

11  
1-20-24

Re: 301 North Fairfax

Brian Branton, 307 N. Washington St, representing the Historic Alexandria Foundation

My name is Brian Branton, and I am representing the Historic Alexandria Foundation.

Today, I stand before you to express our opposition to this proposed development as it threatens to disrupt what makes our community so special.

First and foremost, the project does not meet the applicable standards for approval. It ignores the current zoning ordinance restricting new residential development to a 1.25 FAR by asking it be doubled to 2.5 so they can build to the edge of the site. Hoffman wants you to re-zone the site to high density within a medium-density area.

The resulting 4-story structure would simply overwhelm the average 2.5 stories of the surrounding homes and businesses in the Old and Historic Alexandria District.

Second, it violates Section 4-206 (A)(2)(a) of Article IV of the Alexandria Zoning Ordinance by asking for a 5 ft. setback, instead of the required 16-foot setback for new multi-family dwellings, which would slash its ground cover requirement by 33%.

And most importantly, it ignores the architecture of the community with a building design that's devoid of any respectful reference to our colonial and 19<sup>th</sup> century architectural history. It also doesn't accommodate the alley required by the Waterfront Small Area Plan, and it violates Design Guidelines in the Old & Historic District and the Waterfront Small Area Plan – both of which, need I remind you, this site is subject to.

Our city deserves respect for its heritage, and a development of this magnitude would overshadow the very essence that makes Old Town so distinct. Historic Preservation is not just about maintaining the physical structures; it is about preserving the soul of our community. Each building, each cobblestone, each gas lantern contributes to the narrative that has shaped our town. Introducing a development that blatantly contradicts this established architectural aesthetic risks diluting the authenticity that makes our city and this neighborhood such a great place to live and visit.

The Historic Alexandria Foundation is not against development. We can still achieve our density and affordable housing goals with a re-designed 301 N. Fairfax. All of us in opposition would welcome an appropriately designed building with an additional 3<sup>rd</sup> floor setback, required tree coverage, and a restored alleyway.

Our historic preservation district isn't just a collection of buildings; it's a commitment to safeguarding a cultural heritage. Once lost, this distinctive character cannot be reclaimed. We stand at a crossroads where the decision being made today will echo through the generations. Let us not sacrifice our town's soul for short-term gains.

Again, on behalf of the Historic Alexandria Foundation, I urge you to deny the SUP that so dramatically expands the FAR until the plan accommodates the features I've described and becomes architecturally respectful to our Old & Historic neighborhood. Let us decide wisely today, for once lost, the charm of our town is lost forever.

**CouncilComment@alexandriava.gov**

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**From:** Chris Brown <chris@ytcadvisors.com>  
**Sent:** Thursday, January 11, 2024 10:24 AM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Application for rezoning and various special exceptions for 301 North Fairfax Street property

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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My name is Christopher Brown and I have lived at 226 North Fairfax Street for over thirty years. I want to express my strong objection to the request for a rezoning and various special exceptions for the property located at 301 North Fairfax Street. My 1894 home lies just over 100 feet from the proposed development at 301 N Fairfax Street.

Having lived in Old Town for such a long period of time I have seen many changes in our community. Most of them positive. I am not opposed to change.

Having been a neighbor of the existing office building for over 30 years I have grown accustomed to it and have developed a certain fondness for the benign building and use. However, I am not opposed to the change of use from commercial to residential.

Having been associated with the development industry for over 40 years I am not opposed to development.

But I am **STRONGLY OPPOSED** to the density of this project and specifically to the request for an FAR of 2.5 for a residential building. That density forces a massing on this one lot that completely covers the lot and is out of scale with the surrounding dwellings, including my own. That density is inappropriate in the Old and Historic District.

I would urge you to deny the request allowing for an increase in the FAR to 2.5 regardless of your actions on the balance of the application. I think you will find that the root cause of many of the issues and objections of the community are based upon this unreasonable request and will fade away with the more reasonable by right FAR of 1.25

Thank you,

**Christopher W. Brown**

226 North Fairfax Street

Alexandria, VA 22314

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## CouncilComment@alexandriava.gov

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**From:** Kaitlyn B. <borysiewicz24@gmail.com>  
**Sent:** Friday, January 12, 2024 3:44 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support+Docket+Item+11+(301+N.+Fairfax+redevelopment)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

You don't often get email from borysiewicz24@gmail.com. [Learn why this is important](#)

I am writing in support of efforts to rezone 301 N. Fairfax Street in Old Town. I am baffled by arguments that an obsolete, unused building is more beneficial for Alexandria than expanding the supply of available housing. This indirect effort to keep people out of Alexandria will hurt us in the future.

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Statement for the Public Record - Waterfront Small Area Plan Restrictions on 301 N. Fairfax Street Proposal

The developer of 301 N. Fairfax cannot escape the clear goals and requirements for new development for sites in the Waterfront Small Area Plan ("Plan"). The City Council must enforce these requirements by denying the Special Use Permit that would permit a scale and density incompatible with the Plan.

As the map (page 4, Figure 2 of the Plan) shows on the right, the 301 N. Fairfax property clearly lies within the Waterfront Plan's boundary.

The Plan must be followed, regardless of whether it is an "overlay" plan or not, as the Planning Commission staff continues to irrelevantly assert, because the Waterfront Plan formally amends the Master Plan:

*"...through this Plan, the City is amending portions of the Old Town Small Area Plan....and, therefore, amending the City's Comprehensive Master Plan." Page 10.*

One page 24, the Plan "*...recommends that any private development in the planning area be subject to design standards and guidelines approved for the waterfront... Any new development must be compatible with the goals of this Plan.*" This clearly subjects the Hoffman proposal to the requirements and principles of the Waterfront Plan.

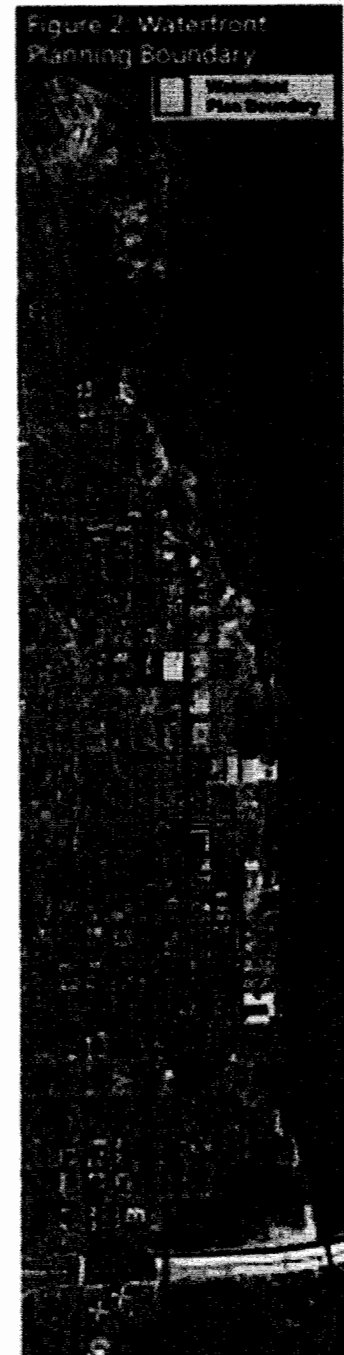
In case it is still unclear, the City of Alexandria Virginia Master Plan dated March 2022 displays a map of all small area plans and all overlay plans which (a) shows that 301 N. Fairfax lies within both the Old Town Plan and the Waterfront Small Area Plan, and (b) that documents for overlay plans that "*Overlay plans are supplemental plans and amendments to existing Small Area Plans. Properties located within the boundaries are subject to the requirements and regulations per the overlay plan.*" (See Appendix A.)

The Waterfront Plan uniquely encourages input from citizens for new development there, as captured on page 10, which provides that "*With the Plan...the citizenry is given the opportunity to help guide that redevelopment...*" This position statement is part of that citizen guidance.

The Plan lays out why new development in the Waterfront District must restore historical elements that were once there – "*The Waterfront Small Area Plan is an opportunity to add back history that's been missing from the waterfront for too long.*" Page vii.

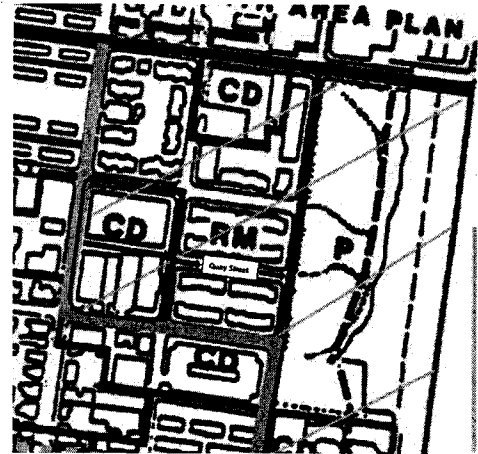
On page 15 the Plan identifies historic alleys as one example of those historic features targeted for restoration, where it "*...also adopts the recommendations for historic interpretation in nearly every location along the waterfront through such actions as.... recreating historic alleyways...*"

*"The Plan's principles for the public realm are as follows: ...View corridors, when possible, will be strengthened. Alleys should be retained or reopened where feasible..." Page 18.*

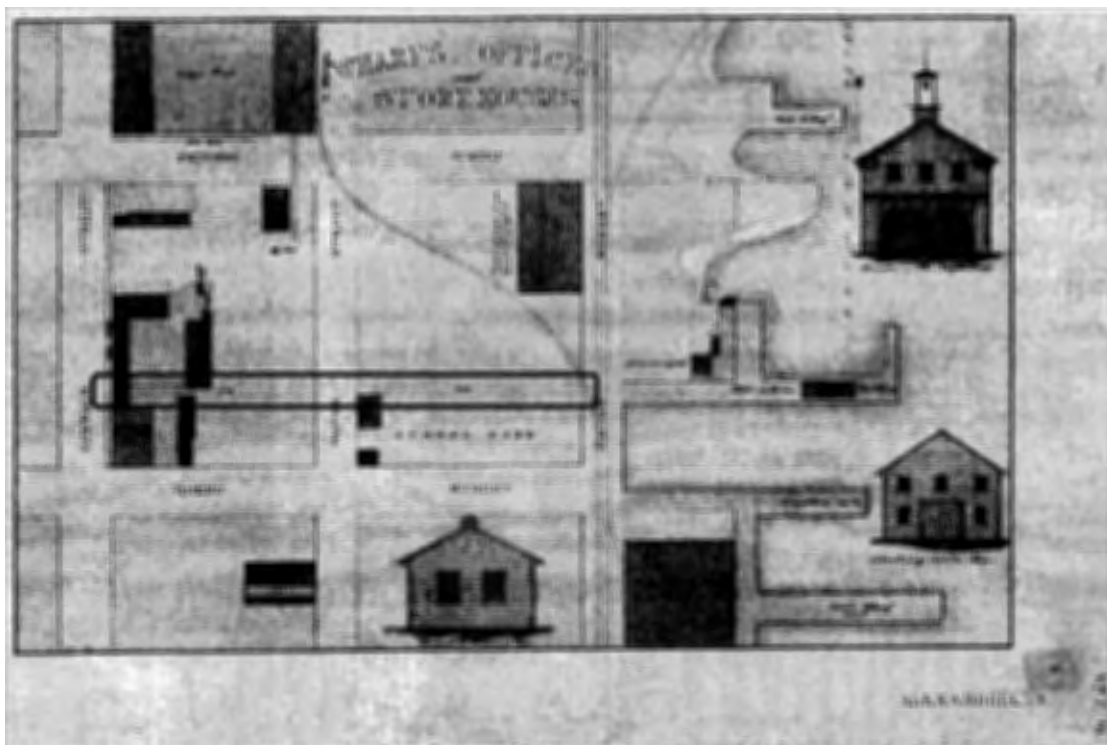


Alexandria Waterfront Plan Goal Statements include “Goal 9”, which addresses the critical notion of permeability by requiring developers to “Enhance vistas of the water from surrounding areas and of the Waterfront from the river” by preserving and enhancing “view corridors to the water, including historic streets and alleys.” Page 20. See Appendix A and note the requirement for properties to adhere to the overlay plan, and Appendix B that shows all historic and current pedestrian alleyways for enhanced river access.

The historic map on the right indicates that a view corridor still exists on the block bounded by Fairfax, Queen, Lee, and Princess streets. It overlays Alexandria’s 1749 survey map onto the current Alexandria Master Plan, showing the view corridor from N. Fairfax through the block, and all the way through Quay Street to the Potomac. This required view corridor cannot be retained with an SUP that permits the Hoffman organization to build to a 2.5 FAR with a footprint that extends to the very northernmost perimeter of the property. The last minute “hail Mary” offer by Hoffman to trim 5 feet off the building is a cynical manipulation for Council votes. It does not meet the 16-foot setback requirement or accommodate the required 18–20-foot alley that could accommodate the missing service entrance. The SUP must thus be denied. (See Appendix D.)



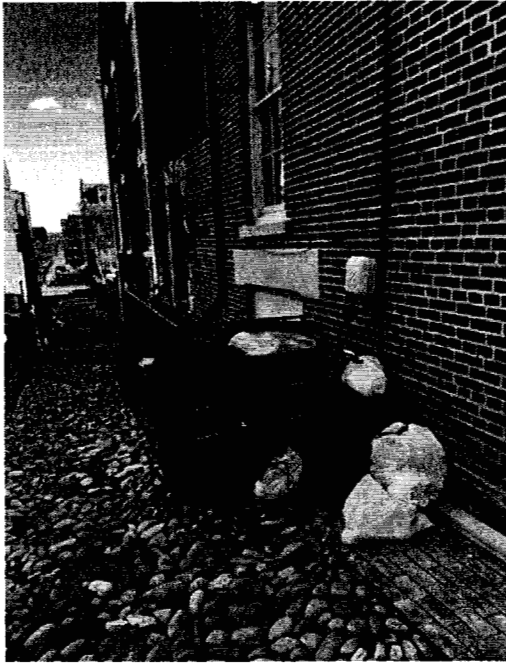
The second map, shown below, drawn by Alexandria native son and Union Army Brigadier General, Montgomery Meigs, shows that in 1865 an alleyway (clearly marked “Alley”) bifurcated what is now 301 N. Fairfax and the entire block, extending to also bifurcate the block between what today is N. Lee Street and Union Street. The Waterfront Small Area Plan thus requires the developer of 301 N. Fairfax to reinstall this pedestrian alleyway to provide the Potomac access that is one of the Plan’s essential principles. This cannot be done unless the building footprint and FAR are reduced in size, requiring denial of the developer’s application for an SUP:



National Archives - <https://catalog.archives.gov/id/109182974>



A leading reason that alleys were an original feature of Old Town blocks, was not only for pedestrian access to the Potomac, but also to conceal unsightly garbage storage and collection. Without moving that activity to the rear of 301 N. Fairfax Street with the reintroduction of the historic alleyway, residents of the neighborhood will be subjected to garbage sights like these – shown below in two of our historic alleyways - right on the Queen Street curbside near Fairfax:



These two garbage sites in our alleyways demonstrate trash volume produced from only a single-family residence (left) and two retailers (right). Consider that Old Town resident neighbors will be subjected to the garbage from a total of 48 residential units proposed by Hoffman being collected weekly on Queen Street because there is no service entrance in his plan. The only way to eliminate this unacceptable scene is to add the alleyway and move this unsightly activity to the rear of the proposed building where it belongs.

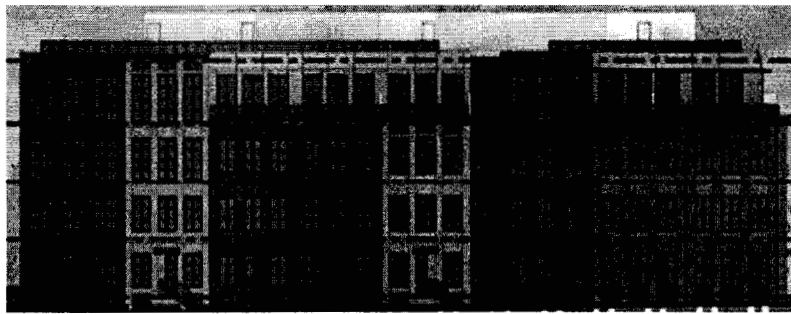
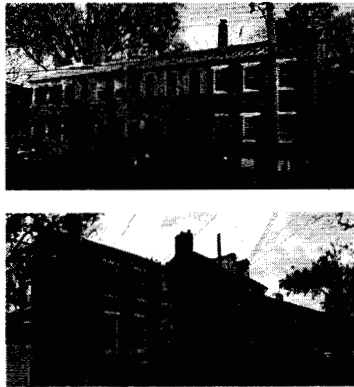
To put this issue into tangible perspective, the photo below shows the two large dumpsters currently in use behind the office building occupying 301 N. Fairfax. If an underutilized office building produces a volume of garbage that requires two dumpsters behind the current building, we area residents anticipate a volume of trash and garbage from Hoffman’s 48 residential units that will turn our streetscape into an ugly collection site, right in front of two popular restaurants across the street. This should not be acceptable by the Council – merely one block from City Hall.



The underutilized office at 301 N. Fairfax produces garbage that necessitates two large dumpsters.

The Waterfront Plan imposes on the City Council other reasons to deny the inappropriate density being sought by the Hoffman organization. The Plan provides on page 86 that “Thus, increases in density are permitted but only with SUP approval, and only if the proposed development is found to comply with the specific Development Goals and Guidelines outlined below ...” and on page 87 that those “located within the Old And Historic Alexandria District” make them “already subject to design guidelines and standards in existing zoning regulations that will not change at sections 6-404 and 10-105(A)(4).”

Examining Section 6-404, we see that it requires the Council, relative to granting Hoffman an SUP, to consider that new “Buildings should be in harmony with existing buildings of genuine architectural merit, to be found in the historic district.” The Hoffman plan lacks that merit. The Council must consider “The degree to which the height, mass and bulk of the proposed construction are compatible with and reflect the traditional height, mass, and bulk of buildings and structures displayed within the streetscapes of the historic district.” The photos below show poor architectural compatibility and why the 301 N. Fairfax plan fails threshold tests of appropriateness:



Developer's Plan

The height, mass, and scale of the Hoffman proposal overwhelms the surrounding neighborhood. By these threshold standards, as well, the SUP must be denied:



Developer's Plan

Section 10-105(A)(2) further provides that “the city council on appeal shall consider the following features and factors in passing upon the appropriateness of the proposed construction”:



- *“Overall architectural design, form, style and structure, including, but not limited to, the height, mass and scale of buildings or structures...*
- *Design and arrangement of buildings and structures on the site; and the impact upon the historic setting, streetscape or environs...*
- *Texture, material and color, and the extent to which any new architectural features are historically appropriate to the existing structure and adjacent existing structures...”*

The photos on the preceding page demonstrate how the Hoffman proposal fails these tests laid out in the Waterfront Small Area Plan. **See Appendix C that details 13 Waterfront Plan tests that the Hoffman plan fails.** The Google Earth aerial view below shows how badly the monolithic buildings on this block – that will be demolished and re-developed by Hoffman and other developers - clash with the scale of the townhomes that surround them if Hoffman is granted the SUP for the inappropriate scale he proposes:



Finally, the Waterfront Plan, on page 127 provides that *“Analysis of the value of the additional density provided in this Plan strongly suggests that, at a minimum, a per-square-foot developer contribution to off-site amenities of \$9.00 in 2012 dollars is financially feasible...The per-square-foot contribution should be calculated based on all new square-footage...”*. At a proposed size of 93,336 square feet, the Waterfront Small Area Plan thus obligates Hoffman to pay the City of Alexandria \$12.06 per sq foot (\$9.00 in 2012 dollars expressed in 2023 dollars) - a contribution of \$1,125,632. However, in the Planning Commission Staff Report, we see only nominal pledges to compensate Old Town for the excessive density and special treatment being demanded by the developer:

- \$4,194 pledged for urban forestry,
- \$10,000 pledged for bikeshare,
- \$29,267 pledged for public art, and
- \$105,948 pledged to the housing trust fund.

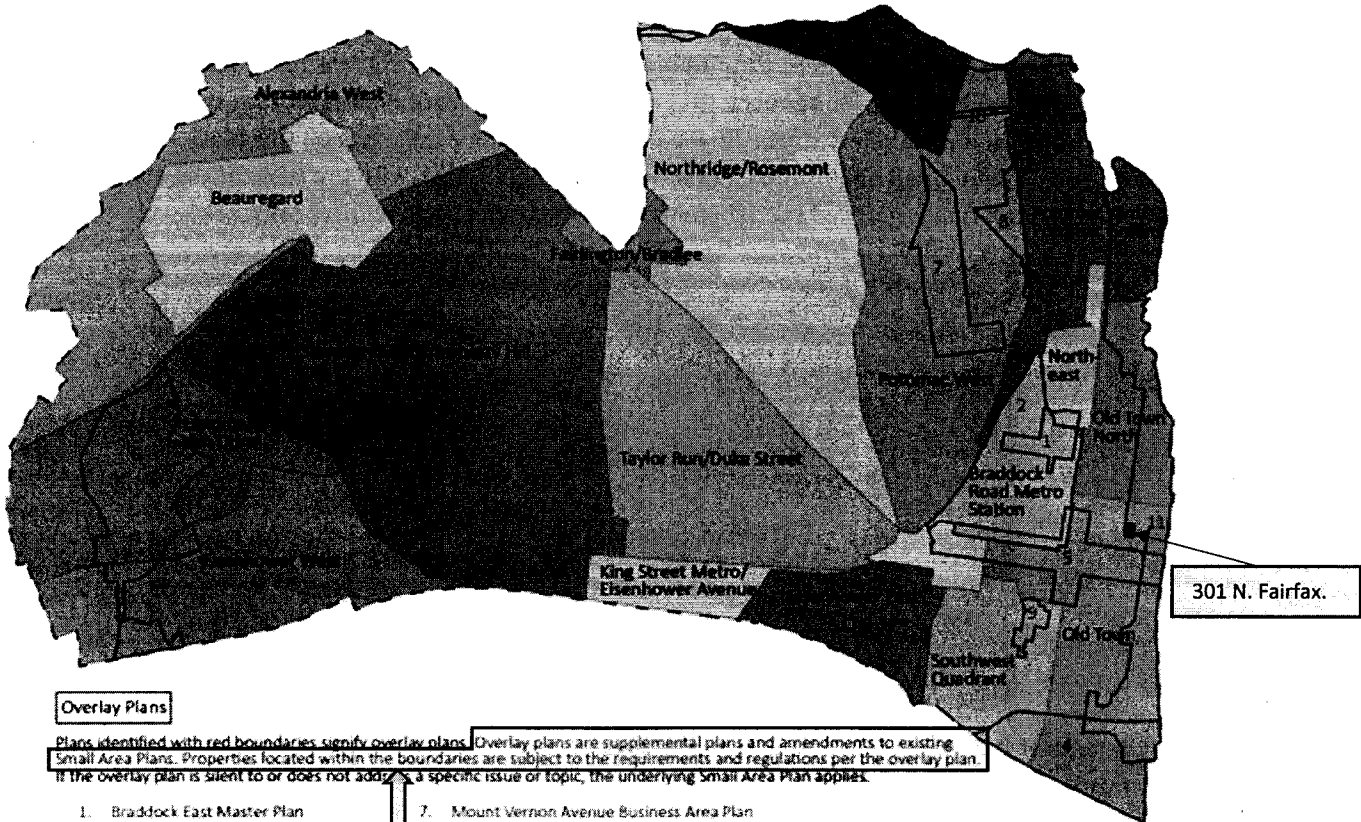
These token pledges total a mere \$149,409, which meets only 13% of Hoffman’s obligation to Alexandria in return for the preferential treatment being demanded by the re-zoning and SUP applications.

For all these reasons I urge the City Council to deny the developer’s application.

Anna Bergman



# City of Alexandria, Virginia Master Plan



**Overlay Plans**

Plans identified with red boundaries signify overlay plans. Overlay plans are supplemental plans and amendments to existing Small Area Plans. Properties located within the boundaries are subject to the requirements and regulations per the overlay plan. If the overlay plan is silent to or does not address a specific issue or topic, the underlying Small Area Plan applies.

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. Braddock East Master Plan</li> <li>2. Braddock Metro Neighborhood Plan</li> <li>3. Four Mile Run Master Plan</li> <li>4. Hunting Creek Area Plan</li> <li>5. King Street Retail Strategy</li> <li>6. Landmark/Van Dorn Corridor Plan</li> </ol> | <ol style="list-style-type: none"> <li>7. Mount Vernon Avenue Business Area Plan</li> <li>8. Oakville Triangle &amp; Route 1 Corridor Plan</li> <li>9. South Patrick Housing Affordability Strategy</li> <li>10. Upper Potomac West Task Force Report</li> <li>11. Waterfront Area Plan</li> </ol> |
|---|--|

March 2022

The Planning Commission staff continues to imply that, as an overlay plan, the Waterfront Small Area Plan has no effect on the 301 N. Fairfax property. This is completely refuted in the phrase highlighted above. The Commission also describes the 301 N. Fairfax site as a “transitional” area, when the map clearly shows that it lies squarely in the Old & Historic District. New development there must conform to design guidelines of both the Old and Historic District and the Waterfront Small Area Plan, which it currently does not.

Appendix B - Alley Sites Overlaid on Google Earth Photo



From top to bottom, above, we see that preserved historic pedestrian alleyways dominate the Old and Historic District. The Waterfront Small Area Plan requires that the 1865 alley and the current view corridor be retained when 301 N. Fairfax is developed. It cannot be done if an SUP is granted for a 2.5 FAR on the site:

- Current view corridor between N. Fairfax and N. Lee streets, that connects to Quay Street.
- Location of the alley that split the block and the 301 N. Fairfax property in 1865.
- Thompsons Alley, bifurcating the 200 blocks between N. Fairfax, N. Lee, and Union streets.
- Fayette Alley, bifurcating the 100 block of N. Fairfax and N. Lee streets, connecting to Ramsey Alley, which bifurcates the block between Union and Strand Street.
- Swifts Alley, bifurcating the 100 block of S. Fairfax and S. Lee streets, and the block through to Strand Street.
- Wales Alley, bifurcating the 100 block of S. Fairfax and S. Lee streets, and the block through to Strand Street.

Appendix C – Table of Tests Failed by the Hoffman Plan

## The Hoffman Proposal Fails 13 Tests that Apply to New Development in the Waterfront Small Area Plan

Waterfront Plan Test	How Hoffman Fails
Celebrate and honor the broad history and culture of the waterfront from pre-history to now.	Lacks respect for and reference to the architectural vocabulary of surrounding Old Town and does not re-install the historic alley.
Respect the scale and character of Old Town.	Overwhelms the townhomes that surround it on three sides which average 2.5 floors.
Enhance cues and sight lines for pedestrians, bicycles, and vehicles on all grid streets and alleys and increase accessibility for all.	Adds no features or amenities that connect the property and block to streets and alleys. Exiting traffic from the garage curb cut adds much more traffic volume onto Queen, actually decreasing “accessibility for all.”
Link the waterfront to Alexandria neighborhoods.	Provides no features that link the property and block to the waterfront.
Minimize pedestrian and vehicle conflicts.	Locating (a) all loading/unloading, deliveries and service worker activity, (b) garbage collection, (c) resident entrance/exit, and (d) garage entrance and exit for 68 cars on the western end of the 200 block of Queen at Fairfax adds an unsafe and extraordinary increase in traffic onto a street that will be narrowed by 8 feet by a new bus bulb and that currently accommodates cars that double-park for take-out from popular Momo Restaurant. It will be unmanageable.
Maximize underutilized parking opportunities elsewhere in Old Town.	Service workers, delivery vehicles for 48 units will double park on Queen and Fairfax and will take up the limited parking spaces that resident depend on.
Create revenue, initiate new partners, and leverage other resources to enhance and maintain public open space and infrastructure	Open space is only achieved with private rooftop decks and a small space behind the building that is not open to the public. The building mass removes half of the open corridor currently existing between 301 N. Fairfax and 300 N. Lee.
Protect the existing amount of open space and expand it, if possible.	Open space is only achieved with private rooftop decks and a small space behind the building that is not open to the public. The building mass removes half of the open corridor currently existing between 301 N. Fairfax and 300 N. Lee.
Allow the historic character and scale to influence new development opportunities.	The mass, scale and footprint overwhelm the surrounding neighborhood. The architectural choices make the bare minimum reference to Old Town character, building, window and roofline features.
Protect existing residential neighborhoods from excessive noise and traffic.	This building will add 68 new cars to the traffic pattern. Visitors, service workers, garbage collectors, and delivery vehicles for 48 residential units will either double park at the Queen/Fairfax intersection or take up the few street parking spaces available to nearby residents. On streets that currently accommodate non-stop Dash bus traffic and a phalanx of large tour buses heading to Old Town with tourists, this extra traffic will reduce safety, exacerbate noise, and make parking a blood sport.

Waterfront Plan Test	How Hoffman Fails
Preserve and enhance view corridors to the water, including historic streets and alleys.	The excessive footprint of the building will eliminate the current view corridor through the block that connects to Quay Street all the way to the river. The footprint does not leave enough room to re-install the historic alley documented in the 1865 Union Army map of the block.
Create a system of visual elements to draw people to the water.	There are no visual elements proposed by Hoffman that draw vehicles, pedestrian, or cyclists to the water, because it provides no break to the overwhelming mass that would provide the "permeability" required by the Waterfront Plan.
Make the waterfront an example of design excellence	In three BAR meetings on the Hoffman proposal over the summer that received unanimous public opposition, almost every citizen and BAR member suggestion for improving the architectural approach for an Old Town residence – versus the current design that is far more appropriate in North Old Town – were summarily rejected by Hoffman's counsel and architect.





## CouncilComment@alexandriava.gov

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**From:** Ian Smith <gm.smithir@gmail.com>  
**Sent:** Monday, January 15, 2024 11:17 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support+Docket+Item+11+(301+N.+Fairfax+redevelopment)

**Follow Up Flag:** Follow up  
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Good evening,

I am a citizen of Alexandria writing in support of the proposed condos at 301 N Fairfax St.

Alexandria has been moving in the right direction recently with housing, especially with the recent passing of Zoning For Housing. These condos directly support Alexandria's housing goals and should be supported as a means of expanding housing opportunities in this city. The city should put its money money where its mouth is and stay committed to providing housing for residents.

The current space is a decaying dump and is a complete waste of space in one of Alexandria's most important areas. New housing in its place will help to revitalize the space, provide additional tax revenue for the city, and provide a home for dozens of people who may otherwise need to move further away from the city or displace other residents.

Additionally, this location is more than adequate to handle the additional residents, with plenty of nearby transit and pedestrian access that can allow the potential residents to get around without a car.

I also support the fact that the condos would have committed affordable units, which will be life changing for families who may otherwise be priced out of the area.

Thank you

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## Gloria Sitton

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**From:** Joel Newman <jgnewman45@gmail.com>  
**Sent:** Friday, January 12, 2024 11:24 AM  
**To:** Justin Wilson; Amy Jackson; Kirk McPike; Alyia Gaskins; John Chapman; Sarah Bagley; Canek Aguirre  
**Cc:** City Clerk Staff  
**Subject:** [EXTERNAL]301 N. Fairfax Street Proposal

Some people who received this message don't often get email from jgnewman45@gmail.com. [Learn why this is important](#)

Mayor Justin Wilson  
Members of the City Council  
Alexandria City Hall  
301 King Street  
Alexandria, VA

You have a very important decision to make regarding the proposed 301 N. Fairfax Street condominium project at your January 20 meeting.

Like many of our neighbors, one of the reasons we moved to Alexandria was because it is a city with rich and unique history, culture and charm. As you plan for the future of Alexandria, we urge you to preserve this, particularly in the Old Town portion of the city, for current and future generations.

We are pro development and support the affordable housing initiative. We do support a new housing development for 301 N. Fairfax Street, however the current proposal for this site is not right for the City nor the residents who reside in this area. It is the wrong way to meet Alexandria's development and housing objectives.

- The proposed footprint and size (98,465 sq. ft.) of the 48-unit condominium building is overwhelming for the surrounding residential homes and is not acceptable for the Old & Historic District (OAHD).
- While it is proposed as a 4-story building, the 5<sup>th</sup> floor roof-top terraces and contemporary design do not represent the Old & Historic District's distinctive architecture, as noted in the Registry of Historic Places.
- The proposed building does not meet the open space, tree cover or architectural requirements of the OAHD, as defined in the Design Guidelines and Waterfront Small Area Plan. The loss of 33% of the required crown cover is unacceptable. As a result, the developer is requesting several variances and special permissions that are not appropriate for this site.
- Re-installing a "view corridor" and alleyway for pedestrian access to the Potomac is required by law to bifurcate the site.
- Using an alleyway for service vehicles, garbage collection and loading/unloading is the only way to keep that activity from curbside at Queen and Fairfax Streets.
- While the proposal does include two of the 48 condominiums to be designated as affordable housing, this is only 4% of the units, in what will be an expensive condominium building.

We are open to compromise. You have the opportunity to reshape this proposed project to support new development while also protecting the rich and unique history and charm of Old Town Alexandria.

We urge you to preserve the OAHD unique and historical character for the future. Please disapprove this proposal this 301 N. Fairfax St. proposal's rezoning, special use, and modification requests until the developer redesigns it to the appropriate scale, compliments the architecture of the surrounding OAHD, and preserves this historic district.

Thank you,

Joel & Suellen Newman  
519 Princess Street  
Alexandria, VA

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11  
1-20-24



**YIMBYs OF  
NOVA**

17 February 2023

Mayor Wilson, Vice Mayor Jackson, and Members of Council,

As the Alexandria leadership team for YIMBYs of Northern Virginia, we are so happy to see four impactful housing projects for our city on the hearing docket for January 20th, and we hope you will vote yes on all four. Together, these four projects will add 521 desperately needed net new homes to Alexandria. With a diversity of price points, types of housing, and parts of the city, these four projects together are an exemplar of the "all of the above" approach that is needed to effectively combat our housing crisis.

Docket item #5, 4898 West Braddock, will build 383 badly needed apartments in Alexandria West and will help the West End Transitway move forward.

Docket item #6, 820 Gibbon St, will add 14 townhomes, including one life-changing affordable homeownership opportunity, and a community parklet to southern Old Town.

Docket item #8, the Ladrey building redevelopment, will provide 100 additional affordable homes for seniors and people with disabilities, as well as new, safe, healthy, and still deeply affordable homes for the residents of the 170 existing apartments.

Docket item #11, 301 N Fairfax St, will replace an aging office building in Old Town with 48 condos, including two life-changing affordable homeownership opportunities.

Again, we are so excited about the "all of the above" approach these four projects represent, and we hope Alexandria will continue to welcome new homes of all types, all price points, and in all parts of our city to address our regional housing crisis and make our city better for everyone.

Alex Goyette, Luca Gattoni-Celli, Peter Sutherland, Phoebe Coy, Stephanie Elms, and Trip Hook  
YIMBYs of Northern Virginia Alexandria leads

11  
1-20-24

**Request for Council Approval for Extra speaking Time on the 301 N. Fairfax Street Matter**

**Docket Item 11, 24-1762 on January 20, 2024**

Dear Ms. Sitton:

A provision of the Speaker's Form permits 15 additional minutes of speaking time - with the consent of the majority of council members present – on matters publicly before the Council. The citizens groups that are united in opposition to the Hoffman application respectfully request permission for Gifford Hampshire, Esq. of the firm Blankingship & Keith, P.C., who is our legal counsel, to speak for an additional 15 minutes. We request this extra time for three reasons:

1. This will provide Gifford with time sufficient to fully address the significant legal challenges we are making to the application.
2. Since the applicant/developer is represented by counsel with an unlimited time to speak, it would be fundamentally fair to “even the playing field” to some degree by giving our attorney 15 extra minutes to speak.
3. Finally, the extra time would permit counsel to answer questions that we expect Council Members might have for him.

Thank you for this consideration.



Scott Corzine

Old Town Neighbors

- Section (C) requires open space and features that encourage pedestrian use. The “view corridor” and alley required for enhanced river access can only be reopened with a less dense building.
- Section (D) requires that the FAR results in mass and scale that does not overwhelm and is compatible with the neighborhood. The total height of almost 60 feet of this modernist structure would overwhelm the townhomes that surround it, and that average only 2.5 floors.
- Section 5-310 (D) requires all operations to be conducted within the building. The Planning staff report says all loading, unloading and garbage collection would occur outside.
- Section 10-101 (C) requires uses that will lead to the improvement of the city's historic resources in their setting. The 301 proposal stands out for just the opposite reason.
- Section (G) requires new structures to be in harmony with their historical and architectural environs. The proposed architecture fights such harmony.
- Section 10-105 (A) (2) standard (a) requires the Council to consider the project’s height, mass, and scale. BAR members repeatedly found that this proposal overwhelms the neighborhood, as opponents do.
- Standard (b) requires that distinguishing original qualities of a site are retained. Thus, the historic alleyways that originally bifurcated the site and block must be restored to provide a “view corridor” and pedestrian access to the river.
- Standard (c) requires you to consider the impact of the proposal on the historic setting, streetscape, or environs. Why turn obvious 1970’s zoning mistakes on this entire block into new 2024 zoning mistakes?
- Standard (e) requires the Council to consider the relation of the proposal to the features of structures in the immediate surroundings. The proposal poorly relates to the architectural features of our surrounding townhomes.

The Planning Commission vote chose to ignore that the Hoffman proposal fails these tests.

But even if these factors did not preclude the Council from granting the SUP for a 2.5 FAR, the City’s interpretation of the Zoning Ordinance – as written and as it must be statutorily interpreted - is incorrect. We believe the ordinance does not permit a fully residential building being built in a CDMU (high density) zone to qualify in any way for a 2.5 FAR, as our September 22 letter to Director Moritz states. We also do not see how this matter can be considered by the Council on December 16 until the Planning Commission meets and formally votes to correct the language in their resolution that incorrectly rezones North Old Town Small Area Plan.

All the citizen and organizational stakeholders that oppose the Hoffman application urge the Council to deny or defer the application until the developer re-starts the process with meaningful and good faith stakeholder inclusion. We further urge you to direct the Planning Commission, staff, and director to address the Queen, Lee, Princess, and Fairfax block as a once-in-a-lifetime opportunity to leave our successors a proud legacy that beautifully marries Alexandria’s need for smart development and affordable housing with the historic essence that is Old Town.

We will enthusiastically support a compromise new building designed for the Old & Historic District that results from this process and will gladly welcome the neighbors who come to live there.

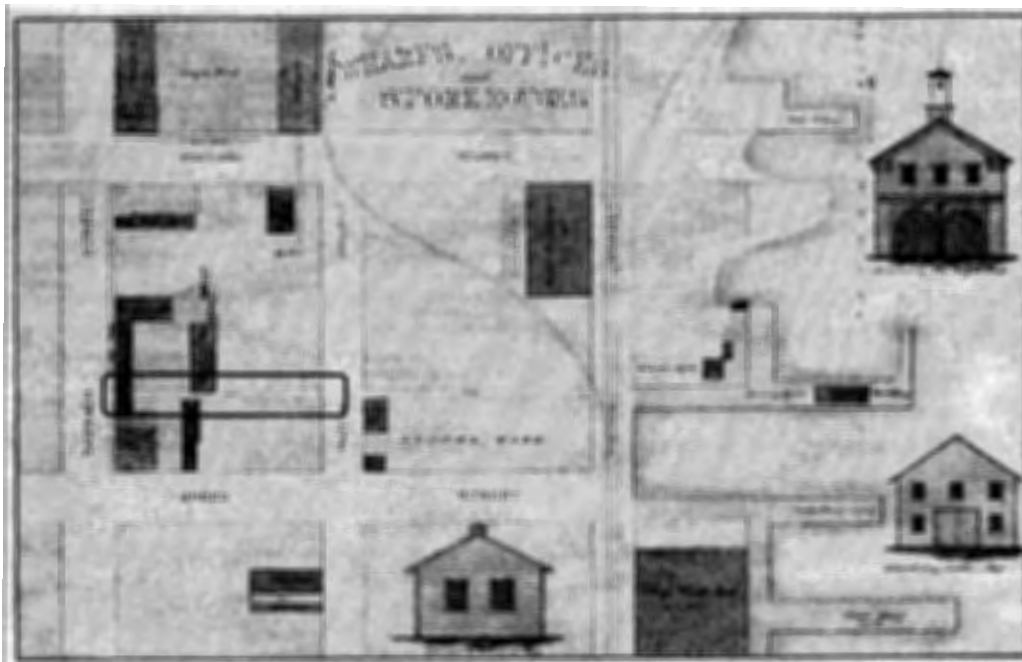
Respectfully,

Scott Corzine  
300 Queen Street





1749 Map



1865 Map, with Alleyway Highlighted<sup>11</sup>

The footprint of the Hoffman proposal therefore must be reduced to accommodate a 20-foot-wide west-to-east alleyway reinstalled between the northerly edge of the 301 N. Fairfax property and the southerly edge of the 333 N. Fairfax property. This alley will be the only separation of the massive solid brick wall currently planned for

<sup>11</sup> War Department, Office of the Quartermaster General 1842-1912, Record Group 92, The Records of the Quartermaster General, NAID: 109182974, Local ID: Map 111, Sheet 30.

the north wall of the building and the south wall of any building that will next be developed at 333 N. Fairfax. The alley will forever open what will otherwise become a massively dense agglomeration of residences in a "condo canyon" that replaces 333 N. Fairfax and 300 N. Lee Streets when they next fall to a developer's wrecking ball. The alley will provide a way for emergency and first responder vehicles to get into the heart of the property, improving public safety. It will also provide out-of-view access to service vehicles and trash collection vehicles servicing the 48 units of this large building.

Without this alleyway - and because the proposed building is too large to even have a service entrance - all trash collection, all service vehicles, and all loading and unloading for 48 units are forced onto the curbside on Queen, just east of Fairfax, one block from City Hall, in sight of neighbors and diners at two popular restaurants. We are told in the Staff report that loading and unloading will occur from 7 AM to 11 PM every day. When we pointed out at the Planning Commission hearing that it is required that all building "operations" occur fully within the new building, we were told by some Commissioners, the staff, the director, and the applicant's attorney essentially that this is "no big deal." One Commissioner defended this by telling the public that she lives near a very large building and has never been bothered by trash collection – hardly relevant or dispositive.

We were told by the developer and Commission staff that the unsightly imposition of streetside operational activity on the neighborhood is no different than neighbors putting out our garbage every week and double parking to load and unload groceries when we often cannot find a parking space in front of our homes. But residents load and unload and take out our trash for one and two-person families living on a single property. The sixteen residences on the 300 block of Queen Street put our two trash receptacles out over the entire length of our block. Contrast that to 301 N. Fairfax, where trash from 48 one, two, and three-bedroom units (over 100 residents) will be placed on a single small section of the 200-block of Queen near the intersection with Fairfax. Loading and unloading for 48 units – and all the service workers supporting them, such as housecleaners, carpenters, electricians, interior designers - will occur all day long in one spot on Queen Street. The scale, pervasiveness, and imposition are hardly comparable.<sup>12</sup> With no service entrance planned for this building, service vehicles will further impair our already challenging parking options on our neighborhood streets.

Three factors before the City Council on December 16 demonstrate that granting Hoffman the re-zoning that the developer demands is arbitrary and capricious, and thus impermissible. Spot zoning is inconsistent with the comprehensive plan, inconsistent with both small area plans to which this property is subject, and inconsistent with the character of the environs in which the proposed building will be erected. Amending the Old Town Small Area Plan and not likewise amending the Waterfront Small Area Plan, which requires re-installation of the alleyway, is also arbitrary and capricious.

The Planning Commission's decision to ignore the criteria and considerations necessary to even qualify for the DSUP that would be necessary to elevate the FAR from 1.25 to 2.5, is likewise arbitrary and capricious. Hoffman's application should, therefore, be impermissible. The 301 proposal fails the intent of Section 5-301 for mixed uses in a single structure in a CRMU-H zone. The SUP that the developer demands to maximize density meets virtually none of the following criteria listed in the ordinance:

- 5-309 (B) requires the design to promote compatibility of the project with the neighborhood. We think this design fails.

---

<sup>12</sup> The commercial properties on the 200 block of Queen that face the 301 N. Fairfax site all handle their garbage collection behind their buildings in a way that is far less visible than what Hoffman proposes curbside at Queen and Fairfax.

Not only does Hoffman request this 33% reduction in crown cover, but the developer also proposes a 5-foot setback that is 70% smaller than the 16 feet required for new construction in this zone.<sup>7</sup> For this special treatment, he offers a paltry contribution of \$4,194 for urban forestry for trees that he suggests the city should plant elsewhere. The result would be that Hoffman's interests would be met on the back of the very historic neighborhood his building will crowd out. The crown cover it would deny our neighborhood would, instead, be planted elsewhere for neighbors who do not live next to 301 N. Fairfax to enjoy.<sup>8</sup>

301 N. Fairfax lies in both the Old & Historic District and the Waterfront Small Area Plan. The Planning Commission staff, director, and the developer's attorney continually get their argument wrong when they say that the Waterfront SAP is "only an overlay" plan. But when it was adopted on February 25, 2012, on page 10 it stated that "...through this Plan, the City is amending portions of the Old Town Small Area Plan....and, therefore, amending the City's Comprehensive Master Plan." They argue that its principles and goals apply only to the three originally identified development sites in the Plan. But nowhere in the Plan does it state that these principles apply narrowly, as they argue. Plan drafters in 2012 could not have foreseen that the entire block bounded by Queen, Lee, Princess, and Fairfax streets would, in the mid-2020's, become that last full block in the Old & Historic District likely to be demolished and re-built, so they could not have specified that the Plan's principles apply to this site.<sup>9</sup> In fact on a 2022 map of overlay plans in the Master Plan it states clearly that "overlay plans are supplemental plans and amendments to existing Small Area Plans. Properties located within the boundaries are subject to the requirements and regulations per the overlay plan."

So, the 301 N. Fairfax proposal must conform to the core principles articulated in the Waterfront Small Area Plan, as our group presented to the entire Waterfront Commission on November 28. One of those core principles is that "view corridors" and pedestrian access to the Potomac must be retained or reinstalled when new development is permitted, to promote "permeability" of dense blocks eastbound toward the river.<sup>10</sup>

We can see this in the 200 block of N. Fairfax that is bifurcated by Thomason's Alley, the 100 block that is broken up by Ramsay's Alley, and the 100 block of S. Fairfax that is bifurcated twice, once by Swift's Alley and by a second unnamed alley. In the December 5<sup>th</sup> Planning Commission meeting, poorly informed Planning staff members stated that no alleyways ever existed on the 301 N. Fairfax site or the entire block. We show on the following page a 1749 map overlaid on the current plan that indicates a clear view corridor was there. The 1865 map below it shows that an alley – clearly labeled as "Alley" - originally ran across two entire blocks, to then-active wharves.

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<sup>7</sup> This violates Section 4-206 (A) (2) (a) of Article IV of the Alexandria Zoning Ordinance, which requires a 16-foot setback for multi-family dwellings.

<sup>8</sup> At a proposed size of 93,336 sq ft, page 127 of the Waterfront Small Area Plan "strongly suggests" that Hoffman is obligated to pay the City of Alexandria \$12.06 per sq foot (\$9.00 in 2012 dollars expressed in 2023 dollars) - a contribution of \$1,125,632. However, in the Staff Report we see only \$4,194 pledged for urban forestry, \$10,000 pledged for bikeshare, \$29,267 pledged for public art, and \$105,948 pledged to the housing trust fund. These token pledges total only \$149,409, which meets only 13% of Hoffman's obligation to Alexandria in return for the preferential treatment being demanded.

<sup>9</sup> If 301 N. Fairfax is granted the density being requested, the owner of both 300 N. Lee and 333 N. Fairfax will have a massive financial incentive to build to raze their near-empty 1970's office buildings and build new residential structures at an equal density.

<sup>10</sup> To meet its stated goals for an "area grounded in the City's history", "increased access to the waterfront", and "permeability" to the waterfront, one of the Plan's "principles for the public realm" calls for "View corridors, when possible, will be strengthened. Alleys should be retained or reopened where feasible..." (pages 18 & 20). "Private development should not, in any case, be of a type or design which inhibits public access or creates an uninviting disconnect at any point....." (page 24).

Our position is that it should not be an appropriate or reasonable mission of Alexandria's Planning Commission, its staff, and its director to advocate directly for the narrow interests of developers who are perfectly capable of making profit and loss and project viability decisions without our public servants tipping the scales in their favor.

When the Commission Chair concludes that *"to deny this [Hoffman's 301 N. Fairfax application]<sup>5</sup> or not let it move forward probably kills the project as opposed to forcing **the thoughtful planning we ideally want here,**"* three problems are revealed. First, it should not be the Commission Chairman's job to protect the interests of a developer or assure the viability of its projects when its narrow interest conflict so obviously with those of the broader stakeholder community. Second, the bolded portion of the Chair's statement seems to suggest that he is willing for the city not to do thoughtful planning in order to deliver Hoffman's project. If so, this would be unconscionable. Third, for the Planning Commission to dismiss this entire block of Old Town as a "transitional" area that is essentially no different than North Old Town, is to ignore Commissioner Brown's statement at 2:59:50 in the Planning Commission hearing that this entire block may be the most important in the city, or his statement at 3:05:00 that Master Plan objectives will not be met with the 301 N. Fairfax project without a coordinated development approach.

The root cause of our opposition to the Hoffman application is that the mass, scale, and footprint of the proposed 48-unit premium condominium is wholly inappropriate for this unique and valuable corner within the Old & Historic District and the Waterfront Small Area Plan.<sup>6</sup> As many members of the BAR found during successive summer meetings, this would result in just too large and imposing a building on too small a lot. If it was not, then Hoffman would not have to ask the City Council to amend the Old Town Small Area Plan Chapter of the Master Plan to designate 301 N. Fairfax as Residential High and change the zone for the site from CD/Commercial downtown zone (medium density) to CRMU-H/Commercial residential mixed use (high density) - in an area surrounded by medium density zoning. Requesting those changes demonstrates that Hoffman intends to build a structure out of scale with its residential surroundings.

If the proposed development was not too large, Hoffman would not need you to grant a Development Special Use Permit and Site Plan to construct a dense 48-unit premium residential building, or request a Special Use Permit to increase the floor area ratio from the moderate and appropriate 1.25 limit he is entitled to, to a much denser 2.5 FAR.

If the proposed building footprint was not too large for the lot, Hoffman would not need to demand that you slash his crown coverage requirement by a whopping 33%, robbing the neighborhood of the trees it deserves. The Planning Commission staff's own report admits that Hoffman needs this dramatic accommodation because the building is too large, and the large underground garage doesn't provide enough room for root growth. We consider this to be a self-imposed problem that can easily be resolved with a smaller building.

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<sup>5</sup> This writer's parenthetical, not that of Chairman Macek.

<sup>6</sup> Chapter 6 of the Design Guidelines requires that multifamily residences... "should not overwhelm adjacent buildings." "Wide buildings are not encouraged in areas of narrow rowhouses." Hoffman's 300 ft. long and 57.3 ft. high building fails this test. Chapter 8 of the Design Guidelines provides that "new buildings should reflect traditional widths in the Waterfront area of 35 – 100 feet." Hoffman's proposal is roughly 300 ft. wide along N. Fairfax. Chapter 6 of the Design Guidelines for new construction states that "Boards favor contextual background building which allows historic structures to maintain the primary visual importance." The Hoffman proposal fails this test. "Single buildings in the latest architectural vocabulary are generally discouraged." The Hoffman proposal is exemplary of this discouraged architectural vocabulary.

## Statement in Opposition to the 301 N. Fairfax Proposal for the Public Record

A large and important coalition of Alexandria citizens opposes the application by the Hoffman organization for approval of an amendment to the Old Town Small Area Plan Chapter of the Master Plan through updates to the Land Use map to designate the property as Residential High, an amendment to the official zoning map to change the zone for the site from CD/Commercial downtown zone (medium density) with 1.25 FAR to CRMU-H/Commercial residential mixed use (high density), and a Development Special Use Permit and Site Plan to construct a 48-unit multifamily building, including a Special Use Permit to double the floor area ratio to 2.5 in the CRMU-H zone and a 33% reduction to the crown coverage requirement.

We oppose the special treatment these aggressive requests would provide to a single developer to the demonstrable detriment of other constituents and stakeholders in Alexandria.

Our group strongly supports development and affordable housing in our city. We are ready, willing, and eager to compromise with the city and the developer on a residential structure that resolves the issues we raise below. To date, most of our reasonable suggestions have been rebuffed. Only by denying or deferring the application will the city motivate the developer to reach a reasonable accommodation that works for all stakeholders.

At three Board of Architectural Review meetings this summer and at the December 5<sup>th</sup> hearing of the Planning Commission, hundreds of presenters spoke unanimously in opposition to this inappropriate development. The approximately 275 neighbors/members of Old Town Neighbors, Bulfinch Square Homeowners' Association, Princess Townhouse Homeowners' Association, and Tobacco Key Homeowners' Association, join residents of The Muse and 853 signatories to an opposition petition that we have provided as part of the public record.

We citizens are joined by the organizational opposition of Old Town North Independent Citizens Association, Old Town Civic Association, Alexandria Federation of Civic Associations, Inc., and the Historic Alexandria Resources Commission, which share the position that this proposal is the wrong way to achieve Alexandria's development and affordable housing goals.

The only proponents of the Hoffman proposal that we have heard from - besides the developer's legal counsel and architect - are the Planning Commission staff, some commissioners, and the Director of Planning who, in our view, have acted in this matter as forceful advocates for the developer's entire position, rather than as independent and neutral arbiters who should work for the interests of all Alexandrians.

This development application is so controversial that the Planning Commission engaged in a vigorous and rancorous debate on December 5<sup>th</sup> that led to an extremely rare 4-3 split vote that, itself, was controversial. Commissioner Manor has indicated to our group that – had Commissioner Brown's motion been to “defer” rather than “deny” the application, compelling the developer to compromise with the city and stakeholders – he would have voted for deferral, supporting our group's position.<sup>1</sup> The Master Plan Amendment Resolution that the Commission has sent to the City Council is null and void because it was executed incorrectly.<sup>2</sup>

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<sup>1</sup> Commissioner Manor authorized me to disclose this in a meeting on December 13, 2023.

<sup>2</sup> The City Council will be relying in error on a Master Plan Amendment Resolution (RESOLUTION NO. MPA 2023-00002) from the Planning Commission that erroneously resolves to amend, not the Old Town Small Area Plan, but the Old Town North Small Area Plan chapter of the 1992 Master Plan. The resolution also rezones the property to a zone that does not exist, since there is no such zoning category as RH or "Residential High". This requires a Commission meeting to correct.

The essence of the stark divide among Planning Commissioners is well captured in his December 7 article by Vernon Miles of ALXnow, who wrote that *“Alexandria’s Planning Commission endorsed a plan to rezone 301 N. Fairfax Street, despite concerns from the divided Commission that rezoning without prior planning represents bad civic practice.”*<sup>3</sup> Commissioner Brown - notably the only Commissioner who is a land use attorney - argued strongly that *“the proposed development is the latest in a trend of buildings being rezoned and redeveloped without being a part of any kind of broader plan on the city’s part.”* Commissioner Brown observed *“that planning must precede zoning.”* *“I’ve been saying that over and over again and still getting the same result. Zoning is allowed to precede planning.”*

Commissioner Brown was referring to the odious practice of “spot zoning.” Spot zoning is lot-specific rezoning that our broad-based coalition believes is being used by the Director of Planning and Commission staff to “engineer” project viability through the special treatment seemingly being afforded to the Hoffman organization in the case of its 301 N. Fairfax proposal. Commissioner Stephen Koenig opposed spot zoning, saying that *“I think this issue of targeted master plan amendments facilitating only one thing, one parcel-specific rezoning, is a worrisome mechanism.”*

Additional Planning Commission debate on December 5<sup>th</sup> addressed why a rare, once-in-a-generation full block in both the Old & Historic District and the Waterfront Small Area Plan that will inevitably be redeveloped, is not being approached in a coordinated development way with extensive and good faith outreach to affected stakeholders with clear interest and standing in the outcome.<sup>4</sup> The reason suggested by the Commission Chair was unconvincing. He offered that, while he considers it likely that the full redevelopment of the entire block bounded by Fairfax, Queen, Lee and Princess streets will occur, he agrees that it would ideally be accomplished through a small area plan or coordinated development district. But he said that *“we don’t have the staff capacity for that, we don’t have it in the work plan, we don’t have the ability to say let’s fit it in within the next reasonable time period to do this, we don’t have the luxury to do that to be able to carry this forward.”*

If not now, when? This seems to be a fundamental part of the Planning Commission’s job. Why have a Planning Commission that is so eager to expedite a 4-3 recommendation favorable to Hoffman that it supports a spot zoning policy that serves only that developer’s narrow interests on the backs of other stakeholders, and that threatens the fundamental historic character of Old Town as the essential reason that Alexandria is a destination to so many? We can think of no more important and consequential an issue facing the Planning Commission.

Commissioners should have made this rare block a priority larger than what’s expedient for the Hoffman organization or a decision that is rushed to meet the developer’s timetable. A coordinated development approach would minimize construction disruption of the neighborhood, result in a cohesive whole-of-block design, and ensure adequate open space. Separately developing the three properties that comprise the Queen-Fairfax-Princess-Lee Street block will never result in these reasonable outcomes. That is clearly not in the city’s best interest.

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<sup>3</sup> Italics are added by this author for emphasis. They are not ALXnow’s italics.

<sup>4</sup> The 11-808 petition that we have provided the City Clerk from owners of over 20% of the property lying within 300 feet of 301 N. Fairfax proposal, many nearby owners were unaware of Hoffman’s proposal, despite the ongoing process. This is the result of developer outreach limited to only the bare minimum number of affected residents whose properties are directly contiguous to 301. Meaningful stakeholder outreach and collaboration should have been far broader.



## Gloria Sitton

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**From:** Joel Newman <jgnewman45@gmail.com>  
**Sent:** Friday, January 12, 2024 11:24 AM  
**To:** Justin Wilson; Amy Jackson; Kirk McPike; Alyia Gaskins; John Chapman; Sarah Bagley; Canek Aguirre  
**Cc:** City Clerk Staff  
**Subject:** [EXTERNAL]301 N. Fairfax Street Proposal

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Some people who received this message don't often get email from jgnewman45@gmail.com. [Learn why this is important](#)

Mayor Justin Wilson  
Members of the City Council  
Alexandria City Hall  
301 King Street  
Alexandria, VA

You have a very important decision to make regarding the proposed 301 N. Fairfax Street condominium project at your January 20 meeting.

Like many of our neighbors, one of the reasons we moved to Alexandria was because it is a city with rich and unique history, culture and charm. As you plan for the future of Alexandria, we urge you to preserve this, particularly in the Old Town portion of the city, for current and future generations.

We are pro development and support the affordable housing initiative. We do support a new housing development for 301 N. Fairfax Street, however the current proposal for this site is not right for the City nor the residents who reside in this area. It is the wrong way to meet Alexandria's development and housing objectives.

- The proposed footprint and size (98,465 sq. ft.) of the 48-unit condominium building is overwhelming for the surrounding residential homes and is not acceptable for the Old & Historic District (OAHD).
- While it is proposed as a 4-story building, the 5<sup>th</sup> floor roof-top terraces and contemporary design do not represent the Old & Historic District's distinctive architecture, as noted in the Registry of Historic Places.
- The proposed building does not meet the open space, tree cover or architectural requirements of the OAHD, as defined in the Design Guidelines and Waterfront Small Area Plan. The loss of 33% of the required crown cover is unacceptable. As a result, the developer is requesting several variances and special permissions that are not appropriate for this site.
- Re-installing a "view corridor" and alleyway for pedestrian access to the Potomac is required by law to bifurcate the site.
- Using an alleyway for service vehicles, garbage collection and loading/unloading is the only way to keep that activity from curbside at Queen and Fairfax Streets.
- While the proposal does include two of the 48 condominiums to be designated as affordable housing, this is only 4% of the units, in what will be an expensive condominium building.

We are open to compromise. You have the opportunity to reshape this proposed project to support new development while also protecting the rich and unique history and charm of Old Town Alexandria.

We urge you to preserve the OAHD unique and historical character for the future. Please disapprove this proposal this 301 N. Fairfax St. proposal's rezoning, special use, and modification requests until the developer redesigns it to the appropriate scale, compliments the architecture of the surrounding OAHD, and preserves this historic district.

Thank you,

Joel & Suellen Newman  
519 Princess Street  
Alexandria, VA

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DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**



# 301 N. Fairfax Street

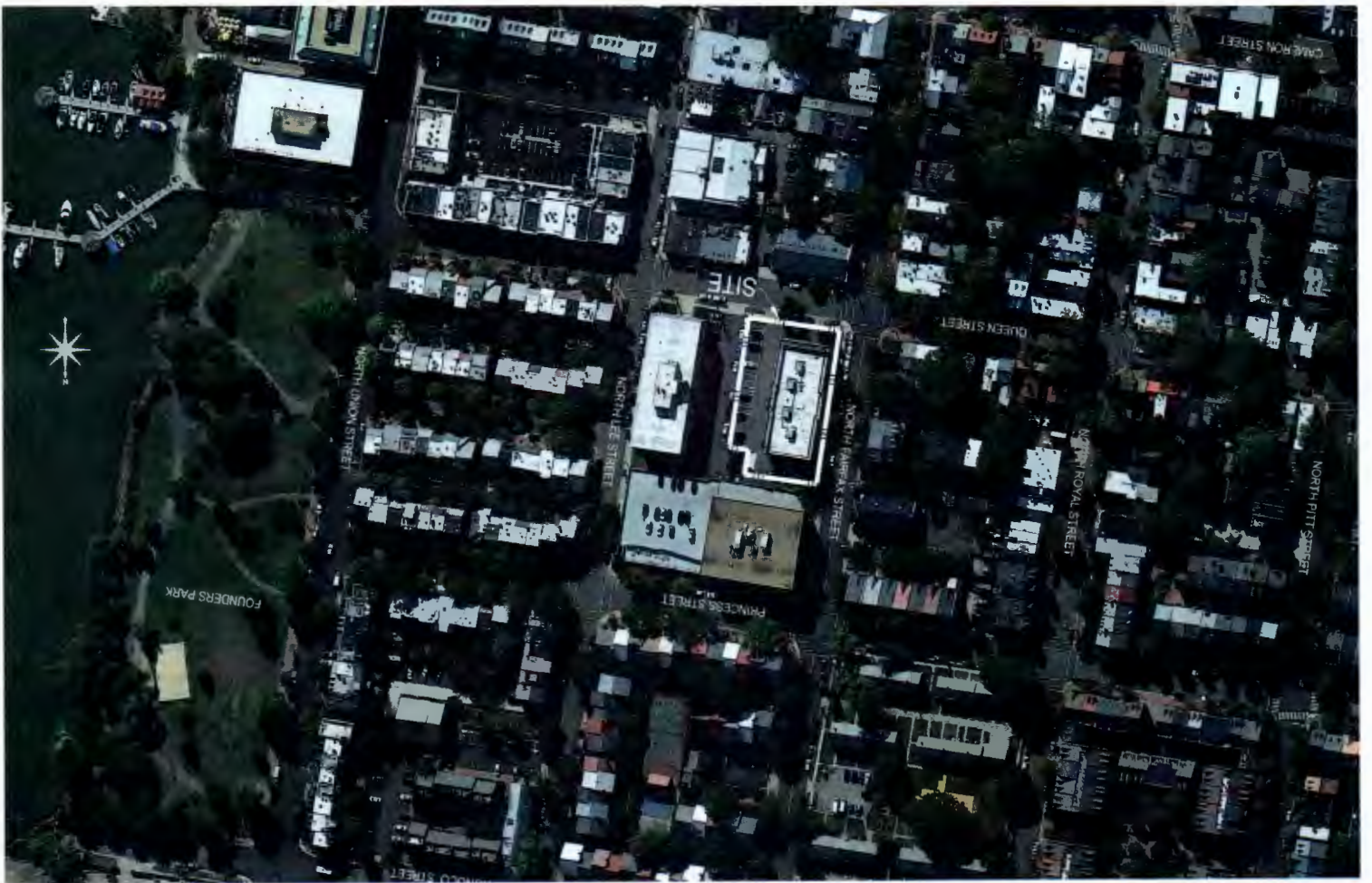
City Council Presentation  
January 20, 2024

HOFFMAN

301 N FAIRFAX ST

WINSTANLEY  
ARCHITECTS & PLANNERS





SITE - EXISTING

# EXISTING SITE PHOTOS

## KEY PLAN



1.



2.



3.



4.



301 N FAIRFAX ST





## HISTORIC CONTEXT







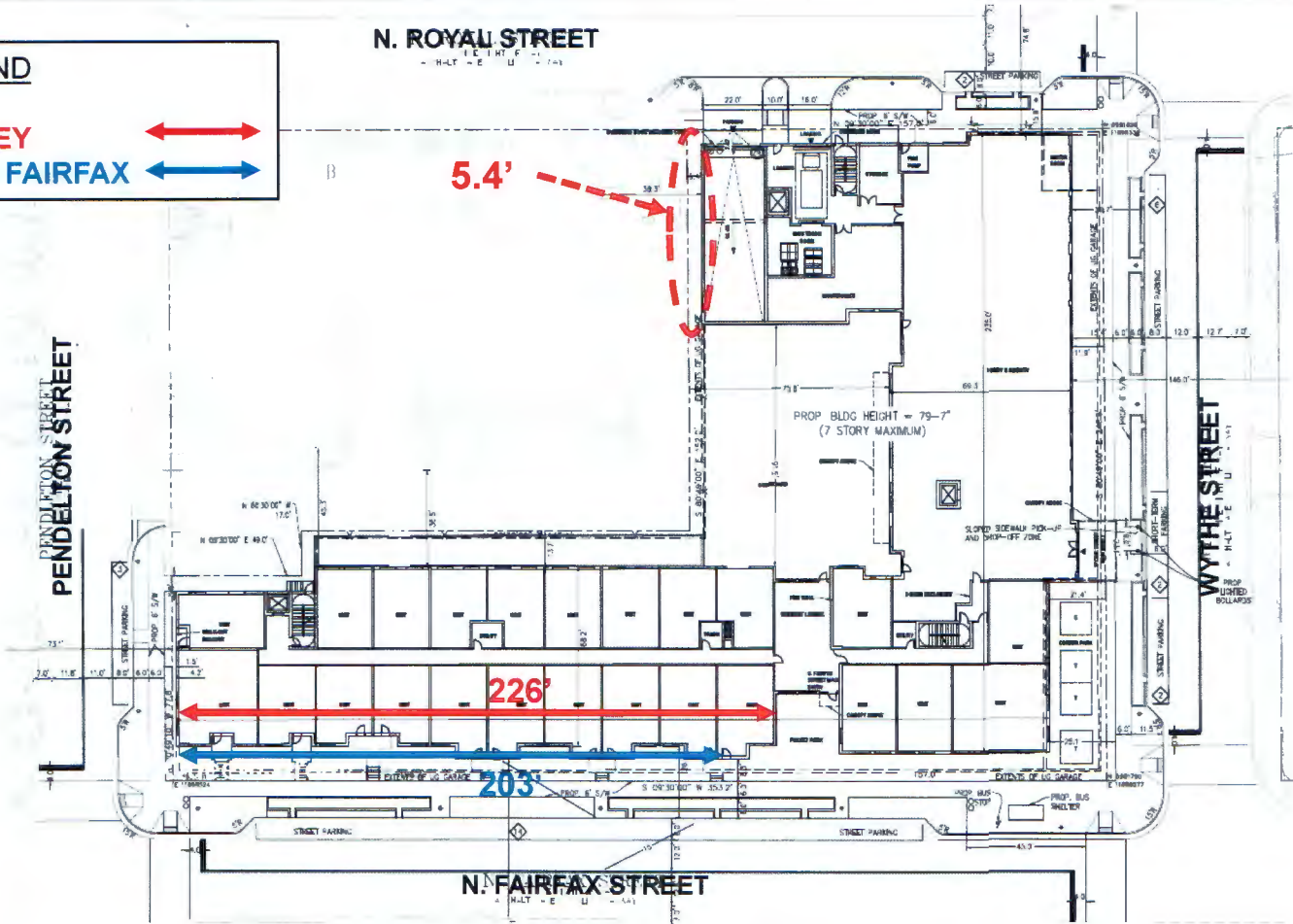
SITE - DECEMBER 2023

# LADREY COMPARISON

**LEGEND**

LADREY 

301 N. FAIRFAX 



301 N FAIRFAX ST

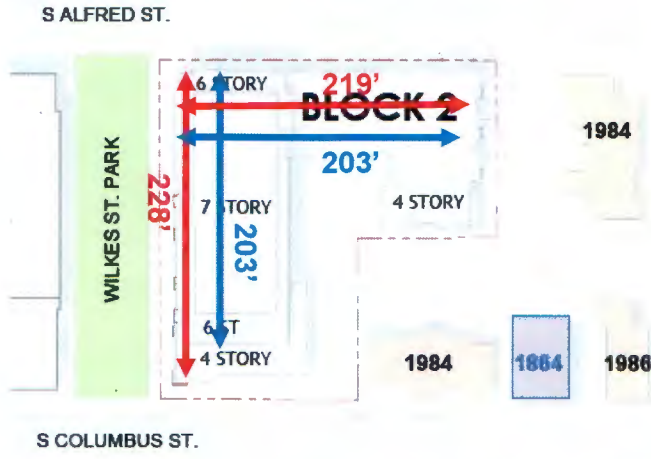
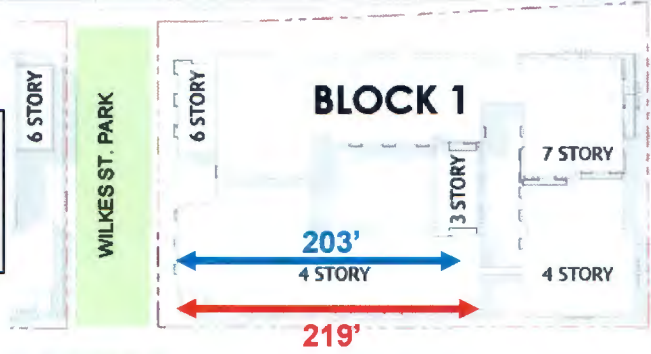


# HERITAGE AT OLD TOWN COMPARISON

**LEGEND**

**HERITAGE** ↔

**301 N. FAIRFAX** ↔



HISTORIC PROPERTY

1980

1980

WOLFE ST.

1872 1983



1852

1984

1984

1864

1986

S COLUMBUS ST.

2015-2016

1975



1976

34

**HOFFMAN**

301 N FAIRFAX ST

**WINSTANLEY**  
ARCHITECTS & PLANNERS

EXISTING & PROPOSED ZONING

---

	Existing Zoning (CD)	Proposed Zoning (CRMU-H)
Use	Commercial	Residential
Permitted Density	2.5 FAR (with SUP)	2.5 FAR (with SUP)
Permitted Height	50 FT	50 FT
Required Open Space	0%	40%



FAÇADE ELEVATIONS – N. FAIRFAX STREET ORIGINAL DESIGN (APRIL 2023)



301 N FAIRFAX ST



# FAÇADE ELEVATIONS – N. FAIRFAX STREET REVISED DESIGN (JUNE 2023)

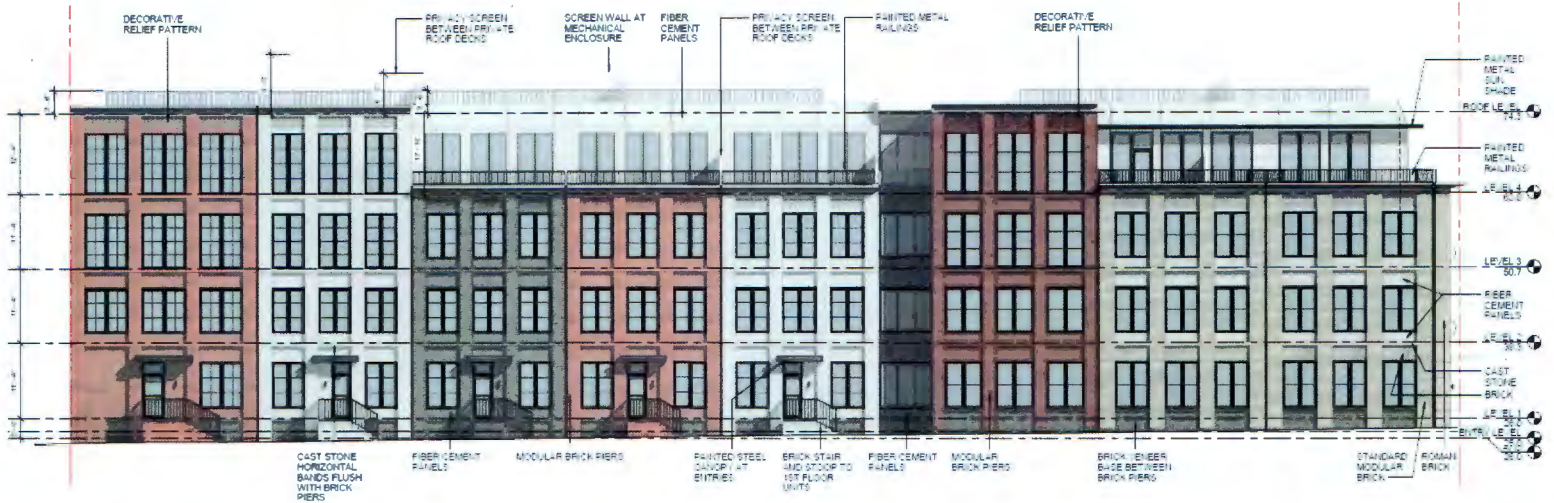


**HOFFMAN**

301 N FAIRFAX ST

**WINSTANLEY**  
ARCHITECTS & PLANNERS

FAÇADE ELEVATIONS – N. FAIRFAX STREET REVISED DESIGN (DECEMBER 2023)



301 N FAIRFAX ST





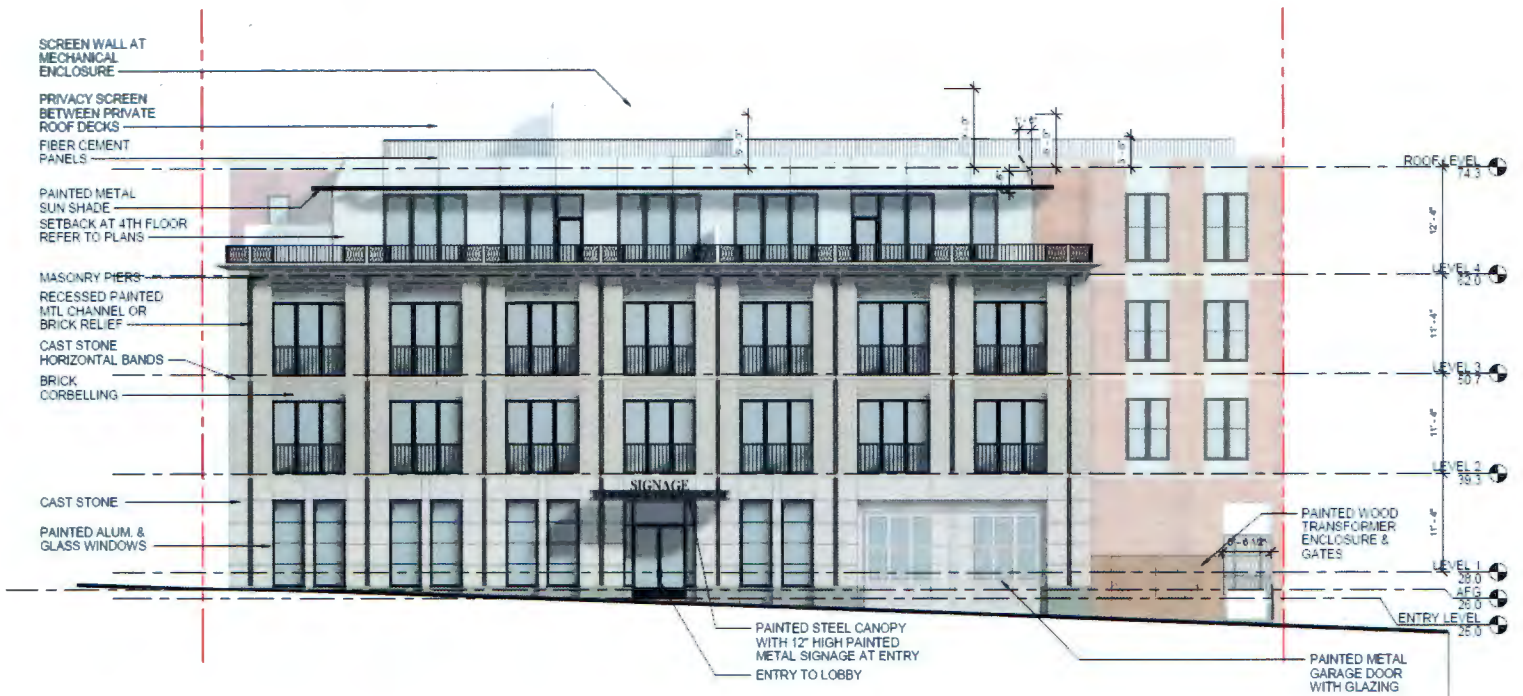
FAÇADE ELEVATION – QUEEN STREET ORIGINAL DESIGN (APRIL 2023)



# FAÇADE ELEVATION – QUEEN STREET REVISED DESIGN (JUNE 2023)



# FAÇADE ELEVATION – QUEEN STREET CURRENT DESIGN (DECEMBER 2023)



**HOFFMAN**

301 N FAIRFAX ST

**WINSTANLEY**  
ARCHITECTS & PLANNERS



CURB CUTS



Quay St. Townhomes

# WATERFRONT PLAN – ALLEYS

Figure 7a: Connections - North Section



Figure 7b: Connections - South Section

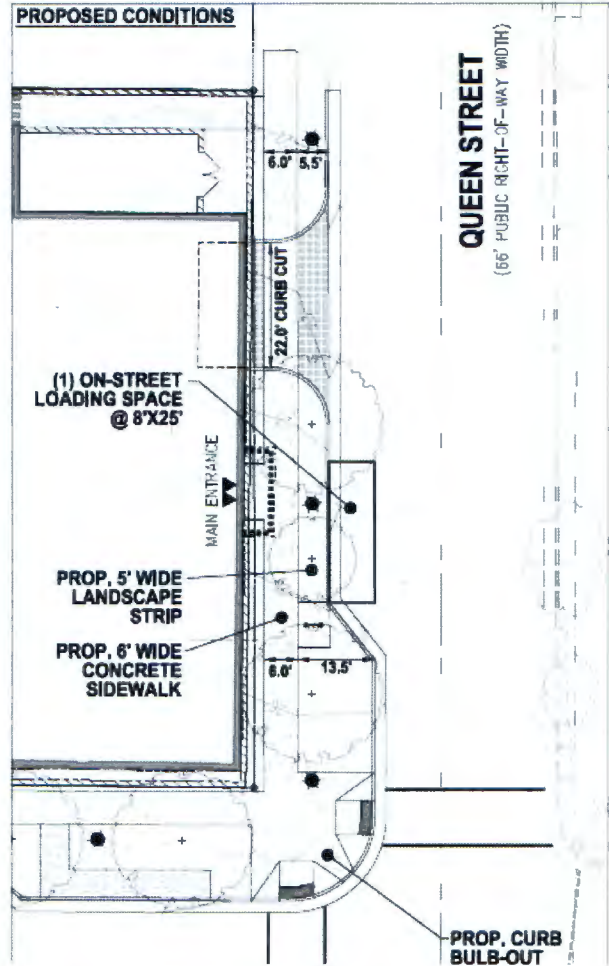
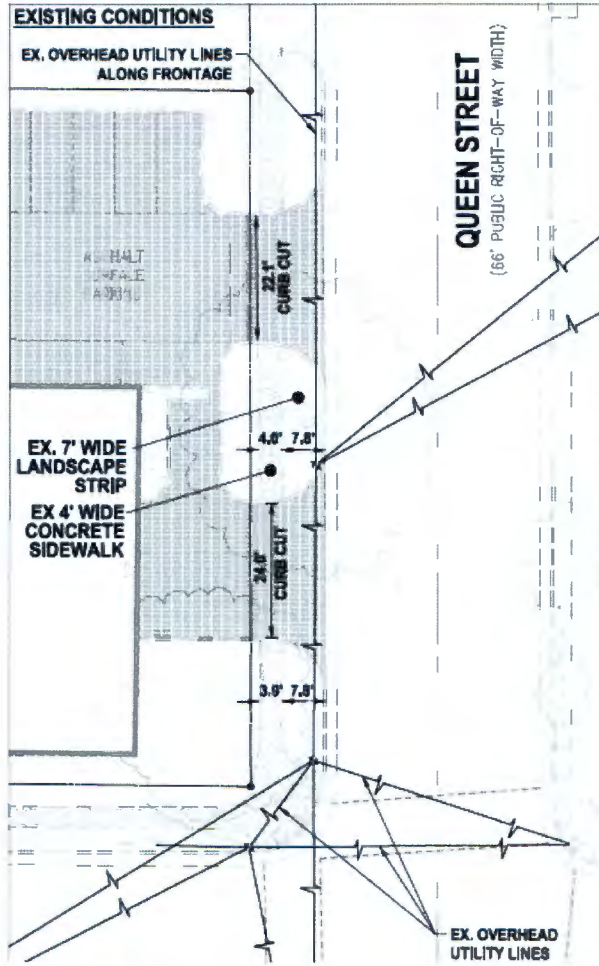


“View corridors, when possible, will be strengthened. Alleys should be retained or reopened where feasible, as illustrated by figures 7a and 7b.”

-Alexandria Waterfront Small Area Plan, pp. 18

★ 301 N. Fairfax Street

EXISTING VS. PROPOSED CONDITIONS





## EXTERIOR RENDERING – FROM QUEEN STREET LOOKING EAST

**EXISTING**



- 2 Curb Cuts
- 4 FT Sidewalk
- Overhead Utilities
- Surface Parking

**PROPOSED**



- 1 Curb Cut
- 6 FT Sidewalk
- Underground Utilities
- Underground Parking & Pedestrian-Friendly Main Entrance

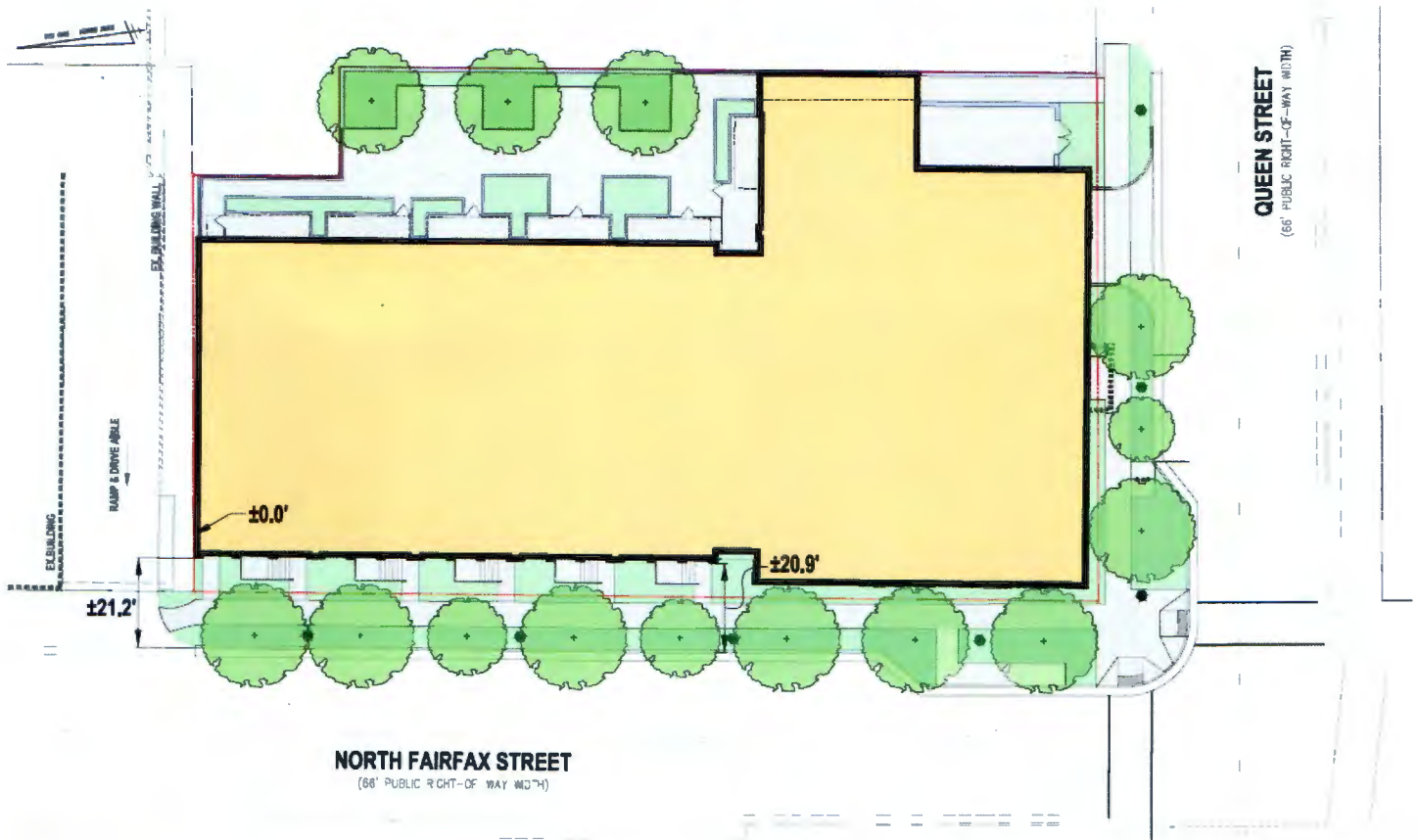
**HOFFMAN**

301 N FAIRFAX ST

**WINSTANLEY**  
ARCHITECTS & PLANNERS



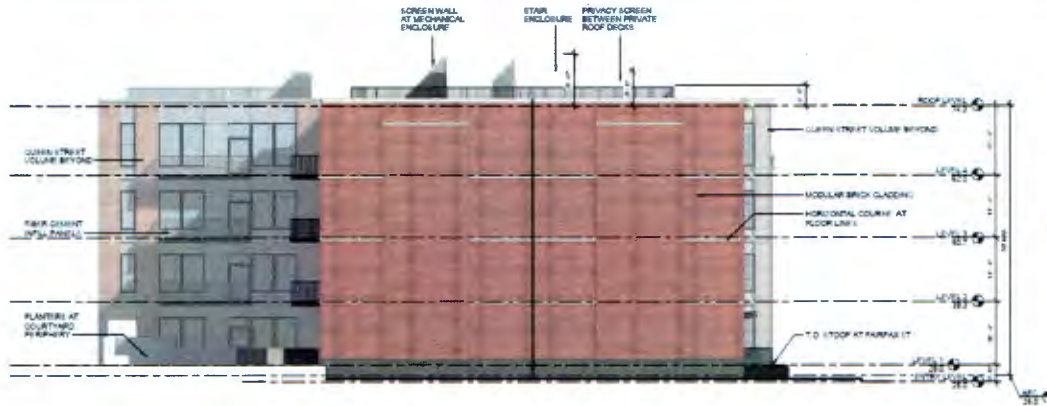
BUILDING FOOTPRINT- DECEMBER 2023



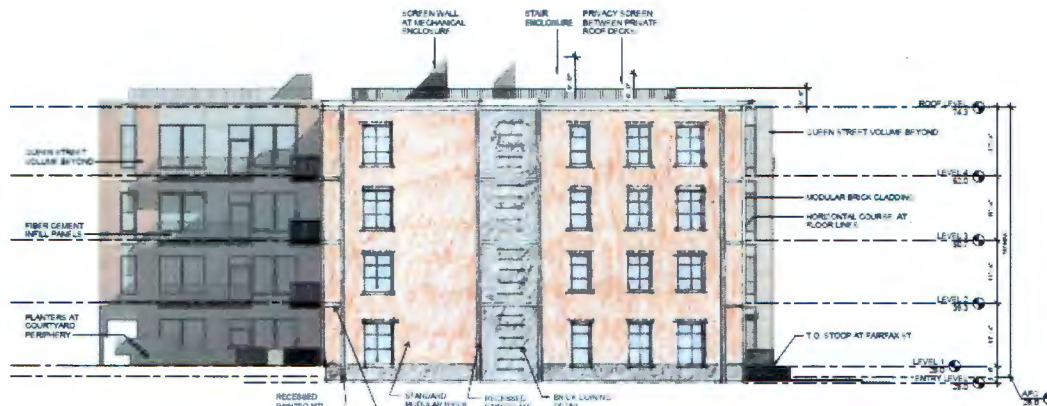
# BUILDING FOOTPRINT – CURRENT DESIGN



# FAÇADE ELEVATIONS – NORTH ELEVATION (DSUP & PROPOSED)



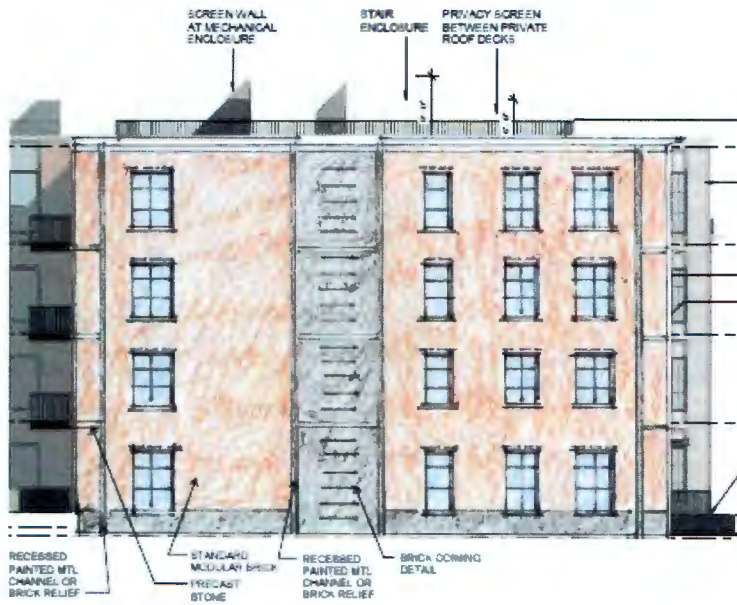
① NORTH ELEVATION (DSUP)  
18'-0" x 18'



② NORTH ELEVATION (PROPOSED)  
18'-0" x 18'

## FAÇADE ELEVATIONS – NORTH ELEVATION (DSUP & PROPOSED)

**CURRENT DESIGN - SKETCH (JANUARY 2024)**



**CURRENT DESIGN (JANUARY 2024)**





FAÇADE ELEVATIONS – EAST COURTYARD ORIGINAL & REVISED DESIGN (JANUARY 12, 2024)



① COURTYARD ELEVATION (DSUP)



② COURTYARD ELEVATION (PROPOSED)



301 N FAIRFAX ST



FAÇADE ELEVATIONS – NORTH ELEVATION (DSUP & PROPOSED)

CURRENT DESIGN - SKETCH (JANUARY 2024)



CURRENT DESIGN (JANUARY 2024)







EXTERIOR RENDERINGS – FROM N. FAIRFAX STREET LOOKING SOUTH (DSUP & PROPOSED)

REVISED DESIGN (DECEMBER 2023)



CURRENT DESIGN (JANUARY 2024)



## COMMUNITY BENEFITS

---

- Eliminates an obsolete office building.
- Eliminates surface parking and a curb cut.
- Undergrounds parking.
- Undergrounds utilities.
- Provides a new and improved pedestrian-friendly streetscape, including a pedestrian bulb-out at the intersection and a bus stop.
- Provides 40% percent open space where none exists today.
- Increases crown coverage/tree canopy on and around the site.
- Strengthens the Queen Street view corridor in conformance with the Alexandria Waterfront Small Area Plan.
- Implements stormwater management where none exists today.
- Provides a LEED Silver building and additional features in furtherance of City's sustainability goals.
- Reduces vehicular trips to and from the site compared to existing office use.
- Provides two affordable home-ownership units in furtherance of the City's affordable housing goals.
- Provides 46 market-rate residential units in furtherance of the Washington Metropolitan Council of Governments' regional housing goals.

# 301 North Fairfax Street

MPA#2023-00002

REZ#2023-00003

**DSUP#2023-10009**

---

Planning Commission (December 5, 2023)  
City Council (January 20, 2024)





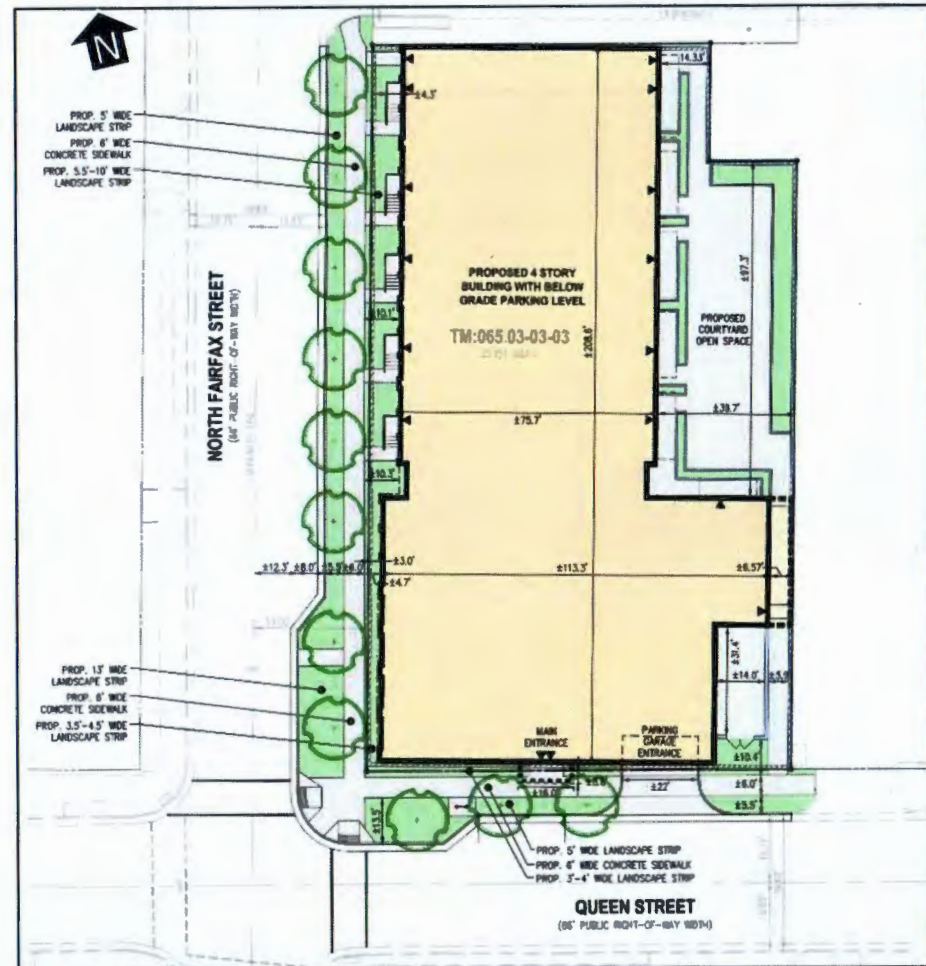
# Project Location



# Project Description

## New multifamily building:

- 48 for-sale units (incl. 2 set-aside affordable)
- One level of underground parking with 67 spaces
- 10,065 sf of private open space
- Streetscape improvements



First floor illustrative site plan

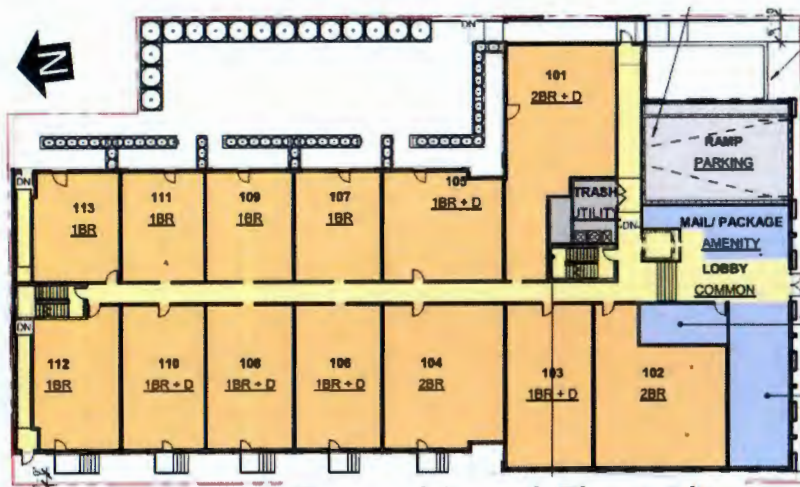




# Architecture



North Fairfax Street Elevation



Ground Level Floor Plan



Queen Street Elevation



# Land Use Requests

## Master Plan Amendment

- Amendment to the Permitted Land Use map in the OTSAP to allow multifamily on the site

## Rezoning

- From CD to CRMU-H

## DSUP with one modification

- Multifamily building in the CRMU-H zone
- SUP for an increase in FAR to 2.5 for multifamily in the CRMU-H zone
- Crown coverage modification



# Community

DATE	MEETING
<b>Community Meetings</b>	
<b>April 24, 2023</b>	Community Meeting
<b>June 24, 2023</b>	Community Meeting
<b>City Meetings</b>	
<b>May 17, 2023</b>	Board of Architectural Review (BAR)
<b>July 19, 2023</b>	Board of Architectural Review (BAR)
<b>September 6, 2023</b>	Board of Architectural Review (BAR)
<b>December 5, 2023</b>	Planning Commission
<b>January 20, 2024</b>	City Council





# Considerations, Benefits, & Recommendation

## ***Considerations***

- Stormwater Management: Significantly improves water quality treatment by over 20%
- Transportation: streetscape improvements, relocated bus stop w/ ADA curb ramps
- Schools: net new students (4)

## ***Benefits***

- 2 set-aside for-sale affordable units
- Replacement of obsolete office building and surface parking lot with multifamily
- Enhanced streetscape
- Historic interpretation and enhanced connectivity to Waterfront
- High quality architecture
- Contributions to Urban Forestry, Bikeshare, Affordable Housing, and Public Art

## ***Recommendation***

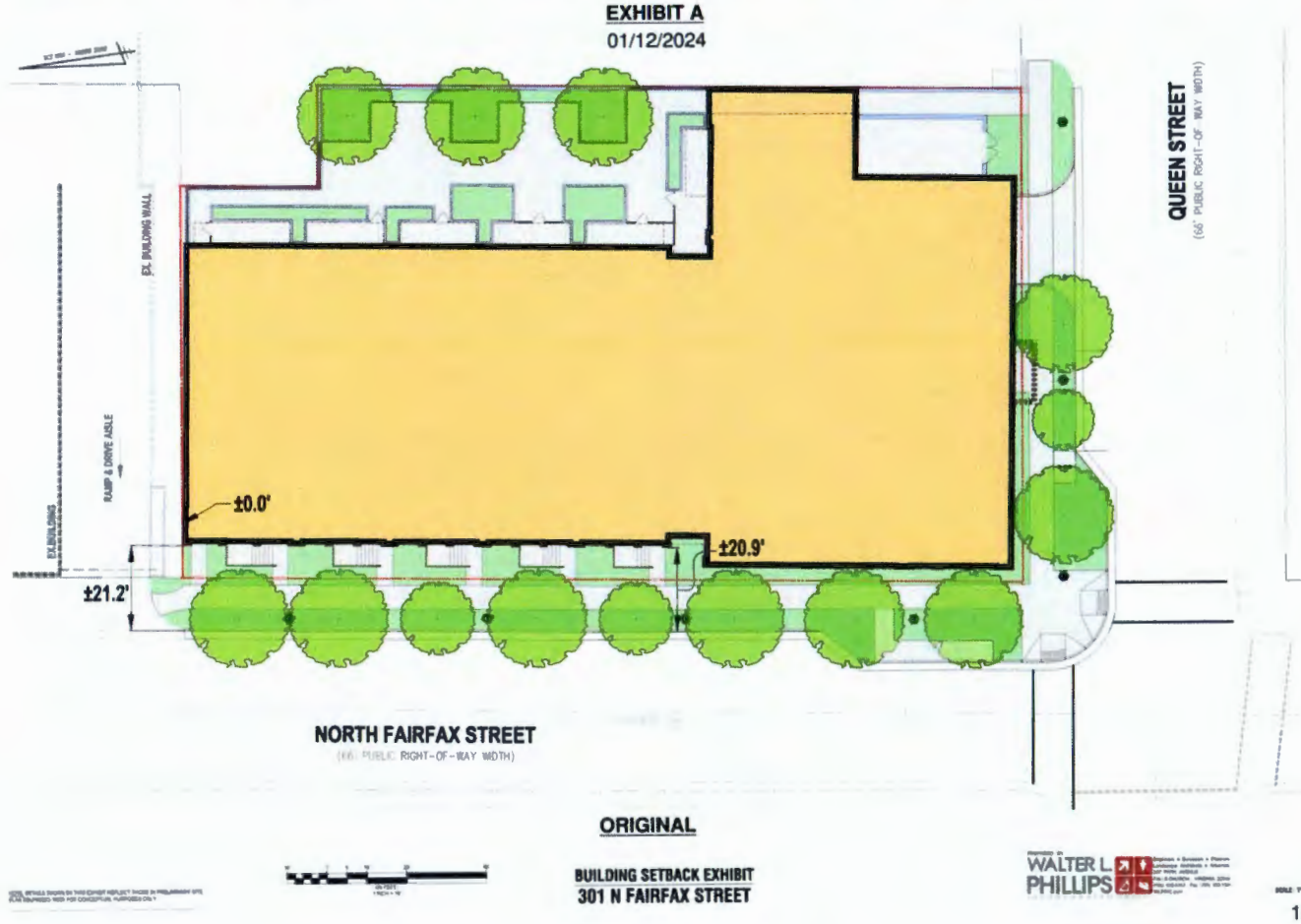
Staff recommends **approval** of the request subject to the conditions in the report.  
Planning Commission recommended **approval**.



# APPENDIX



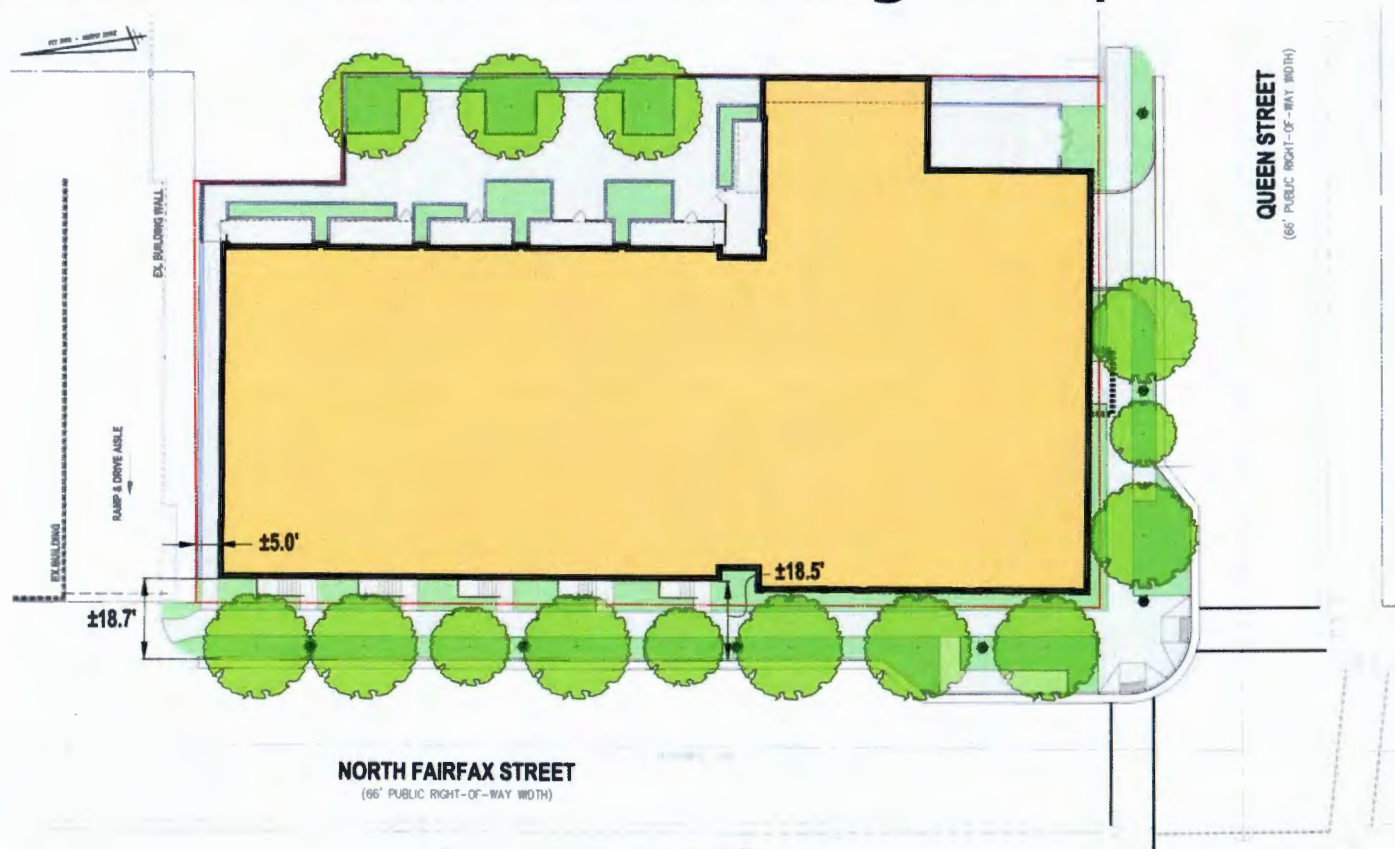
# Exhibit A: Original building footprint







# Exhibit A: Revised building footprint



**NORTH FAIRFAX STREET**  
(66' PUBLIC RIGHT-OF-WAY WIDTH)

**QUEEN STREET**  
(66' PUBLIC RIGHT-OF-WAY WIDTH)

**PROPOSED**

**BUILDING SETBACK EXHIBIT**  
**301 N FAIRFAX STREET**

SEE DETAILS SHOWN ON THIS EXHIBIT SUBJECT MATTER IN PRELIMINARY SITE PLAN DEVELOPED WITH THE ENVIRONMENTAL PLANNING DEPT.



**WALTER L. PHILIPS** ARCHITECTS & PLANNERS  
ARCHITECTS & PLANNERS  
1000 COMMONWEALTH AVENUE  
FALLS CHURCH, VIRGINIA 22034  
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ISSUE # 1 - W  
2/4

# Exhibit A: Revised courtyard (east) elevation

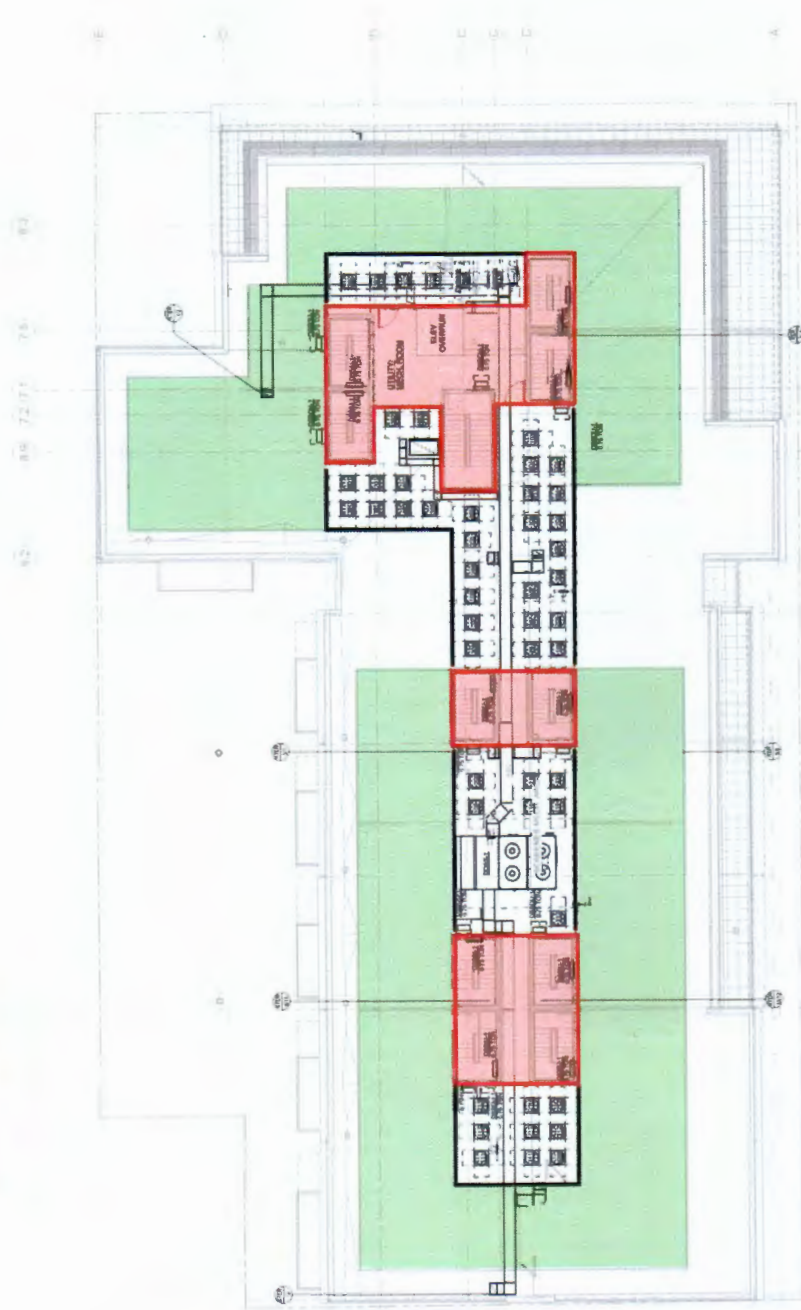






# Penthouse Exhibit

- LEGEND**
- PENTHOUSE (MAX. 9')
  - MECHANICAL SCREEN (MAX. 9')
  - OPEN SPACE



December 14, 2023 – Alexandria, VA

## **Petition to Disapprove Proposed Development at 301 N. Fairfax**











































To: Mayor Justin Wilson  
Alexandria City Council  
Alexandria Planning Commission  
Alexandria Board of Architectural Review









































We, the undersigned concerned citizens of Alexandria, VA and concerned Americans living outside of Alexandria are petitioning you to disapprove the new construction proposal for 301 N. Fairfax as it is currently presented. This proposed 98,465 (gross) square-foot, 4-story, 48-unit condo building, with a fifth floor of roof-top terraces, is contemporary in design and void of architectural elements that define the Old & Historic District's (OAHD) historic architectural distinction noted in the Registry of Historic Places. The building would take up half a city block and overwhelm the OAHD's 18th and 19th-century townhomes buildings with its stark, commercial design.










































The developer is resorting to numerous variances and special permissions because the proposed development is too large and does not meet the open space, tree cover or architectural requirements of the OAHD, as defined in the Design Guidelines and Waterfront Small Area Plan. Its mass and style degrade the architectural essence of the OAHD, the home to some of America's most historic buildings that are connected to our Nation's founding. They should not be overshadowed by a conspicuous example of getting growth and density wrong in a priceless area that has endured since our founders lived, fought, worked, and worshipped here.

The OAHD's rich history and architectural heritage hold *national significance*. We believe it is a collective responsibility to safeguard it for current and future generations. We ask you to prioritize OAHD's unique historic and architectural fabric and preserve Alexandria OAHD by disapproving the 301 N. Fairfax proposal's rezoning, special use, and modification requests until it is designed to be appropriately scaled and architecturally sympathetic to the architectural fabric of the Alexandria OAHD – our Nation's historic district.
















































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




























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







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













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



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754	Diana Greve 	 <a href="#">Alexandria</a>	kuoarchdesign@outlook.com
755	paul MARSHALL 	 <a href="#">alexandria</a>	pmarshall@hudson.org
756	Colleen Boyle 	 <a href="#">Alexandria</a>	cbn2323@gmail.com
757	John DePodesta 	 <a href="#">Alexandria</a>	jdepodesta@gmail.com
758	Doug Birkey 	 <a href="#">Alexandria</a>	douglasabirkey@gmail.com
759	Christopher Bedford 	 <a href="#">Alexandria</a>	ctbedford@gmail.com
760	Diane DePodesta 	 <a href="#">Alexandria</a>	dididepodesta@gmail.com















































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763	Christian Smith 	 <u>Alexandria</u>	m795he@gmail.com
764	Marianna Gray 	 <u>Alexandria</u>	fasolka1956@gmail.com
765	Craig Stevens 	 <u>Alexandria</u>	craig@craigstevens.org
766	Janine McCombe 	 <u>Alexandria</u>	janine316@comcast.net
767	Bill Rossello 	 <u>Alexandria</u>	bill.rossello@gmail.com
768	Mitchell Muncy 	 <u>Fairfax</u>	mitch.muncy@gmail.com
769	Richard Cupitt 	 <u>Alexandria</u>	richard.cupitt@gmail.com
770	Donnan Wintermute 	 <u>Alexandria</u>	donnaanwintermute@aol.com
771	Juan Maida 	 <u>Alexandria</u>	noah.clarks13@gmail.com
772	Kristin Frykman 	 <u>Alexandria</u>	kfrykman@gmail.com
773	Karen Buck 	 <u>Alexandria</u>	kabuck@erols.com
774	Nicholas Kunesh 	 <u>Alexandria</u>	nkunesh@yahoo.com
775	Jane Downing Knops 	 <u>Alexandria</u>	knopsjane@gmail.com
776	Kristin Teeters 	 <u>Alexandria</u>	kteeters@comcast.net
777	Mary Ann Thompson 	 <u>Easton</u>	hbt@utinc.net
778	Matthee Levine 	 <u>Gaithersburg</u>	matt@nfesh.org
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851	JAMES JUNG 	 Falls Church	jimmy.jung@slandala.com
852	Christopher Dryden 	 Alexandria	cddryden@hotmail.com
853	Todd Catlin 	 Alexandria	tbcatlin@gmail.com

**CouncilComment@alexandriava.gov**

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**From:** Athene Laws <athene.laws@gmail.com>  
**Sent:** Tuesday, January 23, 2024 10:39 AM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 11 (301 N. Fairfax redevelopment)

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Dear Alexandria Council,

I wish to register my support for the 301 N. Fairfax redevelopment. Alexandria needs many more high quality homes for its current and future residents, and this repurposing of prime land will contribute to addressing that need. Affordable and accessible housing is a fundamental right for all, and allows communities to flourish.

Best,  
Athene Laws

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**CouncilComment@alexandriava.gov**

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**From:** Kaitlyn Golden <kaitlyngolden1@gmail.com>  
**Sent:** Monday, January 22, 2024 3:36 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 11 (301 N. Fairfax redevelopment)

You don't often get email from kaitlyngolden1@gmail.com. [Learn why this is important](#)

Hello! I support the project to replace the office building at 301 N. Fairfax with 48 mixed-income condos to help alleviate the housing crisis in Alexandria. I believe these homes should be available to people of varying income levels.

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## CouncilComment@alexandriava.gov

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**From:** Mara Sherman <mara.ann.sherman@gmail.com>  
**Sent:** Saturday, January 20, 2024 11:15 AM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 11 (301 N. Fairfax redevelopment)

You don't often get email from mara.ann.sherman@gmail.com. [Learn why this is important](#)

Dear City Council Members,

My name is Mara Sherman and I have lived in Alexandria for nine years, 8 of them in the Del Ray neighborhood. I am a working artist, and I have a day job in education.

The DMV region is growing. People need places to live. Part of the reason housing in this area is so expensive is because there is not enough of it. I want to live in Alexandria for the long term: I like the people, I like being able to walk to the metro, and yes, I like the historic charm of the neighborhoods. But the rent here is rising and I am being priced out of this community. As an artist, I will never be able to afford a pretty town house on King street. But I can see myself affording a condo a few blocks away. **More housing is a good thing** and will allow people like me to stay in our new homes as rent continues to rise around us.

Alexandria is beautiful and historic, yes. But what makes this town special is the people who live here, the people who make the beauty and remember the history. That specialness cannot be taken away by turning old office space into housing that lets more people live here.

City council members, I urge you to allow these condominiums to be built, and to encourage increased density and more housing in Alexandria. Thank you for considering my opinion.

Best Wishes,

Mara Sherman

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## CouncilComment@alexandriava.gov

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**From:** Alex Goyette <alexmgoyette@gmail.com>  
**Sent:** Saturday, January 20, 2024 12:30 AM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Comment in Support of Docket Item 11 at 1/20 Council Hearing: 301 N Fairfax St  
**Attachments:** Washington Ex Rel Seattle Title Trust Company, Trustee, Etc. v. Roberge, Superintendent of Building of Seattle.pdf

You don't often get email from alexmgoyette@gmail.com. [Learn why this is important](#)

Mayor Wilson, Vice Mayor Jackson, & Members of Council:

I'm writing to express my strong support for the project at 301 N Fairfax Street. This proposal would convert an underused 1970s office building into desperately needed homes in one of Alexandria's most desirable neighborhoods.

The 48 homes created mean opportunities for 48 Alexandrians to own a home in the city we all love. I have many local friends who've spent months or even years home hunting in the city, only to be the losers of multiway bidding wars on every property they make an offer on. With every failed effort, they consider moving out of the city - some already have. What's even better, is the project includes 2 dedicated affordable homes.

The 48 homes created also mean 48 households living in Alexandria's most walkable neighborhood, having the option to live their lives car free or car lite and take DASH and Metro to work instead of moving to Fairfax County and driving through our roads on the way to work in DC. They mean 48 households of customers for Old Town businesses, of taxpayers to fund our services, and of neighbors & friends to contribute to our community.

This project should be a slam dunk, but it's gone through a ringer of reviews and delays. Every one of these delays adds cost to the project, from staff to adjust plans to the expensive land use attorneys who shepard projects through the city bureaucracy. Developers aren't saints; they don't just eat these additional costs. Those costs will be passed on to the residents who call these condos home if they're approved, adding more cost of living in what's already an expensive city.

I urge you to not only approve this project, which will contribute to our much-needed stock of both market rate and affordable homes, but to examine the slow and iterative approval process that has caused so much delay and will inevitably add cost to the end user: Alexandrians.

I hope you will in particular consider revising the specific legal procedure that delayed this project's hearing from December to January - the provision that allows owners of 30% of the land within 300 feet of a project to protest that project and force a supermajority of 6 votes to win approval. This provision is horribly anti-democratic, explicitly privileging the rights of landowners over other residents and giving those landowners more or less importance according to how much property they own.

Similar provisions have previously been struck down as violating the due process clause of the 14th amendment (see attached ruling in *Washington Ex Rel Seattle Title Trust Company, Trustee, Etc. v. Roberge, Superintendent of Building of Seattle*).

They've also more recently been abused by developers to ensure that businesses on land they own don't face new competition (See "[Here's How a Plan for a Fine Dining Restaurant in Old Town Scottsdale Got Controversial](#)" in AZ, published just 2 days ago on 1/18/24, available at <https://www.azcentral.com/story/news/local/scottsdale/2024/01/18/scottsdale-snubs-upscale-old-town-restaurant->

why/72166373007/).

I was shocked to discover this provision still exists in our City's code, and urge Council to reform it to at least give equal weight to all residents rather than preferencing large landowners, or preferably to strike it from the code entirely. That reform won't impact the project at 301 N Fairfax, but should be considered alongside recent reforms to the panhandling ordinance intended to remove unconstitutional restrictions as well as the City's admirable movement toward ensuring equal representation in our civic life regardless of whether a resident owns property here.

Thank you,  
Alex Goyette

--  
Alex Goyette  
[AlexMGoyette@gmail.com](mailto:AlexMGoyette@gmail.com)

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## CouncilComment@alexandriava.gov

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**From:** Emma Buchsbaum <em.1015@gmail.com>  
**Sent:** Friday, January 19, 2024 8:12 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 11 (301 N. Fairfax redevelopment)

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To the City Council:

I am a resident of Old Town, Alexandria, and I am writing in support of Docket Item 11, the proposed redevelopment at 301 N. Fairfax.

It's a simple fact that when you have a thriving city, in a great location, with a sense of community, good schools, green spaces, and other amenities, more people will want to live there! Growth is inevitable, and it proves you're doing something right. But that growth has to be accommodated, and that means more housing.

The proposed redevelopment under consideration would provide more housing, and without being disruptive to the character of Old Town -- we're not talking about a skyscraper, or a brutalist concrete cube, or a stadium. This would be a very reasonable sized apartment building -- the kind that will be needed for Alexandria to remain the growing, vibrant city that it is.

Failing to support these kinds of projects means failing to provide space for the next generation of young people and families trying to make a life for themselves here.

I hope you will vote in support of Docket Item 11.

Thank you,

Emma L. Buchsbaum  
Resident of S. St Asaph St, Old Town, Alexandria

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## CouncilComment@alexandriava.gov

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**From:** Sharon Widmayer <sharon@mwahahahaha.com>  
**Sent:** Friday, January 19, 2024 8:08 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 11 (301 N. Fairfax redevelopment)

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Dear City Council Members,

Many of you know I am passionate about increasing the supply of apartments in Alexandria in the hope that Ewan and his former ACPS classmates can afford to return to the city where they grew up and build lives here.

In that spirit, I ask for you to vote for this conversion of an office building to an apartment building. We all know that we have a surplus of office space post-COVID, and replacing a pretty boring 1970s building with a one story larger residential one seems like a win for the city.

Thanks for reading,

Sharon Widmayer

Sent from my iPhone

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## CouncilComment@alexandriava.gov

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**From:** Joan C <joancummins@gmail.com>  
**Sent:** Friday, January 19, 2024 7:55 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 11 (301 N. Fairfax redevelopment)

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Hi there -

I'm writing to express my support for the affordable housing project at 301 North Fairfax. Our city has been experiencing a housing crisis for some time and the only way forward is to make sure that there is a variety of housing available, across neighborhoods. Many of the city's own employees cannot afford to live in Alexandria, which feels like an injustice. I myself cannot afford to live in Alexandria without the substantial assistance I receive from family members who have lived here for decades.

While I appreciate that we want to carefully consider the benefits and risks to the city, the response to a crisis cannot be stasis. Our community must grow and change as the world grows and changes around us. Alexandria has been a desirable place to live for regular people in this area since the 1600s and I'd like to keep it that way.

Thank you for your consideration,  
Joan

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**From:** Barry Kessel <barrylk@mac.com>  
**Sent:** Sunday, December 17, 2023 11:06 AM  
**To:** CouncilComment@alexandriava.gov  
**Cc:** scorzine54@gmail.com  
**Subject:** [EXTERNAL]301 N Fairfax

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My wife and I have lived in the heart of Old Town for 18 years, having moved here from Connecticut. We are continuously charmed by the architecture and the visual character of our neighborhood.

I am a Creative Director, I worked on Madison Avenue for 20 years. Admittedly, I bring a professional visual sense to my surroundings. The human eye – the brain actually – is attracted to balance and harmony. But it doesn't want everything to be the identical. What is most pleasing is variations on a theme, which is what makes Old Town so precious. The houses may span 200 years of architecture, but for the most part, they comprise a whole.

The planned new building at 301 N Fairfax is incongruous with the neighborhood. Aesthetically, on its own merit, it is not displeasing and would fit in well in a new development, Potomac Yards for example. But it does not fit, in any sense, Old Town.

The city – not the government and developers – deserve (and should demand) – that the gift of Old Town not be chipped away one building at a time. This building is wrong on many levels, which all have been raised elsewhere. I appeal to everyone's sense of aesthetics, that little control panel that lives in each of our heads that says subconsciously: "this is beautiful, this brings me pleasure, this belongs". The planned development says, overtly: "this does not belong here."

Let's *add* to Old Town's charm and appeal instead of creating incongruity and putting up yet another monument to the needs of developers to enhance their pocketbooks. To say nothing of a city government that seeks ever more development and density to fill the coffers with tax revenue.

I thought, perhaps mistakenly, we were better than this.

Barry Kessel  
barrylk@me.com



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**CouncilComment@alexandriava.gov**

---

**From:** Nathan <nfortner@gmail.com>  
**Sent:** Saturday, December 16, 2023 7:18 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 18 - Condos at 301 N Fairfax

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Good evening,

Please vote to allow more housing in north Old Town! The land currently in question is under used and the current buildings are obsolete eyesores. It's better to have more housing creating a more vibrant neighborhood and easing the city's housing crisis.

Thank you!  
Nathan Fortner

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## CouncilComment@alexandriava.gov

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**From:** Benjamin Weeks <krases90@gmail.com>  
**Sent:** Saturday, December 16, 2023 10:49 AM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]I Support Docket Item 18: Condos at 301 N Fairfax

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Hello! I am a resident of Old Town Alexandria and I support the condos at 301N Fairfax. We need more housing locally, regionally and nationally. That work starts on the local level.

Please allow this project to move forward.

Thank you,  
Ben Weeks

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## CouncilComment@alexandriava.gov

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**From:** Beth Richardson <bethrichardson1952@gmail.com>  
**Sent:** Friday, December 15, 2023 11:23 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 18 - Condos at 301 N Fairfax

You don't often get email from bethrichardson1952@gmail.com. [Learn why this is important](#)

I am writing to support the proposed condos at 301 N. Fairfax Street. More housing and home ownership opportunities are a benefit to the city. Old Town should be a dynamic location, not a place preserved in amber.

Thank you,

Beth Richardson  
327 N Pickett Street

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**CouncilComment@alexandriava.gov**

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**From:** Tom VanAntwerp <tom@tomvanantwerp.com>  
**Sent:** Friday, December 15, 2023 4:34 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support for docket item 18, 301 N Fairfax condo development

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Members of the council,

I'm writing to support the redevelopment of 301 N Fairfax into the proposed condo building.

The proposed design is not outrageously out of character. It's perfectly acceptable. The building it is replacing is a 1970s brick office building with no particular character worth preserving. The space will be better used for new housing.

I hope that you will agree to support docket item 18 and approve the redevelopment plans for 301 N Fairfax.

Thank you,  
Tom VanAntwerp

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## CouncilComment@alexandriava.gov

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**From:** Alek Becker <alek.becker91@gmail.com>  
**Sent:** Friday, December 15, 2023 1:42 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 18 - Condos at 301 N Fairfax

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Hello,

The opportunity for this property is too good to pass up. As you may know, the current use is underutilized or empty office space and the building is very old and in poor condition. This chance to update and fix the property and to add housing is exactly what we need.

This is one of the most walkable and highly desired neighborhoods in our city. We will add much needed housing stock to a desirable area and the people that live here will have many chances to walk most places because of the neighborhood amenities offered, Metro, bus, and trolley all near by.

I understand some say this would not fit in the area but this area already has buildings of similar height and housing is on this very block. This would fit in perfectly and I hope that council will support it so it can move forward. We need new housing!

Thank you,

Alek Becker

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**CouncilComment@alexandriava.gov**

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**From:** David Bier <bierdj1@gmail.com>  
**Sent:** Friday, December 15, 2023 12:46 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 18 - Condos at 301 N Fairfax

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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As a long time, Alexandria Old Town resident I strongly support the building of more homes in Old Town. I specifically support this project because it will lower rents in the area, create more opportunities for economic growth in Alexandria, and create new buildings in Old Town that meet the current building code.

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**CouncilComment@alexandriava.gov**

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**From:** david ansbach <david0anspach@gmail.com>  
**Sent:** Friday, December 15, 2023 12:43 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 18 - Condos at 301 N Fairfax

**Follow Up Flag:** Follow up  
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I support housing increase in Alexandria including condos at 301 N. Fairfax st.

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## CouncilComment@alexandriava.gov

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**From:** Luca Gattoni-Celli <potentiaeromanorum@gmail.com>  
**Sent:** Friday, December 15, 2023 12:32 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support+Docket+Item+18+-+Condos+at+301+N+Fairfax

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Dear Mayor, Vice Mayor, and council members,

I am emerging from the newborn fog to urge you to support the condo proposal on 301 North Fairfax.

A vacant outdated office building is an untenable use for some of our city's prime land. The project includes subsidized affordable housing as well, which is another great reason to support it.

A few condos in Old Town should not be controversial. This is a totally reasonable, frankly unremarkable development and you should approve it unanimously. Otherwise I have to wonder how seriously we are taking the housing crisis.

Thank you and best regards,

Luca Gattoni-Celli  
Founder  
YIMBYs of Northern Virginia  
[yimbysofnova.org](http://yimbysofnova.org)  
843-793-7106 (Mobile/Signal/WhatsApp)  
Follow my blog Cornerstone: [lucagattonicelli.substack.com](http://lucagattonicelli.substack.com)  
Sent from mobile device. Please pardon typos and brevity.

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## CouncilComment@alexandriava.gov

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**From:** Alex Goyette <alexmgoyette@gmail.com>  
**Sent:** Friday, December 15, 2023 12:00 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 18 - Condos at 301 N Fairfax

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Mayor Wilson, Vice Mayor Jackson, and Members of Council,

I'm writing in support of the project at 301 N Fairfax Street. If approved, the projects will replace a defunct 1970s office building with 48 homes, including 2 affordable homes, at the heart of Alexandria's most desirable neighborhood. Approving more homes in walkable and transit-rich neighborhoods is one of the most important climate actions you can take as local government officials.

The process that brought this project to you today shines a light on part of why homes in Alexandria are so expensive in the first place: a long and uncertain approvals process. The builders have had to go through multiple rounds of consideration at the BAR before finally advancing to Planning Commission where, despite no Commissioner objecting to any aspect of the project itself, it passed by a single vote. The 3 commissioners who voted against approval believed "spot rezoning" without a more detailed planning process is bad governance. The relevant Small Area Plan has not been updated since June of 1992 - when I was 9 months old.

Meanwhile, the builders have had to employ expensive land use attorneys for this entire time and take on financing at rates that reflect the uncertainty built into a long and discretionary approval process. Developers aren't saints, and they don't just eat these costs. Instead the costs are passed on to the eventual residents in the form of much higher home prices.

I'd ask you to consider whether subjecting projects to so many hurdles, increasing costs with every hearing and every delay, is good governance. Especially for projects like this, which simply adds some condos to our most urban and walkable neighborhood.

As the City moves forward with plans in Alexandria West and the Duke St Corridor, and with the Housing Master Plan, I hope Council and staff will remember projects like this and the cost incurred by all Alexandrians when our Small Area Plans are not updated for decades at a time, but are also written without enough flexibility to smoothly accommodate the growth and change that every city experiences.

Thank you,  
Alex

--

Alex Goyette  
[AlexMGoyette@gmail.com](mailto:AlexMGoyette@gmail.com)  
S Jordan St

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## CouncilComment@alexandriava.gov

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**From:** Sergey Kvasnyuk <kvasnyuks@gmail.com>  
**Sent:** Friday, December 15, 2023 12:00 PM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 18 - Condos at 301 N Fairfax

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Hi,

I am an Alexandria resident and would like to express my support for the project to replace 301 N Fairfax St. with condos. Housing of all types will remain much needed in Alexandria.

Sincerely,  
Sergey Kvasnyuk

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## CouncilComment@alexandriava.gov

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**From:** ngueterm@gmail.com  
**Sent:** Friday, December 15, 2023 11:43 AM  
**To:** CouncilComment@alexandriava.gov  
**Subject:** [EXTERNAL]Support Docket Item 18 - Condos at 301 N Fairfax

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[You don't often get email from ngueterm@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Good morning !

Alexandria architect, resident, and aesthete here expressing my concern that desperately needed housing and neighborhood revitalization might be sacrificed in the name of an underutilized and surplus office building at 301 north Fairfax all in the name of metathesiophobia.

Thank you,  
Nicholas Gueterman

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To: Mayor Wilson, Vice-Mayor Jackson, and City Council Members  
From: Ellen Mosher  
Date: December 14, 2023  
Re: Docket #6- MPA#2023-00002; REZ#2023-00003; DSUP#2023-10009- 301 North Fairfax Street

---

Please deny this application to build a high-density residential building in a medium density residential neighborhood in the Old and Historic District and Waterfront Small Area Plan.

301 N. Fairfax Street is in the Waterfront Small Area Plan Chapter

301 N. Fairfax Street is in the Waterfront Small Area Plan per Ordinance No. 4749 dated February 25, 2012, that created the Waterfront Small Area Plan Chapter of the Master Plan, however, staff is not following the Plan for this project. (See attachment A). Per page 14 of the staff report “the site is located within the boundaries of the Old Town Small Area Plan and Waterfront Plan, though it is not identified as a development site in either document.” And per page 68 of the staff report is Commissioner Brown’s December 4<sup>th</sup> or 5<sup>th</sup> memo to staff, he noted “the absence of the block as a “development site” in the Waterfront Plan is not because it did not merit attention; it is because that Plan necessarily focused on the key properties on the Waterfront that were viewed as redevelopment candidates.” (See attachment B).

Lot 27 Waterfront History Needs to be Reviewed

Why is this important? When George Washington surveyed Alexandria in 1749 there were 60 acres, and 84 lots. Today we are talking about one of those lots, lot 27, also known as 301 N. Fairfax Street. In 1749, the block with Lot 27 was a waterfront block. (See attachment C). Per the Waterfront Small Area Plan, “like the rest of the original cove, by the 1790’s it was filled in from what is now Lee Street with usable property and wharves”. (Appendix 6, p. 48)

By May 1865, Lot 27 had an alley on the south side of the lot from Fairfax Street to the wharves. (See attachment D). This map, found at the Queen Street Library, is from the War Department, Office of the Quartermaster General and it illustrates the existence of an alley to the wharves almost 160 years ago. The incredible biography of Quartermaster General Montgomery C. Meigs is on the city’s website and attached here (See attachment E).

By 1970 and still today, lot 27 has an alley view on the north side of the lot that divides the block in half, east-west, and continues to the next block with Quay Street’s view to the river, as seen on a current map. (See attachment F). Per Merriam-Webster, a Quay is a wharf or pier.

Historic Alleys Need to be Preserved Per the Waterfront Small Area Plan

These historic alleys need to be preserved per the Waterfront Small Area Plan however, the applicant is not preserving these alleys. In one area of the Plan, the Corridors and Arteries section states the:

- ♣ Definition of Waterfront Area to be Incorporated into Planning: Because of the infill that occurred on the waterfront since Alexandria was founded, Lee and Fairfax Streets also can be considered as part of the waterfront and should be treated as such in any planning.
  
- ♣ Preservation and Use of Historic Alleys: The alleys are of interest and historic significance as well. We have lost many of the alleys that served as arteries to the river. Identifying, designing, and using the existing alleys would make the waterfront more accessible and evoke the historic context. (Appendix 6, p. 75)



CRMU-H Zoning Code for Projects Located in Proximity to Metro Stations

The proposed rezoning to CRMU-H for 2.5 FAR is a zoning code for projects located in proximity to metro stations however this site is not located in proximity to a metro station. Using this zoning code on this site is inconsistent with the intent of the Waterfront Small Area Plan and the Old Town Small Area Plan, and therefore should not be used.

At the Planning Commission Hearing staff stated 5 residential only developments had been approved recently using the CRMU zoning, however these zoning codes needed further clarification. None of the 5 CRMU projects were in the Waterfront or the Old Town Small Area Plans. (*See attachment G*).

- 1 CRMU-H project was in the Braddock Road Metro Small Area Plan.
- 1 CRMU-H project was in the Alexandria West Small Area Plan.
- 3 CRMU-X projects were in the Old Town North Small Area Plan.

Rezoning Site Does Not Improve This Project – New Housing and 2 Affordable Units Achieved Without It

Currently, the property is zoned CD with 1.25 FAR, and increased density up to 30% or up to 1.63 FAR is available using section 7-700 for bonus density as Commissioner Brown outlined in his December 2023, letter to staff on page 66 of the staff report (*See attachment B*). He stated “with or without rezoning, the number of affordable units would be 2, but without the rezoning, the project size is reduced from 62,877 sq. ft. to 40,870 sq. ft., i.e., the same number of affordable units but with a 35% reduction in net floor area. How does rezoning improve this project?”

Since rezoning does not improve this project, it should not be rezoned.

For the above reasons, please do not approve the request before you. Thank you.

**Waterfront Small Area Plan Map with 301 N. Fairfax Street existing alley view to the river.**



Lot 27,  
301 N. Fairfax  
Street – please  
note the  
existing alley  
view highlighted  
with the red line

**Ord. 4749**  
*Please refer to  
the Waterfront  
Plan for exact  
boundaries.*

1892 declared, "The Army has rarely possessed an officer...who was entrusted by the government with a greater variety of weighty responsibilities, or who proved himself more worthy of confidence."

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## Sources

- Dickinson, William C., Herrin, Dean A., Kennon, Donald R. *Montgomery C. Meigs and the Building of the Nation's Capital (Perspectives on the Art and Architectural History of the United States Capital*, Athens, Capital Historical Society, Ohio University Press, 2001.
- Miller, David W. *Second Only to Grant: Quartermaster General Montgomery C. Meigs*, Shippensburg, White Mane Publishing Company, 2001.
- Ways, Harry C., *The Washington Aqueduct 1852-1992*, Army Corps of Engineers, Baltimore, 1995.
- The Library of Congress.
- The National Archives.
- Montgomery Cunningham Meigs, by Charles Dudley Rhodes, drawn from the biography.
- The Meigs Family, [Arlington National Cemetery](#).
- Offices of Facility Management website, US Office of Veterans Affairs.
- "Eclectic Engineer", article by Dean A. Herrin, Ohio University website.
- National Building Museum website.
- Generals and Brevets.
- Military District of Washington, U.S. Army.
- Headstones. National Archives publications, Spring 2003. Article by Mark C. Mollan, archives technician, The National Archives.
- Brigadier General Montgomery C. Meigs, US Army Quartermaster Foundation.

ORDINANCE NO. 4749

AN ORDINANCE to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment heretofore approved by City Council as Master Plan Amendment No. 2011-0001 to incorporate the Waterfront Small Area Plan Chapter into the Master Plan and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment.

WHEREAS, the City Council of the City of Alexandria finds and determines that:

1. The Planning Commission initiated on its own motion an amendment to the Master Plan of the City of Alexandria to incorporate the Waterfront Small Area Plan and, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval of Master Plan Amendment No. 2011-0001 to the City Council on May 3, 2011, which recommendation was approved with amendment by the City Council at a public hearing on January 21, 2012;

2. The said amendment has heretofore been approved by the Planning Commission and City Council after full opportunity for comment and public hearing.

3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Master Plan of the City of Alexandria, be, and the same hereby is, amended by incorporating the document titled Draft Waterfront Small Area Plan, dated July 2011 ("Draft Plan"), with the following amendments:

1. the changes listed in the document titled "Complete List of Waterfront Plan Work Group Recommended Changes" attached hereto as Attachment A and incorporated herein by this reference;

2. the changes listed in the document titled "City Council and Planning Commission January 2012 Joint Work Session Recommendations (as shown in the January 17, 2012 Staff Report)" attached hereto as Attachment B and incorporated herein by this reference;

3. on page 122 of the Draft Plan, add a new sentence at the end of Parking recommendation 4:34 (d) to read: "New residential parking controls, such as restricting parking to permit holders after 6:00 p.m., should be considered an implementation priority.";

4. on Page 62 of the Draft Plan add the word "preferably" after the words "The Strand" in Recommendation 3.68;

5. the following changes shown in strike through and underline regarding hotels:

**Page 85 of the Draft Plan:**

**b. Hotel**

- i. The potential for undue congestion of pedestrians or vehicles;
- ii. The type and size of hotel, and whether it is designed to attract large conventions, banquets, or other functions (such as trade shows). Hotels shall be “boutique” hotels: that is, hotels with 150 rooms or less, no ballroom, and meeting rooms for no more than 50 people. The Waterfront Small Area Plan allows the addition of up to two hotels in the plan-area W-1 zone, with a total limit of 300 rooms.

**Page 87, Column 2, Top of Page of the Draft Plan:**

Within the Development Guidelines, a stated preferred use is a boutique hotel for certain locations. The typical characteristics of boutique hotels - small, unique, and offering limited meeting space but high levels of guest services - are compatible with the waterfront area. The Waterfront Small Area Plan allows the addition of up to two hotels in the plan-area W-1 zone, with a total limit of 300 rooms. The Plan. . .

**Page 127 of the Draft Plan, second paragraph under Revenue Potential:**

When completed, the redevelopment of the three redevelopment sites will yield a net increase in annual tax revenues of ~~\$3.8~~ \$3.5 million. Even with development phased over 15 years, cumulative revenues at the end of ~~25-28~~ years will total \$51 million (in 2011 dollars)

**Page 128 of the Draft Plan:**

***Transient Lodging Tax***

The number of hotel rooms that are ultimately constructed on the three redevelopment sites will depend on a variety of factors. For the purposes of estimating revenues, the Plan is looking at a figure of ~~450-300~~ rooms, which reflects the Plan’s limitation on the size of boutique hotels to 150 rooms. The estimated transient lodging tax revenue to the City from ~~450~~ 300 hotel rooms is ~~\$1.1 million~~ \$770,000 per year.

6. The following changes shown in strike through and underline regarding height:

**Page 90 of the Draft Plan, Robinson Terminal North, Box at top of page, last sentence of paragraph:**

The W-1 zone currently has a height limit of 55 feet, which accommodates the proposed development on the east side of Union Street (which range from 30-45 feet); the Plan proposes increasing the permitted heights by 11 feet to 66 feet on the west side, which is approximately the same height as the adjacent Pipefitter’s Union building. Tract 1, or the parcel of property on this site located west of North Union Street, is limited to 66 feet in height and heights east of

North Union Street are limited to 45 feet on Parcel D and 30 feet on Parcel C, as described in the settlement agreement.

**Page 94 of the Draft Plan, Robinson Terminal South, Box at top of page, last sentence of second paragraph:**

Under both the 1992 Zoning Ordinance and settlement agreement, the maximum height permitted is 50 feet. Under the 1992 Zoning Ordinance, the allowable height is 30 feet above the average finished grade which can be increased to a maximum of 50 feet with the approval of a Special Use Permit.

**Page 99 of the Draft Plan, Cummings/Turner Block, Box at top of page, last sentence of first paragraph:**

Under the 1992 Zoning Ordinance, the current height limitation of 30 feet above the average finished grade, which can be increased to a maximum of 50 feet with approval of a Special Use Permit, would be retained.

Section 2. That the Director of Planning and Zoning be, and hereby is, directed to record the foregoing master plan map amendment as the Waterfront Small Area Plan Chapter of Master Plan of the City of Alexandria, Virginia.

Section 3. That all provisions Master Plan of the City of Alexandria, Virginia, as may be inconsistent with the provisions of this ordinance be, and same hereby are, repealed.

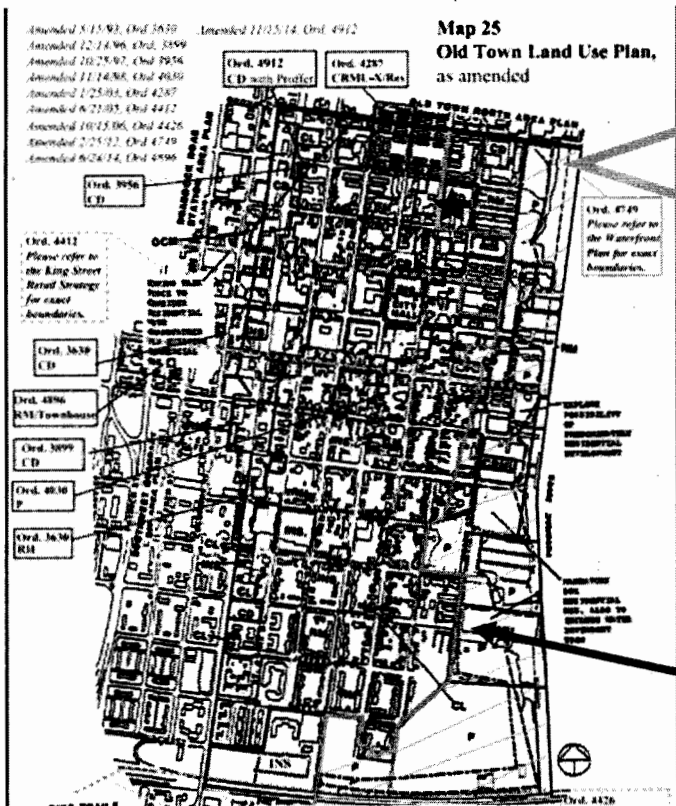
Section 4. That the Master Plan of the City of Alexandria, as amended by this ordinance, be, and the same hereby is, reordained as the Master Plan of the City of Alexandria, Virginia.

Section 5. That the City Clerk shall transmit a duly certified copy of this ordinance to the Clerk of the Circuit Court of the City of Alexandria, Virginia, and that the said Clerk of the Circuit Court shall file same among the court records.

Section 6. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE  
Mayor

Final Passage: February 25, 2012



★ 301 N. Fairfax Street

The YELLOW line on Map 25 represents the Waterfront Small Area Plan being separated from the Old Town Small Area Plan.



## Revised Comments on 301 N. Fairfax Rezoning Request

Over the weekend, following meetings with both the Applicant's attorney and representatives of the residents in opposition to the rezoning of 301 N. Fairfax, I looked more closely at the rezoning request, and raised for staff consideration several comments. One result was a conversation this morning with the Applicant's attorney, clarifying for me that there is a fixed residential FAR limit of 1.25 in the CD zone that cannot be increased with an SUP, and the former SUP to allow for more dwelling units per acre is no longer in effect due to the latest changes approved by the Council in the ZFH initiative. **This changes my analysis somewhat, as revised below, and my prior commentary should be disregarded in favor of the amended version here. I apologize for any confusion or inconvenience.**

The Applicant states, Staff Report at 84, that "the CD zone only permits up to a 1.25 FAR for multifamily residential density." The Applicant then argues that because 2.5 FAR is "currently permitted for commercial uses," rezoning to allow 2.5 FAR for residential is "consistent with the intent of the [Old Town] SAP." But the 1992 SAP did not change the recommended zoning for the property, so the Applicant's claim for a residential density of 2.5 FAR is not based on either the existing zoning or any implicit recognition in the 1992 SAP of the need for such an allowance in this location. The Applicant has reported that the average unit size is 1310 sq. ft., so (assuming for present purposes that this number would not change much) the unit count under the CD zone (dividing the 1.25 FAR by 1310) would be  $(31,439 \div 1310 =)$  24 units.

At its option, the Applicant would also be able to increase the size of the building by 30% of the base density of 1.25 FAR ( $.3 \times 31,439 =$ ) 9431.7 sq. ft. of affordable housing bonus density under 7-700, for an overall total floor area of 40,870 sq. ft. Under this option, the increase in the number of units would be about 7 ( $9431 \div 1310$ ), and the number of affordable units would be 2 ( $9431 \div 3 = 3143.6$  sq. ft., or 2.4 units). The bottom line? **With or without rezoning, the number of affordable units would be 2, but without the rezoning, the project size is reduced from 62,877 sq. ft. to 40,870 sq. ft., i.e., the same number of affordable units but with a 35% reduction in net floor area.** How does rezoning improve this project?

Given these two possibilities, the rest of the staff argument for the rezoning (Staff Report at 12) seems quite unpersuasive. First, proceeding without rezoning has the potential to for the same advance in affordable housing goals as under the

rezoning. Second, proceeding without rezoning surely would do just as good a job of advancing the character of Old Town as posited by the staff for the rezoned project. Third, although the no-rezoning project under the CD zone would be materially less dense than the rezoned project, that change would likely obviate many of the other concerns expressed by residents of the neighboring properties.<sup>1</sup>

I suppose one could be disappointed if the Applicant were to decline the option of using 7-700 bonus density on the project, but that is the Applicant's free choice. It seems clear to me that the project would be amply justified under CD zoning either with or without the added bonus density. I find it hard to support a rezoning that does little more for the City than undermine the incentive to seek affordable housing bonus density.

The Applicant's attorney confidently assures me that my no-rezoning comparison is fanciful in that the CD-based project would never get built in light of all the costs associated with undergrounding the parking and utilities, etc. This may well be the case, with or without resort to 7-700 bonus density, although it is an assertion, not a demonstrated fact. Regardless, I am not particularly troubled by this possibility, however real it may be. This is because I remain firmly in the belief that planning must precede zoning. While the 1992 Old Town SAP is over 30 years old, it may still be largely viable, and lot-by-lot rezoning (with accompanying pinpoint changes in the SAP) in the interim until there is more broadly considered change is suboptimal at best (and planning at its worst).

This particular block, I believe, is a poster child for avoiding lot-by-lot rezoning. All three of the largely contemporary office properties on this block appear to be afflicted with the same problems as have been depicted for the current use of 301 N. Fairfax. Given the block's prime location, the future of the entire block merits invocation of the full spectrum of the planning process, with the interests of all stakeholders considered. Otherwise, it is all too possible that the

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<sup>1</sup> I have interpreted 3-509, which deals with approval of special use permits in the CRMU-H zone, as inapplicable when the request is for CRMU-H rezoning, not a separate SUP. I think that is also the approach taken by the staff. The citizens have pointed to this provision, perhaps erroneously, but it nevertheless provides relevant considerations that ought to guide decision making on a request to rezone from CD to CRMU-H.

current “solution” to the problems being experienced at 301 N. Fairfax will only deepen and complicate the problems for the other office buildings on the block. This broader planning process can be effectively done, even if no other Old Town blocks are considered.<sup>2</sup> I strongly suspect that the result of that process would identify this block as recommended for a Coordinated Development District, with many particular, well-informed recommendations. While the CDD application must come from the property owners, there could be no greater signal to those owners of a successful CDD rezoning application than an amendment to the 1992 SAP for the whole block that would incorporate the stakeholders’ larger vision for this part of Old Town (or, if preferable to so view it, this part of the Waterfront).

Dave Brown

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<sup>2</sup> The absence of the block as a “development site” in the Waterfront Plan is not because it did not merit attention; it is because that Plan necessarily focused on the key properties on the Waterfront that were viewed as redevelopment candidates.

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** DECEMBER 5, 2023  
**TO:** CHAIR MACEK AND MEMBERS OF THE PLANNING COMMISSION  
**FROM:** KARL MORITZ, DIRECTOR; DEPARTMENT OF PLANNING & ZONING  
**SUBJECT:** DSUP #2023-10009/301 North Fairfax Street

---

**ISSUE:**

1. Commissioner Brown issued a memo and an updated memo related to concerns with the proposed rezoning, and staff is providing a response.
2. Commissioners requested examples of projects where an SUP to increase the density up to 2.5 has been granted for a residential only project in CRMU zones.
3. Commissioner Lyle requested language regarding quarterly updates on construction during the construction process to be added as a condition.

**STAFF RECOMMENDATION:**

**Proposed Rezoning Considerations**

Per the 1992 Old Town Small Area Plan (OTSAP), 301 North Fairfax Street envisioned commercial land use at the property under CD zoning; CD zoning allows FAR of up to 1.25 for residential and up to 2.5 for commercial uses. In his memo to staff, Commissioner Brown noted that the applicant may utilize Section 7-700 to increase density by an additional 30%, which would allow approximately 9,400 additional square feet of development; of this, one-third would be required to be provided as committed affordable units (CAU). Under this methodology, Commissioner Brown found that the project would deliver fewer overall units but provide two committed affordable CAUs.

When staff reviews requests for rezoning during the concept phase, staff evaluates various zoning paths to achieve a desirable project that both maximize public benefits while resulting in a viable project. Staff finds that the proposed rezoning supports the 1992 Old Town Small Area Plan's intent for a mixed use neighborhood (this is further detailed in the staff report). A larger number of overall units at the site, made possible through rezoning, will support the City's commitment toward the Metropolitan Washington Council of Governments' Regional Housing Initiative (RHI), which calls for the expansion of production beyond projected levels to meet the demand for housing by the region's growing workforce. The RHI allocated 3,000 additional housing units, out of its overall regional goal, to the City over the 10-year period between 2020-2030.

Consistent with the 2020/2021 Housing Contribution Policy Update, the project must provide 10% of the increase in residential development secured through rezoning as CAUs; the project's Affordable Housing Plan proposes two units, including one one-bedroom plus den and one three-bedroom unit. Though this is the same number of units that would be required through the use of CD zoning and Section 7-700, the project's scale provides opportunity for larger unit types than otherwise may have been secured through an alternate scenario. Larger unit types, including den units and three-bedroom units are more suitable for families and support the City's Housing Master Plan (HMP) goal of facilitating a variety of housing options for households of all incomes. Additionally, the project's location in Old Town supports the HMP goal to provide affordable housing in transit-oriented, amenity-rich areas. Therefore, staff supports the rezoning for its consistency with the intent of the OTSAP, its ability to further the City's housing goals and for providing a design that is compatible with the neighborhood.

Additionally, reducing the FAR might not cause the building to appear materially different or less massive from the street. Specifically, the height would remain the same.

#### SUP Requests for Residential Projects in CRMU Zones

The provisions of Section 5-305(C), which allow an applicant to request an SUP to increase the FAR to 2.5 for either mixed use or all residential buildings was adopted to encourage residential development in the city. This provision requires a minimum amount of residential and a maximum amount of commercial for a mixed use SUP, but does not state a maximum FAR for residential, except for the overall cap at 2.5. The heading allows for the SUP to be granted for **either** mixed use **or** residential.

This provision has been applied consistently in at least five other recently approved projects in CRMU-H or CRMU-X zones, provided below. Each of these projects were rezoned to a mixed-use zone (CRMU-H or CRMU-X) and received the SUP to increase the FAR to up to 2.5 for residential uses only:

1. DSUP2021-10020: 805 North Columbus Street, approved October 16, 2021;  
(Link to docket:  
<https://alexandria.legistar.com/LegislationDetail.aspx?ID=5180746&GUID=5CC65C60-B271-4C35-98D0-2AA3DE81E295&Options=&Search=>)
2. DSUP2017-0011: The Venue/901 North Fairfax Street, approved April 14, 2018;  
(Link to docket:  
<https://alexandria.legistar.com/LegislationDetail.aspx?ID=3472504&GUID=FECBBBC5-EE55-4C80-9FFE-F135CFB0B071&Options=&Search=>)
3. DSUP2017-0025: The Muse/1201 North Royal Street, approved January 12, 2019;  
(Link to docket:  
<https://alexandria.legistar.com/LegislationDetail.aspx?ID=3829132&GUID=76546D8F-0F03-425F-A0D6-BF9A74758BE7&Options=&Search=>)
4. DSUP2018-0014: The Alexan (formerly the "Bus Barn")/600 North Royal Street, approved February 23, 2019;  
(Link to docket:  
<https://alexandria.legistar.com/LegislationDetail.aspx?ID=3863160&GUID=009597F3-FE0F-4208-8D4D-05603194C48D&Options=&Search=>) and
5. DSUP2020-10026: Newport Village/4898 West Braddock Road, approved February 20, 2021

(Link to docket:

<https://alexandria.legistar.com/LegislationDetail.aspx?ID=4796597&GUID=9D9F1246-2A7B-4ABF-8A0A-C5D06DD24FF8&Options=&Search=>).

### Quarterly Construction Meetings

At the request of Commissioner Lyle, staff is providing additional language requiring the applicant to host quarterly, virtual meetings during the construction process for the benefit of neighbors. Staff does not find that this additional language is necessary because the standard conditions related to a pre-construction meeting and the requirement to have a community liaison throughout construction, including with emergency contact information, is sufficient for typical construction projects. Therefore, staff is providing the requested language but does not recommend the condition be amended.

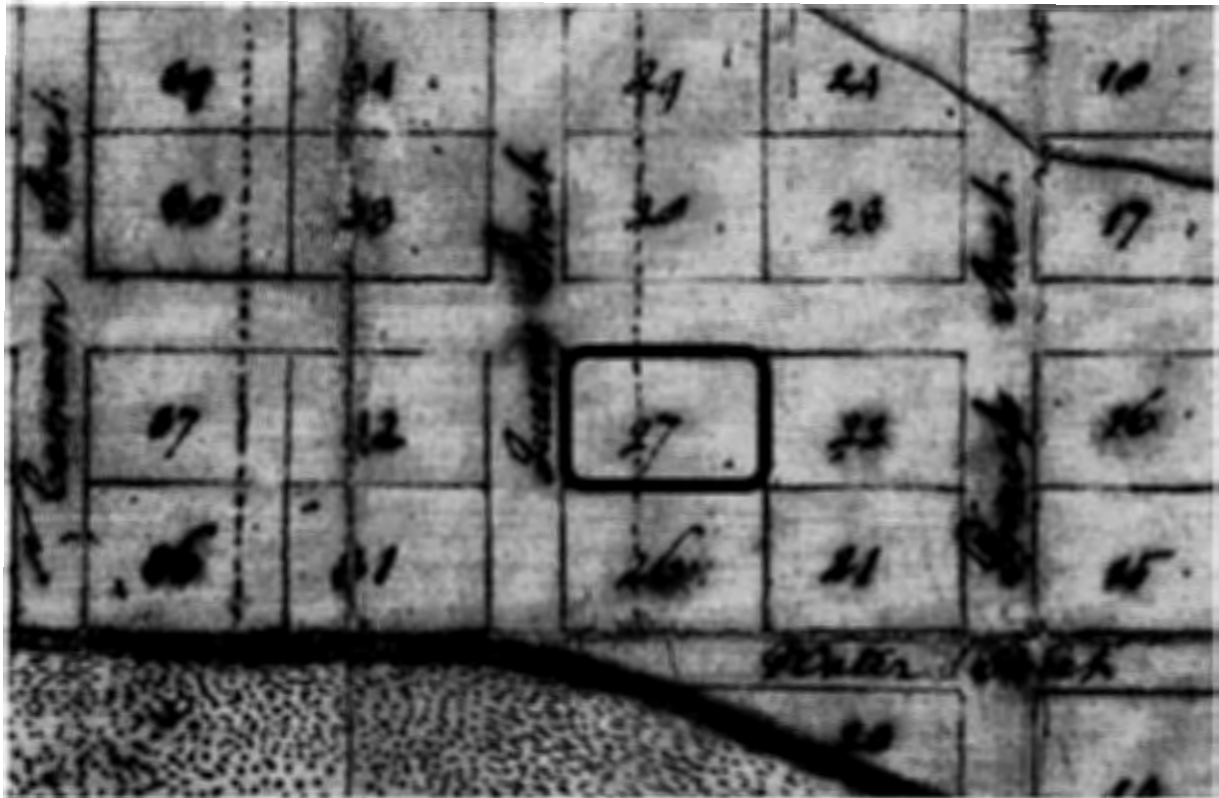
77. Conduct an in-person or virtual meeting to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction prior to commencing demolition, clearing, and grading of the site. Notice all adjoining property owners, civic associations, and the Departments of P&Z and T&ES at least 14 calendar days before the meeting. Hold the meeting before any permits are issued. (P&Z) (T&ES) \*\*
  - a. **Once construction begins, the applicant shall host quarterly meetings (virtual) related to construction matters.**

### **STAFF:**

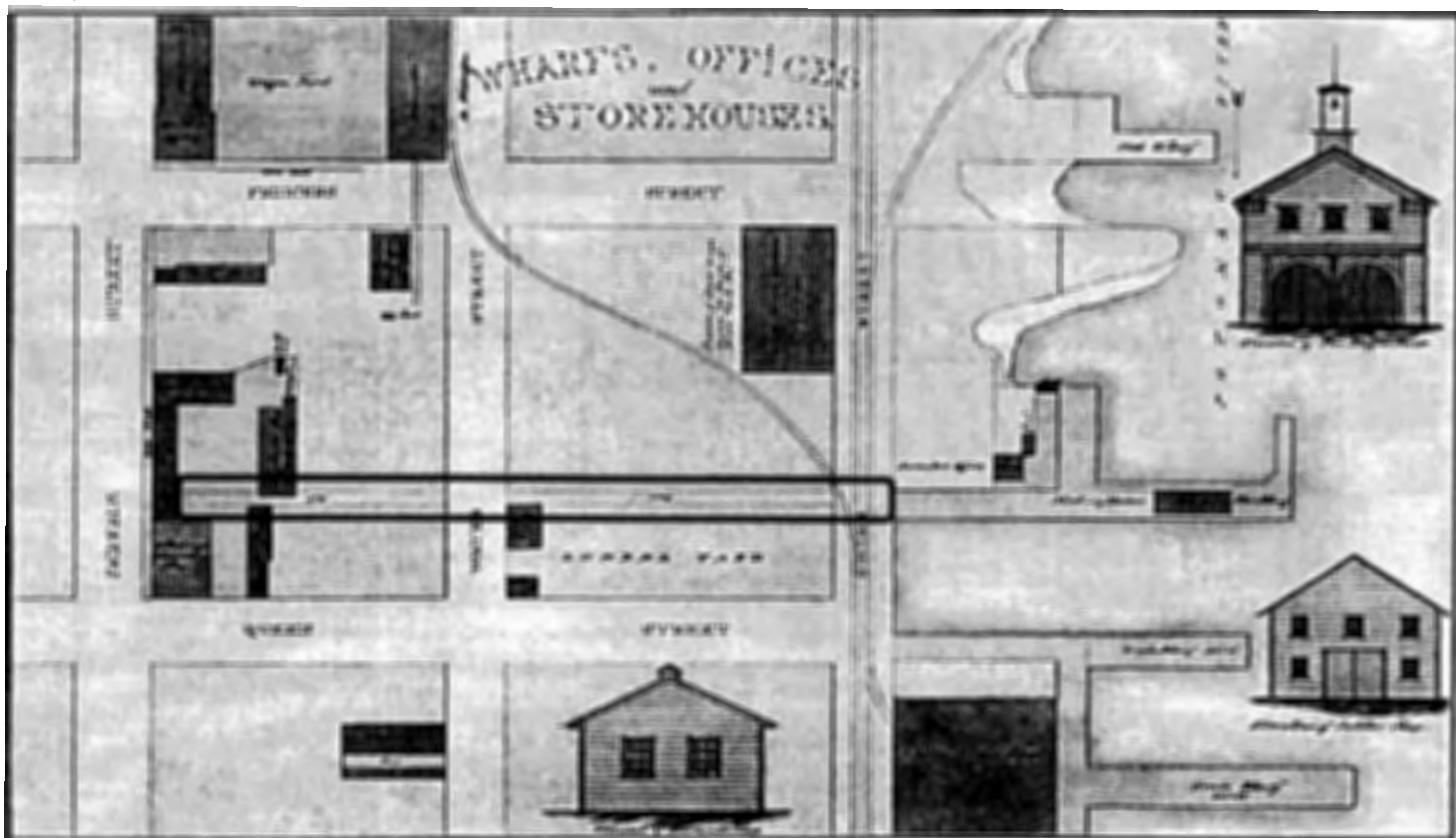
Karl Moritz, Director, Planning & Zoning  
Robert M. Kerns, AICP, Chief of Development  
Catherine Miliaras, AICP, Principal Planner  
Daniel Welles, Urban Planner  
Tamara Jovovic, Housing Program Manager, Housing  
Kenneth Turscak, Housing Analyst, Housing

Lot 27, also known as 301 N. Fairfax Street, is one of the original 84 lots surveyed by George Washington in 1749, and part of the original 60 acres of Alexandria. The original owner was John Alexander. The Waterfront Small Area Plan states:

Founders Park is part of the northern section of the original waterfront of the 60-acre 1749 town. Like the rest of the original cove, by the 1790s it was filled in from what is now Lee Street with usable property and wharves. (Appendix 6, p.48)







1865 Map, with Alleyway Highlighted

War Department, Office of the Quartermaster General 1842-1912, Record Group 92, The Records of the Quartermaster General, NAID: 109182974, Local ID: Map 111, Sheet 30

# Introduction

Gifted engineer and architect, and a master of efficiency, Union brigadier general Montgomery C. Meigs was the first Civil War officer to fully appreciate the importance of logistics in military operations. Meig's influence was felt at every encounter with the enemy, and at every warehouse, railroad depot, and cemetery. Alternately characterized as stubborn, fame-seeking, artistic, scrupulously honest, an organizational genius, and an adept, but self-serving lobbyist, Meigs was a household name in his own time. For present-day Washingtonians, and for students of the Civil War's Defenses of Washington, Meigs still is making his mark in the 21st century with enduring public works projects and historic structures.

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## The Man

Few contemporaries of Montgomery Cunningham Meigs would have described him as congenial, but none doubted his intellect or talent. Widely respected for his integrity and administrative abilities, and a valued adviser to President Abraham Lincoln, Meigs was nevertheless a lightning rod for public criticism. Due to the highly visible nature of his projects and the oversight of politicians, Meigs was sensitive to the questioning and blame that came his way as a public servant. Eventually, his unparalleled wartime service and respected post-retirement commissions would diminish his need for recognition and self-promotion.

Meigs was born in Augusta, Georgia on May 3, 1816 to the prominent Philadelphia physician and professor Charles Delucena Meigs and his wife, the former Mary Montgomery. Most of his childhood was spent in Philadelphia, and after brief study at the University of Pennsylvania, Meigs transferred to the U.S. Military Academy at West Point. Ranked fifth in the graduating class of 1836, Meigs joined the army engineering corps and was given public works and defensive fortification-related assignments, including a stint as assistant to then Lieutenant Robert E. Lee to improve navigation on the Mississippi River in 1837.

In 1841, Montgomery Meigs married well when he wed Louisa Rogers, daughter of Commodore John Rogers, naval hero of the Barbary war. Louisa's social and financial connections allowed them to live in a prestigious neighborhood in Washington, DC and opened up many drawing rooms to the couple. The Meigs had four children that lived to maturity. Tragically, their son John would be killed during the war and was among the earliest to be buried at Arlington National Cemetery, designated by his father as a final resting place for Union veterans.

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## Public Works

Fifth in his West Point graduating class of 1836, Meigs joined the U.S. army engineering corps upon graduation. At the time, the United States Military Academy was the one of the few engineering

schools in the country, therefore, its graduates often were awarded commissions for major civil engineering and public works projects. As a young engineer, Meigs supervised the construction of the Washington Aqueduct, which carried much of the District of Columbia's water supply from Great Falls. The aqueduct system included the Cabin John Bridge, the longest masonry arch bridge in the world until 1903, and the Rock Creek Bridge, only the second iron arch bridge built in the United States. He also was responsible for the design and construction of the wings and the dome of the U.S. Capitol Building, which at its installation, was the largest cast iron dome in the world. Meigs also oversaw the extension of the Post Office Building, and later the planning and construction of the National Museum, today known as the Smithsonian Institution's Arts and Industries Building. Among his best-known works from later in his career is the Pension Building (today the National Building Museum). It incorporated numerous engineering innovations, and at the time of its construction was the largest brick building in the country. Each of these projects was intensely scrutinized by Congress, an unwelcome overview that troubled Meigs for decades.

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## Organizational Genius

Meigs' organizational and creative abilities found their best outlet during his long military career. As Quartermaster General, he fed, clothed, housed and transported more than a million men. Meigs was responsible for military transportation by rail, wagon and inland waterways, including the construction of a fleet of river ironclads. Additionally, Meigs had oversight of government land use for military purposes, and construction of all military transportation facilities, and the telegraph corps.

He was responsible for disbursing more than a billion dollars from the public treasury, displaying amazing financial acumen. Just in 1864 alone, more than 3,400 military procurement contracts passed through Meigs's office. In outfitting soldiers and seeing to their needs, Meigs instituted public bidding and competition for contracts, military specifications, and mandated quick delivery of goods, all methods to counteract previous scandalous procurement practices. Clothing design, the purchase and feeding of horses and draft animals, internment of prisoners, burial of the dead, warehousing practices, and the design and erection of tents and structures all fell under his purview. President Abraham Lincoln referred to Meigs as "a military man who would not talk politics," a policy that freed him from undue influence in awarding contracts. But with his vast knowledge of logistics, Meigs used this information to advise President Lincoln and influence military policy. He once provided a cost analysis of how much General George McClellan's inactivity cost the Federal government per day.

On a micro-management level, Meigs ordered a reduction in the amount of personal luggage officers could bring with them to reduce the number of wagons needed, and instructed soldiers to carry compressed rations. Despite his vast influence on war operations, Meigs had only limited direct battle experience of his own during the Civil War, which occurred when he commanded a division of War Department employees in the defense of Washington during Jubal Early's raid on Fort Stevens. Meigs had greater impact on assisting others in carrying out their orders, such as when he personally supervised the refitting and supplying of Sherman's army at Savannah and in North Carolina. William Seward, Secretary of State, praised him effusively in 1867, saying, "The prevailing opinion of this country sustains a firm conviction which I entertain and on all occasions cheerfully express, that without the services of this eminent soldier, the national cause must have been lost or deeply imperiled."

Meigs felt a personal responsibility for the welfare of the common soldier, while acutely vexed with the problems of procurement and discipline, coupled with criticism from Congress. "That an army is

wasteful is certain, but it is more wasteful to allow a soldier to sicken and die for want of a blanket or knapsack which he has thoughtlessly thrown away in the heat of the march or the fight, than to supply on first opportunity with these articles indispensable to health and efficiency." He responded to complaints about uniforms made with irregular materials, made up hastily from whatever fabric was available: "The troops were clothed and rescued from severe suffering and those who saw sentinels walking post about the Capitol of the United States in freezing weather in their drawers without trousers or overcoats, will not blame the Department for its efforts to clothe them even in materials not quite so durable as Army blue kersey."

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## Rest for the Union Dead

Almost every physical aspect of military life was overseen by Meigs, from the creation of standardized warehouses and officers' quarters, to national burial grounds. Meigs' prototype for cemetery superintendent's lodges was adopted nationwide; the Alexandria National Cemetery lodge built in 1887 followed this design, as did grave markers for veterans. It was Meigs who recommended converting Robert E. Lee's captured family estate to Arlington Cemetery. His own son, John Rogers Meigs, killed at Swift Run Gap, was one of the first Union soldiers to be interred in the officers' section there. Meigs himself would also be laid to rest at Arlington after almost 50 years of public service. The Quartermaster General was embittered by the Confederacy's departure from the Union and the human toll taken by the war. The war divided the nation and members of his own family, including a brother who fought for the South. Meigs himself reported his "grim satisfaction" of ordering 26 Union dead from the morgue to be buried near Mrs. Lee's rose garden at Arlington in June, 1864. Some historians believe this cemetery site selection was an act of revenge. Tasked with finding additional burial grounds, on June 15, 1864, Meigs wrote to Secretary of War Edwin Stanton that "the grounds about the mansion are admirably suited to such a use." That same day, 200 acres were allotted for that purpose, and by the end of the war, 16,000 were buried near Arlington House, 2,111 of them unknown soldiers interred in a mass grave. By 1870, the remains of nearly 300,000 soldiers had been laid to rest in 73 national cemeteries. At first, temporary wooden grave markers were used, but by 1879 Meigs saw to it that each veteran grave would have a standardized permanent marker.

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## A Man of Artistry and Intellectual Curiosity

Montgomery Meigs devoted his life to the appreciation of art, architecture and scientific inquiry. He was a regent of the Smithsonian Institution, a member of the American Philosophical Society, and also a member of the prestigious National Academy of Sciences. The engineer was an avid reader, watercolorist and student of classical architecture, and as a scientist, experimented with acoustics and wet plate photography. Meigs was also one of the first engineers to employ photography to visually record his projects, used to save money on producing laborious hand-drawn documents. Interestingly, Meigs had horrible handwriting and worse shorthand. Although he held more than a dozen patents for his inventions, (including roof trusses and a hydrant) and introduced double glazed windows, historians of technology characterize Meigs as an innovator rather than an inventor, noting that he was best at adapting technologies to make the most efficient use of resources.

## Legacy of Public Works Projects

Were Montgomery Meigs to tour the present day Washington, DC area, he would be gratified to see many of his projects intact and preserved as architectural and cultural monuments. A household name during his own lifetime, Meigs's most prickly aspects of his personality manifested themselves as he sought credit for his large scale public projects. Overbearing, egotistical and stubborn, Meigs had his name inscribed on everything connected to his work, even on the pipes of his famous aqueduct that would be buried or bricked over during construction. He was notoriously reluctant to share credit with his coworkers or subordinates, and clashed with other professionals on the jobs. Sensitive to not having a military command as did many of his West Point classmates, Meigs felt his reputation and legacy would depend upon his engineering projects.

The first of his high visibility projects (1852-1860) was his supervision of the construction of the Washington Aqueduct, which carried much of the District of Columbia's water supply from Great Falls, Virginia. This massive undertaking included the bridge across Cabin John branch, which for 50 years was the longest masonry arch bridge in the world. Most of the circular conduit of brick and rubble masonry was underground, stretching 11 miles from Great Falls to a distributing reservoir in Georgetown, and efficiently relied upon gravity to make water traverse the 140-foot drop in elevation. Nearly all of the major facilities of the aqueduct designed by Meigs are in use today. Concurrently, Meigs worked on the constructions of wings and dome of the U.S. Capitol building (1853-1859) and the imposing Post Office Building (1855-1859).

After the war, Meigs supervised plans for the construction of a new War Department building (1866-1867), assisted architects with the development of a new roof truss system for the National Museum, now known as the Arts and Industries Building of the Smithsonian Institution (1876), planned the extension of the Washington Aqueduct (1876) and the hall of records, later known as the Pension Building, and today known as the National Building Museum (1878).

The Pension Building was the highlight of Meigs's post-war construction projects and remains one of the greatest architectural spaces in the country. Designed to be fireproof to protect its contents, it was the largest brick building in the country at the time of its erection. Meigs's artistic sensibilities are combined with his regard for military operations in an exterior 1200-foot frieze of terracotta soldiers on the march, sailors tugging oars, and horse-drawn supply wagons. Its stunning Great Hall measures 316 feet by 159 feet, and is 159 feet tall at its highest point. Among its innovations was a ventilation system incorporated into the design of offices surrounding the large public spaces of the building.

## The End of his Career

By the completion of major architectural landmarks and almost universal praise for his efficiency and financial integrity in outfitting the troops and conducting the logistics of war, Montgomery Meigs was more settled in his legacy. President Lincoln had respected his training, abilities and experience, and the physical landscape of Washington, DC bore his mark. The General Order issued upon his death in

	<b>Attachment G</b>		
<b>Description</b>	<b>CRMU-H</b>	<b>CRMU-X</b>	<b>CD</b>
<b>Zoning Code</b>	Sec. 5-300	Sec. 5-400	Sec. 4-500
<b>Zoning Code Location</b>	Projects located in proximity to metro stations	Old Town North	Old and Historic District
<b>Purpose</b>	5-301 - The intent of the CRMU-H zone is to establish a zoning classification which permits developments that include a mixture of residential, commercial, cultural, and institutional uses in a single structure or multiple but integrated and related structures; <u>to encourage a diversification of uses in unified projects located in proximity to metro stations in order to encourage the conservation of land resources, minimization of automobile travel, and the location of employment and retail centers in proximity to housing; and to promote the development of mixed use projects by allowing greater densities than would otherwise be permitted to the extent the proposed mix of uses, design and location of the development warrant.</u>	5-401 - The intent of the CRMU-X zone is to establish a zoning classification which permits developments that include a mixture of residential, commercial, cultural, and institutional uses in a single structure or multiple but integrated and related structures; to encourage the conservation of land resources, the minimization of automobile travel and the location of employment and retail centers in proximity to housing; to promote the development of mixed use projects by allowing greater densities than would otherwise be permitted to the extent the proposed mix of uses, design and location warrant; <u>and to promote redevelopment while maintaining a substantial amount of residential uses in the Old Town North area.</u>	4-501 - The CD zone is intended to provide for an urban mix of retail, office, service, hotel, residential and civic functions for the city's downtown business core. <u>The location of the zone in and near the Old and Historic Alexandria District requires that such uses be compatible with nearby residential housing and with that area generally.</u>
<b>Residential Only FAR</b>	1.25	1.25	1.25
<b>SUP FAR</b>	up to 2.5	up to 2.5	
<b>7-700 Bonus Density 30% FAR</b>			up to 1.63
<b>Per Staff memo Dated Dec 5, 2023 - Staff Provided 5 Examples of CRMU Residential Only Projects Approved Recently</b>			
1	<b>CRMU-H - Braddock Road Metro Small Area Plan - DSUP2021-10020:</b> 805 North Columbus Street, approved October 16, 2021		
2		<b>CRMU-X - Old Town North Small Area Plan- DSUP2017-0011:</b> The Venue/901 North Fairfax Street, approved April 14, 2018	
3		<b>CRMU-X – Old Town North Small Area Plan - DSUP2017-0025:</b> The Muse/1201 North Royal Street, approved January 12, 2019	
4		<b>CRMU-X – Old Town North Small Area Plan - DSUP2018-0014:</b> The Alexan (formerly the “Bus Barn”)/600 North Royal Street, approved February 23, 2019	
5	<b>CRMU-H - Alexandria West Small Area Plan - DSUP2020-10026:</b> Newport Village/4898 West Braddock Road, approved February 20, 2021		



SPEAKER'S FORM

DOCKET ITEM NO. 11

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK  
BEFORE YOU SPEAK ON A DOCKET ITEM

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Arthur R. Hampshire

2. ADDRESS: 4000 University Drive, suite 300 Fairfax VA

TELEPHONE NO. (703) 691-1235 E-MAIL ADDRESS: g.hampshire@bklaw.com 22030

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Scott Corzine, Tom Foley & other neighbors

4. WHAT IS YOUR POSITION ON THE ITEM? <sup>clients</sup>  
FOR: \_\_\_\_\_ AGAINST:  OTHER: \_\_\_\_\_

5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):  
Attorney

6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?  
YES  NO \_\_\_\_\_

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each bona fide neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed for public hearing at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- (a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.
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- (c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.
- (d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.
- (e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.



# CITY OF ALEXANDRIA, VIRGINIA

## Guidelines for Honest Civic Discourse for those Participating in Meetings in the Council Chamber

Members of the Alexandria community, its elected officials and City staff place a high value on constructive and thoughtful debate on public issues. To this end, all who participate in meetings in the Chamber, including public officials, staff and members of the community, are expected to observe the following guidelines.

1. Treat Everyone with Respect and Courtesy
2. Do Your Homework – Be Prepared and Be Familiar with the Docket
3. Express Your Ideas and Opinions in an Open and Helpful Manner
4. Be Respectful of Others' Time by Being Clear and Concise in Your Comments and/or Questions
5. Demonstrate Honesty and Integrity in Your Comments and Actions
6. Focus on the Issues Before the Decision Making Body – Avoid Personalizing Issues
7. Listen and Let Others Express their Ideas and Opinions
8. If a Decision is Made with which You Do Not Concur, Agree to Disagree and/or Use Appropriate Means of Civil and Civic Recourse, and Move On

Adopted by the Alexandria City Council on October 12, 2004.



William D. Euille, Mayor

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BEFORE YOU SPEAK ON A DOCKET ITEM

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1. NAME: M Catharine Proskar
2. ADDRESS: 2200 Clarendon Blvd Ste 1300 Arlington VA 22201  
TELEPHONE NO. 703-528-4700 E-MAIL ADDRESS: cproskar@theLandLawyers.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? \_\_\_\_\_  
301 N Fairfax Project Owner LLC
4. WHAT IS YOUR POSITION ON THE ITEM?  
FOR: X AGAINST: \_\_\_\_\_ OTHER: \_\_\_\_\_
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):  
Attorney
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YES X NO \_\_\_\_\_

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