

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 6, 2023

TO: CHAIR AND MEMBERS OF THE
BOARD OF ARCHITECTURAL REVIEW

FROM: HISTORIC PRESERVATION STAFF

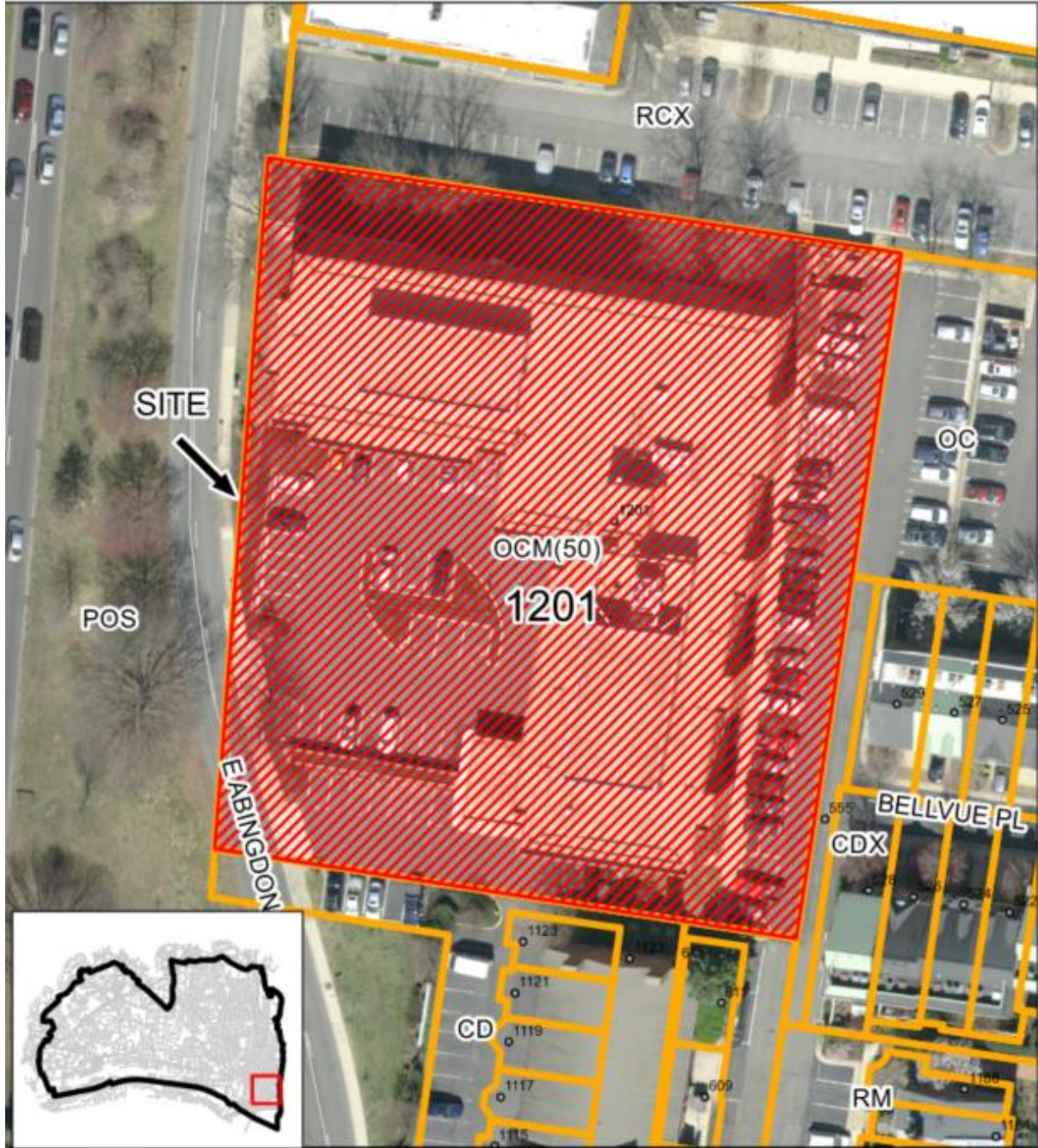
SUBJECT: CONCEPT REVIEW OF 1201 EAST ABINGDON DRIVE
BAR CASE # 2023-00245

I. SUMMARY

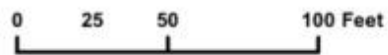
The applicant is requesting BAR Concept Review of a redevelopment of the property at 1201 East Abingdon Drive to convert the existing commercial office building into a multi-family residential building and build an addition to the existing building.

The Concept Review Policy was adopted in May 2001 and amended and restated in 2016 (attached). Concept Review is an optional, informal process at the beginning of a Development Special Use Permit (DSUP) application whereby the BAR provides the applicant, staff, Planning Commission, and City Council with comments relating to the overall appropriateness of a project's height, scale, mass, and general architectural character. These comments are not binding on the BAR or the applicant. The Board takes no formal action at the Concept Review stage but will provide comments and may endorse the direction of a project's design by a straw vote. If the Board believes that a building height or mass, or area proposed for construction is not appropriate and would not be supported in the future, the applicant and staff should be advised as soon as possible. This early step in the development review process is intended to minimize future architectural design conflicts between what is shown to the community and City Council during the DSUP approval and what the Board later finds architecturally appropriate under the criteria in Chapter 10 of the Zoning Ordinance and the BAR's adopted *Design Guidelines*.

The Development Special Use Permit (CDSUP#2022-00026) associated with this project will be heard by Planning Commission and City Council at a time to be determined.



BAR#2023-00245
1201 E Abingdon Street



II. SITE CONTEXT AND HISTORY

Site Context

The project site is on the east side of East Abingdon Drive, between Second Street and Bashford Lane. To the east of the site is the extension of North Saint Asaph Street, providing views of the east side of the building. East Abingdon Drive is a one-way northbound road running approximately parallel to the George Washington Memorial Parkway. Given the site configuration, all building elevations will be visible from a public right of way.

Similar to the adjacent townhouse development, which was approved in 2019, the proposed development at 1201 East Abingdon will be subject to the Washington Street Guidelines.

History

The five-story brick veneer office building at 1201 East Abingdon Drive was constructed in 1983-1984. There have been a number of BAR approvals for this property since its construction. The majority of these approvals have been related to building signage.

One significant exception to this is BAR 2014-00028 & BAR 2014-00029. As originally designed, the building featured a false mansard roof made of a continuous metal panel that was located at the back of the masonry parapet and continued around the perimeter of the building. These metal panels were approximately the height of the rooftop penthouses and were intended to conceal the rooftop structures (Figure 1). This feature gave the impression that the building was a story taller than it was by creating this false roof form. In 2014 the metal panels had become damaged, and the BAR approved a proposal to remove them from the building and apply an EIFS finish to the rooftop structures that were now visible.



Figure 1: Aerial view of original building design including false mansard

Previous BAR Approvals:
BAR 98-00171 – Request for signage
BAR 2007-0026 – Waiver of HVAC Screening
BAR 2015-00226 – Request for Signage
BAR 2016-00058 – Request for Signage

III. PROPOSED DEVELOPMENT

The applicant is proposing to convert the existing commercial office building into a multi-family residential building and construct an addition at the south end of the site, changing the building from an “L” shaped building into a “U” shaped building. The exterior of the existing office building will include several modifications. The ground level will be revised to feature additional glazing and street level entries. At the roof level, the footprint of the existing penthouses will be expanded to allow for the introduction of additional occupiable space. These rooftop structures will not increase the height of the building beyond its current height.

The new wing at the south end of the site will be similar in size to the existing north wing but will have slightly smaller footprint with a convex west wall meant to reflect the curve in Abingdon Drive in this area. The red brick and glass addition will be broken into vertical modules that are similar to historic townhomes.

IV. STAFF ANALYSIS

As a reminder, the BAR’s purview in this concept review work session is limited to endorsing the project and providing feedback on its height, scale, mass, and general architectural character. The applicant will ultimately return to the Board for approval of a Certificate of Appropriateness for architectural details, finishes, and colors after City Council approval of the DSUP.

Due to its location fronting the George Washington Memorial Parkway, any major modifications or additions to the building are subject to additional standards in both the *Design Guidelines* and the Alexandria Zoning Ordinance.

The *Design Guidelines* section on buildings fronting Washington Street is broken down into sectors based on the location within the district. The subject site is within the Pendleton Street to Bashford Lane sector. The Scale and Character description for this area states:
“This section is predominantly commercial with a number of modern office buildings and highway oriented uses. New buildings in this area should be oriented to the street, create an attractive pedestrian environment and foster a sense of place, arrival and community. (p.8)”

In addition to the general BAR standards outlined in the Zoning Ordinance, and the Board’s *Design Guidelines*, the Board must also find that the Washington Street Standards are met. The further standards as outlined in the Zoning Ordinance are intended to ensure that the memorial character of the George Washington Memorial Parkway is protected and maintained. These additional standards are as follows:

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

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

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

- i. Elements of design consistent with historic buildings which are found on the street shall be emphasized.*
- ii. New buildings and additions to existing buildings shall not, by their style, size, location or other characteristics, detract from, overwhelm, or otherwise intrude upon historic buildings which are found on the street.*
- iii. The design of new buildings and additions to existing buildings shall be complementary to historic buildings which are found on the street.*
- iv. The massing of new buildings or additions to existing buildings adjacent to historic buildings which are found on the street shall closely reflect and be proportional to the massing of the adjacent historic buildings.*
- v. New buildings and additions to existing buildings which are larger than historic buildings which are found on the street shall be designed to look separate and shall not give the impression of collectively being more massive than such historic buildings. This design shall be accomplished through differing historic architectural designs, facades, setbacks, roof lines and styles. Buildings should appear from the public right-of-way to have a footprint no larger than 100 feet by 80 feet. For larger projects, it is desirable that the historic pattern of mid-block alleys be preserved or replicated.*
- vi. Applications for projects over 3,000 square feet, or for projects located within 66 feet of land used or zoned for residential uses, shall include a building massing study. Such study shall include all existing and proposed buildings and building additions in the six block area as follows: the block face containing the project, the block face opposite, the two adjacent block faces to the north and the two adjacent block faces to the south.*
- vii. The massing and proportions of new buildings or additions to existing buildings designed in an historic style found elsewhere in along Washington Street shall be consistent with the massing and proportions of that style.*
- viii. New or untried approaches to design which result in new buildings or additions to existing buildings that have no historical basis in Alexandria or that are not consistent with an historic style in scale, massing and detailing, are not appropriate.*

(2) Facades of a building generally shall express the 20- to 40-foot bay width typically found on early 19th century commercial buildings characteristic of the Old and Historic Alexandria District, or the 15- to 20-foot bay width typically found on townhouses characteristic of the Old and Historic Alexandria District. Techniques to express such typical bay width shall include changes in material, articulation of the wall surfaces,

changes in fenestration patterns, varying roof heights, and physical breaks, vertical as well as horizontal, within the massing.

- (3) Building materials characteristic of buildings having historic architectural merit within the district shall be utilized. The texture, tone and color of such materials shall display a level of variety, quality and richness at least equal to that found abundantly in the historic setting.*
- (4) Construction shall reflect the traditional fenestration patterns found within the Old and Historic Alexandria District. Traditional solid-void relationships exhibited within the district's streetscapes (i.e., ratio of window and door openings to solid wall) shall be used in building facades, including first floor facades.*
- (5) Construction shall display a level of ornamentation, detail and use of quality materials consistent with buildings having historic architectural merit found within the district. In replicative building construction (i.e., masonry bearing wall by a veneer system), the proper thicknesses of materials shall be expressed particularly through the use of sufficient reveals around wall openings.*
- (b) No fewer than 45 days prior to filing an application for a certificate of appropriateness, an applicant who proposes construction which is subject to this section 10-105(A)(3), shall meet with the director to discuss the application of these standards to the proposed development; provided, that this requirement for a preapplication conference shall apply only to the construction of 10,000 or more square feet of gross building area, including but not limited to the area in any above-ground parking structure.*
- (c) No application for a certificate of appropriateness which is subject to this section 10-105(A)(3) shall be approved by the Old and Historic Alexandria District board of architectural review, unless it makes a written finding that the proposed construction complies with the standards in section 10-105(A)(3)(a).*
- (d) The director may appeal to city council a decision of the Old and Historic Alexandria District board of architectural review granting or denying an application for a certificate of appropriateness subject to this section 10-105(A)(3), which right of appeal shall be in addition to any other appeal provided by law.*
- (e) The standards set out in section 10-105(A)(3)(a) shall also apply in any proceedings before any other governmental or advisory board, commission or agency of the city relating to the use, development or redevelopment of land, buildings or structures within the area subject to this section 10-105(A)(3).*
- (f) To the extent that any other provisions of this ordinance are inconsistent with the provisions of this section 10-105(A)(3), the provisions of this section shall be controlling.*
- (g) The director shall adopt regulations and guidelines pertaining to the submission, review and approval or disapproval of applications subject to this section 10-105(A)(3).*
- (h) Any building or addition to an existing building which fails to comply with the provisions of this paragraph shall be presumed to be incompatible with the historic district and Washington Street standards, and the applicant shall have the burden of overcoming such presumption by clear and convincing evidence.*
- (i) The applicant for a special use permit for an increase in density above that permitted by right shall have the burden of proving that the proposed building or addition to an existing building provides clearly demonstrable benefits to the historic character of Washington Street, and, by virtue of the project's uses, architecture and site layout and design, materially advances the pedestrian-friendly environment along Washington Street.*

The location of the site in relation to the George Washington Memorial Parkway is unique in that it is adjacent to the previous location of the memorial traffic circle that was meant to calm traffic as it entered the City and marked the formal transition from the pastoral to the urban portion of the Parkway as it passed through Alexandria. This traffic circle is now gone but the curved shape of East Abingdon Drive is a remnant of its previous existence. A rectangular space was designed to frame the memorial and while this is largely gone today, the design intent can still be seen in an aerial photograph of the area (Figure 2).



Figure 2: Aerial photo of current memorial circle area, the former traffic circle is shown in green. The existing building wall on three sides forms a rectangle to frame the former memorial circle. The dashed red line at the northwest corner shows the area where this rectangle is not reflected in the existing buildings. The project site is highlighted in red crosshatch

Staff finds the design for the modification to the existing building and the proposed addition to be consistent with the scale and massing of the nearby context and with the Washington Street Standards for this area. The design for the existing building dates from the early 1980s commercial real estate boom and the building is in need of a re-imagining to make it more compatible with the recent development activity in the area. Staff appreciates the reuse of the existing building rather than the demolition and replacement of the existing and finds the modifications to be a welcome change to the structure and the overall context.

As noted above, the original design for this portion of the George Washington Memorial Parkway included a memorial circle and surrounding rectangular frame in which buildings were not constructed. The current “L” shaped building forms the northeast corner of this rectangular frame and the proposed addition would intrude into this rectangular frame. As seen in Figure 2, the northwest corner of this frame has been degraded by the residential structures in the area. While the proposed addition would further degrade the original design intent of the Parkway, staff finds that the proposed design addresses this in a number of ways. The proposed addition is separated from the existing building by a glass hyphen and a break in the building. When viewed from above, which is where this frame is discernable, this break in the building will help to demonstrate the outline of the rectangular frame. From the ground, the rectilinear nature of the addition will retain the spatial relationship of the northeast and southeast corner of the original frame.

Staff notes that the height of the existing building is not being increased in the proposed design but the footprint of the rooftop structures is being increased. This will result in this upper level being more prominent than in the current configuration. As demonstrated in the provided renderings, the set back from the building edge and the change in building material for the penthouse level structures will help to minimize their visibility, particularly when viewed from the Parkway side of the building (Figure 3). It is important to note as well that the original design for the building included a false mansard all the way around the building at approximately the height of the penthouse structures. While the footprint is being increased over the current configuration, the result will be less than the original design for the building. Staff finds that the expansion of the penthouse footprint will not detract from the compatibility of the building or overshadow nearby existing buildings and will be an improvement over the original building configuration.



Figure 3: View of proposed design from the George Washington Memorial Parkway

The applicant is proposing to construct an addition at the south end of the site to create a “U” shaped building with the interior courtyard facing East Abingdon Street. The proposed design uses some aspects of the existing building while introducing elevations with a composition that is distinctly modern. Like the original portion of the building, the addition will use a combination of red brick and grouped windows, but where the proportions of the existing building are largely horizontal with ribbon windows, the addition uses a vertical proportion with stacked windows and masonry piers. To add visual interest and create a subtle differentiation between the addition and the existing building, the ganged vertical window bays feature offset masonry piers. The Washington Street Standards indicate that new buildings or major additions should appear to have a footprint of 100’ by 80’ so that they do not overwhelm existing buildings. The proposed addition is approximately this size at the largest point but it gets smaller as the west elevation curves away from the Parkway. The Washington Street Standards also state that buildings should use 15’-20’ bays to be compatible with townhouses throughout the historic district. As shown in the submitted drawings, the applicant has specifically used 15’ widths for the bays of the addition to comply with this standard (Figure 4). Staff finds that the massing and architectural character of the addition complies with the standards and balances compatibility with the existing building and a clearly modern identity of its own.



Figure 4: View showing 15’ wide bays at new addition

V. STAFF RECOMMENDATION

Staff recommends that the BAR endorse the proposed design for height, mass, scale and architectural character. The proposed design does not increase the overall height of the existing building but does increase the footprint of the existing penthouse structures. As demonstrated, the original building design included a decorative element at the edge of the roof that effectively added a story to the perceived height of the building. The proposed design for the upper level sets this portion back from the edge of the roof limiting the view from Abingdon Drive and the George Washington memorial Parkway. Through the use of metal panels at this upper level, this massing further recedes from perception from the ground. Staff finds the design of the upper level to be successful and, in light of the fact that the original building included a much more intrusive element, finds no issue with the overall building height.

Staff finds that the massing of the new addition complies with the Washington Street standards and is compatible not only with the existing portion of the building to remain but also with the four-story townhomes immediately to the south of the project site. Through the use of a break in the building architecture, the proposal addresses the historic site configuration of this important entry to the City of Alexandria. The proposed design includes a curve at the west end of the addition that reflects the curve in Abingdon Drive. This curve will serve to soften the edge of the addition and create a comfortable pedestrian experience for those travelling northwards from the townhomes immediately to the south.

The modifications to the existing building include revisions to the lower levels that are intended to create a more pedestrian oriented scale to the building. Where the existing building is more focused on the vehicular traffic of the nearby Parkway and the site is dominated by the surface parking lot, the proposed design features large expanses of glass and ground floor entrances along with a welcoming central courtyard. The design for the addition uses many of the same elements as the existing building but in different ways that draw a distinction between the two portions of the building. Through the use of a vertical orientation for the addition bays, the building echoes the vertical proportions of the adjacent townhomes. The proposed building materials of brick, metal panels, and large window openings meet the Washington Street Standards comments regarding the use of materials of a quality appropriate to the character of the Parkway. The location of the site at the north end of the historic district and closer to the new Metro site than to the heart of the Old and Historic Alexandria District allows for this design to reflect the proportions and elements of the historic district while using a distinct and modern architectural language. Staff supports the proposed architectural character and anticipates that the refinement of the design through the upcoming phases will result in a complete design that is appropriate for this important location.

As the project continues through the approvals process and ultimately returns to the Board for a Certificate of Appropriateness, staff recommends that the applicant explore the following areas of design study.

Ground Floor Entries

The applicant is proposing modifications to the ground floor of the existing building to add entries to ground floor units that include canopies and low masonry walls. These are included on the west elevation directly adjacent to Abingdon Drive and within the internal courtyard. These entries are integrated into a two-story glazed bay flanked with brick piers which take on a colonnade expression around the ground floor (Figure 5). Staff finds this to be an effective modification of the building that, along with the recently completed townhomes to the south of the site, transforms the pedestrian experience in this section of Abingdon Drive. Staff recommends the introduction of a similar treatment at the ground floor of the proposed addition. The west wall of the addition features two of these elements but staff suggests that the applicant explore ways to introduce similar features at the south elevation as well. The recessed balconies at the southwest corner of the building help to create this sense of pedestrian scale but the applicant should explore ways in which the ground floor of the addition can be more pedestrian oriented.



Figure 5: View of Ground floor entries at existing building

Bays at New Addition

As noted in the submission materials, the applicant has designed the addition to express a series of 15' wide bays (Figure 6). This is in response to the Washington Street standards and to the proportions of the recently completed townhomes to the south of the project site. Staff finds that this bay width in relation to the height results in comfortable proportions that serves to break down the overall massing and is compatible with the neighboring architecture. As the design progresses, staff recommends that the applicant explore ways in which the masonry detailing can further express this rhythm. This could be through the introduction of vertical reveals or some other type of vertical element that will demonstrate the bays that have been designed into the elevations. As noted above, this could be integrated into ground floor pedestrian focused elements to tie the landscape into the building design.



Figure 6: View of south elevation of addition expressing 15' bays

Brick Piers at Addition Window Bay

The windows on the proposed addition are ganged together into a two-story grouping at the ground floor and a three story grouping for the upper levels. This grouping effectively creates a base for the building and allows the building to become visually lighter as it gets taller. Each of these bays features a brick vertical divider that is offset from floor to floor (Figure 7). Staff finds this design to be unique and to successfully add visual interest to a simple overall design. The offset of the vertical brick elements places the middle sections such that the brick is above a horizontal metal panel. Staff finds this to be an awkward relationship with the visually heavy brick sitting on top of the light metal panels. Staff encourages the applicant to retain this offset composition but to explore alternate materials for the vertical brick dividers. Allowing the vertical material to be different than the horizontal helps to make the overall composition more complex. One possible alternative would be to use some type of tile in this location in lieu of the brick. This would retain the modular quality of the brick and would be clearly different than the metal panels without the heaviness of the masonry material.

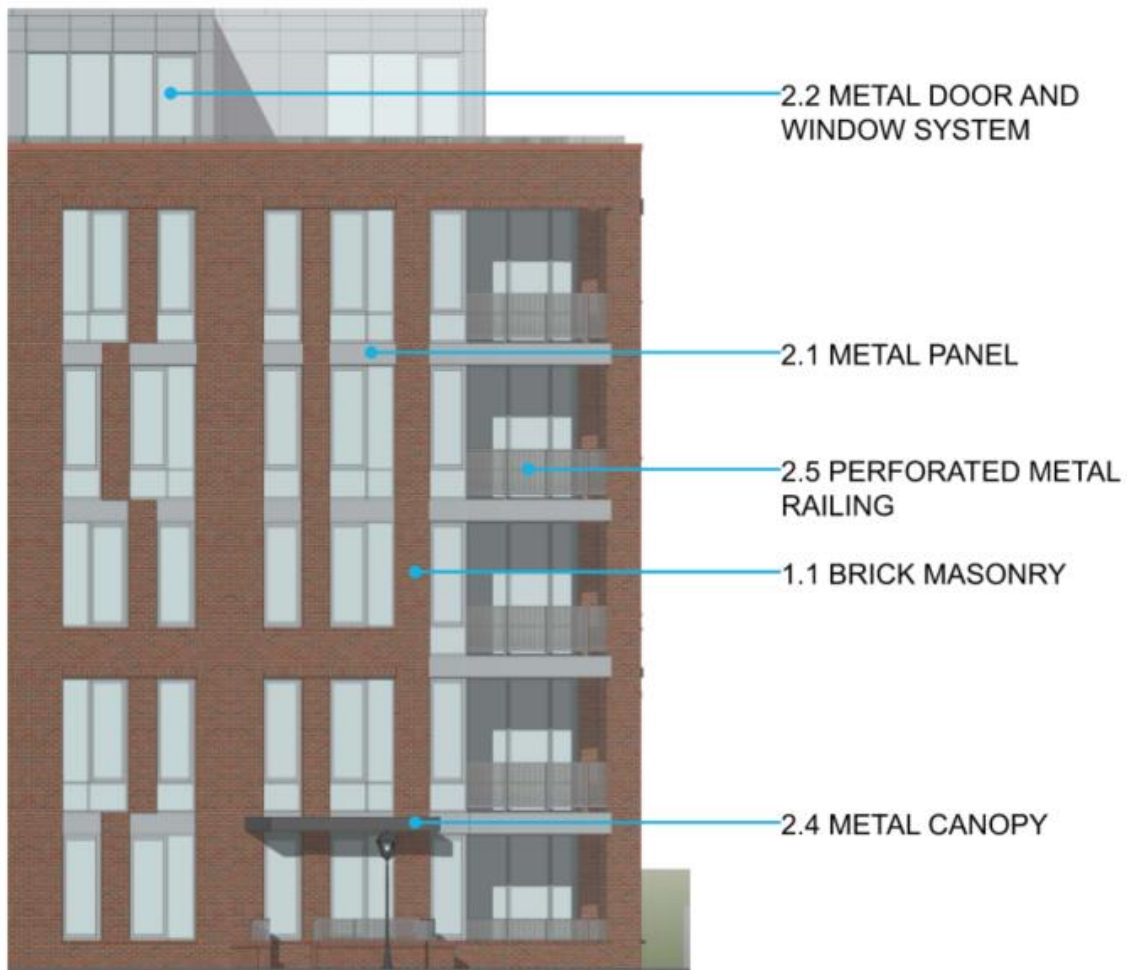


Figure 7: Enlarged elevation of addition showing offset brick piers at glazing bays

Courtyard and Main Entry Canopy

With the construction of the proposed addition at the south end of the project site, a new courtyard will be created facing Abingdon Drive and the Parkway beyond. The submitted documents do not show a lot of details regarding the design of this courtyard; renderings show ground floor unit entries, and a design sketch shows what appears to be a building entry canopy (Figure 8). Staff appreciates the conversion of the existing surface parking lot into a courtyard and encourages the applicant to carefully consider the design of the space and how it interacts with the public sidewalk. Based on the submitted plans, it appears that this courtyard will be the location of the main building entrance. Staff supports this approach of moving the entrance directly off of the narrow sidewalk and creating an entrance sequence in the courtyard. The design of the entry canopy will be critical to calling attention to the main entrance and staff encourages the applicant to design an element that will be immediately recognizable while compatible with the overall architecture.

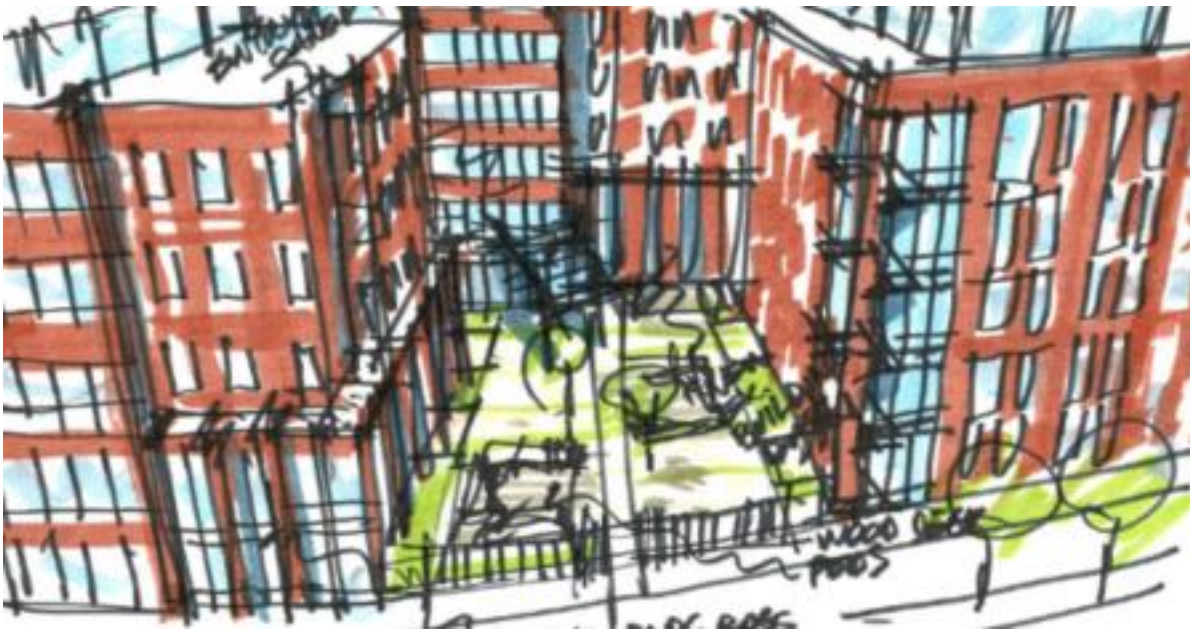


Figure 8: sketch showing proposed courtyard

Staff recommends that the BAR endorse the proposed design for height, mass, scale and architectural character. The applicant is not proposing to increase the height, and the expanded footprint of the existing penthouse structures will still be smaller than the original building design. The massing of the proposed addition and expanded penthouses is compatible with the existing context and does not overwhelm nearby structures. In terms of architectural character, the proposed modifications to the existing building and the design of the proposed addition are compatible with the existing building to remain and to the architecture of this part of the George Washington Memorial Parkway.

STAFF

William Conkey, AIA, Historic Preservation Architect

Tony LaColla, AICP, Land Use Services Division Chief, Planning & Zoning

VI. CITY DEPARTMENT COMMENTS

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

Zoning

C-1 Proposed DSUP and Master Plan Amendment will comply with zoning as long as it follows the conditions of CDSP 2023-00026

Code Administration

C-1 Building permit is required for review

Transportation and Environmental Services

1. Comply with all requirements of CDSP2023-00026 and the future associated Site Plan. (T&ES)
2. The Final Site Plan must be approved and released and a copy of that plan must be attached to the demolition permit application. No demolition permit will be issued in advance of the building permit unless the Final Site Plan includes a demolition plan which clearly represents the demolished condition. (T&ES)

Archaeology

F-1 No Archeology comments

Code

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

VII. ATTACHMENTS

1 – Application Materials

BAR CASE# _____
(OFFICE USE ONLY)

ADDRESS OF PROJECT: _____

DISTRICT: Old & Historic Alexandria Parker – Gray 100 Year Old Building

TAX MAP AND PARCEL: _____ **ZONING:** _____

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

- CERTIFICATE OF APPROPRIATENESS
- PERMIT TO MOVE, REMOVE, ENCAPSULATE OR DEMOLISH
(Required if more than 25 square feet of a structure is to be demolished/impacted)
- WAIVER OF VISION CLEARANCE REQUIREMENT and/or YARD REQUIREMENTS IN A VISION CLEARANCE AREA (Section 7-802, Alexandria 1992 Zoning Ordinance)
- WAIVER OF ROOFTOP HVAC SCREENING REQUIREMENT
(Section 6-403(B)(3), Alexandria 1992 Zoning Ordinance)

Applicant: Property Owner Business *(Please provide business name & contact person)*

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Authorized Agent *(if applicable):* Attorney Architect _____

Name: _____ Phone: _____

E-mail: _____

Legal Property Owner:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

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

Concept Review

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

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

SUBMITTAL REQUIREMENTS:

Check this box if there is a homeowner’s association for this property. If so, you must attach a copy of the letter approving the project.

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

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

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

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

Additions & New Construction: Drawings must be to scale and should not exceed 11" x 17" unless approved by staff. Check N/A if an item in this section does not apply to your project.

Concept Review

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

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

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

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

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

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

- I understand that after reviewing the proposed alterations, BAR staff will invoice the appropriate filing fee in APEX. The application will not be processed until the fee is paid online.
- I understand the notice requirements and will return a copy of the three respective notice forms to BAR staff at least five days prior to the hearing. If I am unsure to whom I should send notice I will contact Planning and Zoning staff for assistance in identifying adjacent parcels.
- I, the applicant, or an authorized representative will be present at the public hearing.
- I understand that any revisions to this initial application submission (including applications deferred for restudy) must be accompanied by the BAR Supplemental form and revised materials.

The undersigned hereby attests that all of the information herein provided including the site plan, building elevations, prospective drawings of the project, and written descriptive information are true, correct and accurate. The undersigned further understands that, should such information be found incorrect, any action taken by the Board based on such information may be invalidated. The undersigned also hereby grants the City of Alexandria permission to post placard notice as required by Article XI, Division A, Section 11-301(B) of the 1992 Alexandria City Zoning Ordinance, on the property which is the subject of this application. The undersigned also hereby authorizes the City staff and members of the BAR to inspect this site as necessary in the course of research and evaluating the application. The applicant, if other than the property owner, also attests that he/she has obtained permission from the property owner to make this application.

APPLICANT OR AUTHORIZED AGENT:

Signature: 

Printed Name: _____

Date: _____

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at _____(address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. (publicly traded company)		
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

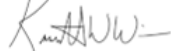
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Pinkard Fund III, L.P.	None	None
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

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

 Date

Kenneth W. Wire, Wire Gill LLP
 Printed Name


 Signature

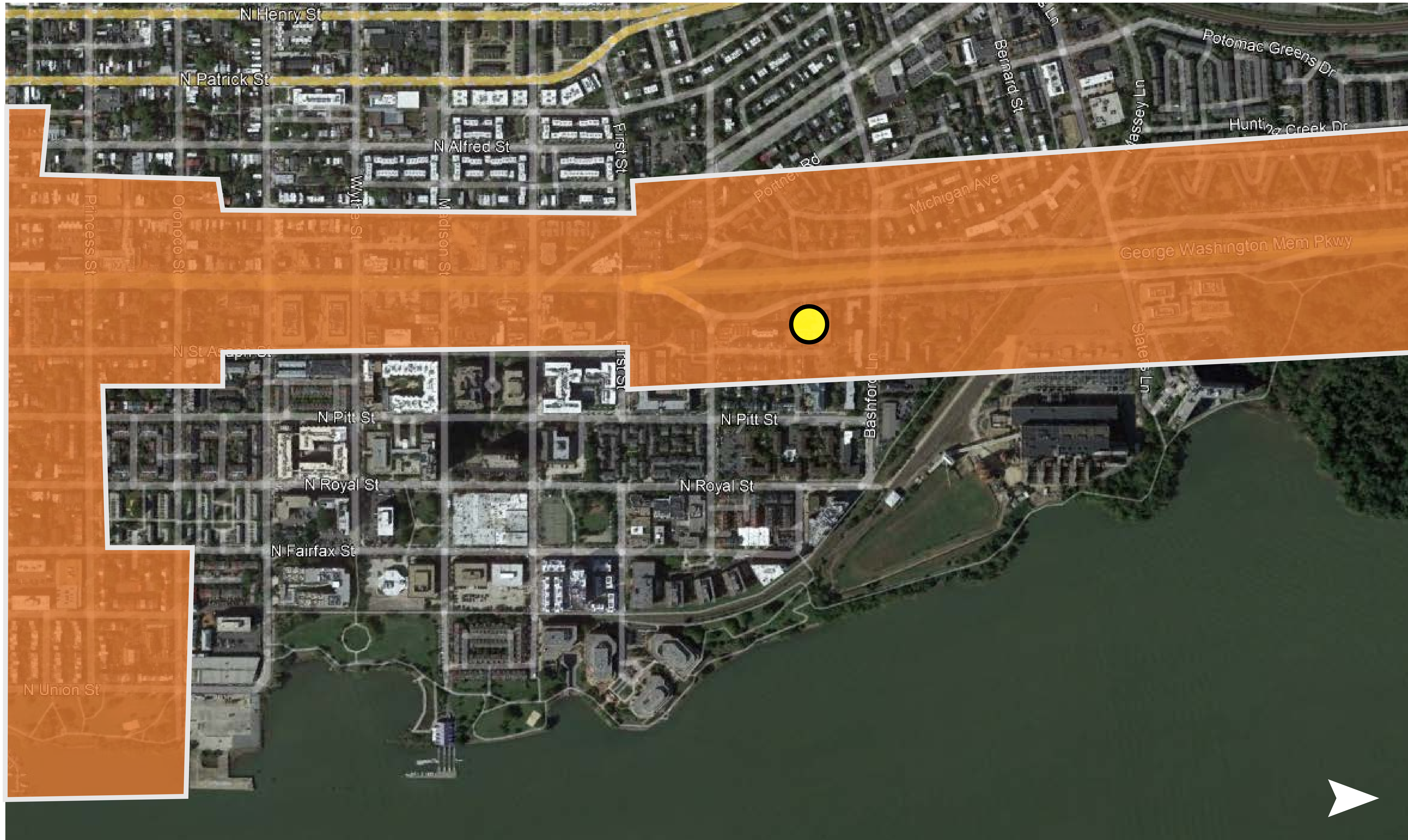
1201 EAST ABINGDON DR

BAR CONCEPT REVIEW PACKAGE

JULY 6, 2023



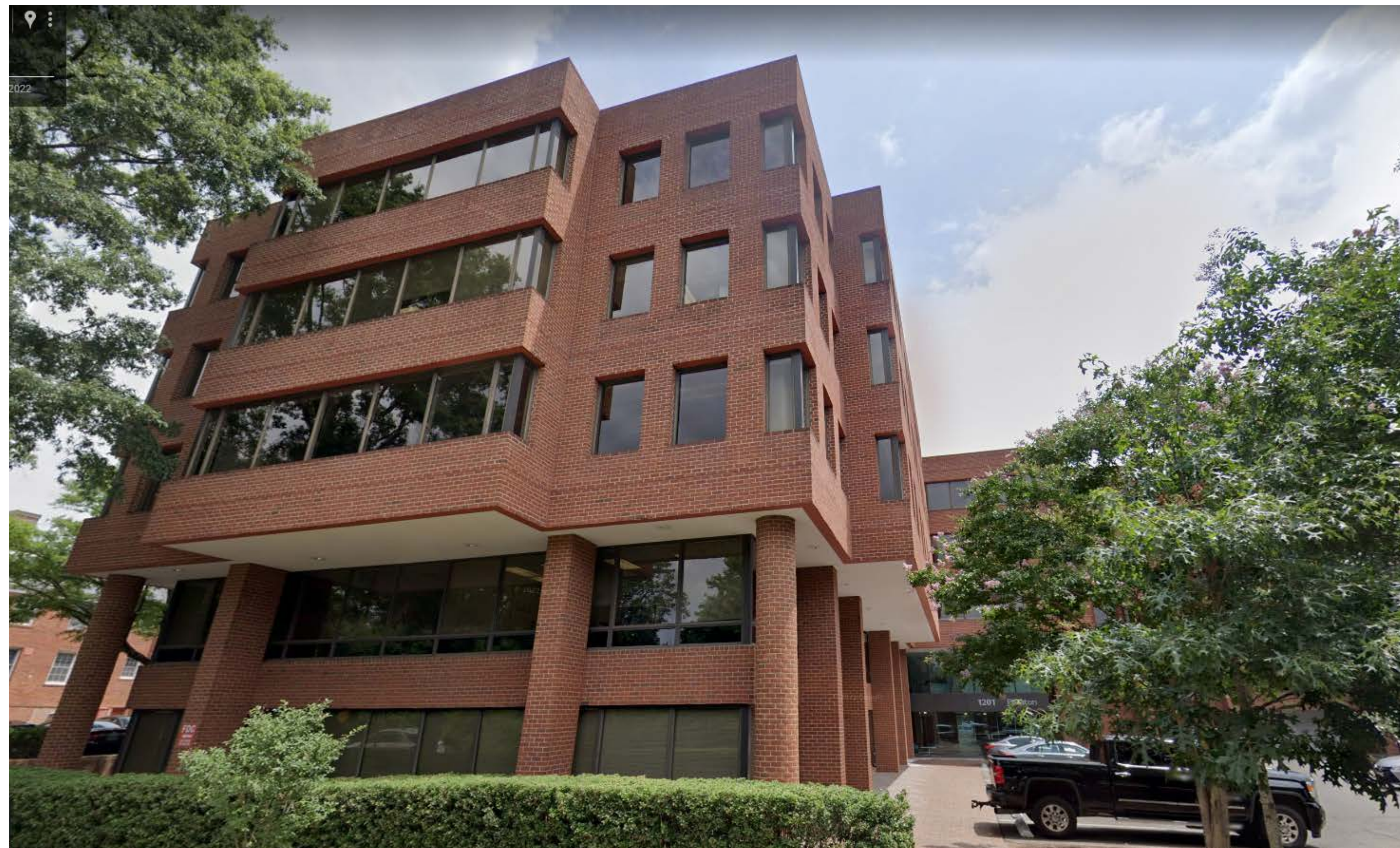




- The Project fronts Washington Street and therefore will meet the “Additional Standards - Washington Street Standards” outlined in the Zoning Ordinance (Section 10-105(A)(3)).
- National Park Service will provide advisory comments as part of BAR review process due to Project’s location along North Washington Street.

 1201 EAST ABINGDON DR

 OLD & HISTORIC ALEXANDRIA DISTRICT / WASHINGTON ST. CORRIDOR





1121 E ABINGDON DR



612 BASHFORD LN



909 N WASHINGTON ST



1166 N PITT ST



1240 N PITT ST



625 & 635 SLATERS LN

ARCHITECTURE

Urban oasis

Stitching back the urban edge

Respecting context

Massing

The proposed project conversion adds a south wing extending the existing building to create a “U” shape urban infill building. The proposed building massing creates a smooth transition between the preserved building and the existing townhouses to the south. To fit into the context, the building is articulated with a series of recesses, step backs and façade treatments that make the new architecture compatible with the surroundings. A gentle convex curve defines the building façade towards the parkway, opening up the views towards the townhouse project to the south and paying homage to the already demolished historical GW Parkway circle.

Architecture

The architecture is respectful of the existing conditions and architectural scales and periods. The preserved office building expression is enhanced by a new solid brick base. The new building addition interprets the brick punched opening grid in a more contemporary rhythm. The convex curve element maximizes the building views and presence towards the parkway, then on the south façade the building massing is scaled down to a townhouse rhythm and scale.

Sustainable Building Design

The adaptive-reuse of the existing office building is central to the sustainable design strategy; using a fraction of the new materials (concrete, steel, and cladding) compared to new construction. The expansion wing of this design will source masonry cladding from the region, utilize the latest energy-efficient glazing, insulation and mechanical systems.

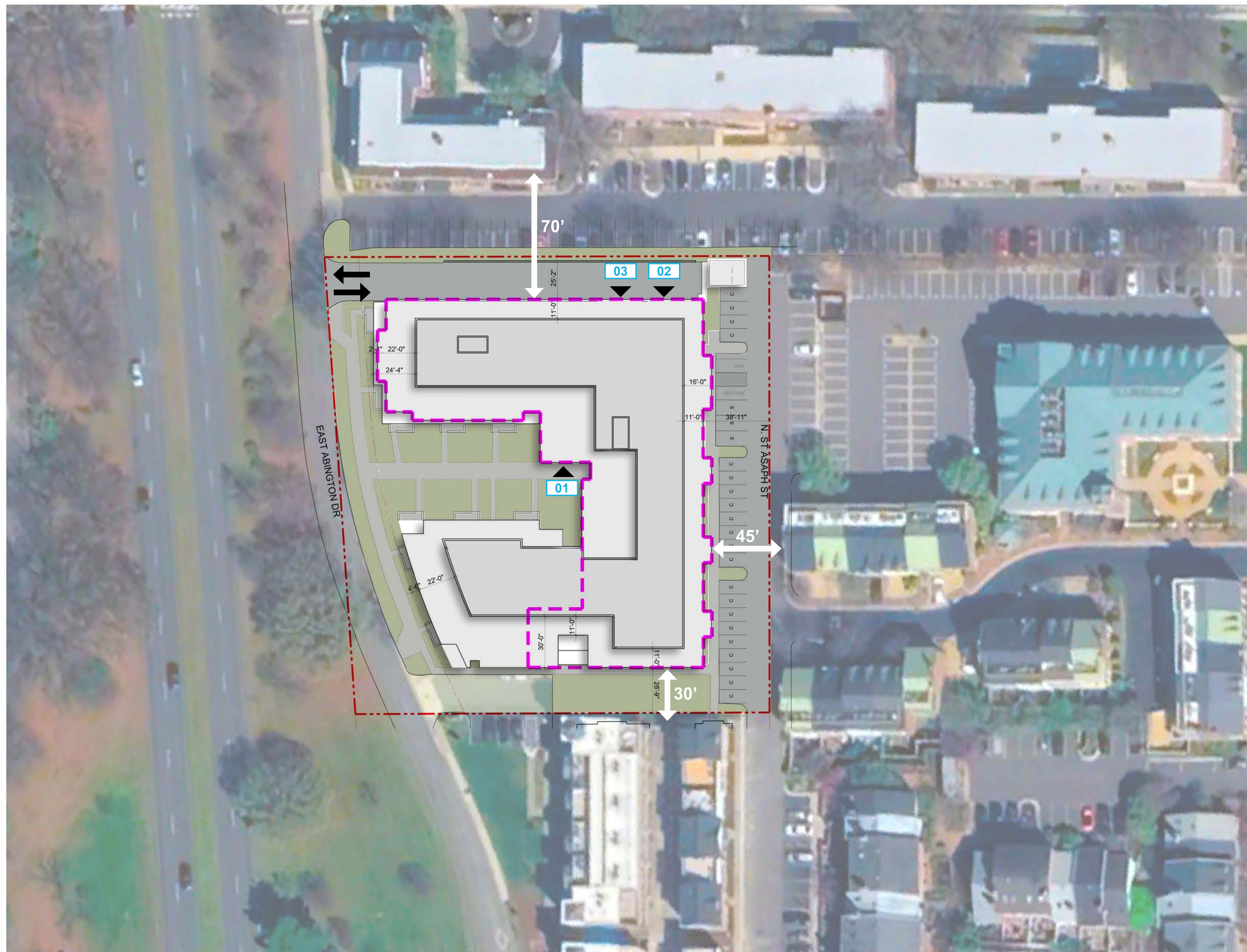
PROJECT FACTS

OFFICE TO RESIDENTIAL
ADAPTIVE REUSE + EXPANSION

EXISTING ZONE: OCM 50

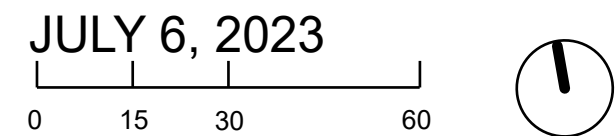
PROPOSED ZONE: CRMU-X

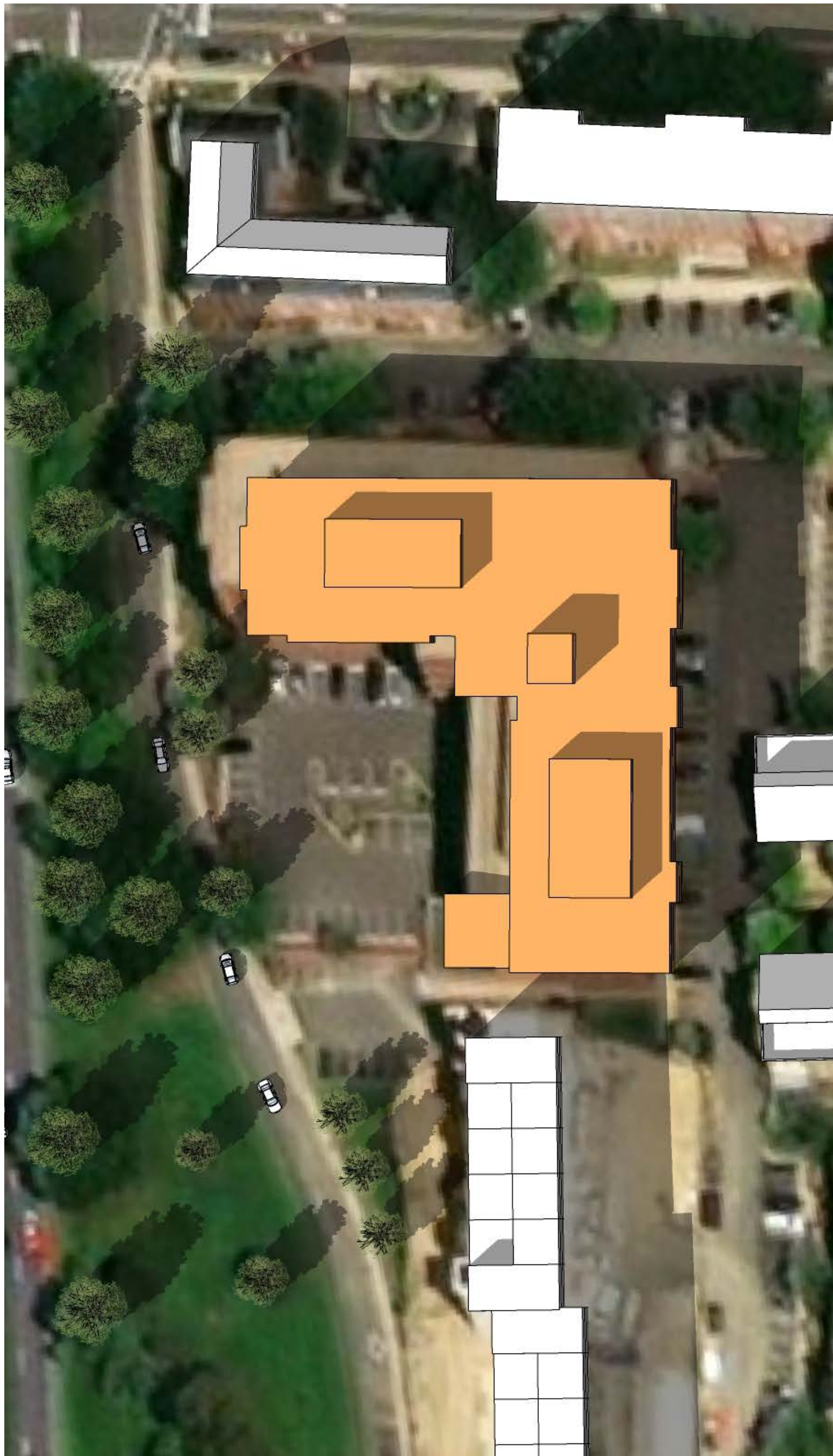
6 FLOORS
134 DWELLING UNITS
164 PARKING SPACES
1.55 ACRE SITE
14,800 SF (25%)
OPEN SPACE PROVIDED



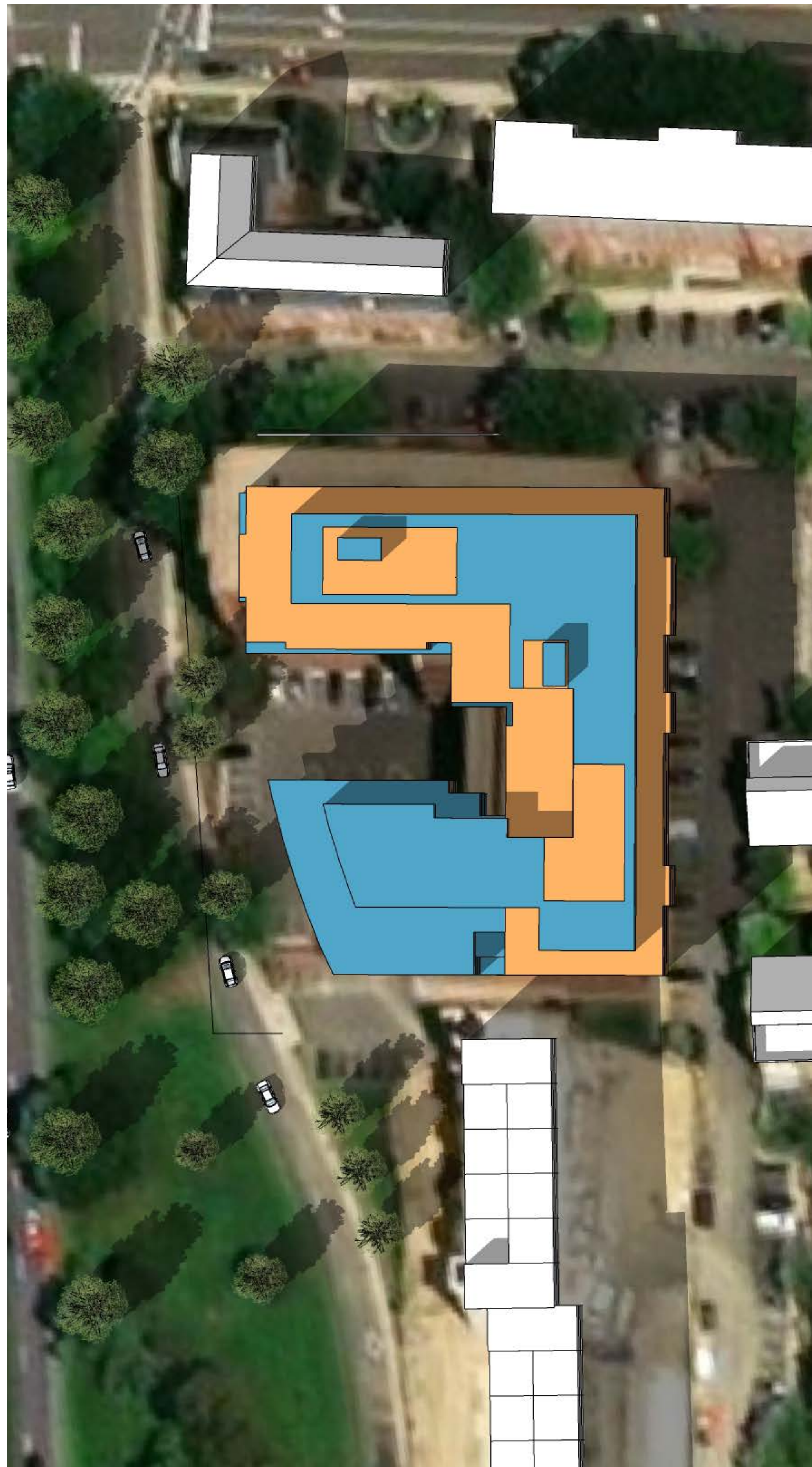
- 01 LOBBY ENTRY
- 02 GARAGE ENTRY
- 03 LOADING

--- EXISTING BUILDING MASSING



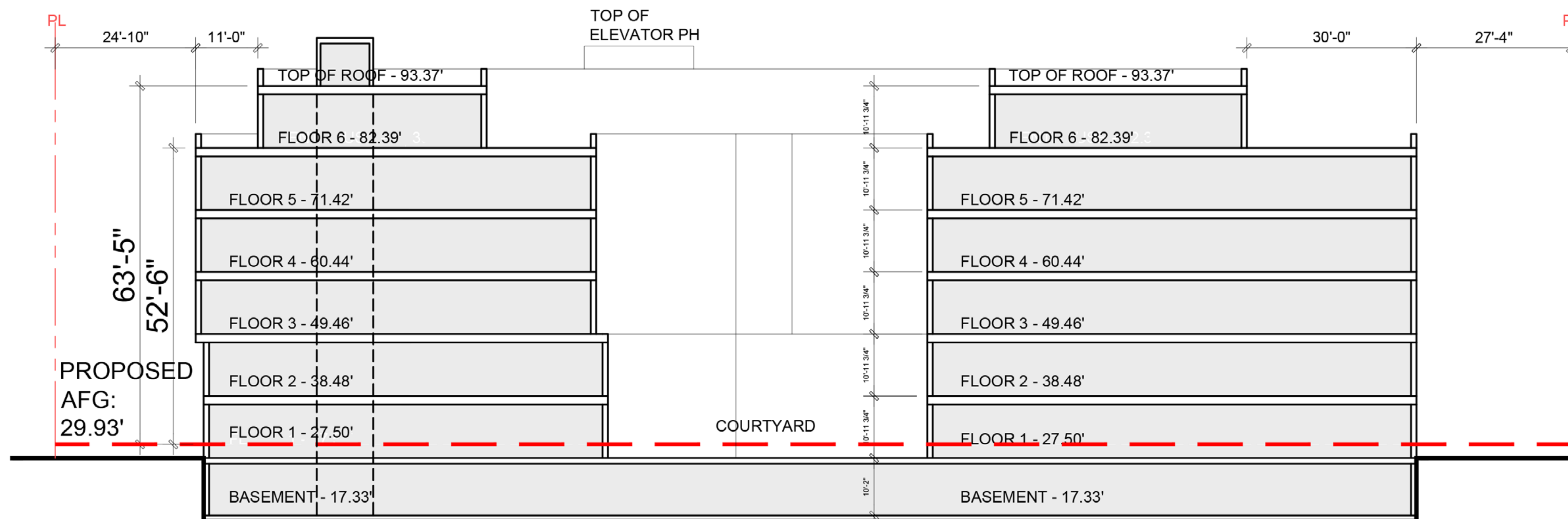
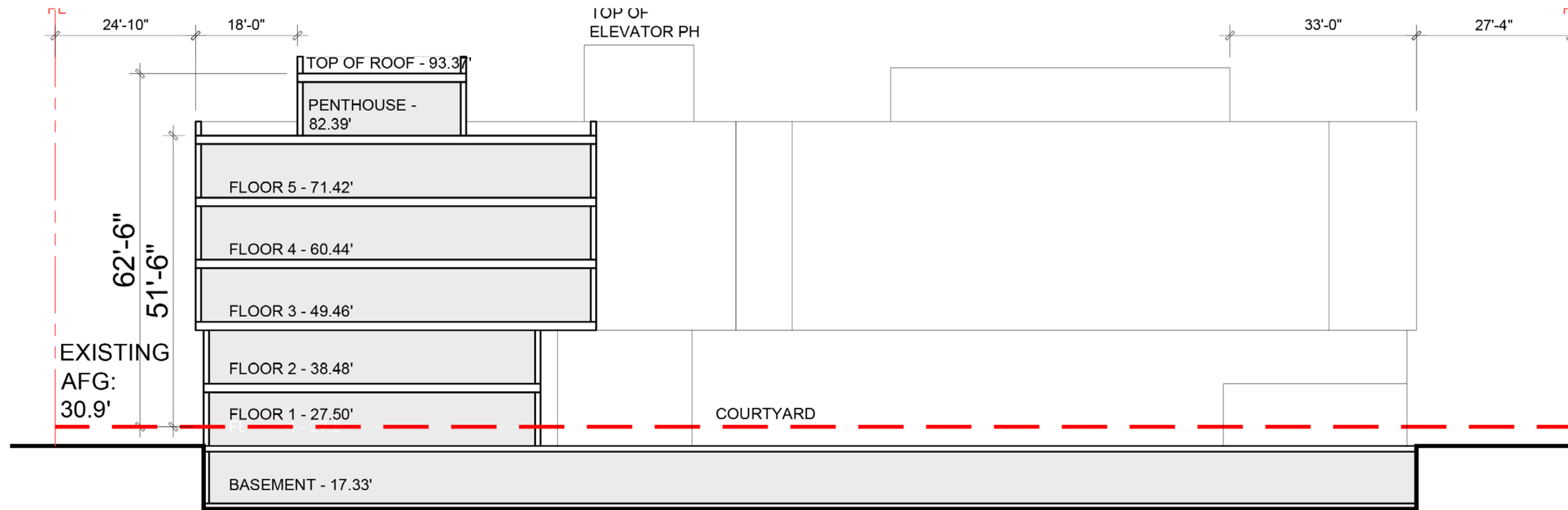


EXISTING



PROPOSED

EXISTING MASSING
 PROPOSED MASSING



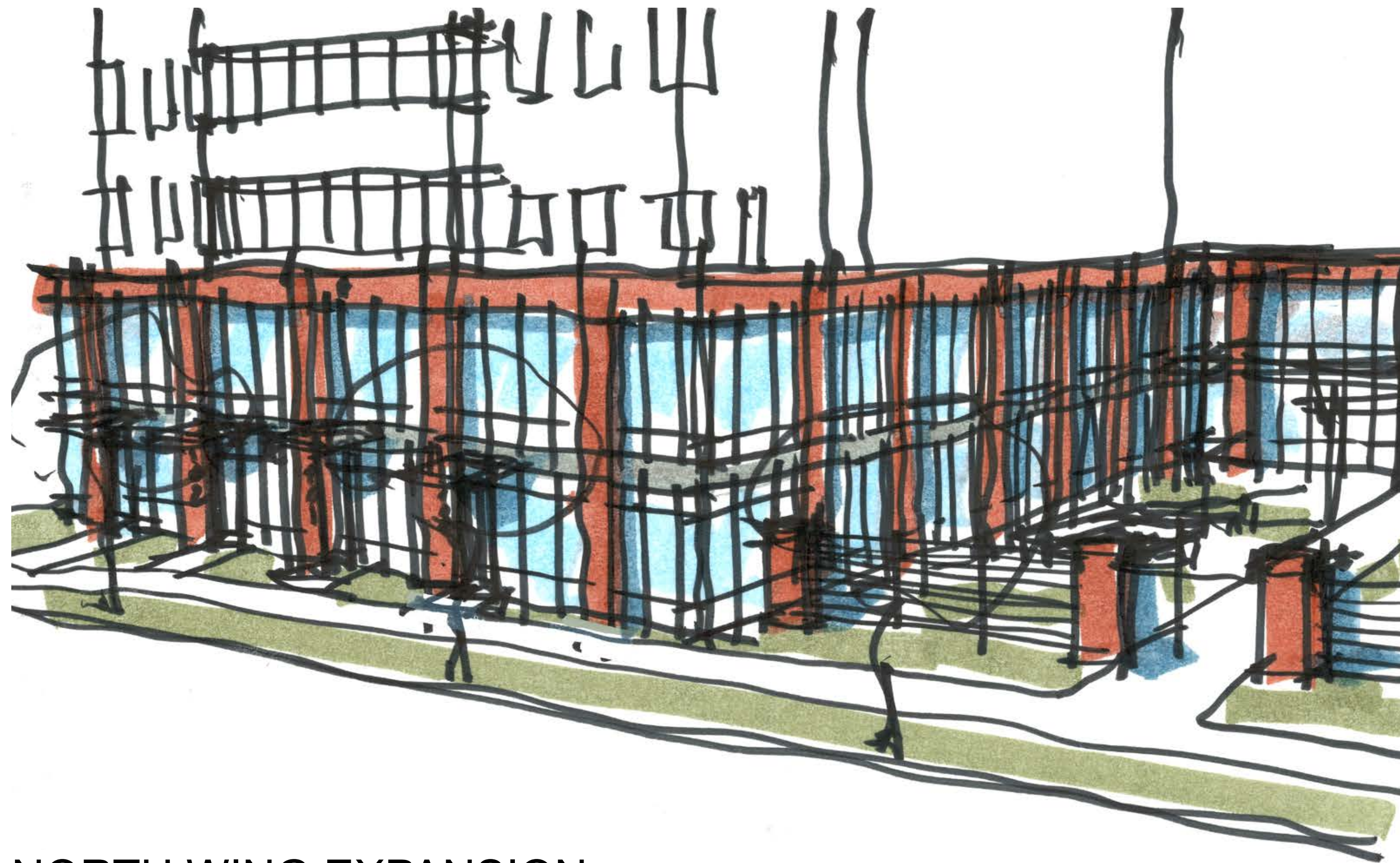




AERIAL VIEW



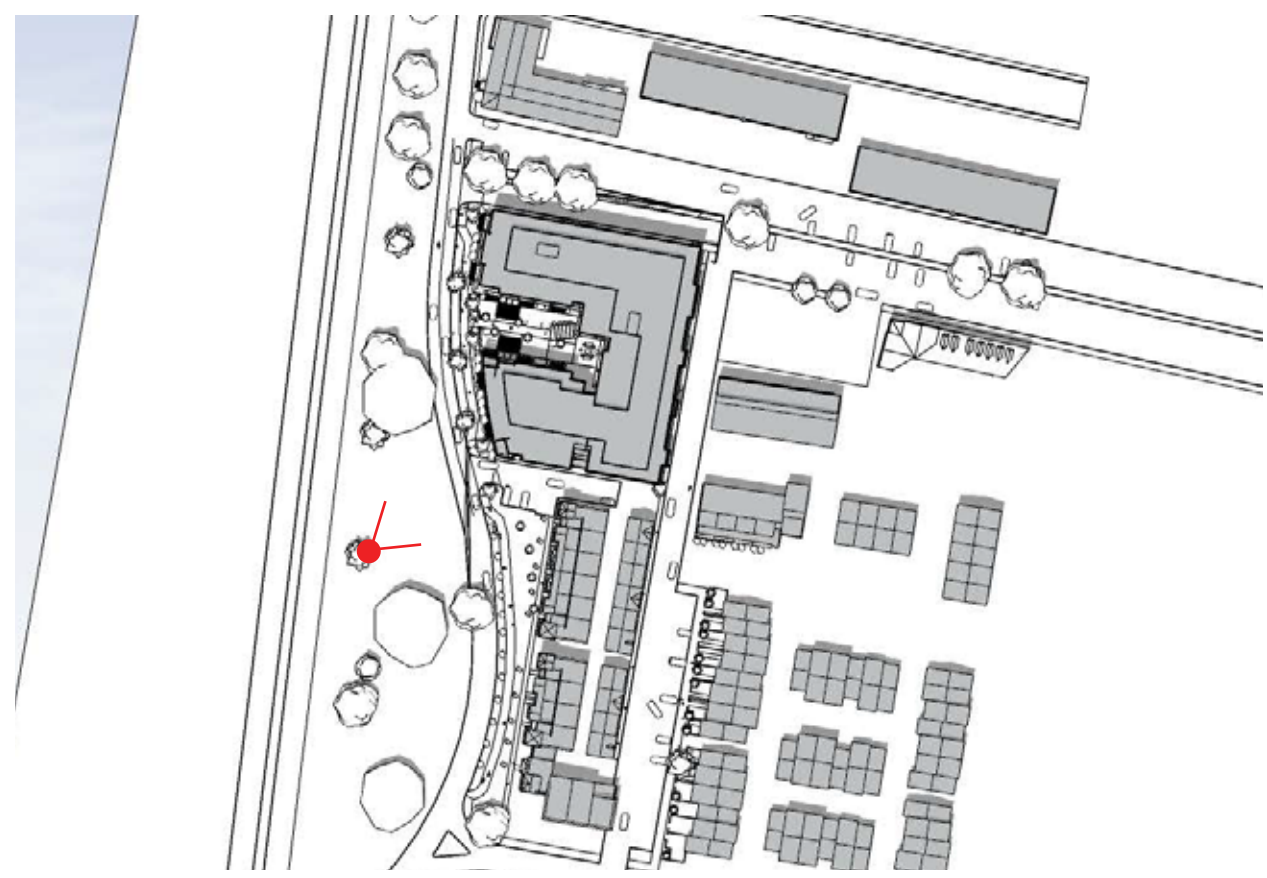
COURTYARD



NORTH WING EXPANSION

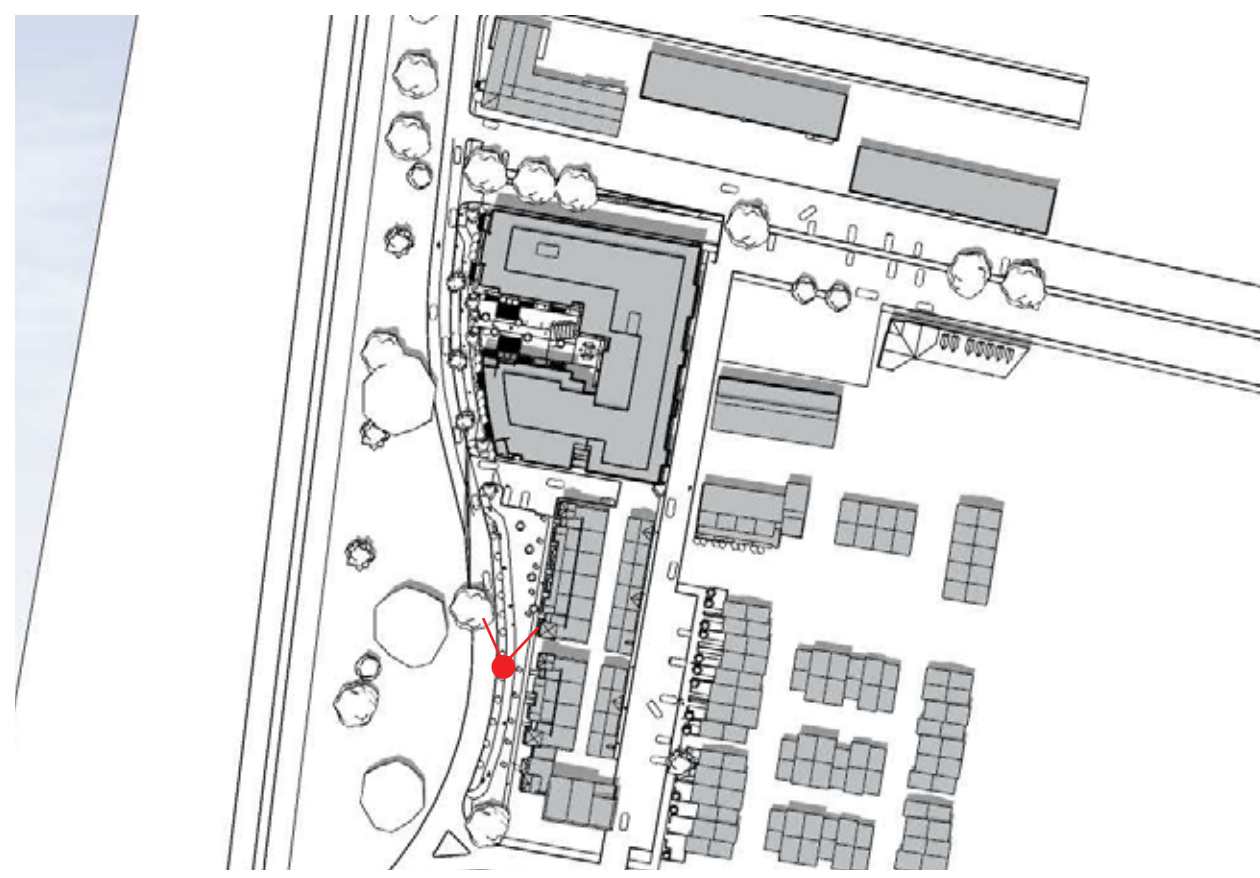


SOUTH WING EXPANSION



KEY PLAN



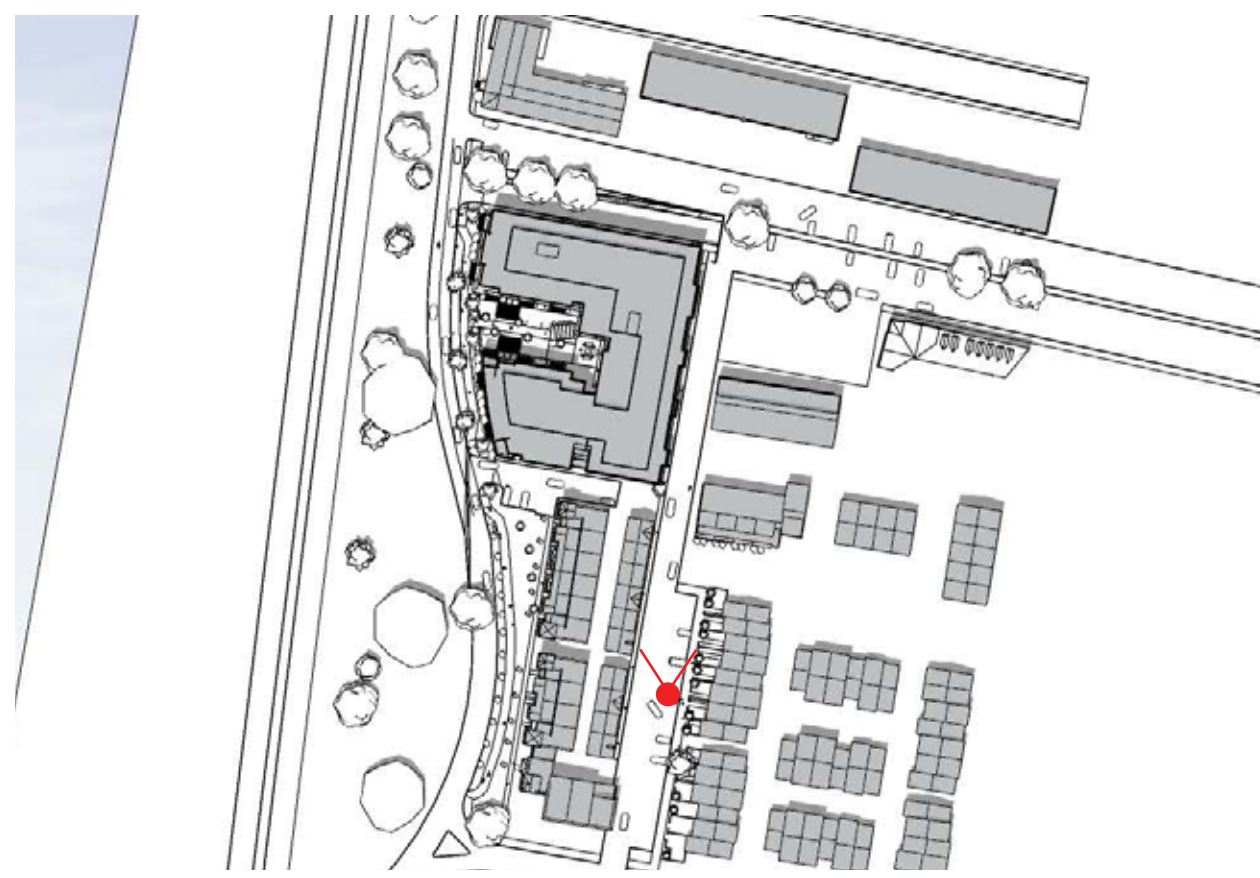


KEY PLAN



EXISTING CONDITIONS



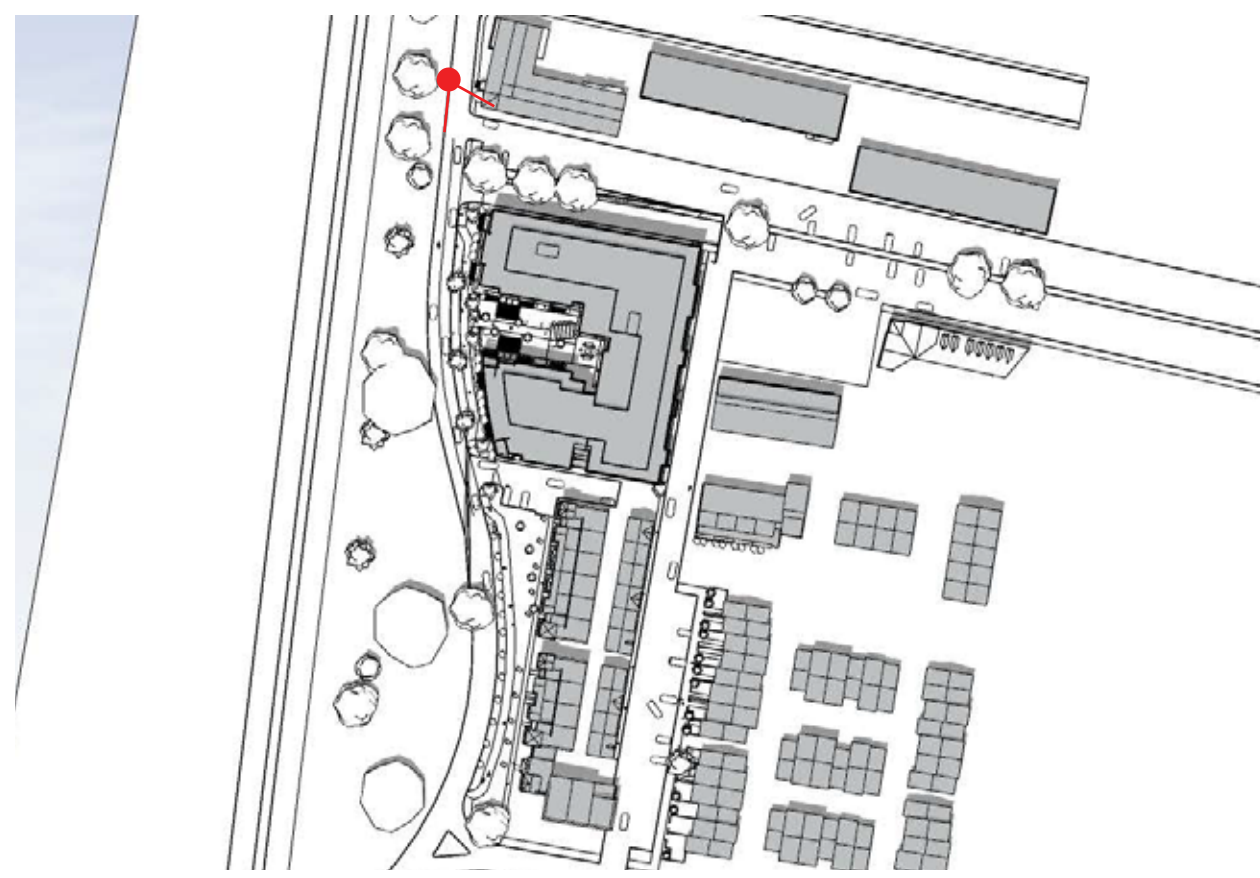


KEY PLAN



EXISTING CONDITIONS



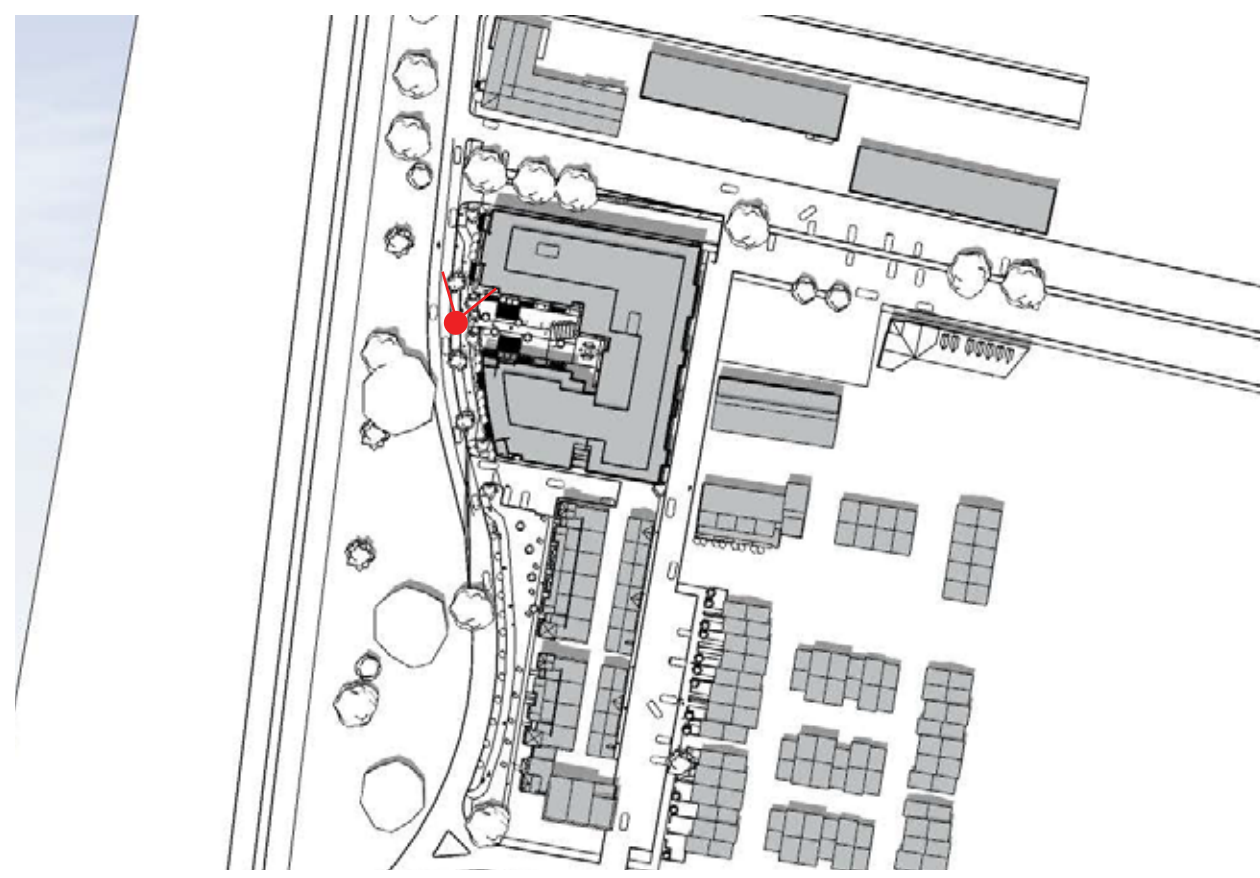


KEY PLAN



EXISTING CONDITIONS



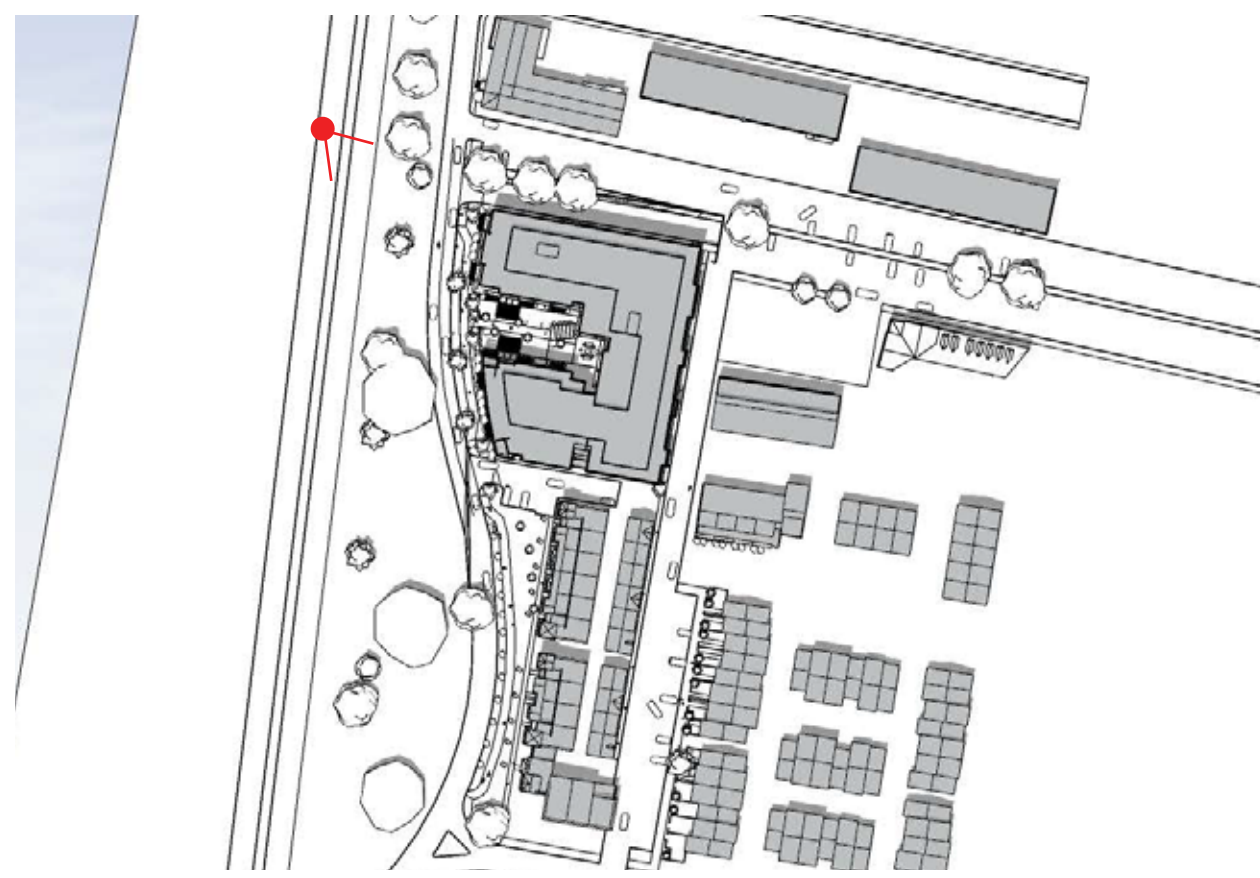


KEY PLAN



EXISTING CONDITIONS



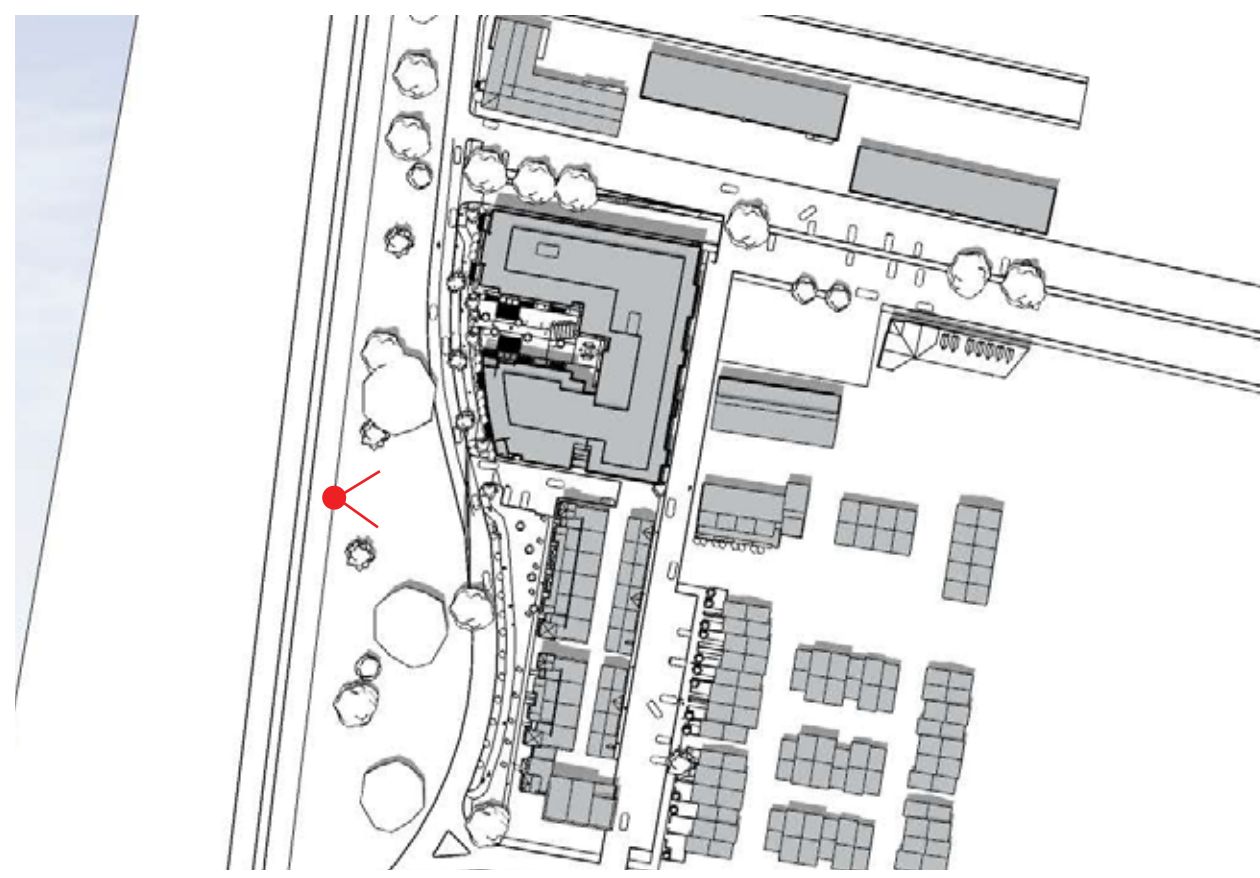


KEY PLAN



EXISTING CONDITIONS



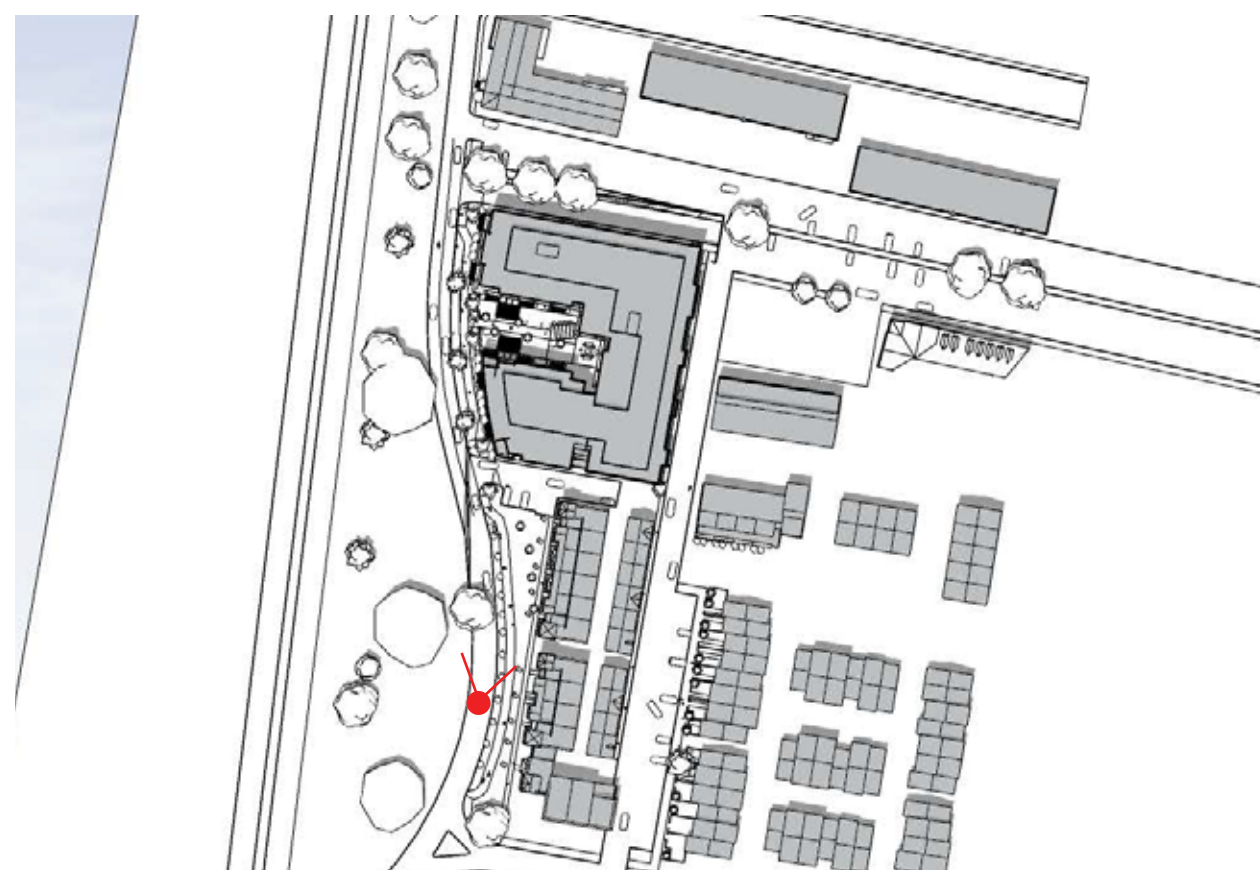


KEY PLAN



EXISTING CONDITIONS



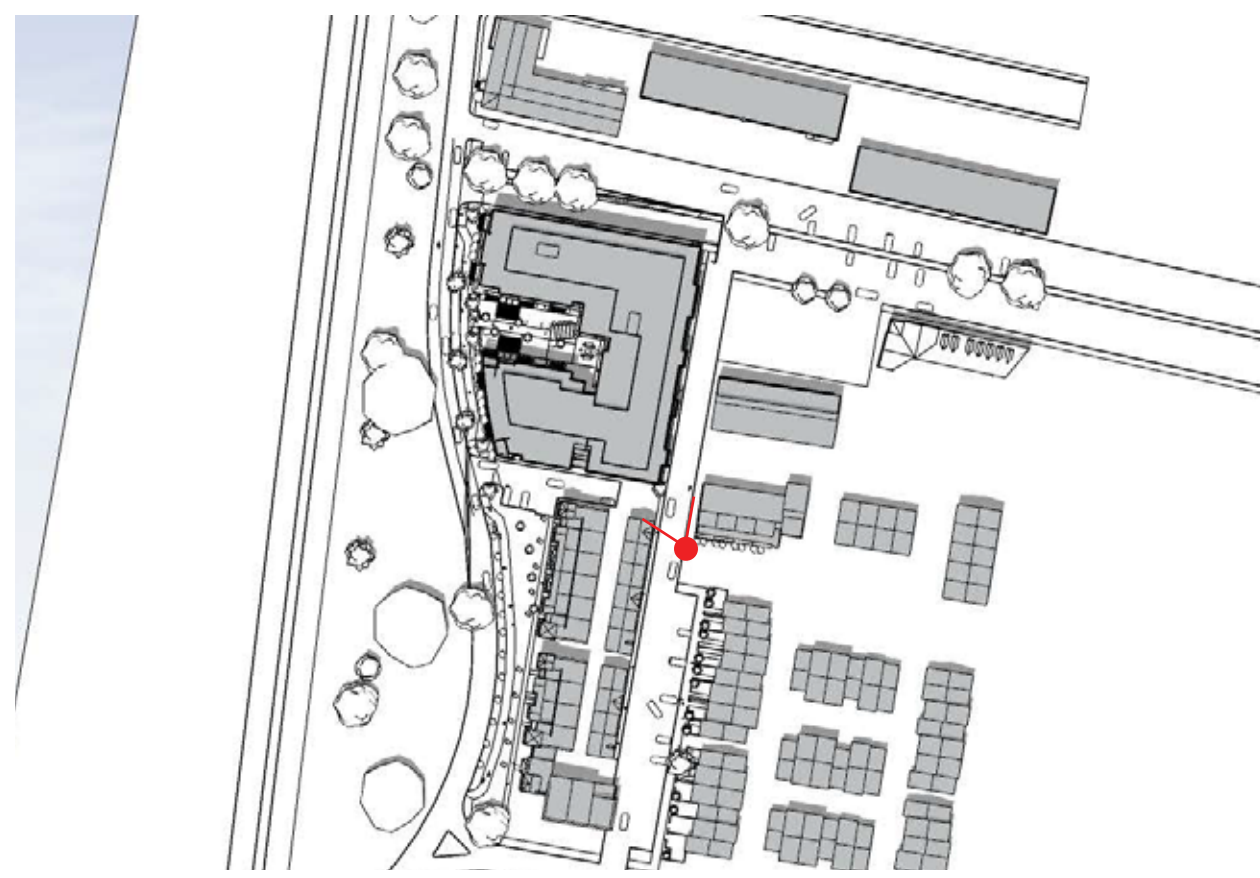


KEY PLAN



EXISTING CONDITIONS



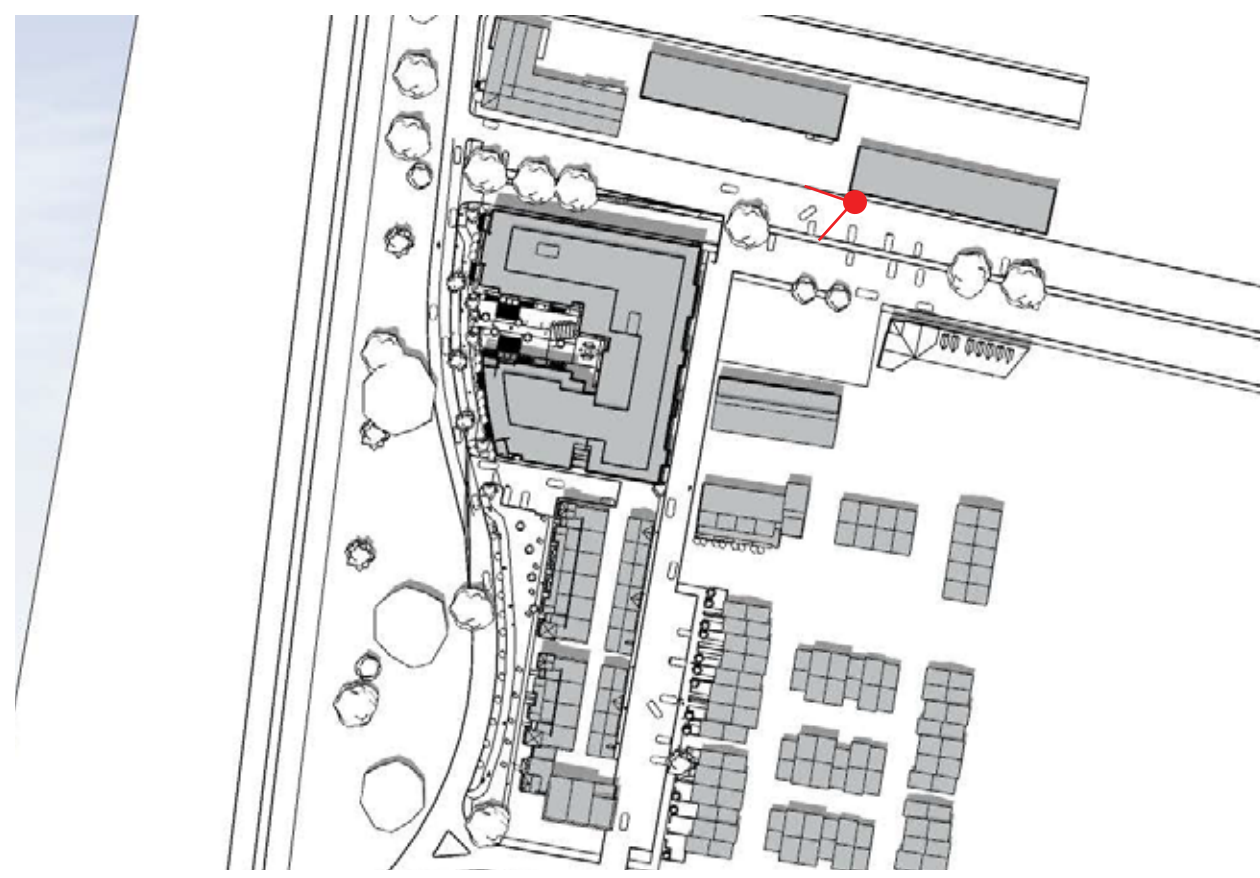


KEY PLAN



EXISTING CONDITIONS





KEY PLAN



EXISTING CONDITIONS









WEST ELEVATION

2.2 METAL DOOR AND WINDOW SYSTEM

2.1 METAL PANEL

2.5 PERFORATED METAL RAILING

1.1 BRICK MASONRY

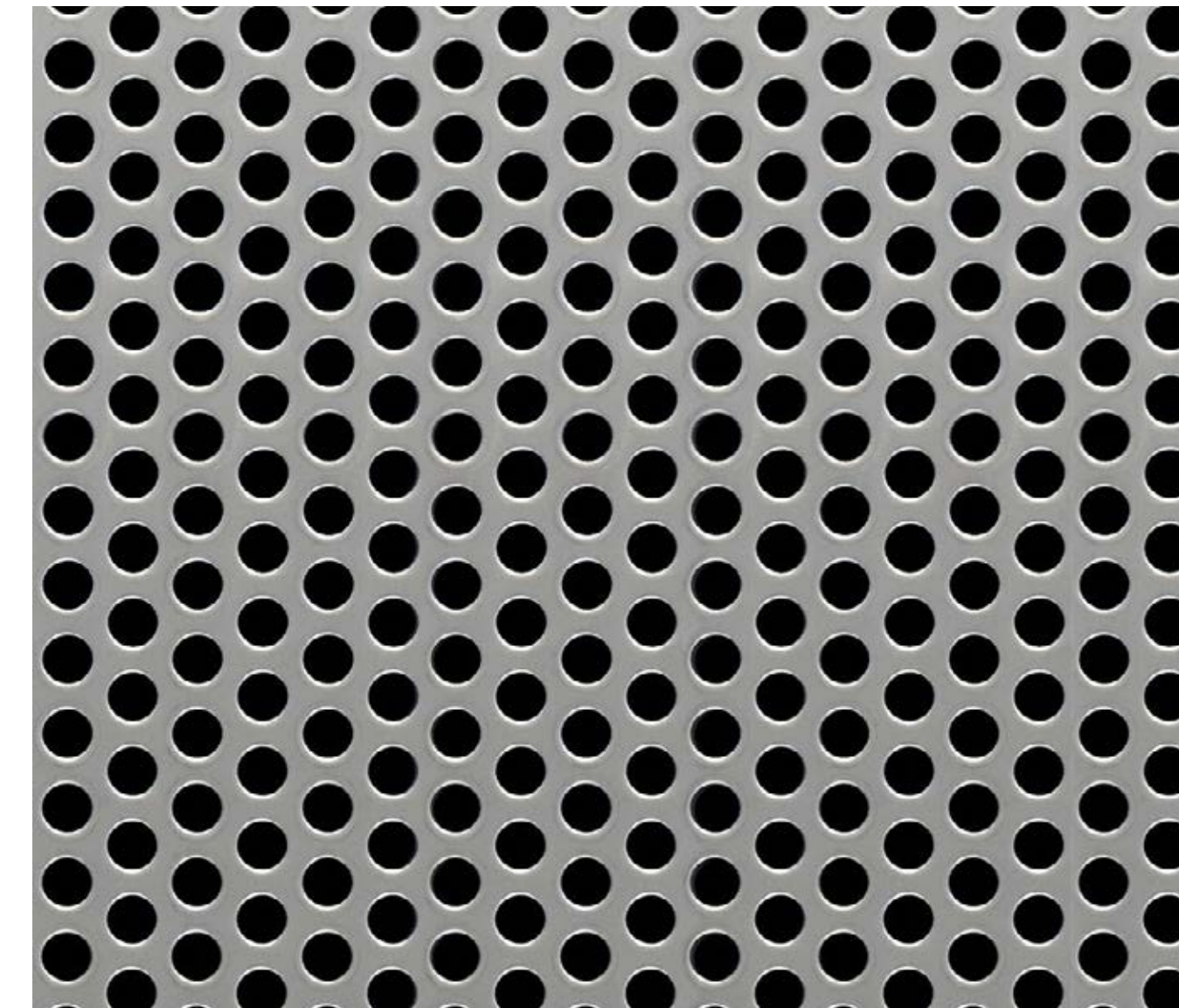
2.4 METAL CANOPY



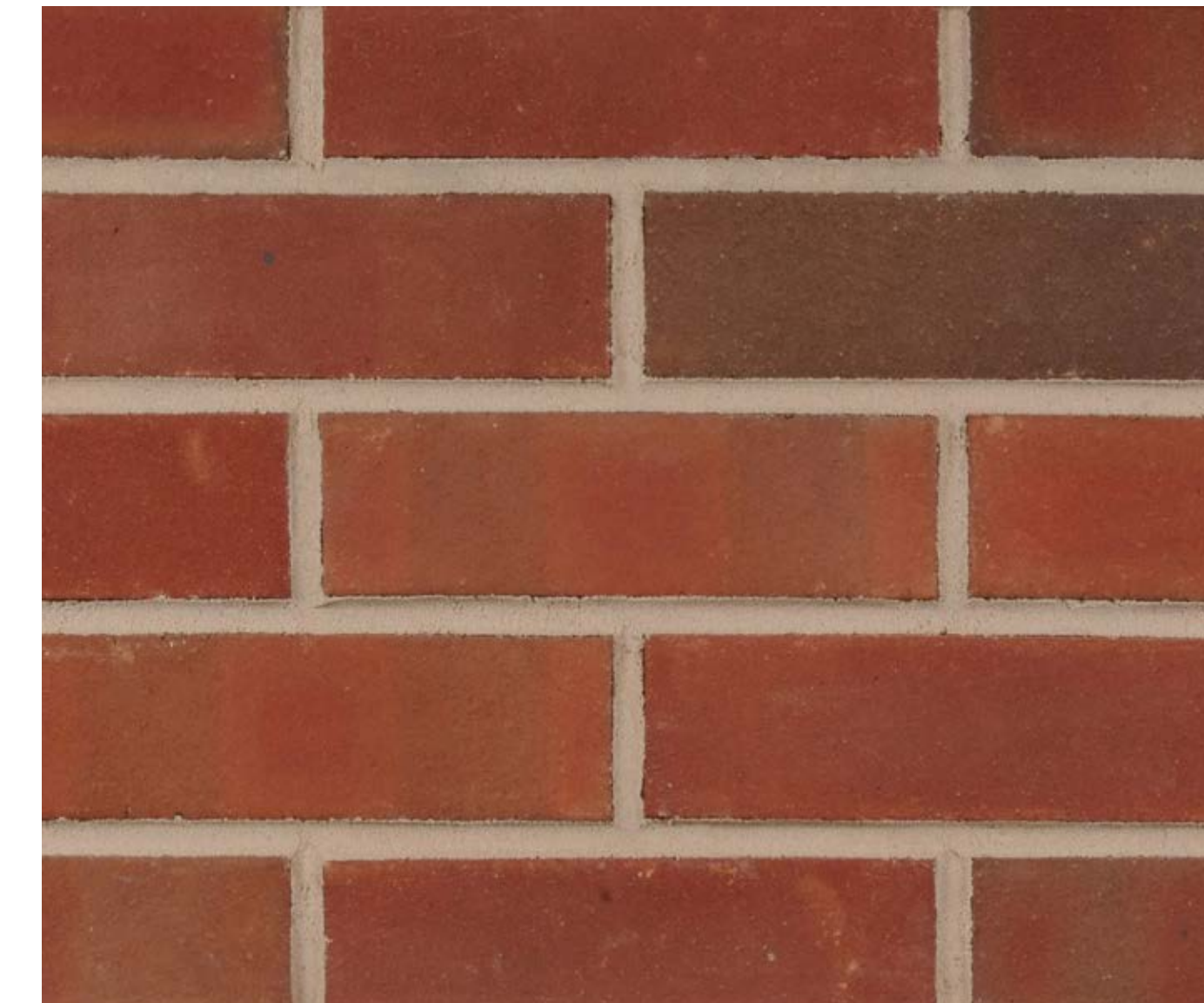
2.2 METAL DOOR AND WINDOW SYSTEM



2.1 METAL PANEL



2.5 PERFORATED METAL RAILING



1.1 BRICK MASONRY

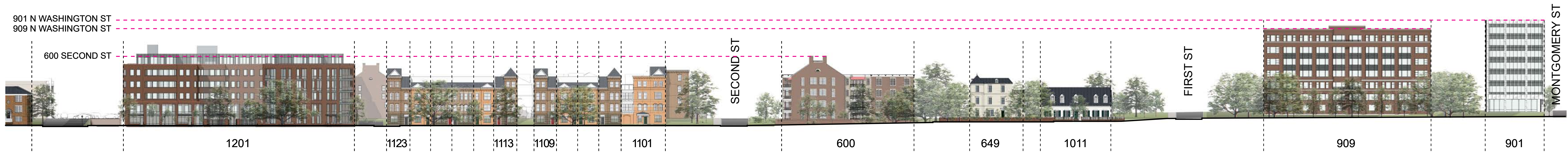


2.4 METAL CANOPY

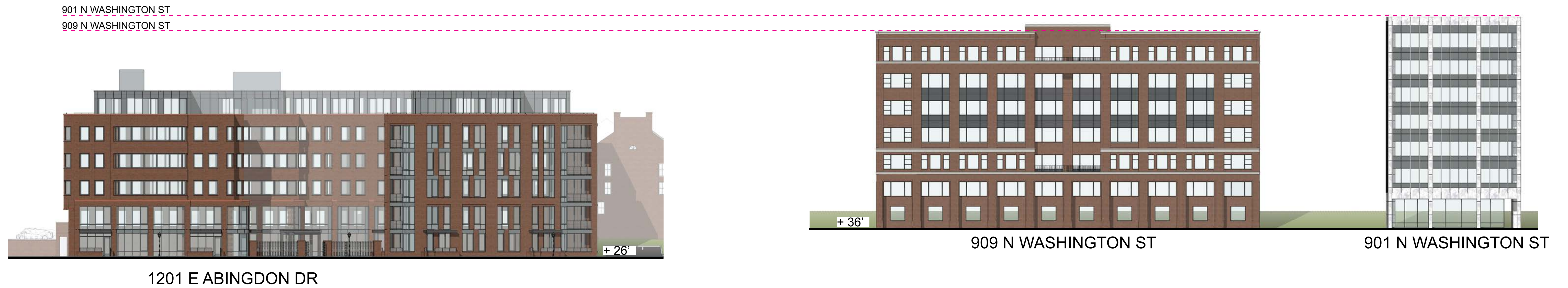
1201 E ABINGTON DR



1) E ABINGDON DR - WEST ELEVATION



2) E ABINGDON DR/N WASHINGTON ST ELEVATION

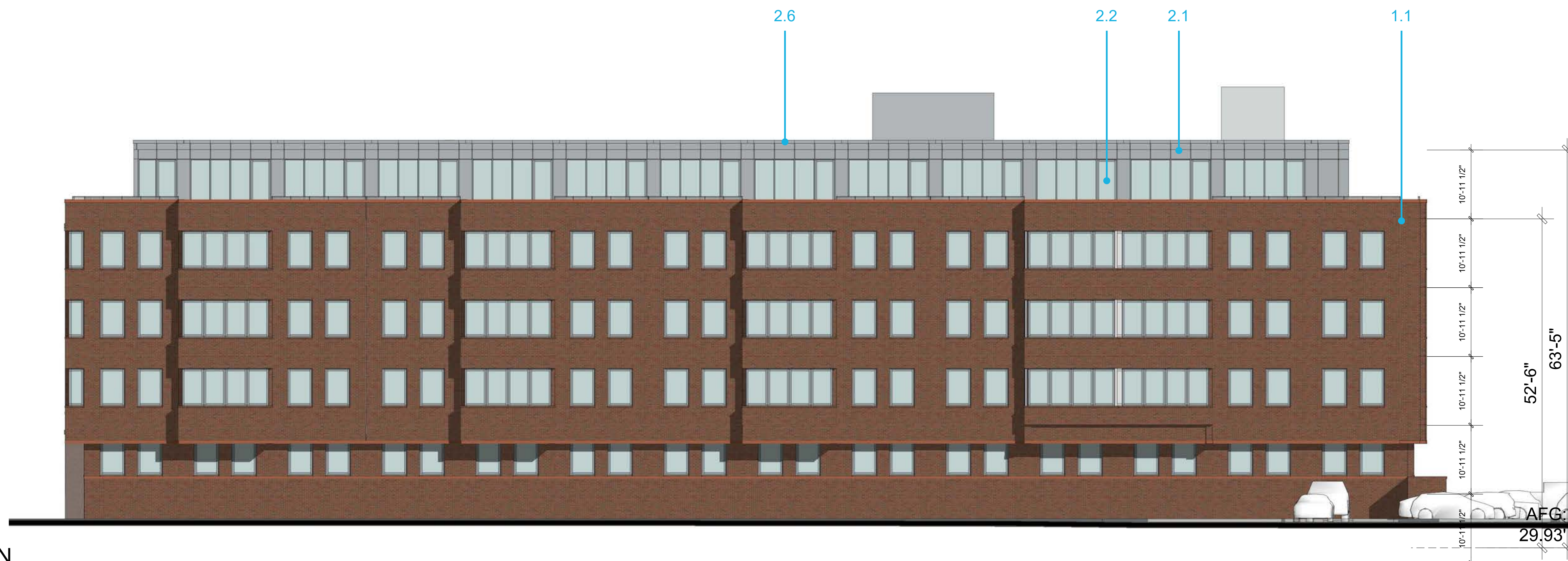


APPENDIX





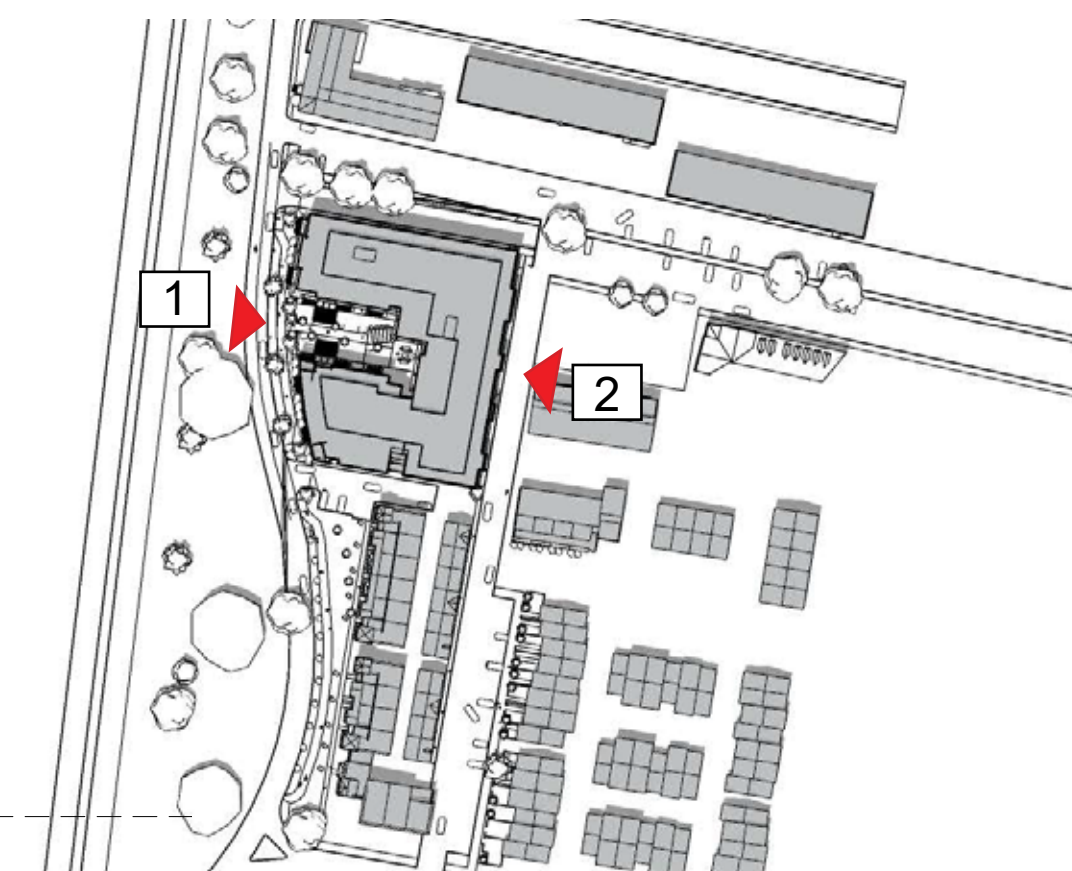
1. WEST ELEVATION



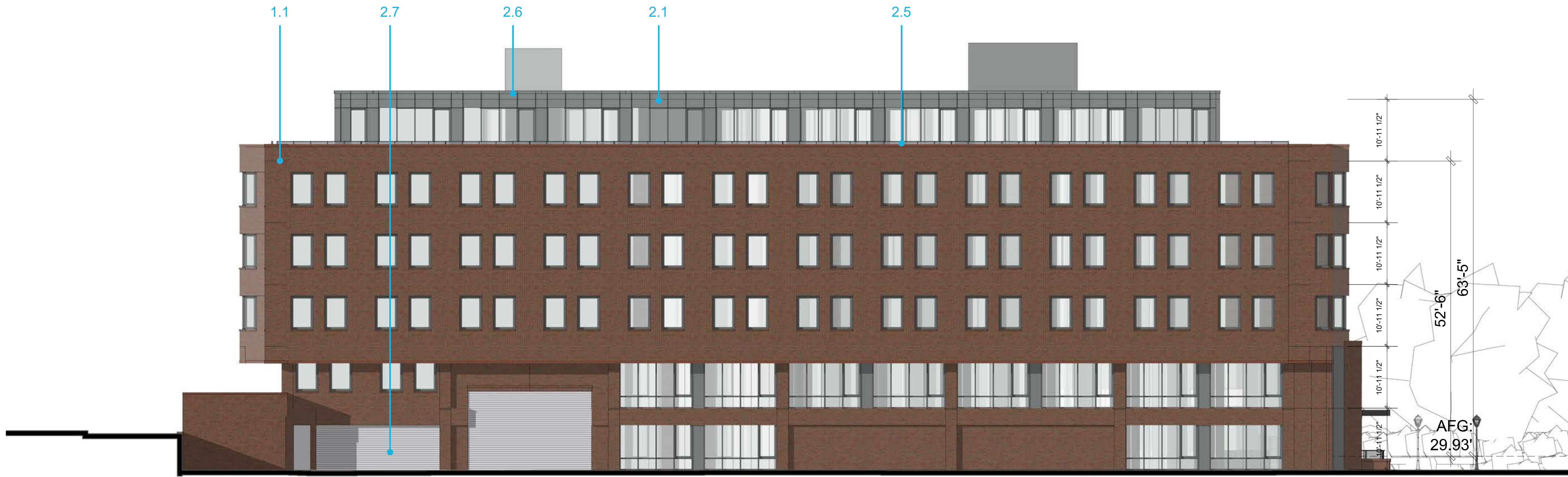
2. EAST ELEVATION

MATERIALS LEGEND

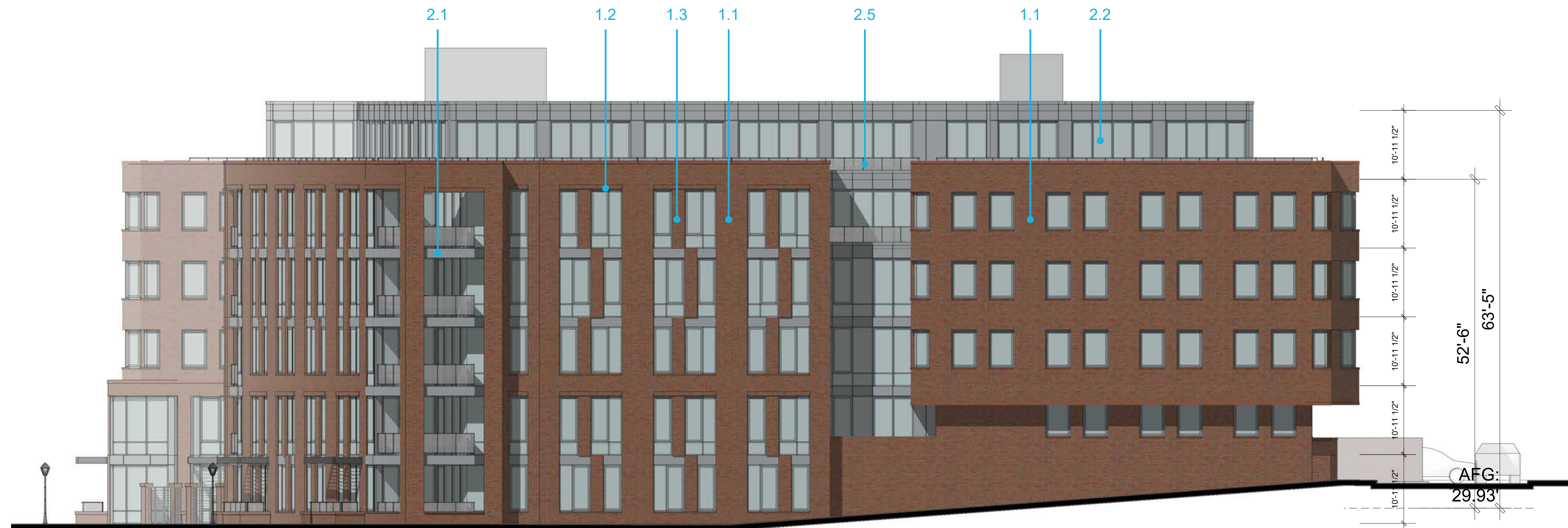
- 1.1 BRICK - RUNNING BOND
- 1.2 BRICK - SOLDIER COURSE
- 1.3 BRICK - ROW LOCK
- 2.1 METAL PANEL
- 2.2 METAL DOOR AND WINDOW SYSTEM
- 2.3 METAL STOREFRONT SYSTEM
- 2.4 METAL CANOPY
- 2.5 METAL RAILING
- 2.6 METAL COPING
- 2.7 METAL GARAGE DOOR



KEY PLAN



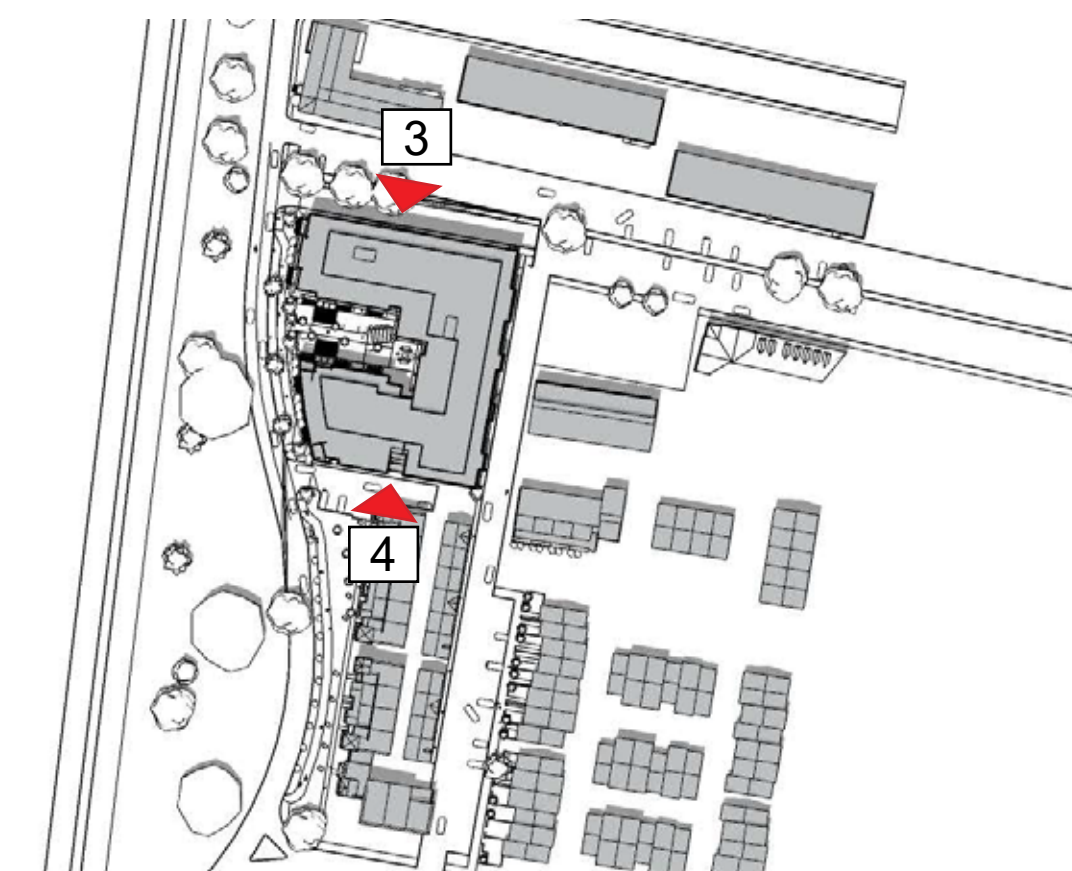
3. NORTH ELEVATION



4. SOUTH ELEVATION

MATERIALS LEGEND

- 1.1 BRICK - RUNNING BOND
- 1.2 BRICK - SOLDIER COURSE
- 1.3 BRICK - ROW LOCK
- 2.1 METAL PANEL
- 2.2 METAL DOOR AND WINDOW SYSTEM
- 2.3 METAL STOREFRONT SYSTEM
- 2.4 METAL CANOPY
- 2.5 METAL RAILING
- 2.6 METAL COPING
- 2.7 METAL GARAGE DOOR



KEY PLAN



- 01 LOBBY AND AMENITIES
- 02 LOADING
- 03 TRASH
- 04 MECHANICAL AND UTILITY
- 05 BIKE STORAGE











EAST ABINGTON DR

N. ST ASAPH ST

PROPOSED | EXISTING

01

EX. BLDG

EX. BLDG

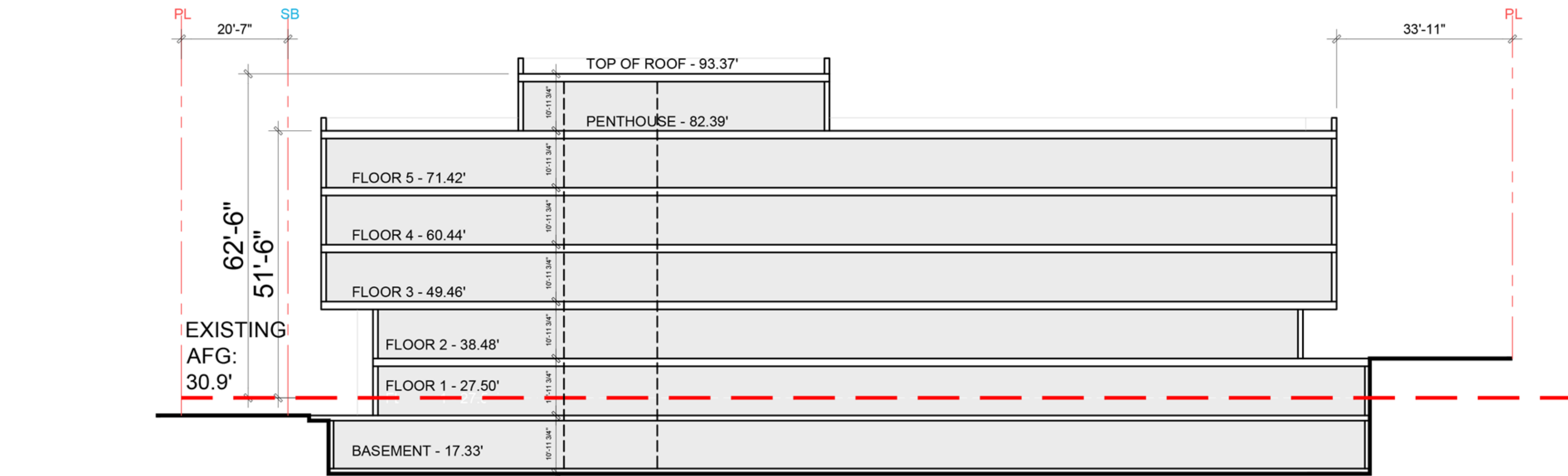
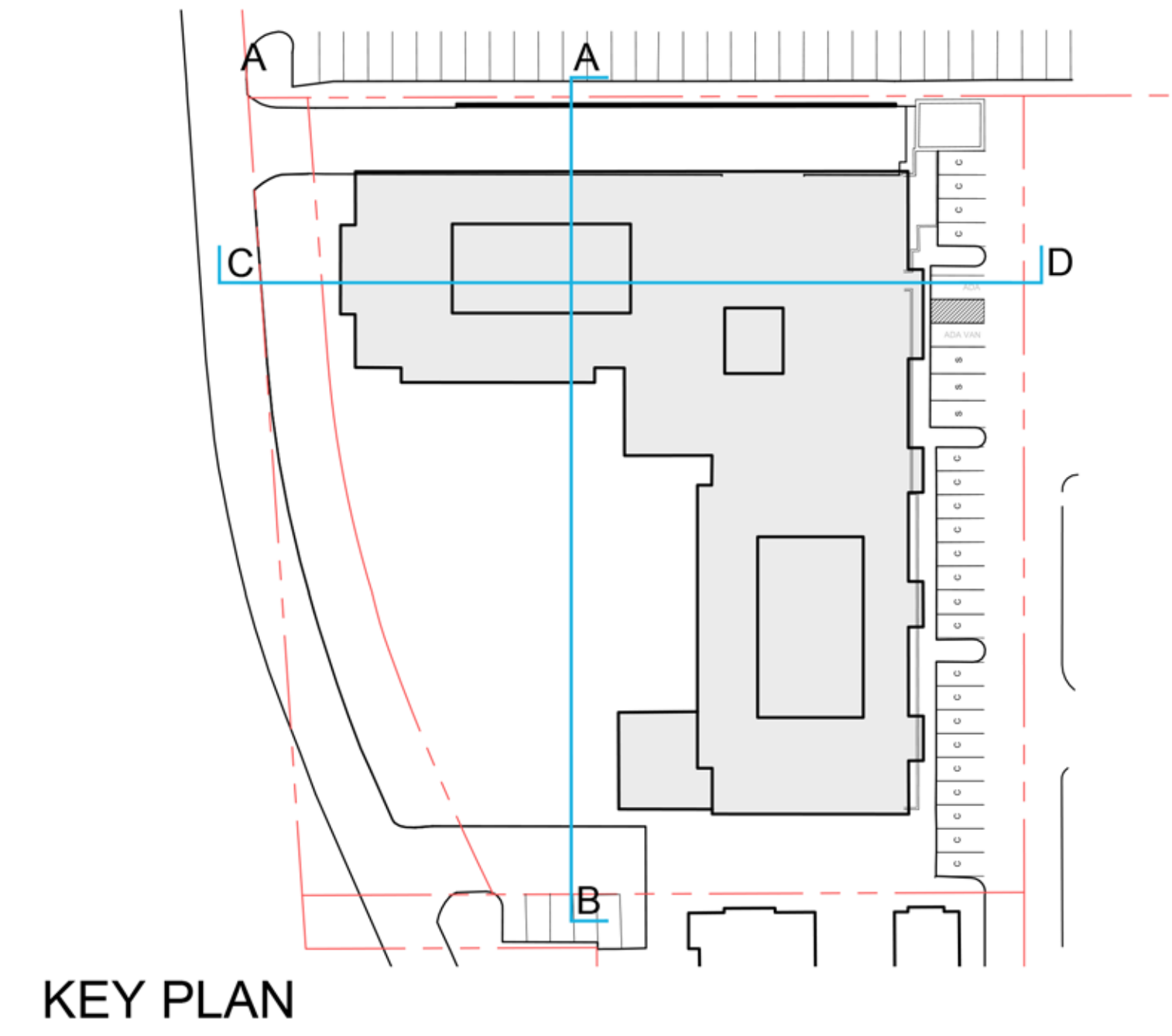
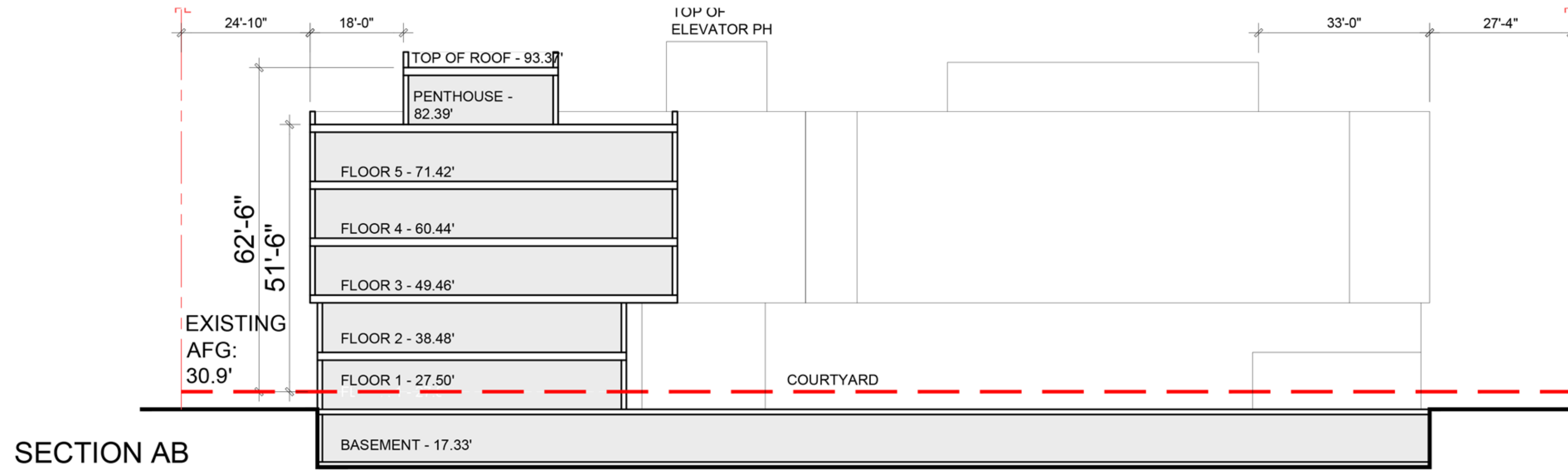
ADA
ADA VAN

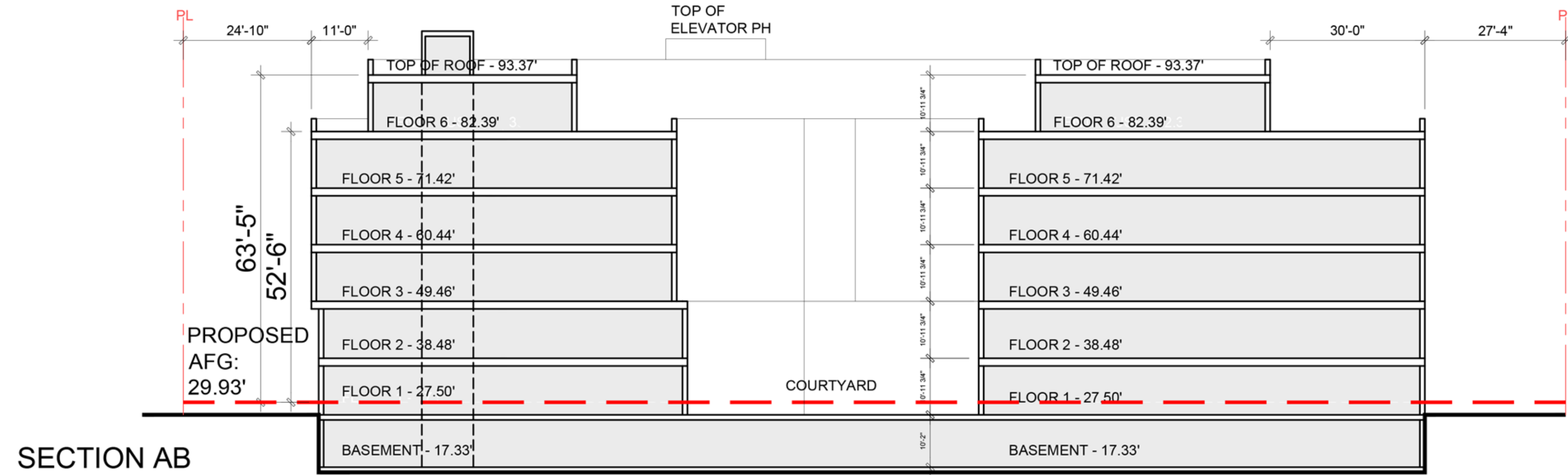
01 ROOFTOP AMENITY

6TH FLOOR

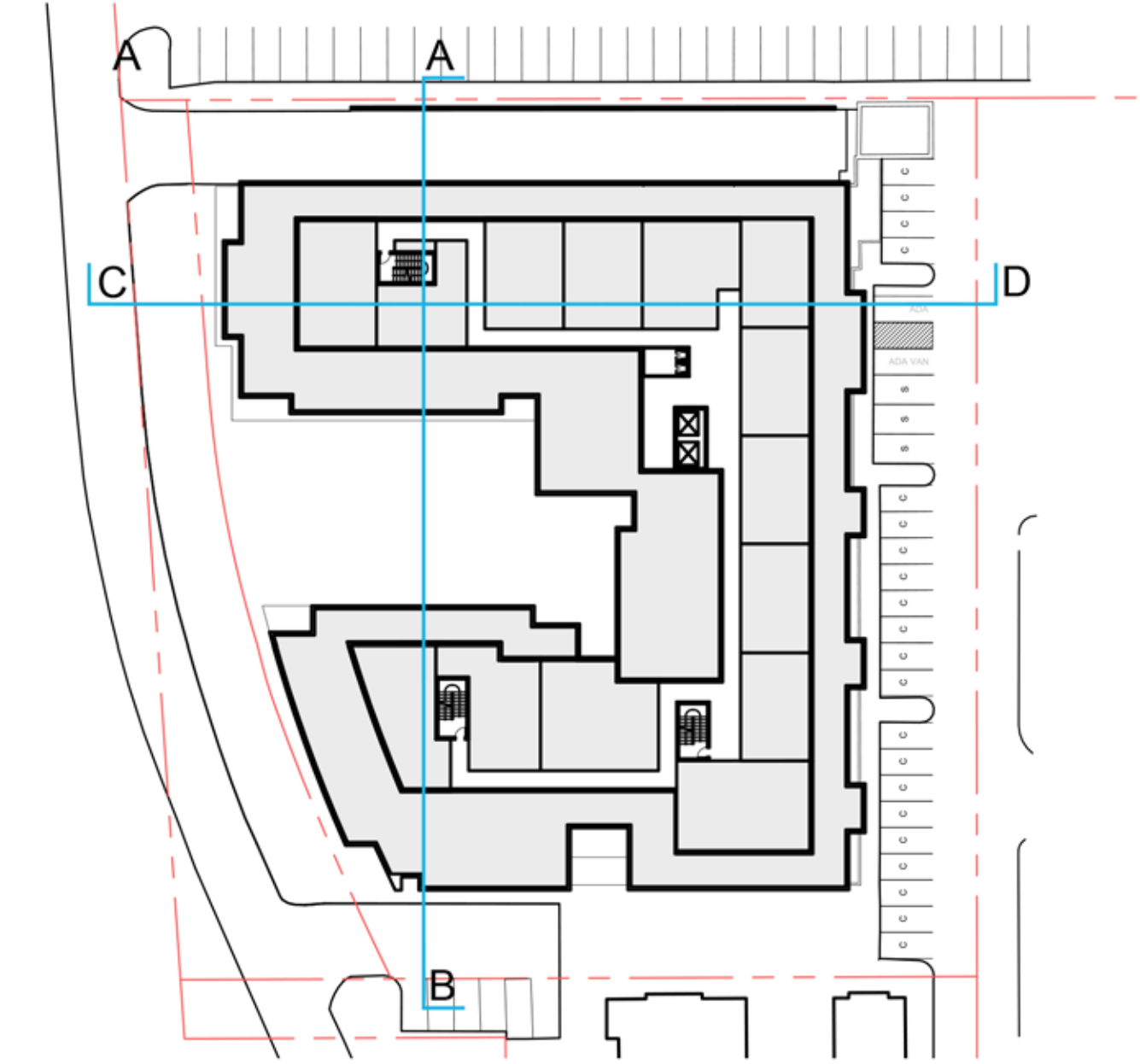
33

20210113 **ktgy** 1201 EAST ABINGDON DR
 BAR CONCEPT REVIEW
 JULY 6, 2023

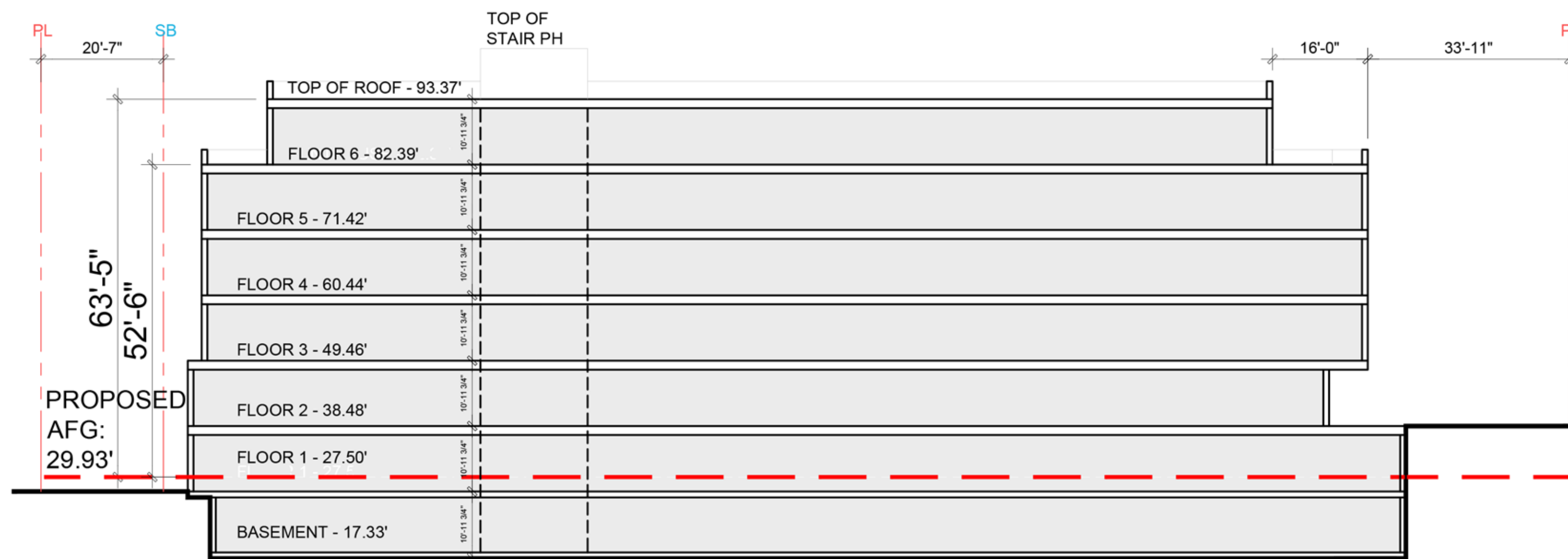




SECTION AB



KEY PLAN



SECTION CD