



***Development Special Use Permit #2014-0043  
Restaurant Special Use Permit#2015-0096  
Transportation Management Plan SUP #2015-0095  
1101 North Washington Street – Old Colony Inn***

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Application	General Data	
<b>Project Name:</b> 1101 North Washington Street	PC Hearing:	May 3, 2016
	CC Hearing:	May 14, 2016
	If approved, DSUP Expiration:	May 14, 2019 (3 years)
	Plan Acreage:	0.98 acres (42,746 SF)
<b>Location:</b> 1101 N. Washington Street	Zone:	CD / Commercial Downtown
	Proposed Use:	Hotel/Restaurant
	Dwelling Units:	N/A
	Gross Floor Area:	62,403 SF
	Net Floor Area:	58,539 SF
<b>Applicant:</b>	Small Area Plan:	Old Town North
	Historic District:	Old & Historic Alexandria
	Green Building:	LEED Silver or equivalent

<b>Purpose of Application</b>
Consideration of a request for a Development Special Use Permit with Site Plan for renovation of and addition to an existing hotel with accessory restaurant/meeting room.
<b>Special Use Permits and Modifications Requested:</b>
1. Development Special Use Permit and Site Plan with modifications for renovation of and addition to an existing hotel with accessory restaurant/meeting room, and a request for a parking and loading reduction; 2. Special Use Permit for a restaurant use in the CD zone; 3. Special Use Permit for a transportation management plan; 4. Modification to the Zone Transition Line Setback for the east property line; 5. Modification to the Landscape Island / Parking Ratio.

<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>
<b>Staff Reviewers:</b> Robert M. Kerns, AICP, Chief of Development <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a> Dirk H. Geratz, AICP, Principal Planner <a href="mailto:dirk.geratz@alexandriava.gov">dirk.geratz@alexandriava.gov</a> Michael Swidrak, AICP, Urban Planner <a href="mailto:michael.swidrak@alexandriava.gov">michael.swidrak@alexandriava.gov</a>

<b><u>PLANNING COMMISSION ACTION, MAY 3, 2016:</u></b> On a motion by Vice Chairman Macek, seconded by Commissioner Koenig, the Planning Commission voted to <b>recommend approval</b> of Development Special Use Permit #2014-0043, Restaurant SUP #2015-0096 and Transportation Management Plan SUP #2015-0095 subject to
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compliance with all applicable codes, ordinances and other staff recommendations. The motion carried on a vote of 7-0.

**Reason:**

The Planning Commission agreed with the staff analysis. Discussion from the Commission focused on parking and loading, the modification of the zone transition line setback, and the general development review process. In relation to proposed parking, the Commission was satisfied with the provided on-site amount, agreeing that the approved parking ratio is consistent with recent hotel approvals. The Commission concurred that siting overflow parking on office sites that are close to the hotel helps to better utilize these parking areas and is more flexible to actual parking demand. Additionally, the implementation of other parking management strategies, such as the continuing of the hotel shuttle service, will help to achieve parking efficiencies. Relating to questions of enforcement regarding conditions that prohibit off-street parking by employees, staff answered that the City has enforced similar conditions in the past, including penalties for properties that have not complied. The Commission was satisfied with the staff analysis of the application of the zone transition setback modification, citing that the applicant had reduced the building encroachment over the course of their submissions to BAR and UDAC, and that the remaining encroachment is “modest” in relation to its impact on neighboring properties. In reference to public comment that called into question the quality of professional staff review, the Commission expressed faith in the review process leading to the Commission’s project review. The Commission expressed confidence in the hotel proposal, citing that hotels are often good neighbors to adjacent residents, and that the proposal had many benefits, including the architectural quality and environmental considerations (i.e. the reuse of the existing structure and the future LEED or equivalent certification).

**Speakers:**

M. Catharine Puskar, attorney representing the applicant, spoke in favor of the request. She provided the Commission with a presentation that outlined 1) the modifications and variances needed by the developments adjacent to the applicant’s site to be approved 2) the requested parking reduction and the parking demand of nearby hotels that have been observed or recently approved, and 3) the evolution of the building design, with specific attention to the zone transition setback from the east property line. In relation to the second point above, she noted that the submitted traffic impact study was based on satisfying parking demand off-street, and only included on-street parking studies due to the City’s requirements. She also answered a question from the Commission pertaining to site deliveries and delivery vehicles. She noted that the site would be served by box trucks for loading and deliveries, and that the applicant could arrange trash pickup three times a week to account for the increase in hotel size and addition of the restaurant.

Ken Adami, of Canal Way, spoke in opposition of the project, asserting that the building proposal is too large for the site, and was concerned with the proposed modification to the zone transition setback. He suggested a compromise of a three-story building.

Jim Herring, of Pitt Street Station, spoke in opposition of the project, noting disagreements with the staff analysis, and contending that arguments in favor of the modifications (i.e. increased landscaping) did not mitigate the impacts of the proposed zone transition setback modification.

Andrea Haslinger, of Pitt Street Station, spoke in opposition of the project, noting that the impacts of the building height and massing from the eastern façade were significant, and that site improvements did not mitigate the impacts of reduced sunlight and views.

Elizabeth Chimento, of Pitt Street Station, spoke in opposition of the project, focusing on how the submitted traffic impact study demonstrated how parking demand on peak nights may overwhelm available on-site parking supply, and how the parking study does not adequately consider pipeline developments, like 530 First Street (Edens).

Elizabeth Sproul, of Pitt Street Station, spoke in opposition of the project, focusing on the proposed parking reduction, and the impacts of overflow parking if the on-site parking supply does not accommodate demand. She noted the lack of available neighborhood on-street parking, and the problems with locating off-site parking at 800 Slaters Lane, a ½ mile from the site.

Cathy Dooley, President of Pitt Street Station Homeowners Association, spoke in opposition to the project, discussing the architectural mass and quality, arguing that the proposed building will appear as a four-story “mass of bricks” from passing cars along the George Washington Parkway. She also spoke against the location of the restaurant and bar in the hotel on Second Street.

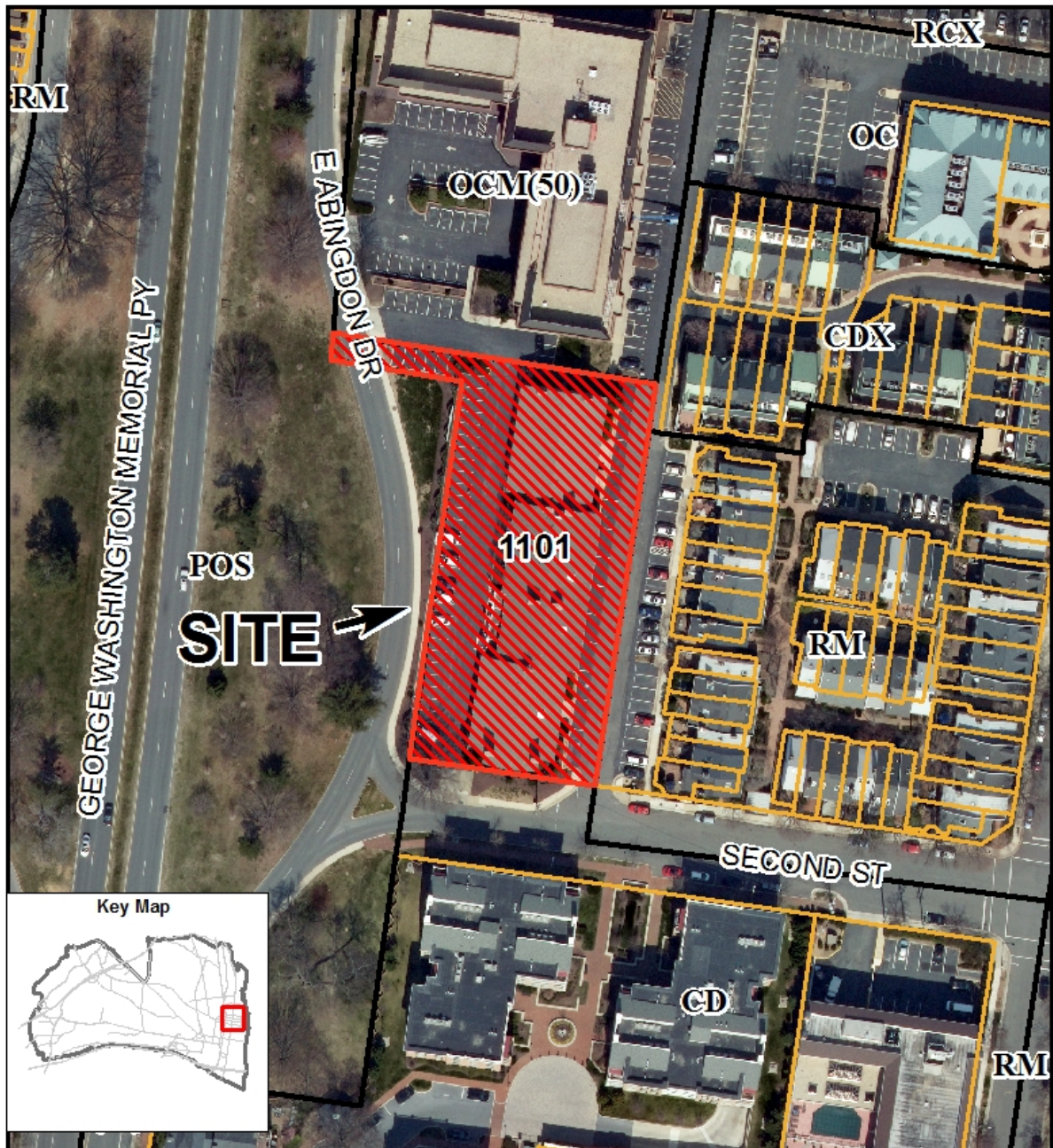
Christopher Newbury, of Pitt Street Station, spoke in opposition of the project, addressing issues with the size of the building, and argued that the conditions of approval do not address the impacts of the project and are in some cases not enforceable.

Matthew Hennesey, representing NOTICe, spoke in opposition of the project, citing the impacts of the proposed building on the adjacent neighbors, and the reduction of sunlight and views for those neighbors.

Morrill Marston, of Canal Way, spoke in opposition of the project, focusing on a review of the zone transition setback he conducted with two architects. The review of the setback encroachment was found to be “severe,” and would greatly impact neighboring properties.

Caitlin Riley, of Canal Way, spoke in opposition of the project, citing specifically the proposed zone transition setback encroachment, and its inadequate reduction and lack of proposed mitigation measures.

Linda Lord, President of the Liberty Row Condominium Association, spoke in opposition of the project, focusing on concerns of public safety. These included the route of delivery trucks as they enter and exit the site, the inadequacy of trash pickup only twice a week, and issues with overflow parking. She also raised the concern that proposed mitigating measures, including landscaping, were not adequate to address the impact of the proposed development.



Development Special Use Permit #2014-0043,  
TMP SUP #2015-0095, SUP #2015-0096  
1101 North Washington Street



## **I. SUMMARY**

### ***A. Recommendation***

Staff recommends approval for the request to renovate and expand an existing hotel and add a restaurant with a Development Special Use Permit with Site Plan (DSUP) with associated special use permits and modifications, and subject to compliance with Staff recommendations. The proposal provides a number of benefits for the City and surrounding community, including:

- A building of high-quality design and architecture at a City gateway of the George Washington Memorial Parkway;
- Enhanced streetscape and pedestrian improvements along Second Street and E. Abingdon Drive by N. Washington Street;
- Increased tree plantings and landscaping on Second Street and in green areas facing N. Washington Street;
- LEED Silver (or equivalent) for green building design;
- A public art contribution (approximately \$9,939); and
- A contribution to the City's Housing Trust Fund (approximately \$61,296)

### ***B. General Project Description & Summary of Issues***

The applicant, CIA Colony Inn LLC, requests approval for the renovation and expansion of the current Old Colony Inn hotel. The proposal consists of the expansion of the hotel from 49 to 95 rooms and four (4) stories, with the addition of a 60-seat restaurant. The site is bounded by Second Street to the south, E. Abingdon Drive and N. Washington Street to the west, the office building at 1201 E. Abingdon Drive to the north, and an alley shared with Canal Way residences to the east.

The applicant is requesting the following approvals with this project:

- Development Special Use Permit (DSUP) with Site Plan and including:
  - Renovation of and addition to an existing hotel with accessory restaurant/meeting room, and a request for a parking and loading reduction
  - Special Use Permit for a restaurant use in the CD zone
  - Special Use Permit for a transportation management plan; and
  - Modifications to the zone transition setback and landscape island/parking ratio.

Key issues that were considered in the staff analysis of this proposal, and which are discussed in further detail in this report, include:

- Mass, scale, height and articulation of the building
  - Consideration of the appearance and context for development along N. Washington Street and adjacent residential development
- Location and supply of parking and loading facilities
- Conformance to policies and provisions set forward in the Old Town North Small Area Plan and Urban Design Guidelines, and Washington Street Standards
- The impact of development and site operation on adjacent residences
- Landscape and streetscape improvements

- Restaurant location and operation
- Community engagement and resident input

## **II. BACKGROUND**

### ***A. Site Context***

The approximately 1-acre site is located in the northwest portion of Old Town North, facing E. Abingdon Drive from the east. The Old Colony Inn hotel address is on N. Washington Street, as E. Abingdon Drive is a service road for Washington Street as it becomes the George Washington Memorial Parkway (GWMP) going northward. The site is also located in the Old & Historic Alexandria District, and subject to the Washington Street Standards.

The relationship of the hotel to Washington Street primarily concerns its western façade. The southern, eastern and northern edges of the site abut residential and office. To the south, along Second Street is a four-story, multifamily building which is part of Liberty Row Condominiums. The eastern façade of the hotel is served by a parking alley with front-in spaces for the hotel and Canal Way townhouses, located directly to the east of the site. The northeast corner of the site borders townhouses that are part of the Pitt Street Station development. To the north, the hotel shares a parking area with 1201 E. Abingdon Drive, a five-story office building.

The project site is currently occupied by the Best Western Old Colony Inn hotel, which was built in 1967. The building originally served as a conference center, with the main portion of the hotel located on the site that is now Liberty Row condominiums. When the hotel site was divided and Liberty Row was developed in the early 2000s, the project site became primarily a hotel, though it still includes a meeting room in the basement.

The development site is generally flat. It features most of its vegetation along its western edge, with shrubs and trees planted between E. Abingdon Drive and the western parking area. A collection of shorter trees and shrubs also line the southern portion of the building, with much of the remaining lot area occupied by parking facilities.

### ***B. Project Evolution/Procedural Background***

Interest in the redevelopment of the 1101 N. Washington Street site dates back to at least the 1990s. In 1998, three office buildings were proposed for the former Old Colony Inn hotel complex (prior to the Liberty Row proposal), including a four-story office building at 1101 N. Washington. Both the Planning Commission and City Council denied the request.

The project has evolved over the past calendar year, with substantive changes to the architecture, and alterations to the site layout (see subsection C. below). Three concept reviews by the Board of Architectural Review (BAR) and several meetings conducted by the applicant for the Old Town North Urban Design Advisory Committee (UDAC) and neighborhood residents have informed the evolution of the concept and preliminary site plan submissions.

Changes to the site layout and building design have included the placement of the loading area to the north end of the building, where it will be shielded by a brick wall from nearby residences, the removal of proposed fourth-floor terraces along the eastern portion of the building, and increased landscaping and improvements to the 26-foot wide shared alley along the eastern façade. The mass and scale of the building has been reduced after BAR, Planning staff and resident input. The current design features increased articulation of the eastern and western facades, in addition to a fourth story that is set back several feet from both of the aforementioned facades for considerable portions of the building. The building and site design iterations ultimately reduced the proposed building from 111 to 95 rooms and the reduction of on-site parking spaces from 69 to 62 spaces.

### ***C. Detailed Project Description***

The applicant is proposing to renovate and expand the existing Old Colony Inn hotel building from 49 to 95 rooms, with a 40-seat restaurant and 20-seat meeting area. The meeting area can also be used as extra restaurant seating. The new building will be four stories tall with approximately 62,403 gross square feet of floor area. The 62 proposed on-site parking spaces are currently located on the existing site. The current site holds 69 spaces, though a total of seven (7) will be removed with the proposal. The parking will remain surface parking, including existing covered, at-grade spaces at the northern wing of the building. The site will not feature underground parking, which is prohibitive due to the renovation nature of the project.

Ingress, egress and circulation through the site will generally remain in its current configuration. The main motor vehicle entrances to the site are located on Second Street to the immediate east of E. Abingdon Drive, and along E. Abingdon Drive, which is shared with the office building at 1201 E. Abingdon Drive. The front driveway will serve conventional motor vehicles, in addition to motor coaches, hotel shuttles, and delivery and trash trucks. The alley to the east of the building that is shared (in maintenance and use) with Canal Way will remain as a secondary parking area, and will include 14 parking spaces reconfigured as front-in perpendicular and four (4) spaces parallel to the hotel.

In the proposal, the building will be partially demolished, with the removal of the current brick exterior and roof, though the cement superstructure, the basement, first and second floors, and the general building envelope will remain intact. The remaining portion of the building will be reskinned with brick and other proposed materials, and a third and fourth story added. The building envelope will change slightly with additions such as a porte-cochere at the front entrance, and the portico at the eastern side entrance. The proposal, while including only a partial demolition and reconstruction, requires a development site plan application because the added gross floor area of the proposed expansion exceeds one-third (1/3) the gross floor area of the existing structure (see Section 11-400 of the Zoning Ordinance).

The applicant is proposing streetscape improvements, including new brick sidewalks and street trees along E. Abingdon Drive and Second Street. Trees and shrubs will also be planted in the southern and the eastern portions of the site, and the site canopy coverage will be increased to nearly 40 percent. The site accessibility will be improved with rebuilt curb ramps, and a formal pedestrian entrance will be located on E. Abingdon Drive, with landscaping and brick sidewalks

leading into the entrance under the porte-cochere. Additionally, the brick serpentine wall along the E. Abingdon Drive frontage will be completed to screen the parking from the Parkway.

As described in greater detail in the Zoning section (Section III) below, the applicant requests modifications for the building's encroachment of the zone transition line setback for portions of the building facing the property line of Canal Way townhouses to the east, and the landscape island/parking ratio. The applicant has worked to reduce the need for the zone transition line setback modification for most of the building length, while the modification for the landscape island/parking ratio maintains the current arrangement and parking space count of the uncovered on-site parking.

### III. ZONING

*Table 1 – Zoning Tabulations*

<b>Property Address:</b> 1101 N. Washington Street		
<b>Total Site Area:</b> 0.98 acres (42,746 SF)		
<b>Zone:</b> CD / Commercial Downtown		
<b>Current Use:</b> Hotel		
<b>Proposed Use:</b> Hotel and Restaurant		
	<b>Permitted/Required</b>	<b>Proposed</b>
<b>FAR</b>	1.50	1.37
<b>Height:</b>	50 Feet	50 Feet
<b>Open Space:</b>	N/A	5,650 SF (13.2%) 5,050 SF at ground-level
<b>Setbacks:</b>		
Front:	N/A	48.9' (E. Abingdon Dr.) / 8.8' (Second St.)
Side:	N/A	12.9' (North Side) 25.5' (East Side)
<b>Parking:</b>	75 Total Spaces (67 Hotel Spaces + 8 Restaurant Spaces)	75 Total Spaces (62 Spaces + 13 Off-Site Spaces*)
<b>Loading spaces:</b>	4	1
*Parking reduction of 13 spaces requested; off-site spaces proposed to help fulfill required parking space total.		

### IV. STAFF ANALYSIS

#### *A. Conformance to the Old Town North Small Area Plan*

The project site lies within the boundaries of the Old Town North Small Area Plan. Adopted in 1992, the Small Area Plan provides planning goals that encourages strategic redevelopment in the plan area with a focus on increasing retail and pedestrian activity in the neighborhood though

urban design. The site was listed as a “Major Redevelopment Site” in the plan, as part of the former Old Colony Motel and Courtyard and Conference Center site (most of which was redeveloped into the Liberty Row development).

The hotel proposal was reviewed based on its conformity with the Recommended Goals of the 1992 Small Area Plan. In summary, the proposal complies with the Goals of the 1992 Plan, based on its promotion of uses that will make Old Town North a “more lively area,” its “strong and inviting street-scape,” and “enhancement of the ‘Gateway’ character” of the GWMP, among others. An analysis of the proposal based on the Recommended Goals is located in the Appendix (*see Appendix I*).

An update to the existing 1992 Old Town North Small Area Plan (OTN SAP) is part of the City Council approved Fiscal Year 2016 Interdepartmental Long Range Planning Work Program (FY 2016 Work Program). The anticipated 18-month OTN SAP Update planning process is divided into five phases, with Phase I (Plan Framework Development) completed and Phase II (Study Phase) currently in progress. The Old Colony Inn site has been labeled as a “known redevelopment site” as part of the planning analysis. Draft Guiding Principles to the SAP Update (Phase I) have been identified by staff, the SAP Advisory Group, and the public through the charrette process in November 2015, and were presented to City Council in December 2015. The proposal is seen to meet the draft Planning, Design and Land Use Guiding Principles based on the following:

- The well-designed Colonial Revival architecture of the building and its prominent place on the Memorial Circle of the GWMP will “enhance Old Town North’s unique character and sense of place” and “complement the area’s history.”
- Extending an existing hotel use and adding a restaurant use to serve the neighborhood will promote a “sustainable balance of land use” patterns in Old Town North.
- The existence of a hotel and restaurant in this portion of Old Town North will contribute to a “new urban feel with mixed development.”

### ***B. Compliance with Urban Design Guidelines of Old Town North***

This proposal was presented to UDAC at their September 9, October 21 and November 18, 2015 meetings. At the November 18<sup>th</sup> meeting, UDAC voted to endorse the concept design of the project presented with the four-story building ends on the Washington Street elevation and the proposed location of the restaurant on the south end of the building (which is substantially similar to the concept design that BAR supported in December). In its review of the project, UDAC noted its concerns with the proposed height, massing and scale, as well as the shortage of required parking. UDAC acknowledged that the applicant has met with neighboring property owners to address these concerns through the proposal of alternative design schemes.

The Old Town North Urban Design Guidelines were established in 1994, and all developments occurring within the boundaries are reviewed against them. The Urban Design Advisory Committee (UDAC) was established by ordinance (Section 6-505 of the Zoning Ordinance) to review development plans for compliance with the Urban Design Guidelines of Old Town North. A discussion of the guidelines and how this proposal complies is provided below:

### **Sense of Place, Arrival, and Community**

The guidelines suggest that the “*buildings on Washington Street north of Madison Street should create a sense of arrival into the city from the George Washington Memorial Parkway by incorporating ‘gateway’ elements*” which may include “*towers, domes or other landmark features.*” The expanded hotel will create a more formal and substantial presence that is appropriate to the scale and historical significance of the Parkway. The building will foster a greater “sense of place” in the Old Town North neighborhood, including its Colonial Revival architecture and massing that is similar to adjacent developments, including Liberty Row. The main entrance of the proposed building, with its prominent gable and two-story porte-cochere serve as architectural features that will enhance the gateway transition from the Memorial Parkway to the mixed-use Washington Street corridor. Furthermore, the continuation of a long-serving land use and addition of a community-serving use (restaurant) contribute to a sense of place in Old Town North.

### **Orientation of Buildings to the Street**

The guidelines place emphasis on building orientation, and creating and maintaining the street wall. The proposed development is utilizing the footprint of the existing building, in which it is set back nearly 50 feet from E. Abingdon Drive. Nevertheless, the general setback pattern of the adjacent properties is followed, and the frontage will be enhanced with increased tree plantings, the completion of the serpentine wall, and a brick sidewalk. The proposed front building façade faces E. Abingdon Drive and N. Washington Street, and the architectural elements of the front façade (including the recessions and variations in the building envelope) will “provide visual interest” to pedestrians and motorists.

### **Attractive Pedestrian Environment**

The design guidelines advocate that a pedestrian-friendly site should include an emphasis on architectural details and the quality of building materials, articulation of the façades, and an entry with a “public presence on the street.” Although the proposed building will remain set back from the public right-of-way, it will provide several improvements to the pedestrian environment. Architectural interest will be created from the articulations on the façades, variations in the roof heights, a consistent fenestration pattern, and physical breaks in the building massing. The landscaped walkway leading from E. Abingdon Drive to the main entrance will create a pedestrian connection at a gateway to the GWMP. The proposed entrance to the restaurant on Second Street will connect pedestrians in Old Town North to the site. A new partial sidewalk is also planned at the lobby entry by the shared alley. Additionally, all of the sidewalks in the public right-of-way will be repaved with brick, which will enhance the attractiveness of the area and connect to adjacent stretches of brick sidewalk.

### **Compatible Development**

The guidelines highlight the importance of creating compatible development that contributes to the overall sense of community. The proposed hotel and restaurant continues the existing primary use on the site and is compatible with the mixed-use nature of the neighborhood. The parking areas of the site will be visible from the street, though the applicant will extend the serpentine wall on the west side and will add new shrubs and tree cover around the site. Staff will work with the applicant to make sure signage is appropriately placed based on the guidelines, and will ensure that any freestanding signage along E. Abingdon Drive will be

removed. The trash and loading areas will be screened from the residential areas to the east, and as much as possible from Washington Street. The materials proposed for the building are in keeping with the quality expected on Washington Street.

In relation to the adjoining residential properties, the applicant has worked to mitigate issues with solar access for the townhouses facing the east side of the building. Furthermore, staff is recommending several conditions of approval intended to mitigate potential impacts from the hotel and restaurant. These conditions include prohibiting deliveries and motorcoaches from access to the shared alley east of the hotel, the limiting of delivery hours, and limiting the entry hours to the east and south (restaurant) entrances to the building (the eastern entry can be accessed by keyed or keyless entry when the doors are locked).

### ***C. Building Design***

The proposal to redevelop the existing motel building involves a substantial addition to an existing building. The design approach proposes a strongly articulated and well-detailed Colonial Revival architectural style in place of the existing building's circa 1967 Colonial Revival references. The proposed design is inspired by prominent Neoclassical hotels found in the region such as the Williamsburg Inn, The Homestead and The Greenbrier. Additionally, while the existing footprint has varying setbacks and is not symmetrical, the proposed redesign presents a more ordered composition with a stronger sense of balance and proportion. The proposal includes a prominent two-story portico with one-story flanking loggias to anchor the building with respect to the site and will be centered on the Memorial Circle of the George Washington Memorial Parkway (GWMP).

The proposed building is a classical design program featuring a five-part plan with a main body, and secondary wings connected by minimal hyphens, as first drawn by Andrea Palladio in his *Quattro Libri dell'Architettura* in 1570 (see image below). It was described as a five-part Palladian or five-part Georgian plan when it was utilized in the colonial period at Monticello, Mt. Vernon or in Alexandria at John Carlyle's house on N Fairfax Street in 1752. This five part massing is also what Adolf Cluss used on both the Cameron and Royal Street façades of City Hall in 1871.



Figure 1: "Palladio Villa Godi". Licensed under Public Domain via Commons - [https://commons.wikimedia.org/wiki/File:Palladio\\_Villa\\_Godi.jpg#/media/File:Palladio\\_Villa\\_Godi.jpg](https://commons.wikimedia.org/wiki/File:Palladio_Villa_Godi.jpg#/media/File:Palladio_Villa_Godi.jpg)

The employment of a five-part scheme is grounded in a long architectural tradition, and appropriate for this site. Additionally, this approach also breaks down the overall massing of the building by providing clearly distinguished elements and using a variety of heights.

The design review process has been an iterative one that is intended to result in the most favorable and appropriate design in the final scheme. In response to comments made by the public as well as the Old and Historic Alexandria District Board of Architectural Review (BAR) and UDAC, the project has undergone substantial revision. During the review process, the applicant explored painting portions of the building white, having a distinctive fenestration at the restaurant space on the southern block, and varying the treatment of the rooflines. Additionally, the early schemes involved a design that was four stories throughout and featured the alley elevation as a single composition, similar to the front (west) elevation. Due to concerns about the height and massing, the applicant explored different approaches to reduce the height of certain parts to three stories and to use different architectural expressions for the alley elevation. The current design incorporates both of these revisions, including a rear elevation almost entirely three stories and sections of the front elevation at three stories, as well as a “townhouse” scale approach to the rear elevation, facing adjacent townhomes.

The proposed redevelopment is in keeping with the scale and character of this particular section of N. Washington Street which is far removed from the landmark core around King Street. The proposed height, scale and mass are appropriate for this location, which has a four-story office building to the north, four-story multifamily condominium 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 use of a Colonial Revival vocabulary is stylistically appropriate and compatible with the overall character of this historically important corridor.

In addition to the design of the building itself, the project will enhance and revive the urban design of the adjacent Memorial 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.

#### ***D. Old and Historic Alexandria District Board of Architectural Review (BAR)***

The proposed development is located on Washington Street and within the Old and Historic Alexandria District. A project located on Washington Street is subject to a higher level of design scrutiny to ensure that the memorial character of the GWMP is protected and maintained based on the City’s 1929 agreement with the federal government. This requires that, in addition to the general BAR standards outlined in the Zoning Ordinance, the Board must also find that the Washington Street Standards (Section 10-105(A)(3) of the Zoning Ordinance) have been met. These Standards must also be considered by other advisory boards, commissions or agency for this project.

The BAR held concept review work sessions with the applicant on June 17, September 2, and December 2, 2015. Additionally, the BAR approved a Permit to Demolish for partial demolition of the existing building (BAR Case #2015-0156, June 17, 2015). The Permit to Demolish

includes the demolition of the entire roof structure and exterior walls, including finishes, doors, windows and the like. This finding was confirmed at the December 2, 2015 BAR meeting when the BAR unanimously endorsed the scale, mass and general architectural character of the concept design with specific direction for design refinement, by a vote of 4-0. Once the DSUP has been approved, the applicant will return to the BAR for final approval of a Certificate of Appropriateness, including all design details and materials.

At the third BAR concept review work session the BAR gave specific direction for further refinement that has been addressed in the proposal currently shown as part of the DSUP. The BAR's comments, that have been incorporated into the materials currently submitted, included maintaining the four-story "book-ends" and articulation with further study of lowering the connecting elements between the "book-ends" and center block; an improved and centered composition for the main block; and increased variation with respect to material and color. The BAR also emphasized that the south elevation should have a strong presence on Second Street. The Board supported the "townhouse" scale and lower overall height on the east elevation to more closely reflect the adjacent 1970s townhouse forms with respect to massing, scale and architectural vocabulary. While this approach may be considered more of a collage than an architectural composition relating to the overall building, it is an approach responsive to the immediate context and concerns raised by neighbors.

### ***E. Compliance with the Washington Street Standards and Guidelines***

Due to the location of the site along the Washington Street Corridor, BAR also reviewed the proposal based on its compliance with the Washington Street Standards. The standards are outlined in Section 10-105 (A)(3) of the Zoning Ordinance. The BAR has found that the concept submission meets the Washington Street Standards. A review of the proposal based on the relevant subsections of the Zoning Ordinance can be found in the Appendix (*see Appendix 2*).

### ***F. Conformance to City Policies***

The proposed development meets several applicable City policies including:

#### **Green Building Policy**

The City adopted the Green Building Policy in 2009, establishing a requisite condition and standard for green building certification for new development. For non-residential developments, the policy requires the project to be LEED Silver or an equivalent certification from another third party program. Attainment of LEED Silver or equivalent is included as part of the conditions of approval for this project. The applicant has indicated they will comply with the policy and the specific third party certification program will be finalized during the final site plan process.

#### **Public Art Policy**

In October 2012, the City Council adopted the Public Art Policy, which established a monetary contribution requirement from development projects to go toward public art. The contribution can be used for public art on the site or a contribution to further the City's public arts efforts in the neighborhood. The applicant has elected the monetary contribution option, which is \$0.30 per gross square foot of development, or approximately \$9,939 for this project.

### **Affordable Housing Policy**

The applicant will be providing a voluntary contribution of \$1.85 per square foot of new gross floor area to the City's Affordable Housing Trust Fund. This equates to approximately \$61,296 for the proposed hotel and restaurant. This contribution is consistent with the "Developer Housing Contribution Work Group Report" accepted by the Alexandria City Council on December 14, 2013 (adjusted to 2015 dollars), and supports the goals and objectives of the City's Housing Master Plan.

### ***G. Modifications:***

As part of this DSUP, the applicant is requesting two modifications to the Zoning Ordinance relating to zone transition setback and the landscape island to parking ratio. Pursuant to Section 11-416, the Planning Commission may approve these modifications if they determine that such modifications:

1. Are necessary or desirable to good site development;
2. That specific and identified features of the site design compensate for the impacts otherwise protected by the regulations for which the modification is sought; and
3. That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

### **Zone Transition Setback**

The applicant is requesting a modification to the zone transition setback requirement for the east property line (the side setback facing the shared alley). The required side yard setback of the proposed hotel from the adjacent RM zone line per section 7-902(A) of the Zoning Ordinance is equal to the height of the structure, which in this case is 50 feet. The setback in question is considered to be in a side yard because the parcel is deemed to be a corner lot, which has two front yards and two side yards. This regulation was put in place to provide adequate buffering between residential and commercial uses.

The zone transition setback regulation for this project can be interpreted as follows: at the zone line, which coincides with the east property line (in the center of the shared alley), an invisible line at a 45 degree angle starts upward and westward toward the building. Any portion of the building that is located *above* the invisible 45 degree-angled line is an encroachment of the transition setback line. Additionally, *any* portion of the building within 25 feet of the property line (regardless of the 45 degree angle) is an encroachment of the minimum setback. The proposed building is set back from the property line no less than approximately 25.4 feet, and meets the minimum setback requirement with the exception of the covered entry. In relation to the invisible setback line, the building encroaches on upper portions of the third and fourth floor in the central mass of the building ("Section C" as noted on Sheet A3.2 of the plan submission) and portions of the eaves and roof in other sections of the building.

The applicant has worked with staff and presented to the community iterations of the project that have increasingly reduced the portions of the building that encroach into the zone transition setback line. To address the setback and orientation of the building from the perspective of the townhouses to the east, the applicant reduced the portion of the building that rises to four stories and/or 50 feet. For example, the building is three stories at the eastern building line, with the

fourth story set back at least 10 feet from the eastern building line. In comparison, the office building at 1201 E. Abingdon Drive appears to have a greater proportional encroachment to its zone transition setback line on its northern side (Riverton Condominiums, RCX zone) and eastern side (Pitt Street Station, CDX zone).

Based on the criteria listed above, that Planning Commission uses to approve modifications, staff supports this modification for the following reasons:

1. The modification allows for the design of an architecturally balanced and articulated building. The applicant is utilizing the existing building footprint and superstructure for their expansion, which places constraints on how the building is oriented on the parcel. As seen in Figure 3 below, removing the encroaching elements of the building (in green) would compromise the architectural character of the building, and render portions of the third and fourth floor unusable. The building height of 50 feet conforms to the height permitted in the CD zone and is similar to the heights of nearby residential and commercial buildings.
2. The parts of the proposed building expansion that encroach into the transition setback are related to specific architectural details that enhance the overall building design. These include, among others, the hipped roof on the fourth floor, the gable pediment at the third floor and the cornices and eaves of the third and fourth floors. Additionally, the covered entrance along the eastern building façade, a building element that encroaches into the zone transition line setback, adds character and architectural interest to the building with no impact on neighboring properties. In addition to enhancing the appearance of the hotel, other elements of the site and building design that compensate for the encroaching portions of the building include increased landscaping and an improved pedestrian access, which enhance both the shared alley and the Second Street frontage.
3. Staff supports this modification on what is considered a minimal building encroachment of the zone transition line setback in support of an overall enhancement of both the current hotel building as well as its property. Mitigating the encroachment is the considerable distance between the rear facades of the Canal Way townhomes and the eastern building façade (at least 70 feet) and the variations in heights of the proposed building. A townhouse solution for this site would not be subject to the zone transition line setback. As proposed, staff does not find that the building encroachment will be detrimental to neighboring properties with regard to access to air or natural light.

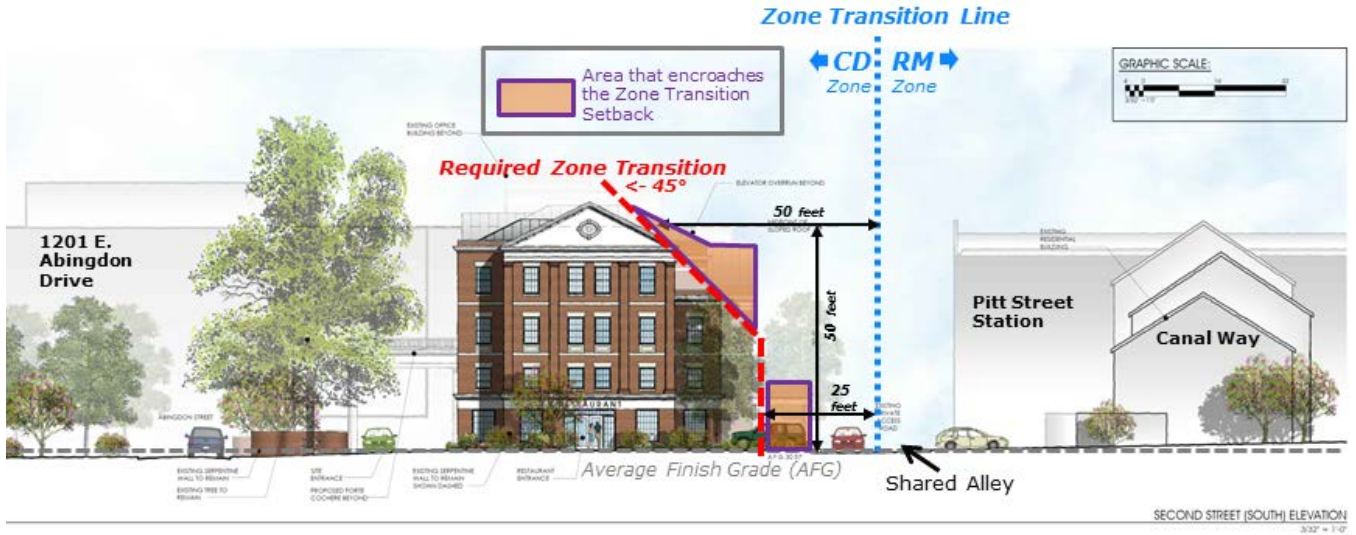


Figure 2: Zone Transition Setback (from Second Street)

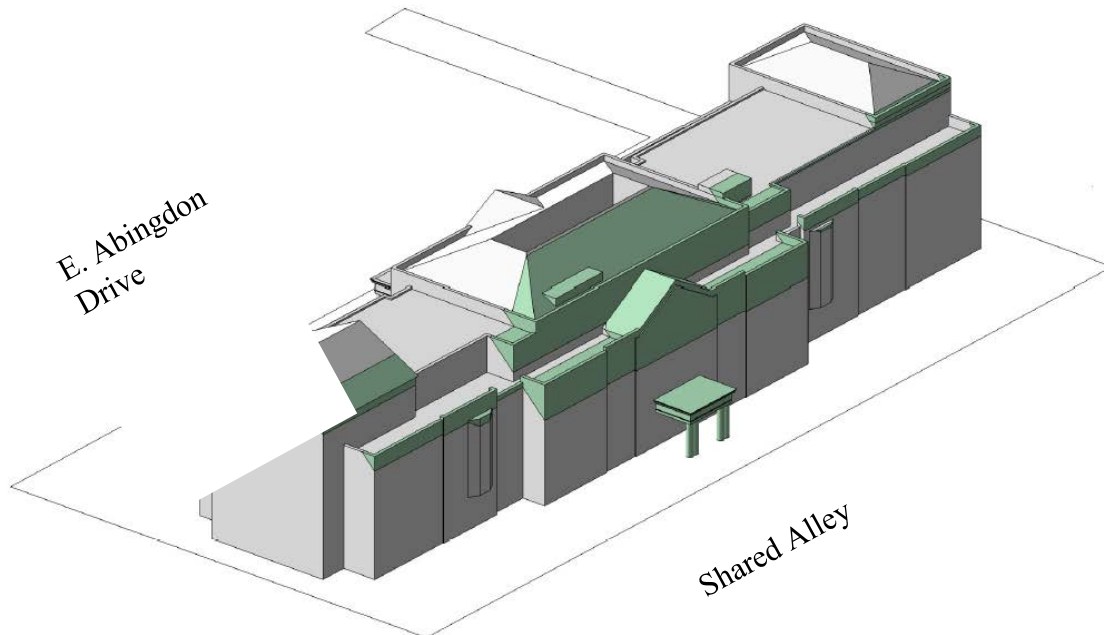


Figure 3: Volumetric Analysis of Zone Transition Line Setback Encroachment (Encroaching Portion of Building in Green)

### Landscape Island / Parking Ratio

The applicant is also requesting a modification to the landscape island requirement for parking areas detailed in Section II of the City *Landscape Guidelines*, and as required by Section 11-410(CC) of the Zoning Ordinance. The requirement states that landscape islands shall be provided in a ratio of one (1) per 10 parking spaces, and “shall be at a minimum, the dimension of immediately adjacent parking spaces.” The proposal does not provide for the minimum ratio of parking islands in the front parking area, and the landscaped parking areas in the eastern parking area do not match the dimensions of adjacent parking spaces.

Based on the criteria listed above that Planning Commission uses to approve modifications, staff supports this modification for the following reasons:

1. A modification allows for a better utilization of the site to fulfill parking requirements. Applying this regulation would require that more parking spaces are removed from the site, and increases the parking reduction.
2. The applicant has provided increased landscaping and tree plantings throughout the site, including along the eastern façade of the building and the adjacent parking area, and the front of the site, where a landscaped walkway leads from E. Abingdon Drive to the porte-cochere and separates the front parking area into two sections.
3. The proposed site design is an improvement over the current configuration, which also lacks the required landscape islands, and is generally deficient in landscaping and greenery. The landscape improvements and added walkway along the eastern portion of the site help to mitigate any impacts of the modification.

### ***H. Pedestrian and Streetscape Improvements***

The redevelopment proposal includes improvements to the public realm, in the form of streetscape and sidewalk enhancements that will benefit the City, and residents and visitors to the Old Town North neighborhood. The current stretches of sidewalk that generally follow the southern and western site frontages (the north side of Second Street and the east side of E. Abingdon Drive) are 5 foot wide concrete panels. The applicant will replace the concrete sidewalks with 6 foot wide brick sidewalks along the entire stretches of these sidewalks.

The street frontage along E. Abingdon Drive will be subject to several infrastructure improvements, including a brick-paved bus stop waiting area, the completed serpentine wall, four shade trees and several ornamental trees and “nostalgia”-style street lights. ADA-compliant concrete aprons will be installed at the northern and southern edges of the site on E. Abingdon Drive, and at the curb cuts on Second Street. Complementing the street improvements along E. Abingdon Drive will be the improvement of the landscape island at the western end of Second Street, which will be paved with brick and include ADA-compliant aprons, connecting the northern and southern sides of Second Street to pedestrians.

The site will benefit from an increased amount of landscaping. The street trees, including red maples and willow oaks, and ornamental trees will line the completed serpentine wall along E. Abingdon Drive, and frame the proposed entrance to the restaurant on Second Street. The building façade that faces the shared alley will be lined with plantings, including two shade trees, and sidewalk for about three-quarters of its length. This will mark an improvement from the few shrub plantings that line the current building, and help to soften the building face along the shared alley.

The benefits of the improved streetscape along E. Abingdon Drive and Second Street include an enhanced pedestrian area that will better facilitate pedestrian activity. This also includes the proposed public access easement along the portion of the shared alley on the property of the applicant, which will expand the street grid for pedestrian use in Old Town North. The

improvements will lead to better connections for hotel visitors, employees and area residents to retail amenities in Old Town North, as well as the Braddock Road Metrorail station.

In addition, the streetscape improvements are consistent with the analysis that has been part of Phase II (Study Phase) of the current Old Town North Small Area Plan process. The proposed Second Street improvements are consistent with the Phase II streetscape studies, which identify Second Street as a neighborhood “green” street. The applicant has agreed to underground a stretch of overhead utilities that span across Second Street adjacent to the applicant’s site. The undergrounding of area utilities is identified as a streetscape improvement by the Small Area Plan process. The development proposal also provides \$3,000 in funding through the Old Town North Small Area Plan Update process for the enhancement of the GWMP Memorial Circle, including the placement of trees according to a 1931 Planting Plan for the Memorial Circle.

## ***I. Parking and Transportation***

### **Parking and Loading**

The applicant is planning to maintain the general layout of the parking area that exists at the current hotel, though with a few changes. The on-site parking is separated between two areas. The parking area along the E. Abingdon Drive façade of the hotel is accessible from curb cuts on Second Street and E. Abingdon Drive, and includes 28 spaces that line E. Abingdon Drive, and seven (7) spaces that are located in an alley that is shared with the office building to the north. The parking area located at the east of the site along the shared alley includes 14 front-in perpendicular spaces and four (4) spaces parallel to the building. This parking area design maintains the current 26-foot width of the shared alley. Parking will also be located at the northern end of the building underneath the building’s second floor (at grade). This location will house another nine (9) spaces. The applicant has planned to provide 13 spaces of overflow parking at 800 Slaters Lane, and has provided a parking agreement with their application. These overflow spaces are intended to serve hotel and restaurant employees during periods of peak demand.

The loading area will be located at the northern end of the building, with access provided only to the main (west) driveway. A brick wall will shield the loading area from the residences to the north and east, and prevent through traffic from commercial vehicles into the eastern portion of the site.

For many development proposals in Old Town North, the City encourages or requires through conditions for approval the construction of underground parking facilities for a site. The basis for these requests is found in the Urban Overlay District for Old Town North in the Zoning Ordinance (Section 6-504), which states that the “provision of underground or embedded parking” will be sought as “additional criteria” for a Special Use Permit (SUP) for increased floor area ratio (FAR). The applicant is not requesting additional floor area through an SUP (the proposed FAR is under the “by-right” limit of 1.5). Additionally, the nature of the project as a building expansion that will retain the existing frame makes the construction of underground parking untenable without a complete demolition of the existing structure. With this in mind, staff supports the parking facilities as proposed. A discussion of the parking and loading reduction SUP can be found in subsection J. of the Staff Analysis below.

## Traffic

Wells and Associates performed the traffic impact study for this project, which was submitted to the City in November 2015. The proposed development is projected to generate 45 AM peak hour trips, 51 PM peak hour trips and a total of 648 weekday trips. Since there is already a hotel on the site, the net new trips generated by the redevelopment is 22 new AM peak hour trips, 25 new PM peak hour trips and 338 new daily trips. The traffic projections assume a 10 percent non-auto mode split reduction. The non-auto reduction was based on the proximity to Braddock Road Metro Station and the 2005 WMATA Ridership Survey. The future background traffic was calculated using a growth factor of 0.5 percent per year compounded annually plus the traffic from the following pipeline developments:

- Robinson Terminal South
- Carr Hotel (220 South Union Street)
- Robinson Terminal North
- Slaters Lane Nordic Press Building
- 1333 Powhatan Street
- 1505 Powhatan Townhomes
- 530 First Street (ABC/Giant site)

The results of the traffic impact study indicate that the proposed project will have minimal impacts on the surrounding roadways. There are no instances where the level of service drops at any of the signalized intersections studied and in no case is the level of service below a C. The following tables illustrate the level of service at key intersections.

**Table 2 – AM Peak Level of Service**

Intersection	Existing Conditions	2018 Background	2018 with Development
Bashford Ln & Washington St	B	B	B
Bashford Ln & W. Abingdon Dr	C	C	C
Bashford Ln & E. Abingdon Dr	B	B	B
First St & Washington St	A	A	A
Slaters Ln & George Washington Pkwy	D	D	D
Slaters Ln & W. Abingdon Dr	C	C	C
Slaters Ln & E. Abingdon Dr	B	B	B

**Table 3 – PM Peak Level of Service**

Intersection	Existing Conditions	2018 Background	2018 with Development
Bashford Ln & Washington St	B	B	B
Bashford Ln & W. Abingdon Dr	A	A	A
Bashford Ln & E. Abingdon Dr	C	C	C
First St & Washington St	B	B	B
Slaters Ln & George Washington Pkwy	D	D	D
Slaters Ln & W. Abingdon Dr	C	C	C
Slaters Ln & E. Abingdon Dr	C	C	C

The applicant will be participating in the City's Transportation Management Plan (TMP) program. The TMP focuses on encouraging alternate means of transportation other than single occupant vehicle use, with particular emphasis on encouraging walking, bicycling and mass transit during the AM and PM weekday peak hours. The applicant's current hotel shuttle, with stops at nearby Metrorail stations, Reagan National Airport, and King Street, helps to limit single occupant vehicle use by visitors and employees. The applicant plans to maintain the shuttle service with the proposed building expansion.

### **Transit and Bicycle Facilities**

This site is served by several transportation alternatives. DASH service is provided by lines AT2, AT4, AT5 and AT8, with stops located on nearby blocks to the east and south. Line AT2 provides service from the Landmark Plaza to the Braddock Road Metrorail station. Line AT4 provides weekday service between Old Town and the Pentagon Metrorail station. Line AT 5 provides service from the Van Dorn Street Metro Station to the Braddock Road Metro Station. Line AT8 provides service from the Van Dorn Metro Station to Old Town.

The Braddock Road Metrorail Station is located approximately 0.8 miles from the hotel site. WMATA also provides Metrobus service via lines 9A and 11Y, which run along Washington Street. Line 9A provides service between the Huntington Avenue and Pentagon Metro Stations. Line 11Y provides service from Mount Vernon to Potomac Park in Washington D.C. The closest Capital Bikeshare station, which holds up to 15 bicycles, is located three blocks to the south of the site, at the southeast corner of Madison and N. St. Asaph Streets. The site is also located two to three blocks from the spur of the Mt. Vernon Trail that runs adjacent to the southern portion of the Pepco/NRG site.

### ***J. Special Use Permit Requests***

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve Special Use Permits (SUPs), three of which are included with this application. The Zoning Ordinance requires that the approval of the SUPs associated with the development application:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;
2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
3. Will substantially conform to the master plan of the city.

A summary of each SUP requested with this application along with a rationale for approval is provided below:

### **Parking and Loading Reduction**

The Zoning Ordinance requires hotels within Parking District 1 to provide 0.7 parking spaces per hotel room and one (1) space per eight (8) restaurant seats. For this 95 room hotel, a total of 75 spaces would be required (67 for the hotel, 8 for the restaurant). The applicant has requested a Special Use Permit for a parking reduction and has proposed a total of 62 spaces on-site, for a

reduction of 13 spaces. The applicant is providing an additional 13 spaces at 800 Slaters Lane, bringing the available parking to 75 spaces and thereby meeting the parking required by the Zoning Ordinance. By condition of approval, the applicant must provide the remaining 13 spaces within ¼ mile of the site, or conditionally, outside of a quarter-mile radius (the 800 Slaters Lane site is approximately ½ mile from the hotel). If the spaces reserved for the restaurant are removed, the proposal allows for approximately 0.65 spaces per room, based on the 62 available spaces. The applicant is also proposing a loading reduction from four (4) spaces to one (1) space.

**Table 4 – Parking and Loading**

<b>Parking</b>	
Required by Ordinance	<b>75 Spaces (Total)</b> 67 spaces for the hotel, based on 0.7 spaces per room 8 spaces for the restaurant, based on 1 space per 8 seats
Provided	<b>62 Spaces (on-site)</b> <b>13 additional spaces</b> (located off-site at 800 Slaters Lane, or at a location to be determined closer to the site)
<b>Loading</b>	
Required by Ordinance	<b>4 Spaces</b> (based on 1 space per 20,000 SF of gross floor area)
Provided	<b>1 Space</b>

To support the request for a parking reduction, the applicant provided a parking study that included an analysis of parking demand at the current Old Colony Inn hotel, while comparing parking observed at three other hotels in Alexandria (Holiday Inn on First Street, Embassy Suites across from the King Street Metro, and Crowne Plaza on N. Fairfax Street). All three hotels had a similar parking demand with observed parked ratios of up to 0.32 spaces per room, including the Crowne Plaza in Old Town North. The parking demand survey for the Old Colony Inn revealed a parking demand (85th percentile peak parking demand) of 0.63 spaces, and a “practical capacity”(for circulation and turnover) of 0.66 spaces, or slightly above the provided parking ratio. Essentially, the on-site parking will meet demand, except for peak weekend times. The off-site parking at 800 Slaters Lane is proposed to cover any excess parking demand for the hotel and restaurant, which is predicted on weekends. The hotel employees will park at 800 Slaters Lane to provide more parking on-site for hotel guests.

To further address parking supply concerns, the applicant plans to secure off-site parking closer to the proposal site if the project is approved, specifically with the intention that a shared parking agreement can be reached for nights and weekends with the owner of the office building at 1201 E. Abingdon Drive, 909 N. Washington Street, or another property within ¼ mile from the hotel site. Nevertheless, staff is comfortable with the provided on-site parking, as it is consistent with the ratios recently approved for the two hotels along the waterfront, and the Towne Motel at 802 N. Washington Street. Staff will review the on-site parking conditions within 18 months of 1 occupancy to confirm that the parking management is adequate for the site.

Also included in the parking study was an analysis of on-street parking conditions within one block of the development site. Occupancy surveys were conducted on a Friday evening, and a Saturday afternoon and evening. During these periods the occupancies ranged between 58 to 73 percent, with the peak parking occurring on Saturday evening (6:00 PM) and Tuesday night

(10:00 PM). The parking study observed 158 on-street parking spaces available in a one (1)-block radius from the site – meaning that at least 40 parking spaces available at a given time. While parking for the hotel is intended to occur within the on-site parking area (and the 800 Slaters Lane parking area as needed), the on-street parking survey indicates that the requested reduction would not negatively impact parking conditions in the neighborhood.

The hotel currently offers a shuttle service to the Old Town Waterfront and King Street, Braddock Road Metrorail Station and Ronald Reagan Washington National Airport between 7:00AM and 9:00PM. The applicant plans to expand the shuttle service, which will allow more guests to arrive without a single occupancy vehicle. Additionally, the hotel is required to participate in a transportation management plan, which will help encourage employees to use alternate transportation.

The applicant is also requesting a reduction in the number of loading spaces provided. As proposed, the hotel would have one (1) loading space, a reduction from the required four (4) loading spaces from the zoning ordinance requirement. The loading requirement is based on a minimum of one (1) space per 20,000 square feet of gross floor area of building (Section 8-200[B] of the Zoning Ordinance). Similar to the proposed parking numbers, one loading space for an urban hotel of this size is comparable to other hotels in Old Town and Old Town North. The hotel at 220 S. Union Street (the future Hotel Indigo) was approved in 2014 with one (1) loading space, a reduction of three (3) loading spaces from the Zoning Ordinance requirement. The Towne Motel (802 N. Washington Street) was approved in January with only (1) loading space, a reduction from the required three (3) spaces. Loading activities will be internal to the site and separated from adjacent townhouses by a brick wall, and will not impact traffic flow on Washington Street.

Based on the three criteria City Council considers in their approval of SUPs, staff supports this approval due to the following:

1. The applicant has provided a parking study that shows the available on-site parking spaces can handle parking demand for approximately 85 percent of nights, and must supply 13 additional spaces off-site as a condition of approval. Based on the experience of parking at other City hotels, staff feels comfortable that the available parking will meet demand, and not adversely affect neighborhood quality of life.
2. The parking for the hotel and restaurant will be accommodated in off-street facilities, and will not have a detrimental effect on neighboring properties. Additionally, the loading space will be located in an area of the site that is physically separated from adjacent residential properties to the north and east, and will have a minimal impact on these residences as all access to the loading area will occur on the west side of the property.
3. The proposed building expansion, which will more fully utilize the existing on-site parking facilities, conforms to the Old Town North Small Area Plan and its Recommended Goals, including the “Promotion of uses and activities which make Old Town North a more lively area including evening hours.”

#### **Hotel Use in the CD Zone (Included in the DSUP)**

As part of this development proposal, the applicant is also requesting a Special Use Permit (as part of the main DSUP application) to allow a hotel use in the CD Zone. As noted earlier, a hotel

already exists on this site and has been in operation for decades. However, since the current hotel was not originally approved with an SUP, one is now required. Staff is supportive of continuing the use on this property, as it provides a mix of uses in this neighborhood, which is a goal of the Small Area Plan. Additionally, with direct access to the George Washington Memorial Parkway, the site is easily accessible to downtown Washington, DC and Reagan Washington National Airport, making it particularly attractive as a hotel site.

Based on the three criteria City Council considers in their approval of SUPs, staff supports this approval due to the following:

1. The hotel is an existing use, and its continued existence will not have an adverse effect on the neighborhood. Staff has included conditions for approval that limit delivery hours, ensure sufficient parking is available, and limit building access to certain hours for portions of the building that are adjacent to a residential property.
2. The hotel use should not physically impact adjacent properties. The proposal includes enhanced site landscaping to soften the transition between the hotel and adjacent residential properties. Additionally, the conditions for approval include conditions that control noise, parking, deliveries, and the requirement of using off-street parking for employees.
3. The hotel use conforms to the Old Town North Small Area Plan and its Recommended Goals, including the “Promotion of uses and activities which make Old Town North a more lively area including evening hours.”

#### **Restaurant Use in the CD Zone (SUP#2015-0096)**

The applicant has requested an SUP for a 60-seat restaurant (20 of the seats can be separated and used for private meetings) that will have the ability to be run independently of the hotel. The applicant plans to open a restaurant that serves hotel customers and Old Town North residents, and has proposed a separate restaurant entrance on Second Street. Staff is supportive of the idea of establishing a restaurant in this section of Old Town, including one with a separate entrance located close to the street. Staff is also sensitive to neighborhood concerns, and worked with the applicant through the conditions process to place limits on operating hours, noise and deliveries.

Based on the three criteria City Council considers in their approval of SUPs, staff supports this approval due to the following:

1. The restaurant use, if properly regulated, will not have an adverse effect on the neighborhood. Staff has included conditions for approval that limit delivery hours, ensure sufficient parking is available, limit the hours of operation and prohibit access to the restaurant entrance on Second Street during late night and overnight hours.
2. The restaurant use should not physically impact adjacent properties because of added conditions. These include conditions that control noise, parking, deliveries, and the requirement of using off-street parking for employees.
3. The restaurant use conforms to the Old Town North Small Area Plan and its Recommended Goals, including the “Promotion of uses and activities which make Old Town North a more lively area including evening hours.”

#### **Transportation Management Plan (SUP#2015-0095)**

The applicant is required to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). To support the TMP, the applicant has agreed to the City's standard TMP rates, which are currently \$41.29 per hotel room per year to be contributed to the City's TMP fund.

The TMP will require a coordinator to implement and oversee the TMP program for the facility. The TMP requires annual reporting and surveys. Specific elements of plan implementation are included in the conditions and allow for flexibility based on the needs and interests of the employees and guests.

## **V. COMMUNITY**

The applicant participated in a variety of community engagement platforms for this project. As noted earlier, the project was presented to the Old and Historic Alexandria District Board of Architecture Review on three separate occasions (June 17, 2015, September 2, 2015, and December 2, 2015). The project was also presented three times to the Old Town North Urban Design Advisory Committee (September 9, October 21 and November 18, 2015). All of these meetings are open to the public and members of the community were present at these events. Topics of discussion raised by these boards and the community included the building height and architectural elements of the proposal, site design, parking, loading and potential traffic impacts.

In addition to the UDAC and BAR meetings, the applicant held five (5) public meetings (May 27, July 21, August 31, October 8, November 2, 2015) for neighborhood residents in the basement meeting room of the existing Old Colony Inn hotel. The five well-attended meetings gave an opportunity for the applicant to explain and discuss with residents the evolution of the architectural design (which included soliciting feedback on the "September 21" and "November 2" alternate designs, as well as earlier iterations), potential traffic impacts, parking and loading, and the design of the hotel portion of the shared alley. The applicant contacted the Canal Way Homeowners Association, Pitt Street Station Homeowners Association and Liberty Row Condominium Association.

City staff (including BAR, Development and T&ES staff) hosted several meetings at City Hall with residents who belong to the above homeowners associations. These included "one-on-one" and small group meetings. In these meetings, staff listened to neighborhood concerns relating to building and height design, and explained the development review and approval process.

## **VI. CONCLUSION**

Staff recommends approval of the development site plan and modifications and all associated special use permits subject to compliance with all applicable codes and the following staff recommendations.

*Staff:* Karl Moritz, Director, Planning and Zoning  
Robert M. Kerns, AICP, Chief, Development Division  
Dirk H. Geratz, AICP, Principal Planner, Development Division  
Michael Swidrak, Urban Planner, Development Division

## VII. GRAPHICS

### Site Plan



1101 N. WASHINGTON STREET #15031  
Concept Site Plan



### Washington Street (West) Elevation



### Alley (East) Elevation



### Second Street (South) Elevation



North Elevation



View from South



View from East



## **VIII. APPENDIX**

### **Appendix 1 - Conformance to the Old Town North Small Area Plan**

The current proposal complies with the Recommended Goals in the 1992 Old Town North Small Area Plan, including the following (from page 25 of the plan):

**Attainment of a mix of land uses that establishes a healthy neighborhood-serving retail component to complement the residential and office uses.**

Continuing the hotel use and adding a restaurant use at this site contributes to the mixed-use environment in the Old Town North neighborhood. Expansion of the hotel from 47 rooms to 95 rooms will bring additional visitors to the neighborhood that can help support the retail base, and provide quality services for existing residents.

**Establishment of height limitations that protect and preserve low-rise residential scale in most of the area, accommodate appropriate designs for higher scale development in designated retail and commercial areas, and establish transitions between higher and lower height areas.**

The proposed hotel does not exceed the 50 foot height limit established for Washington Street and as required by the Zoning Ordinance. This height is consistent with the prevailing heights of other nearby buildings. The building features a variation of roof heights, and “steps down” to three stories along portions of the building in order to relate to neighboring residential uses and vary the building massing for its Washington Street façade. The heights along the eastern building façade were reduced to better adhere to the setback of the zone transition line between the CD zone and RM zone, which lies to the east of the centerline of the shared alley.

**Utilize an urban design and review process that reinforces the desired urban character; assures development of a height and mass that are human scale and compatible with adjacent low-rise uses, both current and proposed; requires buildings that are "friendly" and interact with the street; and establishes an appealing, compatible architectural aesthetic for the area.**

This project utilized the established urban design review process presented three times at both the Old Town North Urban Design Advisory Committee (UDAC) and the Old and Historic BAR. The result is a refined and high-quality design that fits within the existing fabric of the Washington Street corridor and the surrounding Old Town North built environment. The building and site design includes pedestrian-scaled enhancements, like the addition of the Second Street entrance, increased landscaping, and an enhanced main entrance on E. Abingdon Drive.

**Promotion of uses and activities which make Old Town North a more lively area including evening hours.**

The expansion of the current hotel and addition of a restaurant will support this goal by providing enhanced accommodation and restaurant service for both visitors and residents. This will help support the retail base, and could help to attract additional businesses to the neighborhood, in tandem with the expansion of retail in nearby future developments (i.e. 530 First Street and 700 N. Washington Street).

**Creation and reinforcement of a strong and inviting street-scape and a traffic pattern that relates the area visually to the Old and Historic District.**

This proposal will greatly improve the streetscape on the adjacent portions of E. Abingdon Drive and Second Street. The current 5-foot concrete sidewalks along these rights-of-way will be rebuilt as 6 to 7-foot brick sidewalks. The plan additionally proposes increased tree plantings at the Second Street entrance to the building, and along its E. Abingdon Drive frontage that will enhance the site with a “green” street wall. As discussed in the Staff Analysis above (Transportation Subsection), the proposed hotel and restaurant will have minimal impacts on the traffic pattern that currently exists in the area.

**Revitalization of the North Washington Street corridor and enhancement of the “Gateway” character of the George Washington Memorial Parkway.**

The proposal, with its more prominent Colonial Revival architecture, enhanced streetscape and greenery will enhance the gateway transition from the wooded GWMP to Washington Street, the primary commercial corridor into Old Town North.

## **Appendix 2 - Compliance with the Washington Street Standards and Guidelines**

Although the project is bound in the Zoning Ordinance to the Washington Street Standards, there is a degree of flexibility and interpretation. Section 10-105 (A)(3) of the Zoning Ordinance outlines the Washington Street Standards. The BAR has found that the concept submission meets the Washington Street Standards, as analyzed through the following subsections:

**(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 GWMP 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. The historic garden apartments to the north are far larger in size than the proposed hotel.

- 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 technically an addition, it will effectively create the appearance of a new building. However the Colonial Revival architectural character will complement historic as well as newer 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 less than many of the 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 through the use of 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. Staff carefully analyzed these studies and concur with the conclusions of the project architect.

- 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 feet to 12 feet 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. The BAR will approve all materials and design details as part of the final Certificate of Appropriateness.

- (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. Construction of an on-site mock-up panel, depicting the actual building materials for staff inspection, will be a condition of approval.

## **IX. STAFF RECOMMENDATIONS**

1. The Final Site shall be in substantial conformance with the preliminary plan dated December 21, 2015 and comply with the following conditions of approval.

### ***A. PEDESTRIAN/STREETSCAPE:***

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
  - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
  - b. Install ADA accessible pedestrian crossings serving the site.
  - c. Construct all sidewalks along the frontage of the property to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet along Second Street, and 7 feet along E. Abingdon Drive.
  - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
    - i. Use brick for the proposed sidewalk on the landscaped traffic island at the western end of Second Street as it intersects E. Abingdon Drive. (P&Z)
  - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
    - i. The detectable warning strips added to the curb ramp at the ingress/egress location on E. Abingdon shall not span the entirety of each ramp, as is shown on Preliminary 1. Detectable warning strips shall be designed to orient those with vision limitations to the direction of crossing.
  - f. Provide curb ramps at the locations noted below, oriented in the direction of the crossing. Any changes must be approved by the Director of T&ES.
    - i. East Abingdon Street and Second Street
    - ii. Second Street near the restaurant entrance
  - g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
  - h. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
  - i. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.

- j. Provide a ramp at the back entrance of the hotel (east/alley side) leading from the parking lot to the raised entrance platform.
  - k. Aprons shall be flush across driveways, including the entrance on E. Abingdon Drive, and the two entrances located on Second Street. (P&Z)(RP&CA)(T&ES)
3. Place a 5-foot wide landscape strip between the right-of-way and proposed brick sidewalk along the Second Street frontage. The landscape strip should end at the proposed curb ramp that leads pedestrians across the main hotel parking entrance.

***B. PUBLIC ART:***

4. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. (RP&CA)(P&Z) \*\*\*

***C. OPEN SPACE/LANDSCAPING:***

5. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
- a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
  - e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.

- f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
  - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, meets the requirements of the City's Landscape Guidelines for soil volume. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)(RP&CA)
- 6. Provide the following modifications to the landscape plan and supporting drawings:
  - a. Provide street trees along:
    - i. The entire frontage of East Abingdon at the rear of the sidewalk. Where the alignment of East Abingdon narrows the site frontage, street trees may be used to replace some of the ornamental row of trees currently proposed. Approximately seven (7) street trees shall be provided.
    - ii. The Second street frontage between the drive aisles. Two (2) street trees shall be provided.
  - b. Street trees shall be shade trees (as referenced in the City's *Landscape Guidelines*) spaced at approximately 30 feet on center and a minimum of 3-inch caliper. (P&Z)(RP&CA)
- 7. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
  - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one (1) accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff.
  - f. (Code Administration) (P&Z)(RP&CA)
- 8. Develop a palette of site furnishings in consultation with staff.
  - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
  - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (RP&CA)(P&Z)(T&ES)
- 9. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions,

handrails- if required by code, directional changes, above and below grade conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

***D. TREE PROTECTION AND PRESERVATION:***

10. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Arborist. Tree protection measures shall be provided for the tree identified as the 30-inch oak at the site's south west corner. \* (P&Z)(RP&CA)
11. A fine shall be paid by the applicant in an amount not to exceed \$10,000 if the 30-inch caliper oak tree at the southwest corner of the site is destroyed and/or the City may request that replacement trees of similar species and equal in total caliper be provided for the damaged tree if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. \*\*\* (P&Z)(RP&CA)
12. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated December 21, 2015 and reduced if possible to retain existing trees and grades. The area between the parking lot curb and the back of sidewalk at the corner of East Abingdon and Second Street shall be entirely fenced and left undisturbed in order to protect the tree identified as the 30-inch oak at this location. (P&Z)(RP&CA)

***E. BUILDING:***

13. The building design, including the quality of materials, final detailing, and fenestration shall be consistent with the elevations dated December 21, 2015 and the following conditions. (P&Z)
14. Provide the following building refinements to the satisfaction of the Director of P&Z:
  - a. Any ventilation for the restaurant use shall be reviewed and approved to the satisfaction of the Director of Planning and Zoning.
  - b. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to placement and color.
15. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the preliminary plan. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:

- a. Provide a materials board that includes all proposed materials and finishes at first final site plan. \*
  - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.\*\*\*
  - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. \*
  - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. \*\*
  - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. \*\*\* (P&Z)
16. Building materials, finishes and architectural details shall be subject to review and approval by the Old and Historic Alexandria District Board of Architectural Review. A materials board shall be submitted as part of the Certificate of Appropriateness approval. (BAR)
17. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two (2) years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final site plan will apply. (P&Z)(RP&CA)(T&ES)

18. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
19. All appliances that are installed in the guest rooms shall be Energy Star labeled appliances to the extent available. (T&ES)
20. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
21. The eastside entrance of the hotel shall be locked between 10:00PM and 6:00AM, with the exception of controlled access through keyed or keyless entry. (P&Z)

***F. SIGNAGE:***

22. All proposed signage is subject to approval by the BAR, and should comply with Section 9-300 of the Zoning Ordinance. (P&Z)(BAR)
23. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)(T&ES)

***G. HOUSING:***

24. A voluntary contribution of \$61,296 to the Housing Trust Fund is consistent with the conclusions of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council in December 2013. (Housing)\*\*\*

***H. PARKING:***

25. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
  - a. All parked vehicles shall be prohibited from encroaching on the existing streets and alleys, pedestrian walkways, or emergency vehicle easements.
26. Locate a minimum of 62 parking spaces in on-site parking areas for hotel and restaurant guests and employees. (P&Z)(T&ES)

27. The applicant shall provide 13 parking spaces, nights and weekends, at an off-site location within ¼ mile of the hotel. Spaces located at sites more than ¼ mile that include a shuttle service may be approved by the Directors of P&Z and T&ES upon a finding that the management of these off-site spaces (which will be outlined in the parking management plan) will make this a convenient option for employees and guests as needed. If this off-site parking is determined not to be needed at least three (3) years after acquiring a certificate of occupancy, the applicant may request the Directors of P&Z and T&ES waive this requirement via an Administrative SUP for these off-site spaces. In making this determination, the Directors shall require a parking study documenting the actual parking demand for the patrons and employees of the hotel and the usage of the off-site spaces. (P&Z)(T&ES)
28. The parking conditions on-site and off-site shall be reviewed within 18 months of occupancy by the Directors of P&Z and T&ES to determine compliance with the conditions herein and all applicable codes and ordinances. As part of this review, the Directors may require enhanced management of the on and off-site spaces to encourage usage. (P&Z)(T&ES)
29. Provide six (6) bicycle parking racks (12 spaces) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). Details on location and type of bicycle parking shall be provided on the final site plan. Bicycle parking must be installed and operational prior to first CO. \*\*\* (T&ES)
30. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
  - a. General project information/summary and development point of contact.
  - b. A plan of the parking area(s) – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
  - c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
  - d. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
  - e. Information on the location of any carshare vehicle or electric vehicle spaces.
  - f. A description of and plan showing access control equipment and locations, if applicable.
  - g. An explanation of how the lot will be managed. Include information on hours of operation.
  - h. Information on proposed staffing needs for peak, non-peak and overnight hours.

- i. Details of appropriate signage for the restaurant parking indicating hours which are reserved for restaurant patrons, if applicable.\* (P&Z)(T&ES)
- 31. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. (P&Z)(T&ES)
- 32. The applicant shall require its employees who drive to use off-street parking. (T&ES)
- 33. The applicant shall encourage its employees to use public transportation to travel to and from work. Prior to issuance of a CO, the business shall contact Local Motion at 703-746-4686 for information on establishing an employee transportation benefits program. (T&ES)

***I. BUS STOPS AND BUS SHELTERS:***

- 34. Show all existing bus stops on the final site plan. (T&ES)
- 35. Bus stop at E. Abingdon Drive shall meet ADA requirements and City Standards per the following:
  - a. Install an unobstructed 8 foot wide, parallel to the roadway, by 8 foot wide, perpendicular to the curb, bus stop passenger loading pad. The unobstructed loading area should be at the front of the boarding zone and accessible from a transit shelter (if present or if installed) and adjacent sidewalk. The loading pad's cross slope shall be less than 2 percent. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
- 36. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
  - a. Located to avoid conflict with vehicles, specifically:
    - i. Trees shall be excluded from a 40 foot zone which represents the length of the bus as it is serving the stop.
    - ii. Trees within both the 10 foot departure zone and the 20 foot approach zone (on either side of the 40 foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
  - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
  - c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify

- d. Installed with a minimum 6 feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
- e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

***J. SITE PLAN:***

- 37. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
- 38. Submit an easement plat and/or dedications prior to the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan.\* (P&Z)(T&ES)
- 39. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.\*\* (P&Z)
- 40. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
  - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
  - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)(BAR)
- 41. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.

- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
  - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
  - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - j. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
  - k. The lighting for the structured parking shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
  - l. Light fixtures for the structured parking shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - n. Full cut-off lighting shall be used at the development site to prevent light spill and glare onto adjacent properties.  
(P&Z)(T&ES)(RP&CA)(Police)(BAR)
42. Provide a unit numbering plan for each floor of the building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use if known. (P&Z)
43. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

44. Dedicate to the City the narrow northwest “leg” of the parcel which extends over the E. Abingdon Drive right-of-way, and the portion that extends into the Memorial Circle. The area of dedication shall include that from the back of the sidewalk to the leg’s western extent. (P&Z)
45. Provide a public access easement through the rear parking lot for the portion of the site that is within the applicant’s property.\* (P&Z)
46. The existing street lights located on the E. Abingdon Drive frontage shall be replaced with Nostalgia type lights per the Washington Street Standards and as approved by the National Park Service. The applicant, submitting engineer, staff, and Dominion Virginia Power will work together to finalize the design and construction/replacement of these lights through the Final Site Plan Approval process. The lights are currently not accepted by Dominion Virginia Power, and if the lights are not accepted at the time of the final site plan, the electrical/lighting design shall include a meter with appropriate screening, to the satisfaction of the Director of P&Z. \*(T&ES)(P&Z)

***K. CONSTRUCTION MANAGEMENT:***

47. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.\* (T&ES)
48. Submit a construction management plan to the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
  - a. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
  - b. Include an overall proposed schedule for construction;
  - c. Include a plan for temporary pedestrian circulation;
  - d. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
  - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
49. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50 percent of the fees for mass transit. Compliance with this condition shall be a component of

the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:

- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
- b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
- c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)

50. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
51. No major construction staging shall be allowed within the public right-of-way on E. Abingdon Drive and Second Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
52. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop adjacent to the site, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
53. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
54. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
55. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the

Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)

56. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
57. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
58. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. \*\*\* (P&Z)
59. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
60. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. \*\*\* (P&Z) (T&ES)
61. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
62. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a

party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

***L. WASTEWATER / SANITARY SEWERS:***

- 63. The project lies within the Combined Sewer System (CSS) area district, therefore, stormwater management and compliance with the state stormwater quality and quantity requirements and the City's Alexandria Water Quality Volume Default shall be coordinated with the City's CSS Management Policy. (T&ES)
- 64. The project lies within the Combined Sewer System (CSS) area; therefore, the applicant shall be required to comply with the CSS Management Policy requirements set forth in Memo to Industry 07-14, effective July 1, 2014. Additional justification must be provided to demonstrate that Option B is not feasible (such as providing soil borings to see if any of the stormwater can be retained). If Option B is not feasible, the contribution amount will be \$288,360. \* (T&ES)
- 65. The sewer connection fee must be paid prior to release of the site plan.\* (T&ES)

***M. SOLID WASTE:***

- 66. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve the bus stop. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.\* (T&ES)
- 67. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve the bus stop. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

***N. STREETS / TRAFFIC:***

- 68. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria

standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

69. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
70. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
71. All 90 degree vehicle parking spaces adjacent to a sidewalk less than 7 feet shall have wheel stops. (T&ES)
72. While actively loading and unloading passengers on the property, motorcoaches shall not idle longer than 15 minutes per city code.
73. No deliveries trucks or motorcoaches shall be allowed access to the alley at the rear of the site. Provide signage to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)

***O. UTILITIES:***

74. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
75. Remove the utility pole and overhead wires located at the south east corner of the site. The utility wires should be placed underground eastward to the next utility pole on the south side of Second Street, to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)\*\*\*

***P. WATERSHED, WETLANDS, & RPAs:***

76. The stormwater collection system is located within the Potomac River watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
77. Provide an Environmental Site Assessment note per Section 13-112 of the Alexandria Zoning Ordinance that clearly delineates the individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

***Q. STORMWATER MANAGEMENT:***

78. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a stormwater management facility Best Management Practice (BMP) facility. (T&ES)
79. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
80. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. \*\*\*\* (T&ES)
81. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum to the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.\* (T&ES)
82. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the

executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. \*\*\*\*(T&ES)

83. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. \*\*\*\*(T&ES)
84. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. \*\*\*\*(T&ES)

***R. CONTAMINATED LAND:***

85. Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)
86. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.

- e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
  - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)
87. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the final site plan. (T&ES)
88. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)

***S. NOISE:***

89. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
90. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)
91. Supply deliveries, loading, and unloading activities shall not occur between the hours of 8:00PM and 7:00AM. (P&Z)(T&ES)

***T. AIR POLLUTION:***

92. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)

- 93. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
- 94. No material may be disposed of by venting into the atmosphere. (T&ES)
- 95. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

***U. CONTRIBUTIONS:***

- 96. The applicant shall contribute \$20,000 to the City prior to final site plan release for system-wide bike share station implementation and/or expansion of existing stations in the vicinity of the project.\* (T&ES)
- 97. The applicant shall contribute \$3,000 to the city prior to final site plan release for tree plantings in the Memorial Circle of the George Washington Memorial Parkway. The tree plantings will be used to recreate part of the original 1931 Planting Plan for the Memorial Circle and will help to offset the modification of the landscape island ratio for the parking areas of the site.\* (P&Z)

***V. RESTAURANT SPECIAL USE PERMIT #2015-0096:***

- 98. The hours of operation for the restaurant shall be limited to between 6:00AM and 11:00PM Sunday through Thursday, and between 6:00AM and midnight Friday and Saturday.
- 99. The proposed restaurant entrance on Second Street shall be closed between the hours 10:00PM and 6:00AM. Any ingress or egress between the above mentioned hours shall be made through the main hotel entrance facing E. Abingdon Drive.
- 100. The maximum number of indoor seats at the restaurant shall be 60. No outdoor seating will be permitted for the proposed restaurant
- 101. No live entertainment shall be permitted at the restaurant.
- 102. No off-site delivery service shall be available from the restaurant.
- 103. On-premises alcohol service may be offered but off-premises alcohol sales shall be prohibited.
- 104. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers.
- 105. The use of loudspeakers or musicians outside is prohibited.

106. Supply deliveries, loading, and unloading activities shall not occur between the hours of 8:00PM and 7:00AM. (Code)(P&Z)(T&ES)
107. The applicant shall require its employees who drive to use off-street parking. (T&ES)
108. The applicant shall encourage its employees to use public transportation to travel to and from work. Prior to issuance of a CO, the business shall contact Local Motion at 703-746-4686 for information on establishing an employee transportation benefits program. (T&ES)

**W. *TRANSPORTATION MANAGEMENT PLAN SPECIAL USE PERMIT #2015-0095:***

109. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. (T&ES)
110. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to encourage participation and inform residents and tenants about benefits available to them. \*\*\* (T&ES)
111. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development shall be \$0.26 per square foot of restaurant space and \$41.21 per hotel room. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins.
112. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

**CITY DEPARTMENT CODE COMMENTS**

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

**Planning and Zoning**

- F - 1 For all first floor entrances with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. \*\*\*\* (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. \*\*\*\* (P&Z) (T&ES)
- C - 3 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

**Transportation and Environmental Services**

- F - 1. On sheet 4 of 13, the “RELOCATED BUS STOP SIGN” shall be located to the north of the bus stop bench area. (Transit)
- F - 2. Approximately 40% of the site’s impervious area is not being treated towards meeting the Alexandria water quality volume default (WQVD). The project should consider installing a stormwater facility BMP, i.e. a Tree Well BMP designed to the ½ standard per the City’s Green Sidewalks Design Guidelines found online at the link provided here <https://www.alexandriava.gov/uploadedFiles/tes/info/GreenSidewalksBMPDesignGuidelines%20.pdf> to meet the WQVD. In addition, the project should consider installing a facility in conjunction with the proposed curb inlet for DA#4. (Storm)
- F - 3. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the

- source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 4. The Final site plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 5. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 6. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 7. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 8. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 9. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 10. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-

- 3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 11. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 12. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)
- F - 13. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 14. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- F - 15. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 16. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 17. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 18. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 19. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)
- F - 20. The following notes shall be included on all Maintenance of Traffic Plan Sheets:
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
  - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
  - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. \*
- F - 21. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the water quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater

outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of

standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

- C - 8 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by contacting the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES)
- C - 9 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 10 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703.746.4410 or by e-mailing [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES)
- C - 11 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 12 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 13 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.\* (T&ES)
- C - 14 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 15 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

- C - 16 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 17 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 18 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 19 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 20 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 - 21 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
  - b. Saturdays from 9 AM to 6 PM.
  - c. No construction activities are permitted on Sundays and holidays.
- Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :
- d. Monday Through Friday from 9 AM To 6 PM and
  - e. Saturdays from 10 AM To 4 PM
  - f. No pile driving is permitted on Sundays and holidays.
- Section 11-5-109 restricts work in the right of way for excavation to the following:
- g. Monday through Saturday 7 AM to 5 PM
  - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 22 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

- C - 24 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)\_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. \*(T&ES)
- C - 25 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) plan sheet(s) with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP must be provided with the Mylar submission and the coverage letter must be copied onto the plans with the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

### **VAWC**

- F - 1. There is an existing 4" domestic service line (with duplex 2" meters). Would developer reuse it, or abandon it?

### **AlexRenew**

- F - 1. ARenew has no comments on this submission.

### **Fire Department"**

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

### **Health Department**

#### **Food Facilities**

- C - 1 An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Permit application and fee are required.

- C - 2 Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$200.00 plan review fee payable to the City of Alexandria.
- C - 3 Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.
- C - 4 A food protection manager shall be on-duty during all operating hours.
- C - 5 The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.
- R - 1 In many cases, original wooden floors, ceilings and wall structures in historical structures may not be suitable for food service facilities. Wood materials shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent.
- R - 2 Facilities engaging in the following processes may be required to submit a HACCP plan and/or obtain a variance: Smoking as a form of food preservation; curing/drying food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; sprouting seeds or beans; and fermenting foods.

### **Hotel / Motels**

- C - 1 An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Permit application and fee are required.
- C - 2 Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$40.00 plan review fee payable to the City of Alexandria.
- C - 3 Construction plans shall comply with State Code 35.1, Hotels, Restaurants, Summer Camps and Campgrounds. Construction plans shall include equipment specification sheets including hot water information.

### **Code Administration (Building Code)**

- 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 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 A building and trade permits are required for this project.

### **Police**

#### **Landscape Recommendations**

- R - 1 The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

#### **Miscellaneous**

- R - 2 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 3 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 4 The applicant is seeking an “ABC On” license only. The Police Department has no objections.
- R - 5 The Police Department requests that the SUP is reviewed after one year to ensure applicant is compliant with Planning and Zoning recommendations.
- R - 6 The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-746-6838 regarding a robbery readiness program for all employees.
- R - 7 A security survey for the business is to be completed. Call the Community Relations Unit of the Alexandria Police Department at 703 746 6838.

Asterisks denote the following:

- \* Condition must be fulfilled prior to release of the final site plan
- \*\* Condition must be fulfilled prior to release of the building permit
- \*\*\* Condition must be fulfilled prior to release of the certificate of occupancy
- \*\*\*\* Condition must be fulfilled prior to release of the bond



## APPLICATION

### DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

**DSUP #** 2014-0043

**Project Name:** 1101 N Washington

**PROPERTY LOCATION:** 1101 N. Washington Street

**TAX MAP REFERENCE:** 044.04-05-02

**ZONE:** CD

#### APPLICANT:

**Name:** CIA Colony Inn LLC

**Address:** 3147 Woodland Lane, Alexandria VA 22309

#### PROPERTY OWNER:

**Name:** CIA Colony Inn LLC

**Address:** 3147 Woodland Lane, Alexandria VA 22309

**SUMMARY OF PROPOSAL** DSUP to renovate and expand the existing hotel and add a restaurant.

**MODIFICATIONS REQUESTED** Zone transition line setback; parking lot landscape island ratio

**SUP's REQUESTED** Transportation Management Plan, parking reduction, and restaurant

[ ] **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

[ ] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[ ] **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

**M. Catharine Puskar, Agent/Attorney**

Print Name of Applicant or Agent  
Walsh, Colucci, Lubeley, & Walsh PC  
2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

Signature

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

Revised 12/21/2015

Date

#### DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_

Fee Paid and Date: \_\_\_\_\_

Received Plans for Preliminary: \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_

**ALL APPLICANTS MUST COMPLETE THIS FORM.**

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

**1. The applicant is: (check one)**

☒ the Owner      ☐ Contract Purchaser      ☐ Lessee or      ☐ Other: \_\_\_\_\_ of the subject property.

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.

See attached.

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If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

☐ **Yes.** Provide proof of current City business license.

☐ **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

N/A

**CIA Colony Inn LLC  
3147 Woodland Lane  
Alexandria, VA 22309**

Karl Moritz  
301 King Street  
City Hall, Room 2100  
Alexandria, Virginia 22314

Re: Consent to File Application for Development Special Use Permit with Site Plan and  
Associated Requests  
1101 N. Washington Street; Tax Map ID: 044.04-05-02 (the "Property")

Dear Mr. Moritz:

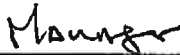
CIA Colony Inn LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on  
our behalf for the filing and representation of applications for a development special use permit with  
site plan and any related requests for hotel on the Property.

Very truly yours,

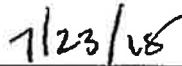
By: \_\_\_\_\_



Its: \_\_\_\_\_



Date: \_\_\_\_\_



## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

**1. Applicant.** State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than 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. See attached.		
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1101 N. Washington Street (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. See attached.		
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. See attached.		
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.

Revised 12/21/2015

Date

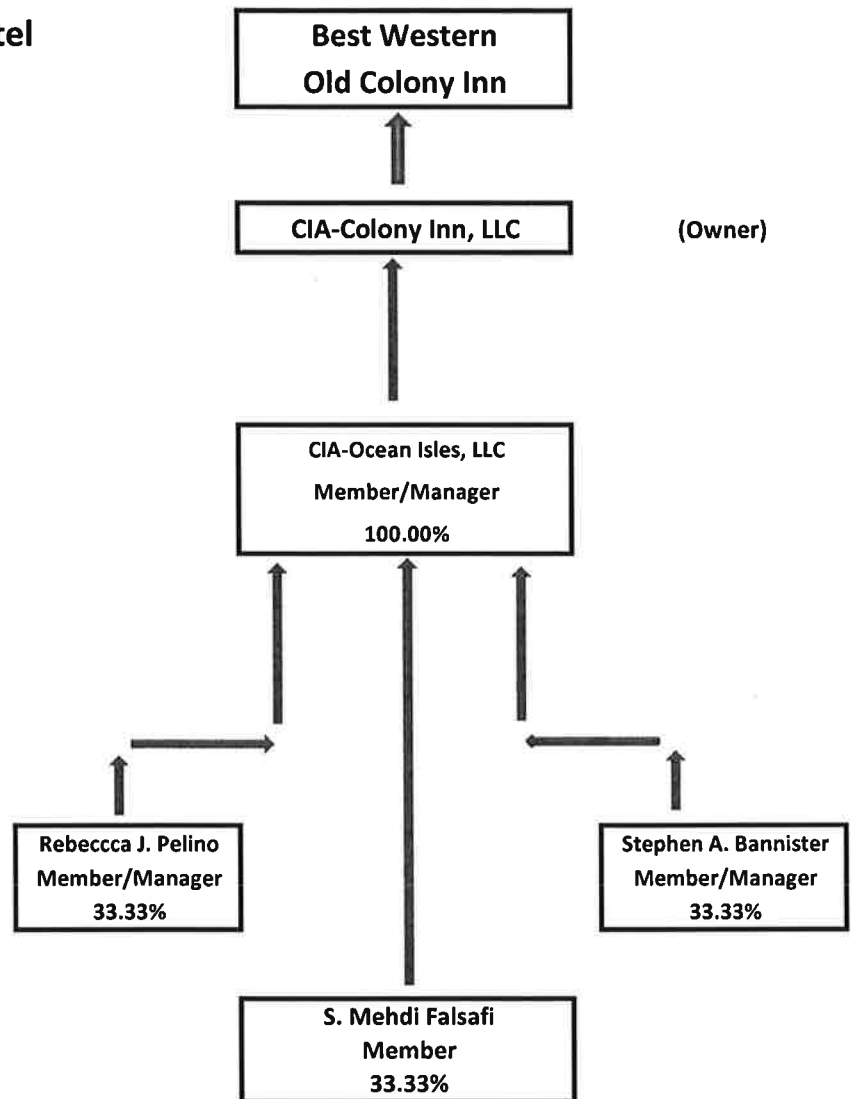
M. Catharine Puskar, Agent/Attorney

Printed Name



Signature

## The Best Western Old Colony Inn Hotel Organization Chart



- None of the Members of the Organizational Entities have any business or financial relationships with the members of City Council, Planning Commission, BZA or Boards of Architectural Review.

- 2. Narrative description.** The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

See attached.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slight shadow on the right side, suggesting it's resting on a surface.

**3. How many patrons, clients, pupils and other such users do you expect?**

Specify time period (i.e., day, hour, or shift).

A minimum 80% occupancy rate is anticipated.

**4. How many employees, staff and other personnel do you expect?**

Specify time period (i.e. day, hour, or shift).

Approximately 18 employees in the morning shift, approximately 12 employees in the afternoon shift and approximately 6 employees in the night shift, excluding the restaurant.

**5. Describe the proposed hours and days of operation of the proposed use:**

Day	Hours	Day	Hours
7 days a week	24 hours/day	(hotel)	
Sunday-Wednesday	6am-11pm	(restaurant)	
Thursday-Saturday	6am-12am	(restaurant)	

**6. Describe any potential noise emanating from the proposed use:**

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
Noise levels will be in compliance with the noise ordinance.

- B. How will the noise from patrons be controlled?  
No significant noise is anticipated.

**7. Describe any potential odors emanating from the proposed use and plans to control them:**

The restaurant kitchen will be ventilated through the roof of the hotel.

**8. Provide information regarding trash and litter generated by the use:**

A. What type of trash and garbage will be generated by the use?

Typical trash and garbage for hotel and restaurant uses

B. How much trash and garbage will be generated by the use?

20 cubic yard dumpster

C. How often will trash be collected?

Twice a week

D. How will you prevent littering on the property, streets and nearby properties?

Staff will monitor the property for litter.

**9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?**

☐ Yes. ☒ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

N/A

**10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?**

☐ Yes. ☒ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

N/A

**11. What methods are proposed to ensure the safety of residents, employees and patrons?**

Doors will lock after sunset until sunrise with keyed entry everywhere throughout the hotel except for the restaurant, which will have entrances that are only accessible during business hours.

**ALCOHOL SALES****12. Will the proposed use include the sale of beer, wine or mixed drinks?**

☒ **Yes.**      ☐ **No.**

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

The new hotel restaurant will apply for an ABC license and will not include off-premises sales.

**PARKING AND ACCESS REQUIREMENTS****13. Provide information regarding the availability of off-street parking:**

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

75

B. How many parking spaces of each type are provided for the proposed use:

13 Standard spaces

46 Compact spaces

3 Handicapped accessible spaces

10 off-site Other

- C. Where is required parking located? (check one) ☒ **on-site** ☒ **off-site**

If the required parking will be located off-site, where will it be located?

2 required spaces are located on the adjacent parcel and signed for hotel use.

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

**14. Provide information regarding loading and unloading facilities for the use:**

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 4 spaces

- B. How many loading spaces are available for the use? 1 space

- C. Where are off-street loading facilities located?

A loading space has been provided at the north end of the building and is accessed from the front drive aisle.

Smaller restaurant deliveries will be made from the drive aisle adjacent to the restaurant service door at the front of the building.

- D. During what hours of the day do you expect loading/unloading operations to occur?  
Between 7am and 11pm

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

A maximum of 5 deliveries are anticipated daily to serve the hotel and restaurant.

**15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?**

Street access is adequate.

Statement of Justification  
1101 N. Washington Street  
TM ID: 044.04-05.02

CIA Colony Inn, LLC (the “Applicant”) requests approval of a development special use permit and associated applications for the renovation and expansion of the existing hotel and addition of a full-service restaurant, located at 1101 N. Washington Street (the “Property”). The existing hotel, the Old Colony Inn, was constructed in 1967 as a conference center to support the adjacent Olde Colony Motor Lodge, which was demolished in the early 2000s to facilitate the adjacent Liberty Row residential development. The existing hotel contains 49 rooms and meeting space.

Consistent with the recommendations in the Old Town North Small Area Plan for the Property, which state “commercial on one page and residential on other quote” page number, the Applicant proposes a major renovation of the existing hotel and construction of an approximately 32,000 square foot addition to create a 95 room hotel with amenities including a restaurant and meeting facilities. The improvements are being requested under the existing CD/Commercial Downtown zoning. Associated with application, the Applicant is requesting a parking reduction SUP, restaurant SUP, Transportation Management Plan and modifications to the zone transition line setback and parking lot landscape island ratio. These modifications have been minimized as a result of design changes outlined below in response to staff and community feedback. The parking provided will meet the design hour parking supply as determined by the parking study and the proposed parking reduction will not have a negative impact on the surrounding neighborhood. The restaurant will be open to the public and will complement the neighborhood while supporting the hotel. The restaurant will also have a shared meeting space that can be closed off for private events or community meetings. The renovated hotel and new restaurant will maintain and improve upon an existing hotel in North Old Town in a sustainable fashion, add jobs and contribute to diversifying Alexandria’s tax base.

The addition will add a third and partial fourth story above the existing two story hotel within the 50' height limit. The revised architectural elevations are designed to be in compliance with the Washington Street Standards and Guidelines and to be compatible with neighboring buildings. 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.

To date, the proposal has been presented and discussed at the following public meetings:

- May 27, 2015 – First community meeting
- June 17, 2015 – Old & Historic Board of Architectural Review (“BAR”) Permit to Demolish to remove the façade (roof and exterior walls) of the existing building and first concept review
- July 21, 2015 – Second community meeting
- August 31, 2015 – Third community meeting
- September 2, 2015 – BAR second concept review
- September 9, 2015 – First Old Town North Urban Design Advisory Committee (“UDAC”) meeting
- October 8, 2015 – Fourth community meeting
- October 21, 2015 – Second UDAC meeting
- November 2, 2015 – Fifth community meeting

- November 18, 2015 – Third UDAC meeting to present the September 21 and November 2 design options. UDAC endorsed that the restaurant be located on the south end of the building and be prominent in appearance on the exterior; and endorsed the September 21 design concept.
- December 2, 2015 – BAR third concept review. BAR unanimously endorsed the scale, mass and general architectural character of the concept as amended.

The project has been continually revised as a result of input received from the community, BAR, UDAC and staff. A summary of the revisions from the original proposal to the current proposal are as follows:

- The proposed number of rooms was reduced from 111 to 95, reducing the required parking from 88 to 75.
- The amount of building addition was reduced from approximately 34,000 sq. ft. in the original plan to approximately 32,000 sq. ft. in the currently proposed plan.
- The loading space was moved from the rear of the building to the north end of the building with access from the front drive aisle.
- The parking in the rear was reconfigured to maintain the 26' drive aisle, add a sidewalk along the rear of the building near the rear entrance and to include landscaping along the back of the building and to the north adjacent to the loading area for screening.
- The top floor of the rear elevation was set back and the length of the rear façade was broken into smaller individual facades to better relate to the townhouses to the east. These modifications also reduced the height and extent of the requested setback modification at the line of zone transition.
- The front façade was modified to provide setbacks between the center mass and the mass at the end of each wing for greater emphasis on the height variation as viewed from Washington Street. The center roof mass was revised from a gable roof with parapets and false chimneys on each end to a hip roof. It was further modified to reflect the reduction in the height of the wings in the rear.
- The center mass and main entrance/porte cochere were shifted towards the center of the building to make the entrance more prominent.
- The fifth floor terrace and the associated elevator overrun were removed.
- The Washington Street facade cornice lines were revised.
- The provision of 10 off-site parking spaces and continuation of the existing shuttle bus service has been proposed to mitigate the 13-space parking reduction.

The Applicant is requesting modifications to the zone transition setback and the landscaped island/parking ratio. The zone transition setback modification request has been minimized through the addition of the setback on the east side of the building as reflected in the Preliminary Plan set. The relationship between this building and the adjacent townhouses is consistent with the historic urban fabric of the Old and Historic District. The existing parking lot, which has been in existence since 1967, does not include landscaped islands. While the Applicant has added 6 landscape islands in the current proposal, in order to maximize parking, the Applicant is requesting a minor modification of this requirement for the parking on the western side of the building. The parking will continue to be screened from the Parkway by the existing brick serpentine wall, which will be repaired or rebuilt as necessary.

The proposed renovation/addition to this hotel is consistent with the recommendations of the Small Area Plan, has the endorsement of UDAC and BAR, will support local tourism, increase the City's commercial tax base, provide an amenity for the neighborhood and enhance the architectural gateway to Alexandria on the George Washington Memorial Parkway.



# APPLICATION SPECIAL USE PERMIT

**SPECIAL USE PERMIT #** DSUP2014-0043

**PROPERTY LOCATION:** 1101 N. Washington Street

**TAX MAP REFERENCE:** 044.04-05-02 **ZONE:** CD

**APPLICANT:**

Name: CIA Colony Inn LLC

Address: 3147 Woodland Lane, Alexandria, VA 22309

**PROPOSED USE:** Parking reduction for parking and loading spaces

☒ **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED**, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**M. Catharine Puskar, Agent/Attorney**

Print Name of Applicant or Agent  
Walsh, Colucci, Lubeley, & Walsh PC  
2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

**Arlington, VA 22201**

City and State

Zip Code

Signature

Revised 12/21/2015

Date

**703-528-4700**

Telephone #

**703-525-3197**

Fax #

**cpuskar@thelandlawyers.com**

Email address

**ACTION-PLANNING COMMISSION:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**ACTION-CITY COUNCIL:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of 1101 N. Washington Street, I hereby  
 (Property Address)  
 grant the applicant authorization to apply for the parking reduction use as  
 (use) SEE ATTACHED LETTER  
 described in this application.

Name: Applicant is the owner Phone: \_\_\_\_\_  
 Please Print  
 Address: \_\_\_\_\_ Email: \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

- 1.** Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

☒ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

- 2.** The applicant is the (check one):

☒ Owner

☐ Contract Purchaser

☐ Lessee or

☐ Other: \_\_\_\_\_ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

See attached.

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**CIA Colony Inn LLC  
3147 Woodland Lane  
Alexandria, VA 22309**

Karl Moritz  
301 King Street  
City Hall, Room 2100  
Alexandria, Virginia 22314

Re: Consent to File Application for Development Special Use Permit with Site Plan and  
Associated Requests  
1101 N. Washington Street; Tax Map ID: 044.04-05-02 (the "Property")

Dear Mr. Moritz:

CIA Colony Inn LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on  
our behalf for the filing and representation of applications for a development special use permit with  
site plan and any related requests for hotel on the Property.

Very truly yours,

By: 

Its: Manager

Date: 7/23/18

## 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. See attached		
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1101 N. Washington Street (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. See attached		
2.		
3.		

**3. Business or Financial Relationships.** Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are 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. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

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. See attached		
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.

Revised 12/21/2015

M. Catharine Puskar, Agent/Attorney

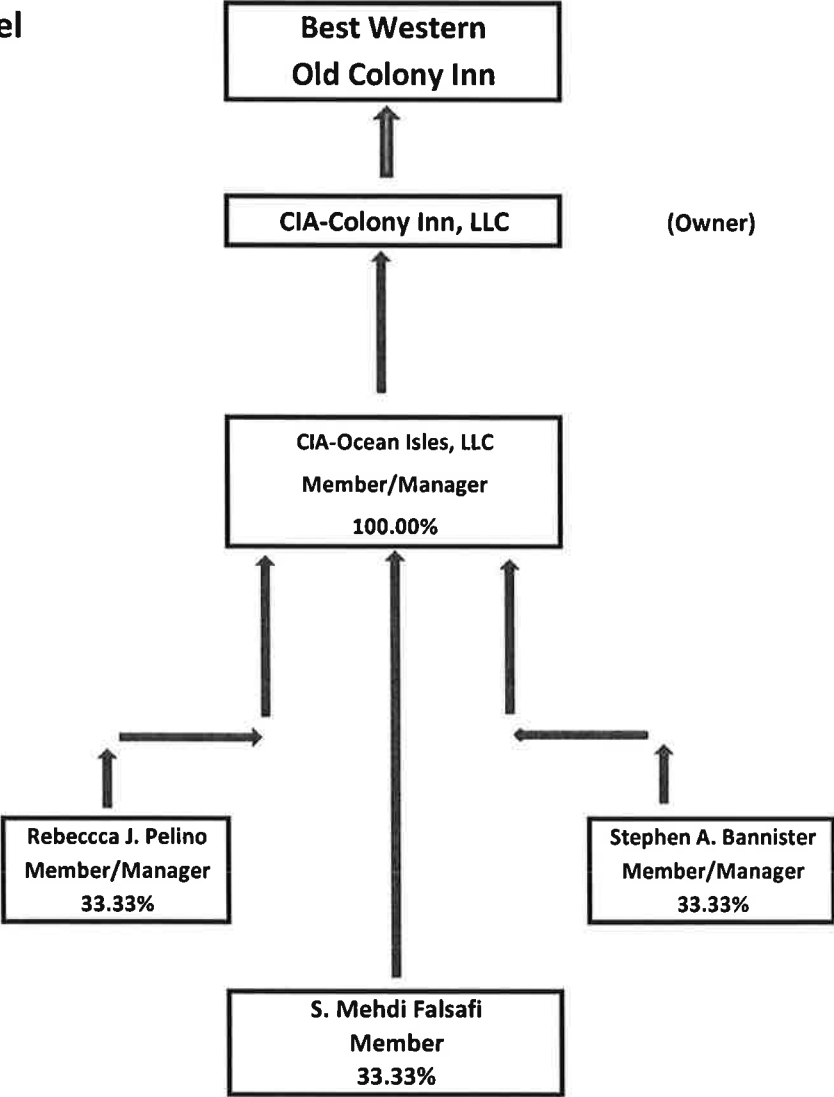
Date

Printed Name

Signature



**The Best Western Old Colony Inn Hotel  
Organization Chart**



- None of the Members of the Organizational Entities have any business or financial relationships with the members of City Council, Planning Commission, BZA or Boards of Architectural Review.

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

☐ **Yes.** Provide proof of current City business license

☐ **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

N/A

## NARRATIVE DESCRIPTION

**3. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)**

See attached

[illegible]

## USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*): PARKING REDUCTION  
☒ a new use requiring a special use permit,  
☐ an expansion or change to an existing use without a special use permit,  
☐ an expansion or change to an existing use with a special use permit,  
☐ other. Please describe: \_\_\_\_\_

5. Please describe the capacity of the proposed use:

- A. How many patrons, clients, pupils and other such users do you expect?  
 Specify time period (i.e., day, hour, or shift).

A minimum 80% occupancy rate is anticipated

- B. How many employees, staff and other personnel do you expect?  
 Specify time period (i.e., day, hour, or shift).

Approximately 18 employees in the morning shift, approximately 12 employees in the afternoon shift  
 and approximately 6 employees in the night shift, excluding the restaurant.

6. Please describe the proposed hours and days of operation of the proposed use:

Day:  
7 days per week

Hours:  
24 hours per day (hotel)

Sunday- Wednesday

6am-11pm(restaurant)

Thursday-Saturday

6am-12am (restaurant)

7. Please describe any potential noise emanating from the proposed use.

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.

N/A

- B. How will the noise be controlled?

N/A

8. Describe any potential odors emanating from the proposed use and plans to control them:

N/A

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9. Please provide information regarding trash and litter generated by the use.

- A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

N/A

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- B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

N/A

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- C. How often will trash be collected?

N/A

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- D. How will you prevent littering on the property, streets and nearby properties?

N/A

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10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

☐ Yes. ☐ No. N/A

If yes, provide the name, monthly quantity, and specific disposal method below:

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- 11.** Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

☐ Yes.      ☐ No.      N/A

If yes, provide the name, monthly quantity, and specific disposal method below:

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- 12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons?  
N/A

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## **ALCOHOL SALES**

- 13.** A. Will the proposed use include the sale of beer, wine, or mixed drinks?

☐ Yes      ☐ No      N/A

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

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**PARKING AND ACCESS REQUIREMENTS**

14. A. How many parking spaces of each type are provided for the proposed use:

13 Standard spaces  
46 Compact spaces  
3 Handicapped accessible spaces.  
10 off-site Other.

<p style="text-align: center;">Planning and Zoning Staff Only</p> <p>Required number of spaces for use per Zoning Ordinance Section 8-200A _____</p> <p>Does the application meet the requirement?  <input type="checkbox"/> Yes <input type="checkbox"/> No</p>
--

- B. Where is required parking located? (*check one*)

☒ on-site

☒ off-site

If the required parking will be located off-site, where will it be located?

2 required spaces are located on the adjacent parcel and signed for hotel use.

**PLEASE NOTE:** Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

**☒ Parking reduction requested; see attached supplemental form**

15. Please provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are available for the use? 1

<p style="text-align: center;">Planning and Zoning Staff Only</p> <p>Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____</p> <p>Does the application meet the requirement?  <input type="checkbox"/> Yes <input type="checkbox"/> No</p>
---

B. Where are off-street loading facilities located? A loading space has been provided at the north end of the building

and is accessed from the front drive aisle. Smaller restaurant deliveries will be made from the drive aisle at the front of the hotel, adjacent to the restaurant service door at the front of the building.

C. During what hours of the day do you expect loading/unloading operations to occur?

Between 7am and 11pm

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

A maximum of 5 deliveries are anticipated daily to serve the hotel and restaurant.

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access is adequate.

## SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☒ Yes ☐ No

Do you propose to construct an addition to the building? ☒ Yes ☐ No

How large will the addition be? \_\_\_\_\_\* square feet. \*See preliminary site plans for details.

18. What will the total area occupied by the proposed use be?

\*\_\_\_\_\_ sq. ft. (existing) + \*\_\_\_\_\_ sq. ft. (addition if any) = \*\_\_\_\_\_ sq. ft. (total)

19. The proposed use is located in: (check one)

☒ a stand alone building

☐ a house located in a residential zone

☐ a warehouse

☐ a shopping center. Please provide name of the center: \_\_\_\_\_

☐ an office building. Please provide name of the building: \_\_\_\_\_

☐ other. Please describe: \_\_\_\_\_

End of Application



## APPLICATION - SUPPLEMENTAL

### PARKING REDUCTION

**Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).**

**1. Describe the requested parking reduction.** (e.g. number of spaces, stacked parking, size, off-site

The parking reduction requested is to allow a 13-space reduction for parking and a 3-space reduction for loading. The updated parking study indicates that a total of 71 parking spaces would be required to meet the projected parking demand. 62 spaces are provided on-site, and the Applicant has secured 10 off-site spaces, thereby meeting the demand. The parking requirement per the Zoning Ordinance is 75 spaces and the Applicant is providing a total of 72 spaces with the additional 10 off-site spaces. As such, the effective parking reduction is 3 spaces.

**2. Provide a statement of justification for the proposed parking reduction.**

See submitted Traffic Impact Analysis.

**3. Why is it not feasible to provide the required parking?**

The proposal is for a renovation and expansion of an existing building. As such, space for on-site parking is limited by existing conditions. As shown in the parking study, the actual demand for parking at hotels in the area is lower than the City requirement and the study demonstrates that the proposed ratio is adequate to meet the needs of the renovated hotel. One loading space is adequate to serve the needs of the hotel and restaurant as a maximum of five deliveries daily will occur and can be scheduled accordingly.

**4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?**

☒ Yes. ☐ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a **Parking Management Plan** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

See submitted Traffic Impact Analysis.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

Statement of Justification  
1101 N. Washington Street  
TM ID: 044.04-05.02

CIA Colony Inn, LLC (the “Applicant”) requests approval of a development special use permit and associated applications for the renovation and expansion of the existing hotel and addition of a full-service restaurant, located at 1101 N. Washington Street (the “Property”). The existing hotel, the Old Colony Inn, was constructed in 1967 as a conference center to support the adjacent Olde Colony Motor Lodge, which was demolished in the early 2000s to facilitate the adjacent Liberty Row residential development. The existing hotel contains 49 rooms and meeting space.

Consistent with the recommendations in the Old Town North Small Area Plan for the Property, which state “commercial on one page and residential on other quote” page number, the Applicant proposes a major renovation of the existing hotel and construction of an approximately 32,000 square foot addition to create a 95 room hotel with amenities including a restaurant and meeting facilities. The improvements are being requested under the existing CD/Commercial Downtown zoning. Associated with application, the Applicant is requesting a parking reduction SUP, restaurant SUP, Transportation Management Plan and modifications to the zone transition line setback and parking lot landscape island ratio. These modifications have been minimized as a result of design changes outlined below in response to staff and community feedback. The parking provided will meet the design hour parking supply as determined by the parking study and the proposed parking reduction will not have a negative impact on the surrounding neighborhood. The restaurant will be open to the public and will complement the neighborhood while supporting the hotel. The restaurant will also have a shared meeting space that can be closed off for private events or community meetings. The renovated hotel and new restaurant will maintain and improve upon an existing hotel in North Old Town in a sustainable fashion, add jobs and contribute to diversifying Alexandria’s tax base.

The addition will add a third and partial fourth story above the existing two story hotel within the 50’ height limit. The revised architectural elevations are designed to be in compliance with the Washington Street Standards and Guidelines and to be compatible with neighboring buildings. 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.

To date, the proposal has been presented and discussed at the following public meetings:

- May 27, 2015 – First community meeting
- June 17, 2015 – Old & Historic Board of Architectural Review (“BAR”) Permit to Demolish to remove the façade (roof and exterior walls) of the existing building and first concept review
- July 21, 2015 – Second community meeting
- August 31, 2015 – Third community meeting
- September 2, 2015 – BAR second concept review
- September 9, 2015 – First Old Town North Urban Design Advisory Committee (“UDAC”) meeting
- October 8, 2015 – Fourth community meeting
- October 21, 2015 – Second UDAC meeting
- November 2, 2015 – Fifth community meeting

- November 18, 2015 – Third UDAC meeting to present the September 21 and November 2 design options. UDAC endorsed that the restaurant be located on the south end of the building and be prominent in appearance on the exterior; and endorsed the September 21 design concept.
- December 2, 2015 – BAR third concept review. BAR unanimously endorsed the scale, mass and general architectural character of the concept as amended.

The project has been continually revised as a result of input received from the community, BAR, UDAC and staff. A summary of the revisions from the original proposal to the current proposal are as follows:

- The proposed number of rooms was reduced from 111 to 95, reducing the required parking from 88 to 75.
- The amount of building addition was reduced from approximately 34,000 sq. ft. in the original plan to approximately 32,000 sq. ft. in the currently proposed plan.
- The loading space was moved from the rear of the building to the north end of the building with access from the front drive aisle.
- The parking in the rear was reconfigured to maintain the 26' drive aisle, add a sidewalk along the rear of the building near the rear entrance and to include landscaping along the back of the building and to the north adjacent to the loading area for screening.
- The top floor of the rear elevation was set back and the length of the rear façade was broken into smaller individual facades to better relate to the townhouses to the east. These modifications also reduced the height and extent of the requested setback modification at the line of zone transition.
- The front façade was modified to provide setbacks between the center mass and the mass at the end of each wing for greater emphasis on the height variation as viewed from Washington Street. The center roof mass was revised from a gable roof with parapets and false chimneys on each end to a hip roof. It was further modified to reflect the reduction in the height of the wings in the rear.
- The center mass and main entrance/porte cochere were shifted towards the center of the building to make the entrance more prominent.
- The fifth floor terrace and the associated elevator overrun were removed.
- The Washington Street facade cornice lines were revised.
- The provision of 10 off-site parking spaces and continuation of the existing shuttle bus service has been proposed to mitigate the 13-space parking reduction.

The Applicant is requesting modifications to the zone transition setback and the landscaped island/parking ratio. The zone transition setback modification request has been minimized through the addition of the setback on the east side of the building as reflected in the Preliminary Plan set. The relationship between this building and the adjacent townhouses is consistent with the historic urban fabric of the Old and Historic District. The existing parking lot, which has been in existence since 1967, does not include landscaped islands. While the Applicant has added 6 landscape islands in the current proposal, in order to maximize parking, the Applicant is requesting a minor modification of this requirement for the parking on the western side of the building. The parking will continue to be screened from the Parkway by the existing brick serpentine wall, which will be repaired or rebuilt as necessary.

The proposed renovation/addition to this hotel is consistent with the recommendations of the Small Area Plan, has the endorsement of UDAC and BAR, will support local tourism, increase the City's commercial tax base, provide an amenity for the neighborhood and enhance the architectural gateway to Alexandria on the George Washington Memorial Parkway.



## APPLICATION

# SPECIAL USE PERMIT

DSUP2014-0043

**SPECIAL USE PERMIT #** SUP2015-0096

**PROPERTY LOCATION:** 1101 N. Washington Street

**TAX MAP REFERENCE:** 044.04-05-02 **ZONE:** CD

**APPLICANT:**

Name: CIA Colony Inn LLC

Address: 3147 Woodland Lane, Alexandria, VA 22309

**PROPOSED USE:** Accessory 60 seat restaurant for the proposed hotel

☒ **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED**, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**M. Catharine Puskar, Agent/Attorney**

Print Name of Applicant or Agent  
Walsh, Colucci, Lubeley, & Walsh PC  
2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

*M. C. Puskar*

Signature

Revised 12/21/2015

Date

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

**ACTION-PLANNING COMMISSION:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**ACTION-CITY COUNCIL:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of 1101 N. Washington Street, I hereby  
 (Property Address)  
 grant the applicant authorization to apply for the accessory restaurant use as  
 (use) SEE ATTACHED LETTER  
 described in this application.

Name: The Owner is the Applicant

Phone: \_\_\_\_\_

Please Print

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

☒ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☒ Owner

☐ Contract Purchaser

☐ Lessee or

☐ Other: \_\_\_\_\_ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

See attached.

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**CIA Colony Inn LLC  
3147 Woodland Lane  
Alexandria, VA 22309**

Karl Moritz  
301 King Street  
City Hall, Room 2100  
Alexandria, Virginia 22314

Re: Consent to File Application for Development Special Use Permit with Site Plan and  
Associated Requests  
1101 N. Washington Street; Tax Map ID: 044.04-05-02 (the "Property")

Dear Mr. Moritz:

CIA Colony Inn LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on our behalf for the filing and representation of applications for a development special use permit with site plan and any related requests for hotel on the Property.

Very truly yours,

By: 

Its: Manager

Date: 7/23/18

## 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. See attached		
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1101 N. Washington Street (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. See attached		
2.		
3.		

**3. Business or Financial Relationships.** Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are 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. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

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. See attached		
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.

Revised 12/21/2015

M. Catharine Puskar, Agent/Attorney

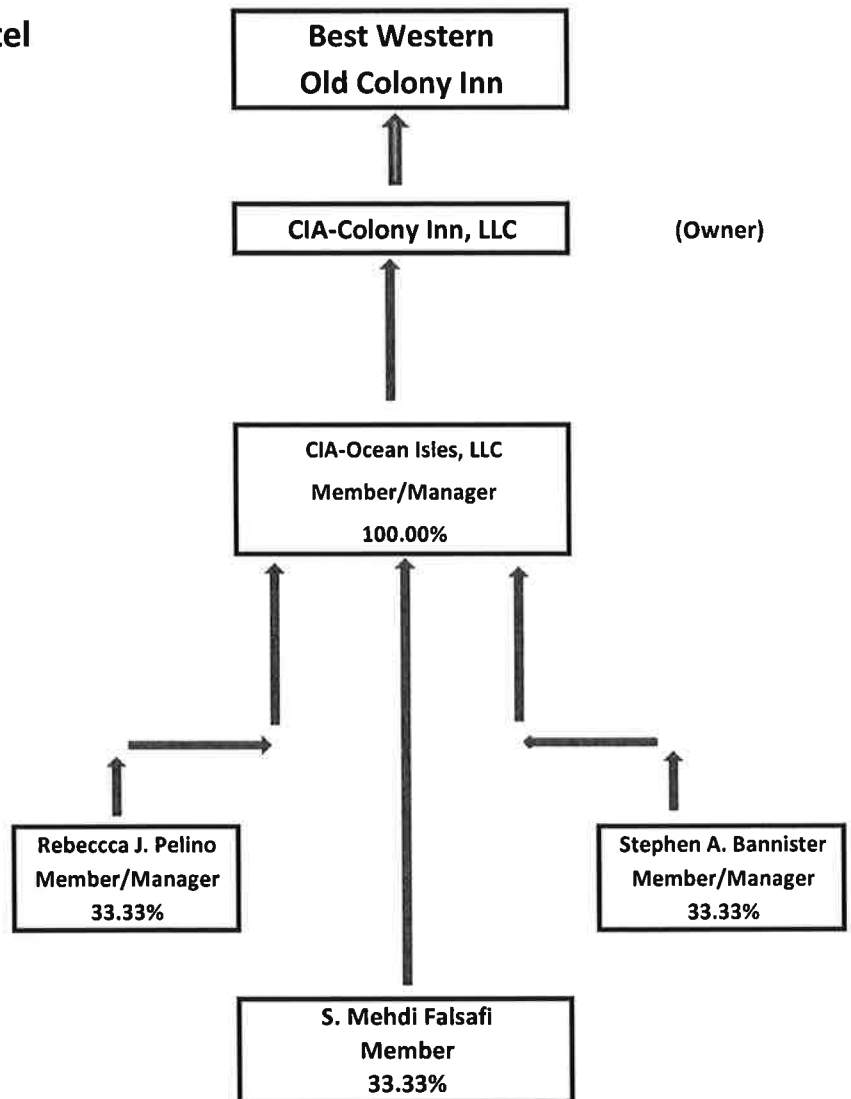
Date

Printed Name



Signature

## The Best Western Old Colony Inn Hotel Organization Chart



- None of the Members of the Organizational Entities have any business or financial relationships with the members of City Council, Planning Commission, BZA or Boards of Architectural Review.

☐ **Yes.** Provide proof of current City business license

N/A

**3. The applicant shall describe below the nature of the request *in detail* so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)**

[illegible]

## USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*): Accessory Restaurant  
☒ a new use requiring a special use permit,  
☐ an expansion or change to an existing use without a special use permit,  
☐ an expansion or change to an existing use with a special use permit,  
☐ other. Please describe: \_\_\_\_\_

5. Please describe the capacity of the proposed use:

A. How many patrons, clients, pupils and other such users do you expect?  
 Specify time period (i.e., day, hour, or shift).  
Approximately 60 patrons for breakfast and lunch. Approximately 120 patrons for dinner.

B. How many employees, staff and other personnel do you expect?  
 Specify time period (i.e., day, hour, or shift).  
Approximately 6 employees per shift.

6. Please describe the proposed hours and days of operation of the proposed use:

Day: <u>Sunday - Wednesday</u>	Hours: <u>6am-11pm (restaurant)</u>
<u>Thursday - Saturday</u>	<u>6am-12 midnight (restaurant)</u>
_____	_____
_____	_____

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
Noise levels will be in compliance with the noise ordinance.

B. How will the noise be controlled?  
No significant noise is anticipated.

8. Describe any potential odors emanating from the proposed use and plans to control them:

The restaurant kitchen will be ventilated through the roof of the hotel.

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)  
Typical trash and garbage for hotel and restaurant uses.

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)  
20 cubic yard dumpster

C. How often will trash be collected?  
Twice a week.

D. How will you prevent littering on the property, streets and nearby properties?  
Staff will monitor the property for litter.

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[ ] Yes. [✓] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

N/A

- 11.** Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

☐ Yes. ☒ No. N/A

If yes, provide the name, monthly quantity, and specific disposal method below:

N/A

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- 12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons?  
Restaurant entrances will be open during business hours only.

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## ALCOHOL SALES

- 13.** A. Will the proposed use include the sale of beer, wine, or mixed drinks?

☒ Yes ☐ No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

The restaurant will have a full bar and ABC license for on-premises sales.

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**PARKING AND ACCESS REQUIREMENTS**

14. A. How many parking spaces of each type are provided for the proposed use:

8 \_\_\_\_\_ Standard spaces  
 \_\_\_\_\_ Compact spaces  
 \_\_\_\_\_ Handicapped accessible spaces.  
 \_\_\_\_\_ Other.

<p style="text-align: center;">Planning and Zoning Staff Only</p> <p>Required number of spaces for use per Zoning Ordinance Section 8-200A _____</p> <p>Does the application meet the requirement?  <input type="checkbox"/> Yes   <input type="checkbox"/> No</p>
--

- B. Where is required parking located? (*check one*)

☒ on-site

☐ off-site

If the required parking will be located off-site, where will it be located?

---

**PLEASE NOTE:** Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

☐ **Parking reduction requested; see attached supplemental form**

15. Please provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are available for the use? 1

<p style="text-align: center;">Planning and Zoning Staff Only</p> <p>Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____</p> <p>Does the application meet the requirement?  <input type="checkbox"/> Yes   <input type="checkbox"/> No</p>
---

- B. Where are off-street loading facilities located? A loading space has been provided at the north end of the building  
and is accessed from the front drive aisle. Smaller restaurant deliveries will be made from the drive aisle at the front of the hotel.  
adjacent to the restaurant service door at the front of the building.
- C. During what hours of the day do you expect loading/unloading operations to occur?  
Between 7am and 11pm
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?  
A maximum of 5 deliveries are anticipated daily to serve the hotel and restaurant.
16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?  
Street access is adequate.

## SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☒ Yes ☐ No  
 Do you propose to construct an addition to the building? ☒ Yes ☐ No  
 How large will the addition be? \_\_\_\_\_ square feet. \*The restaurant will be included as part of the hotel renovation and expansion. See preliminary site plan for details.
18. What will the total area occupied by the proposed use be?  
 \_\_\_\_\_ sq. ft. (existing) + \_\_\_\_\_ sq. ft. (addition if any) = \_\_\_\_\_ sq. ft. (total)
19. The proposed use is located in: (check one)  
☒ a stand alone building  
☐ a house located in a residential zone  
☐ a warehouse  
☐ a shopping center. Please provide name of the center: \_\_\_\_\_  
☐ an office building. Please provide name of the building: \_\_\_\_\_  
☐ other. Please describe: \_\_\_\_\_

End of Application

SUP # 2015-0096

Admin Use Permit #



## SUPPLEMENTAL APPLICATION

### RESTAURANT

**All applicants requesting a Special Use Permit or an Administrative Use Permit for a restaurant shall complete the following section.**

1. How many seats are proposed?  
Indoors: 60      Outdoors: 0      Total number proposed: 60
  
2. Will the restaurant offer any of the following?  
Alcoholic beverages (**SUP only**)      ☒ Yes      ☐ No  
Beer and wine — on-premises      ☒ Yes      ☐ No  
Beer and wine — off-premises      ☐ Yes      ☒ No
  
3. Please describe the type of food that will be served:  
TBD  
\_\_\_\_\_  
\_\_\_\_\_
  
4. The restaurant will offer the following service (check items that apply):  
☒ table service      ☒ bar      ☐ carry-out      ☐ delivery
  
5. If delivery service is proposed, how many vehicles do you anticipate? N/A  
Will delivery drivers use their own vehicles?      ☐ Yes      ☐ No  
Where will delivery vehicles be parked when not in use?  
\_\_\_\_\_  
\_\_\_\_\_
  
6. Will the restaurant offer any entertainment (i.e. live entertainment, large screen television, video games)?  
☐ Yes      ☐ No  
If yes, please describe:  
No live entertainment is proposed, but large screen televisions may be provided.  
\_\_\_\_\_  
\_\_\_\_\_

**Parking impacts.** Please answer the following:

1. What percent of patron parking can be accommodated off-street? (check one)
  - ☒ 100%
  - ☐ 75-99%
  - ☐ 50-74%
  - ☐ 1-49%
  - ☐ No parking can be accommodated off-street
  
2. What percentage of employees who drive can be accommodated off the street at least in the evenings and on weekends? (check one)
  - ☒ All
  - ☐ 75-99%
  - ☐ 50-74%
  - ☐ 1-49%
  - ☐ None
  
3. What is the estimated peak evening impact upon neighborhoods? (check one)
  - ☒ No parking impact predicted
  - ☐ Less than 20 additional cars in neighborhood
  - ☐ 20-40 additional cars
  - ☐ More than 40 additional cars

**Litter plan.** The applicant for a restaurant featuring carry-out service for immediate consumption must submit a plan which indicates those steps it will take to eliminate litter generated by sales in that restaurant.

**Alcohol Consumption and Late Night Hours.** Please fill in the following information.

1. Maximum number of patrons shall be determined by adding the following:
 

	<u>          </u>	Maximum number of patron dining seats	
+	<u>          </u>	Maximum number of patron bar seats	
+	<u>          </u>	Maximum number of standing patrons	
=	<u>60</u>	Maximum number of patrons	*The maximum number of dining/bar seats is 60. The number of bar seats is yet to be determined, but would be no greater than 12 seats and included as part of the total 60.
  
2. 8 Maximum number of employees by hour at any one time
  
3. Hours of operation. Closing time means when the restaurant is empty of patrons.(check one)
  - ☐ Closing by 8:00 PM
  - ☐ Closing after 8:00 PM but by 10:00 PM
  - ☒ Closing after 10:00 PM but by Midnight (Sunday-Wednesday)
  - ☐ Closing after Midnight (Thursday- Saturday)
  
4. Alcohol Consumption (check one)
  - ☐ High ratio of alcohol to food
  - ☒ Balance between alcohol and food
  - ☐ Low ratio of alcohol to food

Statement of Justification  
1101 N. Washington Street  
TM ID: 044.04-05.02

CIA Colony Inn, LLC (the “Applicant”) requests approval of a development special use permit and associated applications for the renovation and expansion of the existing hotel and addition of a full-service restaurant, located at 1101 N. Washington Street (the “Property”). The existing hotel, the Old Colony Inn, was constructed in 1967 as a conference center to support the adjacent Olde Colony Motor Lodge, which was demolished in the early 2000s to facilitate the adjacent Liberty Row residential development. The existing hotel contains 49 rooms and meeting space.

Consistent with the recommendations in the Old Town North Small Area Plan for the Property, which state “commercial on one page and residential on other quote” page number, the Applicant proposes a major renovation of the existing hotel and construction of an approximately 32,000 square foot addition to create a 95 room hotel with amenities including a restaurant and meeting facilities. The improvements are being requested under the existing CD/Commercial Downtown zoning. Associated with application, the Applicant is requesting a parking reduction SUP, restaurant SUP, Transportation Management Plan and modifications to the zone transition line setback and parking lot landscape island ratio. These modifications have been minimized as a result of design changes outlined below in response to staff and community feedback. The parking provided will meet the design hour parking supply as determined by the parking study and the proposed parking reduction will not have a negative impact on the surrounding neighborhood. The restaurant will be open to the public and will complement the neighborhood while supporting the hotel. The restaurant will also have a shared meeting space that can be closed off for private events or community meetings. The renovated hotel and new restaurant will maintain and improve upon an existing hotel in North Old Town in a sustainable fashion, add jobs and contribute to diversifying Alexandria’s tax base.

The addition will add a third and partial fourth story above the existing two story hotel within the 50' height limit. The revised architectural elevations are designed to be in compliance with the Washington Street Standards and Guidelines and to be compatible with neighboring buildings. 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.

To date, the proposal has been presented and discussed at the following public meetings:

- May 27, 2015 – First community meeting
- June 17, 2015 – Old & Historic Board of Architectural Review (“BAR”) Permit to Demolish to remove the façade (roof and exterior walls) of the existing building and first concept review
- July 21, 2015 – Second community meeting
- August 31, 2015 – Third community meeting
- September 2, 2015 – BAR second concept review
- September 9, 2015 – First Old Town North Urban Design Advisory Committee (“UDAC”) meeting
- October 8, 2015 – Fourth community meeting
- October 21, 2015 – Second UDAC meeting
- November 2, 2015 – Fifth community meeting

- November 18, 2015 – Third UDAC meeting to present the September 21 and November 2 design options. UDAC endorsed that the restaurant be located on the south end of the building and be prominent in appearance on the exterior; and endorsed the September 21 design concept.
- December 2, 2015 – BAR third concept review. BAR unanimously endorsed the scale, mass and general architectural character of the concept as amended.

The project has been continually revised as a result of input received from the community, BAR, UDAC and staff. A summary of the revisions from the original proposal to the current proposal are as follows:

- The proposed number of rooms was reduced from 111 to 95, reducing the required parking from 88 to 75.
- The amount of building addition was reduced from approximately 34,000 sq. ft. in the original plan to approximately 32,000 sq. ft. in the currently proposed plan.
- The loading space was moved from the rear of the building to the north end of the building with access from the front drive aisle.
- The parking in the rear was reconfigured to maintain the 26' drive aisle, add a sidewalk along the rear of the building near the rear entrance and to include landscaping along the back of the building and to the north adjacent to the loading area for screening.
- The top floor of the rear elevation was set back and the length of the rear façade was broken into smaller individual facades to better relate to the townhouses to the east. These modifications also reduced the height and extent of the requested setback modification at the line of zone transition.
- The front façade was modified to provide setbacks between the center mass and the mass at the end of each wing for greater emphasis on the height variation as viewed from Washington Street. The center roof mass was revised from a gable roof with parapets and false chimneys on each end to a hip roof. It was further modified to reflect the reduction in the height of the wings in the rear.
- The center mass and main entrance/porte cochere were shifted towards the center of the building to make the entrance more prominent.
- The fifth floor terrace and the associated elevator overrun were removed.
- The Washington Street facade cornice lines were revised.
- The provision of 10 off-site parking spaces and continuation of the existing shuttle bus service has been proposed to mitigate the 13-space parking reduction.

The Applicant is requesting modifications to the zone transition setback and the landscaped island/parking ratio. The zone transition setback modification request has been minimized through the addition of the setback on the east side of the building as reflected in the Preliminary Plan set. The relationship between this building and the adjacent townhouses is consistent with the historic urban fabric of the Old and Historic District. The existing parking lot, which has been in existence since 1967, does not include landscaped islands. While the Applicant has added 6 landscape islands in the current proposal, in order to maximize parking, the Applicant is requesting a minor modification of this requirement for the parking on the western side of the building. The parking will continue to be screened from the Parkway by the existing brick serpentine wall, which will be repaired or rebuilt as necessary.

The proposed renovation/addition to this hotel is consistent with the recommendations of the Small Area Plan, has the endorsement of UDAC and BAR, will support local tourism, increase the City's commercial tax base, provide an amenity for the neighborhood and enhance the architectural gateway to Alexandria on the George Washington Memorial Parkway.



## APPLICATION

# SPECIAL USE PERMIT

DSUP2014-0043

**SPECIAL USE PERMIT #** SUP2015-0095

**PROPERTY LOCATION:** 1101 N. Washington Street

**TAX MAP REFERENCE:** 044.04-05-02

**ZONE:** CD

**APPLICANT:**

Name: CIA Colony Inn LLC

Address: 3147 Woodland Lane, Alexandria, VA 22309

**PROPOSED USE:** Transportation Management Plan

☒ **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED**, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**M. Catharine Puskar, Agent/Attorney**

Print Name of Applicant or Agent  
Walsh, Colucci, Lubeley, & Walsh PC  
2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

*McBiskar*

Signature

Revised 12/15/2015

Date

703-528-4700

Telephone #

703-525-3197

Fax #

cpuskar@thelandlawyers.com

Email address

**ACTION-PLANNING COMMISSION:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**ACTION-CITY COUNCIL:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of 1101 N. Washington Street, I hereby  
 (Property Address)  
 grant the applicant authorization to apply for the transportation management plan use as  
 (use)  
 described in this application.

Name: The Owner is the Applicant

Phone: \_\_\_\_\_

Please Print

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

☒ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☒ Owner

☐ Contract Purchaser

☐ Lessee or

☐ Other: \_\_\_\_\_ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

See attached.

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**CIA Colony Inn LLC  
3147 Woodland Lane  
Alexandria, VA 22309**


Karl Moritz  
301 King Street  
City Hall, Room 2100  
Alexandria, Virginia 22314

Re: Consent to File Application for Development Special Use Permit with Site Plan and  
Associated Requests  
1101 N. Washington Street; Tax Map ID: 044.04-05-02 (the "Property")

Dear Mr. Moritz:

CIA Colony Inn LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on  
our behalf for the filing and representation of applications for a development special use permit with  
site plan and any related requests for hotel on the Property.

Very truly yours,

By: 

Its: Manager

Date: 7/23/18

## 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. See attached		
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1101 N. Washington Street (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. See attached		
2.		
3.		

**3. Business or Financial Relationships.** Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are 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. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

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. See attached		
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.

Revised 12/15/2015

M. Catharine Puskar, Agent/Attorney

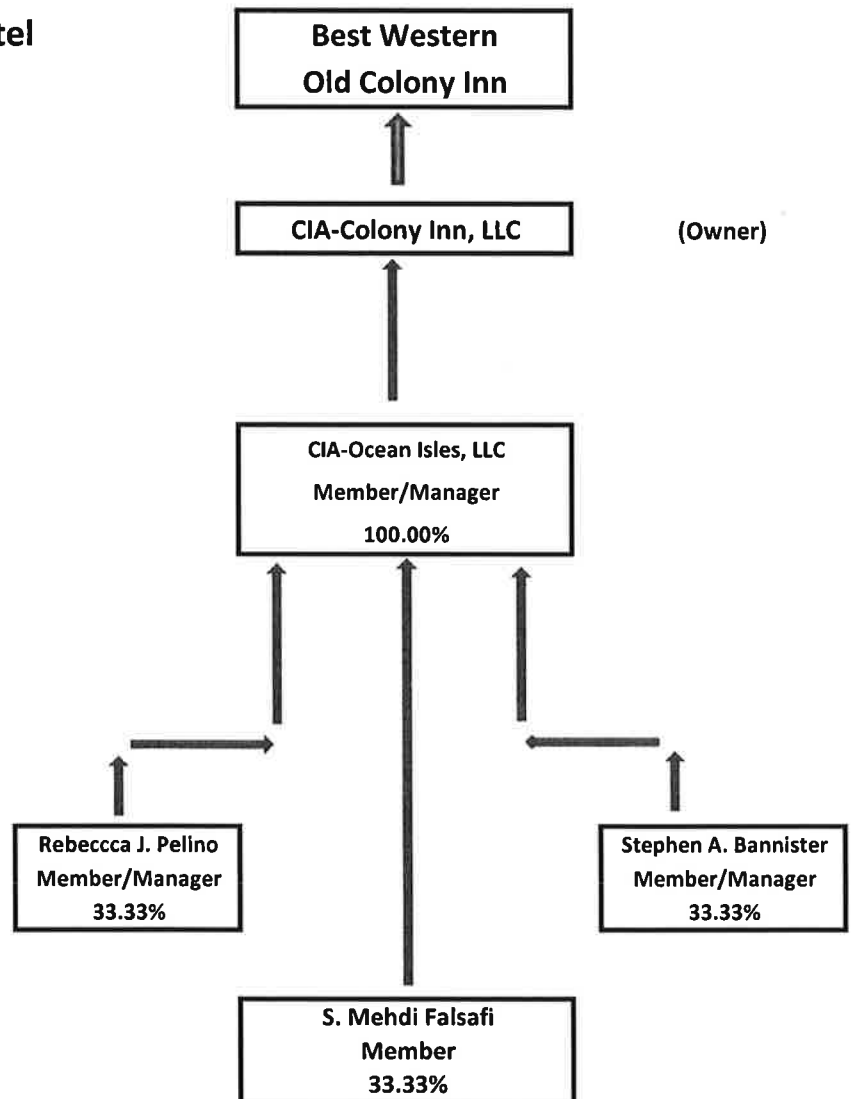
Date

Printed Name

Signature



## The Best Western Old Colony Inn Hotel Organization Chart



- None of the Members of the Organizational Entities have any business or financial relationships with the members of City Council, Planning Commission, BZA or Boards of Architectural Review.

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

- ☐ **Yes.** Provide proof of current City business license

- ☐ **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

N/A

## NARRATIVE DESCRIPTION

**3. The applicant shall describe below the nature of the request *in detail* so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)**

See attached

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

**USE CHARACTERISTICS**

4. The proposed special use permit request is for (*check one*): TRANSPORTATION MANAGEMENT PLAN  
☒ a new use requiring a special use permit,  
☐ an expansion or change to an existing use without a special use permit,  
☐ an expansion or change to an existing use with a special use permit,  
☐ other. Please describe: \_\_\_\_\_

5. Please describe the capacity of the proposed use:

- A. How many patrons, clients, pupils and other such users do you expect?  
 Specify time period (i.e., day, hour, or shift).

See accompanying DSUP and restaurant SUP applications.

- B. How many employees, staff and other personnel do you expect?  
 Specify time period (i.e., day, hour, or shift).

See accompanying DSUP and restaurant SUP applications

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

24 hrs, 7 days a week (hotel)

Hours:

Sunday - Wednesday

6am-11pm (restaurant)

Thursday - Saturday

6am-12am (restaurant)

7. Please describe any potential noise emanating from the proposed use.

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.

N/A

- B. How will the noise be controlled?

N/A

8. Describe any potential odors emanating from the proposed use and plans to control them:

N/A

9. Please provide information regarding trash and litter generated by the use.

- A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

N/A

- B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

N/A

- C. How often will trash be collected?

N/A

- D. How will you prevent littering on the property, streets and nearby properties?

N/A

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

☐ Yes. ☐ No. N/A

If yes, provide the name, monthly quantity, and specific disposal method below:

- 11.** Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

☐ Yes.      ☐ No.      N/A

If yes, provide the name, monthly quantity, and specific disposal method below:

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- 12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons?  
N/A

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## ALCOHOL SALES

- 13.** A. Will the proposed use include the sale of beer, wine, or mixed drinks?

☐ Yes      ☐ No      N/A

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

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**PARKING AND ACCESS REQUIREMENTS**

14. A. How many parking spaces of each type are provided for the proposed use:

13 Standard spaces  
46 Compact spaces  
3 Handicapped accessible spaces.  
10 off-site Other.

<p style="text-align: center;">Planning and Zoning Staff Only</p> <p>Required number of spaces for use per Zoning Ordinance Section 8-200A _____</p> <p>Does the application meet the requirement?  <input type="checkbox"/> Yes   <input type="checkbox"/> No</p>
--

- B. Where is required parking located? (*check one*)

☒ on-site

☒ off-site

If the required parking will be located off-site, where will it be located?

2 required spaces are located on the adjacent parcel and signed for hotel use.

**PLEASE NOTE:** Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

**☒ Parking reduction requested; see attached supplemental form**

15. Please provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are available for the use? 1

<p style="text-align: center;">Planning and Zoning Staff Only</p> <p>Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____</p> <p>Does the application meet the requirement?  <input type="checkbox"/> Yes   <input type="checkbox"/> No</p>
---

- B. Where are off-street loading facilities located? A loading space has been provided at the north end of the building

and is accessed from the front drive aisle. Smaller restaurant deliveries will be made from the drive aisle at the front of the hotel adjacent to the restaurant service door at the front of the building.

- C. During what hours of the day do you expect loading/unloading operations to occur?

Between 7am and 11pm

- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

A maximum of 5 deliveries are anticipated daily to serve the hotel and restaurant.

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access is adequate.

## SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☒ Yes ☐ No

Do you propose to construct an addition to the building? ☒ Yes ☐ No

How large will the addition be? \* \_\_\_\_\_ square feet. \*See preliminary plan for details.

18. What will the total area occupied by the proposed use be?

\* \_\_\_\_\_ sq. ft. (existing) + \* \_\_\_\_\_ sq. ft. (addition if any) = \* \_\_\_\_\_ sq. ft. (total)

19. The proposed use is located in: (check one)

☒ a stand alone building

☐ a house located in a residential zone

☐ a warehouse

☐ a shopping center. Please provide name of the center: \_\_\_\_\_

☐ an office building. Please provide name of the building: \_\_\_\_\_

☐ other. Please describe: \_\_\_\_\_

End of Application

Statement of Justification  
1101 N. Washington Street  
TM ID: 044.04-05.02

CIA Colony Inn, LLC (the “Applicant”) requests approval of a development special use permit and associated applications for the renovation and expansion of the existing hotel and addition of a full-service restaurant, located at 1101 N. Washington Street (the “Property”). The existing hotel, the Old Colony Inn, was constructed in 1967 as a conference center to support the adjacent Olde Colony Motor Lodge, which was demolished in the early 2000s to facilitate the adjacent Liberty Row residential development. The existing hotel contains 49 rooms and meeting space.

Consistent with the recommendations in the Old Town North Small Area Plan for the Property, which state “commercial on one page and residential on other quote” page number, the Applicant proposes a major renovation of the existing hotel and construction of an approximately 32,000 square foot addition to create a 95 room hotel with amenities including a restaurant and meeting facilities. The improvements are being requested under the existing CD/Commercial Downtown zoning. Associated with application, the Applicant is requesting a parking reduction SUP, restaurant SUP, Transportation Management Plan and modifications to the zone transition line setback and parking lot landscape island ratio. These modifications have been minimized as a result of design changes outlined below in response to staff and community feedback. The parking provided will meet the design hour parking supply as determined by the parking study and the proposed parking reduction will not have a negative impact on the surrounding neighborhood. The restaurant will be open to the public and will complement the neighborhood while supporting the hotel. The restaurant will also have a shared meeting space that can be closed off for private events or community meetings. The renovated hotel and new restaurant will maintain and improve upon an existing hotel in North Old Town in a sustainable fashion, add jobs and contribute to diversifying Alexandria’s tax base.

The addition will add a third and partial fourth story above the existing two story hotel within the 50' height limit. The revised architectural elevations are designed to be in compliance with the Washington Street Standards and Guidelines and to be compatible with neighboring buildings. 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.

To date, the proposal has been presented and discussed at the following public meetings:

- May 27, 2015 – First community meeting
- June 17, 2015 – Old & Historic Board of Architectural Review (“BAR”) Permit to Demolish to remove the façade (roof and exterior walls) of the existing building and first concept review
- July 21, 2015 – Second community meeting
- August 31, 2015 – Third community meeting
- September 2, 2015 – BAR second concept review
- September 9, 2015 – First Old Town North Urban Design Advisory Committee (“UDAC”) meeting
- October 8, 2015 – Fourth community meeting
- October 21, 2015 – Second UDAC meeting
- November 2, 2015 – Fifth community meeting

- November 18, 2015 – Third UDAC meeting to present the September 21 and November 2 design options. UDAC endorsed that the restaurant be located on the south end of the building and be prominent in appearance on the exterior; and endorsed the September 21 design concept.
- December 2, 2015 – BAR third concept review. BAR unanimously endorsed the scale, mass and general architectural character of the concept as amended.

The project has been continually revised as a result of input received from the community, BAR, UDAC and staff. A summary of the revisions from the original proposal to the current proposal are as follows:

- The proposed number of rooms was reduced from 111 to 95, reducing the required parking from 88 to 75.
- The amount of building addition was reduced from approximately 34,000 sq. ft. in the original plan to approximately 32,000 sq. ft. in the currently proposed plan.
- The loading space was moved from the rear of the building to the north end of the building with access from the front drive aisle.
- The parking in the rear was reconfigured to maintain the 26' drive aisle, add a sidewalk along the rear of the building near the rear entrance and to include landscaping along the back of the building and to the north adjacent to the loading area for screening.
- The top floor of the rear elevation was set back and the length of the rear façade was broken into smaller individual facades to better relate to the townhouses to the east. These modifications also reduced the height and extent of the requested setback modification at the line of zone transition.
- The front façade was modified to provide setbacks between the center mass and the mass at the end of each wing for greater emphasis on the height variation as viewed from Washington Street. The center roof mass was revised from a gable roof with parapets and false chimneys on each end to a hip roof. It was further modified to reflect the reduction in the height of the wings in the rear.
- The center mass and main entrance/porte cochere were shifted towards the center of the building to make the entrance more prominent.
- The fifth floor terrace and the associated elevator overrun were removed.
- The Washington Street facade cornice lines were revised.
- The provision of 10 off-site parking spaces and continuation of the existing shuttle bus service has been proposed to mitigate the 13-space parking reduction.

The Applicant is requesting modifications to the zone transition setback and the landscaped island/parking ratio. The zone transition setback modification request has been minimized through the addition of the setback on the east side of the building as reflected in the Preliminary Plan set. The relationship between this building and the adjacent townhouses is consistent with the historic urban fabric of the Old and Historic District. The existing parking lot, which has been in existence since 1967, does not include landscaped islands. While the Applicant has added 6 landscape islands in the current proposal, in order to maximize parking, the Applicant is requesting a minor modification of this requirement for the parking on the western side of the building. The parking will continue to be screened from the Parkway by the existing brick serpentine wall, which will be repaired or rebuilt as necessary.

The proposed renovation/addition to this hotel is consistent with the recommendations of the Small Area Plan, has the endorsement of UDAC and BAR, will support local tourism, increase the City's commercial tax base, provide an amenity for the neighborhood and enhance the architectural gateway to Alexandria on the George Washington Memorial Parkway.

**CONCERNS OF LIBERTY ROW CONDOMINIUM ASSOCIATION WITH THE PROPOSED  
REDEVELOPMENT OF THE BEST WESTERN OLD COLONY INN (OCI) ON N.  
WASHINGTON STREET**

**Quality of Life Issues**

**We are not opposed to development.** We believe that development must be reasoned and reasonable. The primary question is whether the interests and concerns of taxpaying voters living in Old Town North are relevant vis-a-vis the interests of developers? Throughout the series of community meetings on the proposed redevelopment of the OCI culminating in the last BAR hearing, community members' concerns generally have not been addressed. While the developer presented a plan at the last community meeting that met a few of the community's concerns, these concessions were eliminated by the Alexandria Old and Historic District's Board of Architectural Review (BAR). Members of the BAR then voted to support the staff's revisions, and made statements failing to show an appreciation for the issues raised by Old Town North residents. Any major development in our community impacts our quality of life. It is reasonable to expect that some of our concerns should be addressed by developers and by our local officials because these concerns stem from our understanding of our community and adjacent areas. It is unreasonable for taxpaying voters to be relegated to second-class citizen status by implying that our role is just to pay taxes and to accept whatever developers, local officials, and local government bureaucrats deem appropriate.

The residents of Liberty Row and adjacent communities consistently expressed the following specific concerns to the developer's representatives:

- **Reduce the mass, scale and height of the OCI by lowering the wings to three floors rather than the four floors proposed.** The plan proposed by the BAR staff and adopted by the BAR permits an OCI structure larger than City Hall in the midst of our residential community and situated on a very compact lot. A structure of this magnitude also poses questions about the impact on the sewage systems serving our area.
- **Eliminate the restaurant (an approximately 60-seat facility), or alternatively, place the restaurant at the center of the OCI.** Having a restaurant on the Second Street facade of the OCI is not conducive to the quality of life of Liberty Row residents. Concerns exist about restaurant odors, noise, trash, and the potential for increased rodent populations. Further, this development should be considered in conjunction with the proposed development of the Giant/ABC lot, where we have been informed by developer Eden's counsel that there may be **more than 800** restaurant seats created in that space.
- **Meet the City's requirements for available parking spaces.** The current OCI has 45 rooms. As proposed, the OCI will expand to almost 100 rooms. In spite of this expansion, the developer will not be able to meet parking requirements. This issue should be analyzed in conjunction with the proposed development of the Giant/ABC lot (only two blocks away) where we are informed that there will be a 26% deficit (83 spaces) in required parking spaces. The developers do not live in our communities. They cannot appreciate the every day impact of reducing available parking spaces in our community. There is a lack of emphasis on the potential material adverse impacts of the failure of redeveloped or newly developed properties

to meet City parking requirements. The cumulative impact of these deficiencies on Old Town North communities is highly undesirable.

— **Create a traffic flow for commercial vehicles that will not exacerbate traffic congestion on East Abington Drive, Bashford Lane, and Slaters Lane.** As proposed, commercial vehicles will enter the OCI from either E. Abington Drive or Second Street. They will make deliveries at the bay to the north of the OCI entrance, which faces the George Washington Memorial Parkway. These vehicles can then only leave the OCI property by entering E. Abington Drive heading north to either Bashford Lane or Slaters Lane. Then they must turn left at one of these streets. They are prohibited from traveling on the George Washington Memorial Parkway. Large commercial vehicles waiting for light changes at Bashford Lane or Slaters Lane will cause additional queuing of traffic while waiting to make left turns and then waiting at the next light to cross the George Washington Memorial Parkway. If they travel west on Bashford Lane, they will be traveling on a relatively narrow stretch of Bashford Lane prior to reaching Powhatan Street. Typically on this western stretch of Bashford Lane, which has one lane going west and one going east, vehicles are parked on both sides of the street. All of these results lead to potentially greater traffic incidents and dangers for pedestrians as well. The traffic flow for large commercial vehicles resulting from the current design of the redeveloped OCI is further proof that the building is too large for the lot size. If the northern wing of the OCI were shortened, commercial vehicles could make a right turn, go around the building, and exit onto Second Street, where they should turn left only to access N. Pitt Street.

— **Provide assurance that tour buses will not idle or park on E. Abington Drive behind the Liberty Row condominiums or on Second Street.** We have not been told where tour groups will disembark from touring buses or where such vehicles will idle or park. Second Street is a largely residential street. Noise from idling tour buses and fumes emanating from such vehicles are not conducive to the quality of life of taxpaying voters residing in the adjacent communities. If tour buses are permitted to park on Second Street, the visual impact of such commercial vehicles in a largely residential area will be undesirable, as well as reducing available parking for residents and their guests. These matters directly affect the quality of life of the residents of Old Town North.

**The residents of Liberty Row do not wish to see the surrounding area of Old Town North become a predominantly commercial sector where little thought or effort has been given to ameliorating local resident concerns about: (a) parking code deficiencies, (b) tour bus traffic, parking, and idling, (c) increased commercial and noncommercial traffic volumes and patterns (particularly of commercial vehicles) potentially harmful to pedestrians, bicyclists, and motorists, (d) commercial and rental structures failing to comply with the City's height restrictions, and (e) the lack of significant green space within development plans. The facts as we know them today indicate that these major issues have not been properly addressed by the developers or by the participants in the November 2015 Old Town North Small Area Planning Process charrettes. In fact all of the redevelopment plan items that we present above are in direct opposition to the long-standing OTN SAP Land Use goals published in the December 22, 2015 Final Project Update Report. Notwithstanding these shortcomings, it is our understanding that the developer's proposed plan for the OCI redevelopment will go before the Planning Commission on April 5 and then before the City Council on April 16.**

February 15, 2016

1206 North Pitt Street  
Alexandria, VA 22314

Commission Chair Mary Lyman  
Alexandria Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Dear Commission Chair Lyman:

I am writing on behalf of the Pitt Street Station Homeowners Association about the proposed redevelopment (the application indicates it will be a "renovation," even though the building will approximately double in size and bear little resemblance to its current form) of the property at 1101 North Washington Street, the Best Western Old Colony Inn. Our neighborhood of 20 homes is adjacent to the subject property. We understand that the renovation proposal is now under review by City Planning Staff for consideration by the Planning Commission and the City Council.

Our homeowners strongly oppose the renovation as currently proposed for reasons that are detailed on the attached pages. Briefly, we oppose the proposal for the following reasons:

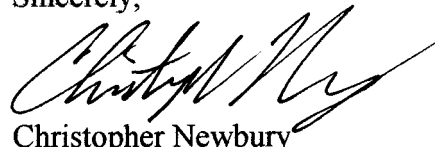
- 1. The proposed hotel is too large for the site.**
  - It places a building 263 feet long and over 50 feet high on a site of less than one acre.
  - It exceeds the transition zone setback requirement limiting height relative to the property line.
  - It has insufficient parking.
- 2. The structure is not in keeping with the memorial character of the George Washington Parkway, as required by agreement with the National Park Service.**
  - The National Park Service opposes the proposed redevelopment.
  - The proposal does not conform to the Washington Street Standards.
- 3. The proposed large, commercial structure is inconsistent with the primarily residential nature of the neighborhood.**

Our homeowners have been concerned about this proposal since we learned of it in spring 2015. Since then, we have participated in discussions with the developer's representatives, and we have attended public hearings related to the application.

We expect some form of redevelopment at this site, but we believe that the measures the developer has suggested to address our concerns are inadequate. Although we recognize that the developer has an investment to protect and nurture, we also have substantial investments - both financial and personal - in this neighborhood. At our annual Homeowners Association meeting in December, ALL homeowners opposed the redevelopment as currently proposed.

Thank you for agreeing to meet with representatives of our community to discuss our concerns in more detail. We look forward to meeting with you on Tuesday, February 23.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Newbury", written in a cursive style.

Christopher Newbury

On behalf of Pitt Street Station Homeowners

February 15, 2016

1206 North Pitt Street  
Alexandria, VA 22314

Commissioner H. Stewart Dunn, Jr.  
Alexandria Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Dear Commissioner Dunn:

I am writing on behalf of the Pitt Street Station Homeowners Association about the proposed redevelopment (the application indicates it will be a "renovation," even though the building will approximately double in size and bear little resemblance to its current form) of the property at 1101 North Washington Street, the Best Western Old Colony Inn. Our neighborhood of 20 homes is adjacent to the subject property. We understand that the renovation proposal is now under review by City Planning Staff for consideration by the Planning Commission and the City Council.

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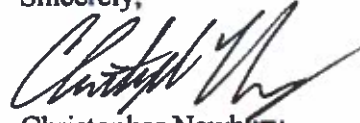
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Our homeowners have been concerned about this proposal since we learned of it in spring 2015. Since then, we have participated in discussions with the developer's representatives, and we have attended public hearings related to the application.

We expect some form of redevelopment at this site, but we believe that the measures the developer has suggested to address our concerns are inadequate. Although we recognize that the developer has an investment to protect and nurture, we also have substantial investments - both financial and personal - in this neighborhood. At our annual Homeowners Association meeting in December, ALL homeowners opposed the redevelopment as currently proposed.

We and other neighbors who live near this proposed redevelopment would be happy to meet with you to discuss our concerns in more detail. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Newbury", written over a horizontal line.

Christopher Newbury

On behalf of Pitt Street Station Homeowners

February 15, 2016

1206 North Pitt Street  
Alexandria, VA 22314

Commissioner David Brown  
Alexandria Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Dear Commissioner Brown:

I am writing on behalf of the Pitt Street Station Homeowners Association about the proposed redevelopment (the application indicates it will be a "renovation," even though the building will approximately double in size and bear little resemblance to its current form) of the property at 1101 North Washington Street, the Best Western Old Colony Inn. Our neighborhood of 20 homes is adjacent to the subject property. We understand that the renovation proposal is now under review by City Planning Staff for consideration by the Planning Commission and the City Council.

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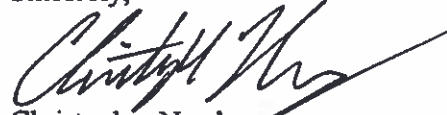
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Our homeowners have been concerned about this proposal since we learned of it in spring 2015. Since then, we have participated in discussions with the developer's representatives, and we have attended public hearings related to the application.

We expect some form of redevelopment at this site, but we believe that the measures the developer has suggested to address our concerns are inadequate. Although we recognize that the developer has an investment to protect and nurture, we also have substantial investments - both financial and personal - in this neighborhood. At our annual Homeowners Association meeting in December, ALL homeowners opposed the redevelopment as currently proposed.

Thank you for agreeing to meet with representatives of our community to discuss our concerns in more detail. We look forward to meeting with you on Saturday, April 2.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Newbury", with a long, sweeping horizontal line extending to the right.

Christopher Newbury

On behalf of Pitt Street Station Homeowners

February 15, 2016

1206 North Pitt Street  
Alexandria, VA 22314

Commissioner Stephen Koenig  
Alexandria Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Dear Commissioner Koenig:

I am writing on behalf of the Pitt Street Station Homeowners Association about the proposed redevelopment (the application indicates it will be a "renovation," even though the building will approximately double in size and bear little resemblance to its current form) of the property at 1101 North Washington Street, the Best Western Old Colony Inn. Our neighborhood of 20 homes is adjacent to the subject property. We understand that the renovation proposal is now under review by City Planning Staff for consideration by the Planning Commission and the City Council.

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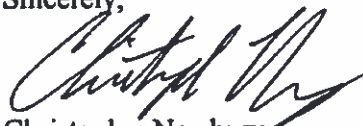
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  - The proposal does not conform to the Washington Street Standards.
- 3. The proposed large, commercial structure is inconsistent with the primarily residential nature of the neighborhood.**

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We expect some form of redevelopment at this site, but we believe that the measures the developer has suggested to address our concerns are inadequate. Although we recognize that the developer has an investment to protect and nurture, we also have substantial investments - both financial and personal - in this neighborhood. At our annual Homeowners Association meeting in December, ALL homeowners opposed the redevelopment as currently proposed.

We and other neighbors who live near this proposed redevelopment would be happy to meet with you to discuss our concerns in more detail. Thank you for your consideration.

Sincerely,

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Christopher Newbury

On behalf of Pitt Street Station Homeowners

February 15, 2016

1206 North Pitt Street  
Alexandria, VA 22314

Commissioner Mindy Lyle  
Alexandria Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Dear Commissioner Lyle:

I am writing on behalf of the Pitt Street Station Homeowners Association about the proposed redevelopment (the application indicates it will be a "renovation," even though the building will approximately double in size and bear little resemblance to its current form) of the property at 1101 North Washington Street, the Best Western Old Colony Inn. Our neighborhood of 20 homes is adjacent to the subject property. We understand that the renovation proposal is now under review by City Planning Staff for consideration by the Planning Commission and the City Council.

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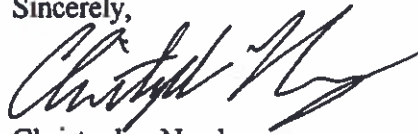
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Our homeowners have been concerned about this proposal since we learned of it in spring 2015. Since then, we have participated in discussions with the developer's representatives, and we have attended public hearings related to the application.

We expect some form of redevelopment at this site, but we believe that the measures the developer has suggested to address our concerns are inadequate. Although we recognize that the developer has an investment to protect and nurture, we also have substantial investments - both financial and personal - in this neighborhood. At our annual Homeowners Association meeting in December, ALL homeowners opposed the redevelopment as currently proposed.

Thank you for agreeing to meet with representatives of our community to discuss our concerns in more detail. We look forward to meeting with you on Tuesday, February 16.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Newbury", written over a horizontal line.

Christopher Newbury

On behalf of Pitt Street Station Homeowners

February 15, 2016

1206 North Pitt Street  
Alexandria, VA 22314

Commissioner Nathan Macek  
Alexandria Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Dear Commissioner Macek:

I am writing on behalf of the Pitt Street Station Homeowners Association about the proposed redevelopment (the application indicates it will be a "renovation," even though the building will approximately double in size and bear little resemblance to its current form) of the property at 1101 North Washington Street, the Best Western Old Colony Inn. Our neighborhood of 20 homes is adjacent to the subject property. We understand that the renovation proposal is now under review by City Planning Staff for consideration by the Planning Commission and the City Council.

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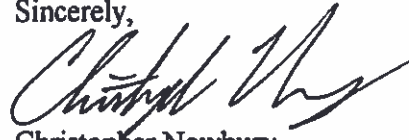
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Our homeowners have been concerned about this proposal since we learned of it in spring 2015. Since then, we have participated in discussions with the developer's representatives, and we have attended public hearings related to the application.

We expect some form of redevelopment at this site, but we believe that the measures the developer has suggested to address our concerns are inadequate. Although we recognize that the developer has an investment to protect and nurture, we also have substantial investments - both financial and personal - in this neighborhood. At our annual Homeowners Association meeting in December, ALL homeowners opposed the redevelopment as currently proposed.

We and other neighbors who live near this proposed redevelopment would be happy to meet with you to discuss our concerns in more detail. Thank you for your consideration.

Sincerely,

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Christopher Newbury

On behalf of Pitt Street Station Homeowners

February 15, 2016

1206 North Pitt Street  
Alexandria, VA 22314

Commissioner Maria Wasowski  
Alexandria Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Dear Commissioner Wasowski:

I am writing on behalf of the Pitt Street Station Homeowners Association about the proposed redevelopment (the application indicates it will be a "renovation," even though the building will approximately double in size and bear little resemblance to its current form) of the property at 1101 North Washington Street, the Best Western Old Colony Inn. Our neighborhood of 20 homes is adjacent to the subject property. We understand that the renovation proposal is now under review by City Planning Staff for consideration by the Planning Commission and the City Council.

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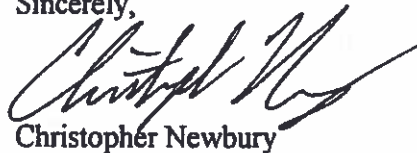
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We expect some form of redevelopment at this site, but we believe that the measures the developer has suggested to address our concerns are inadequate. Although we recognize that the developer has an investment to protect and nurture, we also have substantial investments - both financial and personal - in this neighborhood. At our annual Homeowners Association meeting in December, ALL homeowners opposed the redevelopment as currently proposed.

Thank you for agreeing to meet with representatives of our community to discuss our concerns in more detail. We look forward to meeting with you on Thursday, February 18.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Newbury", written over a horizontal line.

Christopher Newbury

On behalf of Pitt Street Station Homeowners

**1. The proposed renovation is too large for the site.**

The developer has applied to replace the current two-story hotel on the existing footprint with a monolithic brick structure, 263 feet long and over 50 feet high, that will double the number of rooms from less than 50 to more than 100. The proposed structure will overwhelm both its own site of less than one acre and nearby homes. The developer argues that the mass is similar to surrounding buildings. The height and mass of the Harris Building just north of the Old Colony Inn was approved before implementation of the 50-foot height restriction and, therefore, should not be used as a precedent. Other neighboring buildings, even those as high as the proposed hotel, are much smaller in scale. For example, Pitt Street Station townhouses were built in groups of three to five units.

The developer is requesting a modification of the transition zone setback requirement, which limits the height of a building relative to the property line. Although the architect has proposed recessing the top floor to reduce the height used to calculate the transition zone setback height and to reduce the appearance of height from the parking lot next to the building, the property will still present to our homes as a four-story brick wall—the "notch" on the back side of the top floor will hardly be noticeable. Making the recessed areas more lightly shaded on conceptual drawings does not mean the walls will be less visible to neighboring homes! These recessed areas will do nothing to change the fact that the developer's proposal will block both our views from our homes and our sunlight. Notably, the Old Town North Urban Design Guidelines specify that "where new buildings are constructed near existing residential buildings, the sunlight access of those residential buildings should be preserved wherever possible." According to the developer's shadow studies, some homeowners will have shadows cast upon their properties by the taller hotel as early as 2:50 in the afternoon in winter.

The developer is also requesting a reduction to 62 parking spaces from the 75 required by code. The proposed number of spaces is 17 percent below the required number. According to the developer's own traffic and parking study, if the requested parking reduction is permitted, the hotel will exceed available parking on more than 50 days per year, or an average of once nearly every weekend. We believe this study may understate the number of days that parking demand will exceed availability, because the study estimates use by extrapolating occupancy of the current, dated hotel. The developer's proposal to provide employee parking at a site one-half mile north, on the west (opposite) side of the George Washington Memorial Parkway, is insufficient, as overflow parkers are more likely to park on neighboring streets than to use a remote option. The parking study suggests that there is ample street parking in the area, but this is less true on the blocks of Second and Pitt Street nearest the hotel, and does not seem to consider future impact of other nearby development. The parking shortage is further evidence of a development that is too big for its site.

**2. The proposed renovation is not in keeping with the Memorandum of Understanding (MOU) between the City and the National Park Service (NPS) or with the Washington Street Standards.**

The proposal is not consistent with the Washington Street Standards established by the City based on the 1929 MOU between the City and the NPS with respect to the George Washington Memorial Parkway. In the MOU, the City agreed to restrict development along Washington Street "to residential and business development of such character ... as will be in keeping with the dignity, purpose, and memorial character of said highway."

In response to the developer's initial concept proposal to the Board of Architectural Review (BAR), Alex Romero, Superintendent of the George Washington Memorial Parkway, wrote in a memorandum to the City (attached) that the design as proposed is not in keeping with the "memorial character" of the Parkway. The NPS concerns included the overall size and mass of the new structure, the lack of symmetry of the wings, the proportions of the new structure, and a need for more vegetative screening. The NPS also said that there is currently a gradual increase in building density and height from the pastoral Parkway to the urban city core, and that an abrupt change in height and density from the memorial circle where this property is located is not sympathetic to maintaining the "memorial character" noted in the MOU. At the June 17, 2015, September 2, 2015, and December 2, 2015 BAR meetings, Stephen Pisani of the NPS spoke to oppose the renovation as proposed, echoing the written concerns described above. We agree with the NPS that the proposed renovation is not in keeping with the MOU.

In addition, we believe that the proposed renovation is inconsistent with the Washington Street Standards, which are requirements for properties fronting on Washington Street and are incorporated into the City's Zoning Ordinance at Section 10-105(A)(3). The Standards require that the massing and proportions of new buildings, or additions to existing buildings, designed in an historic style found elsewhere along Washington Street be consistent with the massing and proportions of that style. In addition, facades should generally express the 20- to 40-foot bay width typically found in early 19th century commercial buildings characteristic of the historic district or the 15- to 20-foot bays typically found on townhouses in the district. Techniques to express such typical bays shall include changes in material, articulation of the wall surfaces, changes in fenestration, varying roof heights, and physical breaks, vertical as well as horizontal. Finally, the Standards provide that construction shall reflect the traditional fenestration patterns found within the district. Traditional solid-void relationships exhibited within the district's streetscapes shall be used in building facades, including first-floor facades. In contrast to the requirements found in the Standards, the proposed structure will be a 263-foot-long, four-story, stark brick facade that is not in a style generally found elsewhere on Washington Street. Also, the proposed hotel provides

minimal setbacks and articulation that will be virtually unnoticeable from the Parkway and that do not express the smaller bays described in the Standards.

We further note that the proposed hotel is centered on a circular park at its front, where East and West Abingdon curve away from and then back to the Parkway. Across that park, the townhouses are three stories, not four. We believe that a lower building would more appropriately mirror these homes and provide a more balanced appearance at this point on the Parkway. Allowing the hotel to be redeveloped as proposed would create a continuous four-story wall along the east side of the Parkway for a block and a half south from the Harris Building. This does not seem in keeping with the desire for a gradual transition from park to urban environment—a concern also expressed by the NPS.

Finally, although not a part of the Washington Street Standards, the Old Town North Urban Design Guidelines state that buildings on Washington Street north of Madison Street should create a sense of arrival into the city from the Parkway by incorporating "gateway" elements into the design that might include towers, domes, or other landmark features. The proposed structure, with its bland rectangular structure and minimal variation in the roofline, reflects none of these.

**3. The proposed redevelopment is inconsistent with the primarily residential nature of the property's surrounding neighborhood.**

Although the architect has proposed changes since the original concept to "break up" the rear facade to try to provide a townhouse-like appearance, the structure still rises starkly four stories high from its asphalt parking lot with little vegetation to screen the structure.

The proposed revisions to the Old Town North Small Area Plan indicate that this area is mainly residential. In this particular part of Old Town North, most structures are residential, less than 50 feet high, often in groups of three to five homes, with facades that are broken up into small bays, and with attractive landscaping and sidewalks.

The developer proposes to include a restaurant and bar at the south end of the structure, fronting on Second Street and across from neighboring homes. This would be the only retail/dining establishment for two blocks in any direction from the site, although currently several dining establishments are just outside this radius, with more to follow as the Edens (Giant/ABC) site is redeveloped. Neighbors are concerned about noise, loitering, odors, and traffic that may result from the proposed restaurant/bar.

**Neighbors' Concerns Regarding Proposed Renovation  
Old Colony Inn  
1101 North Washington Street**

**Page 4**

Finally, we are concerned about the proposed hours for various hotel operations. We note in the application that the owner proposes that loading operations will occur between 7:00 A.M. and 11:00 P.M., while the restaurant/bar will remain open until 11:00 P.M. on weeknights and Midnight on Friday and Saturday. We feel certain these proposed hours will be disruptive to our quiet residential neighborhood.

All of these concerns have been repeatedly cited to the developer and his representatives. The developer and his representatives may insist that they have already proposed concessions but that nearby homeowners remain unwilling to compromise. We believe that the alternatives proposed by the developer were half-measures that do not come close to genuinely addressing neighborhood concerns. In particular, the architect's last effort to "reduce" the size of the wings in response to neighborhood and BAR feedback was unattractive and reduced the height at the ends by only a small amount.

If a new structure must be built on the footprint of the existing structure, we believe that it should generally be no more than three stories. This would substantially reduce the mass, reduce impact on neighboring properties, and allow more leeway for real articulation in the height of the building.

Homeowners near this property understand that some form of redevelopment is inevitable. The developer represents that his redevelopment proposal is for a "boutique" style hotel. Three such hotels on or close to King Street already exist, with others soon to follow in the Robinson Terminal North and South developments and at the Towne Motel location a few blocks south on Washington Street. We wonder how many boutique hotels Old Town can support (especially at this location in Old Town North—at least a mile from most tourist destinations), and we fear that the current "red brick elephant" near our homes will be replaced with one twice as large.

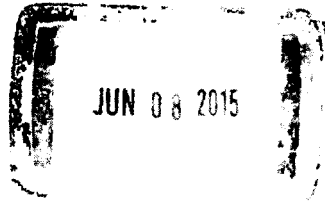
We recognize that the developer has an investment to protect and nurture, but homeowners nearby also have very substantial investments - both financial AND personal - in this neighborhood. The developer will not be living next to this hotel, and when asked by a homeowner if he would want a hotel like this in his back yard, he replied that he would not.

We hope that you will take the concerns of citizens living next to this property seriously as you consider this application.



## United States Department of the Interior

NATIONAL PARK SERVICE  
George Washington Memorial Parkway  
c/o Turkey Run Park  
McLean, Virginia 22101




**IN REPLY REFER TO:**

A3821a (GWMP)

**Memorandum**

To: Catherine Miliaris, AICP, City of Alexandria

From: Alex Romero, Superintendent, George Washington Memorial Parkway. 

Subject: Comments Regarding Alexandria BAR cases: BAR2015-00152, BAR2015-00153, BAR2015-00154, BAR2015-00156 and BAR2015-00158, from George Washington Memorial Parkway, National Park Service (NPS)

Thank you for the opportunity to comment on the five Alexandria BAR cases submitted to the National Park Service (NPS) for review. As a result of the cumulative nature of each proposal and their potential impacts to the Washington Street landscape, we are submitting our comments as one document.

**BAR2015-00152, Request for complete Demolition at 226 Strand Street**

After reviewing the documents, it appears that the structure is unsound and there is little historic integrity remaining. If the structure is documented to the level and standards required by the Alexandria BAR, then the NPS has no additional comment regarding the demolition application.

**BAR2015-00153, Request for complete demolition and relocation of 802 N Washington Street at 802-808 N Washington Street**

Constructed in 1955, the property known as the Towne Motel has been identified as an example of Roadside Architecture. The motel was constructed as a respite to drivers in response to the George Washington Memorial Parkway and the growing popularity of American auto tourism. Although not a strong example of the roadside architectural style, it represents a design detail that was adapted to meet the requirements of the 1929 Memorandum of Agreement (MOA) between the City of Alexandria and the United States Government. In part, the agreement's purpose is to preserve the "Memorial Character" of the George Washington Memorial Parkway. The restrained Colonial Revival elements of the motel's design respects the architectural palette of Old Town Alexandria. An important attribute of the motel is that it was designed by Joseph Saunders, a prominent local architect. Several of his structures have already been demolished, including another similar example of motel design. The NPS asks for consideration that the City

consider other alternatives to the full demolition of this intact example of Roadside Architecture. This portion of the 800 block of Washington Street serves as the transitional area between the parkway proper and Old Town Alexandria. Here, a gradual shift from smaller to larger scale buildings can be seen. The blocks north of this area are in scale with the adjacent historic buildings located on the square.

The NPS is supportive of the developer's proposal to retain the existing structure at 802 N Washington Street for adaptive re-use. However, the NPS is not supportive of any physical relocation of the structure. The current setback from Madison Street, which provides a buffer between the sidewalk and the rear ell porches, is significant in interpreting the historical character of the house. If the proposed demolition of 802-808 N Washington Street is approved by the BAR, the NPS encourages the BAR to suggest to the developer to re-visit the need of moving the historic building off its original lot. The NPS believes that the structure can remain at its existing location and provide a unique and compelling space for the developer to incorporate into a new design.

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

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

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

**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.

**BAR2015-00158, Request to partially demolish and encapsulate at 1101 N Washington Street**

There appears to be little significance in the existing structure, which was constructed in 1967 to support the now demolished Olde Colony Motor Lodge.

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.

4/22/2016

Potomac Shores Condo Association  
404 Bashford Lane  
Alexandria Virginia 22314

Planning Commissioner  
Alexandria City Hall  
301 King Street  
Alexandria, Virginia 22314

Dear Commissioner,

I am writing on behalf of the Potomac Shores Condo Association regarding the proposed redevelopment of the property at 1101 North Washington Street—the Best Western Old Colony Inn. Our residential community of 28 units is close to this property.

Our homeowners strongly oppose the current redevelopment proposal for the following reasons:

**1. The proposed structure is too large for the site.**

- It exceeds the transition zone setback requirement limiting height relative to the property line.
- It has insufficient parking.

**2. The structure is not in keeping with the memorial character of the George Washington Parkway, as required by agreement with the National Park Service.**

- The National Park Service opposes the proposed redevelopment.
- The proposal does not conform to the Washington Street Standards.

**3. The proposed large commercial structure is inconsistent with the primarily residential nature of the neighborhood.**

We recommend a building that is smaller in scale with adequate parking for the patrons.

Sincerely,

Jesus H. Medrano  
On behalf of Potomac Shores Condo Ass.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: APRIL 27, 2016

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: ROBERT M. KERNS, AICP, CHIEF OF DEVELOPMENT, <sup>RMK</sup>  
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: DSUP #2014-0043 - OLD COLONY INN

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Attached for your information is an updated *Parking and Transportation* section of the Old Colony Inn staff report. The report inadvertently used data from the original August 2015 traffic study by Wells & Associates instead of the revised traffic study dated November 2015. This resulted in some incorrect numbers in both the text and tables of this section of the report. The revised traffic study was prepared to reflect that the applicant had reduced the number of hotel rooms from 111 to 95 as well as including the traffic impact on three additional intersections at the request of staff. No other sections of the report are impacted.

Staff has determined that the inclusion of the updated figures do not result in any substantive change to the overall staff analysis of the traffic impacts or on our recommendations.

## ***I. Parking and Transportation***

### **Traffic**

Wells and Associates performed the traffic impact study for this project, which was submitted to the City on November 19, 2015. The proposed development is projected to generate 45 AM peak hour trips, 51 PM peak hour trips and a total of 648 weekday trips. Since there is already a hotel on the site, the net new trips generated by the redevelopment is 22 new AM peak hour trips, 25 new PM peak hour trips and 338 new daily trips. The traffic projections assume a 10 percent non-auto mode split reduction. The non-auto reduction was based on the proximity to Braddock Road Metro Station and the 2005 WMATA Ridership Survey. The future background traffic was calculated using a growth factor of 0.5 percent per year compounded annually plus the traffic from the following pipeline developments:

- Robinson Terminal South
- Carr Hotel (220 South Union Street)
- Robinson Terminal North
- Slaters Lane Nordic Press Building
- 1333 Powhatan Street
- 1505 Powhatan Townhomes
- 530 First Street (ABC/Giant site)

The results of the traffic impact study indicate that the proposed project will have minimal impacts on the surrounding roadways. There are no instances where the level of service drops at any of the signalized intersections studied and in no case is the level of service below a C. The following tables illustrate the level of service at key intersections.

***Table 2 – AM Peak Level of Service***

Intersection	Existing Conditions	2018 Background	2018 with Development
Bashford Ln & Washington St	B	B	B
Bashford Ln & W. Abingdon Dr	C	C	C
Bashford Ln & E. Abingdon Dr	B	B	B
First St & Washington St	A	A	A
Slaters Ln & George Washington Pkwy	D	D	D
Slaters Ln & W. Abingdon Dr	C	C	C
Slaters Ln & E. Abingdon Dr	B	B	B

***Table 3 – PM Peak Level of Service***

Intersection	Existing Conditions	2018 Background	2018 with Development
Bashford Ln & Washington St	B	B	B
Bashford Ln & W. Abingdon Dr	A	A	A
Bashford Ln & E. Abingdon Dr	C	C	C

First St & Washington St	B	B	B
Slaters Ln & George Washington Pkwy	D	D	D
Slaters Ln & W. Abingdon Dr	C	C	C
Slaters Ln & E. Abington Dr	C	C	C

The applicant will be participating in the City's Transportation Management Plan (TMP) program. The TMP focuses on encouraging alternate means of transportation other than single occupant vehicle use, with particular emphasis on encouraging walking, bicycling and mass transit during the AM and PM weekday peak hours. The applicant's current hotel shuttle, with stops at nearby Metrorail stations, Reagan National Airport, and King Street, helps to limit single occupant vehicle use by visitors and employees. The applicant plans to maintain the shuttle service with the proposed building expansion.

# Best Western Proposal for May 3

Tom Soapes <tsoapes45@verizon.net>

Thu 4/28/2016 3:28 PM

To: PlanComm <PlanComm@alexandriava.gov>;

## MEMBERS OF THE PLANNING COMMISSION

### RE: PROPOSED EXPANSION OF THE BEST WESTERN HOTEL

The North Old Town Independent Citizens Association (NOTICE) board has approved the following statement regarding the subject proposal:

The owner of the Best Western Old Colony hotel at 1101 N. Washington St. proposes to increase the height and mass of the hotel from 35 to 50 feet and to add a full-service restaurant to the building. The owners of the adjacent and neighboring residential properties object to this proposal because it will substantially reduce the sunlight to the interior of their homes and patios and obstruct much of their views past the hotel. Further, the increased height of the east wall of the building creates an unattractive sight when viewed from ground level.

The owner of the hotel has held several community meetings at which he presented and discussed his proposal with the community. He has made a number of alterations to the plan in response to criticisms from the community, the Urban Design Advisory Committee, and the Board of Architectural Review. These revisions, while responsive to some of the criticisms raised by the neighboring property owners, do not fully satisfy their requests for changes to the proposal. Further, no member of the community has voiced support for this proposal. The community believes that this proposal should not be approved.

In 2014, NOTICE (North Old Town Independent Citizens Association) approved and promulgated a vision statement for future development in this community. Two provisions of that statement were as follows:

The primary purpose of any future development should be to enhance the life of the people who live and work in Old Town North.

New structures shall be compatible with existing structures in scale and architecture.

NOTICE does not believe that the proposed changes to the Best Western Old Colony meet either of these standards. Specifically, we believe that the height of the proposed building is incompatible with the height of the nearest residential townhouses and is detrimental to the neighboring residential owners' ability to fully enjoy their homes. Therefore, NOTICE asks that this proposal be rejected.

Thank you for your consideration,

Tom Soapes  
President, NOTICE

# Old Colony Project

DSUP2014-0043

Additional Materials

Jay Thomas <jaythomas@alphagraphics.com>

Thu 4/28/2016 6:04 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Puskar, M. Catharine <cpuskar@thelandlawyers.com>;

To Whom It May Concern:

I would like to endorse the proposed renovation and expansion of the Old Colony Inn. As a business owner in Old Town North, I believe it is a good compliment to the existing business's and would enhance the GW Parkway landscape.

Sincerely,

--

Jay Thomas  
Owner

AlphaGraphics Old Town #635 **"Increase Your Reach!"**

1001 North Fairfax Street, Suite 100A • Alexandria, Virginia 22314

Tel: 703.549.2432 • Fax: 703.549.2085 • Email: [jaythomas@alphagraphics.com](mailto:jaythomas@alphagraphics.com)

Web: [www.us635.alphagraphics.com](http://www.us635.alphagraphics.com) [Follow us on Twitter!](#) [Connect with me on Linked-In!](#) [Like us on Facebook](#)

# Old Colony Inn

DSUP2014-0043  
Additional Materials

Shea, Robert <Robert.Shea@us.gt.com>

Thu 4/28/2016 7:58 PM

To: PlanComm <PlanComm@alexandriava.gov>;

To whom it may concern:

I work and live in Alexandria. I want to lend my support to the renovation and expansion of the Old Colony Inn. The site is currently a bit of an eyesore. The renovation not only promises to improve the aesthetics at a key entry point to the city, but it will contribute substantial financial benefits to the city, as well. The owners have already made a number of important concessions to accommodate concerns and relevant city authorities have either endorsed the project or affirmed it meets design guidelines.

Making it easier for companies to do business in Alexandria is critical to our city's growth and health. Please support the renovation and expansion of Old Colony Inn.

Thanks for your service and for considering my views.

Robert.

**Robert Shea | Principal**

Grant Thornton LLP

333 John Carlyle, Suite 500 | Alexandria, VA | 22314 | United States

**T (direct)** +1 703 637 2780

**T (mobile)** +1 540 454 6879

**E** [robert.shea@us.gt.com](mailto:robert.shea@us.gt.com) | **W** [www.grantthornton.com](http://www.grantthornton.com)

**LinkedIn:** <http://www.linkedin.com/in/robertjshea> | **Twitter:** <https://twitter.com/#!/robertjshea>

# Old Colony Inn Renovation and Expansion

Nancy Appleby <Nancy@ApplebyLawPLLC.com>

Fri 4/29/2016 10:05 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Puskar, M. Catharine <cpuskar@thelandlawyers.com>;

Ladies and Gentlemen:

I am writing to express my support for Capital Investment Advisors' renovation and expansion of the Old Colony Inn.

As I appreciate the proposal, hotel will be expanded from 49 to 95 rooms, a 60 seat restaurant/meeting room will be added and the building exterior will be improved. I understand further that, after careful review City Staff recommends approval of the project, BAR has endorsed the concept plan, the Old Town North Urban Design Advisory Committee has found that we meet the Old Town North Urban Design Guidelines, and Visit Alexandria supports the project.

In its current condition, the Old Colony Inn underserves Alexandria in a number of ways. The property is outdated and undersized. It offers no amenities for guests or neighbors. When renovated and expanded, the hotel will offer better options for both. It will complement the balance of urban uses in North Old Town, remain consistent with the Old Town North SAP and directly benefit North Old Town by offering more upscale, attractive options for lodging. It also will benefit the entire City by enhancing the City's commercial tax base and increasing lodging tax, and other spinoff, revenue.

I am aware that a number of residents from Pitt Street Station, Canal Way and Liberty Row have expressed their opposition to the project. I believe that it is important for the Planning Commission to know that these individuals do not speak on behalf of all who live in close proximity to the Old Colony project. Therefore, as a resident of Liberty Row, a business owner in Old Town and a strong proponent of thoughtful and balanced development in Alexandria, I urge the Planning Commission and the City Council to approve the Old Colony Inn renovation and expansion project.

Regards,

Nancy Appleby



.....Nancy J. Appleby  
.....Appleby Law PLLC  
.....333 North Fairfax Street, Suite 302  
.....Alexandria, Virginia 22314  
.....703-837-0001 (office)

# Old Colony motel

Alice Manor <ammanor@icloud.com>

Fri 4/29/2016 6:11 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Members of the Planning Commission.....my name is Alice Manor I live in the North end of Alexandria.....I think the Old Colony project is beautiful and upscale! My neighbors in Liberty Row are opposed but some of us are not! They knew we had two motels and a grocery store around us when they moved here. This is the vibrancy of this town.....now they want it all to stay the same or go away...It is wonderful to walk everywhere .....put your relatives up in a motel nearby etc. This is progress in a good way! Thanks for listening.....Alice Manor

Sent from my iPad

April 29, 2016

Alexandria Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Dear Commissioner,

Thank you for meeting with representatives from the Pitt Street Station and Canal Way communities regarding the proposed redevelopment of the property at 1101 North Washington Street, the Best Western Old Colony Inn. We appreciate your willingness to consider the views of residents who would be living with the expanded hotel next to their homes.

Pitt Street Station homeowners have reviewed the recommendation of City Planning and Zoning staff, which supports approving the application with conditions. We continue to strongly oppose the proposed hotel expansion, and disagree with staff's recommendation, for these reasons:

- **The proposed hotel is too large for the site.**

The developer proposes to roughly double the size of the hotel. The proposal places a building 263 feet long and over 50 feet high - about the size of City Hall's facade - on a site of less than one acre. The architect, and City staff, cite properties such as The Greenbrier and The Homestead as inspirations for the proposed architecture, but these hotels are sited on properties that are thousands of acres, not less than one.

- **The requested modification to the Zone Transition Setback is not supported.**

City staff describes the building encroachment as "minimal." We disagree. The illustrations on page 14 of the staff report show that a substantial portion of the building's center section would encroach on the Zone Transition Line.

Staff notes that the Zone Transition encroachment of the Harris Building (just north of subject) relative to the neighboring residential properties is greater than that presented by the Old Colony proposal, suggesting that the Old Colony encroachment should be acceptable. This argument seems ridiculous, given that most objective observers view the Harris Building as a mistake that shouldn't be repeated rather than an example to be followed. The staff report fails to note that the proposed hotel would be significantly higher than several Canal Way homes. In addition, staff finds that the building would not be detrimental to

neighbors with respect to air or natural light; however, the report neither cited specific findings of required "shadow studies" (which showed shadows hitting neighboring properties as early as 2:50PM in winter) nor considered the additional impact of echoing aircraft noise that higher walls will create.

We assert that the "notch" running the length of the fourth floor on the east facade, which the architect created to reduce, but not eliminate, the Zone Transition encroachment, has little impact on shadows, airflow, or appearance. To our homes, the hotel will still present as a four-story wall. That fourth floor will not be invisible just because it is set back ten feet.

The requested modification should not be approved. The Zone Transition encroachment has a simple solution that does not require a modification: build a smaller structure that is appropriate to the site.

- **The requested Parking Reduction is not supported.**

The developer requests a reduction to 62 parking spaces from the 75 required by code. The proposed number of spaces is 17 percent below the required number. Despite doubling the size of the hotel, the developer is actually reducing the number of spaces on the site from the current 66 spaces.

According to the developer's own traffic and parking study, if the requested parking reduction is permitted, the hotel will exceed available parking on about 50 days per year. These days fall entirely on weekends, when neighboring homeowners are more likely to have guests and when parking demand for the attached restaurant would also likely be highest. We believe the study may understate the number of days that parking demand will exceed availability; the study estimates use by extrapolating occupancy of the current, dated hotel.

The developer's proposal to provide employee parking at a site one-half mile north, on the west (opposite) side of the George Washington Parkway, is insufficient, as we believe overflow parkers, and even employees who City-imposed conditions would require to park off-street, are more likely to park on neighboring streets than to use such a remote option.

The parking study suggests that there is ample street parking in the area, but this is less true on the blocks of Second and Pitt Street nearest the hotel, and the parking study does not appear to consider future impact of other nearby development (unlike the traffic study, which explicitly does so), including the nearby Edens development that was recently approved with a parking reduction of over 80 spaces.

The requested parking reduction should not be approved. The parking shortage has a simple solution that does not require a parking reduction: build a smaller structure that is appropriate to the site.

- **The proposed hotel is inconsistent with the primarily residential character of the neighborhood and not in keeping with the memorial character of the George Washington Memorial Parkway.**

The proposed revisions to the Old Town North Small Area Plan indicate that this area is mainly residential. In this particular part of Old Town North, most structures are residential, less than 50 feet high, often in groups of three to five homes, with facades that are broken up into small bays, and with attractive landscaping and sidewalks. The indentations in the front facade of the proposed hotel are negligible and will hardly be noticeable from the Parkway - the hotel will present to the Parkway as a four-story rectangular mass of bricks. Although the rear facade has been designed with varying materials to try to provide a townhouse-like look, the structure still rises starkly 263 feet long and four stories high from its asphalt parking lot, with virtually no vegetation to screen its appearance. The National Park Service also opposes the application, citing the proposal's overall size, mass, and design.

A smaller structure, with lower wings, real articulation, and actual breaks, rather than the limited setbacks proposed by the architect, would be more in keeping with the memorial character of the parkway and the requirements of the Memorandum of Understanding with the Park Service and the Washington Street Standards, and would be more consistent with neighboring homes.

The developer proposes to include a restaurant and bar at the south end of the structure, fronting on Second Street and across a narrow street from neighboring homes. This would be the only retail/dining establishment for two blocks in any direction from the site, although currently many dining establishments are within easy walking distance, with more to follow as the Edens site (reportedly as many as 800 restaurant seats) is redeveloped. Neighbors are concerned about noise, loitering, odors, and traffic that may result from the proposed restaurant/bar.

Finally, we are concerned about the proposed hours for various hotel operations. We note in the application that the owner proposes that loading operations will occur between 7:00 A.M. and 8:00 P.M., while the restaurant/bar will remain open until 11:00 P.M. on weeknights and Midnight on Friday and Saturday. We feel certain these proposed hours will be disruptive to our quiet residential neighborhood.

Our homeowners have been concerned about this proposal since we learned of it in spring 2015. Since then, we have participated in discussions with the developer's representatives, and we have attended public hearings related to the application. The developer and his representatives may insist that they have already proposed concessions but that nearby homeowners remain unwilling to compromise. The alternatives proposed by the developer are half-measures that do not come close to genuinely addressing neighborhood concerns. In particular, the architect's last effort to

"reduce" the size of the wings in response to neighborhood and BAR feedback seemed halfhearted - it was unattractive and was never likely to be accepted by the BAR or Urban Design Committee.

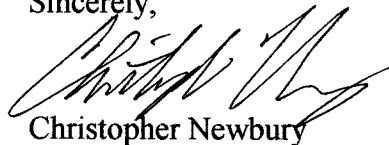
If a new structure is to be built on the footprint of the existing structure, we believe that it should generally be no more than three stories. This would substantially reduce the mass, reduce impact on neighboring properties, and allow for real articulation in the height of the building.

City staff represent that the conditions mandated for the application's approval will mitigate the neighbors' concerns. But in our view, the conditions are essentially toothless. One Planning and Zoning staff member told a community representative with respect to the parking conditions, "there's not really anything we can do to enforce them." No one believes that the City will pull the developer's permits if hotel employees and guests park on the street rather than using the remote option, or if the loading dock is used outside approved hours, or if the Second Street door to the restaurant/bar is opened after 10:00 P.M., and none of these conditions will make the hotel any smaller.

We expect some form of redevelopment at this site, and we are not opposed to commercial development, or even to another hotel. There was a hotel here when we moved in. But this proposal is too large, and the measures the developer has suggested to address our concerns are inadequate. Although we recognize that the developer has an investment to protect and nurture, the residents of our communities also have substantial investments - both financial and personal - in this neighborhood. As I noted in my earlier correspondence with you, as ratified in Pitt Street Station's annual Homeowners Association meeting in December, **the owners of ALL twenty homes in our community oppose the redevelopment as currently proposed**, and my subsequent conversations with neighbors confirm their continued opposition to the application.

Once again, we thank you and your colleagues on the Planning Commission for agreeing to meet with the concerned citizens from our communities. We hope that as the Commission meeting approaches next week, you will strongly consider our concerns and vote against the proposed redevelopment. If you have any additional questions, please feel free to contact me.

Sincerely,



Christopher Newbury

On behalf of Pitt Street Station Homeowners  
chrisnewbury@comcast.net

cc: Mayor Silberberg  
City Council

# Issues Against Old Colony Proposal

Casas, Cary <Cary.Casas@aa.com>

Sat 4/30/2016 5:22 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Casas, Cary <Cary.Casas@aa.com>;

Importance: High

To Whom It May Concern,

I am reaching out to you to let you know our disappointment for the decision to extend a Bar and Restaurant on the Old Colony area. As you know Old Town is treasured by it's safety, neighborhood oriented environment as well as touristic area.

*A bar and a restaurant?* We have enough of those in Kings Street. Instead of exposing our quiet and wonderful neighborhoods to drunks and noisy environment why don't you built a park more green area to improve the environment and where the residents can go with their families. This is not Georgetown or DC please respect our neighborhood and stop thinking about profits.

## Issues Against Old Colony Proposal

1. **Renovation is too large for site.** Proposed is a monolithic brick structure 263 ft. long and over 50 ft. high
2. The developer is requesting a **modification of the transition zone setback**. The proposed **building encroaches on the Transition setback by 8 to 10 ft.** The transition zone setback ordinance was put in place to protect the space between residential and commercial properties.
3. The developer is **requesting a reduction in parking spaces. The proposed reduction, if permitted, will result in overflow parking more than 50 nights per year.** That means about every weekend.
5. Employee parking (10 spaces off site at the Nordic Press building) which is on the other side of the George Washington Pkwy on Slaters Lane **is so far from the hotel that it's more likely employees will park in the hotel's immediate neighborhood around our homes.**
6. The **National Park Service states that the renovation is not in keeping with the 1929 MOU** between the NPS and the City **regarding the George Washington Memorial Parkway.** In the MOU the **City agreed to restrict development along Washington Street to "residential and business development of such character . . . as will be in keeping with the dignity, purpose, and memorial character of said highway."**

The **NPS states** in a recent letter that **the Old Colony renovation**, as proposed, **is not in keeping with the memorial character of the Parkway** due to the "overall size and mass of the proposed building, the lack of symmetry of the wings and its deviation from maintaining a gradual increase in building density from the pastoral parkway to the urban core. Instead, the renovated hotel will create an abrupt change in height and density from the memorial circle where the hotel is located and deviates from maintaining the "memorial character" stated in the MOU. We

agree with the NPS that the proposed renovation is not consistent with the MOU.

7. Further, the proposed **renovation is not in keeping with the Washington Street Standards** (Zoning Ordinance at Section 10-105(A)(3). The Standards require that the massing and proportions of new buildings or additions to existing buildings, designed in an historic style found elsewhere on Washington St. be consistent with the massing and proportions of that style. Also, facades should generally express the 15 to 20 ft. bays typically found on townhouses in the district. Techniques to express such typical bays shall include changes in material, articulation of wall surfaces, changes in fenestration, varying roof heights, and physical breaks, vertical as well as horizontal. **In contradiction to these Washington Street Standards, the proposed hotel will be a 263 foot long, four story, stark brick façade that is not generally found elsewhere on Washington Street.** Instead, the proposed hotel provides for minimal setbacks and articulation that will generally be unnoticeable from the Parkway and do not express the smaller bays described in the Standards.

8. The proposed **redevelopment is inconsistent with the primarily residential nature of the surrounding neighborhood.**

#### 9. Restaurant and Bar

Cary Casas & Scott Tietge  
702 Scarborough Way  
Alexandria, VA 22314

703-798-7092 Mobile

NOTICE: This email and any attachments are for the exclusive and confidential use of the intended recipient(s). If you are not an intended recipient, please do not read, distribute, or take action in reliance upon this message. If you have received this in error, please notify me immediately by return email and promptly delete this message and its attachments from your computer.

# objection to the redevelopment of the Best Western Hotel at 1101 North Washington Street

DSUP2014-0043

Additional Materials

Martha Johnson <mmjohnson6881@gmail.com>

Sun 5/1/2016 4:39 PM

Inbox

To: PlanComm <PlanComm@alexandriava.gov>;

I am opposed to the redevelopment of the Best Western Hotel at 1101 North Washington Street. It is simply too large and massive for this site. It is inconsistent with the memorial character of the George Washington Parkway. Parking for the hotel and restaurant guests as well as employees is inadequate in view of the present number of street parking spots, the Eden's Development and future growth of Old Town North.

Mayor Allison Silberberg was voted into office due to a wave of concern over the development of Alexandria. She was quoted as saying, " We need to pursue THOUGHTFUL, APPROPRIATE development that will be OF SCALE and protect our neighborhoods and quality of life.

I ask that you listen to your constituents and their concerns. Be responsible and vote against this hotel in its present design.

Thank you for considering my request.

Martha M. Johnson  
1166 North Pitt Street  
Alexandria

May 1, 2016

To: Alexandria Planning Commission  
Mary Lyman, David Brown, Melissa McMahon, Stephen Koenig, Mindy Lyle, Nathan Macek, Maria Wasowski

Subject: Best Western Old Colony Inn Expansion: Severe Zone Transition Setback Encroachment

Dear Commissioners

I commissioned two professional architects with decades of experience in Alexandria to assess the Old Colony Inn redevelopment proposal with respect to the City Zoning Code Transition Setback requirement. The following comments summarize their assessments.

### Overview

The Owner wishes to construct a sizeable addition to the existing two-story structure that would result in a hotel longer and higher than City Hall on less than one acre. The proposed addition would project well into the Zone Transition Setback, a clear violation of City Zoning Code.

The Old Colony Inn, at 1101 North Washington Street, is zoned commercial. The common property line between differently zoned parcels is a Zone Transition Setback line.

- Section 7-900 of the Alexandria Zoning Code, "Provisions applying at lines of zone change."

- Section 7-901: "It is the intent of these regulations to provide for **increased setback** requirements where **commercial** or industrial buildings are **proximate to residential zones in order that property in the residential zone shall not be adversely affected.**"

- Section 902: Note item (A) of this section: (A) *Side and rear yards.* No **commercial building** shall be located within a distance from the nearest **residential zone line** equal to the **height of such commercial building or 25 feet, whichever is greater.**

\*\* The proposed addition is more than 25 feet high. Therefore, additions on the rear must be set back from the zone transition setback at a **45-degree angle.**

### Severe Zone Transition Setback Violation

**The owner proposes significant violations of the zone transition setback in the center section, which is longer than either the north wing or the south wing and closer to the zone transition setback line. The center section must be given more attention because of its close proximity to residential properties. The encroachment into the zone transition setback, depicted correctly at a 45-degree angle from the zone transition setback, is severe** (see attached drawing).

\* The third floor addition projects significantly into the zone transition setback. No apparent attempt has been made to address the zone transition setback in the center section of the proposed building, which has the most impact on the adjacent residential properties due to its proximity.

**The rear elevation is especially unsuccessful** because of its context—it backs up to existing well-articulated and appropriately scaled residential dwellings. **No attempt whatsoever has been made on the proposed design to accept the fact that this project backs up to an appropriately scaled residential community and that this transition to this residential community is by way of a shared alley.** If one were to study the drawings, without seeing or knowing the site, one could conclude that the rear elevation also faced a parkway and that this elevation would also be seen from a distance. That is hardly the case.

## Alternative Design

In order for the additions and alterations to correctly address the zone transition setback, the rear wall needs to be modeled or sculptured. This would require major alterations to the prominent center section which, as previously stated, is longer than either the north or south sections.

\* The proposal for hotel expansion has three elevators: two side-by-side elevators in the hotel lobby and a third remote-service elevator in the north section, resulting in a forced solution on to an existing established residential community. (The current structure never had elevators.)

\* A more suitable location for a pair of elevators in the lobby is toward the west side of the building, which would have allowed flexibility in developing a new four-story hotel with a crafted or sculpted rear elevation that conforms to the required zone transition setback.

-- This is not a case where new elevators are located within an existing elevator shaft. The cost difference between locating a pair of new elevators in contrasting building locations is marginal. There is no reason to plead an economic hardship with the proposed elevator location being more cost effective than an alternate location.

## City Hall Pressure Leads to Corrupt Practices

The two Department of Planning and Zoning senior planners who prepared the Old Colony Inn proposal package for you complained to me that they were under "extreme pressure from higher ups to approve projects." They admitted to having "cut many corners to Zoning Code for many previous projects as well as this one to facilitate [your] endorsement of development proposals."

\* For example, the two planners told me they would arbitrarily—in direct violation of Alexandria Zoning Code—set the Zone Transition Setback at 25 feet instead of 34 feet to facilitate Planning Commission approval of this project because of *extreme pressure from higher ups*.

-- Planning & Zoning Department Director Karl Moritz, Deputy City Manager Emily Baker, and City Manager Mark Jinks have determined that *such activity comports with the highest professional and ethical standards required by the City of Alexandria*.

\*\*\* Please do not let these individuals 'dumb down' your own professional and ethical standards.

## Conclusions

\* The Alexandria City Zoning Code has established provisions applying at lines of zone change "in order that property in the residential zone shall not be adversely affected." These provisions are directly applicable in this instance.

\* The long back side center section of this proposed building seriously encroaches in the Zone Transition Setback mandated by City Zoning Code.

\* **Any** modifications to the zone transition line setback as it applies to the **center section** of the building **should not be approved**.

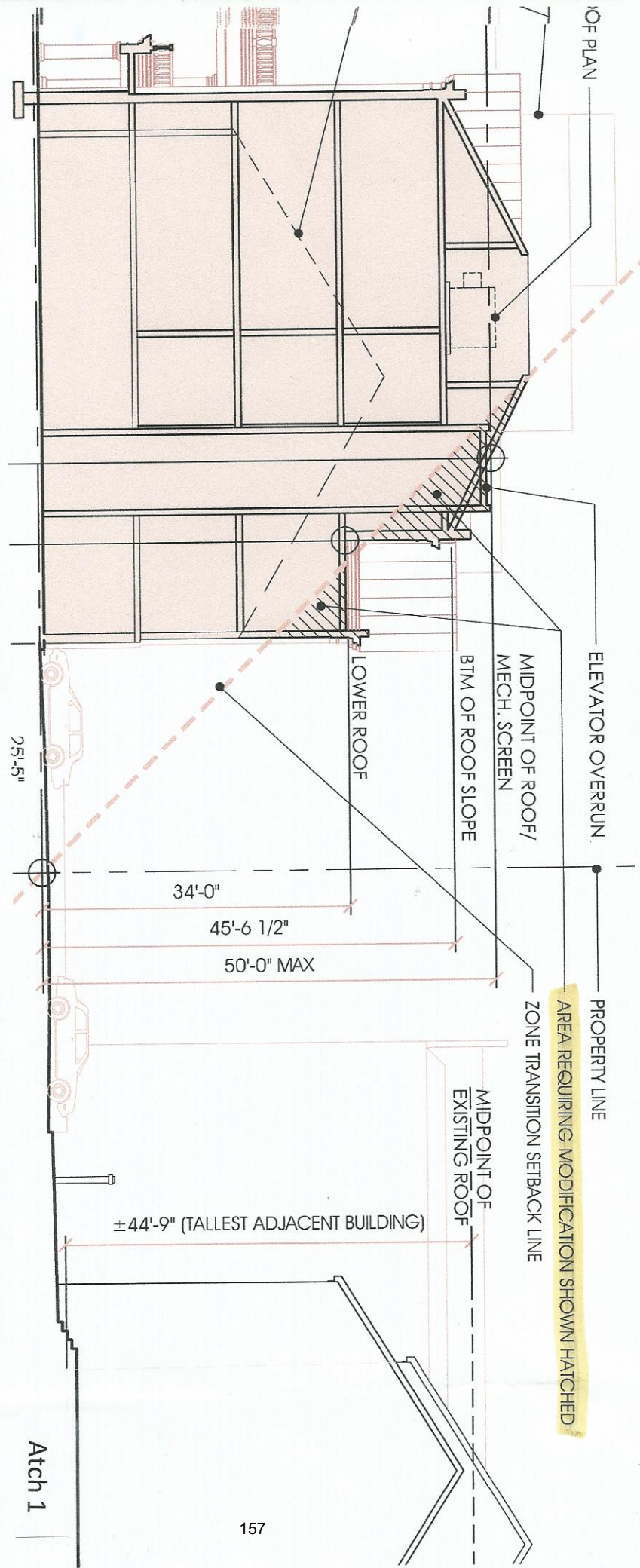
Sincerely,



MORRILL E. MARSTON  
1172 North Pitt Street  
Alexandria, VA 22314

1 Atch: Depiction of Setback Violation

Old Colony Inn Hotel Zone Transition Setback Violation (hatched areas)



Atch 1

April 29, 2016

Alexandria Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Dear Commissioner,

Thank you for meeting with representatives from the Pitt Street Station and Canal Way communities regarding the proposed redevelopment of the property at 1101 North Washington Street, the Best Western Old Colony Inn. We appreciate your willingness to consider the views of residents who would be living with the expanded hotel next to their homes.

Canal Way homeowners have reviewed the recommendation of City Planning and Zoning staff, which supports approving the application with conditions. We continue to strongly oppose the proposed hotel expansion, and disagree with staff's recommendation, for these reasons:

- **The proposed hotel is too large for the site.**

The developer proposes to roughly double the size of the hotel. The proposal places a building 263 feet long and over 50 feet high - about the size of City Hall's facade - on a site of less than one acre. The architect, and City staff, cite properties such as The Greenbrier and The Homestead as inspirations for the proposed architecture, but these hotels are sited on properties that are thousands of acres, not less than one.

- **The requested modification to the Zone Transition Setback is not supported.**

City staff describes the building encroachment as "minimal." We disagree. The illustrations on page 14 of the staff report show that a substantial portion of the building's center section would encroach on the Zone Transition Line.

Staff notes that the Zone Transition encroachment of the Harris Building (just north of subject) relative to the neighboring residential properties is greater than that presented by the Old Colony proposal, suggesting that the Old Colony encroachment should be acceptable. This argument seems ridiculous, given that most objective observers view the Harris Building as a mistake that shouldn't be repeated rather than an example to be followed. The staff report fails to note that the proposed hotel would be significantly higher than several Canal Way homes. In addition, staff finds that the building would not be detrimental to

neighbors with respect to air or natural light; however, the report neither cited specific findings of required "shadow studies" (which showed shadows hitting neighboring properties as early as 2:50PM in winter) nor considered the additional impact of echoing aircraft noise that higher walls will create.

We assert that the "notch" running the length of the fourth floor on the east facade, which the architect created to reduce, but not eliminate, the Zone Transition encroachment, has little impact on shadows, airflow, or appearance. To our homes, the hotel will still present as a four-story wall. That fourth floor will not be invisible just because it is set back ten feet.

The requested modification should not be approved. The Zone Transition encroachment has a simple solution that does not require a modification: build a smaller structure that is appropriate to the site.

- **The requested Parking Reduction is not supported.**

The developer requests a reduction to 62 parking spaces from the 75 required by code. The proposed number of spaces is 17 percent below the required number. Despite doubling the size of the hotel, the developer is actually reducing the number of spaces on the site from the current 66 spaces.

According to the developer's own traffic and parking study, if the requested parking reduction is permitted, the hotel will exceed available parking on about 50 days per year. These days fall entirely on weekends, when neighboring homeowners are more likely to have guests and when parking demand for the attached restaurant would also likely be highest. We believe the study may understate the number of days that parking demand will exceed availability; the study estimates use by extrapolating occupancy of the current, dated hotel.

The developer's proposal to provide employee parking at a site one-half mile north, on the west (opposite) side of the George Washington Parkway, is insufficient, as we believe overflow parkers, and even employees who City-imposed conditions would require to park off-street, are more likely to park on neighboring streets than to use such a remote option.

The parking study suggests that there is ample street parking in the area, but this is less true on the blocks of Second and Pitt Street nearest the hotel, and the parking study does not appear to consider future impact of other nearby development (unlike the traffic study, which explicitly does so), including the nearby Edens development that was recently approved with a parking reduction of over 80 spaces.

The requested parking reduction should not be approved. The parking shortage has a simple solution that does not require a parking reduction: build a smaller structure that is appropriate to the site.

- **The proposed hotel is inconsistent with the primarily residential character of the neighborhood and not in keeping with the memorial character of the George Washington Memorial Parkway.**

The proposed revisions to the Old Town North Small Area Plan indicate that this area is mainly residential. In this particular part of Old Town North, most structures are residential, less than 50 feet high, often in groups of three to five homes, with facades that are broken up into small bays, and with attractive landscaping and sidewalks. The indentations in the front facade of the proposed hotel are negligible and will hardly be noticeable from the Parkway - the hotel will present to the Parkway as a four-story rectangular mass of bricks. Although the rear facade has been designed with varying materials to try to provide a townhouse-like look, the structure still rises starkly 263 feet long and four stories high from its asphalt parking lot, with virtually no vegetation to screen its appearance. The National Park Service also opposes the application, citing the proposal's overall size, mass, and design.

A smaller structure, with lower wings, real articulation, and actual breaks, rather than the limited setbacks proposed by the architect, would be more in keeping with the memorial character of the parkway and the requirements of the Memorandum of Understanding with the Park Service and the Washington Street Standards, and would be more consistent with neighboring homes.

The developer proposes to include a restaurant and bar at the south end of the structure, fronting on Second Street and across a narrow street from neighboring homes. This would be the only retail/dining establishment for two blocks in any direction from the site, although currently many dining establishments are within easy walking distance, with more to follow as the Edens site (reportedly as many as 800 restaurant seats) is redeveloped. Neighbors are concerned about noise, loitering, odors, and traffic that may result from the proposed restaurant/bar.

Finally, we are concerned about the proposed hours for various hotel operations. We note in the application that the owner proposes that loading operations will occur between 7:00 A.M. and 8:00 P.M., while the restaurant/bar will remain open until 11:00 P.M. on weeknights and Midnight on Friday and Saturday. We feel certain these proposed hours will be disruptive to our quiet residential neighborhood.

Our homeowners have been concerned about this proposal since we learned of it in spring 2015. Since then, we have participated in discussions with the developer's representatives, and we have attended public hearings related to the application. The developer and his representatives may insist that they have already proposed concessions but that nearby homeowners remain unwilling to compromise. The alternatives proposed by the developer are half-measures that do not come close to genuinely addressing neighborhood concerns. In particular, the architect's last effort to

"reduce" the size of the wings in response to neighborhood and BAR feedback seemed halfhearted - it was unattractive and was never likely to be accepted by the BAR or Urban Design Committee.

If a new structure is to be built on the footprint of the existing structure, we believe that it should generally be no more than three stories. This would substantially reduce the mass, reduce impact on neighboring properties, and allow for real articulation in the height of the building.

City staff represent that the conditions mandated for the application's approval will mitigate the neighbors' concerns. But in our view, the conditions are essentially toothless. One Planning and Zoning staff member told a community representative with respect to the parking conditions, "there's not really anything we can do to enforce them." No one believes that the City will pull the developer's permits if hotel employees and guests park on the street rather than using the remote option, or if the loading dock is used outside approved hours, or if the Second Street door to the restaurant/bar is opened after 10:00 P.M., and none of these conditions will make the hotel any smaller.

We expect some form of redevelopment at this site, and we are not opposed to commercial development, or even to another hotel. There was a hotel here when we moved in. But this proposal is too large, and the measures the developer has suggested to address our concerns are inadequate. Although we recognize that the developer has an investment to protect and nurture, the residents of our communities also have substantial investments - both financial and personal - in this neighborhood.

Once again, we thank you and your colleagues on the Planning Commission for agreeing to meet with the concerned citizens from our communities. We hope that as the Commission meeting approaches next week, you will strongly consider our concerns and vote against the proposed redevelopment. If you have any additional questions, please feel free to contact me.

Sincerely,  
Canal Way Residents

Chrisboth Spraul 1128 N. Pitt St, [espraul@me.com](mailto:espraul@me.com) 703-283-9883  
Jacob H Shanks 1104 N. Pitt St.  
Betsy Maloney 1102 N Pitt St  
Casey Szajnecki 1140 N Pitt St  
Linda P. [unclear] 1142 N. Pitt St.  
James P Weyand 1134 N Pitt St.  
Alexander C. Frann 1146 101 Pitt St.

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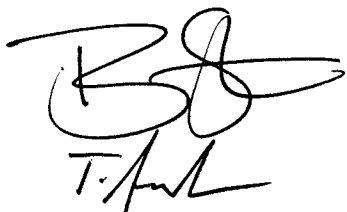
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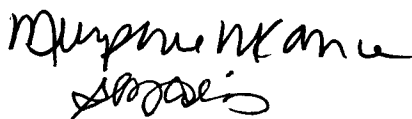
  
T. Paul

1152 N. Pitt



1152 N Pitt St.

1154 N. Pitt

  
Murphy Kane

1150 N. Pitt Street

1184 N. Pitt St.

  
S. Malin

  
Cynthia Brucato

1158 N. Pitt St.

  
M. & Carl E. Carson

1174 N. Pitt Street, Alex Va 22314

  
M. S. Mauston

1172 N. PITT STREET, ALEX, VA 22314

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Sincerely,  
Canal Way Residents

*Steph Jones*  
Stephan L. Jones  
Kristen B. Reeves  
1176 N. Pitt St

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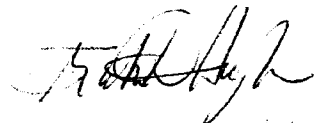
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Sincerely,  
Canal Way Residents

  
FRANKIE HUGHES  
1162 N PITT ST  
Alex Va

Martha M. Johnson	1166 N. Pitt St.
Mrs. and Mrs. Timothy C. Jones	1168 N. Pitt St.
Mr. K. J. Moody	1108 N. Pitt St.
Mr. + Mrs. David Robertson	1106 N. Pitt Street
Thompson Bantz	1180 N. Pitt Street
Caitlin Riley	1164 N. Pitt St. p.p. Elizabeth Sproul
Kenneth Beth Adair	1178 N. Pitt St.
Miss Rachel E. Ayers	1135 N. Pitt St.
James J. Rubin	1136 NORTH PITT STREET
Mr. + Mrs. Gus Morse	1144 N. Pitt St.
Dorrie Martin	1112 N. Pitt St.
Wm. C. Smith	1114 N. Pitt St.
Virginia C. Jamt	1116 N. Pitt St.
Popia	1118 N. Pitt St.
Mr. + Mrs. Jeff Pool	1170 N. Pitt St.
Mr. + Mrs. John Fowler	1130 N. Pitt St.
Max H. Gild	1110 N. Pitt St. p.p. Elizabeth Sproul
Mr. + Mrs. John Sander	1126 N. Pitt St. p.p. Elizabeth Sproul

# Marston Ltr to Planning Commission: City Hall Pressure -- Old Colony Inn Proposal

DSUP2014-0043

Additional Materials

budmarston@aol.com

Mon 5/2/2016 1:16 PM

To: PlanComm &lt;PlanComm@alexandriava.gov&gt;;

Cc: Joshua\_nadas@nps.gov <Joshua\_nadas@nps.gov>; aaron\_larocca@nps.gov <aaron\_larocca@nps.gov>; Allison Silberberg <allison.silberberg@alexandriava.gov>; Karl Moritz <Karl.Moritz@alexandriava.gov>; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Emily Baker <Emily.Baker@alexandriava.gov>; Mark Jinks <Mark.Jinks@alexandriava.gov>; Dirk Geratz <Dirk.Geratz@alexandriava.gov>; Al Cox <Al.Cox@alexandriava.gov>; Michael Swidrak <Michael.Swidrak@alexandriava.gov>; Jackie Henderson <Jackie.Henderson@alexandriava.gov>; Poulh@erols.com <Poulh@erols.com>; James Banks <James.Banks@alexandriava.gov>;

 1 attachment (2 MB)

Marston Ltr to Planning Commission - Inappropriate Practices Re Old Colony Inn Proposal.pdf;

Good afternoon -

**For Planning Commission:**

Please read my attached letter, titled *City Hall Pressure Forces Inappropriate Practices--Best Western Old Colony Inn Proposal*, prior to your meeting on this topic on Tuesday, May 3.

**For National Park Service:**

- Joshua Nadas or Aaron Larocca: Please pass the attached letter to whomever you feel appropriate at the National Park Service.

**For Urban Design Advisory Committee:**

- Jackie Henderson: please pass the attached letter to Daniel Straub and other members of the Urban Design Advisory Committee.

Thank you,

Morrill "Bud" Marston  
1172 North Pitt Street  
Alexandria, VA 22314

2 May 2016

To: Alexandria Planning Commission  
Mary Lyman, David Brown, Melissa McMahon, Stephen Koenig, Mindy Lyle, Nathan Macek, Maria Wasowski

Subject: City Hall Pressure Forces Inappropriate Practices—Best Western Old Colony Inn Proposal

Dear Commissioners;

My name is Morrill “Bud” Marston and I reside at 1172 North Pitt Street—directly in back of the Old Colony Inn at 1101 North Washington Street. A few words on my background to provide context for this letter.

I graduated from the U.S. Air Force Academy in 1970 and served my country for 30 years followed by 12 years with a national intelligence agency. My 18 years overseas included a year flying combat missions from Danang Air Base, a year in Yugoslavia during the war, 15 months in Algeria during a murderous insurgency, and 20 months in Iraq after the second Gulf War analyzing the slaughter.

My concept of duty, honor, integrity, ethics, and character was molded on the fundamental ideas of integrity first, service before self, and excellence in all we do. Most importantly: Duty, Honor, Country—those three hallowed words reverently dictate what we ought to be, what we can be, what we must be.

- \* They were my rallying points as a young man.

- \* They build one’s basic character. They teach not to substitute words for action; not to seek the path of comfort, but to face the stress and spur of difficulty and challenge; to learn to stand up in the storm; to have a heart that is clean, a goal that is high.

- \* Duty, Honor, Country—some will say they are but words, but a slogan, but a flamboyant phrase and will try to downgrade them even to the extent of mockery and ridicule. I say these concepts are timeless; they have served these United States well for 240 years and will continue to do so. They can and should be as relevant in government service as they are in the Armed Forces.

I do not believe my standards for integrity, ethics, and character are too high for civil servants, at any level. So, I have been quite disappointed at what I personally have encountered during the City planning process regarding the Best Western Old Colony Inn redevelopment proposal.

Let me relate just a few questionable staff actions taken by City planners in order to provide you, the Planning Commission, a development proposal. The proposal before you is, in my opinion, premised on highly questionable actions, twisted logic, and decisions that I believe were, at times, dishonest, misleading, arbitrary, or even an abuse of discretion.

- \* Before I begin, please be advised that every individual mentioned in this letter has been made aware of my concerns, in writing, and afforded the opportunity to clarify his or her positions.

## 1. November 2015: Inappropriate use of Alexandria Government Resources

Al Cox, Historic Preservation Manager, Planning and Zoning Department, **inappropriately used government resources to develop a government proposal** for a monolithic 263-foot-long x 50-foot-high structure, *with architectural drawings*, and *in writing asked the* Board of Architectural Review (BAR) *to endorse his proposal on behalf of the developer* at the 2 December 2015 BAR meeting.

\* Mr. Cox's work on behalf of the developer was included in the Planning and Zoning Department's staff package ahead of this BAR meeting.

Far as I know, developers are responsible for preparing development proposals at their own expense for City consideration. The City's use of taxpayer resources to prepare proposals on behalf of developers appears to me misguided, if not a misuse, of government resources.

## 2. 10 March 2016: Alexandria Zoning Code—Transition Setback Violation

Dirk Geratz, Principal Planner, and Michael Swidrak, Urban Planner, Department of Planning and Zoning, who prepared the Old Colony Inn proposal package for the Planning Commission, informed me that they were under "extreme pressure from higher ups to approve projects." They admitted having "cut many corners to Zoning Code for many previous projects as well as this one to facilitate [your] endorsement of development proposals."

\* For example, the two planners told me they would arbitrarily—in direct violation of Alexandria Zoning Code—**set the Zone Transition Setback at 25 feet instead of 34 feet** to facilitate Planning Commission approval of this project because of *extreme pressure from higher ups*. (Atch 1)

\* Planning and Zoning Director Karl Moritz has now muzzled his employees by requiring that Deputy City Manager Baker be present during any discussion with me to prevent further candid conversation.

## 3. 10 March 2016: Department Attempt to Conflate Hotels with Condominiums

Karl Moritz, Department of Planning and Zoning Director, in the presence of his supervisor, Deputy City Manager Emily Baker, **tried to mislead me by attempting to conflate hotels with condominiums**, suggesting that the Zone Transition Setback should not be a consideration Re: the Old Colony Inn because the setback would not apply to the same sized condominium.

\* Commercial buildings such as hotels require transition setback, unlike residential buildings such as condominiums, "in order that property in the residential zone not be adversely affected."

\* Mr. Moritz conceded the issue after I pointed out his deception.

## 4. 2 December 2015: Urban Design Advisory Committee (UDAC)

At the BAR meeting on 2 December 2016 for proposed redevelopment of the Best Western Old Colony Inn, the developer repeatedly emphasized that UDAC had approved the Old Colony Inn proposal.

\* Daniel Straub, UDAC Co-Chair, who attended this BAR meeting, sadly said nothing.

After the BAR endorsed this proposal, I asked Mr. Straub on what basis UDAC had approved this proposal, given **totally unanimous opposition for 6 months by all 300 residents of four nearby residential communities to a structure larger than City Hall just 60 feet from out patios**.

Mr. Straub replied that the developer had complained that not a single resident in the residential communities near the Old Colony Inn was willing to compromise on the proposed hotel project.

**Mr. Straub then informed me that UDAC felt it had no choice but to approve this proposal if UDAC were to remain a viable part of the City's development process.**

## **5. Early 2016: Washington Street Standards**

Poul Hertel, a principal member of the Washington Street Task Force that updated the Washington Street Standards in 2000 for the City Council, and the National Park Service (NPS)—which operates, maintains, and administers the George Washington Memorial Parkway—both oppose the Old Colony Inn proposal because the massive monolithic structure **does not conform to Washington Street Standards.** (Atch 2)

\* But both the BAR and the Planning and Zoning Department continue to insist that this hotel proposal does, in fact, satisfy Washington Street Standards.

Catherine Miliaras, Urban Planner, Department of Planning and Zoning, informed me that this was simply a case of "two parties agreeing to disagree," suggesting that Mr. Hertel, who was heavily involved in and a member of the committee that brought forward the standards and who retains primary source materials from the Task Force, **does not understand those standards.**

## **6. 23 February 2016: North Old Town Small Area Plan**

Dick Geratz, Principal Planner, Department of Planning and Zoning, and I discussed the relevance of the *North Old Town Small Area Plan* Re: the Old Colony Inn proposal's lack of underground parking.

\* Mr. Geratz informed me that the *North Old Town Small Area Plan* was only a guideline, not a law, so the Department was not obligated to comply with it. Geratz concluded by stating, **"Well, anyway, the developer could not build the project if we insisted on underground parking."**

\*\*\*\*\*

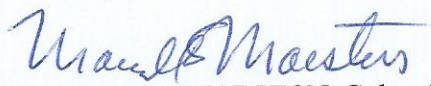
City Manager Mark Jinks informed me that the aforementioned actions were quite proper. Furthermore, he assured me that such conduct comports with the highest professional and ethical standards required of City planners and insisted their decisions were based on good faith and professional judgement. **Most notably, Mr. Jinks did not dispute any of the facts in my allegations, only my conclusions.** (Atch 3)

*How does one reconcile the difference between what Mr. Moritz, Ms. Baker, and Mr. Jinks say and what the staffers are doing?*

\*\*\*\*\*

**Request:** I am asking the Planning Commission to reject this proposal because 1) it calls for severe encroachment in the Zone Transition Setback mandated by City Zoning Code, and 2) because Planning Staff decisions at multiple points in the City's planning process were compromised due to extreme pressure on city planners for additional development projects.

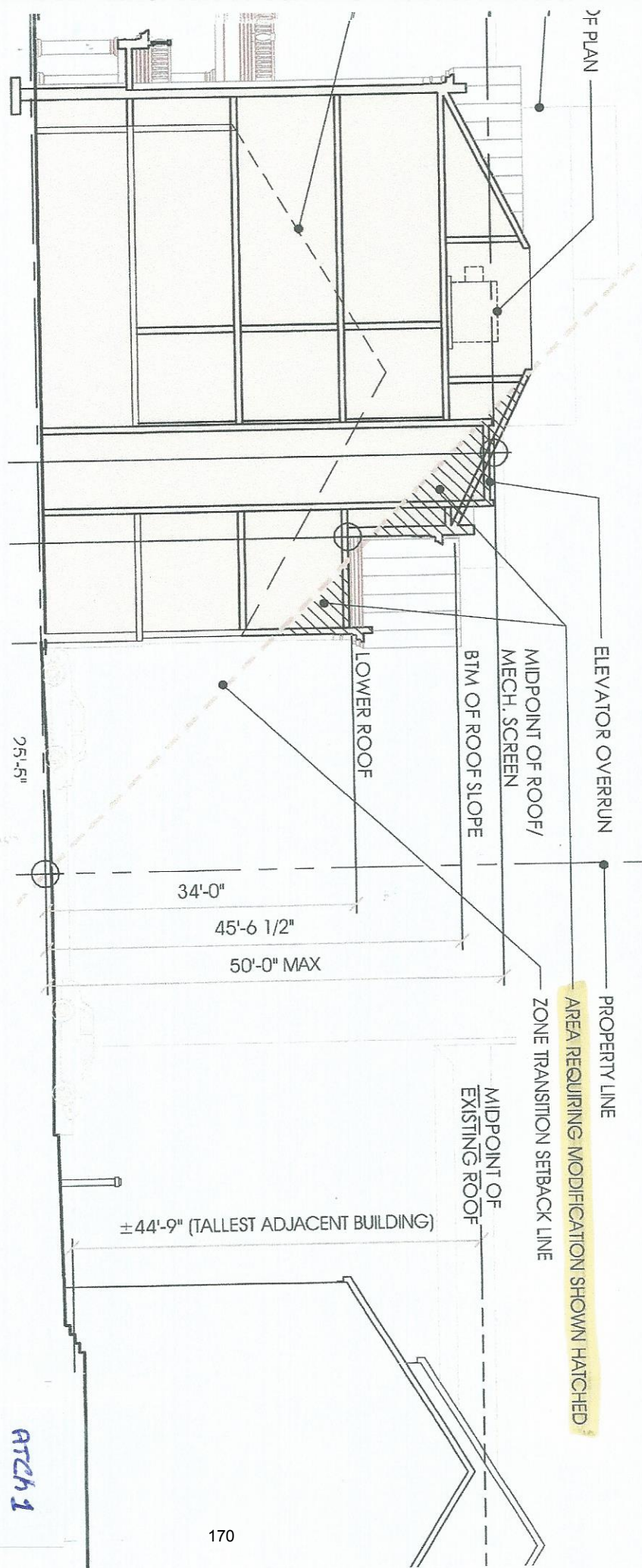
Sincerely,



MORRILL E. MARSTON, Colonel, USAF-retired  
1172 North Pitt Street  
Alexandria, VA 22314

Atch 1: Depiction of Setback Violations  
Atch 2: Excerpt—Washington Street Standards  
Atch 3: Jinks Ltr, 29 March 2016

# Old Colony Inn Hotel Zone Transition Setback Violation (hatched areas)



Arch 1

### Washington Street Standards

Mass and scale of buildings must be similar to and compatible with historic buildings found on Washington Street; the proposed Best Western Old Colony Inn is not similar and compatible.

\* At the very least a proposed structure should be broken up so that it will look like separate buildings and not one big one. If a proposed development looks like a one big building, it does not meet the Standards.

(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.

Atch 2



OFFICE OF THE CITY MANAGER

301 King Street, Suite 3500  
Alexandria, Virginia 22314-3211

MARK B. JINKS  
City Manager

703.746.4300  
Fax: 703.838.6343

March 29, 2016

Mr. Morrill "Bud" Marston  
1172 North Pitt Street  
Alexandria, Virginia 22314

Dear Mr. Marston:

As part of the consideration of redevelopment proposals for the Old Colony Inn you have made serious allegations concerning the integrity of City staff in the Department of Planning and Zoning. Specifically, you have questioned the ethics and actions of Planning and Zoning Director Karl Moritz and Historic Preservation Architect Al Cox, and have used extreme language characterizing City staff. Deputy City Manager Emily Baker and I have reviewed your complaints, and the information submitted with those complaints, and do not find that the staff of the Department of Planning and Zoning including Mr. Moritz and Mr. Cox have acted improperly.

I want to assure you that City Council, and I as City Manager, expect all City staff to operate under the highest professional and ethical standards which require staff to follow City of Alexandria and Commonwealth of Virginia laws, City Council adopted plans and policies, as well as City's Administrative Regulations on ethics. The Director of the Department of Planning and Zoning and his staff have long recognized that they have a high ethical obligation in regards to land use decision making processes and have historically carried out their duties consistent with expected ethical standards.

We completely understand that you have the absolute right to have different views about the Old Colony Inn redevelopment proposal than do City staff, and have the right and opportunity to express those views. The core basis of democracy and local government decision making is the presence of civil and healthy civic debate. While there are differences in views, I would ask that you respect that City staff may have different views, but those views, I can assure you, are based on the law, good faith and professional judgment.

Sincerely,

Mark B. Jinks  
City Manager

Atch 3

**CONCERNS AND RECOMMENDATIONS OF LIBERTY ROW CONDOMINIUM ASSOCIATION  
IN CONNECTION WITH THE PROPOSED REDEVELOPMENT OF THE  
BEST WESTERN OLD COLONY INN (OCI) ON N. WASHINGTON STREET**

**Presented to the Planning Commission  
May 3, 2016**

**Quality of Life Issues**

**We are not opposed to development.** We believe that development must be reasoned and reasonable. The primary question is whether the interests and concerns of taxpaying voters living in Old Town North are relevant vis-a-vis the interests of developers? Throughout the series of community meetings on the proposed redevelopment of the OCI culminating in the last BAR hearing, community members' concerns generally have not been addressed. While the developer presented a plan at the last community meeting that met a few of the community's concerns, these concessions were eliminated by the Alexandria Old and Historic District's Board of Architectural Review (BAR). Members of the BAR then voted to support the staff's revisions, and made statements failing to show an appreciation for the issues raised by Old Town North residents. Any major development in our community impacts our quality of life. It is reasonable to expect that some of our concerns should be addressed by developers and by our local officials because these concerns stem from our understanding of our community and adjacent areas. It is unreasonable for taxpaying voters to be relegated to second-class citizen status by implying that our role is just to pay taxes and to accept whatever developers, local officials, and local government bureaucrats deem appropriate.

The residents of Liberty Row and adjacent communities consistently expressed the following specific concerns to the developer's representatives:

— **Reduce the mass, scale and height of the OCI by lowering the wings to three floors rather than the four floors proposed.** The plan proposed by the BAR staff and adopted by the BAR permits an OCI structure larger than City Hall in the midst of our residential community and situated on a very compact lot. A structure of this magnitude also poses questions about the impact on the sewage systems serving our area.

— **Eliminate the bar/restaurant (an approximately 60-seat facility), or alternatively, place the restaurant at the center of the OCI.** Having a bar/restaurant on the Second Street facade of the OCI is not conducive to the quality of life of Liberty Row residents. Concerns exist about restaurant odors, noise, trash, and the potential for increased rodent populations. Further, this development should be considered in conjunction with the development of the Giant/ABC lot, which was adopted recently by the City Council and where **more than 800** restaurant seats created in that space. The Planning and Zoning Department's staff report states that providing a restaurant on site will contribute "to a new urban feel with mixed development." This is a meaningless phrase in addition to being condescending to area residents. It can only be a phrase concocted as a bootstrapping argument to locate a bar/restaurant at the site. Documents contained in the Planning and Zoning Department's staff report also indicate that trash will be picked up only twice each week. This is an unacceptably inadequate trash pick-up schedule for a hotel that will almost be doubled in size and which proposes a bar/restaurant

facility on site. If the bar/restaurant is included, it should be located at the center of the hotel and no entrance/exit to this facility should be placed on Second Street.

— **Meet the City's requirements for available parking spaces.** The current OCI has 45 rooms. As proposed, the OCI will expand from 49 to 95 rooms, which nearly doubles the size of the OCI. In spite of this expansion, the current 69 parking spaces will be reduced to 62. Zoning requirements call for 75 parking spaces. As discussed in the Planning and Zoning Department's staff report, the parking deficit will be resolved by having 13 off-site parking spaces. Further, while projects of this type require underground parking, no such parking will be provided because the project is deemed a "renovation." The OCI parking deficiency should be analyzed in conjunction with the development of the Giant/ABC lot (only two blocks away) where there will be a more than 26% deficit (85 spaces) in required parking spaces. The developers do not live in our communities. They cannot appreciate the every-day impact of reducing available parking spaces in our community. There is a lack of emphasis on the potential material adverse impacts of the failure of redeveloped or newly developed properties to meet City parking requirements. The cumulative impact of these deficiencies on Old Town North communities is highly undesirable.

— **Create a traffic flow for commercial vehicles that will not exacerbate traffic congestion on East Abington Drive, Bashford Lane, and Slaters Lane.** As proposed, commercial vehicles will enter the OCI from either E. Abington Drive or Second Street. They will make deliveries at the bay to the north of the OCI entrance, which faces the George Washington Memorial Parkway. These vehicles can then only leave the OCI property by entering E. Abington Drive heading north to either Bashford Lane or Slaters Lane. Then they must turn left at one of these streets. They are prohibited from traveling on the George Washington Memorial Parkway. Large commercial vehicles waiting for light changes at Bashford Lane or Slaters Lane will cause additional queuing of traffic while waiting to make left turns and then waiting at the next light to cross the George Washington Memorial Parkway. If they travel west on Bashford Lane, they will be traveling on a relatively narrow stretch of Bashford Lane prior to reaching Powhatan Street. Typically on this western stretch of Bashford Lane, which has one lane going west and one going east, vehicles are parked on both sides of the street. All of these results lead to potentially greater traffic incidents and dangers for pedestrians and bicyclists as well. The traffic flow for large commercial vehicles resulting from the current design of the redeveloped OCI is further proof that the building is too large for the lot size. If the northern wing of the OCI were shortened, commercial vehicles could make a right turn, go around the building, and exit onto Second Street, where they should turn left only to access N. Pitt Street.

— **Provide assurance that motor coaches will not idle or park on E. Abington Drive behind the Liberty Row condominiums or on Second Street.** We have not been told where tour groups will disembark from motor coaches or where such vehicles will idle or park. Second Street is a largely residential street. Noise from idling tour buses and fumes emanating from such vehicles are not conducive to the quality of life of taxpaying voters residing in the adjacent communities. If motor coaches are permitted to park on Second Street, the visual impact of such commercial vehicles in a largely residential area will be undesirable, as well as reducing available parking for residents and their guests. These matters directly affect the quality of life of the Liberty Row residents and other residents of Old Town North.

The residents of Liberty Row do not wish to see the surrounding area of Old Town North become a predominantly commercial sector where little thought or effort has been given to ameliorating local resident concerns about: (a) parking code deficiencies, (b) motor coach traffic, parking, and idling, (c) increased commercial and noncommercial traffic volumes and patterns (particularly of commercial vehicles) potentially harmful to pedestrians, bicyclists, and motorists, (d) commercial and rental structures failing to comply with the City's height restrictions, and (e) the lack of significant green space within development plans. The facts as we know them today indicate that these major issues have not been properly addressed by the developers or by the participants in the November 2015 Old Town North Small Area Planning Process charrettes. In fact all of the redevelopment plan items that we present above are in direct opposition to the long-standing OTN SAP Land Use goals published in the December 22, 2015 Final Project Update Report.

We urge the Planning Commission to vote against the current proposed redevelopment of the OCI. Significant revisions must be mandated in order to reduce the size, scale, and mass of the OCI; eliminate the bar/restaurant, or alternatively, place it in the center portion of the OCI with no ingress/egress on Second Street; provide appropriate parking in compliance with City requirements; and better analyze traffic impacts as a result of the OCI expansion.

# Old Colony

DSUP2014-0043

Additional Materials

Kerry Donley <kdonley@johnmarshallbank.com>

Mon 5/2/2016 2:53 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Cathy Puskar <cpuskar@arl.thelandlawyers.com>;

Dear Members of the Planning Commission –

I am writing today in support of the redevelopment plan for the Old Colony Inn. In my opinion the plan does justice to the George Washington Memorial Parkway with its setback roof design and varied heights. In addition the façade as proposed seems much more attractive than the building which presently occupies the site. I find it quite eloquent and stately.

I understand the applicant has scaled back the design from 111 rooms to 95 which seems to be a fair compromise and has relocated delivery access away from nearby neighbors. I also support the proposed restaurant for the site as a needed amenity for any hotel that seeks to be a first class facility and wanted in the City.

I understand the project is within the FAR for the site and is consistent with the zoning for the Old Town North area. I also understand the project has been endorsed by the BAR which is an important consideration. The project also carries with it the normal benefits of increased open space, affordable housing contributions, sewer separation and public art. I might add it retains and expands the serpentine wall which has long been a major attribute of the site.

Finally, the project is an important generator of needed tax revenue which is needed to fund city services and keep tax burdens reasonable. A number of years ago a study was conducted among various land uses in the City to determine to the highest yielding use in terms of revenue generation and consumption of public services. Hotels were found to be a net positive use by far as it generates a variety of revenues and consumes few public services. While I do not suggest that we only seek hotel uses as a long-term economic sustainability strategy, I do feel the City should wisely select opportunities when they make sense. This site for years has been a hotel and expanding the use seems to make sense in terms of land use, zoning and long-term economic benefit.

I urge you to support the proposal as presented.

Thank you for your kind consideration.

**Kerry J. Donley**

Senior Vice President



1943 Isaac Newton Square, Reston, VA 20190

703.584.0840 (main) | 703.289.5954 (direct)

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

Dear Chairperson Lyman and Members of the Planning Commission

The project does not meet the Washington Street Standards, because it looks like one large building. Some say that this is ok, because there are very large buildings in the vicinity, or worse, that the Standards were really not intended for this part of the Street. However, this is not true, because the revised standards were specifically brought about as a reaction to a building proposed on this very site (*see below*).

I shall not belabor the history of the George Washington Memorial Parkway (which is attached), except to say that the Parkway is the genesis of Alexandria's historic district, which was specifically created in 1946 to protect the integrity and intent of the Parkway. The original Standards were added as an ordinance in 1992, and it was revised in 2000 to further protect that very intent by incorporating specific criteria solicited from the National Park Services. Among those criteria were the following;

- New buildings should not, by their style, size, location or other characteristics, detract from, overwhelm, or otherwise intrude upon historic buildings which remain on the street.
- New buildings should be complementary to the historic structures in their design.
- It is desirable that buildings be designed to look separate and not give the impression of collectively being one massive unit. This can be accomplished through differing architectural designs, facades, setbacks and stylings.

The third bullet emphasizes “designed to look separate,” and despite these points from the standards, the design still appears to be one big building, not as separate structures as was the intent. Hence, when you read the 80 by 100 footprint in the ordinance please keep in mind the intention of it, because the building does not convey a sense of separate buildings. The developer should therefore be required to design the building accordingly.

(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.

Poul Hertel  
3716 Carriage House Court  
22309 Alexandria



Proposed Building 1 on the Conference Center Site

*Original 1999 Old Colony proposal that was rejected by the City Council, but was major factor in revising Washington Street Standards to preclude such projects in the future.*

## TO ALL

Hopefully, this brief will provide a sense of why and how the current Washington Street Standards, came to be enacted in the year 2000. After some rather unpleasant conflicts regarding development on Washington Street, (which afflicted the northern end in particular), the City Council created a task Force that would convey a clarification on interpreting the 1929 agreement between the City and the Federal Government for protection of the George Washington Memorial Parkway as it transverses the City. The Task Force came up with specific recommendations that the City Council subsequently adopted in the form of the ordinance known as the Washington Street Standards.

These are best understood as being derived from a task force request that the City Attorney incorporate elements from a paper submitted by the National Park Services (*included*). The revisions to the ordinance that were adopted can be summarized as follows:

- ♦ New construction shall be compatible with the character of historically significant buildings on Washington Street (instead of within the Old and Historic Alexandria District in general).
- ♦ Design elements must be consistent with historically significant buildings on Washington Street.
- ♦ New buildings shall be complementary to and shall not detract from/overwhelm/intrude upon historically significant buildings on Washington Street.
- ♦ Massing of new buildings/additions must closely reflect and be proportional to adjacent historic buildings.
- ♦ New construction larger than historic buildings on the street must be designed to not look more massive than the historic buildings. From the public right of way, buildings should appear to have a footprint no larger than 100 feet by 80 feet. It is desirable that large projects preserve or replicate mid-block alleys.
- ♦ Applications for projects larger than 3000 square feet or within 66 feet of residential use/zoning must include a massing study covering a minimum of six blocks.
- ♦ Massing and proportions of new buildings designed in a given historic architectural style must be consistent with the massing and proportions of that style.
- ♦ New or untried design approaches that have no historical basis in Alexandria or that are not consistent with the scale, massing and detailing of an historic style are not appropriate.
- ♦ Traditional fenestration patterns and solid/void relationships must be used on all facades visible from any public right of way, including the first floor.
- ♦ An applicant for a special use permit for an increase in density must bear the burden of proving that the proposed building/addition clearly benefits the historic nature and pedestrian-friendly environment of Washington Street.

## ATTACHMENT 8

### What is the "Memorial Character" of the George Washington Memorial Parkway?

The George Washington Memorial Parkway serves as a memorial to our nation's first president. While the National Park Service has not attempted to precisely define the term, several guiding principles should be considered in evaluating what "memorial character" means. The principles outlined below represent those which have a desirable application to Washington Street in Alexandria:

- Inconsistent existing developments notwithstanding, and recognizing that the parkway has different "looks" depending upon where you are (north of the airport, through the city, south to Mt. Vernon, for example), there should be a public impression that Washington Street is connected in some way (physically, thematically, or in some other positive way) with the parkway.
- Use of streetscapes is a desirable connecting link with the natural characteristics of the parkway.
- There should be an emphasis on those elements of structural design which are consistent with historic buildings which remain on the street.
- New buildings should not, by their style, size, location or other characteristics, detract from, overwhelm, or otherwise intrude upon historic buildings which remain on the street.
- New buildings should be complementary to the historic structures in their design.
- It is desirable that buildings be designed to look separate and not give the impression of collectively being one massive unit. This can be accomplished through differing architectural designs, facades, setbacks and stylings.

Additional miscellaneous factors for consideration are:

- The Washington Street Guidelines are workable as long as the structures aren't spread out over too large an area or distance. The Guidelines also may not be appropriate when applied to larger buildings.

Facades of a building generally shall express the 20- to 40-foot bay width typically found on early 19<sup>th</sup> century commercial buildings characteristic of the Old and Historic Alexandria District. Techniques to express such typical bay width shall include changes in materials; articulation of the wall surfaces; changes in fenestration patterns; varying roof heights; and physical breaks, vertical as well as horizontal, within the massing. *[Page 5 of Guidelines at sec. (2) under "Additional requirements for approval of a certificate of appropriateness."]*

- A gateway into the city exists when entering from the north (memorial circle area in front of the Colony Inn) but there is nothing similar when approaching from the south. Perhaps such a concept is worthy of consideration though it is recognized that this may be complicated due to plans for the new Wilson Bridge.
- Some historic communities in Washington, D.C. (Woodley Park and/or Cleveland Park) have had an "overlay zone" created which reduces the maximum allowable FAR and imposes other restrictions for a specified distance (100' ?) on either side of impacted streets. *[Specific details not currently available].*

Michael D. Wilson  
Assistant Superintendent  
George Washington Memorial Parkway

## History of the George Washington Memorial Parkway

No words can adequately express just how important the first president was in uniting a young nation. George Washington's residence at Mount Vernon and the city that bore his name could be dismissed as cultural icons, if it were not for his importance to the American heritage. The two became intertwined through not only George Washington, but also by the road connecting the two. This connection was so great, that in "Historic Buildings of America as Seen and Described by Famous Writers", Arthur Shadwell Martin relates how "every patriotic American who visits Washington makes a pious pilgrimage to the home and tomb of the Father of his Country. " But, haste was out of the question," the Family Magazine related in 1837, "for never was worse road extant than that to Mount Vernon." Departing from Alexandria, the road to Mount Vernon went inland, rather than along the river as it does today. There was scarcely a glimpse of the scenic Potomac. Instead, one was required to traverse two large hills on an inland road in various state of disrepair that sometimes was more like a wooded trail.

Caroline Gilman described it in her book, "the Poetry of Travelling" as being "intolerably bad," and that "no one probably passes it without thinking before he arrives at Mount Vernon, that he has paid too dear for his whistle." The City of Alexandria fared no better than the road, having also fallen on hard times. Many authors described it as a dilapidated little town where "no one wishes to linger." Nevertheless, the importance of Mount Vernon was growing in the national conscience, even bringing forth calls for the government to take it over. While the family of George Washington had graciously accepted visitors for many years, they eventually could not manage the upkeep of the Mansion.

To save this landmark, the Mount Vernon Ladies Association was created in 1856 as the first historic preservation effort in America. It raised enough money to purchase the property two years later. Although, roads existed to Mount Vernon, they were neither the original one, nor ones that lent themselves to contemplative or pleasurable drives. Consequently, in 1887, in an article he wrote for the National Republican (a DC paper), Edward Fox came up with the idea to create a National Highway from Washington DC to Mount Vernon. Fox called for the "making of a splendid drive, a grand avenue and 100 feet wide that was properly graded and shaded between the capital city of the nation and the tomb of its great founder."

Building on the enthusiasm of the Fox article, in 1888, Mayor John B. Smoot of Alexandria founded the Mount Vernon Avenue Association in Alexandria to promulgate the creation of a national road to George Washington's home. The road would travel through Alexandria on the basis that many existing establishments were there when George Washington walked these streets. Since fortune had bypassed Alexandria, the buildings were still there. The Mount Vernon Avenue Association appealed to Congress the following year, which then really got started with trying to design this. They appropriated money for a Colonel Haines to come up with three routes (one of which came through Alexandria). No matter which route was selected along the Potomac, Haines intended it always to be in the process of development and embellishment. Envisioned as having a monumental character, the proposed

"National Road", was a symbolic link between Mount Vernon Estate, the site so closely associated with George Washington, and the city that bore his name. Congress, unfortunately allocated no further money.

By 1898, the Centennial of the Nation's Capital was impending, so a group of citizens approached President McKinley about a plan for celebrating the event. This eventually resulted in the creation of the McMillan Senate Park Committee in 1901-1902, which was one of the most important committees in the nation's history, and which was named for Senator James McMillan of Michigan, Chairman of the Senate Committee on the District of Columbia. Park enthusiasts, historians, and planners in Washington, DC, often invoke the great and expansive vision of the McMillan Plan as the conceptual underpinnings of today's National Mall and Washington, D.C.'s Park System.

Although the McMillan Commission did not directly deal with it, they very specifically addressed the need for and importance of having a road leading to the home of the father of our nation. The McMillan Senate Park Committee had clearly been influenced by landscape architect pioneers Olmstead, Vaux, Cleveland, and Eliot, who are credited with creating the term "Parkway." The McMillan Committee envisioned that "these drives had certain definitions: Parkways or ways through or between parks; distinguished from highways or ordinary streets by the dominant purpose of recreation rather than movement; restricted to pleasure vehicles, and arranged with regard for scenery, topography and similar features rather than for directness".

Although WWI had taken its toll, interest in history (particularly Colonial and early American history) remained strong. The Bicentennial of George Washington's birth was the impetus for a 1924 committee formed by Congress, and in 1932, the road was constructed. The road did travel through Alexandria on what is now known as "Washington Street." In doing so, the City of Alexandria entered into a 1929 agreement with the Federal Government promising to keep the memorial character of the Parkway. However, by 1946, Alexandria had fallen off the memorial wagon (so to speak), so the Federal Government indicated that the Parkway was to be moved away from Alexandria. At this point, the City of Alexandria offered to create a historic district to protect the Parkway, which would then remain in Alexandria. That is the genesis of Alexandria's historic district. Over the years, there have been numerous battles back and forth between Alexandria and the Federal Government.

In 1999, Alexandria requested that the National Park Service provide a clarification as to the memorial nature of the Parkway. Many of the features from the National Park Service's response to the City of Alexandria were incorporated into the Washington Street Standards as we know them today. The George Washington Memorial Parkway is therefore the genesis of the Alexandria Historic District, which, in turn, has generated a significant tourism response. The George Washington Memorial Parkway (and the City of Alexandria) thus shares this heritage with the world, as people from all nations and walks of life pass through Alexandria to make a pilgrimage to Mount Vernon to pay their respects to the "Father of Our Country." The George Washington Memorial Parkway also represents a trust placed on the City

by the Federal Government that Alexandria would maintain the highway for the purpose and dignity it that was envisioned to convey, and that the Historic District created as a quid pro quo would continue to protect this singular heritage.

To conclude, the George Washington Memorial Parkway, is not a neglected stepchild, but rather the impetus for the entire Historic District, and by inference, it is responsible for Alexandria's place on the tourist maps. It inculcates a heritage that warrants sharing with the world, as people from all over the globe make a pilgrimage from Washington D.C. to Mount Vernon to pay their respects to the Father of this Country. The Parkway also represents a trust placed on the City by the Federal Government that it would maintain the highway for the purpose and dignity it that was envisioned to convey. No person states this as well as did Caroline Oilman in 1838: "indeed, it is a curious step from Alexandria to Mount Vernon; the one teeming with the most worldly associations, and the other sacred to the highest feelings of our nature".\_

Poul Hertel

# Fw: Old Colony Proposal, Docket Item 6, Planning Commission Meeting, May 3rd, 2016

DSUP2014-0043

Additional Materials

Elizabeth Chimento &lt;ecchimento@comcast.net&gt;

Mon 5/2/2016 7:42 PM

To: PlanComm &lt;PlanComm@alexandriava.gov&gt;;

Planning Commissioners:

I oppose the Old Colony Inn Renovation proposal based on its extensive size, its encroachment on the zone transition line, its failure to provide adequate parking, its non-compliance with the Washington Street Standards as well as the 1929 Memo of Understanding between the National Park Service and the City of Alexandria.

Although the hotel meets the FAR and height requirements, it encroaches on the Zone Transition Line by 8 to 10 ft. This incursion results in an oversized building for the slender land parcel on which it will be situated. The building is just too large for the site.

In terms of parking, the developer requests a reduction to 62 parking spaces from the code required 75 spaces while doubling the size of the hotel. How is this possible? According to the developer's traffic study, it appears that on at least 50 days per year (weekends) there will be overflow parking for which there is no on-site accommodation. Further, the remote location of 10 spaces for employees at the Nordic Press building across the Parkway is unlikely to be used by employees. Instead, they are more likely to park closer to the hotel which is in our neighborhoods. Also, since the study is based on the current lower occupancy hotel, it is likely parking will exceed supply on many more nights than the projected 50.

Contrary to the Staff Report, the proposed structure does not meet the Washington Street Standards. The Standards state: "Facades of a building generally shall express the 20 to 40 foot bay typically found on early 19th century commercial buildings 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 (10-105 (3) Zoning Code). There are no physical breaks that can be identified in the drawings.

The 1929 Memo of Understanding between the City and the National Park Service re: The George Washington Memorial Parkway provides the foundation for NPS comments on the Old Colony proposal. In a letter sent to the BAR (6/8/15), NPS Superintendent Alex Romero says the Old Colony design is "not in keeping with the Memorial Character of the Parkway." Additionally, he has concerns about the "overall size and massing of the new structure, that the height change emphasizes the lack of symmetry of the wings to the core structure." He is also concerned about "the proportions of design elements, a need for more vegetative screening from Washington Street and the Memorial Circle and more appropriate

signage.” Since the letter was written, however, although maintaining the same mass and scale, the BAR has made some exterior design changes (roof styles, wings) in successive BAR meetings.

Thank you for the opportunity to present these reasons for opposing the Old Colony renovation.

Respectfully,  
Elizabeth Chimento

# PRIORITY Meeting on 5/3/16 re Re-development of the Old Colony best Western Hotel

DSUP2014-0043

Additional Materials

Cathleen Dooley <cathleen.dooley@gmail.com>

Tue 5/3/2016 7:51 AM

Inbox

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission

My name is Cathy Dooley, I live at 516 Bellvue, and I am President of the Pitt Street Station HOA which is adjacent to the hotel site. I understand you are reviewing the re-development of the Old Colony Inn Hotel located at 1101 N. Washington Street, Alexandria, VA at tonight's meeting. While I support the redevelopment of the hotel, I do not support the proposal in its current form.

There has been allot of discussions about all of the exceptions that are being made to accommodate the developer for this project. All of the exceptions are needed for one reason: the proposed hotel is TOO BIG for this lot.

The hotel has residential neighbors to its east, south, and across the Parkway to the west. In this particular part of Old Town North, most structures are less than 50 feet high, often in groups of three to five homes, with facades that are broken up into small bays, and with attractive landscaping and sidewalks.

The indentations in the front facade of the proposed hotel are negligible and will hardly be noticed from the Parkway - the hotel will present to the Parkway as a four-story rectangular mass of bricks. The rear facade features varying materials to try to provide a townhouse-like look, but it still rises starkly, over 260 feet long and four stories high, straight from its asphalt parking lot. The landscape island modification they have requested means there is almost no vegetation to screen the hotel's appearance from the homes to its east.

The National Park Service has consistently opposed the application, citing the proposal's overall size, mass, and design. A smaller building, with lower wings, real articulation in height, and actual breaks, would be more in keeping with the memorial character of the parkway and the Washington Street Standards, and would be more consistent with neighboring homes.

The developer also proposes to include a restaurant and bar at the south end of the hotel, fronting on Second Street and across a narrow street from neighboring homes. A restaurant or bar is not needed or wanted by neighbors, and we are concerned about noise, loitering, odors, and traffic that may result.

In closing, again I support the re-development of this hotel, but the neighborhood and neighbor's concerns and interests should also be considered and they are not in the current proposal. I recognize that this project provides a tax base for the city and the donations recently announced by the developer are helpful to the city's financial well being. But there should be consideration given to the neighbors' concerns which have been ignored to date.

I urge that you NOT approve this project in its current form. Thank you for your consideration and review

of my comments.

Sincerely,

Cathleen Dooley

516 Bellvue Place  
Alexandria, VA 22314  
[Cathleen.dooley@gmail.com](mailto:Cathleen.dooley@gmail.com)  
Home: 703-683-1244  
Cell: 202-441-7055

# Fw: Old Colony Proposal, Docket Item 6, Planning Commission Meeting, May 3rd, 2016

DSUP2014-0043  
Additional Materials

Justin Wilson

Tue 5/3/2016 10:35 AM

To: Karl Moritz <Karl.Moritz@alexandriava.gov>;

FYI

----

Justin M. Wilson, Vice Mayor  
Alexandria City Council  
Office: 703.746.4500  
Home: 703.299.1576  
justin.wilson@alexandriava.gov

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**From:** Elizabeth Chimento <ecchimento@comcast.net>

**Sent:** Monday, May 2, 2016 10:19 PM

**To:** Allison Silberberg; Justin Wilson; Paul Smedberg; Willie Bailey; John Chapman; Timothy Lovain; Del Pepper

**Subject:** Fw: Old Colony Proposal, Docket Item 6, Planning Commission Meeting, May 3rd, 2016

Madame Chair and Planning Commission Members:

I oppose the Old Colony Inn Renovation proposal based on its extensive size, its encroachment on the zone transition line, its failure to provide adequate parking, its non-compliance with the Washington Street Standards as well as the 1929 Memo of Understanding between the National Park Service and the City of Alexandria.

Although the hotel meets the FAR and height requirements, it encroaches on the Zone Transition Line by 8 to 10 ft. This incursion results in an oversized building for the slender land parcel on which it will be situated. The building is just too large for the site.

In terms of parking, the developer requests a reduction to 62 parking spaces from the code required 75 spaces while doubling the size of the hotel. How is this possible? According to the developer's traffic study, it appears that on at least 50 days per year (weekends) there will be overflow parking for which there is no on-site accommodation. Further, the remote location of 10 spaces for employees at the Nordic Press building across the Parkway is unlikely to be used by employees. Instead, they are more likely to park closer to the hotel which is in our neighborhoods. Also, since the study is based on the current lower occupancy hotel, it is likely parking will exceed supply on many more nights than the projected 50.

Contrary to the Staff Report, the proposed structure does not meet the Washington Street Standards. The Standards state: "Facades of a building generally shall express the 20 to 40 foot bay typically found on early 19th century commercial buildings 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 (10-105 (3) Zoning Code). There are no physical breaks that can be identified in the drawings.

The 1929 Memo of Understanding between the City and the National Park Service re: The George Washington Memorial Parkway provides the foundation for NPS comments on the Old Colony proposal. In a letter sent to the BAR (6/8/15), NPS Superintendent Alex Romero says the Old Colony design is "not in keeping with the Memorial Character of the Parkway." Additionally, he has concerns about the "overall size and massing of the new structure, that the height change emphasizes the lack of symmetry of the wings to the core structure." He is also concerned about "the proportions of design elements, a need for more vegetative screening from Washington Street and the Memorial Circle and more appropriate signage." Since the letter was written, however, although maintaining the same mass and scale, the BAR has made some exterior design changes (roof styles, wings) in successive BAR meetings.

Thank you for the opportunity to present some of the reasons I oppose the Old Colony renovation.

Respectfully,  
Elizabeth Chimento

# Support for Old Colony Inn

DSUP2014-0043

Additional Materials

Elizabeth Chisman Moon <ecmoon@focusdatasolutions.com>

Tue 5/3/2016 11:59 AM

Inbox

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission Members,

I write today in support of the Old Colony Inn Proposal at 1101 N. Washington Street. I own a small professional consulting firm at 1020 North Fairfax Street. This project will offer our firm new, small group meeting spaces and restaurant amenities for both corporate events and our staff's use. Old Town North has tremendous potential that has long gone under-utilized by the City to support economic development. Updating this long standing Old Town North property will help to attract and retain both new businesses and visitors to the area.

I hope you will look favorably on this project to help support our Old Town North community and the businesses that have invested here.

Thank you.

Elizabeth Chisman Moon  
President/CEO  
Focus Data Solutions



**Elizabeth Chisman Moon** • President/CEO • Focus Data Solutions, Inc.

1020 N. Fairfax St. • Suite 400 • Alexandria, VA • 22314

T 703.836.0080 x. 28 • F 703.836.8009 • [www.focusdatasolutions.com](http://www.focusdatasolutions.com)

*If this email is requesting a support ticket which requires attention please send an email to [support@focusdatasolutions.com](mailto:support@focusdatasolutions.com) which will automatically enter a ticket into our system or give us a call at 703-836-0080.*

*After Hours & Holiday Emergency Service at 866-748-5202.*

Planning Commission  
City of Alexandria  
May 1, 2016

Re: Old Colony Inn Renovation Proposal  
1101 N. Washington Street

Planning Commission Members:


Concerned residents of Riverton Condominiums oppose the Old Colony Inn renovation. We object, based on the following reasons:


1. The proposed hotel is too large for the site (263 ft. long and more than 50 ft. high). For a visual understanding, It is the size of City Hall.
2. The structure encroaches on the zone transition setback by approx. 8 ½ to 10 ft.
3. The structure is not in keeping with the memorial character of the George Washington Parkway, as required by agreement with the National Park Service. The NPS opposes the proposed redevelopment. The proposal does not conform to the Washington Street Standards.
4. The proposed large commercial structure is inconsistent with the primarily residential Nature of the neighborhood.
5. Parking is insufficient for the enlarged hotel. More than 50 days per year (or one night every weekend) parking availability will be exceeded. Employee parking will only be available across the Parkway at the Nordic Press building. That location is so remote that employees will likely park on our neighborhood streets.

We ask you to consider these concerns and vote against this proposal.

Cc: Alexandria City Council

Sincerely,

  
604 BASHFORD LN.

  
604 BASHFORD LANE #2123

Riverton Signatures (Old Colony)

Lorna Dressendorfer  
602 Bashford Ln #2221

Joacqueline Arminato  
1251 E. Abingdon Dr. #1121

Caity Davis  
602 Bashford Lane #2232

V. Renee Simpson  
602 Bashford Lane,  
#2203

Brad Altshuler  
1251 E Abingdon Dr. #1101  
Brodan altshuler

Riverton, A Condo

North Old Town Alexandria ( By Proxy)

Name: Charles Zinna

Signature: by proxy

Address: 1251 E. Abingdon Dr. #1122

Name: Gerard Scarano

Signature: by Proxy

Address: 1251 E. Abingdon Dr. #1163

Name: Jeesun Moon

Signature: by Proxy

Address: 500 Bashford Lane, #3332

Name: Donal Doyle

Signature: by Proxy

Address: 610 Bashford Lane, #1321

Name: Taline Parunyan

Signature: by proxy

Address: 1251 E. Abingdon Dr. #1123

Name: Caroline Okumu

Signature: by Proxy

Address: 604 Bashford Lane, #2162

Name: Jim Kaufman

Signature: by Proxy

Address: 612 Bashford Lane, #1202

Name: Lauren Helowicz

Signature: by Proxy

Address: 1251 E. Abingdon Dr. #1111

Name: Jessica W. Maxwell

Signature: by Proxy

Address: 602 Bashford Lane #2233

Name: Kent Wager

Signature: by Proxy

Address: 1251 E. Abingdon Dr. #1112

Name: Becca Wilson

Signature: by Proxy

Address: 604 Bashford Lane #2133

Name: Ron Lafond

Signature: by proxy

Address: 600 Bashford Lane, #2313

Name: Matthew Tonkin

Signature: by proxy

Address: 584 Bashford Lane, #3123

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

# Old Colony Inn

DSUP2014-0043

Additional Materials

Jody Manor <jody@bittersweetcatering.com>

Tue 5/3/2016 1:00 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commissioners:

As a long time business owner and former Board Chair of Visit Alexandria I have some familiarity with the importance of the visitor spend in our city's economy. Welcoming visitors to our community with well appointed, modern lodging is critical to our continued success as a destination market.

The Old Colony Inn is a revision of an existing use and clearly within the planning guidelines established for such use. Our current hotel occupancy and Revpar rates clearly indicate a need for additional hotel rooms with up to date amenities.

I understand there is some neighborhood opposition to the project but when is there not? I personally know there are also neighbors who quietly support this project as well as some of the other exciting changes coming to North Old Town. You made the correct decision in regards to the Eden's development site and I trust you will continue our progress with the Old Colony Inn.

Most sincerely,

Jody Manor

## Docket Item 6, DSUP 2014-0043

DSUP2014-0043  
Additional Materials

Jennifer Atkins &lt;jennifer.atkins@cloudigylaw.com&gt;

Tue 5/3/2016 1:33 PM

To: PlanComm &lt;PlanComm@alexandriava.gov&gt;;

Commissioners:

I write in support of the application for the renovation and addition to the Old Colony Inn that is before you this evening. This revitalized hotel is exactly the kind of development Alexandria needs. The project is consistent with the zoning regulations, the applicable small area plan and applicable design guidelines. Hotels provide not only commercial tax revenue, but bring visitors who patronize our local shops and restaurants. Having well designed and appealing hotels in Alexandria is key to supporting our unique business community. Moreover, this project will bring significant community benefit, including contributions for affordable housing, public art, bike share, and tree planting. All of which are important to a vibrant city life.

This project is consistent with all of the various plans, guidelines, and regulatory requirements, will contribute significantly to the economic life of the city, and should be approved with no hesitation.

Jennifer Atkins

--

**Jennifer Sands Atkins***Cloudigy Law PLLC, Intellectual Property & Technology Law*

Tel: +1 (866) 531-6660 Mobile: (202) 250-1644

[Email](#) [Website](#)

May 3, 2016

Alexandria Planning Commission  
City Hall  
301 King Street  
Alexandria VA 22314

Re: Planning Commission Docket Item 6, 1101 N. Washington Street – Old Colony Inn

Dear Commissioner,

First, I'd like to thank you for meeting with us over the last several weeks. It made me feel like I was being listened to, which is a big help in fraught situations such as these.

Second, I'd like to state up front that we aren't NIMBYs. There was a hotel there when we moved in, and we realize that something is going to happen there; it's simply a matter of what and when. We don't object to a hotel, or even a bigger hotel, just not such a big hotel. Most of the problems that need to be overcome are the result of the size.

I live in Pitt Street Station, just behind the Old Colony. Here are my concerns about this proposal:

1. The developer is requesting a modification to the zone transition setback. Such a modification is allowed only if it is not detrimental to the neighboring properties. The staff report claims the impact is minimal. This is clearly not the case as evidenced by the shadow studies included in the report, which show that adjacent properties will be in shade far earlier than they currently are at similar times of the day and in similar seasons. There are also negative acoustic effects and the loss of our views of the Masonic Temple and surrounding green space caused by a doubling of the building height. You have only to listen to the outcry of the nearby residents to realize that we definitely believe this negatively affects our neighborhood and our property values.
2. Zoning ordinances also require that there is some compensation to the properties that are supposed to be protected by the code proposed to be modified. The staff report cites the landscaping *on the opposite side of the hotel* from the zone transition as compensation. This does nothing for the nearby residents. Furthermore, even this landscaping is insufficient, as evidenced by the request for the modification to the landscaping requirement.
3. The developer is requesting an SUP for a parking reduction. Again, the staff report minimized this impact to the neighborhood by citing the remote parking provided a half mile away on a lot that has already been approved for redevelopment. Those spaces will likely be gone before this renovation is complete, and employees required to use them will likely opt to park on the street, taking spaces away from residents. The report also ignores the 85 space parking reduction granted recently to the Edens project, which will surely put cars on the streets in our neighborhood.
4. The developer is requesting an SUP to include a restaurant and bar. The Small Area Plan currently under review shows this neighborhood as primarily residential. A bar and restaurant is not appropriate for such a residential community. To me, it's akin to opening a café or speakeasy in my garage. This restaurant would not be neighborhood-serving; we already have many restaurants within easy walking

distance and will have several more once the Edens project is complete. There are already hotel restaurants in the neighborhood that no one uses. The restaurant could be eliminated and rooms put in that space, allowing a reduction in height while still achieving a similar number of rooms.

5. Each one of these modifications and SUPs are individually maybe not a deal breaker, but all of them collectively certainly are, and that's how I hope you will view them. Also, with all of the modifications and SUPs being recommended for the developer, I have to wonder: What's in it for us? All of the modifications are for the benefit of the developer, with no benefit to the surrounding neighborhood. With Edens and Robinson Terminal North, blighted properties are being removed and neighborhood-serving concerns are going in. Here, there is nothing of benefit to the neighborhood. We aren't getting neighbors, we're getting a series of 95 one-night visits blocking our view and taking up our street parking.

6. I'm concerned that two of the six reasons staff cites for approving the development are "voluntary contributions" made to funds that augment city coffers. Without this payment, the city would have to come up with the funds from tax revenue or do without. What is the difference between this and donations to candidates for office made in the hope that decisions will swing in the donors' favor? It smacks of "pay to play."

7. The previous development proposal for this property, alluded to by the staff report, is similar to this one. In 1999, the previous owner (Andy Eschelman) wanted to put an office building on the same site, as well as the site where Liberty Row now sits. It was enormous. Although the BAR and UDAC approved the concept as they did this one, the Planning Commission and the City Council both heard the outcry from the neighborhood residents and denied it. A major factor in the denial, in addition to the size, was the developer's blatant refusal to work with the community on any sort of compromise. While this developer has had several meeting with the community, there have been no *meaningful* concessions to the requests of the neighborhood residents.

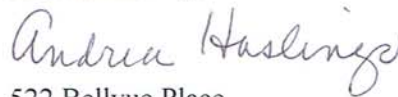
8. I also have a few concerns about process that have arisen over the course of this review:

- Pitt Street Station (where I live) is immediately adjacent to the Old Colony, yet we were never notified about the proposed redevelopment until right before the first BAR meeting, and most of us could not rearrange our schedules to attend. This put us behind the curve immediately, and at least one of the resulting changes, moving the loading dock to our end of the building, were made without our input.
- BAR approval, while the staff report says it was unanimous, was done with only four members in attendance. UDAC approval, while technically unanimous, was achieved with two of the five members abstaining (with no obvious mention of why they abstained.)
- There was a previous proposal to lower the wings of the hotel as requested by the Park Service and the BAR, but it never really made it to the review table. Before it came before the BAR, *city staff* came up with another set of drawings to replace it. There was some consensus that, while it wasn't a particularly attractive building, it made significant progress toward what the surrounding neighborhood would agree to, especially since it had the restaurant entrance on the front of the hotel, facing the parkway and not the surrounding homes. I'm guessing that you never even saw that proposal.

Finally, although some of my neighbors might want to draw and quarter me for saying this, there ought to be a way to find a compromise on this proposal. If the developer would agree to lower the wings of the hotel all the way from the center section to the ends, perhaps we would agree to allow the center section to be four stories. In fact, doing this would result in something closer to the Palladian design the staff cites on page 9 as the goal for the site. If the developer would agree to obtain additional parking from the Harris building, agree not to charge for hotel parking and have an *enforceable* requirement for employees to park off-street, perhaps we'd agree to drop our objections to the parking reduction. If the developer would agree to close the bar/restaurant by 10 pm and move the entrance to the front of the hotel, perhaps we'd drop our opposition to the bar/restaurant. As it stands right now, we feel like we've gotten close to nothing in the way of compromise, and are being asked to take a significant hit to our quality of life. Mr. Bannister made an imprudent deal and now wants to recoup his investment on the backs of the residents. That is the only reason provided for why the hotel has to be this large. We have at least as much invested monetarily in just the houses immediately adjacent to the property, and significantly more invested emotionally. This is where we live.

Thank you for your consideration.

Andrea Haslinger

A handwritten signature in cursive script that reads "Andrea Haslinger".

522 Bellvue Place  
Alexandria VA 22314

# Old Colony Inn Project

DSUP2014-0043

Additional Materials

Jones, Timothy <Timothy.C.Jones@ngc.com>

Tue 5/3/2016 2:59 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Elizabeth Sproul <esproul@me.com>; Lisabeth Jones <jonesfam39@yahoo.com>;

Dear Planning Commission Members,

We are writing you concerning the application you will act on tonight concerning the Old Colony Inn expansion. We live at 1168 North Pitt, in the Canal Way townhouses. Our house backs up to the Old Colony Inn. Our parking spot is on the same small road that our townhouses share with the Old Colony Inn.

We are very troubled by the current proposed restructure of the building. While not opposed to new development, the current plans would yield a building that is simply too big for the site. It would dwarf our house. It would have a dramatic (negative) impact on the sun we currently enjoy on our patio. A near doubling of the structure's size, while adding a bar/restaurant, yet reducing the number of parking spots required by the code, would seem incongruous with the current and future parking situation in the neighborhood.

Again, we are not opposed to redevelopment of the site, but we think a structure that is no more than three stories, with a better thought out parking plan, would be more in concert with other structures in our neighborhood. While we will be unable to attend tonight's meeting due to a previous engagement, please do not interpret our absence as a lack of interest - **we strongly recommend you vote against the proposal.**

Timothy C. and Lisabeth K. Jones

1168 N. Pitt

Alexandria

# Old Colony Inn

DSUP2014-0043

Additional Materials

dan@braddockcommercial.com

Tue 5/3/2016 3:12 PM

Inbox

To: PlanComm <PlanComm@alexandriava.gov>; cpuskar@thelandlawyers.com <cpuskar@thelandlawyers.com>;

To whom it may concern,

My name is Dan Luster, I am a proud veteran and Alexandria resident, currently employed with Braddock Commercial Real Estate Services. After completing my tour of duty in 2013, I was happy to return to my city and to see how much it had grown! I hope that it continues to do so, and that's why I fully support the renovation and expansion of the Old Colony Inn, in North Old Town. This development will benefit the community greatly, with jobs created and money donated to the city.

Thank you for your time, and have a nice day.

Daniel T. Luster  
Leasing Associate  
Braddock Commercial Real Estate Services  
1010 N. Fairfax Street  
Alexandria, VA. 22314  
(571) 598-9878 – Cell  
(703) 549-1695 Ext. 3 - Office

# 1101 N. Washington St (Old Colony Inn Application)

DSUP2014-0043

Additional Materials

Tom Hicks &lt;THicks@dimuro.com&gt;

Tue 5/3/2016 3:57 PM

To: PlanComm &lt;PlanComm@alexandriava.gov&gt;; citycouncil@alexandriava.gov/Council &lt;citycouncil@alexandriava.gov/Council&gt;;

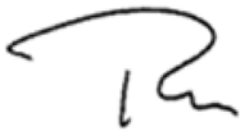
Importance: High

Ladies and Gentlemen: I am writing regarding Old Colony Inn application to the City to renovate and expand the existing 49 room hotel to 95 rooms w/ a 60 seat restaurant/meeting room space, which comes up this evening. I understand City Staff is recommending approval of the project, BAR has endorsed the concept plan, the Old Town North Urban Design Advisory Committee has found that the applicant meets the Old Town North Urban Design Guidelines, and Visit Alexandria has sent a letter of support to the City.

As a resident of Marina Towers in North Old Town, I urge you to resist the objections from the vocal minority of naysayers in North Old Town who would have the City deny the application or condition it in a manner as to eliminate the clear benefits the project will bring to the community which are consistent with City planning. Unfortunately, you won't hear from the vast majority who support such redevelopment since supporters typically don't have an ax to grind and remain mute in such matters. As a resident in the community, I wholeheartedly support this project and urge its swift approval.

Thank you.

[PlanComm@alexandriava.gov](mailto:PlanComm@alexandriava.gov)<<mailto:PlanComm@alexandriava.gov>> and  
alexandriava.gov/Council<<http://alexandriava.gov/Council>>



C. Thomas Hicks III  
**DIMURO GINSBERG, P.C.**  
1101 King Street, Suite 610  
Alexandria, Virginia 22314

Phone: (703) 684-4333, ext 112  
Fax: (703) 548-3181  
Cell: (703) 862-9660  
Home Fax: (703) 991-6737  
Email: [thicks@dimuro.com](mailto:thicks@dimuro.com)  
<http://www.dimuro.com>

# In Support of the Old Colony Inn Renovation

DSUP2014-0043

Additional Materials

Michael Porterfield <mike@tartanproperties.com>

Tue 5/3/2016 8:02 PM

Inbox

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission,

Hopefully this reaches you in advance of your vote this evening on this project. I am writing to you in support of this project for several reasons. First off this falls right in line with Old Town North Urban Design Guidelines and this will have a significant impact on helping the city rebalance its reliance on the residential tax base. This modest increase in size will add to the inventory of interesting hotel options in old town and for the residence of the neighborhood it will give them a local restaurant option in an area where there are limited options to get to on foot.

This is an aging property who's lifecycle has come to an end this is the best commercial use for this sight and creating more residential units there to appease a few adds nothing for the greater good of the city.

Thank you for your service to the city and for your thoughtful consideration of this project.

Mike

**Michael B. Porterfield**

Tartan Properties Commercial

1020 Wythe Street

Alexandria, VA 22314

(703) 836-6555 tel

[www.tartanproperties.com]www.tartanproperties.com



# Old Colony Inn

Braddock Commercial Real Estate Services <info@braddockcommercial.com>

Wed 5/4/2016 6:03 PM

Inbox

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: cpuskar@thelandlawyers.com <cpuskar@thelandlawyers.com>;

 1 attachment (1 MB)

1101 N Washington Flyer FINAL.PDF;

This is to signal you my support for planned renovation for “Old Colony Inn”

Regards,

**Yasasri Wickramanayake**  
**Braddock Commercial Real Estate Services**  
**1018 Wythe Street**  
**Alexandria, VA 22314**  
**703-549-1695**

# OLD COLONY INN

## 1101 N. Washington Street

### The Proposal

Capital Investment Advisors proposes to renovate and expand the existing Old Colony Inn to create an updated hotel that meets current quality standards and respects and elevates the memorial character of the G. W. Parkway.

### Consistent with:

- CD/Commercial Downtown zoning regulations
- Old Town North Small Area Plan
- Old Town North Urban Design Guidelines
- Washington Street Guidelines
- Economic sustainability goals

### Project Statistics

- 95 hotel rooms
- 60-seat restaurant/meeting room oriented towards Second Street
- 1.37 FAR (maximum 1.50 FAR)
- 5,650 sf open space (0 sf required)
- 62 on-site and 13 off-site spaces provided nights and weekends for a total of 75 spaces (75 spaces required)

### Community Benefits

Developer contributions and voluntary improvements including:

- \$61,000 affordable housing contribution
- \$20,000 bike share contribution
- \$3,000 contribution for Memorial Circle tree planting
- \$9,700 public art contribution
- Combined sewer separation or in-lieu contribution of \$288,000
- High-quality architecture
- Expanded brick serpentine wall
- Retention of the 30-inch oak tree on the property
- \$672,000 increase in estimated direct annual tax revenue (\$987,000 annual total)
- 28 new jobs created (50 jobs total)

### Community Comment Accommodations

- Reduced the proposed number of rooms from 111 to 95 and the amount of proposed building addition by 2,000 sf.
- Relocated the loading from the alley to the northern end of the building with access from the front drive aisle.
- Set the top floor of the rear elevation back and completely redesigned the rear facade to better relate to the townhouses to the east.
- Modified the front facade to create additional variation in height as seen from the Parkway and revised the proposed gable roof and false chimneys on the center mass to a hipped roof.
- Eliminated guest access to terraces facing the residential uses to the east to reduce potential noise impacts.
- Reconfigured parking in the rear alley to maintain the 26' drive aisle and add a sidewalk along the building with enhanced landscaping.

### Endorsements

- Old Town North Urban Design Advisory Committee, November 18, 2016
- Old and Historic Board of Architectural Review, December 2, 2016
- Visit Alexandria

### Support the Project

To lend your support to this proposal, email the Planning Commission ([PlanComm@alexandriava.gov](mailto:PlanComm@alexandriava.gov)) and City Council ([www.alexandriava.gov/Council](http://www.alexandriava.gov/Council)) or email Capital Investment Advisors' representative, Cathy Puskar, [cpuskar@thelandlawyers.com](mailto:cpuskar@thelandlawyers.com).

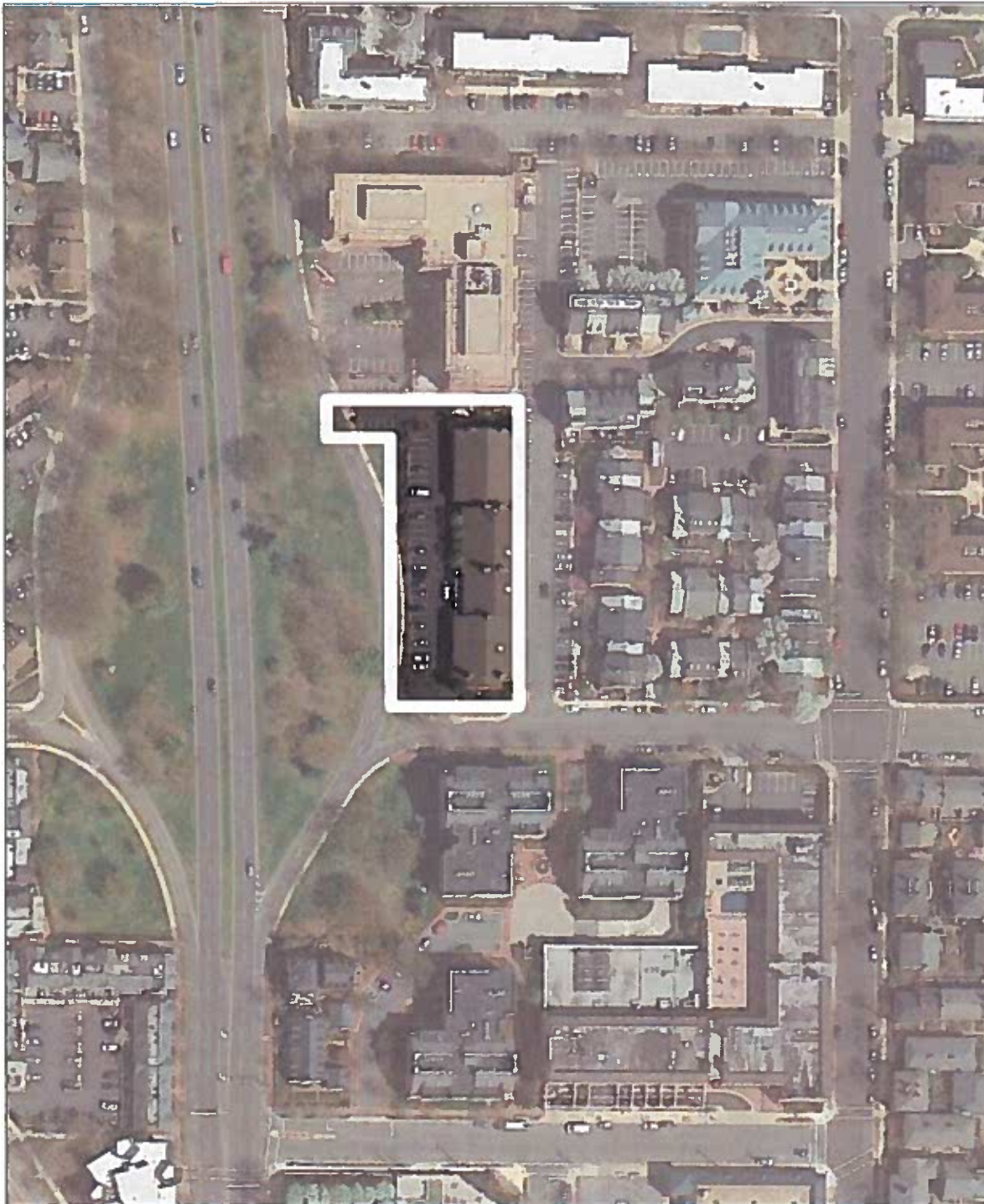


DSUP2014-0043

Additional Materials

Applicant Presentation 5/3/16

# **1101 N. Washington Street Old Colony Inn**



# HISTORY

**1966:**  
**Old Colony Motor Lodge**  
**Conference Center approved**

**Modifications:**

**BZA variance granted for the**  
**south and east setbacks.**



# HISTORY

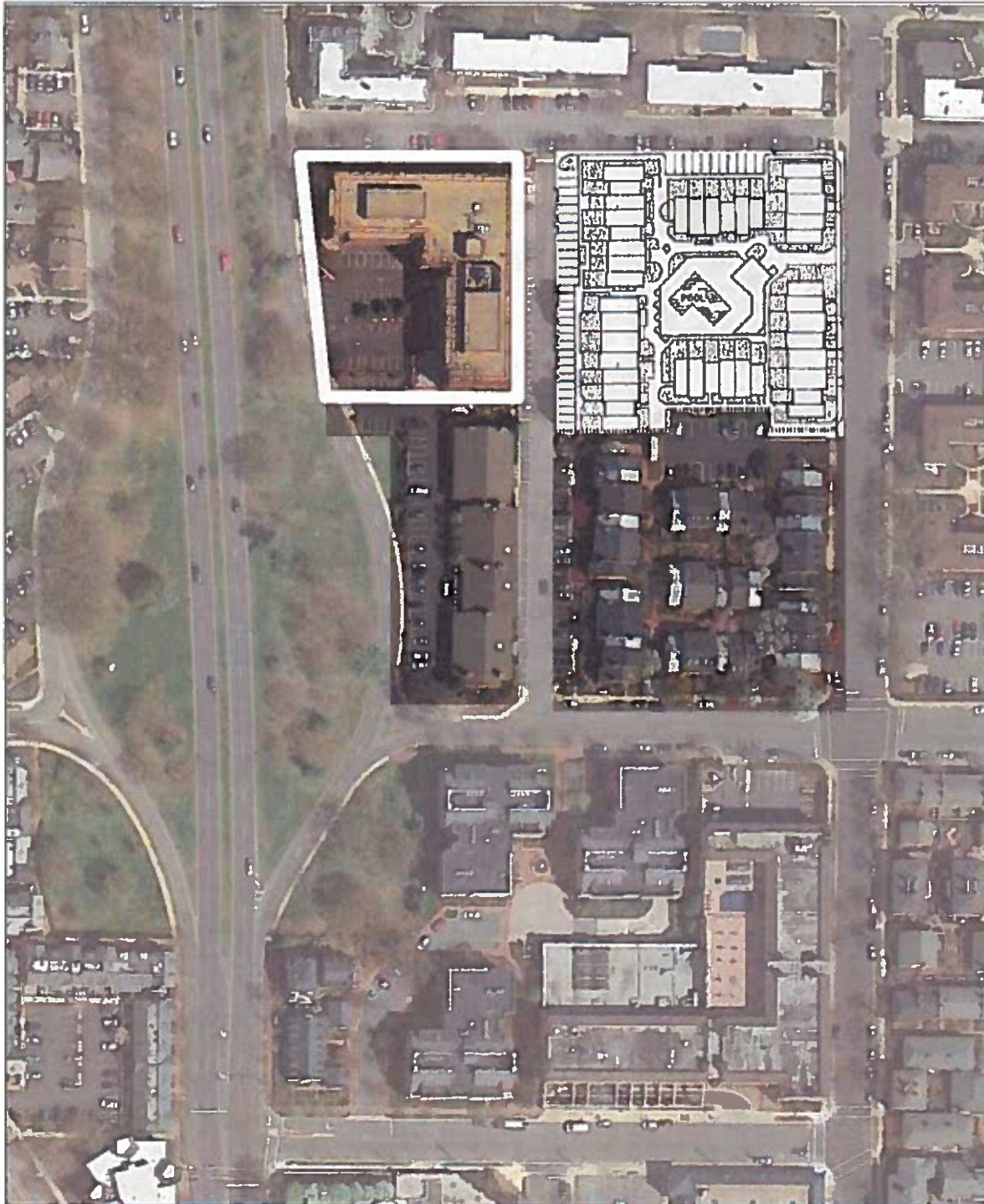
**1978:**

**Canal Way Cluster Development  
Plan SUP approved**

**“The cluster provision of the code allows for the relaxation of certain zoning requirements to accomplish a more efficient use of the land and better quality development.”**

**Modifications from RM zone  
achieved through cluster  
development:**

- Lot size
- Lot width
- Frontage
- Front, side, rear yard setbacks
- Open space



# HISTORY

**1981:**

**1201 E. Abingdon office building approved**

**Modifications:**

**BZA variance granted for north and east setback property lines.**



# HISTORY

**1984:**

**Pitt Street Center approved**

**Amended Canal Way Cluster SUP  
to remove Phase 1B**

**Rezoning from RM to CO with  
proffers**



# HISTORY

**1995:**

**Pitt Street Station approved**

**Rezoning from OC to CDX**

**Modifications:**

- **SUP for lots without frontage**
- **SUP for tandem parking spaces/parking reduction of 13 spaces**
- **SUP for compact parking spaces**
- **Modification for front, rear, and side yard requirements**
- **Modification for yard requirements to use more than 50% of the rear and side yards of certain lots for parking or driveway use**



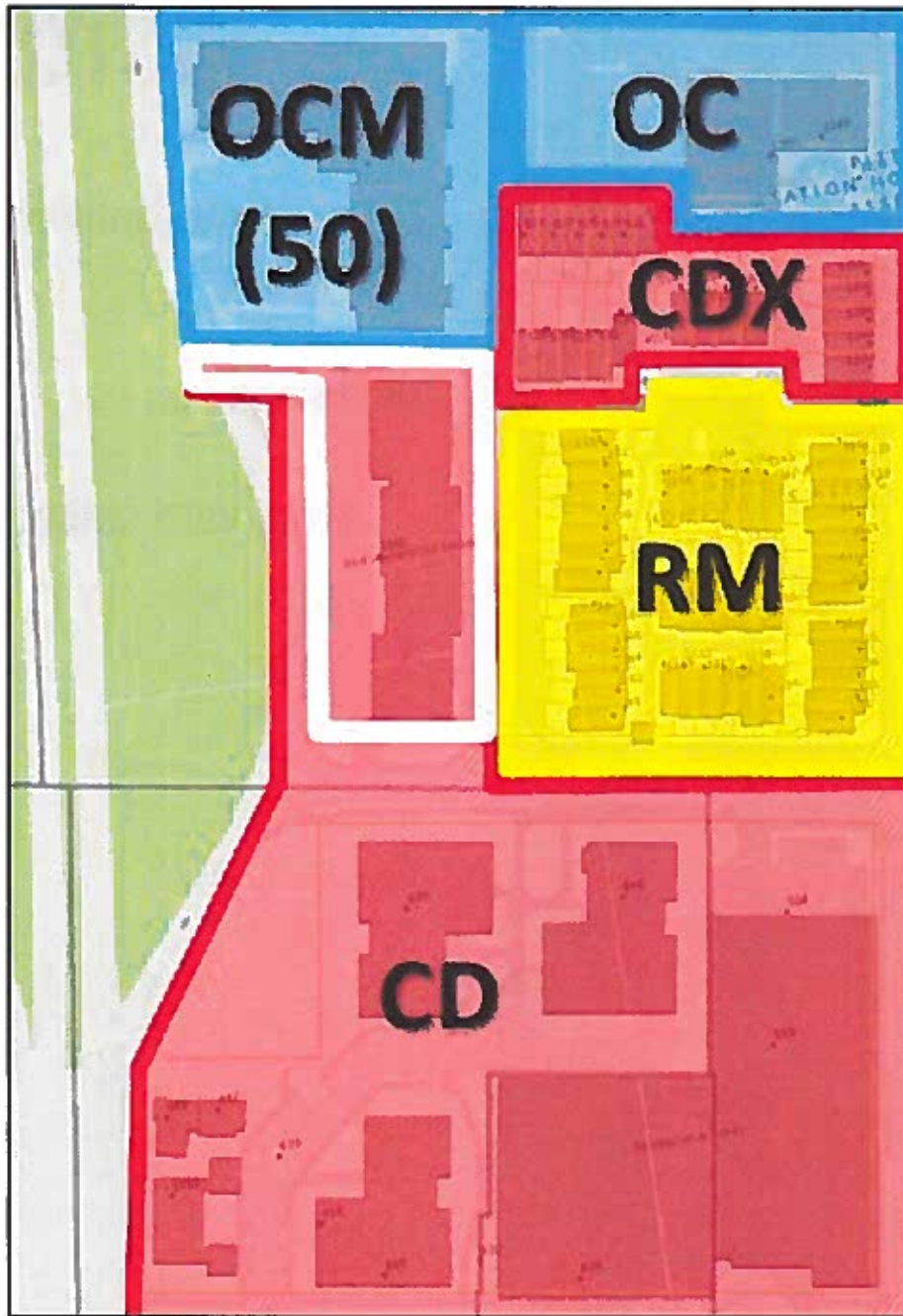
# HISTORY

**2001:**

**Liberty Row Condominiums  
approved**

**Modifications:**

- **Front yard setback**



## EXISTING ZONING



# PROPOSAL

## Renovation and addition to hotel constructed in 1968

- 95 rooms
- 60 seat restaurant/meeting space
- 62 on-site parking spaces

## Modifications requested:

- Parking reduction SUP
- Landscape island ratio
- Zone transition setback

## Consistent with:

- CD/Commercial Downtown zoning regulations
- Old Town North Small Area Plan
- Old Town North Urban Design Guidelines
- Washington Street Guidelines
- Economic sustainability goals

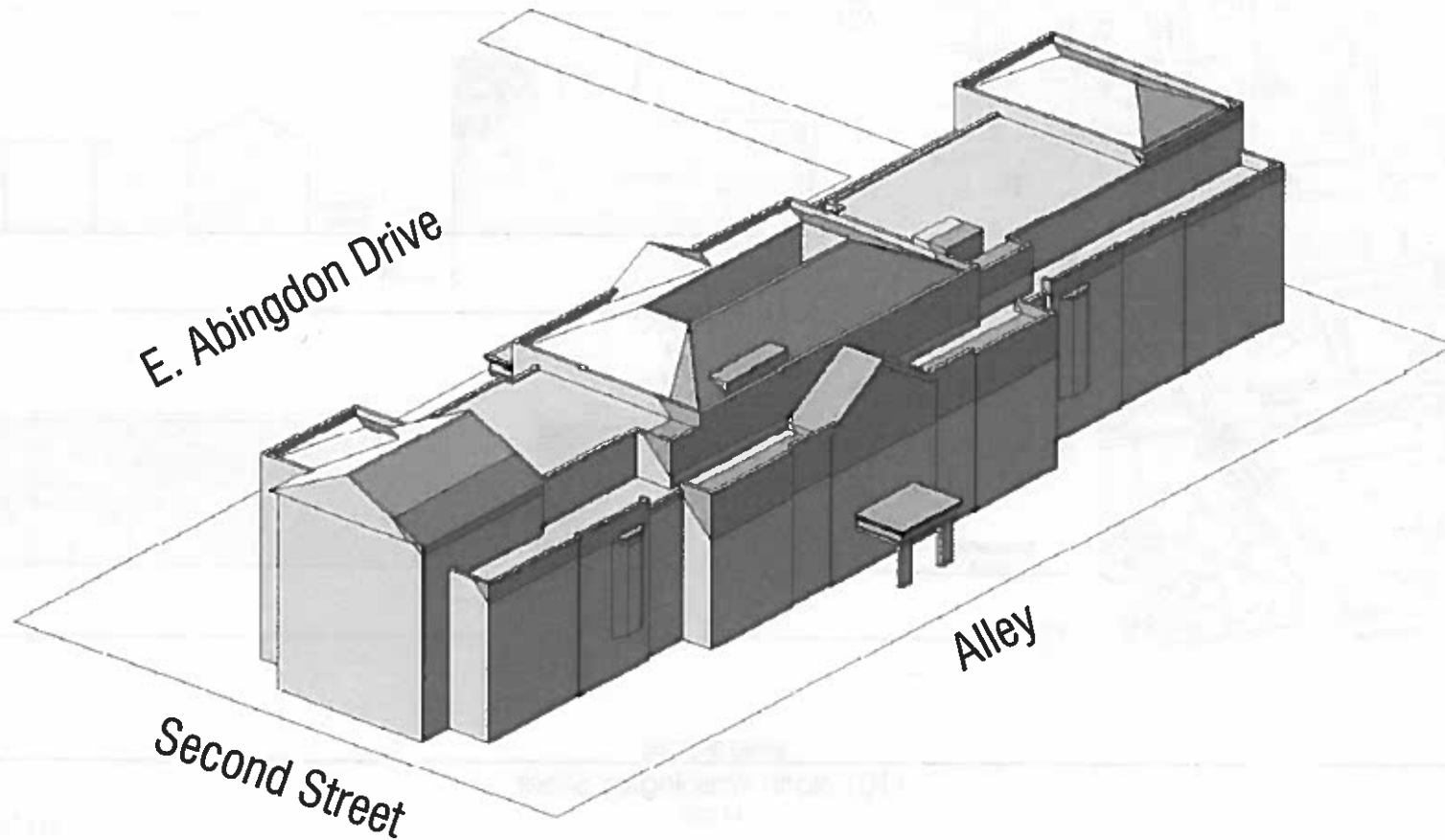
# PARKING

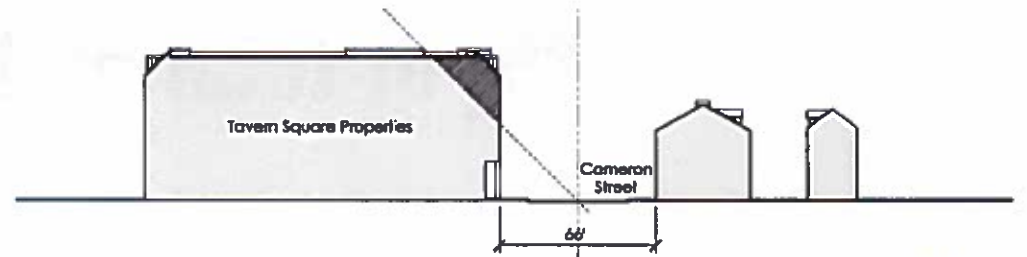
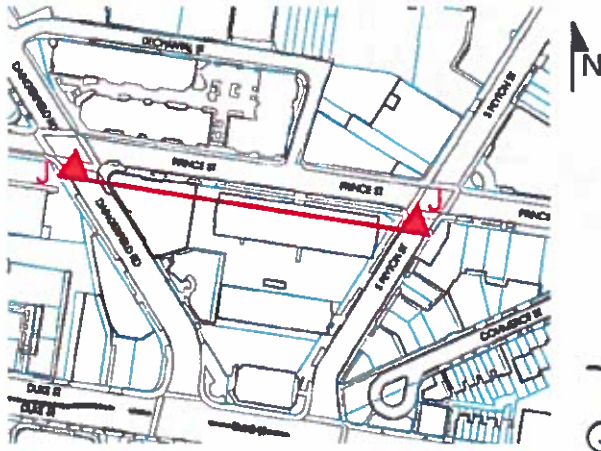
Hotel	Observed/Approved Parking Ratio
Embassy Suites	0.31 spaces / room (observed)
Holiday Inn	0.31 spaces / room (observed)
Crowne Plaza	0.32 spaces / room (observed)
220 S. Union Street (Carr Hotel)	0.57 spaces / room (approved)
500 N. Union Street	0.50 spaces / room (approved)
<b>1101 N. Washington Street</b>	<b>0.65 spaces / room (on-site spaces)</b>

## Request:

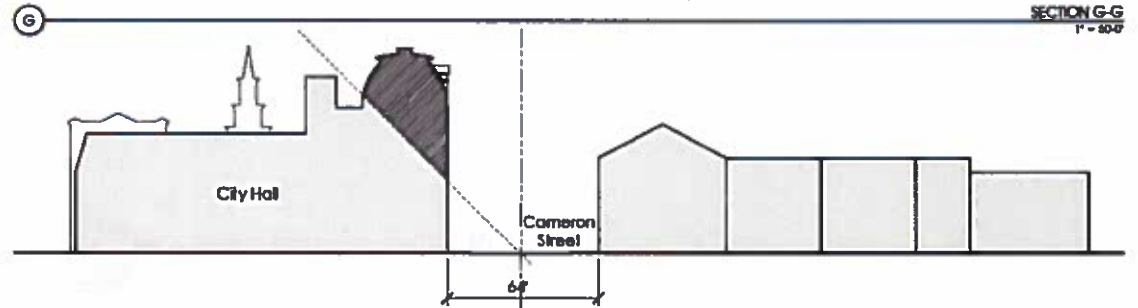
- **13-space parking reduction, with 13 spaces provided off-site nights and weekends**
- **3-space loading reduction**

# **MODIFICATION REQUESTED: 2% of total building volume**

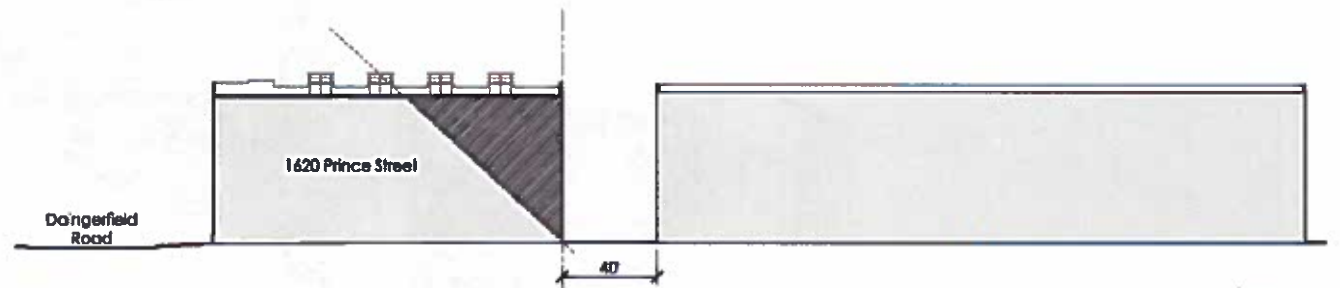




SECTION G-G  
1" = 50'-0"



SECTION H-H  
1" = 50'-0"



SECTION J-J  
1" = 50'-0"

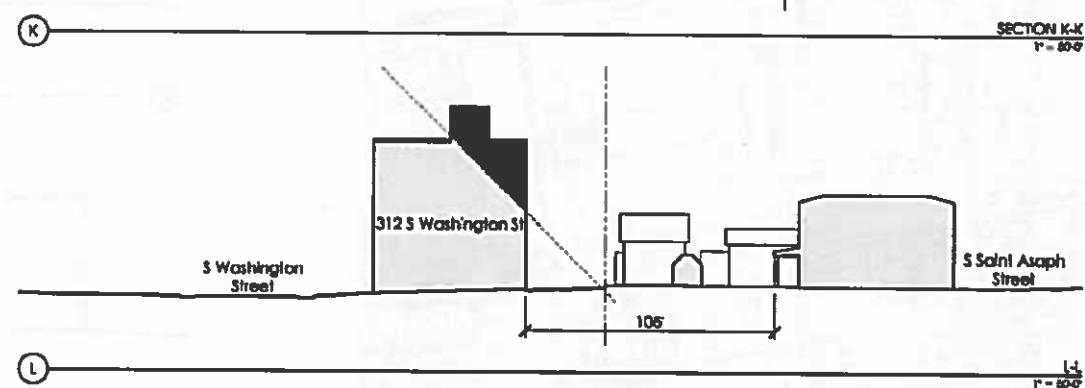
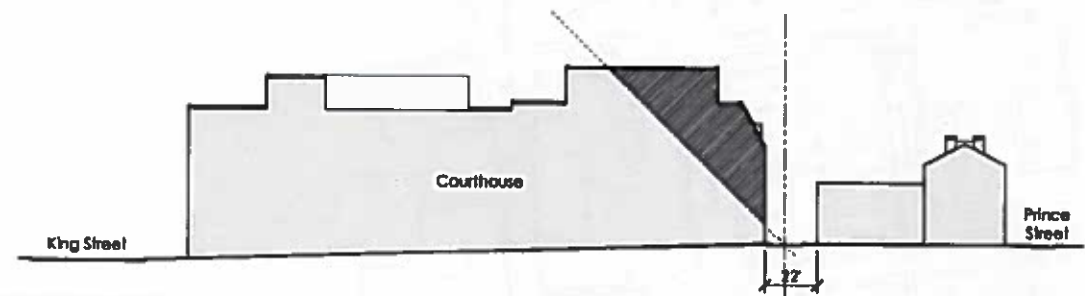
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STREET SECTIONS

SCALE: 1" = 50'

1101 North Washington Street  
14.059

RUST | ORLING  
ARCHITECTURE



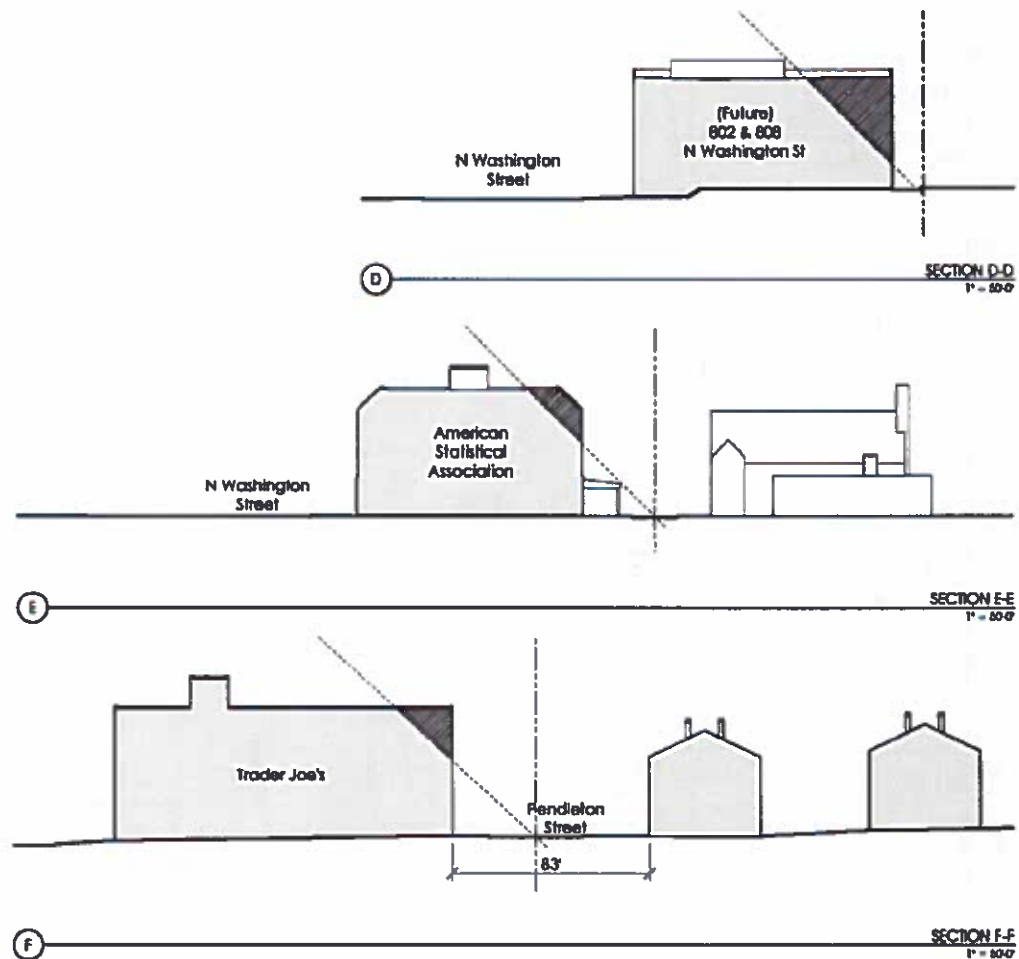
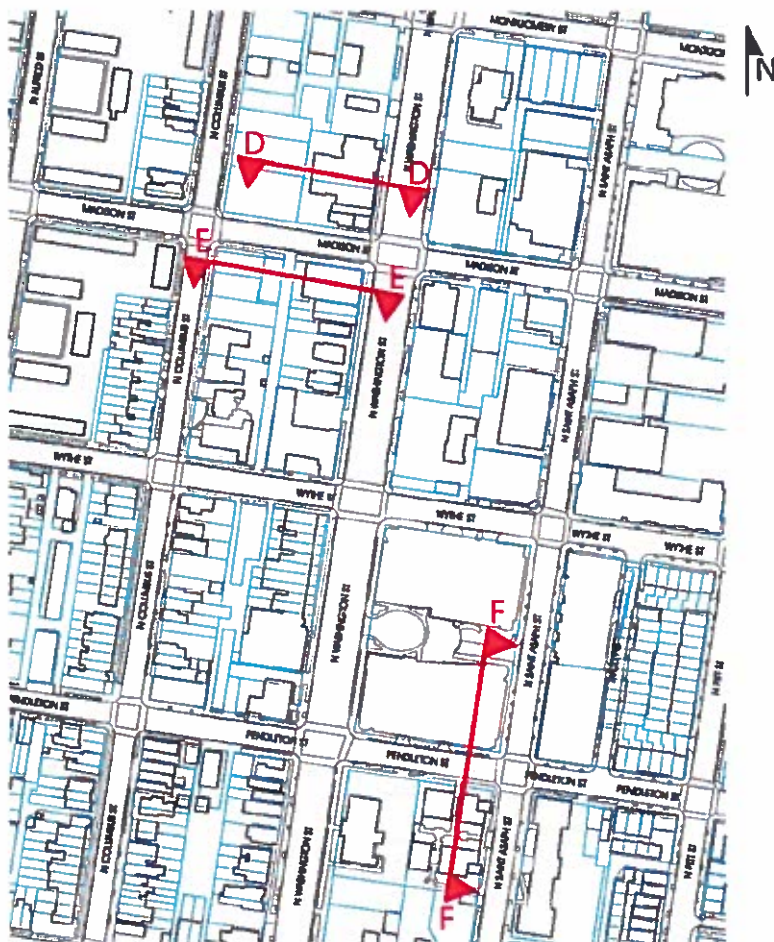
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STREET SECTIONS

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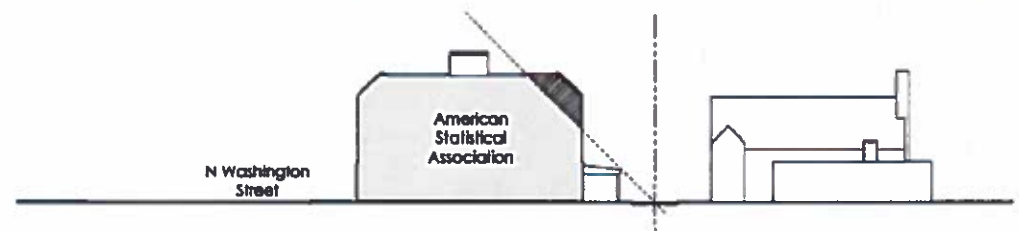
1101 North Washington Street  
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ARCHITECTURE



(Future)  
802 & 808  
N Washington St

**SECTION D-D**  
**1" = 50'-0"**



**American  
Statistical  
Association**

**SECTION E-E**  
1" = 80'



Fendleton

83

**SECTION F-F**  
**1" = 80'-0"**

04.06.16

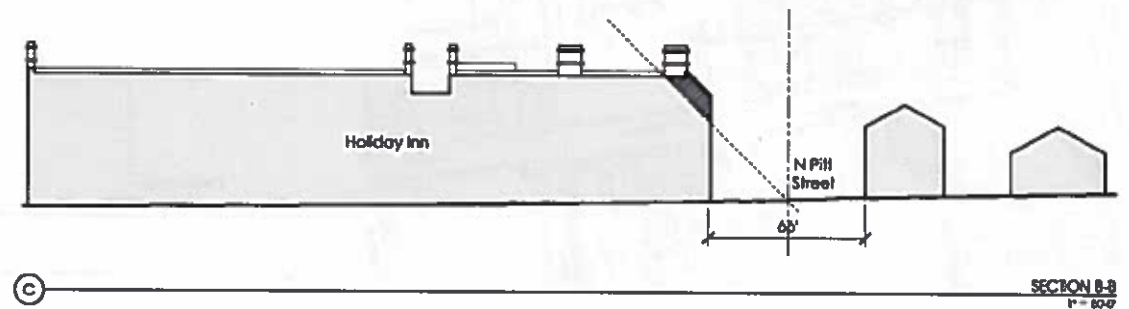
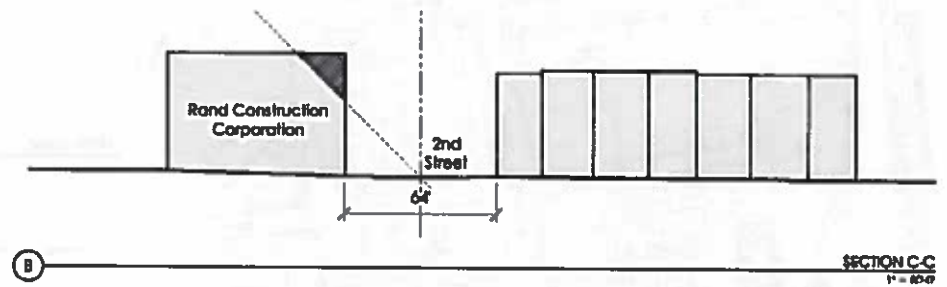
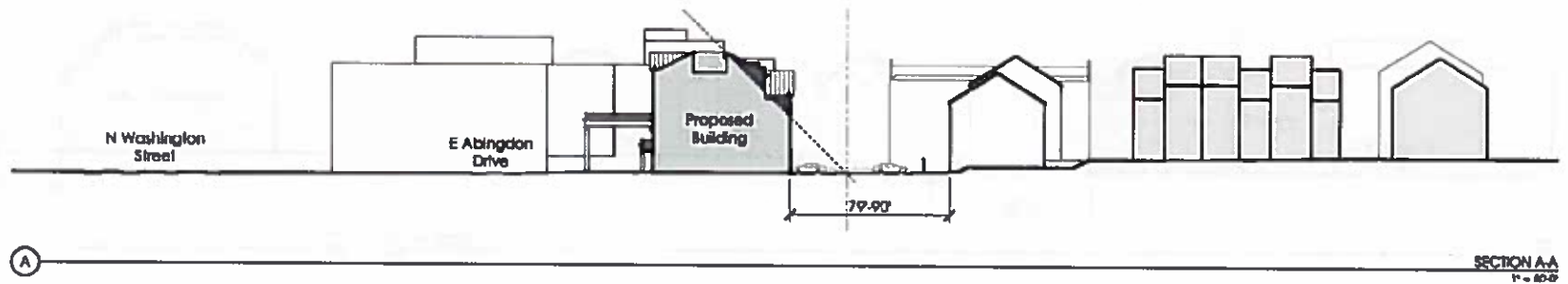
## STREET SECTIONS

**SCALE: 1" = 60'**

1101 North Washington Street

14.059

**RUST | ORLING**  
ARCHITECTURE



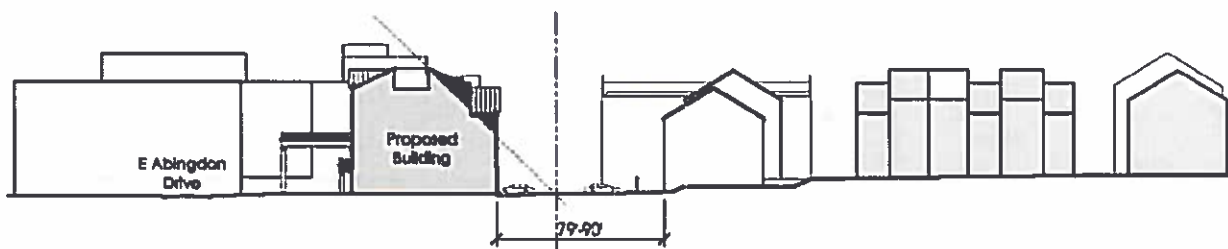
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STREET SECTIONS

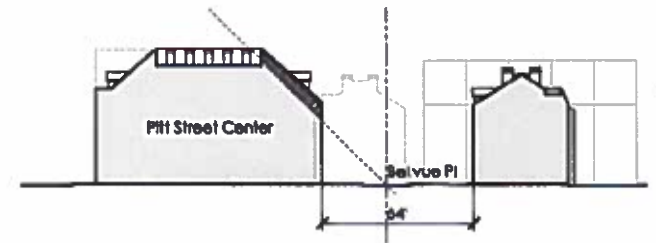
SCALE: 1" = 50'

1101 North Washington Street  
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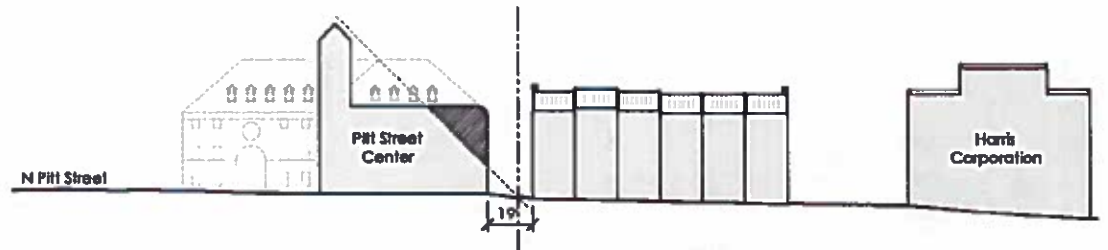
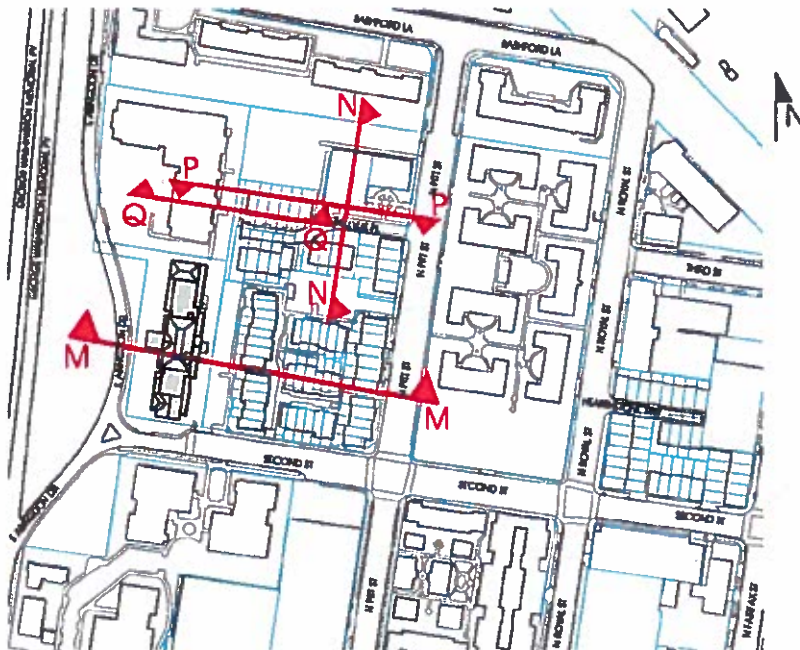
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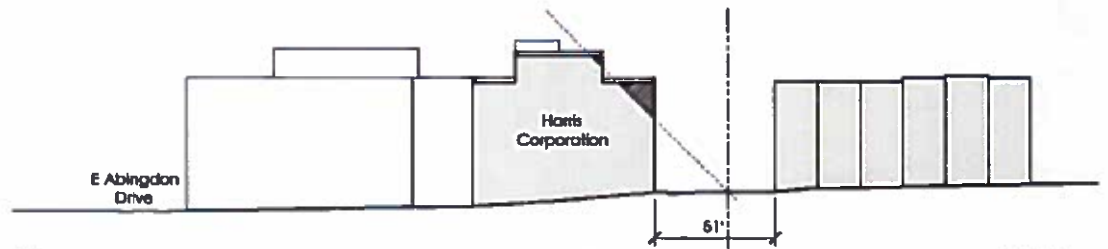
M SECTION M-M  
1" = 50'



N SECTION N-N  
1" = 50'



P SECTION P-P  
1" = 50'



Q SECTION Q-Q  
1" = 50'

04.06.16 STREET SECTIONS SCALE: 1" = 50'

1101 North Washington Street  
14.059

RUST | ORLING  
ARCHITECTURE

# COMMUNITY/PUBLIC MEETINGS

Date	Meeting
May 27, 2015	Meeting with Canal Way
May 27, 2015	Community meeting with NOTICe
June 17, 2015	BAR Hearing: Permit to Demolish and Concept Review
July 16, 2015	Meeting with Pitt Street Station
July 21, 2015	Community Meeting
August 31, 2015	Community Meeting
September 2, 2015	BAR Concept Review
September 9, 2015	UDAC
October 8, 2015	Community Meeting
October 21, 2015	UDAC
November 2, 2015	Community Meeting
November 18, 2015	UDAC
December 2, 2015	BAR Concept Review



WEST ELEVATION – ORIGINAL



WEST ELEVATION – CURRENT



SOUTH ELEVATION – ORIGINAL



NORTH ELEVATION – ORIGINAL



SOUTH ELEVATION – CURRENT



NORTH ELEVATION – CURRENT



EAST ELEVATION – ORIGINAL



EAST ELEVATION – CURRENT



WEST ELEVATION



EAST ELEVATION