

# City of Alexandria, Virginia

## MEMORANDUM

**DATE:** JUNE 17, 2015

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

**FROM:** HISTORIC PRESERVATION STAFF

**SUBJECT:** CONCEPT REVIEW OF 1101 NORTH WASHINGTON STREET  
(BEST WESTERN OLD COLONY INN)  
BAR CASE # 2015-0156

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### **I. SUMMARY**

#### Concept Review

The material before the Board is part of a BAR Concept Review for the redevelopment of the property at 1101 North Washington Street. The applicant has concurrently applied for a Permit to Demolish to remove the existing gable roof and all exterior walls and finishes (brick, windows, doors, etc...). The applicant is requesting concept review of a two story addition and renovation in the footprint of the existing two-story hotel structure.

The Concept Review Policy was adopted by the two Boards of Architectural review in May 2000 (attached). Concept Review is an optional, informal process at the beginning of a Development Special Use Permit (DSUP) application whereby the BAR provides the applicant, staff, the Planning Commission and the City Council with comments relating to the overall appropriateness of a project's height, scale, mass and general architectural character. The Board takes no formal action at the Concept Review stage. However, if, for instance, the Board believes that a building height or mass, or area proposed for 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 proposed DSUP project is tentatively scheduled for Planning Commission and City Council review in the fall.

#### History

The two-story brick Colonial Revival building was constructed in **1967** as a conference center for the Old Colony Inn. It was designed by the firm of Vosbeck & Vosbeck, architects for

several urban renewal buildings in Old Town. It was approved by the Board on January 11, 1967. The associated Old Colony Inn complex to the south was demolished but this building remained and functions today as a small hotel. It features an at-grade garage and has a serpentine wall from the original design that screens the existing parking from the GW Parkway.

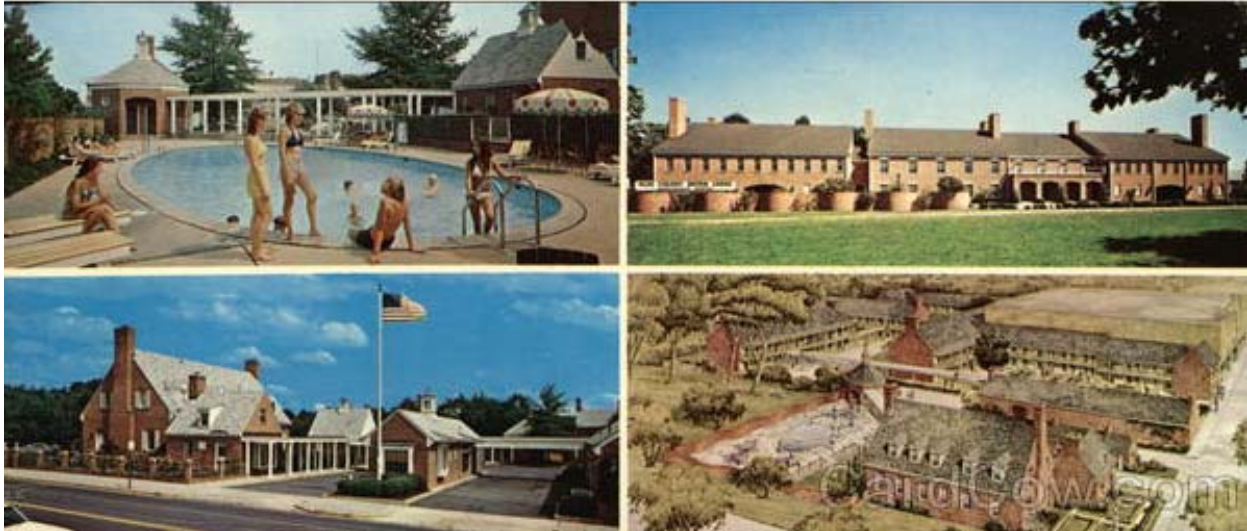


Figure 1. Old Colony Inn historic postcard, conference center portion on upper right.

### Proposal

The applicant's proposal involves demolishing the existing roof form and all exterior walls but retaining the existing footprint and internal structure. The applicant proposes to use this structure as a foundation to create a four-story Colonial Revival style building in the spirit of 20<sup>th</sup>-century neo-classically inspired hotels found in Virginia, drawing inspiration from The Homestead, the Williamsburg Inn and The Greenbrier. The Colonial Revival is a broad term that refers to the buildings that were constructed between 1880 and 1955 in most parts of the United States and may recall the Georgian and later the Federal architectural details of the 18<sup>th</sup> and early 19<sup>th</sup> centuries, according to Virginia Savage McAlester in *A Field Guide to American Houses* (Knopf, 2013, p.409).

The new hotel building will consist of an asymmetrical five-part Palladian/Georgian façade composition with a dominant gable roofed central block and a two-story porte-cochère above the entrance, flanked by one-story arcades. This central element is connected by flat-roofed, running wall sections to the two hipped roof end blocks, similar to the composition of the Cameron Street elevation of City Hall. The Colonial Revival style will also be expressed through the choice of pediments, windows, lintels and brick detailing. The central block is asymmetrically placed so that it may center on the memorial circle of the GW Parkway. The existing brick serpentine wall, inspired by Thomas Jefferson's garden walls at the University of Virginia, will be retained to screen the existing surface parking from view of the Parkway.

## **II. STAFF ANALYSIS**

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

and City Council will consider these aspects of the project. The BAR's purview in this concept review work session is limited to providing guidance on height, scale, mass and general architectural character, and providing feedback on the proposed reinvention of the existing motel building.

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

*General Analysis of Plans and Further Study*

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

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

Staff finds the proposed new construction in keeping with the scale and character of this particular section of North Washington Street which is far removed from the landmark core around King Street. The proposed scale and mass are generally appropriate for this location, which has a four story office building to the north, four story multifamily condo buildings to the south and 3 ½ story townhouses across the private alley to the east. There are no nearby buildings of historic merit, so the design's focus must be on compatibility with the district overall as well as protection of the memorial character of the George Washington Memorial Parkway.

The site is within the Pendleton Street to Bashford Lane sector in the Washington Street chapter of the BAR's Design Guidelines. The Scale and Character description states:

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

The proposal reinterprets and refines the Colonial Revival style of the existing building with much better proportions and bolder architectural detail. However, perhaps more important than the design of the building itself, the project will enhance and revive the urban design of the adjacent memorial traffic circle that previously existed in this location as the northern gateway to the city. The circle was part of the original GWMP design and was meant to calm traffic as it entered the City and marked a formal transition from the pastoral to the urban portion of the Parkway as it passed through Washington's home town of Alexandria. Despite the removal of the traffic circle roadway in the 1960s, it is still referenced with the curvature of the Abingdon Drive service roads and landscape form.

However the surrounding buildings, all constructed since the memorial circle was removed, do not adequately embrace it. For example, the properties on the west side effectively turn their backs to the space. Attachment #3 illustrates the original 1931 design for this element. As the circle had been degraded by the late 20<sup>th</sup>-century, the City conceived of a new concept plan to return to the character of the original design intent without reinstalling the circle. It was envisioned that the adjacent buildings, including the Brandt townhouse project southwest of the circle, and the Liberty Row condos on the southeast quadrant of the circle, would further enforce this plan for this gateway location by framing the park space and trees of the circle within a roughly rectangular building wall. This gateway plan was adopted by the NPS and included as a revision to the National Register of Historic Places listing in 1998. In response to this feature, the applicant maintains the existing building setback/street wall on the east side and has specifically located the central entry portico to align with the original memorial circle.

### **III. WASHINGTON STREET STANDARDS**

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

In addition to the general BAR standards outlined in the Zoning Ordinance, and the Board's *Design Guidelines*, the Board must also find that the Washington Street Standards are met. A project located on Washington Street is subject to a higher level of scrutiny and design to ensure that the memorial character of the George Washington Memorial Parkway is protected and maintained based on the City's 1929 Memorandum of Agreement with the federal government (Attachment #1). Staff notes that there is no definition of Memorial Character in the 1929 agreement and that this document does not reference architectural style, building size or use but the NPS staff did participate in the work group that developed the additional standards for Washington Street Standards in Sec. 10-105(A)(3) of the zoning ordinance in 2000. The most comprehensive analysis of the term to date is found in the late Peter Smith's article in the Summer 1999 Historic Alexandria Quarterly (Attachment #2).

Staff has included the additional standards for Washington Street below. Staff's comments as to how the Standards are satisfied or need further study are inserted in bold text.

#### *Washington Street Standards*

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

*(a) In addition to the standards set forth in section 10-105(A)(2), the following standards shall apply to the construction of new buildings and structures and to the construction of additions*

*to buildings or structures on lots fronting on both sides of Washington Street from the southern city limit line north to the northern city limit line:*

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

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

**The proposed design intention is for a hotel designed in a Colonial Revival style. The George Washington Memorial Parkway was constructed in large part to transport visitors to Mt. Vernon and so buildings that have served the tourism and hospitality industries have been common since its opening in 1932. The use of a Colonial Revival vocabulary is an appropriate style both in general and specific to this site, the former Old Colony Inn, which was perhaps the Parkway's best example of a roadside motel. The elements of design consistent with historic buildings on Washington Street, (such as the Cotton Manufactory at 515 N Washington, the Courthouse at 200 S Washington, or the Paff Shoe Factory at 520 S Washington), include the pediment, portico, multi-paned single windows, gable roof and other features.**

*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.*

**There are no nearby historic buildings, and the style, size and location of the proposed building does not detract from or overwhelm any historic buildings found on Washington Street.**

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

**While the proposal is a technically an addition, it will effectively create the appearance of a new building. However the Colonial Revival architectural character will complement historic buildings along the street, many of which are constructed in that particular style over a number of years.**

*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.*

**There are no adjacent historic buildings. The proposed massing is consistent with nearby late 20<sup>th</sup> century buildings, many of which are four, five and six stories in height and substantial in scale and massing.**

- 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.*

**The building footprint will remain unchanged from the current structure. The overall mass is broken down due to setbacks along the building façade and the use of distinct building sections, distinguished by roof changes (flat, gable and hipped) as well as changes in architectural detailing (pediments and cornices).**

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

**The applicant has included digital massing models of the surrounding blocks illustrating that the proposed massing is consistent with the context of this area of North Washington Street.**

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

**The proposed massing of the building appropriately uses proper proportions for this style. There are no exaggerated or over-scaled elements and the building is broken down into separate components, recalling a historic five part Palladian plan. For example, the two-story porte-cochère is appropriately scaled for a four-story building and the proportions are consistent with the Colonial Revival 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.*

**The use of the Colonial Revival design has a strong foundation in Alexandria's building traditions on Washington Street.**

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

**The building features bay widths consistent with a commercial building in a Colonial Revival style. Window tiers are approximately 10' to 12' on center and building blocks defined by façade setbacks are roughly 20 to 40 feet in width.**

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

**The materials proposed include high-quality, historically-appropriate materials generally found in the district such as red brick and a standing seam metal roof. As new construction, the BAR's policy also permits high-quality modern materials.**

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

**The proposed fenestration generally utilizes traditional solid-void relationships of “punched” windows within what appears to be a traditional load-bearing masonry construction form.**

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

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

- (b) *No fewer than 45 days prior to filing an application for a certificate of appropriateness, an applicant who proposes construction which is subject to this section 10-105(A)(3), shall meet with the director to discuss the application of these standards to the proposed development; provided, that this requirement for a preapplication conference shall apply only to the construction of 10,000 or more square feet of gross building area, including but not limited to the area in any above-ground parking structure.*

- (c) *No application for a certificate of appropriateness which is subject to this section 10-105(A)(3) shall be approved by the Old and Historic Alexandria District board of architectural review, unless it makes a written finding that the proposed construction complies with the standards in section 10-105(A)(3)(a).*
- (d) *The director may appeal to city council a decision of the Old and Historic Alexandria District board of architectural review granting or denying an application for a certificate of appropriateness subject to this section 10-105(A)(3), which right of appeal shall be in addition to any other appeal provided by law.*
- (e) *The standards set out in section 10-105(A)(3)(a) shall also apply in any proceedings before any other governmental or advisory board, commission or agency of the city relating to the use, development or redevelopment of land, buildings or structures within the area subject to this section 10-105(A)(3).*
- (f) *To the extent that any other provisions of this ordinance are inconsistent with the provisions of this section 10-105(A)(3), the provisions of this section shall be controlling.*
- (g) *The director shall adopt regulations and guidelines pertaining to the submission, review and approval or disapproval of applications subject to this section 10-105(A)(3).*
- (h) *Any building or addition to an existing building which fails to comply with the provisions of this paragraph shall be presumed to be incompatible with the historic district and Washington Street standards, and the applicant shall have the burden of overcoming such presumption by clear and convincing evidence.*
- (i) *The applicant for a special use permit for an increase in density above that permitted by right shall have the burden of proving that the proposed building or addition to an existing building provides clearly demonstrable benefits to the historic character of Washington Street, and, by virtue of the project's uses, architecture and site layout and design, materially advances the pedestrian-friendly environment along Washington Street.*

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

At this time, staff recommends general support for the height, scale, mass and general architectural character of this proposal but notes that there are several detail refinements that may improve the execution of the design. It is recommended that the applicant continue to meet with BAR staff to refine the design during the DSUP review. Staff recommends the following refinements to enhance the design and architectural character prior to returning for the Certificate of Appropriateness:

- *Refine the first floor windows at the restaurant section on the southern end.* Because this building is not intended to be symmetrical, and to enhance the different function of this end of the building, staff recommends removing the over-sized multi-paned windows on the ground floor in favor of arched windows, such as shown in some of the precedent photos of similar hotels. This will also complement the one-story arcades adjacent to the porte-cochère. This change should be applied to all three elevations of the southern end.
- *Revise aspects of the at-grade garage.* Study the elimination of the parking garage entrance on the Washington Street elevation. While this is an existing condition, it would improve the overall composition to remove this vehicular entry since there is also an entry on the rear elevation and it only provides access to a few parking spaces. Additionally, the drawings show non-descript vented openings adjacent to the garage area

on the front elevation. While the need to properly ventilate this garage space is well understood, these elements should be intentionally designed, reading as doors or windows with stylistically appropriate metalwork.

- *Lighten the parapet on the flat-roofed portions.* The variation in roof height is important to differentiate sections of this long building and to comply with the Washington Street Standards (more follows) but the use of recessed brick panels at the parapet is visually heavy. Staff recommends pursuing a more traditional, open balustrade railing in a light color at this location, perhaps that relates to the balustrade atop the porte-cochère.
- *Enhance the cornice between the third and fourth stories.* A strong and well-detailed cornice defines the Colonial Revival style no matter how it is interpreted. The current proposal shows a brick entablature with a narrow trim at the top of the cornice. Because of the set back from Washington Street, it is quite likely that this element will not read as intended and staff recommends strengthening this element by incorporating a visually substantial entablature in this same location that is all white. The entablature could be either metal or a high-quality synthetic material. This will also reduce the apparent mass and height of the hyphen/running walls by visually transforming the fourth story above into a classical attic story.
- *Refine window proportions and arrangement.* The windows above the porte-cochère need further refinement, particularly the arrangement of the two smaller windows adjacent to a regular window. This is also an opportunity to do a feature window, typical of the Colonial Revival style. As the design evolves, the applicant should continue to refine the fenestration.
- *Strengthen the rear elevation.* While this elevation should not possess the same prominence as the front, the proposed entry portico seems to have a diminutive scale. One option would be to consider adding a flanking arcade, similar to the front elevation, for the central portion. Additionally, the proposed loading door appears incongruous. It should be better designed and integrated into the overall composition.
- *Show location and type of signs proposed.* As this building will be so well-detailed and the architecture itself will convey its use, the signs must be carefully placed and consistent with the architectural style.

The National Park Service staff has some concerns about the overall building size and the proportions of the architectural details but had no concern with the proposed partial demolition. Their comments are included in Section VI of this report.

Staff recommends that the Board endorse the concept proposal, finding the height, scale, mass and general Colonial Revival architectural character to be appropriate and consistent with the letter and intent of the BAR's Design Guidelines, the Washington Street Standards and the memorial character expressed in the 1929 Memorandum of Agreement. Staff recommends that the applicant continue to refine the design to address the following prior to returning for a Certificate of Appropriateness:

- *Refine the first floor windows at the restaurant section on the southern end.*
- *Changes to the at-grade garage.*
- *Lighten the parapet on the flat-roofed portions.*
- *Enhance the cornice between the third and fourth stories.*
- *Refine window proportions and arrangement.*

- *Strengthen the rear elevation.*
- *Show location and type of signs proposed.*

#### Next Steps

At this time, it is anticipated that the DSUP will be reviewed by Planning Commission and City Council in the fall of 2015. Following City Council approval, the applicant would then return to the BAR later in the fall with a formal application for a Certificate of Appropriateness. The applicant should continue to work with staff as plans are refined to ensure continued conformance with BAR requirements and to make revisions based on the Board's comments at the work session.

#### STAFF

Catherine K. Miliaras, Historic Preservation Planner, Planning & Zoning  
Al Cox, FAIA, Historic Preservation Manager, Planning & Zoning

#### V. CITY DEPARTMENT COMMENTS

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

#### Zoning Comments

The subject property is zoned CD-X, Old Town North and developed with a 49-unit hotel with surface parking. The applicant proposes to renovate the existing hotel and add two floors to increase the number of units to 111, covered and surface parking, a 40-seat restaurant and streetscape improvements. The project requests the following special use permits: parking reduction, tmp, and to construct a larger hotel with a restaurant.

Staff has completed a preliminary zoning analysis of the project and identified the following issues:

- F-1 Site plan modification for zone transition setback is required. The adjoining property is zoned CDX.

#### Code Administration

- F-1 The following comments are for site plan review only. Once the applicant has filed for a building permit and additional information has been provided, code requirements will be based upon the building permit plans and the additional information submitted. If there are any questions, the applicant may contact Charles Cooper, Plan Review Division at Charles.cooper@alexandriava.gov or 703-746-4197.
- C-1 Building and trades permits are required for this project. A plan that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s) The building official shall be notified in writing by the owner if the registered design professional in the responsible charge is changed or is unable to continue to perform the duties.

- C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-3 Required means of egress shall be maintained at all times during construction, demolition, remodeling or alterations and additions to any building.
- C-4 Provisions shall be made to prevent the accumulation of water or damage to any foundation on the premises or adjoining property.
- C-5 Construction equipment and materials shall be stored and placed so as not to endanger the public, the workers or adjoining property for the duration of the construction project, materials and equipment shall not be placed or stored so as to obstruct access to fire hydrants, standpipes, fire or police alarm boxes, catch basins or manholes,
- C-6 During Construction dwellings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible for the street or road fronting the property.  
shall be designed and constructed to resist the effects of flood hazards and flood loads.

**Transportation and Environmental Services**

- R-1 The building permit must be approved and issued prior to the issuance of any permit for demolition. (T&ES)
- R-2 Applicant shall be responsible for repairs to the adjacent city right-of-way if damaged during construction activity. (T&ES)
- R-3 No permanent structure may be constructed over any existing private and/or public utility easements. It is the responsibility of the applicant to identify any and all existing easements on the plan. (T&ES)
- R-4 Comply with all requirements of [DSP201-00043 ](TES)
- R-5 The Final Site Plan must be approved and released and a copy of that plan must be attached to the demolition permit application. No demolition permit will be issued in advance of the building permit unless the Final Site Plan includes a demolition plan which clearly represents the demolished condition. (T&ES)
- F-1 After review of the information provided, an approved grading plan is not required at this time. Please note that if any changes are made to the plan it is suggested that T&ES be included in the review. (T&ES)
- C-1 The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99). (T&ES)

- C-2 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-3 Roof, surface and sub-surface drains be connected to the public storm sewer system, if available, by continuous underground pipe. Where storm sewer is not available applicant must provide a design to mitigate impact of stormwater drainage onto adjacent properties and to the satisfaction of the Director of Transportation & Environmental Services. (Sec.5-6-224) (T&ES)
- C-4 All secondary utilities serving this site shall be placed underground. (Sec. 5-3-3) (T&ES)
- C-5 Any work within the right-of-way requires a separate permit from T&ES. (Sec. 5-2) (T&ES)
- C-6 All improvements to the city right-of-way such as curbing, sidewalk, driveway aprons, etc. must be city standard design. (Sec. 5-2-1) (T&ES)
- C-7 The owner shall obtain and maintain a policy of general liability insurance in the amount of \$1,000,000 which will indemnify the owner (and all successors in interest); and the City as an Additional Insured, against claims, demands, suits and related costs, including attorneys' fees, arising from any bodily injury or property damage which may occur as a result of the encroachment. (Sec. 5-29 (h)(1)) (T&ES)

**Please submit Insurance Certificate:**

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

**Alexandria Archaeology**

There is low potential for significant archaeological resources to be disturbed by this project. No archaeological action is required.

**VI. NATIONAL PARK SERVICE COMMENTS**

**BAR2015-00156, Work Session to discuss the proposed development project at  
1101 N Washington Street**

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

- Overall size and massing of the new structure;

- Although keeping to the existing footprint, the height change emphasizes the lack of symmetry of the wings to the core structure;
- Proportions of design elements of the new structure;
- A need for more vegetative screening from Washington Street and the Memorial Circle;
- Consider more appropriate signage.

Looking at these projects as whole, including the planned demolition and development work at 701 N Washington Street, the NPS is concerned that landscape and appearance of the Washington Street corridor has the potential to change drastically in a short period of time. Currently, there is a gradual increasing of building density and raising of height from the pastoral parkway to the urban Alexandria city core. The NPS is concerned that an abrupt change in building height and density from the memorial circle will create a setting not sympathetic to maintaining the intended "Memorial Character" as noted in the 1929 agreement.

We thank you for the opportunity to review and comment on these projects. We look forward in continuing to support the preservation of historic integrity and character of the City of Alexandria. Please feel free to contact Jason Newman, Chief of Lands, Planning and Design, at 703-289-2515 if you have any questions regarding this matter.

#### **ATTACHMENTS**

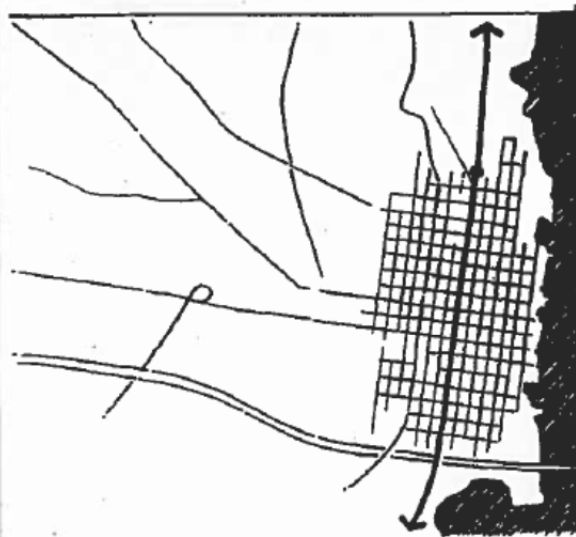
*1 – 1929 Agreement*

*2 – George Washington Memorial Parkway, Historic Alexandria Quarterly, Summer 1999*

*3 – George Washington Memorial Parkway Alexandria Gateway Concept Plan (approved 1998)*

*4 – Supporting Materials*

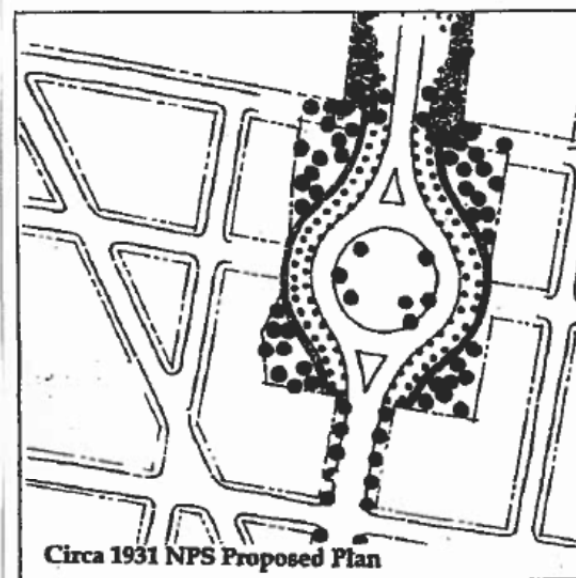
*5 – Application for 1101 North Washington St Concept Review Work Session*



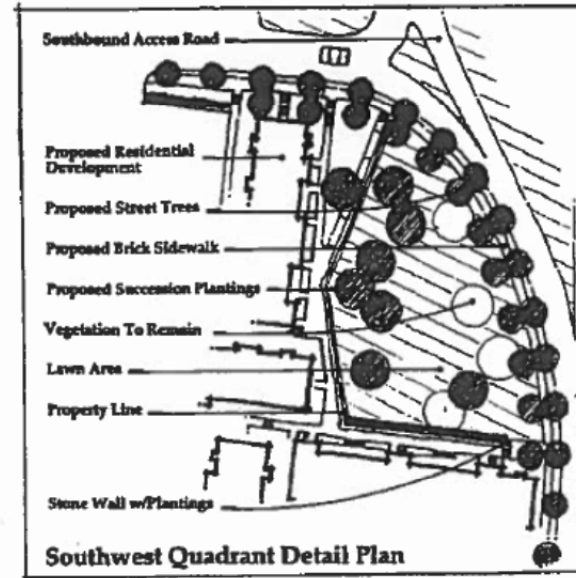
Site Context



Concept



Circa 1931 NPS Proposed Plan



Southwest Quadrant Detail Plan



Circa 1995 Existing Conditions

**APPROVAL BLOCK, STANPAT NO. 1**

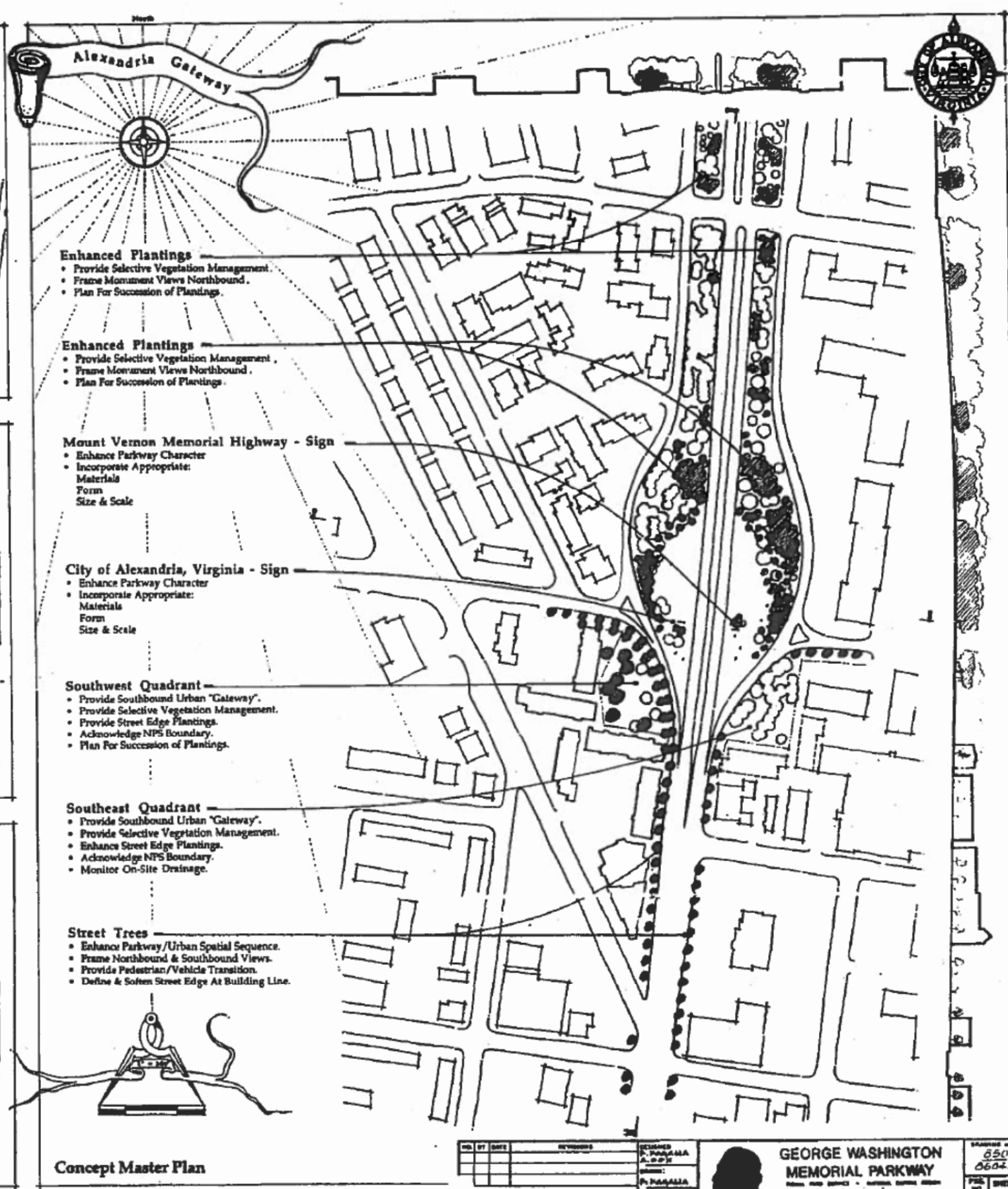
RECOMMENDED: *John C. Hartland* 1/16/99  
*David R. Johnson* 1/19/99  
 APPROVED: *Henry R. Lichten* 1/21/99

**COMPLIANCE BLOCK, STANPAT NO. 2**

This drawing was last prepared by *John C. Hartland* on *1/16/99* for *City of Alexandria, VA*.  
 Approved by *John C. Hartland* on *1/16/99* for *City of Alexandria, VA*.  
 Title: *George Washington Memorial Parkway*  
 Author: *John C. Hartland*  
 Date: *1/16/99*

**REVISION BLOCK, STANPAT NO. 3**

No.	Date	Revisions	By	For



MEMORANDUM OF AGREEMENT made this 20th day of June, 1929,  
by and between the City Council of the City of Alexandria, State of  
Virginia, (hereinafter called the City), and the United States of  
America, represented by the Secretary of Agriculture, (hereinafter  
called the Secretary).

W I T N E S S E T H:

WHEREAS, the Act of Congress entitled "An Act to authorize  
and direct the survey, construction, and maintenance of a memorial  
highway to connect Mount Vernon, in the State of Virginia, with the  
Arlington Memorial Bridge across the Potomac River at Washington,"  
approved May 23, 1928 (45 Stat. 721), authorizes and directs the  
Secretary to cooperate with the United States Commission for the  
Celebration of the Two Hundredth Anniversary of the Birth of George  
Washington, created by public resolution No. 38, approved December 2,  
1924, in constructing a suitable memorial highway to connect Mount  
Vernon, the home and burial place of George Washington, in the State  
of Virginia, with the City of Washington, District of Columbia, on a  
route to be determined by the said Commission; and

WHEREAS, at a meeting held on January 24, 1929, the said Com-  
mission approved the lower or Potomac route upon which said  
memorial highway shall be constructed, such approval being indicated  
by the adoption of a resolution reading in part as follows:

"RESOLVED, By the United States Commission  
for the Celebration of the Two Hundredth Anni-  
versary of the Birth of George Washington, That,

pursuant to the authority conferred upon said Commission and upon the Secretary of Agriculture by the Act of Congress entitled 'An Act to authorize and direct the survey, construction, and maintenance of a memorial highway to connect Mount Vernon, in the State of Virginia, with the Arlington Memorial Bridge across the Potomac River at Washington', approved May 23, 1928, the Commission does hereby approve the lower or Potomac River route as set forth in the report and accompanying plans submitted by the Secretary of Agriculture under date of January 22, 1929, and the Secretary of Agriculture is hereby authorized to proceed with the construction of said memorial highway in accordance with the provisions of said Act, the recommendations made in said report, and the plans submitted therewith or which hereafter may be submitted and approved, subject, however, to the condition that before commencing said construction work, the Secretary of Agriculture shall have procured, or shall have satisfactory assurance of procuring, the necessary right of way therefor, including parking, and shall have entered into arrangements or agreements satisfactory to him with the council of any city or town, or the board of supervisors of any county, in the State of Virginia, through which said memorial highway will pass, respecting the control of traffic on said memorial highway and upon highways or streets which will intersect same, and respecting the zoning and control of the use which may be made of property adjacent to said memorial highway"; and

WHEREAS, the City is desirous of effecting such arrangements or agreements with the Secretary as will meet fully the conditions set forth in the above quoted portion of said resolution in order to insure the location of said memorial highway within and through its corporate limits, and in order that construction work thereon may be commenced and proceed to completion at the earliest practicable date; and

WHEREAS, the City by its charter and by the special authority contained in the Act of Assembly of the State of Virginia, approved

March 25, 1926 (Chapter 494, Acts of Assembly, 1926), is vested with full authority of law to enter into an arrangement or agreement with the Secretary with respect to the special matter hereof affecting the construction, maintenance, and use of said memorial highway.

NOW, THEREFORE, IN CONSIDERATION OF THE PREMISES, and of the several premises to be faithfully performed by each, as hereinafter set forth, the City and the Secretary do hereby mutually agree as follows:

ARTICLE I. The City hereby agrees to the location and construction of said memorial highway within and through its corporate limits on and along Washington Street, and further agrees, without cost to the Secretary, to acquire, lay out, and dedicate as a public street or highway an extension of said Washington Street to the present corporate limits on the north and to the said corporate limits at Hunting Creek on the south, such extension to be of the same width as said street is now laid out and established, except that for a distance of not to exceed two hundred (200) feet from the north shore of Hunting Creek on the south it shall be of a width equal to (but in no event to exceed two hundred (200) feet) that of the causeway or bridge which will be constructed across or over said creek as a part of said memorial highway and from Montgomery Street on the north to the present north corporate limits it shall be of such width as the Secretary may desire not to exceed two hundred (200) feet. The United States shall have for such period as same shall be used for the purposes of said memorial highway, and is hereby granted, an irrevocable easement on and over the whole of said Washington Street, including

any extension thereof which may be made pursuant to this agreement. The grading and paving of any extension of Washington Street which may be made hereunder shall be by and at the cost of the Secretary.

If it should be mutually determined that any part of such necessary right of way not now belonging to said City can be acquired more conveniently by the Secretary than by the City, then and in that event the City will pay all actual necessary costs which the Secretary may incur in acquiring same.

ARTICLE II. The City hereby agrees to zone Washington Street, including any extension thereof which may be made under Article I hereof, so as to bar therefrom and from unimproved property within a distance of two hundred (200) feet on each side thereof, all billboards or other advertising signs or devices facing in the direction of Washington Street, except where attached to the building in which the business advertised is conducted, and to restrict the said street to residential and business development of such character and of such types of building as will be in keeping with the dignity, purpose and memorial character of said highway.

ARTICLE III. The City hereby agrees that Washington Street, including any extension thereof which may be made under Article I hereof, where coincident with said memorial highway, shall be a main thoroughfare upon which traffic shall be given preference over all traffic on intersecting streets; and that it will cause stop signs to be placed and maintained on all intersecting streets to require all traffic thereon to come to a complete stop before entering said

memorial highway except at such intersections as the City and the Secretary may mutually agree shall be protected by electric flashlights, and that at such last mentioned intersections the City will cause electric flashlights to be placed, maintained, and operated.

The City further agrees that from time to time it will pass such ordinances as may be mutually agreed upon with the Secretary for the control and safety of vehicular and pedestrian traffic on and over said memorial highway within its corporate limits, including limitations on the size, kind, weight, speed and parking of vehicles over, on and along said highway, and all other uses of such highway by vehicular and pedestrian traffic, and that it will give the Secretary at all times full cooperation, support, and assistance in the adoption and enforcement of such measures as may be mutually agreed upon as necessary for the safety and control of traffic over, on, or along said memorial highway.

ARTICLE IV. The City hereby agrees that it will take such steps as may be necessary to secure, from time to time, the installation, maintenance, and operation of such electric signals or other appropriate devices, mutually agreed upon with the Secretary, as will afford suitable and adequate protection to traffic upon said highway within its corporate limits where existing steam or electric railway tracks cross same at grade, and that it will not in the future permit any steam or electric railway track to be constructed at grade on or across said highway within its corporate limits.

The City further agrees that any sewer, water, or gas mains or pipes, poles for telephone or power line wires, and any other public utility equipment on, along, across, or under said Washington Street, or any extension thereof, made under Article I hereof, will be installed and maintained in such manner as will not unduly interfere with

and disturb the surface of such highway and the use thereof by pedestrians and vehicular traffic; and that any opening which may be made in the surface of said highway for the erection, installation, or repair of any such public utility will be restored to as good condition as it was before being so disturbed.

ARTICLE V. The City hereby agrees that the Secretary shall have full and exclusive authority over the maintenance, including reconstruction, when and as deemed necessary by the Secretary, of said memorial highway, including intersections and curbs on, along and over said Washington Street as now existing, or as same may be extended in accordance herewith, in order that the maintenance and reconstruction of said memorial highway on and over said street may be uniform with that outside of the corporate limits of said City, and the City further agrees that on presentation of properly authenticated claim therefor it will, within ninety (90) days immediately following the close of each Federal fiscal year, reimburse the Secretary one-fourth the actual cost of such maintenance and reconstruction during such fiscal year of that portion of Washington Street which is now paved, namely, from Montgomery Street on the north to Franklin Street on the south, and that it will cooperate with the Secretary upon his request and to such extent, and in such manner, as may be mutually agreed upon in the performance of any and all such work of maintenance and reconstruction, or in the doing of anything necessary in connection therewith or incident thereto, with the understanding, however, that any actual necessary expenditures which may be incurred by said City in carrying out any such cooperation, maintenance or reconstruction work, shall be credited on its reimbursement account, it being understood by the parties hereto that the total share of such

maintenance and reconstruction costs during any Federal fiscal year to be borne by said City shall not exceed one-fourth thereof on said portion of Washington Street which is now paved.

ARTICLE VI. The City hereby agrees that it will enact any and all ordinances, and do any and all things necessary to carry into effect this agreement, and that it will enact no ordinance nor take any other action which will be in conflict herewith or contrary to the purpose and intent hereof.

ARTICLE VII. The Secretary hereby agrees that upon full and complete execution hereof, the enactment of necessary ordinances by the City for carrying same into effect, or the taking of such other action as may be necessary hereunder prior to the beginning of the construction, he will proceed with the location and construction of said memorial highway on the lower or Potomac River route within and through the corporate limits of said City on or over said Washington Street, including any extension of said street in accordance with the provisions hereof, subject, however, to the condition that he first shall be able to enter into appropriate and satisfactory arrangements or agreements respecting the subject matter hereof with the proper authorities of the counties of Arlington and Fairfax, respectively, in the State of Virginia.

ARTICLE VIII. The City further agrees to acquire such additional land within the City limits by purchase or condemnation or otherwise as the Secretary may desire for the purposes of the said memorial highway. The total cost of purchase or condemnation, including legal proceedings, if any, will be borne by the Secretary.

ARTICLE IX. It is mutually agreed that Articles II, III, IV, V, VI, and VIII hereof shall apply to any portion of said memorial highway which hereafter may be taken into the corporate limits of the city by reason of any extension of such corporate limits which hereafter may be made.

ARTICLE X. It is mutually agreed that this agreement shall be executed in duplicate and each copy thereof so executed shall be considered an original.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first above written.

(Seal)

CITY COUNCIL OF ALEXANDRIA

Witness:

By (Signed) W. A. Smoot  
Mayor

C. C. Carlin (Signed)

Gardner L. Boothe (Signed)

(Seal)

UNITED STATES OF AMERICA,

Witness:

By (Signed) R. W. Dunlap  
Acting Secretary of Agriculture

W. N. Smith (Signed)

J. W. Johnson (Signed)

Extract from Minutes of a Regular Meeting of the City Council of the City of Alexandria, Virginia, held in the Council Chamber, City Hall, on Thursday, June 20th, 1929, at 2:00 o'clock p.m.

Upon motion by Councilman Timberman, supported by Councilman Ticer, the following resolution was introduced:

"BE IT RESOLVED by the City Council of the City of Alexandria, Virginia, that agreement between the City Council of the City of Alexandria, State of Virginia and the United States of America for use of Washington Street in connection with memorial highway be approved by Council and that the Mayor be authorized to sign it as read."

Adopted on the following roll call vote:

Yeas: Councilman Fannon, Timberman and Ticer and Mayor Smoot.

Nays: None.

I, Purvis Taylor, Clerk of Council, certify that the foregoing is a true and correct copy of extract from minutes of regular meeting of the City Council of the City of Alexandria, Va., held Thursday, June 20th, 1929, at 2:00 o'clock p.m.

(Signed) Purvis Taylor

Clerk of Council.

# Historic Alexandria Quarterly



Summer 1999



Gunston Hall Apartments, 900 block of S. Washington Street.

## **The George Washington Memorial Parkway-- A Statement of Policy on Memorial Character by the Old and Historic Alexandria District Board of Architectural Review**

by  
Peter H. Smith

*The George Washington Memorial Parkway is treasured by those who use it, as it has been called one of the nation's most beautiful roadways. This road is not without controversy, however, as buildings along the Parkway, specifically in Alexandria, at times have threatened its memorial character.*

*The most recent controversy involves a proposed office building in the north end of Old Town that has been designed for construction in place of the current Old Colony Inn. The original design elicited negative reaction from local citizenry and the Old and Historic Alexandria District Board of Architectural Review (BAR). On recommendation from the BAR, the design was scaled back and has received conceptual approval by the BAR. Currently, the*

*application for the Development Special Use Permit, which is required for the large-scale building, has been recommended for denial by the Planning Commission. City Council makes the final decision regarding the permit application, which is scheduled to be heard by Council on September 18, 1999.*

In 1928 the U.S. Congress authorized the creation of a "suitable memorial highway" leading from Memorial Bridge to George Washington's Mount Vernon.<sup>1</sup> The George Washington Memorial Parkway was constructed by the federal government as a memorial to Washington on the bicentennial of his birth in 1932. The authorizing legislation did not set any parameters to the memorial highway other than defining its purpose as a memorial road for visitors to

Mount Vernon. As a result, the practical definition of the roadway was left largely in the hands of the original highway's engineers and landscape architects.

As the road and its attendant supporting facilities were designed, the architects and engineers envisioned a roadway that would provide a pastoral, inspirational, and patriotic automobile route from the nation's capital to Mount Vernon. The goal was to create a scene that would arouse a contemplative mood to encourage reflection on George Washington and his importance and significance to our nation.

The George Washington Memorial Parkway was designed to go along Washington Street, the main street of Alexandria. In order to blend the Washington Street section of the Parkway with the desired character of the entire Parkway project, the federal government, acting through the Bureau of Public Roads, entered into a Memorandum of Agreement with the City of Alexandria in 1929.<sup>2</sup> The agreement provided that the city would undertake certain zoning measures to ensure that building activity along the Parkway would be "of such character and of such types of building as will be in keeping with the dignity, purpose and memorial character of said highway." While this noble goal was agreed to by both the federal government and the City of Alexandria, there has never been a written operating definition of conditions that would apply to a building that protects the memorial character of the Parkway.

This lack of a clear policy has created controversy throughout the years. In an attempt to abate the controversy and decrease the confusion, a firm set of parameters and guidelines have been established by the Old and Historic Alexandria District Board of

Architectural Review. The BAR is the local city body which reviews and approves designs for buildings along Washington Street. This article is based on this organization's Statement of Policy on the definition of keeping with the Parkway's memorial character. This statement is meant to supplement the BAR's adopted *Design Guidelines*<sup>3</sup> for Washington Street. The policy statement provides background information for buildings that have been erected on the Parkway since 1932 and derives design principles for proposed new buildings that could be erected on Washington Street in the future.

In the original developmental plans for the Parkway it appears the designers divided the roadway from Memorial Bridge to the entrance of Mount Vernon into three sections: from the bridge to the memorial circle in Alexandria, paved with asphalt; the section that traverses Alexandria as Washington Street, paved with brick; and the southern boundary of Alexandria to Mount Vernon, which was paved in concrete. This construct allowed the designers to respond to the different site and environmental conditions found in each of the three areas.<sup>4</sup>

The Bureau of Public Roads in the Department of Agriculture was responsible for the development of the Parkway, but there was one segment of the sectioned roadway where the agency's engineers and landscape architects were not autonomous, and that was within the boundaries of the constructed City of Alexandria. The alignment of the route passed directly through the City of Alexandria along Washington Street as it does today. The geography posed somewhat of a challenge because Alexandria was primarily an industrial city in the 1930s, and the passage of the Parkway through the urban areas of the city did not befit the goal of a quiet and

reflective parkway. The urban nature of the city was fundamentally at odds with the pastoral setting of the Parkway, and the designers had little influence over the landscape within the Alexandria street grid. The project designers were placated, however, by a few conditions and qualifications that existed.

First, because there were extant buildings in Alexandria that were associated with the life of George Washington, the new Parkway was automatically given an historically accurate character. For example, Christ Church, the Alexandria Academy, the Dulaney House, and the Carlyle House were buildings which Washington knew and/or visited during his lifetime, and which were on or near the proposed parkway. Thus, the physical preservation of structures associated with Washington was of paramount importance to routing the Parkway through the urban fabric of Alexandria, and the designers recognized that.

Second, the designers knew the memorial character of the Parkway in the city would be maintained because future buildings constructed along Washington Street would have an architectural quality that would contribute to the memorial character. The document which proposed this concept was the 1929 Memorandum of Agreement. This agreement gave the federal government a perpetual easement, or control of property, over Washington Street, and was viewed as the chief instrument to guaranteeing that only the construction of "residential or business development of such character and of such types of building as will be in keeping with the dignity, purpose and memorial character" of the Parkway would be permitted.

Third, the distinction between the pastoral and romantic Parkway and the rigid grid of the

Alexandria street system was reconciled by the design of memorial circles at the north and south ends of the Alexandria grid. These circles served as a physical transition to and from the undeveloped pastoral areas of the Parkway to the highly constructed city. In the end, however, only the memorial circle at the north end of the city grid was actually constructed. It is not known why the memorial circle on the south end was not constructed. It is possible that a roundabout at the south end of the city at Hunting Creek may not have been deemed necessary for two reasons: in this area in the 1930s there was more of a gradual and natural transition from the deliberate urban grid to the curvaceous and quiet Parkway because at the time there was no development south of Green Street. Another possibility is the thought that visitors heading northbound, and consequently away from Mt. Vernon, did not have as much of a need to maintain a sense of contemplative reverence since they would be going away from, and not toward, the object of veneration.

Evidence suggests that the City of Alexandria was cooperative with the design and goal of the Parkway, as even before the completion of the Parkway in 1932 city officials had begun routinely referring for comment to the federal government city building permits involving projects which fronted on Washington Street. Initially such permits were referred to the Department of Agriculture. Gradually, the National Capital Parks and Planning Commission (NCPPC) received the permits, and finally the National Park Service was the agency responsible for commenting on the building permits. This confusing process involved these different government organizations as a result of the federal government reorganizing its planning and preservation functions.

After construction of the Parkway was

completed, during the mid to late-30s and into the early 1940s there was a strong burst of residential construction activity in Alexandria and the surrounding metropolitan area, as the federal government launched massive programs to first combat the Great Depression, and later to increase military power with the imminent threat of World War II. Virtually without exception, the participating federal agencies applauded the construction of residential apartment complexes adjacent to the Parkway in Alexandria.

Some of these complexes consisted of extremely large buildings, such as the Mason Hall Apartments on West Abingdon Drive and Hunting Terrace at Washington and South Columbus Streets. Others were smaller and reflected the garden apartment movement, like the Williamsburg Apartments at Washington and Green Streets.



Gunston Hall Apartments, 900 block of S. Washington Street

Despite the variance in size and slight differences in architectural style, all of these complexes shared a common construction vocabulary of a red brick finish with punched window openings. The red brick finish is an important design concept because this style became the ideal architectural characteristic of Washington Street buildings.

While it gave enthusiastic support to the

architectural style of much of the residential construction along Washington Street, the federal government was considerably less sanguine regarding commercial buildings and the advertising signs which had begun to crop up along Washington Street. The National Park Service was so concerned with the commercial character of Washington Street that following World War II officials proposed the construction of an elevated freeway along the waterfront of Alexandria in order to divert Mount Vernon-bound traffic away from Washington Street, which was considered to have lost its semblance of memorial character.



603 S. Washington Street.

Furthermore, the National Park Service considered condemning property along Washington Street that did not meet the desired memorial nature of the Parkway. Either one of these proposals would have been disruptive to the city and would have seriously affected the economic base of Alexandria. In response to these proposals, Alexandria's City Council enacted the third local historic district ordinance in the nation in 1946.<sup>5</sup> One of its chief purposes was "the preservation of the memorial character of the George Washington Memorial Highway" as a means of protecting the city's tax base and also to placate the federal government. While construction proposals along Washington Street still continued to be referred to the National Park Service for comment, it was now the city's Board of Architectural Review that assumed the major burden of protecting the memorial

character of the Parkway after 1946.

At the same time that the Park Service became concerned about the lack of memorial character on Washington Street, the pastoral setting of the Parkway north of Four Mile Run, too, had been inalterably transformed by the federal government with the expansion of what would become National Airport. The airport was constructed immediately adjacent to the ruins of Abingdon, the estate where Eleanor "Nellie" Custis, the adopted daughter of George Washington, was born and which burned to the ground in 1930. The original designers of the Parkway considered Abingdon to be an important component to the sense of reverence along the road to Mount Vernon. During Parkway construction, a scenic overlook was created at the site of the Abingdon ruins that allowed "pilgrims," as Mount Vernon-bound travelers were called, on their way to the "shrine" to view a physical site that pertained to Washington's life. The scenic overlook also provided a sweeping panoramic vista of the broad expanse of the Potomac River to the southeast, which served to remind the viewer of the importance of this waterway to the 18<sup>th</sup> century world of Washington.

During the 1939 construction of National Airport, however, the Parkway was re-routed slightly to the west, and portions of the original Parkway became a roadway internal to the airport itself. As a result, the important symbolic overlook of Abingdon was abandoned. Today, the foundation has been stabilized and remains in the Ronald Reagan National Airport complex between two new parking garages. The site is accessible to visitors and features interpretive signage, but its significance to the Parkway has been overlooked by airport developers.

Directly to the south of the Abingdon ruins,

the Bureau of Public Roads, the very agency responsible for the design and construction of the Parkway, constructed an office and road testing facility on a 54 acre site in 1936. This facility consisted of a U-shaped collection of Georgian Revival style brick buildings that strongly resembled a college campus. At that time, the Parkway passed immediately to the east of the facility on the side closest to the Potomac River. A glimpse of the facility drew comparisons to the reconstructed Governor's Palace at Colonial Williamsburg or the Wren Building at the College of William and Mary. By designing this facility, the Bureau of Public Roads clearly established the preferred theme for the architectural treatment of new construction along the Parkway--buildings of the aesthetically pleasing Georgian Revival style. Indeed, the design of the complex was approved by the Commission of Fine Arts, which praised its architectural treatment.

When the airport was constructed a few years later and the Parkway relocated westward, the orientation of the complex lost its significance because a motorist's view was now of the backs of the buildings, and the colonial flavor of the facility could not be viewed and appreciated. The complex is still extant today, and it serves as a maintenance support facility for Ronald Reagan National Airport. Its original context has been lost completely, and the facility is located amidst the airport surface parking lots and garages.

Moving the Parkway westward during airport construction counteracted an important design element of the original Parkway. One of the principal reasons of keeping the original Parkway alignment eastward and nearer the River from a design standpoint was to avoid the visual intrusion of the Potomac Yard, a railroad classification facility constructed in 1906 which stretched from the area of the

Fourteenth Street Bridge (or Long Bridge) well into the City of Alexandria. By the time the Parkway's construction was proposed, Potomac Yard was reportedly the largest railroad classification facility in the country.<sup>6</sup> The rail yard created not only a visual blight but also an audible intrusion for travelers in their pre-air conditioning automobiles, and the original designers proposed a thick growth of trees on the west side of the Parkway in an attempt to mitigate these negative effects. Thus, the construction of the airport disrupted much of the original design intention of the Parkway when the roadway had to be relocated westward of its original alignment and immediately adjacent to Potomac Yard.

The memorial character of the Parkway has been substantially eroded in other sections as well, specifically to the north of Alexandria, with the construction of highway bridges, office buildings, and parking garages, many of which were built by and for federal government agencies in the last 20 years. For example, the highway bridges that carry the Fourteenth Street Bridge and I-395 over the Parkway do not in any way resonate with the memorial character of the roadway; the structures of METRO immediately adjacent to the Parkway likewise make no concession to the memorial landscape of the Parkway nor to the natural palette of materials used for structures along the Parkway; similarly, Crystal City, the massive office and residential complex adjacent to the Parkway and directly west of the airport, thwarts any contemplative nature. In addition, the prefabricated metal industrial buildings at the maintenance facility constructed by the National Park Service, which is adjacent to the Parkway and directly west of the airport, can hardly be deemed compatible with the memorial character of the Parkway.

As evidenced by the aforementioned

government sponsored projects, the interest of the federal government in protecting the Parkway has waxed and waned since the 1929 agreement with Alexandria. Its interest has often been tied to the personal predilections of the various administrators of the government agencies charged with enforcing the agreement. By contrast, the City of Alexandria has generally proved consistent in its attempts to maintain the vision of a designated memorial Parkway along one of its principal commercial arteries. Through both governmental action and the intense scrutiny of citizen activists, there has been a strong preference for buildings designed in a Colonial Revival style. While this style has been interpreted loosely at times, it normally consists of constructed red brick buildings with doorways framed by pediment surrounds,



First Union at 330 N. Washington Street.

multi-light punched wood windows, and often wood rooftop cupolas.

There have been, however, some noticeable lapses in the city's original embrace of the 1929 agreement, most of which are readily visible at the south end of the Parkway in Alexandria. Gerrymandering of the boundaries of the historic district in 1970

permitted the construction of the Humro office buildings in the 1100 block of South Washington Street (built in 1983), as well as the Porto Vecchio complex (1979). Because both projects were constructed outside the historic district, the Board of Architectural Review did not have jurisdiction to review the designs. Following the construction of these buildings, the boundaries of the historic district were returned to their former points in 1984 and now once more encompass the land where these structures exist. Both the current Zoning Ordinance and the *Design Guidelines* of the Board of Architectural Review would preclude their approval if these designs were proposed today.

There are a number of other buildings on Washington Street which were approved in the past by the Board of Architectural Review that today are considered to detract from the memorial character of the Parkway. These buildings include: the Harris Building at 1201 East Abingdon Drive, which has ribbon windows, an overly large mansard penthouse, and surface parking exiting directly onto the Parkway; the Jefferson Building at 901 North Washington Street, the only overtly modernistic building fronting on Washington Street;



Jefferson Building at 901 N. Washington Street.

and the United Fruit and Vegetable Growers building at 727 North Washington Street with

its ground floor interior parking exiting directly onto Washington Street. These buildings were approved because the BAR was not using the protective guidelines that are used today.

In the attempt to ensure that the memorial character of the Parkway is perpetuated, the City of Alexandria's Zoning Ordinance has mandated design standards for the construction of new buildings on Washington Street since 1990. These standards are even stricter than those applied elsewhere in the historic district. In the last several years there have been a number of new buildings constructed on Washington Street, and all have met the high design standards required by the Zoning Ordinance and the *Design Guidelines*.

Some building designs that have not been approved by the Board of Architectural Review because its members did not think they contributed to the memorial character of the Parkway have been built anyway due to approval by City Council on appeal of the Board decision. This was the case with the Atrium Building at 215 South Washington Street, which uses Colonial Revival detailing on a gargantuan scale coupled with a two story mansard roof. Another example is the building at 300 North Washington Street, which consists of seven stories in height and visually overwhelms its section of the street. Its approval was the result of ineffective height restrictions in the Zoning Ordinance. Since its approval and construction, the height limit along all of Washington Street has been considerably reduced to a maximum height of 50 feet, or approximately four stories.

This review of the history of the George Washington Memorial Parkway on Washington Street shows there is no single standard of what constitutes the Parkway's

memorial character. However, several principles can be derived from original goals and the styles and guidelines that have worked in the past, which should be used as aids and examples for defining memorial character of the Parkway as it passes along Washington Street:

### 1. Preservation of Historic Properties

Of utmost importance is the physical preservation of all properties actually associated with the life of George Washington or his family. This principal is in concert with the City of Alexandria's goal to preserve historic and architecturally important buildings along Washington Street. Consequently, the preservation and interpretation of these buildings binds together the purpose of the Parkway with Washington Street.

### 2. The Memory Test

The principal overriding design objective for new construction on Washington Street is to create buildings which are not overt visual intrusions on the established cityscape. Such buildings must be predominately background buildings that do not seek to make a strong impact on the Washington Street vista. This includes ensuring that these buildings are not visually jarring in scale, mass, materials, or color. The intention of the memory test lies in the concept that by the time one traverses the Parkway and enters Mount Vernon, the principal memory of buildings in Alexandria will be of the surviving historic buildings associated with Washington and not of modern constructs.

### 3. Red Brick with Punched Windows

As demonstrated by this article, due to the lack of a clear policy in the past there is no single architectural building style that is mandated for Washington Street in order to maintain the memorial character of the

Parkway. There are highly regarded examples of historic architectural merit that range from late 18th-century wood frame Federal style townhouses to high style center hall Georgian buildings to a limestone Art Deco style office building constructed in 1930. The designs of these buildings vary, and as a result it should be noted that mere replication of Federal or Georgian style buildings on an exaggerated scale for late 20th-century use is not normally considered to contribute to the architectural patrimony of Washington Street. There should be serious design consideration for Washington Street buildings so that all proposed buildings are not automatically Federal style replicas.

The most common building type on Washington Street, and therefore the one most likely to meet the memory test described in the second principal, is a building which visually expresses the historic red brick in a traditional load bearing manner. In other words, the red brick must be of structural masonry construction that appears to actually bear the load or weight of the building. On Washington Street windows for this building type grew from small Georgian style multi-pane sashes to proportionally larger openings.



700 S. Washington Street.

This trend evolved as improvements were made in glazing technology, and it is reflected in window openings found in buildings of the

Chicago School or Beaux Arts style. In each instance the windows are surrounded by masonry and appear to be "punched" through a solid load bearing masonry wall. By contrast, ribbon windows (a continuous horizontal band of windows) and glass curtain walls that are found on modern office buildings are not appropriate treatments along Washington Street.

The historical treatment of building facades along Washington Street has established a materials palette largely consisting of red brick with surface modulation that includes vertically punched windows which are proportionally appropriate. These traditional building treatments, in addition to a quietude of facade treatment rather than an exuberance of surface ornamentation, give a sense of timeless solidity to construction along the Parkway and a sense of connection to the building materials of Washington's lifetime. In this way, the memorial character of the Parkway can best be maintained, which, as most will agree, is a unique and important historical gift from Alexandria to its residents and visitors.

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### About the Author

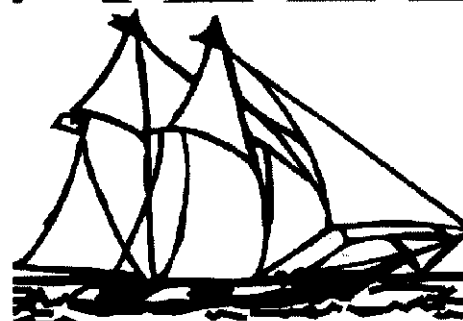
Peter H. Smith is the Principal Staff for the Boards of Architectural Review in the Department of Planning and Zoning. He has a Ph.D. in American Studies from George Washington University. Mr. Smith has written previously for the *Historic Alexandria Quarterly*.

**This issue of the Historic Alexandria is sponsored Mr. and Mrs. Oscar P. Ryder**

### End Notes

All photographs are courtesy of the Department of Planning and Zoning.

1. United States Congress, May 23, 1928, "An Act to authorize and direct the survey, construction and maintenance of a memorial highway to connect Mount Vernon, in the State of Virginia, with the Arlington Memorial Bridge across the Potomac River at Washington."
2. Memorandum of Agreement between City Council of the City of Alexandria and the United States of America, represented by the Secretary of Agriculture, June 20, 1929, Council Chamber, City Hall.
3. City of Alexandria Design Guidelines, Chapter 7 "Washington Street Guidelines," pp 1-10. Adopted by the Boards of Architectural Review, May 25, 1993.
4. EDAW, Inc. for the National Park Service, Cultural Landscape Report, Mount Vernon Memorial Highway, 8 vols., ca. 1985.
5. Ordinance No. 470 to amend Chapter 28, of The Code of the City of Alexandria, Virginia. Sec. 33 "Certificate of appropriateness; its purpose," August 13, 1946.
6. Cox, Al, Historic Structure Report, An Analysis of the Alexandria Union Station, City of Alexandria, Department of Transportation and Environmental Services, 1995, p. 25.



Previous Issues of the  
Historic Alexandria Quarterly:

*Remembering Alexandria's Bicentennial--Philately*  
By Timothy J. Dennee

*The Alexandria Union Station*  
By Al Cox

*Equally Their Due: Female Education in Antebellum Alexandria*  
By Gloria Seaman Allen

*A Study in Decentralized Living: Parkfairfax, Alexandria, Virginia*  
By Laura L. Bobeczko

*The Educational Use of the Property at 218 North Columbus Street*  
By Roland M. Frye, Jr.

*John La Mountain and the Alexandria Balloon Ascensions*  
By Timothy J. Dennee

*Flying the Capital Way*  
By Kristin B. Lloyd

*Recollections of a Board of Architectural Review Member:  
Thomas Hulfish III Reflects*  
By Timothy J. Dennee and Peter Smith

*Volunteers for Freedom: Black Civil War Soldiers in  
Alexandria National Cemetery*  
By Edward A. Miller, Jr.

# Alexandria's 250<sup>th</sup> Anniversary Calendar of Events

## August, 1999

### *August 1, 8, 15, 22 and 29*

Mount Vernon Chamber Series. Free. The Lyceum. 3:00 pm.  
703/838-4994, 703/799-8229.

### *August 2 and 9*

Waterfront Park Concerts. Free. Waterfront Park. 7:00 pm.  
703/883-4686.

### *August 4, 11 and 18*

Lunch Bunch Concerts. Free. Market Square. 12:15 pm.  
703/883-4686.

### *August 4*

#### *through September 6*

The Art League's "The American Landscape Show." Opening reception on August 8. The Art League Gallery, Torpedo Factory Art Center. 703/683-1780.

### *August 5, 12 and 19*

Music at Twilight Concerts. Free. Fort Ward Park. 7:00 pm.  
703/883-4686.

### *August 6*

#### *through September 28*

"George Washington: Profile of a Patriot." New exhibit featuring 19<sup>th</sup>-century prints of Washington, including *Washington Crossing the Delaware* by Emanuel Leutze and other famous, stirring images of the nation's first President. Traveling exhibit from the Mount Vernon Ladies Association. The Lyceum. 703/799-8229.

### *August 6 and 20*

Colonial Games. Children are invited to learn how to play 18<sup>th</sup> century games. Suggested donation of \$1 per child. Carlyle House. 10:00 am-Noon. 703/549-2997.

### *August 6 and 20*

Alexandria Citizens Band Concert. Free. Market Square. 7:30 pm. 703/838-4844, 703/883-4686.

### *August 7*

The Friendship Firehouse Festival. Displays and demonstrations on fire safety and rescue operations. Children will receive balloons, fire hats and birthday cake. Free. The Friendship Firehouse. 10:00 am-3:00 pm. 703/838-3814, 703/883-4686.

### *August 7*

Alexandria Archaeology "Dig Days." Help archaeologists excavate a site. \$5 per person. Reservations required. 10:00 am and 1:30 pm. 703/838-4399.

### *August 8*

Production of "1776," benefit event for the Alexandria 250<sup>th</sup> Anniversary Celebration. \$20 per person. Little Theatre of Alexandria, 600 Wolfe Street. 8:00 pm. 703/838-4554.

### *August 11*

Alexandria 250<sup>th</sup> Anniversary Music Series. Come dance the Lindy! Second Story, Worldbeat, blues and swing music. Free. Landmark Mall Food Court. 6:00 pm-9:00 pm. 703/941-2582.

### *August 13*

Alexandria Harmonizers Concert. Free. Market Square. 7:30 pm. 703/838-4844, 703/883-4686.

### *August 14*

Irish Festival. Music, dancing, vendors and food. Free. Waterfront Park. Noon-6:00 pm. 703/838-4844.

### *August 21*

Victorian Tea. 19<sup>th</sup>-century parlor games and tea for young ladies and their dolls. \$20. The Lyceum. 2:00 pm. 703/838-4994.

### *August 21*

American Indian Festival. Music, dancing, vendors and food. Free admission. Market Square. Noon-6:00 pm. 703/838-4844, 703/883-4686.

### *August 21*

Library Card Protest Commemorative. On August 21, 1939, five young African-American men from Alexandria staged a peaceful protest for library cards in the city's Queen Street (Barrett) Library. Honor the courage of these young men on the 60<sup>th</sup> anniversary of this protest which led the City to build the Robert Robinson Library for African-American citizens in 1940. Alexandria Black History Resource Center. 2:00 pm. 703/838-4356.

### *August 24*

#### *through September 19*

"WIRED" exhibit. Potomac Craftsmen Gallery, Torpedo Factory Art Center. 703/548-0935.

### *August 29*

#### *through September 25*

"250 Years of Alexandria Faces: Historic and Contemporary Portraits." Free. The Athenaeum, 201 Prince Street. Wed-Fri, 11:00 am-3:00 pm; Sat, 1:00 pm-3:00 pm; Sun, 1:00 pm-4:00 pm. 703/548-0035.

# Office of Historic Alexandria

P.O. Box 178, City Hall

Alexandria, Virginia 22313

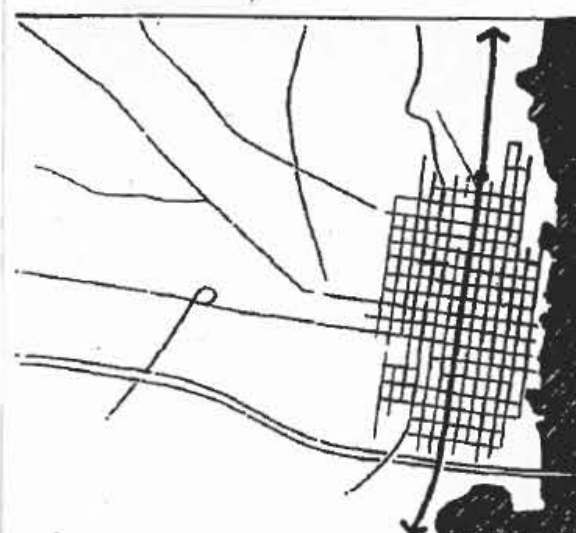
*Kerry J. Donley, Mayor*  
*William D. Euille, Vice Mayor*  
*William C. Cleveland, Councilman*  
*Redella S. Pepper, Council Member*  
*Lonnie C. Rich, Council Member*  
*David G. Speck, Councilman*  
*Lois L. Walker, Council Member*  
*Vola Lawson, City Manager*

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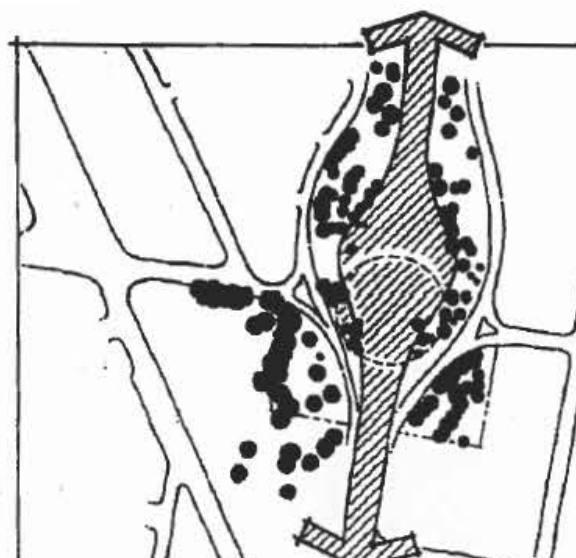
Jean Taylor Federico  
Director

T. Michael Miller  
Research Historian

Emily Coleman Kangas  
Editor



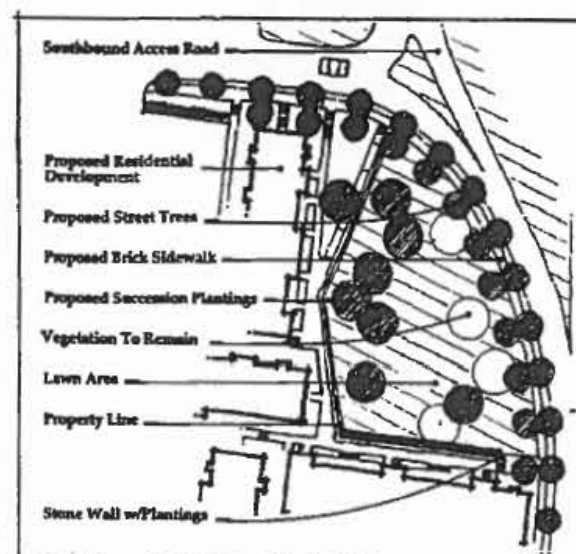
## Site Context



### Concept



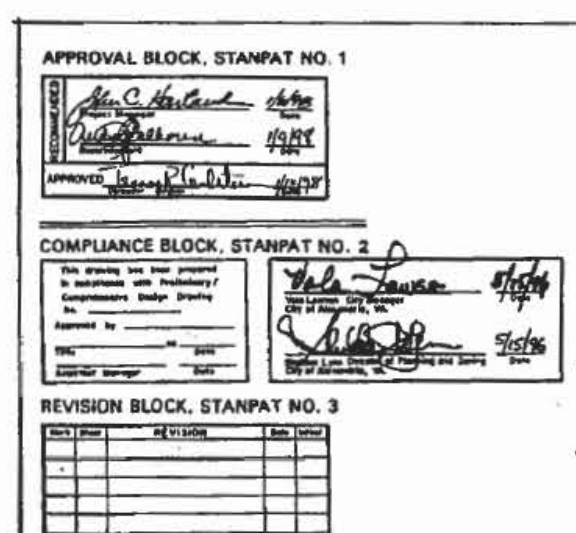
**Circa 1931 NPS Proposed Plan**



### Southwest Quadrant Detail Plan



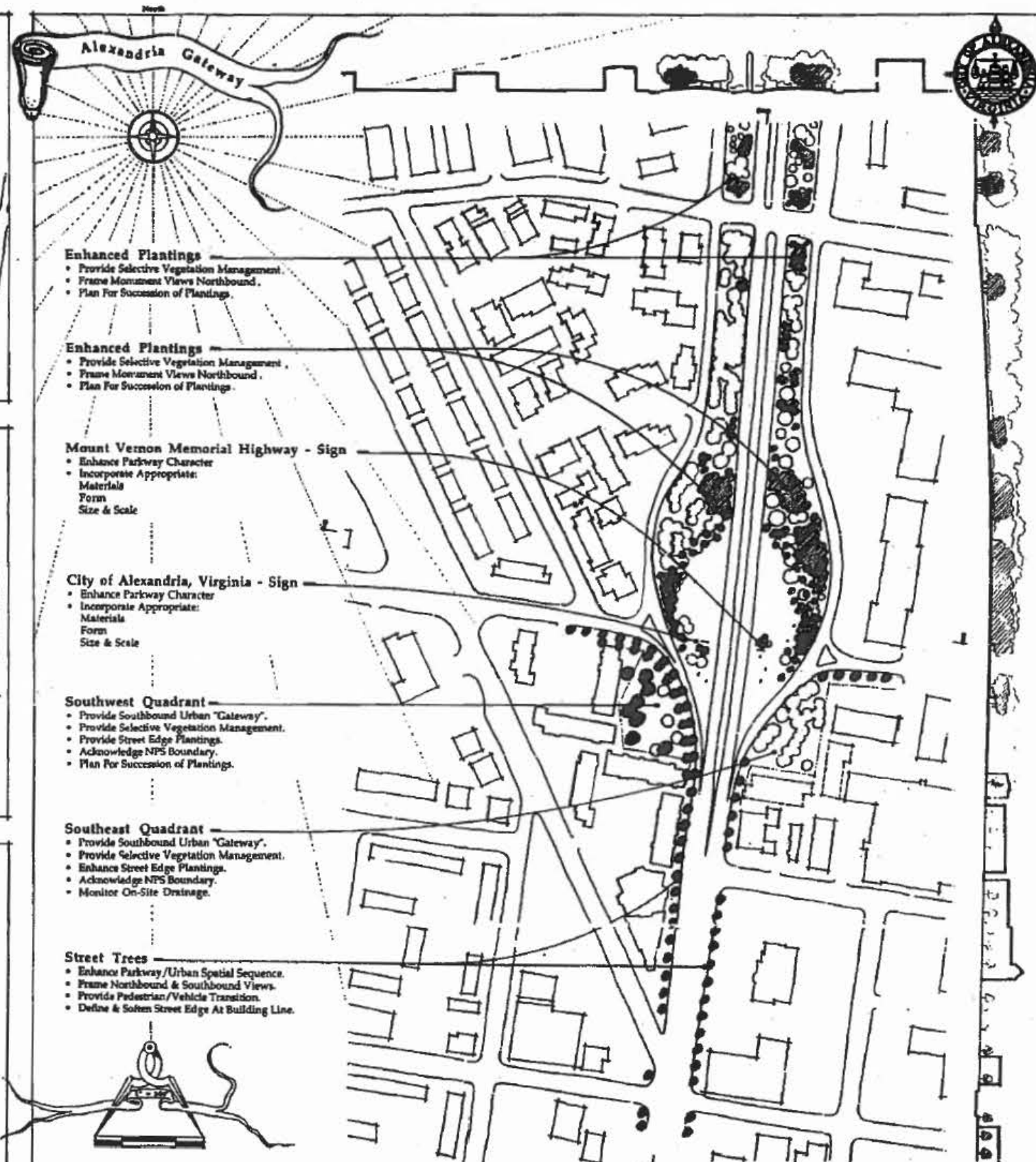
**Circa 1995 Existing Conditions**



APPROVAL BLOCK, STANPAT NO. 1

COMPLIANCE BLOCK, STANPAT NO. 2

REVISION BLOCK. STANPAT NO. 3



## Concept Master Plan

NO.	DT	DATE	REMARKS	DESIGNED P. P. P. P. A. P. P. P.

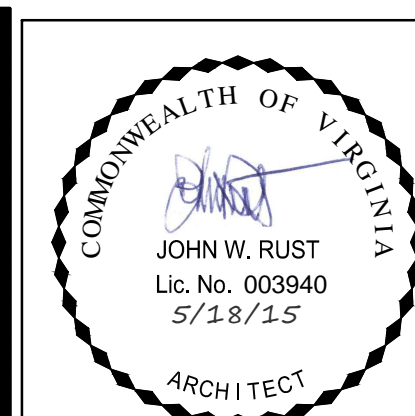
**GEORGE WASHINGTON  
MEMORIAL PARKWAY**  
Address: 1400 SPRING ST. - NORTON, VIRGINIA 22122  
**EXAMPIA DAYNA  
CONCEPT PLAN**

GRAPHIC SCALE:



8' 0 16' 32'

$1/16" = 10'$



1215 CAMERON STREET  
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22314

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F - 703.548.4779  
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## REVISIONS

DATE	DESCRIPTION

BAR  
CONCEPT  
05.18.15

## 1ST FLOOR, & 2ND FLOOR RENOVATION PLANS

SHEET NO.

## A1.1

### Property Information

Street	1101 North Washington Street		
Zone	CD	Total Lot	42,746

### FAR Information

Floor Area Ratio (F.A.R.) allowed by the zone				1.5
42,746	x	1.5	=	<u>64,119</u>
Lot Area		Max Permitted F.A.R.		Maximum Allowable Net Floor Area

### Gross Area Computations

New Gross Area (sf)	
Existing (above grade)	30,054
Proposed Addition	33,559
<b>Total Gross</b>	<b>63,613</b>

New Gross Floor Area	63,613
Allowable Deductions	3,181
New Net Floor Area	60,432

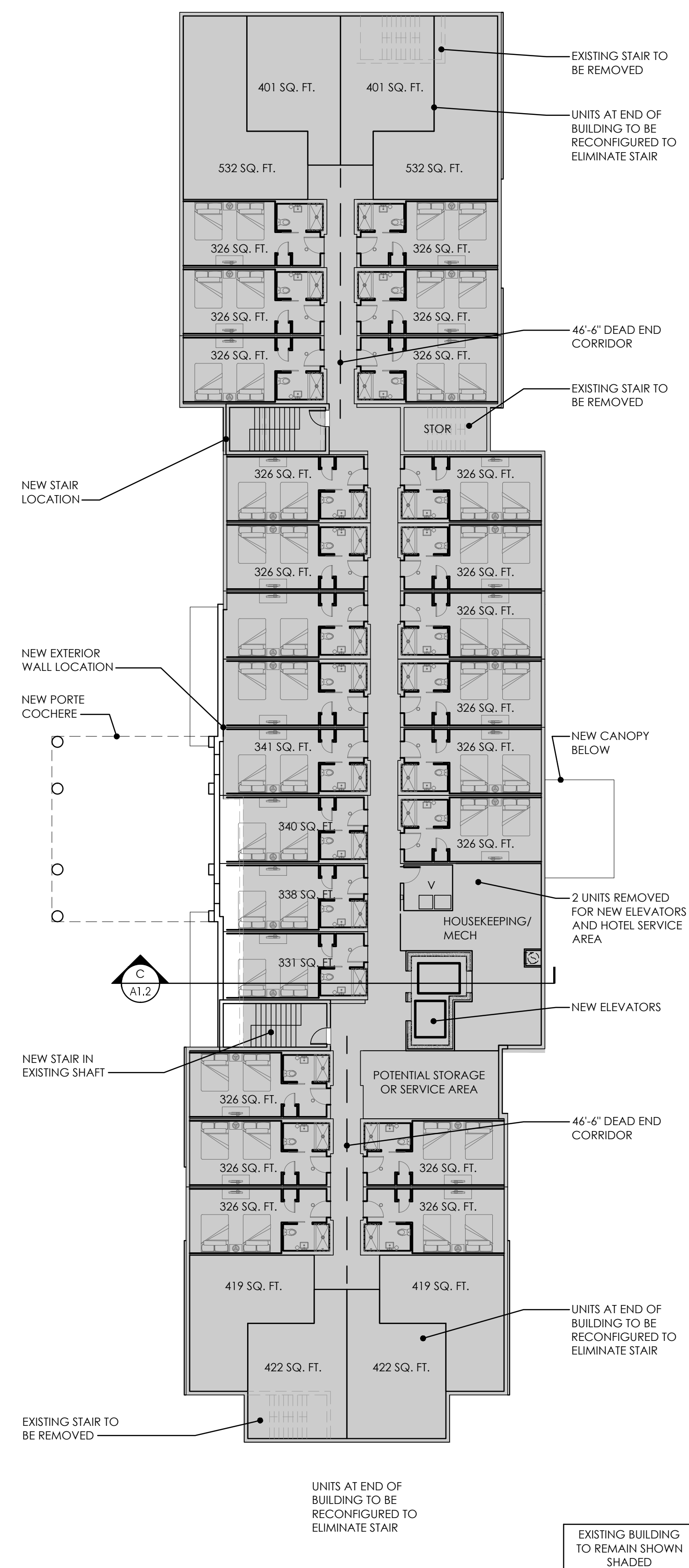
## Open Space Computations

Required Open Space	0	sf
Proposed Open Space	6,137	sf

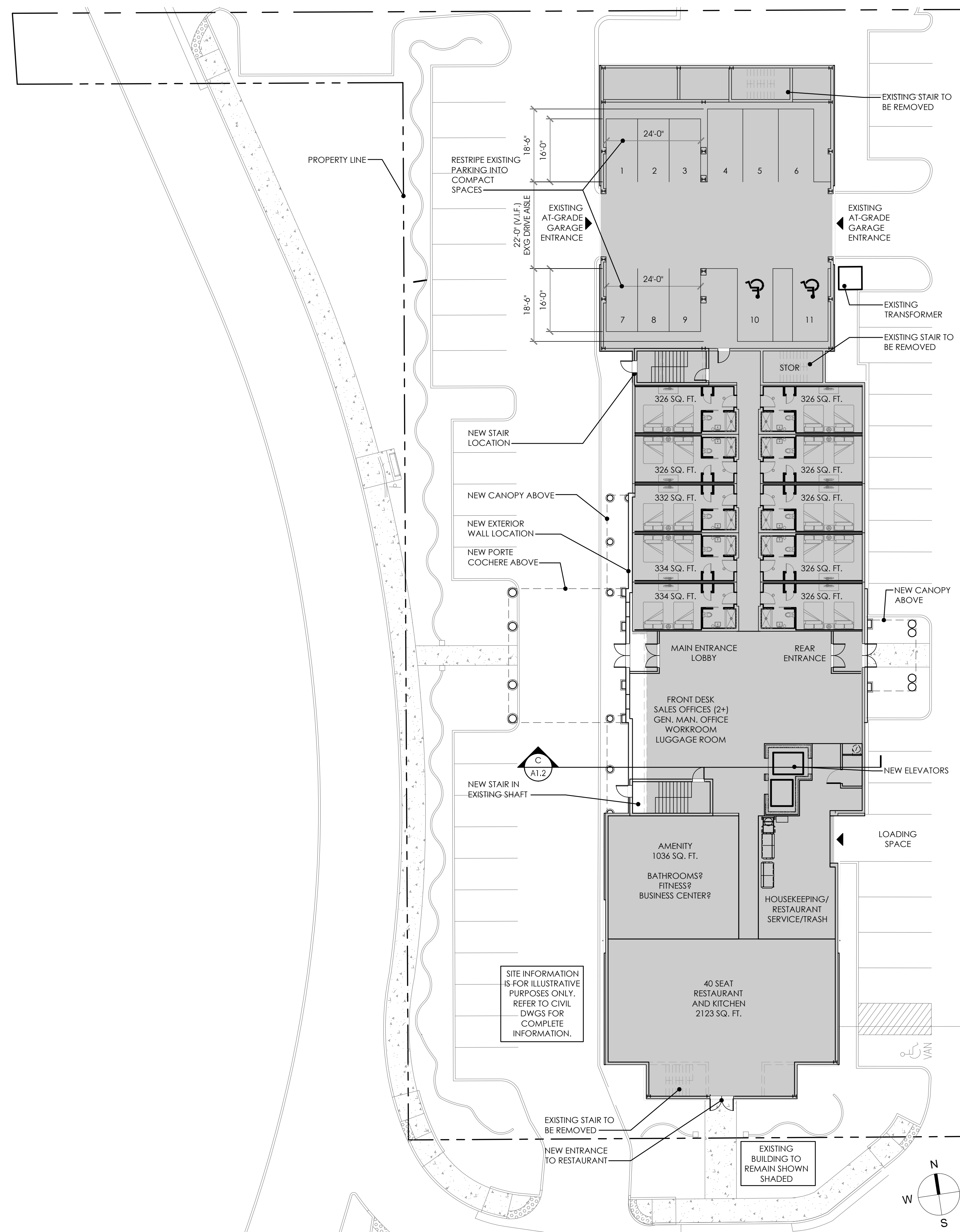
Building Height	50
-----------------	----

**Proposed Use**

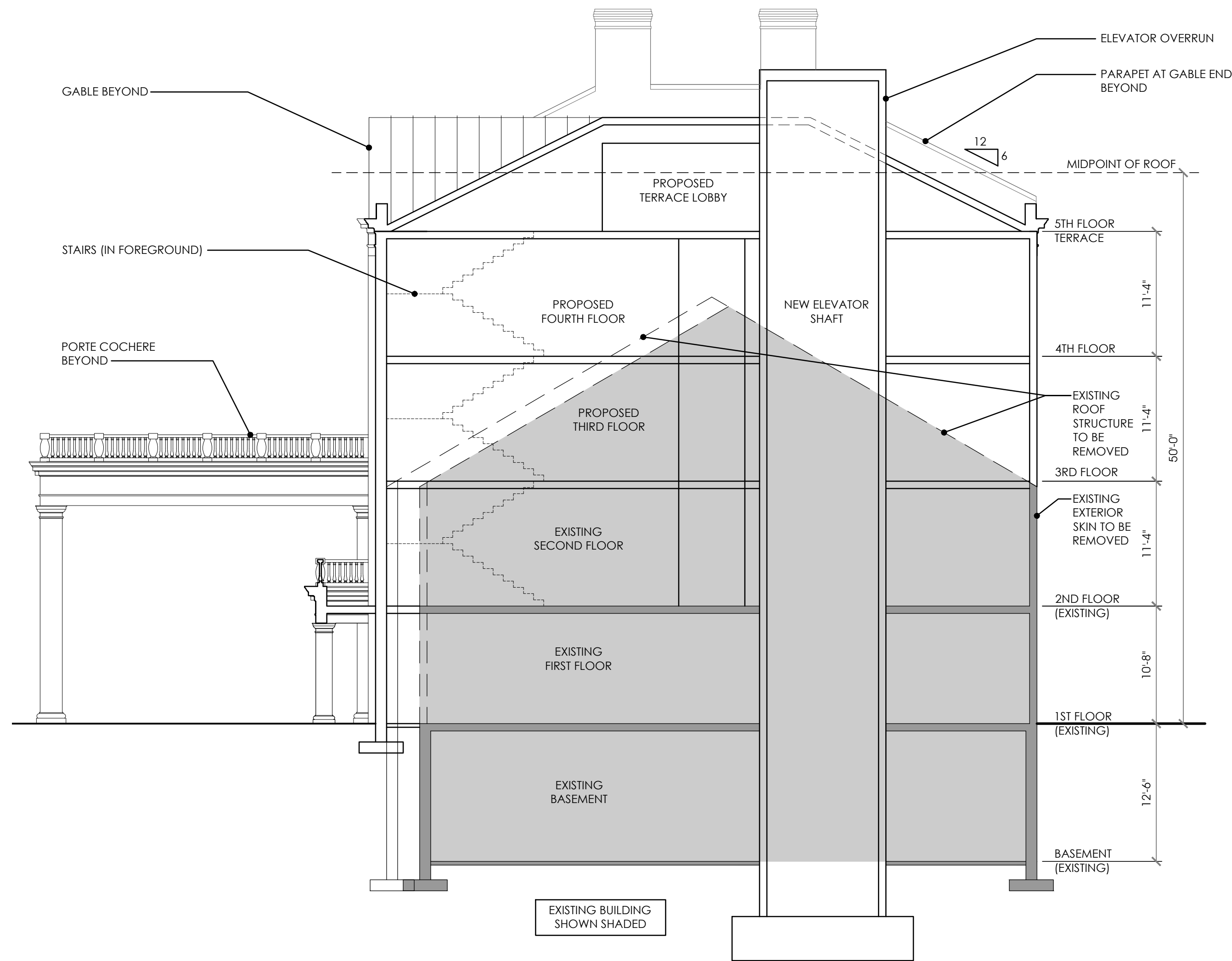
Four floors of hotel units with an additional story containing a rooftop terrace as well as ground floor amenity spaces and a full service restaurant.



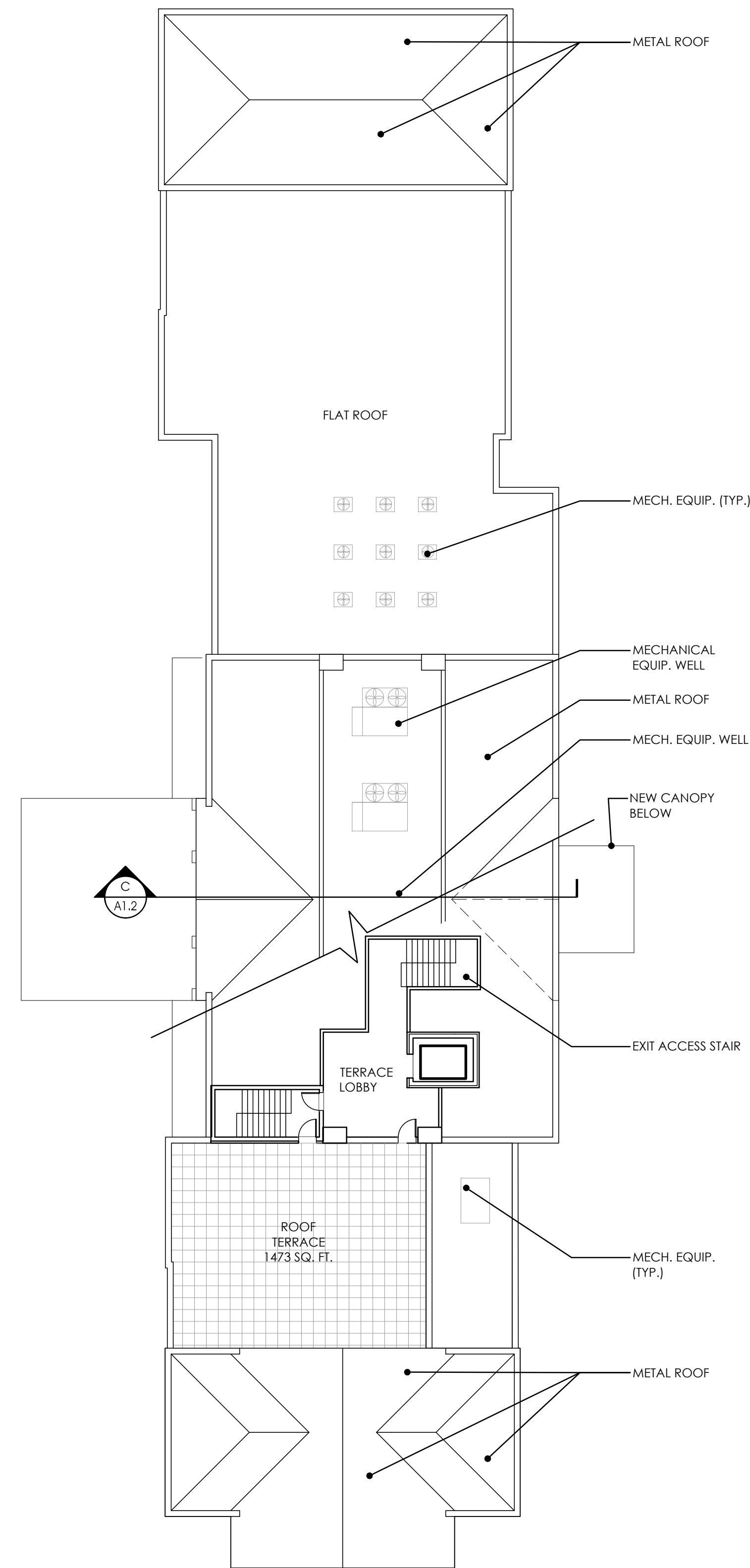
EXISTING SECOND FLOOR RENOVATION PLAN  
1/16" = 1'-0"



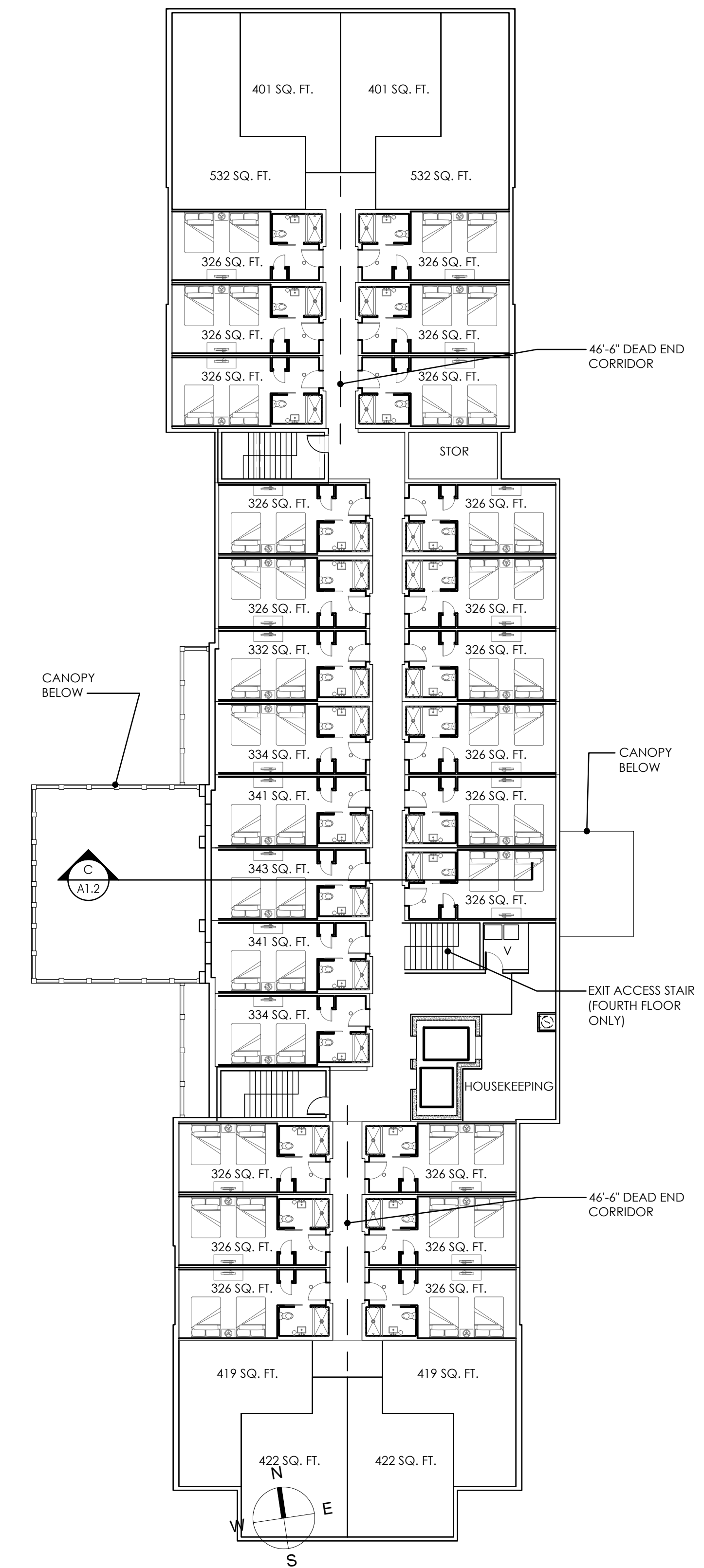
EXISTING GROUND FLOOR RENOVATION PLAN  
1/16" = 1'-0"



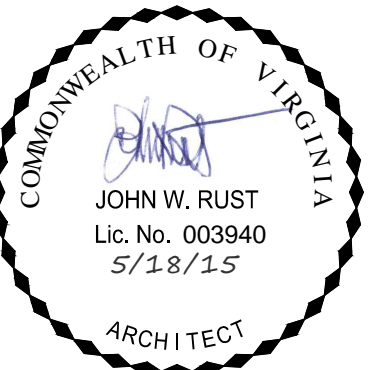
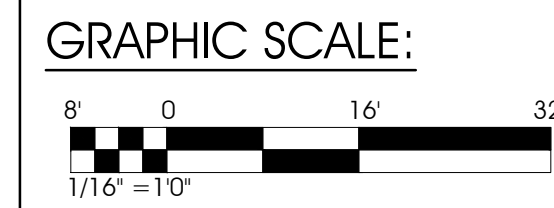
C BUILDING SECTION  
1/8" = 1'-0"



B NEW FIFTH FLOOR PLAN AND ROOF PLAN  
1/16" = 1'-0"



A NEW THIRD AND FOURTH FLOOR PLAN  
1/16" = 1'-0"



**RUST | ORLING**  
ARCHITECTURE

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#### REVISIONS

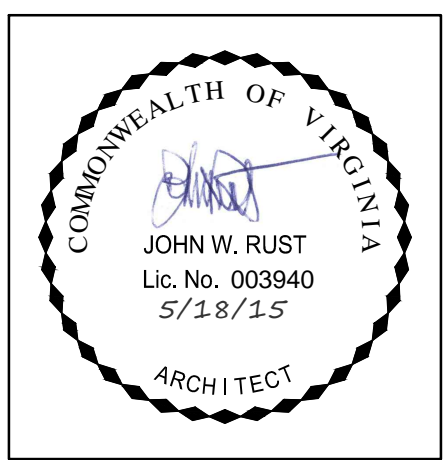
DATE	DESCRIPTION

BAR  
CONCEPT  
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3RD AND 4TH  
FLOOR PLANS, 5TH  
FLOOR TERRACE  
AND BUILDING  
SECTION

SHEET NO.

**A1.2**



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REVISIONS	
DATE	DESCRIPTION

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CONCEPT  
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EXTERIOR  
ELEVATIONS

SHEET NO.  
**A2.1**



B WEST (WASHINGTON STREET) ELEVATION  
3/32" = 1'-0"



A SOUTH (SECOND STREET) ELEVATION  
3/32" = 1'-0"



EXISTING TREE TO REMAIN

EXISTING AT GRADE COVERED PARKING AREA TO BE CONVERTED TO RESTAURANT

LOADING DOCK ENTRANCE

A

EAST ELEVATION  
3/32" = 1'-0"



EXISTING RESIDENTIAL BUILDING

EXISTING PRIVATE ACCESS ROAD

SITE ENTRANCE  
PROPOSED PORTE COCHERE BEYOND  
EXISTING TREE TO REMAIN

EXISTING SERPENTINE WALL TO REMAIN

B

NORTH (ALLEY) ELEVATION  
3/32" = 1'-0"



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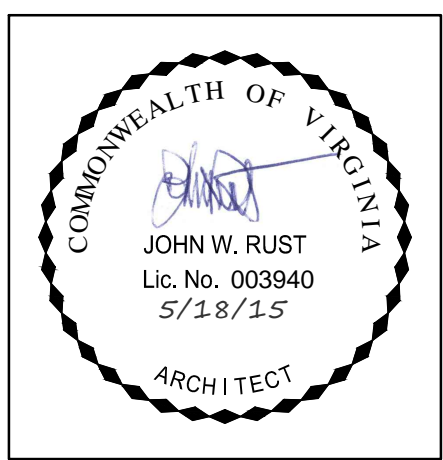
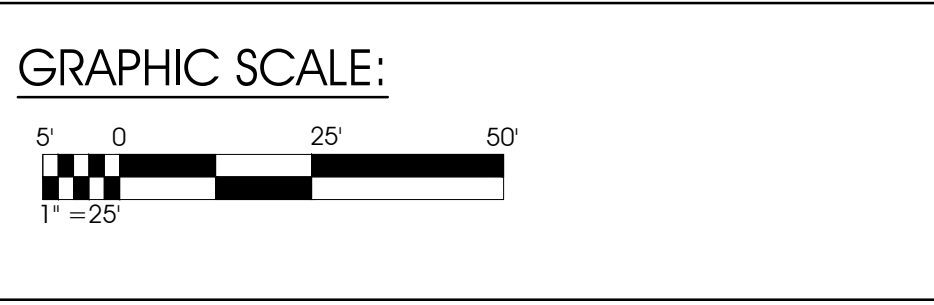
DATE	DESCRIPTION

BAR  
CONCEPT  
05.18.15

EXTERIOR  
ELEVATIONS

SHEET NO.

A2.2



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REVISIONS

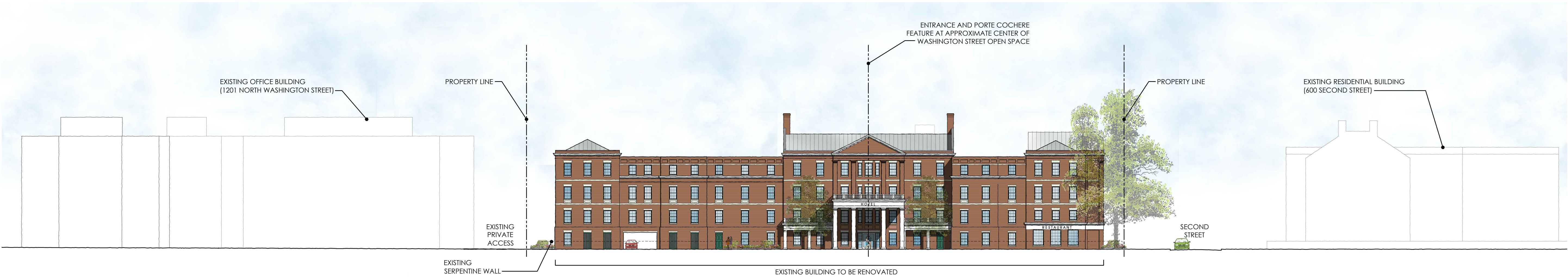
DATE	DESCRIPTION

BAR  
CONCEPT  
05.18.15

STREETSCAPES

SHEET NO.

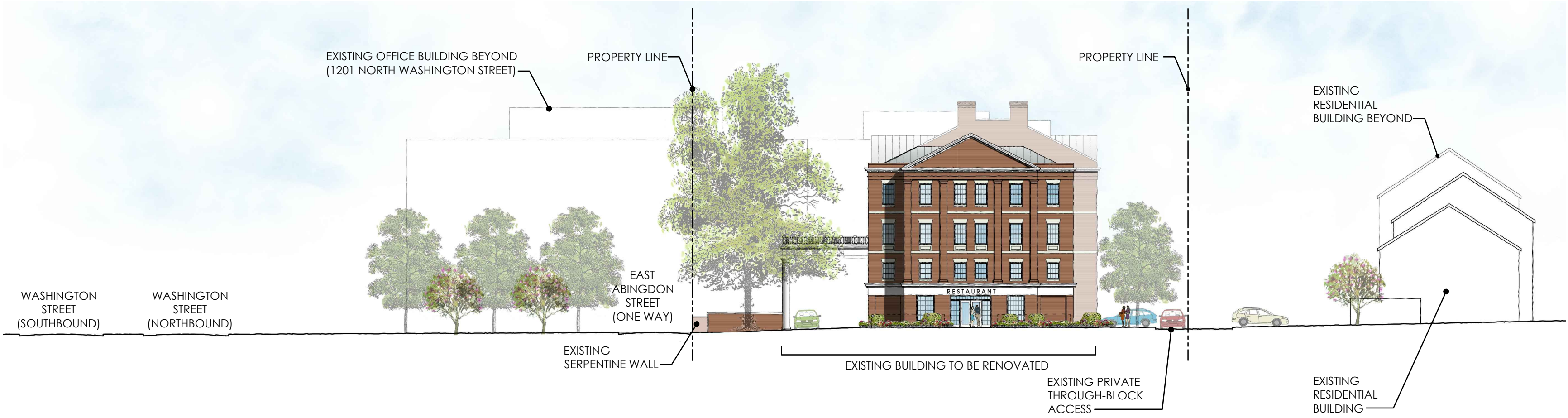
A3.1



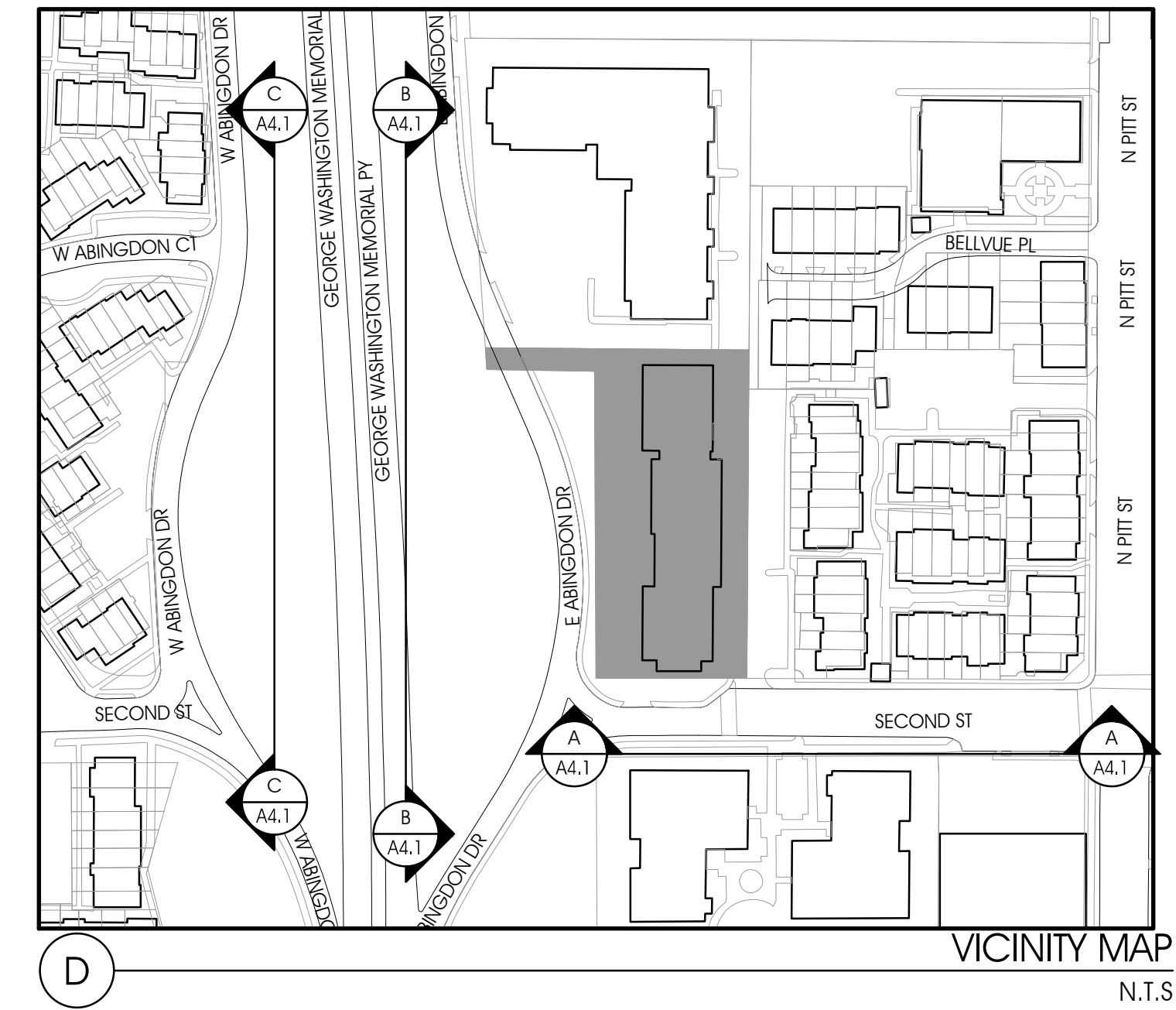
C WASHINGTON STREET STREETSCAPE  
1" = 25'-0"



B REAR STREETSCAPE  
1" = 25'-0"



A SECOND STREET STREETSCAPE  
1" = 25'-0"



WEST ABINGDON DRIVE (NORTH-SOUTH)

EXISTING ADJACENT CONDITION  
N.T.S.



PROJECT SITE  
EAST ABINGDON DRIVE (NORTH-SOUTH)

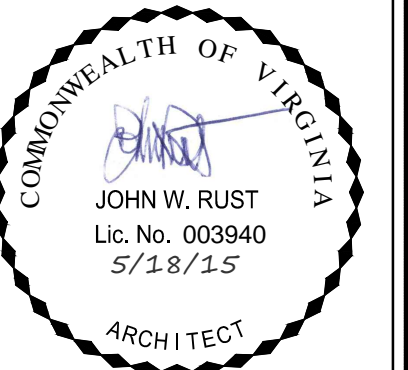
EXISTING ADJACENT CONDITION  
N.T.S.



PROJECT SITE

SECOND STREET (EAST-WEST)

EXISTING ADJACENT CONDITION  
N.T.S.



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#### REVISIONS

DATE	DESCRIPTION

BAR  
CONCEPT  
05.18.15

EXISTING  
CONDITION AND  
CONTEXT  
PHOTOGRAPHS

SHEET NO.

**A4.1**



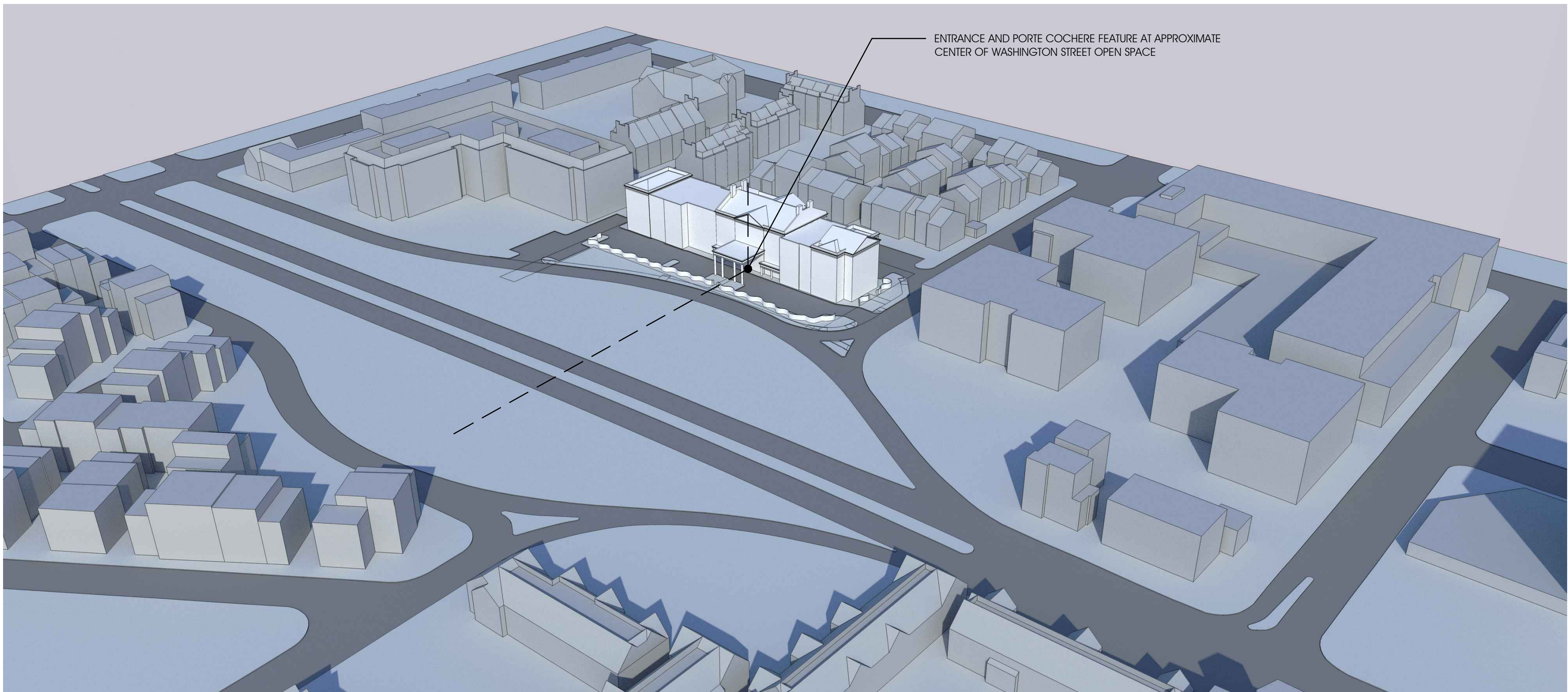
C

VIEW FROM SOUTH  
N.T.S.



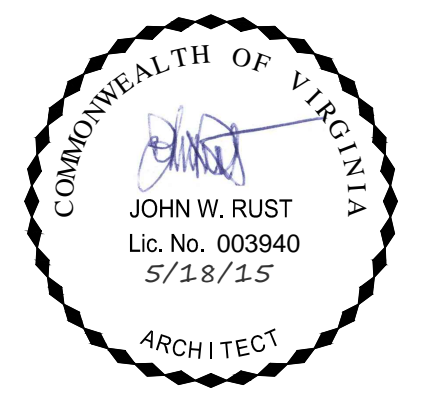
B

VIEW FROM EAST  
N.T.S.



A

AERIAL VIEW  
N.T.S.



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#### REVISIONS

DATE	DESCRIPTION

BAR  
CONCEPT  
05.18.15

MASSING MODEL

SHEET NO.

**A5.1**

26 May 2015

Ms Catherine Miliaras  
Department of Planning and Zoning  
City of Alexandria  
301 King Street, Room 2100  
Alexandria, Virginia 22313

RE: 1101 North Washington Street – BAR Concept Submission

Catherine,

Per your request, the following is an itemized description of compliance with the Washington Street Standards. Please don't hesitate to call me if you've got any questions.

**Alexandria Zoning Ordinance §10-105 (A)**

(3) *Additional standards—Washington Street.*

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

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

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

The overall style and individual elements of the proposed building have been drawn from historic buildings on Washington Street. See images of prototypes below.

(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.*

On many blocks in the city of Alexandria, the height of historic buildings varies dramatically. Architecturally significant buildings with height/number of stories comparable to that proposed include the Cotton Factory (515 N. Washington Street), Washington Street Methodist Church (109 S. Washington Street), George Mason Hotel (126 S. Washington Street), and the Martin VB Bostetter, Jr., U.S. Courthouse (200 S. Washington Street). The architecture of the proposed building has been designed so that it will not "detract from, overwhelm, or otherwise intrude" on historic buildings elsewhere on Washington Street.

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

Because the overall style as well as individual elements of the proposed building have been drawn from historic buildings on Washington Street and elsewhere in the Old and

Historic Alexandria District, the design of the proposed building is complementary to historic buildings on Washington 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.*

No historic buildings are adjacent to this project.

- (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.*

Differing roof forms and heights, variations in details such as window treatments, balustrades, and cornices, and the introduction of elements such as a pedimented, projecting entry, visually reduce the massing of the proposed building.

- (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.*

This application includes the required massing study. See sheet A5.1.

- (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.*

Prototypes for architectural style and massing include the Cotton Factory, the Martin V.B. Bostetter, Jr., U.S. Courthouse, Alexandria Hospital, and the Bank of Alexandria. See images below.

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

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

- (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.*

Facades of the individual "buildings" consist of 20'-40' bays, as expressed by changes in plane, architectural details, roof heights, massing, and articulation.

- (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.*

Proposed building materials include brick, cast stone, standing seam metal roofing, and synthetic wood. See Sheet A2.1.

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

The fenestration patterns and solid-void relationships proposed are those found in historic buildings throughout the Old and Historic Alexandria District. See Sheets A2.1 and A2.2.

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

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

Please don't hesitate to call me if you've got any questions.

Regards,

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

John Rust, AIA

Enclosure: Images of prototypes

Images of Prototypes



Cotton Factory



Martin V. B. Bostetter, Jr., U.S. Courthouse



Alexandria Hospital



Bank of Alexandria

ADDRESS OF PROJECT: 1101 N. Washington St.

TAX MAP AND PARCEL: 044.04-05-02

ZONING: CD

APPLICATION FOR: (Please check all that apply)

☒ CERTIFICATE OF APPROPRIATENESS "CONCEPT PLAN"☐ PERMIT TO MOVE, REMOVE, ENCAPSULATE OR DEMOLISH  
(Required if more than 25 square feet of a structure is to be demolished/impacted)☐ WAIVER OF VISION CLEARANCE REQUIREMENT and/or YARD REQUIREMENTS IN A VISION  
CLEARANCE AREA (Section 7-802, Alexandria 1992 Zoning Ordinance)☐ WAIVER OF ROOFTOP HVAC SCREENING REQUIREMENT  
(Section 6-403(B)(3), Alexandria 1992 Zoning Ordinance)Applicant: ☒ Property Owner ☐ Business (Please provide business name & contact person)

Name: CIA Colony Inn LLC

Address: 3147 Woodland Lane

City: Alexandria State: VA Zip: 22309

Phone: 703-836-1634 E-mail: sbannister@CAPINVESTAD.com

Authorized Agent (if applicable): ☐ Attorney ☒ Architect ☐

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

E-mail: jrust@rustorling.com

Legal Property Owner:

Name: CIA Colony Inn LLC

Address: 3147 Woodland Lane

City: Alexandria State: VA Zip: 22309

Phone: 703-836-1634 E-mail: sbannister@CAPINVESTAD.com

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

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

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

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

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

Demolition of the existing exterior skin of a two story brick motel, and construction of a three story addition on top of the existing building within the 50' height limit.

This project consists of the construction of an approximately 34,000 square foot addition to the approximately 30,000 square foot existing building, creating an approximately 111 room hotel with amenities including a restaurant and meeting facilities. The new exterior skin will provide compliance with the Washington Street Standards and Guidelines. Frontage improvements such as increased screening for parking and the reduction of paved areas will reinforce the frame for the landscaped gateway at the north entrance to Old Town on the George Washington Memorial Parkway.

**SUBMITTAL REQUIREMENTS:**

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

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

Electronic copies of submission materials should be submitted whenever possible.

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

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

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

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

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

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

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

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

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

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

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

**APPLICANT OR AUTHORIZED AGENT:**Signature:  \_\_\_\_\_

Printed Name: JOHN RUST \_\_\_\_\_

Date: 05/18/15 \_\_\_\_\_

# OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. Stephen A Bandister	800 States Lane	1/3
2. Rebecca O Peluso	✓	1/3
3. Stelldi G. Bati	✓	1/3

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

Name	Address	Percent of Ownership
1. <i>Same</i>		
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. <i>NA</i>		
2.		
3.		

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

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

5/14/18      Stephen A Bandister      *[Signature]*  
 Date                      Printed Name                      Signature