarding demolition of the motel or has additional information that would support its preservation, members should let the applicant and staff know at this time.

Current Proposal

The current submission is for one large building that will visually appear to be three distinct buildings with a range of heights and architectural styles. On Washington Street, the southernmost building will be a three-story Italianate brick building with a prominent first-floor storefront. The center building, the largest element at four-stories and with prominent projecting bays, is designed to look like a late-19<sup>th</sup>-century apartment building in the Richardsonian Romanesque style. The northernmost element will appear to be a substantial three-story brick townhouse set back from the sidewalk with a raised terrace. Also included in the project, but to remain in its current form, is one half of an early 20<sup>th</sup>-century semi-detached townhouse with a front porch. The Wythe Street elevation also provides the visual appearance of multiple buildings and relates to the styles on the Washington Street elevation as the three-story Italianate building wraps the corner and the prominent center building from Washington Street also dominates this elevation. The western part of this elevation steps down significantly toward the alley.

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 but do state that where new buildings recall historic buildings, that the architectural details used throughout the building should 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 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 architectural styles and building types spanning three centuries. From Georgian to Italianate to Art Deco to Colonial Revival, the styles found throughout the historic district can all be seen on Washington Street. Furthermore, Washington

Street includes a range of historic building masses, heights and scales, from modest two-story frame townhouses 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.

Analysis of Plans

Staff finds that the proposed new construction is in keeping with the scale and character of this particular section of North Washington Street as well as the overall scale and character of Washington Street as a whole. Because an existing 1920s townhouse is incorporated into the project, the overall project appropriately steps down and respects historic buildings immediately to the north of the site. The proposed new construction is oriented to face both Wythe and North Washington streets. This site placement allows for full use of the rear alley and will result in an improved streetscape along this portion of Washington Street. Staff has observed the presence of historic stone curbs on the project site and recommends that they be retained visibly *in situ* as sidewalk and landscape plans evolve.

Staff has met with the applicant as part of the initial development review process and in preparation for the BAR concept review. Staff has reviewed a few iterations of the plans and it is important to note that the applicant has addressed staff's concerns with the current submission. What follows is a review of earlier comments made by staff and how they have been addressed by the applicant.

Set back from St. Joseph's Church

Staff has continually stated that the proposed project should not overwhelm the adjacent historic St. Joseph's Church located directly to the west and fronting on North Columbus Street. The applicant has added several transition elements that allow the project to step down by the alley. The applicant also provided a sun study to illustrate that the uppermost rose window above the apse of the church will never be in shadow. Staff believes that the current proposal appropriately steps back at the upper stories and will not overwhelm the church.

Planters on North Washington Street

Staff previously suggested that planters be added on the northernmost building as it is set back from the sidewalk and has a raised terrace above a parking garage ramp. The planter softens the transition from the raised terrace to the sidewalk. The addition of the planter creates a more interesting streetscape and provides a smooth transition to the historic townhouses with porches to the north which are set back even farther.



Figure 1. Original BAR Submission, Washington Street Elevation.



Figure 2. Revised (current) BAR Submission, Washington Street Elevation.

Prominence of Center Building

A commendable aspect of this project is that it includes what visually appears as three buildings with a clear hierarchy. Each building is not trying to compete visually or architecturally with the other two. Rather, the center element, which is also the largest and tallest, assumes a sense of prominence with its design and architecture. Staff identified this middle building as similar to earlier traditional, distinguished apartment buildings constructed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries throughout the Washington, DC area. Historically, such buildings had a slightly elevated first story or plinth. Recognizing that height constraints prevent a true plinth here, staff recommended that the entrance be made more visually prominent and that the first story windows be slightly raised in order to convey the residential nature of the building and distinguish it from the corner commercial building. The applicant appropriately responded by raising the height of the entry transoms and surround as well as the first story windows.

Wythe Street Storefront Windows

Although the project reads as three buildings, it will be constructed as one building and the corner will feature a large retail space. As a result, two of the “building facades” on the Wythe Street elevation have storefront windows. However, the middle building’s storefront windows seemed to not relate to the building above or to the adjacent storefront at the corner. Staff suggested refining these storefront windows and the applicant did so by clearly differentiating the Wythe Street’s middle building storefront windows through the addition of multi-light transoms. Staff finds the minor revision a great improvement at the sidewalk level.



Figure 3. Original Wythe Street elevation.



Figure 4. Revised (current) Wythe Street elevation.

Relocation of Transformer

While not a suggestion made by BAR staff, the applicant has relocated the transformer from a brick enclosure adjacent to Wythe Street to the interior of the project off the alley and at the rear of the 1920s townhouse yard. This change allows for a green space with open gate on the Wythe Street elevation and is a clear improvement.

Staff finds that the proposed height, scale and general architectural character of the buildings are consistent with the adjacent buildings as well as this particular section of North Washington Street. The present proposal is very well studied and the stylistic details are consistent on each; these buildings represent a collection of architectural styles and forms historically found in this particular section of North Washington Street without copying any specific building. Staff also notes that due to the high visibility of this location, that the applicant utilized high-quality materials with great care taken for design details.

On Wednesday, February 13, the Old Town North Urban Design Advisory Committee (UDAC) unanimously supported the applicant's proposal.

Next Steps

At this time, it is anticipated that the proposal will be reviewed by Planning Commission and City Council in June 2013 and that the applicant will return to the BAR with a formal application for a Permit to Demolish and Certificate of Appropriateness, which may include any necessary waivers, such as for the rooftop HVAC screening requirement, in June or July of 2013. The applicant should continue to work with staff as plans are refined to ensure continued conformance with BAR requirements and to work out final design details, including the preservation of the existing stone curbs.

**IV. STAFF RECOMMENDATION**

Staff recommends that the Board find that none of the Criteria for a Permit to Demolish as described in the Zoning Ordinance are met and that the Board find that the concept design for the proposed development to be appropriate with respect to the scale, mass and general architectural character of the Old and Historic Alexandria District and the Washington Street Standards with the following considerations when the applicant returns for a Permit to Demolish and Certificate of Appropriateness:

1. That the design team will work with Staff on refining the materials and architectural details on the buildings prior to submission for Certificate of Appropriateness.
2. That the historic stone curbs associated with the property be incorporated into sidewalk improvements related to the project.

## **V. CITY DEPARTMENT COMMENTS**

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

### **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.

#### **Archaeology Findings**

F-1 Quartermaster's maps of the Union Army occupation of Alexandria during the Civil War indicate that a 260 ft. wide horse corral encompassed the entire street face on Wythe Street from N. Washington to N. Columbus and included all three subject lots. Later, according to the G.M. Hopkins Insurance Atlas, by 1877 there were two houses present near the southwest corner of the lot abutting the alley. While it is likely that twentieth-century construction has destroyed much of the evidence of past activities on this property, it is possible that portions of deeper features (such as wells or basement foundations) could remain intact. If present, these could provide insight into military activities and residential life in nineteenth-century Alexandria.

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.

#### **Code**

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

### **Code Administration**

- F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Plan Review Supervisor at [ken.grananata@alexandriava.gov](mailto:ken.grananata@alexandriava.gov) or 703-746-4193. (Code)
- C-1 Building and trades permits are required for this project. Five sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as

well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s)

- C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-3 A soils report must be submitted with the building permit application.
- C-4 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof.
- C-5 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

**Transportation and Environmental Services (T&ES)**

Recommendations:

1. Comply with all requirements of DSP2013-00002 (T&ES)
2. 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)

**ATTACHMENTS**

*1 – Supporting Materials*

*2 – Application for 700 N Washington Street Concept Review*

*3 – BAR Conceptual Review Policy, 5/3/00*



January 22, 2013

Mr. Al Cox, Historic Preservation Manager  
Department of Planning and Zoning  
City Hall, 301 King Street, Room 2100  
Alexandria, Virginia 22313

RE: 700 N. Washington Street – BAR Submission

Al,

Based on the email from Catherine Milliaras to me dated January 16, 2013 regarding anticipated Development Concept 2 comments from the City, we would like to offer the following narrative regarding how the proposed project meets the Washington Street Standards:

The overall style, as well as individual elements of the proposed building, has been drawn from historic buildings from the Victorian era existing on Washington Street; in terms of architectural style, the new building will be both compatible with and complementary to its historic context.

The massing of the northern portion of the new construction reflects that of the existing adjacent building to the north. Further, the relationship of the height and mass of the proposed new construction to that of the immediately adjacent historic building at 710-712 N. Washington Street is similar to that existing between 210 and 216 N. Washington Street; because it steps down to the north, the new building will not “detract from, overwhelm, or otherwise intrude” on the adjacent building.

Because different roof lines and varying projecting elements break up the massing of the proposed building, it appears to be multiple buildings. Different historical styles, executed in multiple colors and materials, with details and proportions appropriate to each style, all contribute to this impression. No individual portion of the façade appears to be a building more than 80’ wide.

The designs of the various “buildings” that make up the proposed building have a historical basis in Alexandria and are consistent with their respective historic styles in scale, massing, and detailing.

Facades of the individual “buildings” consist of both 20’-40’ bays, as expressed by changes in architectural style, materials, roof heights, massing, and articulation.

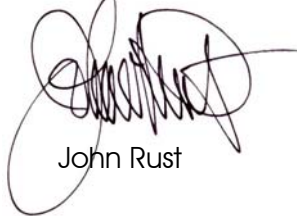
Proposed building materials (brick, cast stone lintels and belt courses, metal roofs), as well as fenestration patterns and proportions (vertically proportioned punched openings) and solid-void relationships reflect those found throughout the Old and Historic Alexandria District.

The quality of materials and richness of detail proposed is consistent with that of historic buildings with architectural merit existing within the Old and Historic Alexandria district. Construction documents will substantiate this at a later time.

In addition, I'm enclosing the report prepared by Anne Adams, an architectural historian with Pillsbury Winthrop Shaw Pittman, evaluating the existing building at 702 N. Washington Street with respect to the "Criteria for demolition in the Old and Historic Alexandria District and for 100-Year Old Buildings."

Please don't hesitate to let me know if you need additional materials or clarification.

Regards,

A handwritten signature in black ink, appearing to read "John Rust", enclosed within a large, loopy circular flourish.

John Rust

Enclosure

cc: Ray Mahmood



Pillsbury Winthrop Shaw Pittman LLP  
2300 N Street, NW | Washington, DC 20037-1122 | tel 202.663.8000 | fax 202.663.8007

Anne H. Adams  
202-663-8884  
[anne.adams@pillsburylaw.com](mailto:anne.adams@pillsburylaw.com)

BY ELECTRONIC DELIVERY

June 1, 2009

Mr. Ray Mahmood  
President  
Mahmood Investment Corporation  
700 North Washington Street  
Alexandria, VA 22314

Re: Evaluation of the Travelodge,  
702 North Washington Street, Alexandria, VA

Dear Mr. Mahmood:

You have asked that I evaluate the Travelodge at 702 North Washington Street, Alexandria, VA (“Building”) in the context of the “Criteria for demolition in the Old and Historic Alexandria District and for 100-Year Old Buildings” found in Chapter 4 of the City of Alexandria, Virginia Design Guidelines (“Criteria”). In order to do that I have: visited the Building several times; evaluated research on the Building; and considered the Building in the context of the Old and Historic Alexandria District (“Historic District”) and the George Washington Memorial Parkway (“Parkway”). I have also considered whether the Building possesses any significance in its own right. I understand that your interest in this evaluation is to determine whether there is any historic preservation reason that the Building should not be demolished. It is my professional opinion that there is no reason under the relevant Criteria or any other generally accepted historic preservation criteria that the Building should not be demolished.

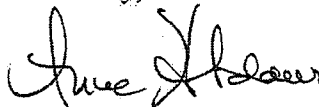
The Building was originally constructed in the mid-1950s as the Virginia Motel. It took on its current appearance c. 1965. At that time the Building was almost doubled in size, the shape of its footprint was changed, and a second floor was added to part of the original Building. The Building’s front façade along North Washington Street was also altered. This mid-1960s Building does not contribute to the character of the Old and Historic Alexandria District, the period of significance of which may run through the 1930s. It is not a contributing element of the George Washington Memorial Parkway. Nor is its design or its form consistent with the architectural character or quality of the historic buildings in the District that line the Parkway as it travels through the District. Furthermore, the Building does not possess the exceptional significance generally

Mr. Ray Mahmood  
June 1, 2009  
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recognized as a requirement for buildings less than fifty (50) years old to deserve or warrant special protection or consideration in the name of historic preservation.

The report attached to this letter addresses six (6) of the seven (7) Criteria (the seventh not being relevant in this context) and elaborates on my conclusion that the Building is not worthy of preservation. In support of that conclusion the report includes background information on the Building and the Old and Historic Alexandria District and the Parkway. It also briefly discusses the evaluation of buildings less than fifty (50) years old. Should you have any questions about my conclusion, or need any additional information, please let me know.

Sincerely,



Anne H. Adams  
Architectural Historian

cc: Mary Catherine Gibbs

## Evaluation of the Travelodge at 702 North Washington Street, Alexandria, VA

### Background on 702 North Washington Street

In order to evaluate the Travelodge at 702 North Washington Street ("Building"), in the context of the Criteria for demolition in the Old and Historic Alexandria District and for 100-Year Old Buildings ("Criteria") it is necessary to first understand the nature of that Building, specifically, when it was constructed, whether it is significant in any way, and how it relates to the character and significance of the Old and Historic Alexandria District ("District") and the George Washington Memorial Parkway ("Parkway"). While extensive information about the Building has not been located, sufficient information exists for such an evaluation.

The Building was constructed as the Virginia Motel in the mid 1950s; the Board of Architectural Review minutes of April 15, 1955 reference the application of Thomas Meletis for a motel at 700-702 North Washington Street and a motel at that location appears on the 1958 Sanborn map. It was a C-shaped building, fronting on North Washington Street, with a parking court facing Wythe Street (see copy of period post card at Exhibit 1)). The identity of the architect of the Building is unknown at this time. The Virginia Motel was a fairly late and architecturally uninteresting example of the tourist accommodations that proliferated along Route 1 from the 1920s through the mid twentieth century. Most of the Building, which was constructed of brick, was two-stories. However, the part of the building at the corner was only one story; its chamfered corner featured the entrance to the motel's "Coffee Shoppe". Large multi-light show windows defined the faces of the Coffee Shoppe. The two-story gable-end element on North Washington Street featured two doors at the first floor, two windows at the second floor, and a round window in the peak of the gable.

The twenty-four rooms fronted on the C-shaped courtyard. The second floor of the motel projected beyond the lower level, creating an arcade at the first floor. Decorative metal columns appeared at both levels of the building and may or may not have been structural at the first floor. Through-the-wall heating and air conditioning units provided individual temperature control for motel guests.

To the extent that the building could be assigned an architectural label it could be described as vaguely Colonial Revival, in as much as it had a gable roof, multi-light double-hung windows, and traditional detailing such as jack arches with keystones. Its design is in keeping with the continuous use of traditional design features that began in the late nineteenth century and continues to this day. With each decade after World War I the quality of Colonial Revival design, particularly in commercial buildings, has generally waned; diluted examples of the style predominated over more stylistically rigorous examples. The Virginia Motel is a fairly generic example of the style.

Throughout 1965 owner Thomas Meletis received a number of permits to alter the Virginia Motel. The architect for these substantial alterations was Dwight G. Chase, whose office was at 1817 Richmond Highway, Alexandria, VA. In order to make space for the proposed additions, the two buildings to the north of the original Virginia Motel were demolished; the motel was then expanded on the newly-vacant property. Chase designed an L-shaped addition that backed up to the original building and created a parking lot on North Washington Street. The alterations to the original Building obliterated whatever odd charm and architectural interest the original motel originally had. While the design of the addition and alterations generally conformed to the design of the original, the details of the addition are even more diluted than in the original Building.

The addition more than doubled the number of rooms in the motel. Also part of these alterations was the addition of a second floor over the Coffee Shoppe and the reconfiguration of the North Washington Street elevation. The chamfered corner was squared off. The show windows of the Coffee Shoppe were replaced by a single show window flanked by doors, all within a heavy wood frame. The two doors at the first floor of the original gable end were replaced by a single large show window. The North Washington Street elevation of the addition features show windows and an entrance near the corner (see copies of construction photographs at Exhibit 2). Some of the alterations to the original building were accomplished in a less than finely detailed manner, with residual pieces of the original building simply left in place and worked around.

Although 1965 drawings show a balcony on both sides of the L-shaped addition the balcony currently only exists along the back (west) leg of the L. The railing at the second floor of the balcony is metal, and the balcony is supported by brick piers. It is possible that the brick piers at the first floor of the original Building were added at the same time the addition was constructed. The windows in the courtyard face of the addition are similar to the windows in the original motel. However, the windows in parts of the North Washington Street elevation and along the back of the building are metal, perhaps replacements since the date of the addition. Other alterations have occurred over the years, including the replacement of one of the show windows on the front of the Building and alterations to doors. The original signage was removed and new Travelodge signage was added when the latter replaced the former in the Building (see Exhibit 3 for current pictures of the Building).

The addition is simpler in its design and detailing than that the original Building; it is essentially another decade removed from the origins of the Colonial Revival style. Its design intent is to be expected, given the location of the Building in the Old and Historic Alexandria District, but it is no more than a passing reference to the historic architectural character of the District. The Building may be compatible with the historic character of the District (except the street-facing parking lots) but it is certainly neither contributing to character of the District nor of the architectural quality associated with the District.

Dwight Chase, the architect responsible for the 1965 appearance of the Building, was born in Portland, Oregon on September 29, 1924. He received his architecture degree from the University of Virginia in 1949. He worked for a number of firms, most notably Faulkner and Kingbury in the District of Columbia and Robert Willgoos in Alexandria, before establishing a solo practice in 1959. Interestingly, the former was known for its Modern buildings and the latter, at one time a member of the Board of Architectural Review, was known for his Colonial Revival designs. Chase maintained an office in Virginia and was registered in the District, Maryland, and Virginia. He was a member of the American Institute of Architects (Washington Metropolitan Chapter) from 1956 to 1965 and then again from 1976 through the early 1980s. He was living in California during the second period of membership.

Chase's work encompassed a variety of building types, including churches, schools, houses, and commercial buildings. Known buildings designed by Chase include: Hammond High School (1956), Alexandria, VA; and St. James Episcopal Church, Mount Vernon, VA; Groveton Baptist Church, Alexandria, VA; Mantua Elementary School, Fairfax, VA; and various buildings for the Potomac Chemical Corporation, Fairfax, VA, all dating before 1962. The Groveton Baptist Church is an interesting Mid-Century Modern design, typical of the predominant architectural thinking of the period, when Modernism was the fashion. It is stylistically more interesting and rigorous than the reworking of the Virginia Motel. Of course, a Modern building would certainly not have been approved within the boundaries of the District.

As it stands, the Building is an undistinguished example of its building type and it does little to enhance the North Washington Streetscape. Its design is ordinary. The parking lot that was created as part of the 1965 addition detracts from the streetscape. There is nothing about this Building that suggests significance, particularly the exceptional significance generally acknowledged to be required for a building less than fifty years old to warrant special historic preservation consideration or protection. It is architecturally ordinary, generally and for its building type. Although Chase may have been a competent architect there is nothing that suggests that he was a significant architect.

The Building is not significant in the context of the Old and Historic Alexandria District. Originally laid out in 1749, Alexandria is most noted for its exceptional collection of architecturally and historically significant late-eighteenth and early-nineteenth century buildings. Its collection of early urban buildings, both residential and commercial, is truly remarkable. Ongoing development in the District included examples of architectural styles popular through the later nineteenth-century and into the early-twentieth century. Buildings dating from as late as the 1930s, such as the US Post Office and Courthouse at 200 South Washington Street (1930) and the Art Deco office building at 117 South Washington Street (c. 1930s) have been determined to contribute to the character of the District.

Accordingly, although the exact end date of the period of significance of the historic district is undefined, based on the National Register of Historic Places

documentation the period of significance runs through the 1930s. It certainly does not extend to the 1950s when the Virginia Motel was originally constructed, or to 1965, when the Building took on its current appearance. Therefore, by definition the Building cannot be deemed to contribute to the character or significance of the District. Additionally, the architectural quality of the Building is substantially inferior to the buildings that define and contribute to the architectural character of the historic district.

The Building also does not contribute to the Mount Vernon Memorial Parkway, which is that part of the George Washington Memorial Parkway that travels through Alexandria along Washington Street, which was incorporated into the Parkway when it was constructed. Constructed between 1929 and 1932 (which is the period of significance of the Parkway), the Parkway was conceived and built as part of the celebration of the bicentennial of George Washington's birth. It was the first parkway constructed by the federal government and the first with a commemorative association. It is the road itself, ending at Washington's Mount Vernon, with its abutting greensward, vistas to the Potomac River, landscaping, and its dignified arched bridges that are the defining features of the Parkway. Washington Street, laid out in the eighteenth century and lined by historic buildings dating from the late eighteenth century through the first three decades of the twentieth century, is incorporated into the Parkway where it runs through Alexandria. These buildings are contributing elements of the Old and Historic Alexandria District. And while they may be located within the National Register of Historic Places boundaries of the Parkway, they are not components of the Parkway itself.

#### Consideration of Criteria in Chapter 4

Given the nature of the Building, how do the Criteria apply to this ordinary building which is less than fifty years old? Generally speaking, they do not apply, certainly not in any meaningful way or in any way that does not also apply to any building along Washington Street in the District just because the building exists. The Criteria are individually addressed below.

#### Criteria for demolition in the Old and Historic Alexandria District and for 100-Year Old Buildings:

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

No. The Building is not of such architectural or historical interest that its razing would be a detriment to the public interest. The Building is not a contributing element in the District and it contributes nothing to the understanding of the history or architecture that makes the District significant. Nor is the Building a component of the Parkway. It is not significant in its own right. It contributes little to the quality of the streetscape along North Washington Street or the Parkway and its parking lot creates a hole in the streetscape where a building would be preferable.

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

No. There is nothing about the Building that even suggests that it should be made into a historic shrine. The elevation of buildings to such status should be reserved for the best and most important buildings, those buildings that transcend the ordinary, the good, and even, when in a district, the general overall importance of that district. Such building should be exceptionally important and must be able to convey that extraordinary importance. Such is not the case with this Building.

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

No. There is nothing old, unusual, or uncommon about the design, texture, or material of this Building such that it could not be reproduced if there were any reason to do so. There is, of course, no reason to reproduce such an architecturally-undistinguished building, particularly one constructed of ordinary, commonly available materials, with fairly crudely executed details, particularly those that resulted from the 1965 addition and alterations to the Building.

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

No. The Building does not contribute to the memorial character of the Parkway. Indeed, the Parkway is not about buildings but rather it is about the character of the greenway itself, with its expansive views to the Potomac River, its landscaping, and the bridges and hardscape directly associated with the road itself. While this Building and others may be included in the boundaries of the Parkway that does not mean they are significant to any aspect of the Parkway, including its memorial character. The only buildings mentioned in the National Register of Historic Places documentation on the Parkway are the eighteenth and nineteenth century buildings lining Washington Street in Alexandria that were there when the street was incorporated into the Parkway and the Mount Vernon Inn and a Park Police office that were built in conjunction with the Parkway. The Virginia Motel, built more than thirty years after the completion of the Parkway, cannot be considered to contribute in any way to the character of the roadway.

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

No. The Building is not part of the historic places that are the Old and Historic Alexandria District or the George Washington Memorial Parkway and its preservation would not help protect the significant character of either. The Building post-dates the period of significance of both by several decades. It cannot convey anything about the reasons the District or the Parkway are significant. Nor is it a significant piece of design or a significant example of its building type.

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

I can only address those aspects of this question relating to stimulating interest and study of architecture and design, educating citizens in American culture and heritage, and making the city a more attractive place to live. Here, again, the answer is no. One can appropriately note what this Building is. It is a 1965 motel executed in the Colonial Revival style, as was likely required given its location within the District, but with relatively few stylistic features of that style. The Building has little to offer beyond the lowest common expression of architectural and design. It is neither a good example of its style nor a good example of the prevailing architectural trends of the time. It cannot educate people about what is significant about the District in which it happens to be located. And it does little to contribute to making the District an attractive and desirable place to live. Indeed, its parking lot on North Washington Street is a detriment to the quality and integrity of the streetscape.

(7) is not applicable in this current situation.

#### Conclusion

The former Virginia Motel, now a Travelodge, is an ordinary example of a 1965 tourist motel executed in an architectural vocabulary that was deemed acceptable for the its location in the District. The Building was perhaps more interesting in its original form than in its altered and expanded current form, but even then it contributed to the significance of neither the District nor the Parkway. There is nothing about this Building that warrants the protection or special consideration due architecturally or historically significant buildings. It post-dates the periods of significance of both the District and the Parkway and therefore, by definition, cannot be a contributing element in either. The Building is less than fifty years old and has no exceptional significance in its own right. The Criteria do not apply in any way that requires that the Building be retained for any historic preservation reason.



**Exhibit 1** 1965 postcard of the  
Virginia Motel

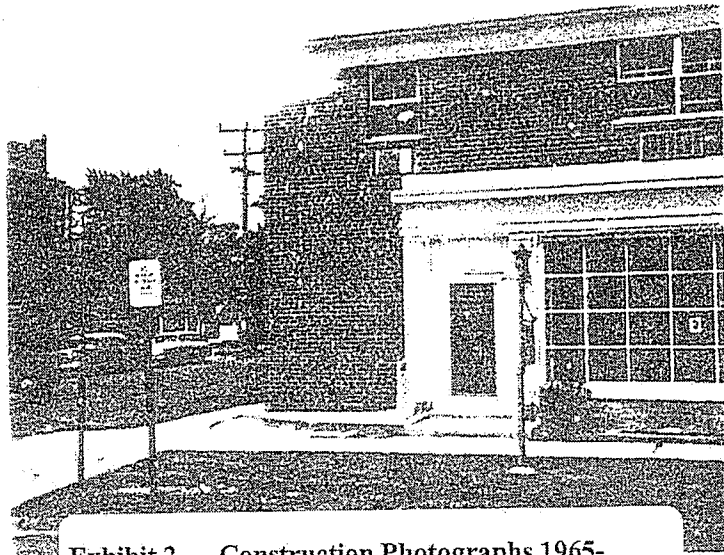
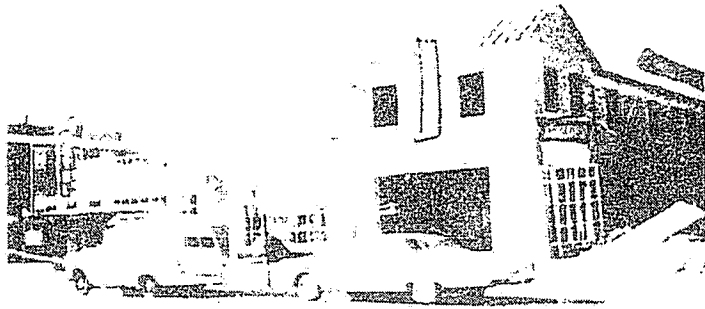
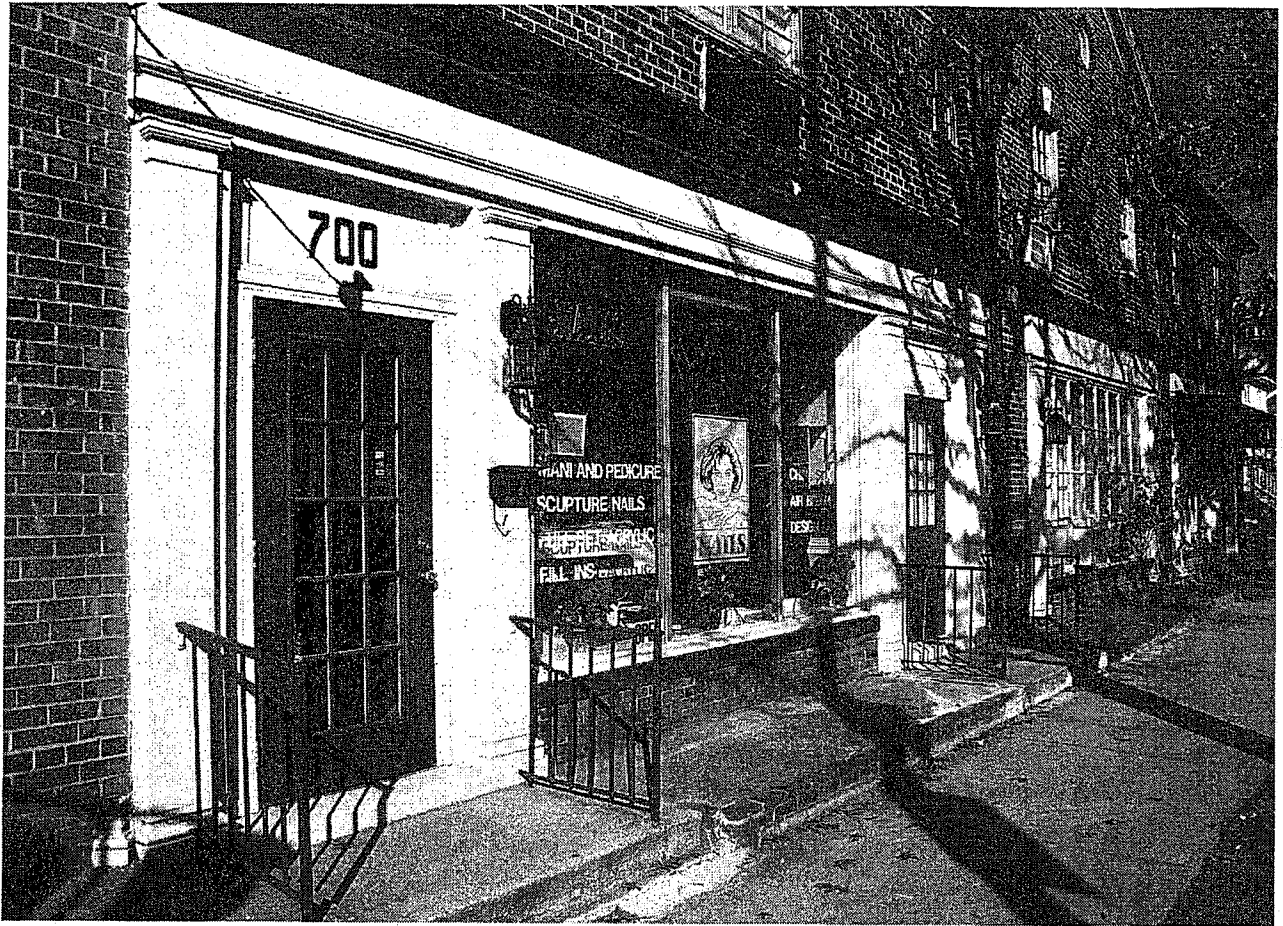


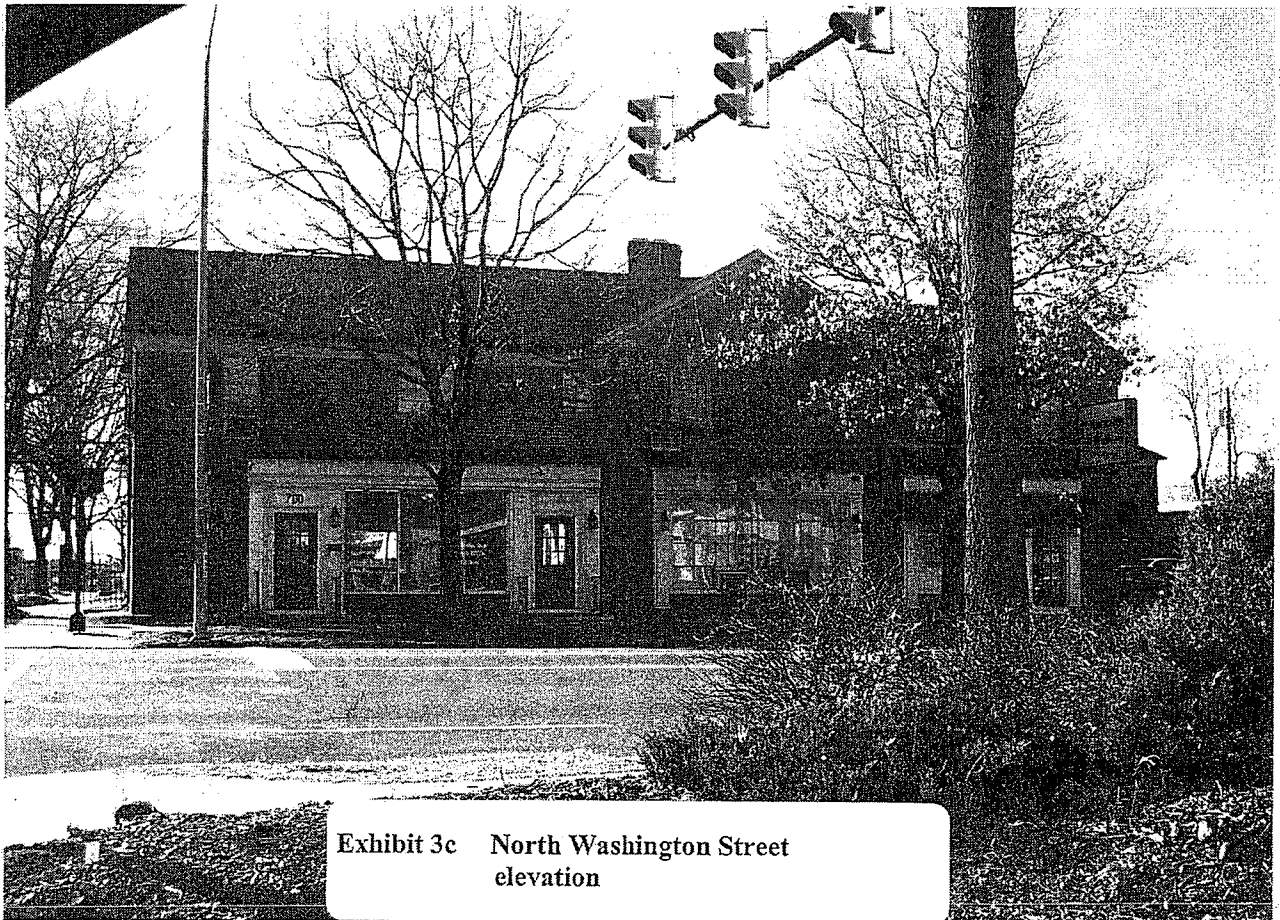
Exhibit 2 Construction Photographs 1965-1966



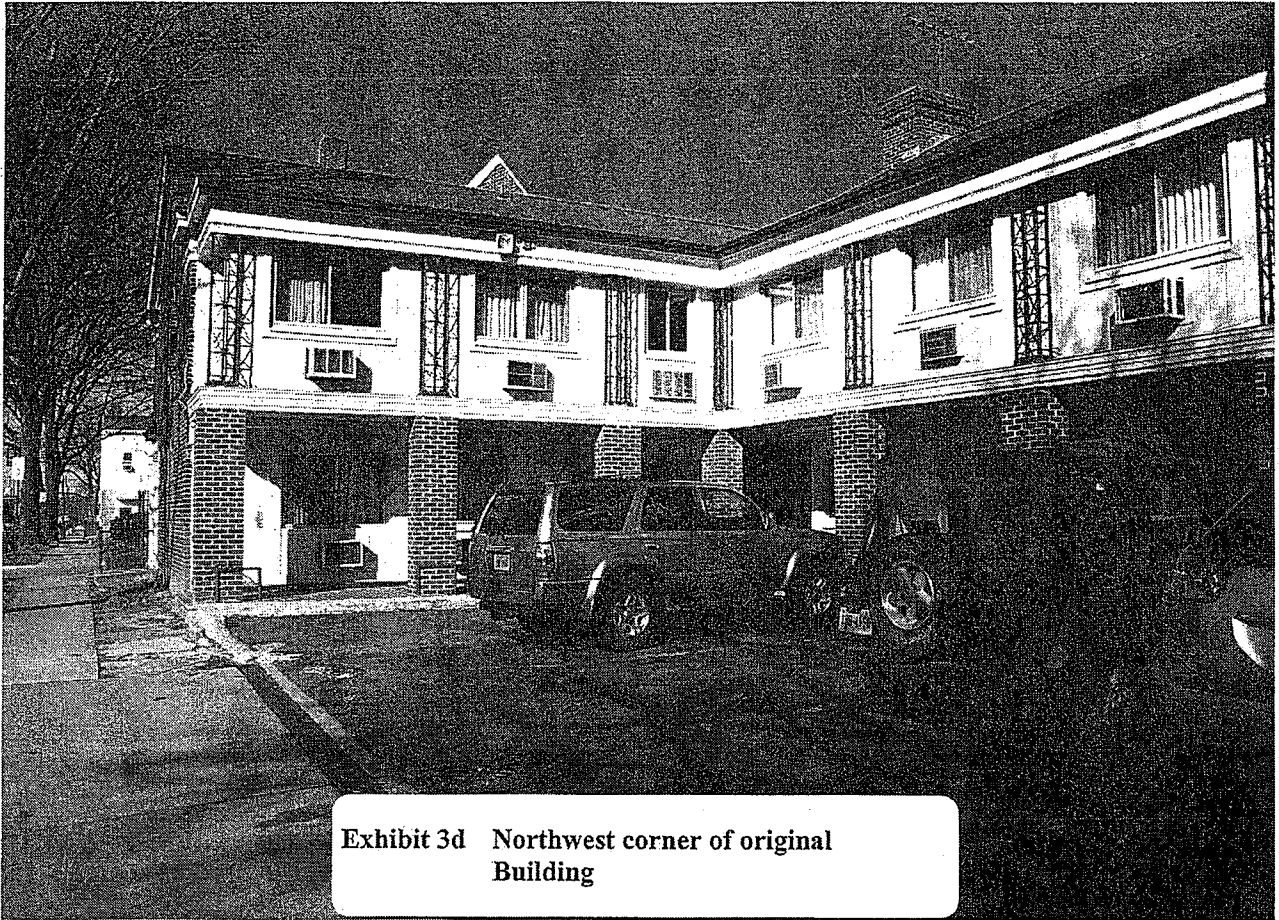
**Exhibit 3a North Washington Street façade**  
**Note remnant of original cham-**  
**fered corner at lower left of picture.**



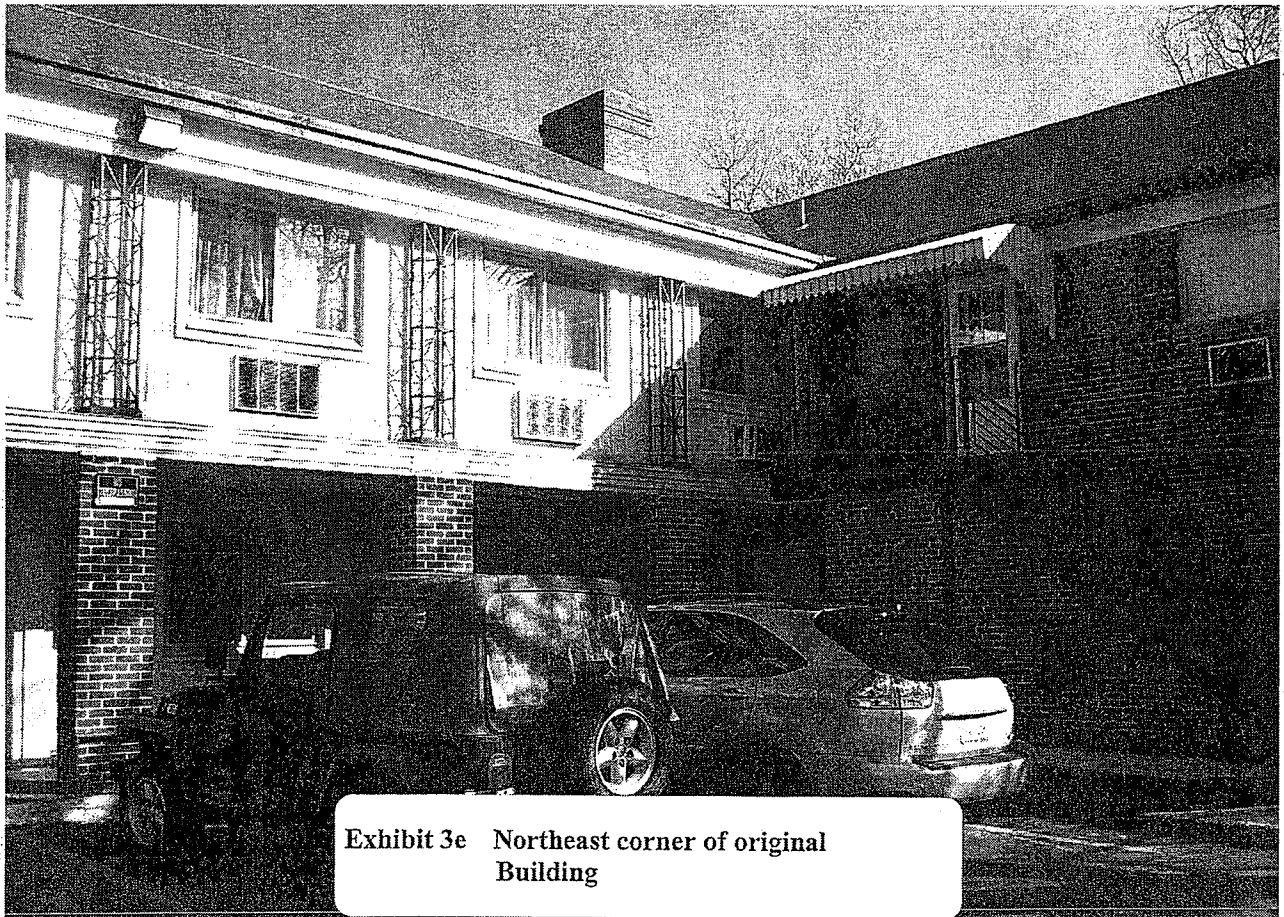
**Exhibit 3b** South and west elevations of 1965 addition and north parking lot



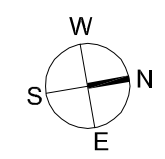
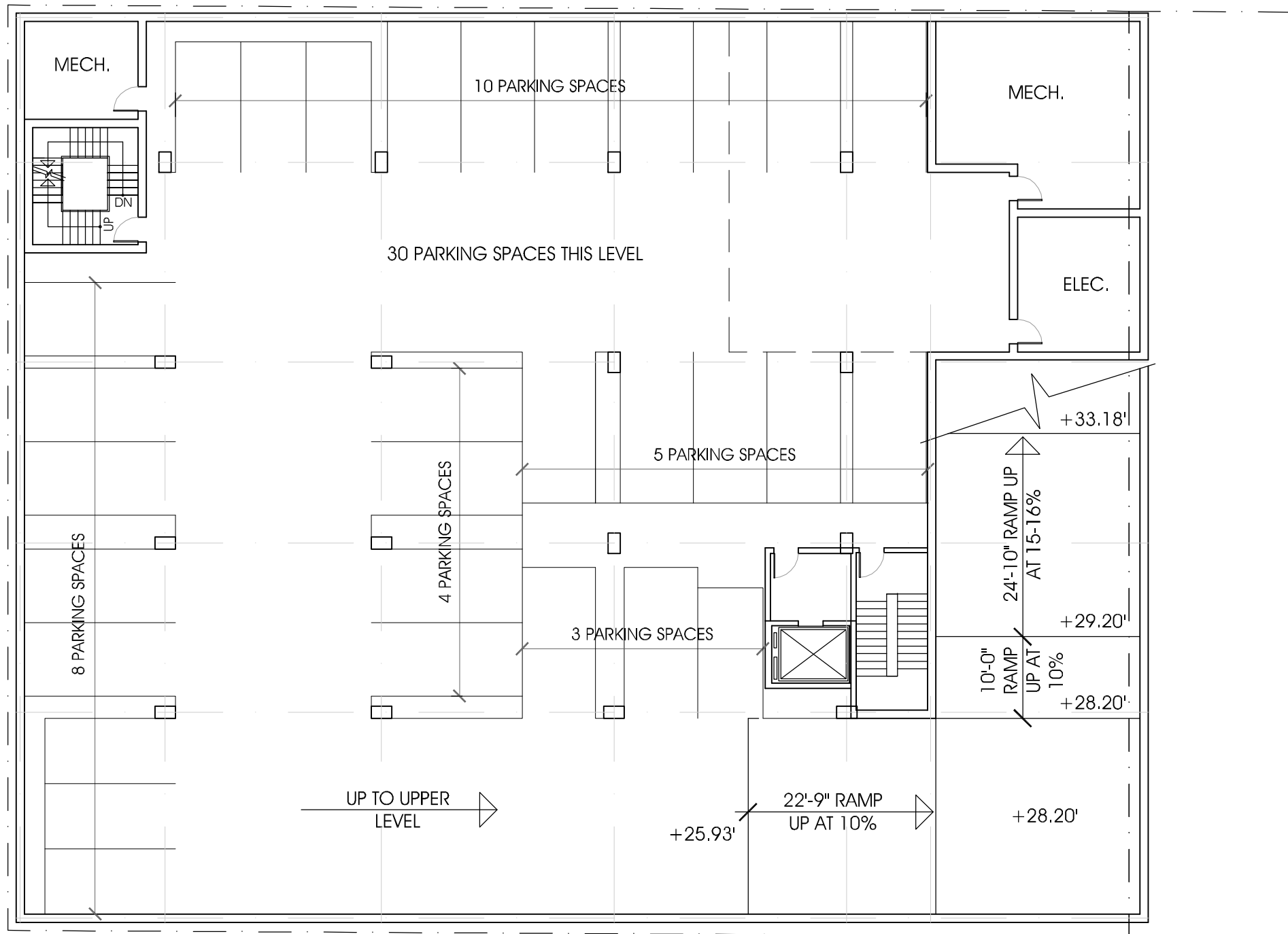
**Exhibit 3c** North Washington Street elevation



**Exhibit 3d Northwest corner of original Building**



**Exhibit 3e Northeast corner of original Building**



LOWER GARAGE LEVEL PLAN

1/16"=1'-0"

Lot Area (gsf)		
700 N. Washington St.	15,580	
710 N. Washington St.	2,224	
<b>Total</b>	<b>17,804</b>	
Existing To Remain (710 N. Washington)		
Floor Area (Note 1)	1,814	
New Units In Existing Building	1	
Proposed Area		
1st Floor	10,808	
2nd Floor	10,471	
3rd Floor	10,471	
4th Floor	7,267	
<b>Total Gross Area</b>	<b>39,015</b>	
Retail Gross Area	6,354	
Residential Gross Area	32,661	
FAR deductions (residential)	15%	
FAR deductions (retail)	5%	
Retail Net Area	6,036	
Residential Net Area	27,762	
<b>Total Net Area</b>	<b>33,799</b>	
Zoning Tabulations		
	Proposed (Includes Existing)	
Total Residential Units	31	
Lot Size per Unit	574	
Overall FAR	1.90	
Units (Includes 710 Washington)		
Studio	4	13%
1 Br	19	61%
1 Br + Den	3	10%
2 BR	5	16%
<b>Total</b>	<b>31</b>	<b>100%</b>
Parking Required		
	Ratio	Required
Residential Parking 1BR	1.3	33.8
Residential Parking 2BR	1.75	8.8
Visitors Parking	15%	6.4
<b>Residential Required</b>		<b>48.9</b>
Retail Parking Required	1/220	28.9
<b>Total Required Parking</b>		<b>77.8</b>
Parking Provided		
	Ratio	Provided
Residential	per code	49
Retail	1/385	18
<b>Total Parking Provided</b>		<b>67</b>
Open Space		
Open Space At Grade	1,661	
Open Space Above Grade	2,988	
<b>Total Open Space</b>	<b>4,659</b>	
Open Space	26%	
Note 1: All information determined without building survey		

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THE CITY OF ALEXANDRIA, VIRGINIA

08.006

REVISIONS

DATE	DESCRIPTION

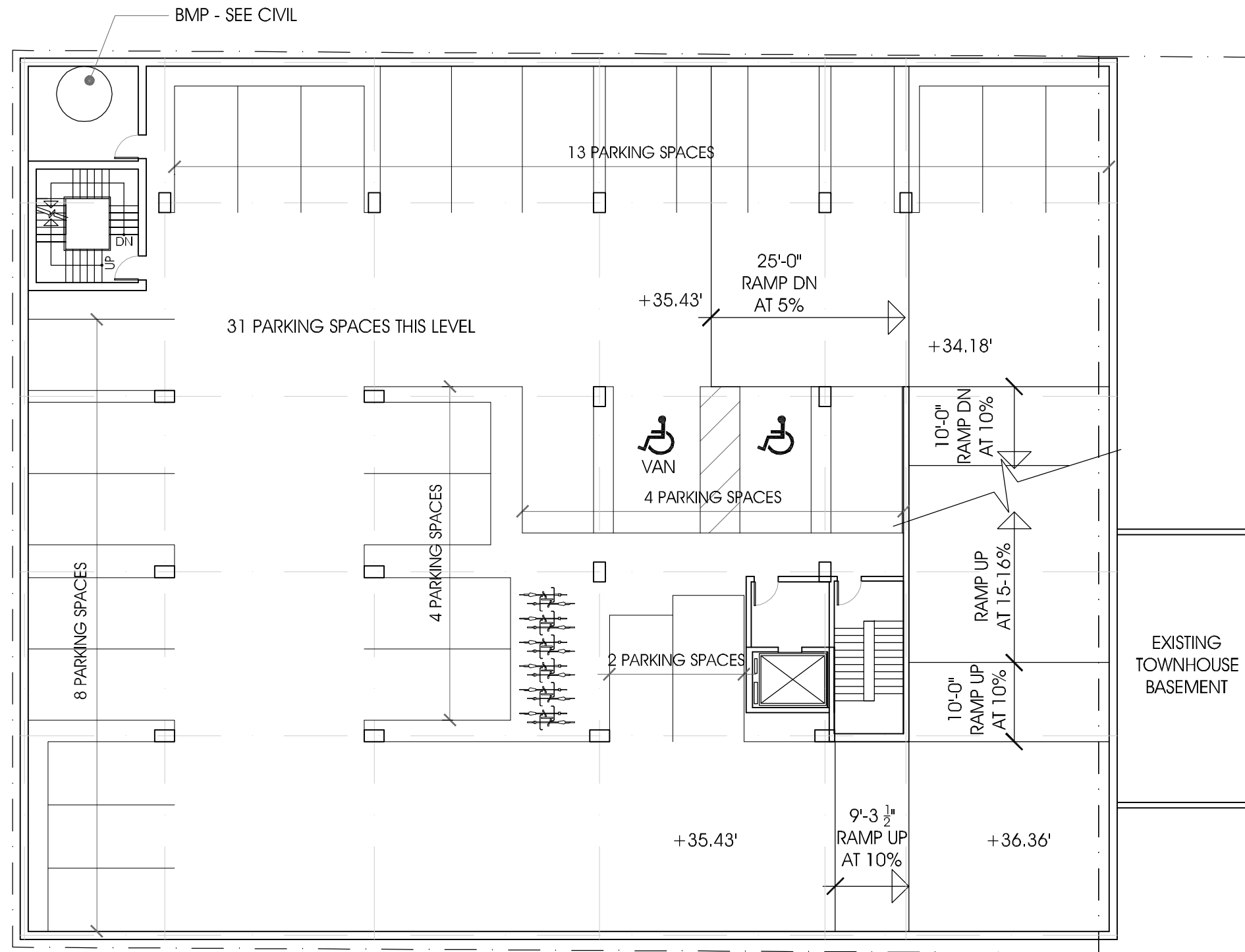
BAR CONCEPT REVIEW  
01.22.13

LOWER GARAGE LEVEL PLAN

SHEET NO.

A1.1

A



A

UPPER GARAGE LEVEL PLAN

1/16" = 1'-0"

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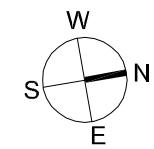
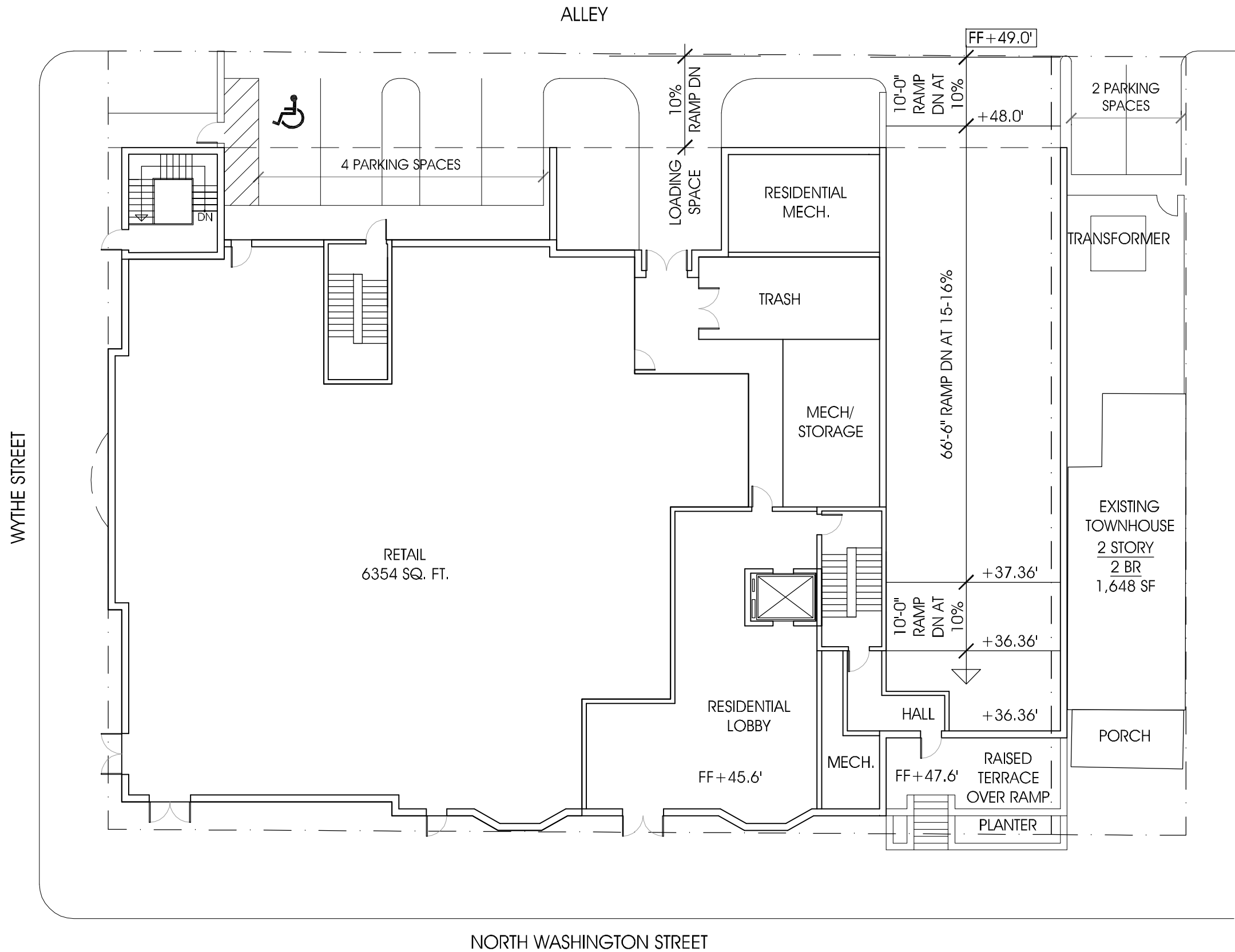
DATE	DESCRIPTION

BAR CONCEPT  
REVIEW  
01.22.13

UPPER GARAGE  
LEVEL PLAN

SHEET NO.

A1.2



GROUND FLOOR PLAN

1/16"=1'-0"

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GROUND  
FLOOR PLAN

SHEET NO.

A1.3

A

REVISIONS

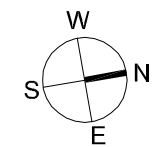
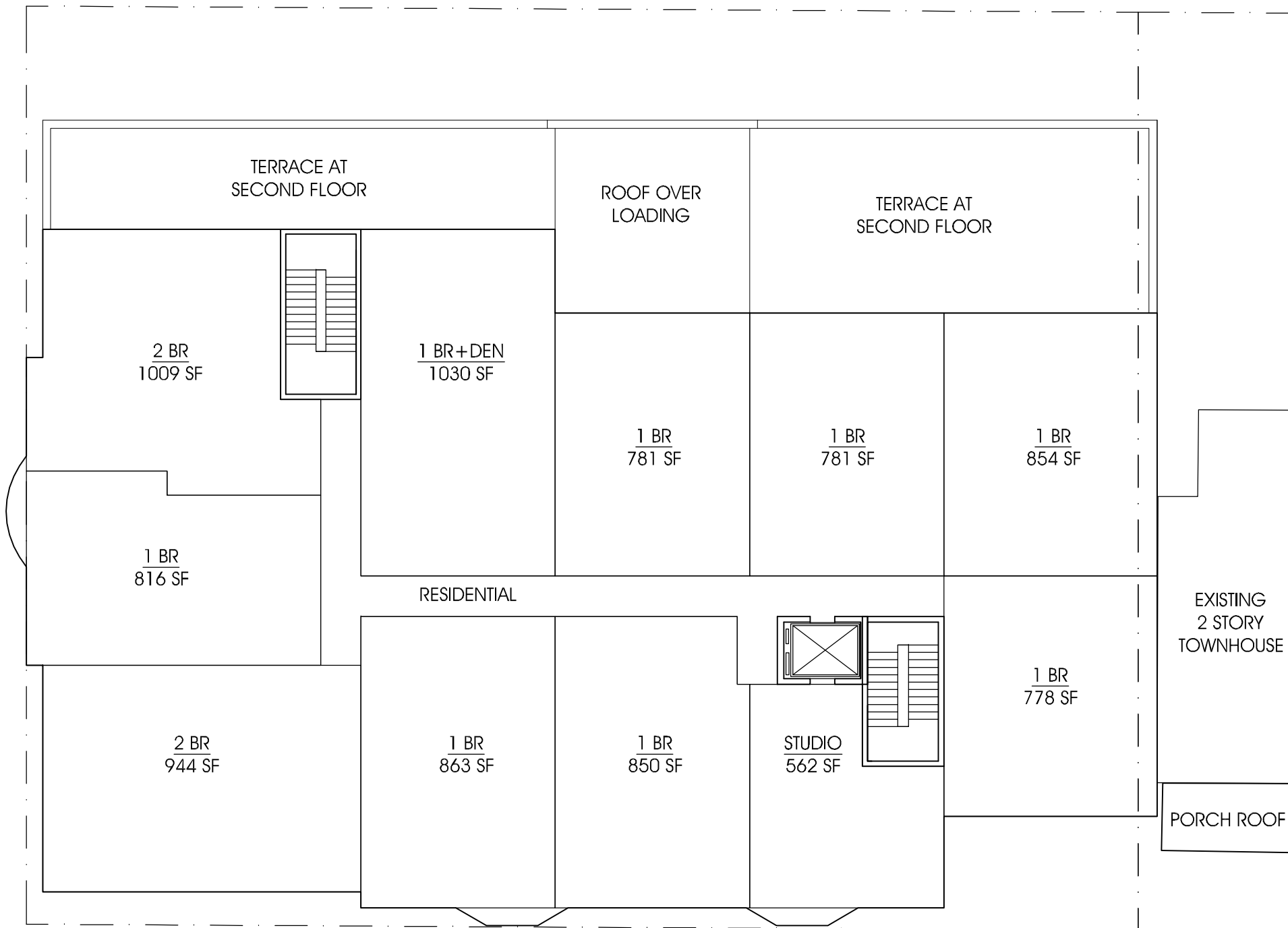
DATE	DESCRIPTION

BAR CONCEPT  
REVIEW  
01.22.13

2ND  
FLOOR PLAN

SHEET NO.

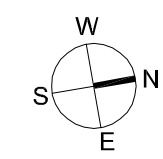
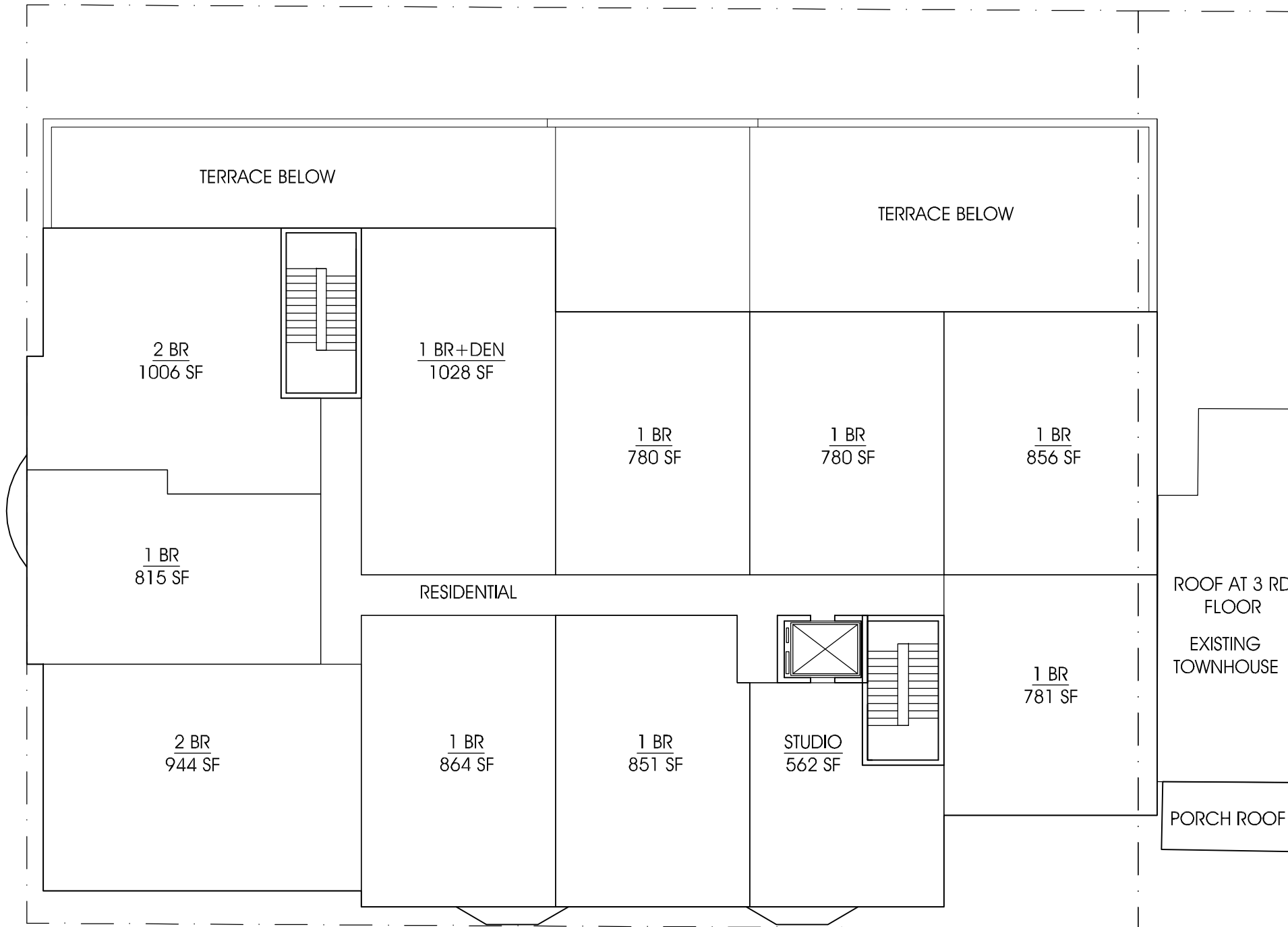
**A1.4**



2ND FLOOR PLAN

1/16"=1'-0"

A



**3RD FLOOR PLAN**  
1/16"=1'-0"

A

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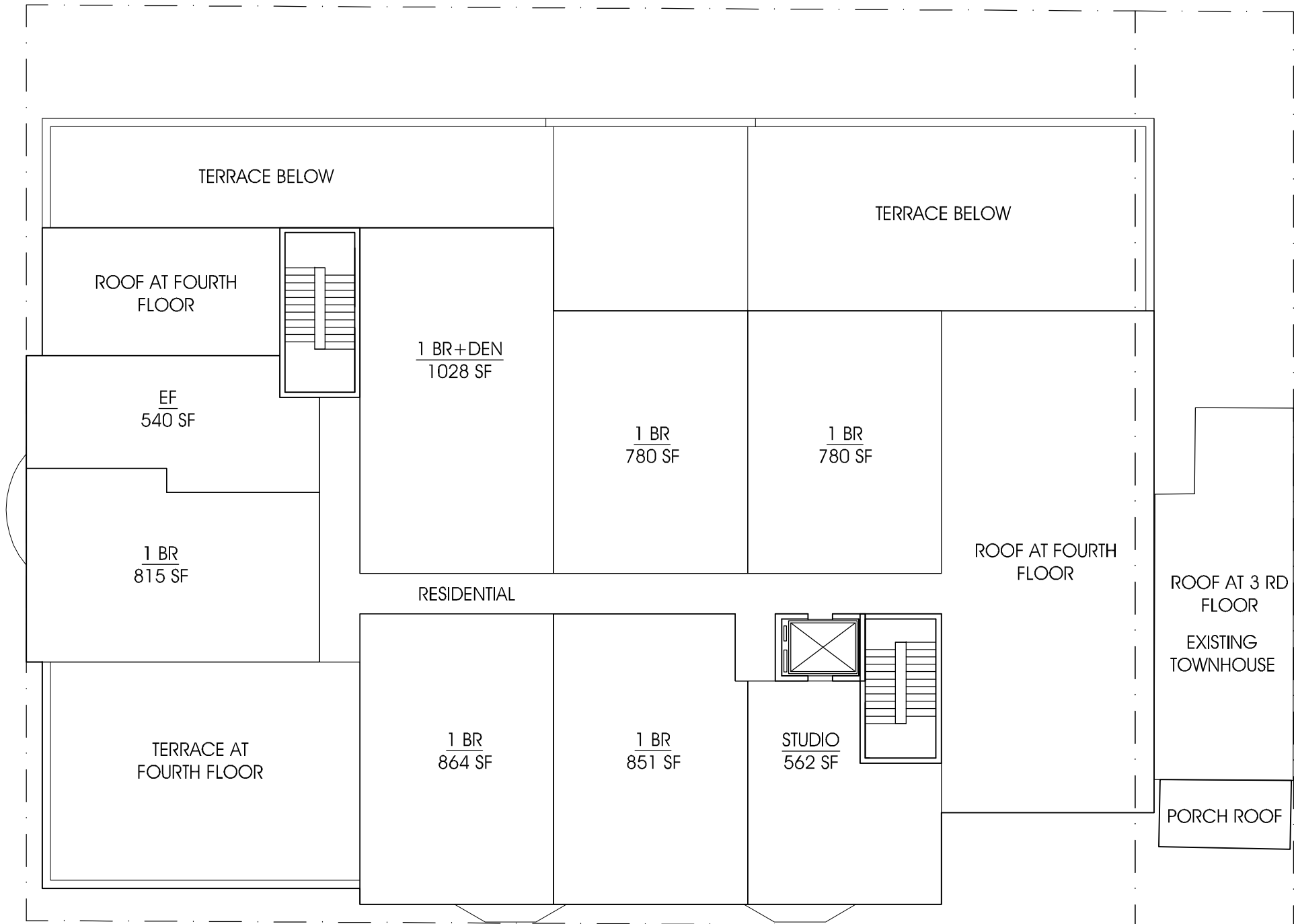
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01.22.13

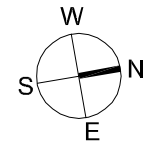
3RD  
FLOOR PLAN

SHEET NO.

**A1.5**



A



4TH FLOOR PLAN  
1/16"=1'-0"

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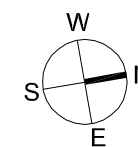
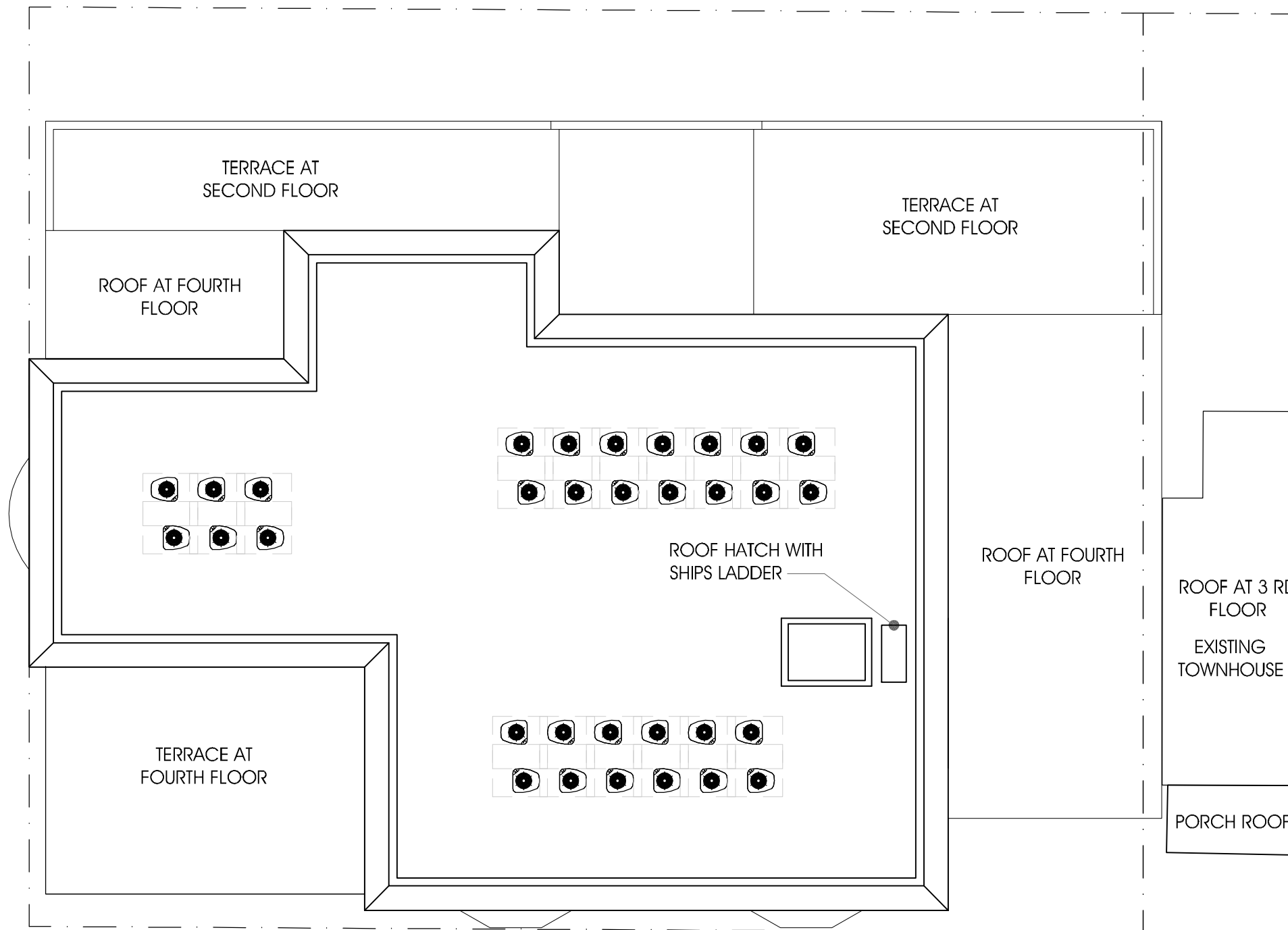
DATE	DESCRIPTION

BAR CONCEPT  
REVIEW  
01.22.13

4TH  
FLOOR PLAN

SHEET NO.

A1.6



**ROOF PLAN**  
1/16"=1'-0"

A

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DATE	DESCRIPTION

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REVIEW  
01.22.13

ROOF PLAN

SHEET NO.

**A1.7**



WYTHE STREET ELEVATION

1/16" = 1'-0"

B

SEE A/A2.1 FOR TYP. NOTES



WASHINGTON STREET ELEVATION

1/16" = 1'-0"

A

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DATE	DESCRIPTION

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REVIEW  
01.22.13

EXTERIOR  
ELEVATIONS

SHEET NO.

A2.1



**ALLEY ELEVATION**  
1/16" = 1'-0"

**B** SEE A/A2.1 FOR TYP. NOTES



**SIDE ELEVATION**  
1/16" = 1'-0"

**A** SEE A/A2.1 FOR TYP. NOTES

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DATE	DESCRIPTION

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REVIEW  
01.22.13

EXTERIOR  
ELEVATIONS

SHEET NO.

**A2.2**



B

WYTHE STREET  
1/64" = 1'-0"



A

WASHINGTON STREET  
1/64" = 1'-0"

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DATE	DESCRIPTION

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01.22.13

STREETSCAPES

SHEET NO.

A2.3

REVISIONS

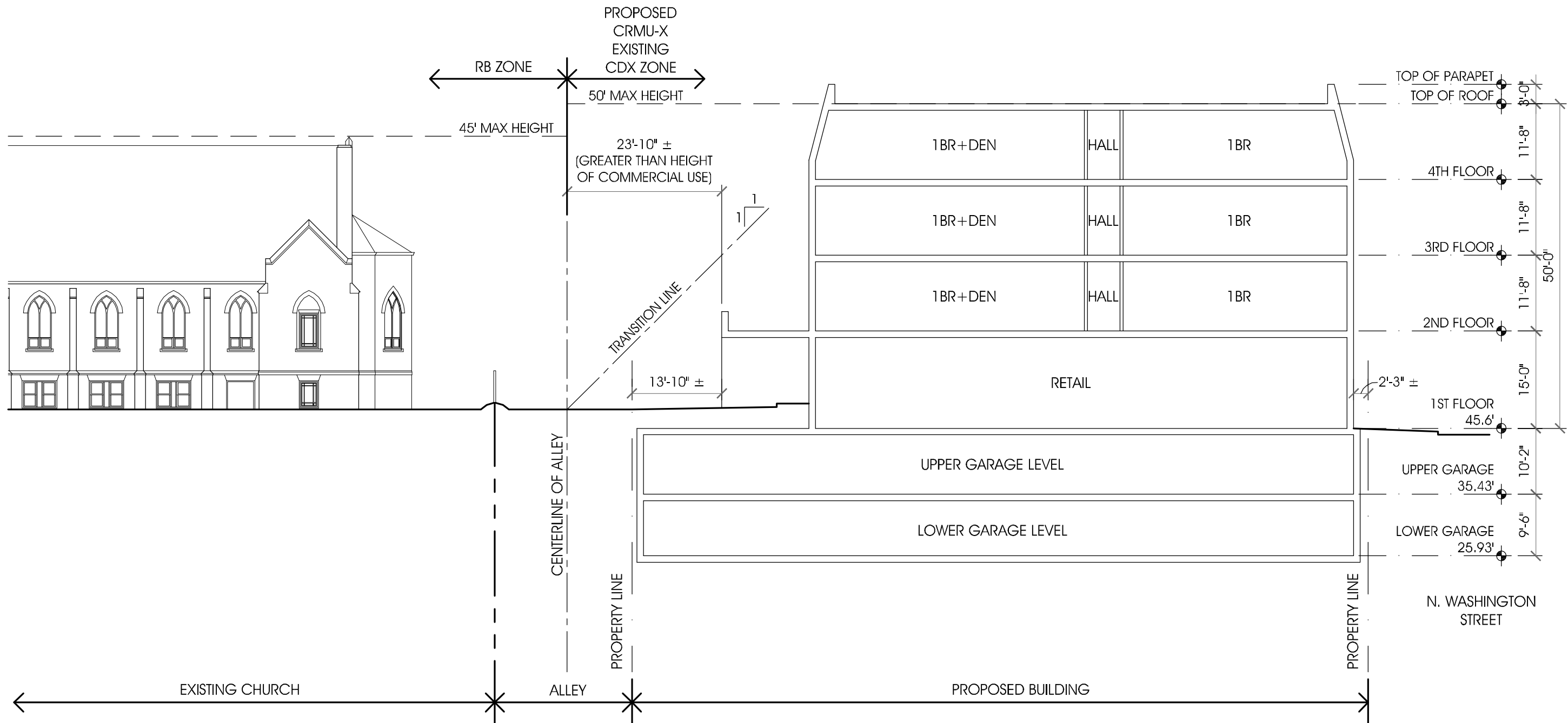
DATE	DESCRIPTION

BAR CONCEPT  
REVIEW  
01.22.13

BUILDING  
SECTION

SHEET NO.

A3.1



A

EAST-WEST BUILDING SECTION

1/16" = 1'-0"



F

SOUTHWEST CORNER



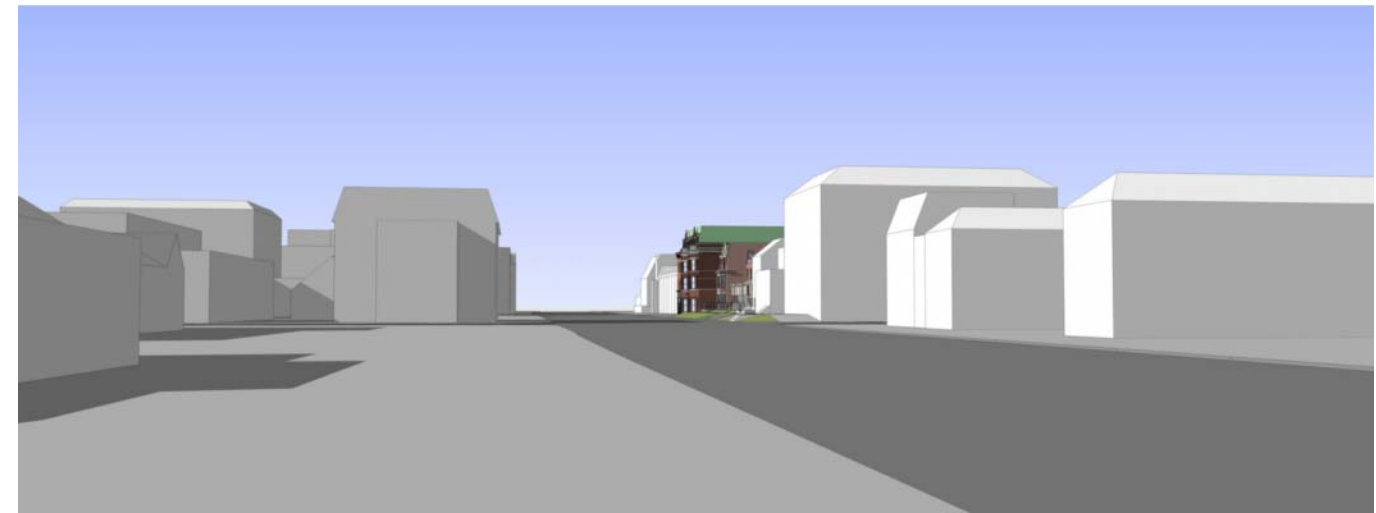
E

NORTHEAST CORNER



D

SOUTH LOOKING NORTH



C

NORTH LOOKING SOUTH



B

SOUTHEAST CORNER



A  
38

NEIGHBORHOOD MASSING

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REVISIONS

DATE	DESCRIPTION

BAR CONCEPT  
REVIEW  
01.22.13

3D MODEL  
VIEWS

SHEET NO.

A3.2



DECEMBER 1, 8:30 A.M.



NOVEMBER 1, 8:30 A.M.



OCTOBER 1, 8:30 A.M. DST



SEPTEMBER 1, 8:30 A.M. DST



AUGUST 1, 8:30 A.M. DST



JULY 1, 8:30 A.M. DST



JUNE 1, 8:30 A.M. DST



MAY 1, 8:30 A.M. DST



APRIL 1, 8:30 A.M.



MARCH 1, 8:30 A.M.



FEBRUARY 1, 8:30 A.M.



JANUARY 1, 8:30 A.M.

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REVISIONS

DATE	DESCRIPTION

BAR CONCEPT  
REVIEW  
01.22.13

SHADOW  
STUDY

SHEET NO.

A3.3

BAR Case # \_\_\_\_\_

ADDRESS OF PROJECT: 700-710 N. WASHINGTON STREET

TAX MAP AND PARCEL: 054.04-08-11 ZONING: CD-X

APPLICATION FOR: *(Please check all that apply)*

- CERTIFICATE OF APPROPRIATENESS "CONCEPT REVIEW"
- 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: MAHMOOD INVESTMENT CORP

Address: 700 N WASHINGTON ST

City: ALEXANDRIA State: VA Zip: 22314

Phone: (703) 836-5100 E-mail: \_\_\_\_\_

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

Name: John W. Rust; Rust Orling Architecture Phone: (703) 836-3205

E-mail: jrust@rustorling.com

Legal Property Owner:

Name: MAHMOOD INVESTMENT CORP

Address: 700 N WASHINGTON ST

City: ALEXANDRIA State: VA Zip: 22314

Phone: (703) 836-5100 E-mail: \_\_\_\_\_

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

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

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

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

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

REQUEST FOR CERTIFICATE OF APPROPRIATENESS: CONCEPT PLAN

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Demolition of the existing two story brick motel with ground floor retail and surface parking lots.

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Construction of a new 33,822 square foot, three- and four-story mixed use building, consisting of residential units over ground floor retail, with two levels of underground parking.

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**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 12 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 12 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 W. POST

Date: 1/22/13

**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. Mahmood Invest. Corp.	700 N Washington St.	100%
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 700-710 N Washington St. (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. Mahmood Invest. Corp.	700 N Washington St.	100%
2. Rafat Mahmood	710 N Washington St.	50%
3. Shaista Mahmood	710 N Washington St.	50%

**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. Mahmood Investment Corp.	None	None
2. Rust Orling Architecture	None	None
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.**

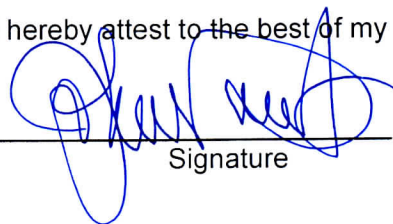
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

02/12/2013

Date

John W. Rust

Printed Name



Signature

## **BAR Concept Review**

5/3/00

Since 1988, the Alexandria Zoning Ordinance has expressly required the "height, mass and scale of buildings or structures" to be a factor used by the Board of Architectural Review in passing on the appropriateness of proposed construction. The Board has since that time -- by unwritten policy -- reviewed projects requiring Planning Commission review of a new building or significant additions under what has been called "Conceptual Review". Applicants requesting conceptual review are docketed for public hearing at a regular session of the Board. In this review, the Board determines whether the "scale, mass and architectural character" of a proposal is appropriate within the historic district. The Board determines in this preliminary review whether the size and architectural style of the building is generally appropriate in relation to its surroundings. For projects on Washington Street or within the Potomac River Vicinity the Board also makes a formal finding of compliance with the additional standards listed in the Zoning Ordinance, to the extent that this is possible without final architectural details.

Detailed design elements: colors, signs, window details, etc. are deferred for restudy and final approval of a Certificate of Appropriateness if, and when, the project is approved by Planning Commission or City Council. The applicant thus avoids spending substantial additional money for design fees to develop architectural details and the Board does not spend time reviewing the details of a project which may not receive approval of, or which may be modified by, Planning Commission or City Council. The applicant is also able to determine early in the review process whether the BAR feels the building envelope is appropriate and can verify the project proforma prior to a large expenditure of professional fees.

Staff then forwards the Board's findings regarding the appropriateness of a proposed project's scale and mass in the staff report to Planning Commission and, in the case of a Development Special Use Permit, to City Council. However, no Certificate of Appropriateness is granted until after the project receives zoning approval by Planning Commission or Council, responds to any revisions required by these other bodies and the applicant returns to the Board for approval of the final design details. However, if a project requires major zoning modifications, staff routes projects to the Planning Commission first based on the presumption that if a project is not legally buildable, then the BAR should not be spending time on design review.

It has been recommended by the Washington Street Task Force that the Board cease the practice of Conceptual Review. While some Board members have been uncomfortable with appearing to approve a project without full knowledge of the architectural detailing, staff believes that there are some significant advantages to the community, the applicant and the Board in continuing Conceptual Review.

If a project is taken to Planning Commission and City Council for approval first, then detailed illustrative drawings of the building will have been presented to citizen associations, City staff, Planning Commission and City Council who will rely on these representations in their approval. For projects in the Potomac River Vicinity or on Washington Street, the Planning Commission

and City Council will necessarily become the bodies required to make a finding of compliance with the additional standards before the project may proceed. In addition, a project of any size requires approval of a Preliminary Site Plan, which involves numerous detailed engineering drawings of the building site. In effect, the entire building will have been designed in some detail and these drawings will form the basis for neighborhood and Council approvals. Design revision by the BAR may require re-approval by all of these groups. Further, the applicant will have invested tens of thousands of dollars in attorney, engineer and architects fees and will be very reluctant to make meaningful changes to the building design. Finally, there would be no benefit for the BAR to deny final approval of a project when the applicant can appeal to City Council -- who would already have approved the project.

Unfortunately, attorneys frequently represent before the Planning Commission and Council that projects which have received only concept review have been "approved" by the BAR. In addition, citizens may not be aware of the BAR public hearing or assume the BAR will deny a request and are then upset that the building envelope has been approved before they have had an opportunity to comment on the size of the project.

Therefore, the Washington Street Task Force has recommended abolishing conceptual review by the BAR and substituting a joint, informational work session of the Planning Commission and BAR for all new buildings within a block of Washington Street. While this proposal has some merit and would allow FAR and traffic impacts to be discussed at the same time that the interrelated subject of building mass and scale is being reviewed, it also has the potential to dilute any real discussions on design because of the practical amount of time this will consume and the difficulty of gathering two boards together for a presentation with public comment. Concept review for major projects today frequently extends over two or three BAR meetings. BAR members often request that certain elements be restudied or simply want to revisit the site and reflect on the applicant's presentation or public comments received. On the other hand, the number of potential development projects requiring this joint review is relatively small, perhaps twice per year.

Staff recommends that the Board continue the practice of conceptual review but incorporate it *as a* formal step in the BAR's Certificate of Appropriateness process for relevant projects throughout the historic districts. The Board would be required to make a formal finding of appropriateness of the scale, mass and architectural character of any new building prior to its review by Planning Commission and Council. The expanded Washington Street standards recommended by the Task Force will provide additional guidance from City Council regarding community expectations for this street. A written policy should also be established so that the BAR, applicants, Council and the public understand exactly what is (and is not) being approved in conceptual review and why. Staff believes that the BAR is the most qualified body to review and comment on design issues and should avoid being drawn into work sessions where traffic, density and use are the primary concerns.

## CONCEPTUAL BAR APPROVAL POLICY

1. **BAR concept approval is required in the following cases:**
  - a. The proposal requires an SUP for additional density or height;
  - b. The proposal requires Planning Commission review for a new building;
  - c. Staff determines that the proposal requires preliminary review because the design would be a principal determining factor in the ultimate approval by other bodies.
  - d. The only exception to the above will be when the zoning approval needed by the Planning Commission or Council is so uncertain and so critical to the basic format of the proposal, that, in staff's opinion, changes to the application are likely and review by the BAR would have to be repeated.
  
2. In a case before it for conceptual approval, the BAR shall make findings on the following issues:
  - a. Appropriateness of scale, mass and general architectural character;
  - b. Additional standards where applicable (such as Washington Street or the Potomac River Vicinity) have been met.