**Rezoning #2022-00006****Development Special Use Permit #2022-10011****Transportation Management Plan SUP #2022-00053****615-621 King Street – The Mansly**

| Application   | General Data                     |  |
|---|----------------------------------|--|
| <b>Project Name:</b><br>The Mansly  | PC Hearing:                      | September 6, 2022                                  |
|   | CC Hearing:                      | September 17, 2022                                 |
|   | If approved,<br>DSUP Expiration: | September 17, 2025 (3 years)                       |
|   | Plan Acreage:                    | 0.23 acres (10,133 SF)                             |
| <b>Location:</b><br>615-621 King Street   | Zone:                            | KR / King Street Retail & CD / Commercial Downtown |
|   | Existing Uses:                   | Commercial   |
|   | Proposed Uses:                   | Mixed-use (multifamily and commercial)             |
|   | Dwelling Units:                  | 24   |
| <b>Applicant:</b><br>The Silverman Group<br>represented by M.<br>Catharine Puskar, attorney | Gross Floor Area:                | 37,635 SF  |
|   | Net Floor Area:                  | 25,322 SF  |
|   | Small Area Plan:                 | Old Town / King Street Retail Strategy             |
|   | Historic District:               | Old and Historic Alexandria                        |
|   | Green Building:                  | Will meet the 2019 Green Building Policy           |

|   |
|---|
| <b>Purpose of Application</b>   |
| Public hearing and consideration of a request for a rezoning and a development special use permit and site plan with modifications to construct a 24-unit multifamily building with ground-floor commercial uses and the rehabilitation of two historic buildings.  |
| <b>Special Use Permits and Modifications Requested:</b>   |
| <ol style="list-style-type: none"><li>1. Rezoning of a portion of the property from CD/Commercial Downtown to KR/King Street Retail;</li><li>2. Development Special Use Permit and Site Plan to construct a mixed-use building;<ol style="list-style-type: none"><li>a. Special Use Permit for an increase in residential FAR to 2.5 in the KR zone;</li><li>b. Special Use Permit for a personal service establishment with more than 30 linear feet of frontage on King Street;</li><li>c. Special Use Permit for a parking reduction</li><li>d. Special Use Permit for a loading reduction;</li><li>e. Modification to the crown coverage requirement; and</li><li>f. Modification to the open space requirement in the KR zone.</li></ol></li><li>3. Special Use Permit for a transportation management plan.</li></ol> |
| <b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>   |
| <b>Staff Reviewers:</b><br>Robert M. Kerns, AICP, Chief of Development<br>Dirk H. Geratz, AICP, Principal Planner<br>Abigail Harwell, Urban Planner III   |
| <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a><br><a href="mailto:dirk.geratz@alexandriava.gov">dirk.geratz@alexandriava.gov</a><br><a href="mailto:abigail.harwell@alexandriava.gov">abigail.harwell@alexandriava.gov</a>  |

**PLANNING COMMISSION ACTION, SEPTEMBER 6, 2022:**

On a motion by Commissioner Lyle, and seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Rezoning #2022-00006, as submitted. The motion carried on a vote of 7-0.

On a motion by Commissioner Lyle, and seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Development Special Use Permit #2022-10011 and Transportation Management Plan SUP #2022-00053, as amended. The motion carried on a vote of 7-0.

The Planning Commission recommended the following conditions be added:

14a. **CONDITION ADDED BY PLANNING COMMISSION:** Remove and replace the dead street tree, in kind, pursuant to the City's Landscape Guidelines. \*\*\*\*

26a. **CONDITION ADDED BY PLANNING COMMISSION:** Disclose to all future tenants as part of their lease agreement that they are not eligible to obtain a City issued residential parking permit.

Reason: The Planning Commission agreed with the staff analysis.

Discussion: Vice Chair McMahon expressed support for the project, looking forward to new development in the vacant spaces and rehabilitation of the historic facades. Thinking creatively about infill, including small spaces and not just larger projects, Vice Chair McMahon expressed support for the elimination of parking at this location which can be successful due to the multiple, free transit routes that circulate through Old Town and Alexandria at large, as well as other transit options.

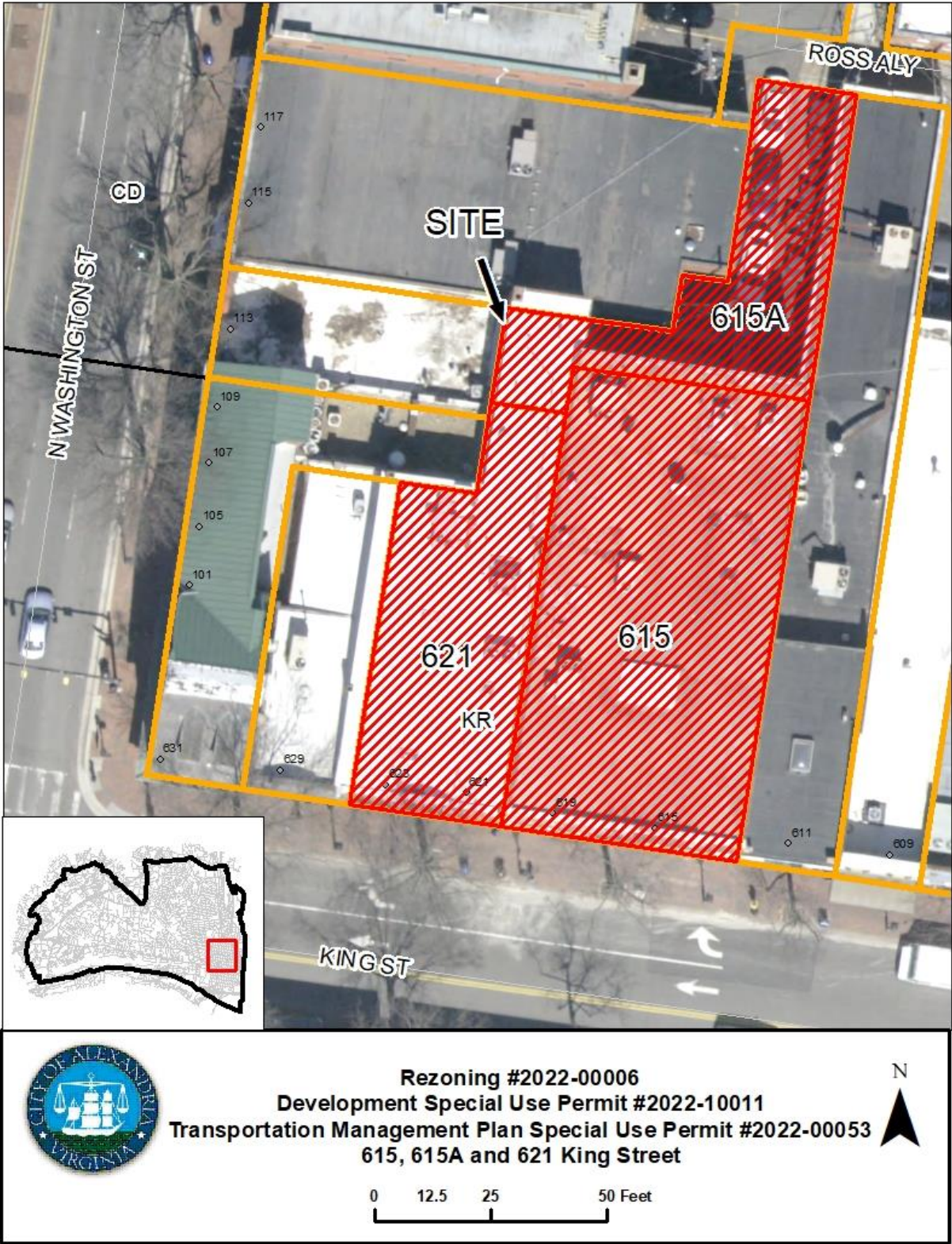
Commissioner Brown noted that he has been reassured by staff and the applicant that the no parking at this location could be successful. Recognizing that this is a unique project asking for something that hasn't been done before, Commissioner Brown found that the project's modest size and being rental units is a good place to try no parking.

Chair Macek noted that there were not public comments submitted or public comments despite the significant parking reduction, and if there was a place in the City for this type of project to make sense, it would be here given the location, the walkability, transit accessibility, public parking options if wanted. Chair Macek is appreciative of staff support for this creative option and supports rejuvenation of the block through both residential as well as modern retail spaces.

Commissioner Ramirez voiced support of the project, echoing Vice Chair McMahon and Commissioner Brown's comments, seeing the block revitalized and activated.

Speakers: Cathy Puskar, representing the applicant, spoke in favor of the project and the design that has been supported by the Board of Architectural Review. Ms. Puskar noted Condition #41, related to the transit improvements contribution, and that they are making the contribution in reliance of one of the three listed projects happen. They don't want to make the contribution and not see progress, and hope this funding will move one of the projects to the top of the list. Ms. Puskar is in support of staff's recommended conditions.

Commissioner Manor asked if there was any information regarding future tenants for the site. Ms. Puskar responded that they were focused on getting the project approved and did not have any tenants at this time.





## **I. SUMMARY**

### ***Recommendation***

Staff recommends approval of the request for a map amendment (rezoning), to construct a mixed-use development with 24 multifamily units behind two existing historic building and over 6,000 square feet of ground-floor commercial use with a Development Special Use Permit (DSUP) and associated requests, and subject to compliance with staff recommendations. The proposal provides many benefits for the City and surrounding community, including:

- High-quality design and architectural character that has been preliminarily endorsed by the Board of Architectural Review, including the adaptive reuse and rehabilitation of two early 20<sup>th</sup>-century buildings;
- Contextually responsive infill development that will enhance the retail corridor and utilizes the existing transit facilities with no new parking;
- Up-to-date retail spaces for new businesses on King Street;
- Residential units on King Street that will add to the mixed-use character of Old Town;
- Green building and site design, including Green Globes (or equivalent) building certification, and areas of green roof;
- Public art contribution (at a minimum value of \$11,291);
- An affordable housing contribution (\$45,178);
- A \$24,000 contribution to transit improvements within the King Street / S. Washington Street corridor;
- A \$5,000 contribution to Capital Bikeshare; and
- A contribution to the Urban Forestry Fund (\$5,066).

Staff acknowledges the number of Special Use Permits (SUPs) and site plan modifications requested by the applicant, including the request for no onsite parking. The site constraints and urban setting, along with the preservation of two early 20<sup>th</sup>-century buildings, and the project benefits listed above, help to provide a basis for the staff recommendation of approval for this DSUP and associated applications.

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

The applicant, The Silverman Group, requests approval for a mixed-use building with 24 multifamily units (18,908 square feet) above 6,414 square feet of ground-floor commercial space in the rehabilitated historic buildings. The project, identified as “The Mansly,” was named after Edith “Dita” Mansly who inherited 615 King Street in 1970, before it was passed on to her two daughters, one of which is associated with The Silverman Group. The site currently consists of three parcels (with multiple addresses of 615, 615A, 619, 621 and 623 King Street), although the main two parcels are known as 615 King Street for the eastern lot (formerly a Walgreens drug store) and 621 King Street (formerly a Burke & Herbert bank) and will be referred to as such in this report. Surrounding the site is King Street to the south, commercial buildings on the 600 block

of King Street to the east and west, and a public alley to the north. The new building is comprised of four stories, with the main commercial and residential entrances fronting King Street. The applicant proposes to retain, renovate and integrate the existing two historic buildings into a combined mixed-use building. There is one level of below grade space, which is proposed as a kitchen or other support space for the commercial uses, including storage and utility space and bathrooms. The applicant at this time is not specifying the commercial uses intended for these spaces, and any future restaurant uses would be required to obtain SUP approval, if necessary. No onsite parking or loading space is proposed.

The applicant is requesting the following approvals with this project:

- A Rezoning of a portion of the property from CD / Commercial Downtown to KR / King Street Retail;
- A Development Special Use Permit (DSUP) with Site Plan, including:
  - The construction of a mixed-use building, including a request for a Special Use Permit (SUP) to increase the floor area ratio to 2.5 in the KR zone;
  - A Special Use Permit for a personal service establishment with more than 30 linear feet of frontage on King Street;
  - A Special Use Permit for a parking reduction to allow for zero onsite parking;
  - A Special Use Permit for a loading reduction to zero loading space for the commercial uses;
  - Site Plan Modifications to the open space requirement in the KR zone and crown coverage requirement in the Landscape Guidelines; and
- A Special Use Permit for a transportation management plan.

## **II. BACKGROUND**

### ***Site Context***

The two historic buildings at 615 and 621 King Street are currently separate, but adjoined buildings. The ground floors of each building were previously occupied by a Walgreens drug store and a Burke & Herbert bank, respectively, each having closed during 2020. The space above Walgreens, addressed as 619 King Street, is currently occupied by Georgies Pilates Loft. An alley to the north provides loading and back of house space.

Based on preliminary research by City Archaeology staff, the two building sites were originally made up of four separate buildings, each with their own address of 615, 619, 621 and 623 King Street. The buildings at 615 and 619 King Street were demolished in 1929 and replaced by a JC Penny store, which closed in 1954. Multiple other retailers occupied the space until 1980, when a McDonald's restaurant moved in and operated until 2003. The buildings at 621 and 623 were partially demolished and combined into a single commercial building in 1906. The combination of the two buildings was designed by Alexandria architect William Leon Clark to accommodate the R.E. Knight store which operated at this location until 1963. Other retail establishments

occupied the space until 1979, when the space was bought and modified for use as a Burke & Herbert Bank. There have been significant modifications to the two current buildings built in 1929 and 1906.

The site is adjacent to other commercial properties, some of which are currently vacant. Adjacent properties to the north, east and west along King Street are commercial, with ground-floor restaurants and retail, and offices and accessory apartments on the upper floors. The site topography is flat and predominantly covered by the existing buildings and other impervious surfaces, with no green areas. The adjacent King Street sidewalk has two mature street trees and no curb cuts. There is an existing DASH bus stop directly in front of the property as well as a turn lane for vehicles turning north onto N. Washington Street. As the other surrounding buildings range from two to three stories, it is anticipated that the proposed four storied building will be seen from S. Washington Street.

### ***Detailed Project Description***

The proposed project consists of the renovation/addition of the existing building at 615 and 621 King Street. The two buildings will be combined into a single building with ground floor commercial space and three stories of multi-family residential above. Much of the building structure behind the existing facades will be demolished in order to construct the new mixed-use structure.

A rezoning request is being requested jointly by the applicant and the City. Upon review of the City's Zoning Maps, the rear of the 621 King Street property (identified by City maps as 615A King Street) appears to be split between the KR (King Street Retail) zoning on the south side of the property and CD (Commercial Downtown) zoning to the north.

To accommodate the new construction and combination of buildings, the applicant is proposing to consolidate the three parcels associated with this site.

The new building is comprised of two distinct building typologies, with the historic two-story façade being maintained along the street frontage and the four-story new construction recessed. The King Street building typology reads as a commercial painted-brick building with traditional window proportions. The added upper floors are set back 12 feet from the front historic facades. The mixed-use building contains a large commercial ground space utilizing the two historic entrances and the residential lobby will be incorporated into east side of the design for the 615 King Street façade. Beneath the new building is one-level of commercial supportive space, including storage, kitchen space and bathrooms.

Due to the current site design and uses, there is no parking available on site and loading activities will either utilize the rear alley or temporarily load from a public street, where permissible. The applicant has requested a parking reduction to allow for no onsite parking as required for residential development as well a reduction from the onsite loading requirement. Utilizing existing transit options, the applicant will be providing a bicycle storage area in the alley behind the building for 12 bicycles, as well as two bicycle racks (for up to four bicycles) on King Street.

No new streetscape improvements are planned as the existing brick sidewalk is intended to remain, as well as the existing locations for two street trees and three streetlights. The three streetlights were recently updated to meet current King Street standards. As described in the Staff Analysis section (Section IV) below, the applicant requests site plan modifications to the site plan requirement for open space in the KR zone and for crown coverage on 25 percent of the site area.

### III. ZONING

*Table 1 – Zoning Tabulations*

|  |  |   |
|--|--|---|
| <b>Property Address:</b> 615 – 621 King Street                             |  |   |
| <b>Total Site Area:</b> 0.23 acres (10,133 SF)                             |  |   |
| <b>Existing Zone:</b> KR / King Street Retail and CD / Commercial Downtown |  |   |
| <b>Current Uses:</b> Commercial  |  |   |
| <b>Proposed Uses:</b> Mixed-use (multifamily and commercial)               |  |   |
|  | <b>Permitted / Required</b>  | <b>Proposed / Provided</b>                      |
| <b>FAR</b>   | 1.5 / 2.5 with SUP   | 2.5 with SUP                                    |
| <b>Height:</b>   | 50 feet  | 50 feet   |
| <b>Open Space:</b>   | 3,600 SF (150 SF per unit)   | 3,600 SF (all located above grade) <sup>1</sup> |
| <b>Crown Coverage:</b>   | 25% (3,763 SF)   | 0% (0 SF) <sup>2</sup>                          |
| <b>Parking:</b>  | 25-62 residential spaces<br>Exempt from commercial spaces <sup>3</sup> | 0 parking spaces <sup>4</sup>                   |
| <b>Loading spaces:</b>   | 1  | 0 <sup>5</sup>                                  |

### IV. STAFF ANALYSIS

#### *Rezoning (Map Amendment)*

The purpose of the rezoning request (REZ2022-00006) is to correct a mapping error that occurred when all properties abutting the King Street were rezoned by the City in 2005. According to the City ordinance and the purpose of the King Street Urban Retail Zone (KR), the new KR zone was “intended to create strategic and flexible zoning for properties abutting King Street in Old Town in order to enhance the long-term vitality of the street.” However, for the property at 621 King Street (TM #074.02-03-06), the alley at the rear of the lot was identified on City GIS maps as 615A King Street (TM #074.02-03-07) and incorrectly treated as if it was a separate lot from 621 King Street. As such, the City’s zoning maps show the KR zoning line following tax map boundary lines rather than the property line (see Figure 1 below).

<sup>1</sup> Modification requested for zero ground level open space.

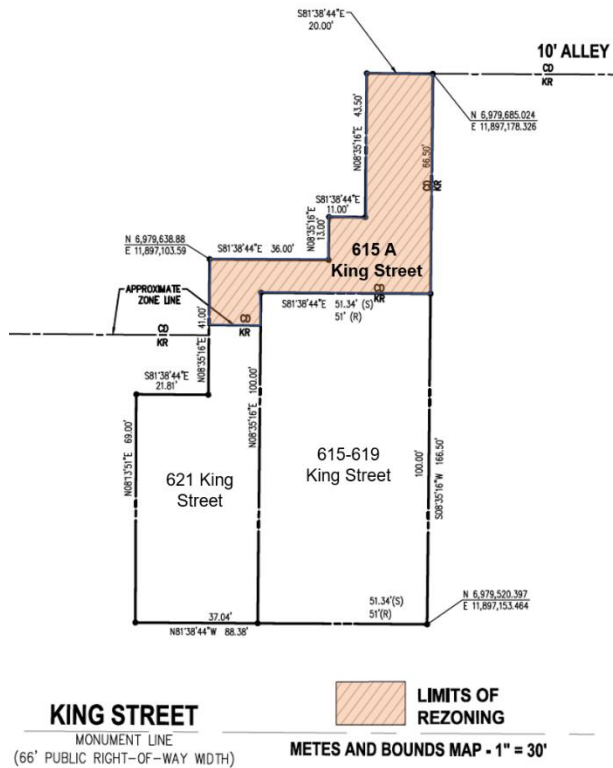
<sup>2</sup> Modification requested for zero crown coverage.

<sup>3</sup> See Parking and Transportation section below for more information.

<sup>4</sup> Parking Reduction SUP requested to allow zero onsite parking.

<sup>5</sup> Loading Reduction SUP requested to allow no onsite loading.





**Figure 1: Portions (in orange) of 621 King Street that were zoned CD rather than KR.**

During the development review of the proposed project, the applicant provided documentation that 621 King Street was in fact one property that happened to have two different recorded tax map parcels numbers. Further investigation by staff found that when the 621 King Street property was sold in 1979, the tax parcels were created to separate the building portion (621 King Street) from the alley portion (615A King Street) of the property. Thus, when the KR rezoning was being processed for the entire King Street retail corridor, City GIS maps accidentally followed the tax map parcel line rather than the actual property line. As the proposed project includes consolidating all subject parcels into one parcel, including the adjacent parcel of 615 King Street (TM #074.02-03-08), correcting the City Zoning map was found to be necessary so the property could conform to the regulations of one uniform zoning district.

Staff supports the rezoning as the rezoning request is consistent with how the property should have originally been rezoned with the implementation of the KR zoning district in 2005. Furthermore, Staff supports the proposed rezoning as it eliminates the confusion of split zoned properties and places the entire project site under the KR zone, which is appropriate and consistent with properties abutting King Street.

Staff supports the rezoning as the rezoning request is consistent with how the property

### ***Conformance with the Master Plan***

The site is located within the Old Town Small Area Plan and King Street Retail Strategy boundary. The Old Town Small Area Plan was adopted in 1992, and advocates for planning policies that retain the balance of residential and commercial uses and contextual development. The proposal is compatible with the goals and objectives of the Old Town Small Area Plan. The mixed-use proposal of The Mansly furthers the small area plan area goals to:

- “Encourage maximum use of transit facilities;”
- “Protect buildings and areas of historic and architectural value;”
- “Encouraging mixed use in new development where appropriate;”
- “Encourage the design of new buildings in the Old Town Plan area on a basis that is compatible with existing development;” and
- “Retain the retail pattern along King Street.”

The proposal preserves and rehabilitates early 20<sup>th</sup>-century buildings for commercial use, as was historically used, with new construction above for residential units, providing a mixed-use development. Further, with the proposal to not include any onsite parking, will encourage residents to utilize the multitude of transit options provided along King Street and in the immediate area for their transportation needs.

### **King Street Retail Strategy**

Adopted in 2005, the King Street Retail Strategy provides a detailed assessment and blueprint for the continued health, preservation, and expansion of the retail environment on King Street. The Retail Strategy provided the framework for what became the King Street urban retail zone (KR). The retail strategy was adopted with a Master Plan Amendment that incorporated it into the Old Town Small Area Plan (MPA#2005-0002). Each chapter in the Retail Strategy covers a specific Guiding Principle such as Urban Design, Land Use, and Parking and has detailed Planning Recommendations that are designed to implement the plan. Table 2 below illustrates how the proposal conforms to and is in the general spirit of the King Street Retail Strategy.

***Table 2 – King Street Retail Strategy Elements***

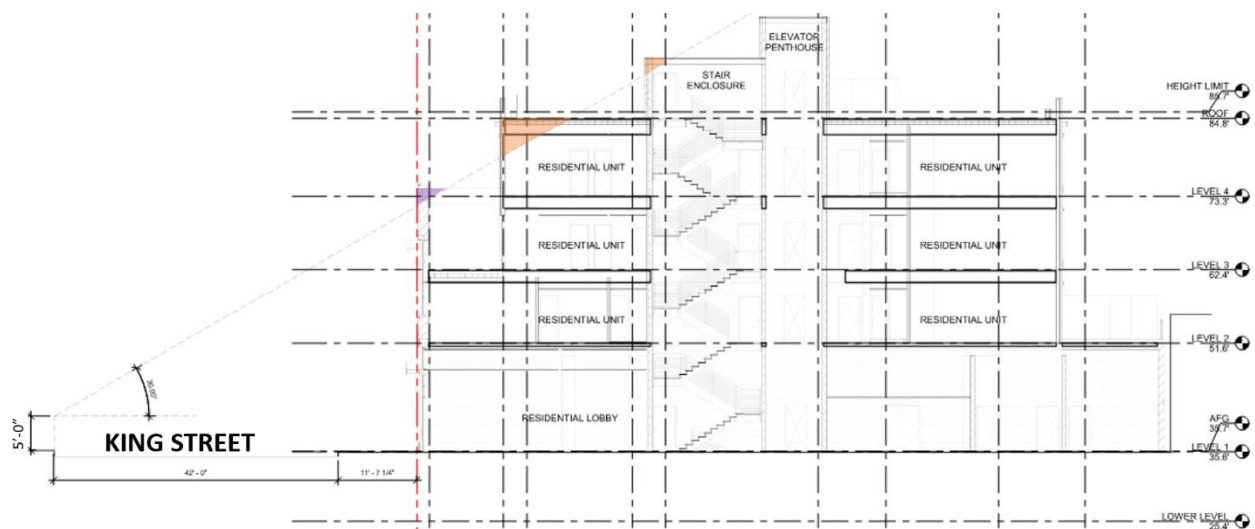
| <b>ELEMENT</b>                  | <b>GOALS/RECOMMENDATIONS</b>   | <b>PROPOSED</b>  |
|---------------------------------|--|--|
| <b>Transit Shelters</b>         | <b>Guiding Principle:</b> Establish bus shelters and seating for DASH and Metrobus routes at the intersection of Washington and King streets.            | Applicant is contributing to transportation improvements identified in the S. Washington Street and King Street corridor.  |
| <b>Sidewalks</b>                | <b>Guiding Principle:</b> Require all sidewalks to be paved in brick but allow the pattern to vary.  | Sidewalks along King Street frontage will remain brick.  |
|                                 | <b>Guiding Principle:</b> Require landscaped tree wells or tree grates.  | Street trees are conditioned to be retained on King Street.  |
|                                 | <b>Planning Recommendation:</b> Maintain a minimum 7-to-8-foot-wide pedestrian way between sidewalk landscaping area and the building face and/or stoop. | The proposal maintains a minimum 7-to-8-foot-wide sidewalk on King Street.   |
| <b>Vital Retail Environment</b> | <b>Guiding Principle:</b> Encouraging continuous retail uses along the street to support optimum market conditions and the pedestrian experience.        | <p>The proposal maintains existing ground-floor commercial uses within the historic facades.</p> <p>The lobby width at the street level for the multifamily building is minimized.</p> |

|                                 |  |   |
|---------------------------------|--|---|
| Residential Land Use Incentives | <p><b>Guiding Principle:</b> Encouraging full utilization of the upper floors and eliminating unused space.</p>  | <p>The proposal involves construction of residential space above the ground floor retail, including a roof top deck and residential terraces.</p> |
|                                 | <p><b>Guiding Principle:</b> Encouraging residential uses on upper floors to provide 16-hour activity and lights on the street in the evening.</p>   | <p>Addition of multifamily units will increase activity along this portion of King Street during evenings and weekends.</p>                       |
|                                 | <p><b>Guiding Principle:</b> The amount of residential floor area and the parking requirements for residential uses should be modified to make residential a more attractive King Street use and a more competitive market choice.</p> | <p>The proposal includes SUP requests for increased FAR and a parking reduction</p>   |

## *Land Use Controls – Building Envelope*

On page 5-7 of the King Street Retail Strategy, a statement is provided recommending a building envelope that prescribes a maximum building height for new development fronting King Street. The building envelope is “defined by a 30-degree building control plane (the origin of the plane to be established at a point 5 feet above the curb on the far side of the street).” The purpose of the control plane is to minimize visual impacts and limit shadows cast from taller buildings.

As shown in Figure 2 below, the proposed new building exceeds the building envelope at portions of the fourth floor and penthouse area in the portion of the building closest to King Street (colored in orange). This recommendation is not codified in the Zoning Ordinance, and there is no formal “modification” or “variation” to facilitate relief from a recommendation in the Strategy. Staff supports relief from this recommendation as the four-story expression of the new construction (the upper floors of which are set back 12 feet) on King Street is consistent with the juxtaposition of



**Figure 2: Portions (in orange) of the new building that does not comply with the recommended 30-degree building envelope starting from King Street. Portion (in purple) of the historic facade that is being preserved.**

building heights that can be seen on adjacent blocks of King Street, where three and four-story buildings abut one- and two-story buildings. Further, the proposed scheme successfully respects and gives deference to the adjacent two-story historic buildings. As discussed in the Building Design section of the report, much of the buildings' articulation and character is focused on the historic façades, with the new upper portions of the building recessed so as not to detract from the historic lower floors.

### ***Conformance to City Policies***

The proposed development meets several applicable City policies including:

#### **Affordable Housing Policy**

The applicant is providing a voluntary monetary contribution of \$45,178 to the City's Housing Trust Fund. This contribution is consistent with the City's Procedures Regarding Affordable Housing Contributions, including the 2020 housing contribution policy update that established a new contribution rate for non-residential to residential conversions. Dedicated affordable units are not part of this project as the applicant is not requesting increased density, FAR or height through City Code Section 7-700 nor an increase in density beyond that recommended in the Old Town Small Area Plan.

#### **Green Building Policy**

The applicant proposes to comply with the City's Green Building Policy. This policy requires that new privately developed, residential buildings achieve Leadership in Energy and Environmental Design (LEED) Silver Certification from the United States Green Building Council (USGBC), or equivalent, plus performance points. The applicant is proposing to comply with this requirement by achieving Two Green Globes for New Construction, which meets the LEED equivalent standard. Proposed sustainability features include the site location (infill, proximity to transit, access to open space, and close to mixed uses), building design (high performance exterior wall, all electric residential units, use of recycled content, high efficiency hot water and HVAC heat pumps), and a green roof.

#### **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 towards 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. If the applicant elects for the monetary contribution option the policy requires a monetary contribution of \$0.30 per gross square foot of development, or approximately \$11,291 for this project. Staff anticipates that the applicant will provide the contribution in lieu of providing on-site public art. This will be confirmed during the Final Site Plan process.



### ***Building Design and Board of Architectural Review***

The existing façade at 615 King Street will retain its overall form including the upper level window openings, decorative pilasters and cornice. The area of the façade below the second-floor window openings has been heavily modified several times over the history of the building and will be altered again with the proposed project. The ground floor storefront has been designed to be similar in style to when it was originally built by JC Penney in 1929. The three-bay storefront will align with the large window openings above and will include three horizontal segments. A projecting horizontal band will extend the length of the masonry opening separating the storefront from the clerestory windows. The floor levels will be re-aligned in the new construction behind the facades, leaving the floor slab at the approximate midpoint of the existing upper level window openings. To accommodate the location of the floor slab, ceramic fritted glass will be used on the upper half of these windows with clear glass in the lower half.

The facade of 621 King Street has been less heavily modified and will remain largely intact during the proposed modifications. The ground floor storefront has been altered several times in the history of the building and with the proposed development will return it to a similar state as its original design. The existing central arched opening will remain with a new entrance door and transom. A new projecting horizontal band will be added above the keystone of the arched opening extending the width of the façade, aligned with the windows above. New metal storefront will be installed on either side of the arched opening aligned with the windows above. The remainder of the façade will be cleaned and repainted and the existing windows will be replaced.



**Figure 3: King Street Elevation**

Behind the existing facades, the building will be mostly new construction. In the existing configuration the floor levels do not align, and the applicant will be reconfiguring the floors to create a single mixed-use structure behind the two historic facades. The new four-story structure will feature a twelve-foot-deep roof terrace at the south side of the third floor, stepping the upper levels away from the historic facades. These upper levels, the portion of the west elevation visible above the neighboring structure, and the north elevation will be clad in either fiber cement or metal

panels. Both the north and south elevations have been designed to be reminiscent of the existing facades while clearly contemporary. This variation in the elevations reinforces the impression that this is two different buildings that, established by the two different historic facades.

### **Board of Architectural Review**

The Board of Architectural Review (BAR) reviewed this project in concept at two separate hearings. The BAR concept review process is an optional, informal process at the beginning of a DSUP application whereby the BAR provides the applicant, staff, the Planning Commission and City Council with comments relating to the overall appropriateness of a project's height, scale, mass and general architectural character.

At the March 16, 2022 BAR Hearing, the applicant presented the Permit to Demolish/Capsulate (BAR 2022-00079), which proposed the complete demolition of the façade at 615 King Street and the demolition of the ground floor area of the façade at 621 King Street, along with the much of the structure behind the façade. The Board did not support the complete demolition of the 615 King Street façade and noted that the arched opening at the ground floor of the 621 King Street façade was original to the structure and should therefore be retained. Based on this feedback, the applicant requested a deferral of the Permit to Demolish/Capsulate.

The Board also considered at the March 16, 2022 BAR Hearing the Concept Review (BAR 2022-00078) for the proposed development. As the design for 615 King Street was predicated on the demolition of the façade, the Board did not provide feedback on this portion of the design. The Board supported the proposed work on the storefront at 621 King Street as it was reminiscent of the original design. The Board asked the applicant to study ways in which the upper levels could be designed to appear to be two different buildings, reflecting the historic facades. The Board asked the applicant to return for an additional Concept Review.

The applicant returned to the Board at the May 5, 2022 hearing with revisions to the proposed scope of demolition and again requested approval for the Permit to Demolish/Capsulate. The revised scope of demolition retained much of the façade at 615 King Street, including the pilasters at the east and west sides of the façade, the large upper-level window openings, and the decorative cornice. The proposed demolition on this façade was limited to the ground floor storefront area. The applicant revised the demolition at 621 King Street to retain the existing central arched opening. The Board appreciated the revisions and approved the Permit to Demolish/Capsulate.

At the May 5, 2022 hearing, the Board again provided a Concept Review for the proposed design. The revisions to the design included the new storefront and windows at the 615 King Street façade, and revisions to the 621 King Street façade. The design for the upper levels and north elevation was modified such that the parts of the building appeared to be similar but different buildings. The Board found that the applicant had been responsive to the comments provided at the first Concept Review and endorsed the height, mass, scale, and general architectural character of the proposal.

## ***Site Design***

The site fronts King Street in the Central Business District, where properties have been commonly built to the front and side property lines. The applicant has proposed a new development that revitalizes two historic buildings and complements the adjacent historic buildings, with all new construction either setback or at the rear of the historic facades. For the building and site design, the most important considerations concern the contextuality of the proposal in terms of scale and functionality of the renovated and expanded building. Consistent with many nearby properties fronting King Street, the rear yard is utilized for “back of house” functions and not for ground-level open space. As discussed in the Modifications subsection for Open Space below, the applicant is utilizing above-grade open space for the residents of the new building and further adding connectivity between the residents and the King Street corridor.

## **Traffic**

The proposal does not trigger a traffic study based on the City’s guidelines for the trip generation for a proposed development. According to the trip generation analysis submitted by the applicant, the redevelopment will minimally impact the number of trips generated by activities on the site.

## **Transit and Bicycle Facilities**

This site is located within proximity to multiple transit and bicycle facilities. The site is directly adjacent to a bus stop on King Street for the DASH 30 and Old Town Circulator (31) lines, and the King Street Trolley. There is also a stop for the Metrobus a block away on S. Washington Street. There are several Capital Bikeshare stations in the area, with the two closest being located 528 feet to the east at King Street and N. Pitt Street (up to 15 bikes available), and another 1,056 feet to the west at King Street and Patrick Street (up to 14 bikes available). The King Street Metrorail Station is located 3/4 of a mile west on King Street. Additionally, the project will be participating in a Transportation Management Plan, with a contribution of \$24,000 for future transit improvements within the King Street and Washington Street Corridor.

## ***Special Use Permit Requests***

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve Special Use Permits (SUPs), five 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.

### **Increase in Residential FAR to 2.5 in the KR Zone**

The applicant has requested an increase in FAR (floor area ratio) from 1.5 up to 2.5 in the KR zone. The density increase allows for a viable development proposal on a smaller urban site. Staff supports the request for increased density, as the applicant has utilized the density to provide a building proposal that increases housing options on King Street and therefore.

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

1. The increased density will not have an adverse effect on area residents and workers, as the building fits well into the urban fabric of the area while also providing additional residential options along King Street;
2. The proposed new building will enhance this portion of King Street, and the increased density allowed the applicant to provide a contextual building and site design respectful of the two historic buildings to be rehabilitated; and
3. The added density allows for the implementation of the King Street Retail Strategy with increased activity from the residential and commercial uses that will replace a surface parking lot.

### **Personal Service Establishment Frontage on King Street**

The applicant has not identified any particular tenant for the ground floor space but has requested a SUP for a personal service establishment extending for more than 30 feet along King Street. The ground floor frontage, minus the lobby, is over 70 feet and the SUP will allow for greater flexibility in attracting tenants. Based on the three criteria City Council considers in its approval of SUPs, staff supports this approval due to the following:

1. A personal service tenant on the ground floor will not have an adverse effect on area residents and workers, and is a common type of establishment along King Street;
2. The proposed use is permitted with a frontage of less than 30 feet and a larger frontage use will not be detrimental to the public welfare.
3. Personal service uses are essential to residents, visitors and office workers. The existence and continued support of personal services such as hair salons, dry cleaners, banks, and drugstores etc. was identified in the King Street Retail Strategy as they contribute to making King Street a vibrant urban space.

### **Parking Reduction to Allow Zero Onsite Parking**

A total of 25 parking spaces are required by the Zoning Ordinance for the 24 multifamily units and the ground floor retail/personal use. It should be noted that restaurants in the King Street corridor are exempt from parking requirements. Based on the size of the site, the location being mid-block, and the absence of any onsite parking, constructing an onsite parking garage at this location would be challenging. Any incorporation of parking could potentially undermine the historic facades which are to be preserved. The small size of the building footprint would make the provisions of



below grade parking at this location very challenging to provide an efficient layout and room for a ramp.

Given these limitations, and the significant transportation options along King Street, the applicant is requesting a parking reduction from the 25 spaces to zero spaces. Instead of providing off-site parking options, the applicant has stated that the residential development would specifically be attractive to renters who rely on alternative transportation options rather than single occupancy vehicles. Future tenants of the building are not eligible for residential parking permits in the neighborhood. This is based on a uniquely located site that has access to the following transportation options:

- King Street – Old Town Metro, with service to the Blue and Yellow lines, and VRE Station is located 0.75 mile away;
- King Street Trolley, Old Town Circulator, and DASH Bus Stops is in front of the site;
- Metrobus stops located on N. Washington Street less than a block away;
- Two Capital Bikeshare stations within 0.25 mile away with total capacity of 30 bicycles;
- Twelve (12) protected bicycle storage spaces onsite, with 4 bicycle spaces on King Street;
- Mount Vernon Trail is located 0.6 mile away;
- Designated bike lanes eastbound one block south and westbound one block north; and
- Multiple off-street parking options within 0.25 mile.

Staff is in support of the SUP because of the historic preservation and urban infill nature of the project that provides new residential options along King Street. Given the multitude of transportation options near the site, as well as the “Walker’s Paradise” walk score of 95 and “Very Bikeable” bike score of 83 (according to walkscore.com), staff agrees with the applicant’s assessment that there is market of renters that would be attracted to live in Old Town without parking.

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

1. This request will have no impact on the adjacent neighborhood, as it will only concern residents of the new development and they will be aware of the absence of on-site parking as part of their lease agreement;
2. Any residents of the property who do have vehicles would not be detrimental to the neighborhood as they would have to utilize public parking facilities. Furthermore, the City’s Residential Parking Permit Policy does not allow residents of buildings with more than 10 units to obtain permits within the neighborhood; and
3. The flexibility of parking standards for urban development near public transit is consistent with goals and initiatives of the City, including updates to the Zoning Ordinance parking requirements.

### **Loading Reduction for on-street loading only**

The applicant is requesting a loading reduction SUP for the commercial uses. Section 8-200(B) of the Zoning Ordinance requires that buildings that provide areas for “manufacturing, storage,

warehouse, goods display, retail store, wholesale business, hotel, hospital, laundry, dry cleaning or other uses similarly involving the receipt or distribution by vehicles of materials or merchandise” require one off-street loading space per 20,000 feet of floor area “or fraction thereof.” The applicant is proposing placing the required off-street loading space on King Street.

The request for the use of on-street loading for the commercial uses is supported by staff, as the site has restricted truck access via the alley at the rear of the property. The exact area and length of the on-street loading area will be determined with T&ES during the Final Site Plan review. The applicant has indicated that trash will be collected inside the building and rolled through the alley to N. Saint Asaph Street for collection, which had been the collection method for previous retail occupants of the property. The relatively small size of the multifamily building (24 units) and the ground-floor retail spaces within the development should require minimal loading and trash activity in the on-street loading space.

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

1. On-street is the only reasonable option for the site, and the frequency of loading activities should not warrant a loading dock in the building. On-street loading is typical for much of the commercial areas in Old Town.
2. The site’s loading activities on King Street should have minimal impact on neighboring properties as retail loading activities are not allowed between 11:00PM and 7:00AM, and residential moving trucks require a permit to park on a public street.
3. The absence of any curb cuts or loading docks helps to protect the pedestrian realm on King Street, which is consistent with the King Street Retail Strategy.

### **Transportation Management Plan (SUP#2022-00053)**

According to Section 11-700 of the Zoning Ordinance, the applicant is required to participate in a “Tier One” 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, (adjusted annually per the Consumer Price Index [CPI-U]) 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, while also requiring 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 users.

### ***Modifications***

As part of this DSUP, the applicant is requesting a modification to the Zoning Ordinance relating to the required 25-percent canopy coverage and zero ground level open space. Pursuant to Section 11-416 of the Zoning Ordinance, 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.

### **Open Space in the KR Zone**

The applicant is requesting a modification to the minimum-required open space for residential uses in the KR zone. Per Section 6-705(B) of the Zoning Ordinance, each residential unit requires 150 square feet of open space per unit, instead of a percentage of the site area. The KR zone also explicitly allows for above-ground open space to meet this requirement, including space on “balconies, terraces and rooftops.” While above-grade open space is permitted to count toward the requirement in the KR zone, “ground level open space shall be a qualitatively significant component of the total open space.

The applicant has incorporated 3,600 square feet of open space into the site, all of which is above grade. Most of the open space (1,800 square feet) is on the roof as a common open space roof deck, while the remaining open space areas are reserved for private unit terraces and accessed from second, third and fourth-floor units. This calculation does not include areas adjacent to the roof deck that are reserved as bioretention (green roof) areas, which provides additional visual open space.

***Table 3 – Open Space***

| <b>OPEN SPACE</b>              | <b>AMOUNT</b>                         |
|--------------------------------|---------------------------------------|
| <b>Required per KR Zone</b>    | <b>3,600 SF (35.5% of site area)</b>  |
| <b>Total Provided</b>          | <b>3,600 SF (35.5 % of site area)</b> |
| Ground-Level Provided          | 0 SF (0% of site area)                |
| Above-Grade Provided           | 3,600 SF (35.5 % of site area)        |
| Private Open Space             | 3,600 SF (35.5 % of site area)        |
| Publicly Accessible Open Space | 0 SF (0 % of site area)               |

The proposal does not comply with the KR zone open space requirement that a “qualitatively significant portion” of open space be located at ground level. The relatively small redevelopment site (0.23 acres) and urban location of the site fronting King Street provides few opportunities for quality ground-level open space. The site layout proposed is consistent with nearby properties fronting King Street where parcels are entirely occupied by building coverage and with little to no ground-level greenspace.

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

1. The modification is necessary to allow for viable development at the site that maintains continuous retail frontage on King Street. The site is consistent with other properties fronting this section of King Street, where little ground-level open space exists;

2. The new building will provide highly functional areas of above-grade open space for residents, and areas of green roof (which do not count toward the open space calculation) envelop the area of common rooftop open space; and
3. The reduced amount of on-site open space is consistent with the conditions of nearby mixed-use properties where residential uses are located on upper floors and not in townhouses with rear yards. The applicant will maintain the streetscape adjacent to the property and the rehabilitation of two historic buildings, which will add to the public realm.

### **Crown Coverage**

The applicant is requesting a modification to the 25-percent-minimum crown coverage requirement that is noted in the updated Landscape Guidelines, and as required by Section 11-410(CC) of the Zoning Ordinance. The applicant is not able to provide any of the required 25-percent crown coverage requirement for the site, which is 3,763 square feet.

As often seen in the urbanized portions of the City, the site is constrained in terms of accommodating the required tree canopy coverage. The existing buildings cover much of the site at-grade, and the back alleyway is the only area of the site without building coverage. The applicant is utilizing the roof for bioretention (green roof) and above-grade open space and has not planned to place any significant planting areas above grade.

To mitigate the impacts of the reduced on-site crown coverage, the applicant is providing an approximately \$5,066 contribution to the Urban Forestry Fund for tree plantings in the neighborhood. The applicant is also saving two existing mature street trees on King Street.

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

1. The modification is necessary to allow for viable development at the site. The site is consistent with neighboring properties on King Street, where tree cover is provided on-street and not on-site;
2. The site currently is occupied with buildings and will be redeveloped with updated building technology, including a green roof and achieving Green Building standards that improve the overall impact to the environment; and
3. The reduced amount of crown coverage will not have an adverse impact on neighboring properties as there is no change from the current conditions, and the contribution to the Urban Forestry Fund for tree plantings in the vicinity will positively impact neighboring properties.

### ***School Impacts***

The applicant proposes to construct 24 multifamily units and the student generation rate for market-rate mid-rise multifamily units is 0.03 students per unit, or approximately 1 student. This project is located within the Lyles Crouch School attendance area. Staff will integrate the proposed development project in forthcoming school enrollment forecasts.



## **V. COMMUNITY**

The applicant has had presented the proposal several times to the City and nearby residents. The project has been presented twice to the BAR (see Building Design section above), and held two virtual community meetings. The community outreach process provided the applicant opportunities to provide project updates and solicit direct feedback from neighborhood residents and business owners, while the BAR concept review process worked to refine the building design aspects of the development proposal through a public review process.

***Table 4 – Community and City Meetings***

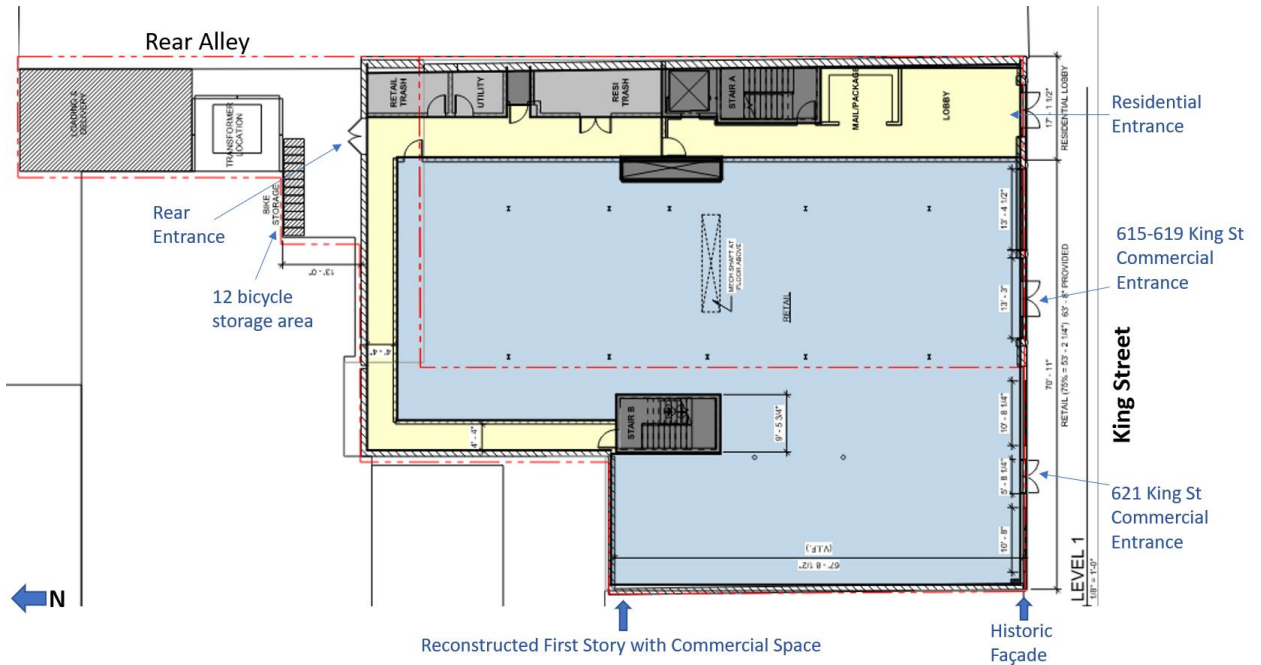
| <b>DATE</b>               | <b>MEETING</b>                      |
|---------------------------|-------------------------------------|
| <b>Community Meetings</b> |                                     |
| February 28, 2022         | Community Meeting                   |
| June 6, 2022              | Community Meeting                   |
| <b>City Meetings</b>      |                                     |
| March 16, 2022            | Board of Architectural Review (BAR) |
| May 5, 2022               | Board of Architectural Review (BAR) |

## **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  
Abigail Harwell, Urban Planner III, Development Division  
Stephanie Sample, Urban Planner III, Development Division  
William Conkey, Historic Preservation Architect

## VII. GRAPHICS



Site Plan



King Street Elevation

## **VIII. STAFF RECOMMENDATIONS:**

1. The Final Site Plan shall conform substantially with the preliminary plan dated July 13, 2022 and comply with the following conditions of approval.

### **I. SITE PLAN**

2. Per § 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless the applicant commences substantial construction of the project within 36 months after initial approval and the applicant thereafter pursues such construction 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 they have not yet commenced substantial construction. The applicant may petition to extend the validity period after adequate notice and a public hearing. (P&Z)
3. Submit the final plat and deed for the consolidation with the first Final Site Plan for approval prior to Final Site Plan release. (P&Z) (T&ES) \*
4. Record the plat and submit a copy of the recorded plat, dedications, and deeds with the first application for a building permit. (P&Z) (T&ES) \*\*
5. Show site utilities compatibly with other site conditions on the site plan to the satisfaction of the Directors of P&Z and T&ES prior to Final Site Plan release, specifically: (P&Z) (T&ES) (BAR) \*
  - a. Locating above grade service openings and required clearances for items such as transformers, telephone, HVAC units, and cable boxes.
  - b. Minimizing conflicts with plantings, pedestrian areas, and major view sheds.
  - c. Excluding above grade utilities from dedicated open space areas and tree wells.
  - d. Screening all utilities from the public right-of-way.
6. Provide a lighting plan with the Final Site Plan, unless otherwise identified below, to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of P&Z and T&ES in consultation with the Chief of Police and Code administration shall include: (P&Z) (T&ES) (Code) \*
  - a. The location of all existing and proposed streetlights and site lights, shading back less relevant information.
  - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.
  - d. Full cut-off lighting as applicable to prevent light spill onto adjacent properties.

- e. All site lights designed to meet City of Alexandria photometric standards shall have photovoltaic switches.
  - f. The location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
- 7. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan. The unit numbers shall comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and continue in this scheme for the remaining floors. Indicate the use of each unit (i.e., residential, retail, office). (GIS) \*
  - 8. Provide a georeferenced CAD file in AutoCAD 2018.dwg format that adheres to the National CAD Standards prior to Final Site Plan release. The file shall have the dimension plan including existing conditions, proposed conditions, and grading elements. (P&Z) (DPI) (GIS) \*
  - 9. Sheeting and shoring, support of excavation shall not extend beyond the property line, except when the applicant has obtained a written release or encroachment from adjacent property owners which has been reviewed prior to Final Site Plan release and recorded in the Land Records. (P&Z) (Code) \*

#### **A. BUILDING**

- 10. Provide a building code analysis with these building code data prior to Final Site Plan release: (1) use group, (2) number of stories, (3) type of construction, (4) total floor area per floor, (5) height of structure, (6) non-separated or separated mixed use, and (7) fire protection system requirements. (P&Z) (Code) \*
- 11. The building design, including the appearance, color, and quality of materials; final detailing; three-dimensional expression; and depth of all plane changes, shall be consistent with the elevations dated July 13, 2022 and as approved by the Board of Architectural Review. Provide this information regarding materials and design to the satisfaction of the Director of P&Z prior to Final Site Plan release: (P&Z) (Code) \*
  - a. Samples of actual window glazing, frame, and sash components proposed for each area of the building in the color and material that will be provided (may reduce sample sizes for ease in handling).
    - i. Window sizes and types.
    - ii. Window mullion dimensions and projection in front of face of glass.
    - iii. Window frame, sash, and mullion materials.
    - iv. Any windows visible from a public park or right-of-way shown as simulated divided light type shall be either true divided light, or at a minimum shall include between the glass spacer bars aligned with exterior muntins; any such exterior muntins shall project not less than 3/8 inch beyond the face of glass and be reflected in the window

- samples provided. Grills located between the glass will not be supported
- b. Where fiber cement façade panels are permitted by the Board of Architectural Review, they shall not use a wrap-around trim for mounting to the substructure but may use either a batten system to conceal the joints or a rainscreen type installation. If exposed fasteners are proposed, they may be either concealed or if exposed, shall be finished to match the adjacent panels and their location integrated into the overall design.
  - c. Coordinate the design, color, and materials of all penthouses, rooftop mechanical areas, and rooftop screening with the overall architecture of the building, as regards massing, materials, and detailing/expression.
12. Provide the items listed below to allow Staff to review the materials, finishes, and architectural details. These materials shall conform substantially to the preliminary plan and the current Guidelines for Preparation of Mock-Up Panels, Memo to Industry effective at application submission.
- a. Drawings of mock-up panel(s) that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. \*
  - b. An on-site, mock-up panel using the approved materials, finishes, and relationships shall be constructed for Staff review and approval. Per VCC108.2 concrete or masonry mock-up panels exceeding 6-ft. require a building permit. The panel(s) shall be constructed and approved prior to vertical (above-grade) construction and before ordering building materials. Locate the panel so that it receives sunlight from the same predominant direction as will the finished structure. \*\*
  - c. The mock-up panel shall remain on-site, in the same location, and visible from the right-of-way without entering the site throughout construction until the issuance of the first Certificate of Occupancy. (P&Z) (Code) \*\*\*
13. Building materials, finishes, and architectural details shall be subject to review and approval by the Board of Architectural Review or Appropriate Design Review Board (as applicable). A materials board shall be submitted as part of the Certificate of Appropriateness approval. (BAR)

## **B. TREE PROTECTION AND PRESERVATION**

14. Provide a Tree and Vegetation Protection Plan per the City of Alexandria's Landscape Guidelines for approval prior to Final Site Plan release and implement the plan for the duration of construction. (P&Z) (RP&CA) \*
- a. **CONDITION ADDED BY PLANNING COMMISSION:** Remove and replace the dead street tree, in kind, pursuant to the City's Landscape Guidelines. \*\*\*\*\*

### C. ARCHAEOLOGY

15. Incorporate and interpret elements of the site history and archaeological findings into the design of the public realm with a professional archaeological consultant or qualified historian, in consultation with Staff. The site plan shall indicate themes and locations of interpretive elements such as signs, markers, specialty paving, historic features, and the like. Provide text, graphics, and materials for the interpretive elements prior to Final Site Plan release subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Director of P&Z. Install the interpretative elements prior to issuance of the Certificate of Occupancy. (P&Z) (Arch) \*, \*\*\*
16. The footprints of both 615 and 621 King St. currently contain basements. If left in place, no archaeological oversight would be necessary for this project. However, the applicant proposes to demolish the basement slab and lower the floor at 621 King St. to align with the existing basement slab at 615 King Street (see Sheet 14, 2022 02 14\_Demolition Permit Revised 3.3.22 (A1023763)\_v1). To mitigate any possible adverse impacts that basement lowering may cause to archaeological resources, the applicant must hire an archaeological consultant to develop and implement an Archaeology Monitoring Plan. The Monitoring Plan must outline how the archaeological consultant will identify, record, and report any archaeological resources that are encountered during basement work. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
17. The Monitoring Plan must be completed and approved by the City Archaeologist prior to submission of the Final Site Plan, and before any ground disturbing activities (such as basement lowering, coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) begin. (Archaeology)
18. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as basement lowering, coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological fieldwork has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. \* (Archaeology)
19. Call Alexandria Archaeology immediately at (703) 746-4399 if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the discovery area until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology) \*

20. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failing to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology) \*
21. The final Certificate of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. (Archaeology) \*\*\*

#### **D. PEDESTRIAN/STREETSCAPE**

22. Provide the pedestrian improvements listed below to the satisfaction of the Directors of P&Z and T&ES. Complete all pedestrian improvements prior to the issuance of the final Certificate of Occupancy. (P&Z) (T&ES) \*\*\*
  - a. All below grade utilities placed within a City sidewalk shall be integrated with the adjacent paving materials and to minimize any visible impacts.

#### **E. PARKING**

23. The applicant shall provide information about the off-street parking options and alternative forms of transportation to access the site. Provide information regarding alternative transportation options and off-street parking in the lease/purchase agreements. (T&ES)
24. Provide bicycle parking per 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).
25. Provide details on the locations and types of bicycle parking on the Final Site Plan. Install bicycle parking prior to the issuance of the first Certificate of Occupancy. (T&ES) \*, \*\*\*
26. Based on the Residential Permit Parking for New Development Policy, residents of the development are not eligible to obtain a City issued residential parking permit. (T&ES)
  - a. **CONDITION ADDED BY PLANNING COMMISSION:** Disclose to all future tenants as part of their lease agreement that they are not eligible to obtain a City issued residential parking permit.

#### **F. SUSTAINABILITY**

27. The applicant may propose additional strategies to the sustainability conditions outlined below and these additional sustainability strategies may be incorporated



administratively to the satisfaction of the Directors of T&ES and P&Z. (P&Z) (T&ES)

28. The project shall comply with the requirements of the current City of Alexandria Green Building Policy at the time of DSUP approval. Diligent pursuit and achievement of this certification shall be monitored through these requirements unless exempted by the certification rating systems and the Green Building Policy:
- a. Provide evidence of the project's registration with LEED, Green Globes, or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist from the P&Z website showing how the project plans to achieve the certification and clearly indicate that requirements for the priority performance points are being met as defined by the City of Alexandria's Green Building Policy. \*
  - b. Provide an updated copy of the draft certification scorecard/checklist prior building permit release for above-grade construction to show compliance with the Green Building Policy. \*\*
  - c. Provide updated building energy performance analysis and building energy use intensity (EUI) (energy use per sq. ft.) prior to release of the building permits for above-grade construction. \*\*
  - d. Provide a draft commissioning plan and verification, if required by the Green Building Rating System and the building code, from a certified third-party reviewer that includes items "i" through "v" below, prior to receiving building permits for above-grade construction. \*\*
    - i. A narrative describing the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
    - ii. A listing of the specific equipment, appliances, or systems to be tested and a description of the tests to be performed.
    - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
    - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
    - v. Measurable criteria for performance.
  - e. Provide updated water efficiency documentation for the priority performance points as defined by the City of Alexandria's Green Building Policy prior to building permit release for above-grade construction. \*\*
  - f. Provide updated documentation for the indoor environmental quality priority performance points as defined by the City of Alexandria's Green Building Policy prior to the release of building permits for above-grade construction. \*\*
  - g. Provide evidence that design phase credits (for the certifying party) have been submitted by the first Certificate of Occupancy. \*\*\*
  - h. Provide evidence showing that the requirements for priority performance points for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria's

Green Building Policy for Design Phase credits to the U.S. Green Building Council, Green Globes, or Earthcraft (or equivalent) prior to issuance of a Certificate of Occupancy. \*\*\*

- i. Provide documentation of applicable green building certification prior to approval of the performance bond clearly indicating that the priority performance points requirement for Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality have been achieved as defined by the City of Alexandria's Green Building Policy. \*\*\*\*
  - j. Failure to achieve the certification level, as required by the City of Alexandria's Green Building Policy, will be evaluated by City Staff to determine whether a good faith, reasonable, and documented effort was made to achieve the certification level to the satisfaction of the Director of P&Z.
29. The building shall use electricity except for limited accessory elements of the building such as retail use, food and beverage uses, emergency generators, and common areas systems/amenities. For these limited accessory elements, the buildings shall support low cost and easy conversion from fossil fuel to electricity in the future. (P&Z) (T&ES)
30. Future retail tenants shall operate their business consistent with the goals of LEED and pursue LEED for Retail or LEED for Commercial Interiors certification at a Silver level or equivalent. This requirement must be included in the lease for each tenant. (P&Z)

## **II. TRANSPORTATION**

### **A. STREETS/TRAFFIC**

31. Repair any of the City's existing public infrastructure that is damaged during construction per the most recent version of the T&ES Design and Construction Standards, or to the satisfaction of Director of T&ES, prior to Performance Bond release. (T&ES) \*\*\*\*\*
32. Conduct a pre-construction walk/survey of the site shall occur with prior to any with T&ES Construction & Inspection Staff and Code Administration Staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code) \*
33. Provide full curb to curb restoration for any asphalt patches larger than 20 percent 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 prior to Performance Bond release. (T&ES) \*\*\*\*\*
34. Street names and addresses must be obtained for mail delivery (addressed per the front door) and for emergency services (addressed per street access) prior to Final Site Plan release. (P&Z) (T&ES) (GIS) \*

## **B. TRANSPORTATION MANAGEMENT PLAN**

35. According to Article XI, § 11-700 of the City's Zoning Ordinance, a Transportation Management Plan (TMP) is required to implement strategies to encourage residents and employees to take public transportation, walk, bike, or share a ride instead of driving alone. Below are the basic conditions from which other details originate. (T&ES)
36. Designate a TMP Coordinator for the entire project prior to issuance of the first Certificate of Occupancy. Provide the name, location, email, and telephone number of the coordinator to the City's Transportation Demand Management Coordinator, updating this information as needed. 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 to implement TDM measures such as surveys, mailings, and hosting events to inform residents and tenants about benefits and alternatives to driving alone. (T&ES) \*\*\*
37. Contribute a TMP payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund no later than January 15 and July 15. The annual base assessment rate for this development shall be determined as set forth in § 11-708 (TMP Assessments Schedule and Adjustments) of the Zoning Ordinance. 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 issuance of the project's first Certificate of Occupancy permit is the applicable rate when TMP reporting begins. (T&ES)
38. As set forth in § 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 § 11-205 of the Zoning Ordinance. (T&ES)
39. Inform tenants/owners of the transportation management plan special use permit and conditions therein as part of leasing and purchasing agreements with language subject to review and approval by the City's Transportation Demand Management Program. (T&ES)

## **C. BUS STOPS AND BUS SHELTERS**

40. Show all existing bus stops, bus shelters, and bus stop benches in the vicinity of the site on the Final Site Plan. (T&ES) \*
41. Contribute \$24,000 towards one or more of the following projects: (1) bus stop bulb out or curb extension on the south side of King Street, opposite from the project site to accommodate a relocated bus stop for improved bus operations at the

intersection of King Street and Washington Street; (2) Transit Signal Prioritization equipment for the intersection of King Street and Washington Street that would help improve bus speeds and reliability; or (3) Other transit amenities such as bus shelters, benches, or real-time signage at the bus stops within the King St/Washington St corridor consistent with the Transit Access and Amenities CIP Project. (T&ES) \*\*\*

### **III. PUBLIC WORKS**

#### **A. WASTEWATER/SANITARY SEWERS**

42. Pay the sewer connection fee prior to Final Site Plan release. (T&ES) \*
43. The project lies within the Combined Sewer System (CSS) area district and therefore shall be in compliance with the Combined Sewer System Management Policy set forth in the Memo to Industry 07-14, City of Alexandria's Water Quality Volume Default, and state stormwater quality and quantity requirements. The applicant is proposing to discharge both the sanitary flow and the stormwater from the site to the combined sanitary sewer system.
  - a. With respect to sanitary requirements, the applicant shall contribute \$42,324.00 based on a formula of \$1.5 per gallon of peak sanitary flow (\$1.5 per gallon x 28,216 gallons).
  - b. With respect to the stormwater requirement, the applicant is proposing green roof to help mitigate stormwater impacts on combined sewer discharges. Staff has determined that the size of the proposed green roof would meet 20 percent of their stormwater requirements. Therefore, the applicant shall contribute based on a formula of \$200,000 per acre x 0.23-acre x (1-0.20), which results in a contribution of \$36,800.00. To the extent that the green roof is enlarged/reduced during FSP, the contribution shall be adjusted accordingly. The sanitary and stormwater contribution fee is due prior to release of the final site plan (T&ES)
44. Provide an oil & grease separator connected to the sanitary sewer for the commercial kitchen. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to Final Site Plan release. Execute and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES) \*

#### **B. UTILITIES**

45. If a franchise agreement has not been entered into with the City, locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)
46. Do not locate transformer and switch gears in the public right-of-way. (T&ES)

47. All new fire hydrants on public streets shall be City owned and maintained. All hydrants on private streets shall be owned, inspected, tested, and maintained by the property owner or their representative. Hydrants must be installed and functional prior to issuance of the Certificate of Occupancy. (T&ES) \*\*\*

#### **C. INFORMATION TECHNOLOGY**

48. To the satisfaction of the Director of Planning & Zoning, construct a conduit grid per the specifications listed below that minimizes the need for post-development excavation and/or right-of-way impacts when installing fiber/cables for high-speed internet access. (ITS) (P&Z)
49. Construct all conduits using schedule 80 PVC or HDPE and install them to a depth of 3-feet. Install a pull line and tracer within each conduit. (ITS)
50. All conduit on private property will be owned and maintained by the property owner. Unless otherwise specified, conduit on public right-of-way will be owned and maintained by the City. (ITS) (T&ES)

#### **D. SOLID WASTE**

51. All trash collectors for the project site are required to take their collected trash to the Alexandria/Arlington waste-to-energy facility (T&S).

### **IV. ENVIRONMENTAL**

#### **A. STORMWATER MANAGEMENT**

52. 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. Complying 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 Best Management Practice (BMP) facility. (T&ES) \*
53. Provide a 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 prior to Final Site Plan release. 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) \*
54. Design all stormwater Best Management Practices (BMPs) to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs, including site

specific plan views, cross sections, planting plans, and complete design calculations for each BMP prior to Final Site Plan release. (T&ES) \*

55. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees, prior to Final Site Plan release. (T&ES) \*
56. Groundwater from sump pumps may not be discharged into any stormwater BMPs or detention facilities. Bypass pipes and/or structures must be installed to bypass groundwater around all stormwater facilities. If, during construction, iron laden bacteria cause a discharge of discolored groundwater from the sump pump, a filtration system must be installed. (T&ES)
57. All BMPs must be accessible for regular maintenance and inspections. The final building design must include access points and maintenance accessibility for the green roof and any other BMPs. Green roof access can be achieved either by a door on the same level as the green roof, an interior elevator, interior stairway with door through a penthouse, or by an alternating tread device with a roof hatch or trap door not less than 16 square feet in area and with a minimum dimension of 24 inches. (T&ES)
58. Complete construction inspection checklists and associated photographic documentation for each stormwater BMP and detention facility. Submit all documents required by The City of Alexandria As-Built Stormwater Requirements including as-built plans, CAD data, BMP certifications, and completed construction inspection checklists prior to Performance Bond release. (T&ES) \*\*\*\*\*
59. Construct and install the stormwater BMPs required for this project under the direct supervision of the design professional or their designated representative. Submit a written certification from the design professional to the Director of T&ES prior to Performance Bond release certifying that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the released 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) \*\*\*\*\*
60. Install descriptive signage for surface-installed stormwater BMPs (e.g., Bio-Retention Filters, Vegetated Swales) prior to the submission of As-Built Plans to the satisfaction of the Director of T&ES. (T&ES) \*\*\*\*\*
61. Submit two originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum as part of the Final Site Plan

#2. Executed and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES) \*

62. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/or owner, the applicant shall:
  - a. Execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA, master association, and/or owner.
  - b. Include a copy of the contract in the BMP Operation and Maintenance Manual.
  - c. Submit a copy of the maintenance contract to T&ES prior to Performance Bond release. (T&ES) \*\*\*\*\*
63. Provide an Owner's Operation and Maintenance Manual for all BMPs to the owner. The manual shall include at a minimum:
  - a. An explanation of the functions and operations of the BMP(s),
  - b. Drawings and diagrams of the BMP(s) and any supporting utilities,
  - c. Catalog cuts on maintenance requirements including mechanical or electrical equipment,
  - d. Manufacturer contact names and phone numbers,
  - e. A copy of the executed maintenance service contract, and
  - f. A copy of the maintenance agreement with the City. (T&ES)
64. 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 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:
  - a. An explanation of the functions and operations of the BMP(s),
  - b. Drawings and diagrams of the BMP(s) and any supporting utilities,
  - c. Catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers,
  - d. A copy of the executed maintenance service contract, and
  - e. 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. Submit a copy of the maintenance agreement to the City prior to Performance Bond release. (T&ES) \*\*\*\*\*
65. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division prior to Performance Bond release. (T&ES) \*\*\*\*\*

66. Submit a certification by a qualified professional that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations prior Performance Bond release to the satisfaction of the Director of T&ES. If maintenance of the facilities or systems were required to make this certification, provide a description of the maintenance measures performed. (T&ES) \*\*\*\*\*

**B. WATERSHED, WETLANDS, & RPAs**

67. Use standard city markers to mark all on-site stormwater curb inlets and public curb inlets within 50 feet of the property line to the satisfaction of the Director of T&ES. (T&ES)
68. Provide Environmental Site Assessment Notes that delineate, map, describe, and/or explain these environmental features (if located on site):
  - a. Individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams, and associated buffers,
  - b. Highly erodible and highly permeable soils,
  - c. Steep slopes greater than 15 percent in grade,
  - d. Known areas of contamination; springs, seeps, or related features, and
  - e. A listing of all wetlands permits required by law. (T&ES)

**C. CONTAMINATED LAND**

69. Indicate on the plan whether any soil and groundwater contamination are present Submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES) \*
70. 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 occur until these items have been submitted and approved by the Director of T&ES: (T&ES) \*
  - a. 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. A Risk Assessment indicating any risks associated with the contamination.
  - c. A Remediation Plan detailing any contaminated soils and/or groundwater, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by two 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. A Health and Safety Plan with measures to take during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. Justify the air monitoring determination in the Health and Safety Plan submitted for review.
  - e. 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 these 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 and 1222 (Bituminous Coal).
71. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the applicant must notify T&ES, Office of Environmental Quality immediately. Should unanticipated conditions warrant, stop construction within the affected area until the appropriate environmental reports identified in “a” through “e” above are submitted and approved at the discretion of the Director of T&ES. This shall be included as a note on the Final Site Plan. (T&ES) (Code) \*
72. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas 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. The vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES) (Code)

#### **D. NOISE**

73. Submit a noise study identifying the noise levels that residents will be exposed to initially and 10 years into the future per the Noise Guidance Book used by the Department of Housing and Urban Development prior to the Final Site Plan release. (T&ES) \*
74. If the noise study identified noise impacted areas, conduct a building shell analysis identifying ways to minimize noise and vibration exposure to future residents. Submit the building shell analysis and the noise commitment letter for review and approval prior to Final Site Plan release. (P&Z) (T&ES) \*]
75. If necessary, to comply with the City noise ordinance, equip all roof top HVAC and other mechanical equipment with noise reducing devices (e.g., silencers, acoustic plenums, louvers, or enclosures). Show the noise reducing specifications and locations prior to Final Site Plan release and install them prior to the issuance of the Certificate of Occupancy. (T&ES) (Code) \*, \*\*\*

- 76. The restaurant shall comply with the City noise ordinance.
- 77. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11 PM and 7 AM. (T&ES)
- 78. No vehicles, including construction vehicles, associated with this project shall be permitted to idle for more than 10 minutes when parked. (T&ES) \*\*\*

**E. AIR POLLUTION**

- 79. Install electric fireplaces to reduce air pollution and improve indoor air quality, prior to issuance of the Certificate of Occupancy. (T&ES) \*\*\*
- 80. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
- 81. 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 T&ES. (T&ES)

**V. CONSTRUCTION MANAGEMENT**

- 82. Submit a separate construction management plan to the Directors of P&Z, T&ES, and Code Administration prior to Final Site Plan release. The plan shall satisfy these requirements: (P&Z) (T&ES) (Code)
  - a. No streetlights shall be removed without authorization from the City of Alexandria,
  - b. If streetlights are to be removed from the public right-of-way, then temporary lights shall be provided until the installation and commissioning of new lights, \*
  - c. 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, \*
  - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction, \*
  - e. Include an overall proposed schedule for construction, \*
  - f. Include a plan for temporary pedestrian circulation, \*
  - g. Include the location and size of proposed construction trailers, if any, \*
  - h. Include a preliminary Maintenance of Traffic Plan 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, and \*
  - i. Post copies of the plan in the construction trailer and give to each subcontractor before they start work. \*\*\*
- 83. Provide off-street parking for all construction workers without charge and ensure that all workers use this parking. For workers who use Metro, DASH, or another

form of mass transit, subsidize a minimum of 50 percent of the fees. Complying with this condition shall be a component of the construction management plan, which shall be submitted prior to Final Site Plan release and approved by the Departments of P&Z and T&ES prior to commencing any construction activities. This plan shall:

- a. Establish and provide verifiable details and/or agreements on 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. Post information on transit schedules and routes, \*
  - c. The community liaison must manage parking actively for all construction workers and ensure compliance with the off-street parking requirement, and
  - d. If the off-street construction workers parking plan is found to be violated during construction, a correction notice will be issued to the applicant. If the violation is not corrected within five days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) \*
84. Include a chapter on maintaining pedestrian access within the Construction Management Plan. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. (T&ES) \*\*
85. Include a chapter on maintaining bicycle access within the Construction Management Plan. Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. (T&ES) \*\*
86. Include a chapter on the waste control program in the Construction Management Plan. 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. Dispose of all wastes offsite per all applicable federal, state, and local laws. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions therein. (T&ES) (Code)
87. Discuss construction staging activities with T&ES prior to the release of any permits for ground disturbing activities. No major construction staging shall be allowed within the public right-of-way. (T&ES) \*\*

88. Transit stops adjacent to the site shall remain open, if feasible, for the duration of construction. If construction requires closing a stop, a temporary ADA accessible transit stop shall be determined and installed. Coordinate with the T&ES Transportation Planning Division at (703) 746-4088 as well as with the transit agency which provides service to the bus stop. Install signs noting the bus stop closure and location of the temporary bus stop prior to taking bus stops out of service. (T&ES)
89. Obtain additional City approvals for any structural elements that extend into the public right-of-way, including but not limited to footings, foundations, and tiebacks, from the Director of T&ES as a part of the Sheeting and Shoring permit. (T&ES) \*\*
90. Identify a Certified Land Disturber (CLD) in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities and include the name on the Phase I Erosion and Sediment Control sheets prior to Final Site Plan release. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. (T&ES) \*
91. Conduct an in-person or virtual meeting to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction prior to commencing demolition, clearing, and grading of the site. Notice all adjoining property owners, civic associations, and the Departments of P&Z and T&ES at least 14 calendar days before the meeting. Hold the meeting before any permits are issued. (P&Z) (T&ES) \*\*
92. Hold an in-person or virtual pre-installation/construction meeting to review the scope of landscaping installation procedures and processes with the P&Z project planner prior to starting work. (P&Z) (Code)
93. Identify a community liaison throughout the duration of construction. Provide their name and telephone number, including an emergency contact number, to residents, property managers, and business owners whose property abuts the site, to the satisfaction of the Directors of P&Z and T&ES. Install a temporary informational sign prior to Final Site Plan release with the community liaison's name and contact information. Display the sign until construction finishes. (P&Z) (T&ES) \*, \*\*\*
94. Temporary construction and/or on-site sales trailer(s) are permitted and subject to the approval of the Directors of P&Z and Code Administration. Remove the trailer(s) prior to the issuance of the final Certificate of Occupancy. (P&Z) (Code) \*\*\*
95. Submit a stamped electronic copy of a wall check survey completed by a licensed, certified public land surveyor or professional engineer when below-grade construction reaches proposed finished grade. Ensure the wall check shows: (P&Z) \*\*
  - a. Key dimensions of the building as shown on the approved Final Site Plan,

- b. Key dimensions from future face of finished wall above to the property line and any adjacent structures on the property,
  - c. Extent of any below-grade structures,
  - d. Foundation wall in place, and
  - e. Future face of finished wall above.
96. 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 T&ES Site Plan Coordinator prior to applying for 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 stating that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) \*\*\*
97. If outstanding performance, completion, or other bonds for the benefit of the City are 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 and associated documents 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) \*\*\*\*

## **VI. CONTRIBUTIONS**

98. Contribute \$5,000 to the City prior to Final Site Plan release for a Capital Bikeshare station and bicycles or system operations. (T&ES) \*
99. Contribute \$45,178 to the City's Housing Trust Fund. Make all checks payable to the City of Alexandria and submit them to the Office of Housing with a cover letter to include the project name, case number, and explanation of the contribution amount, if phased. (Housing) \*\*\*
100. If a modification to meeting the 25-percent minimum crown coverage requirement of the Zoning Ordinance and in the Landscape Guidelines is approved, the applicant shall provide a monetary contribution, in the amounts specified within the Landscape Guidelines, to the City of Alexandria's Urban Forestry Fund. Provide the contribution prior to issuance of the Certificate of Occupancy. Payment shall be payable to the City of Alexandria, with a transmittal letter addressed to RP&CA citing the project name and case number, contribution amount, and the condition being fulfilled. (P&Z) (RP&CA) \*\*\*

## **VII. PUBLIC ART**

101. Work with City staff to incorporate on-site public art elements or provide an equivalent monetary contribution for public art within the Small Area Plan per the

City's Public Art Policy, adopted December 13, 2014, to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (RP&CA)

102. The in-lieu contribution shall be \$0.30 per gross square foot, with a maximum contribution of \$75,000 per building prior to issuance of the first Certificate of Occupancy. On-site public art shall be of an equivalent value to the contribution. (P&Z) (RP&CA) \*\*\*

## **VIII. USES AND SIGNS**

### **A. RETAIL/COMMERCIAL**

103. Provide these conditions for the retail/commercial areas, to the satisfaction of the Director of P&Z:
- a. A minimum 14 feet floor-to-floor height.
  - b. Maintain operable entrances along King Street. Include this requirement in each tenant's lease.
  - c. All ground floor windows shall remain transparent, except as otherwise allowed by the City of Alexandria Zoning Ordinance. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage.
  - d. Placing or constructing items that block visibility through windows of the interior commercial space from the street and the sidewalk, including but not limited to walls, window film, storage cabinets, carts, shelving, boxes, coat racks, storage bins, and closets, shall be prohibited.
104. The Director of P&Z shall review administrative Special Use Permits after one year of operation, and shall docket the matter for the Planning Commission and City Council if (1) violations of the permit conditions occurred and were not corrected immediately, constitute repeat violations, or create a direct and immediate adverse zoning effect on the surrounding community; (2) the Director has received a request from any person to docket the permit for review due to a complaint that may be a violation of the permit conditions; or (3) the Director has determined that problems with the operation of the use exist and that new or revised conditions are needed. (P&Z)
105. Encourage employees who drive to use off-street parking. (T&ES)
106. Encourage employees to use public transportation. Contact Go Alex at [goalex@alexandriava.gov](mailto:goalex@alexandriava.gov) for information on establishing an employee transportation benefits program. (T&ES)
107. Provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material and posting on the business website. Contact Go Alex at [goalex@alexandriava.gov](mailto:goalex@alexandriava.gov) for more information. (T&ES)

108. Provide information about nearby garages on the business's website to encourage patrons to park off-street. (T&ES)
109. Day care uses must not occupy more than one-third of the total retail square footage in the development. (P&Z) (T&ES)

## **B. SIGNAGE**

110. Design building signs to relate in material, color, and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Board of Architectural Review and Director of P&Z. (P&Z)(BAR) \*

## **CITY DEPARTMENT CODE COMMENTS**

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

### **A. Planning and Zoning (P&Z)**

- C - 1 The landscape elements, as applicable, of this development are subject to Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Performance and Maintenance Bond release are subject to inspections by City Staff per City Code requirements. A final inspection for landscaping must occur three years after completion. (P&Z) (T&ES) \*\*\*\*\*
- C - 2 No permits shall be issued prior to the receiving the Certificate of Appropriateness and the demolition permit from the Board of Architectural Review. (BAR) \*\*

### **B. Code Administration (Building Code)**

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. Contact the Code Administration Office, Plan Review Supervisor at (703) 746-4200 with any questions.
- C - 1 New construction or alterations to existing structures must comply with the current Uniform Statewide Building Code (USBC) in effect when applying for building permit(s).
- C - 2 Facilities shall be accessible for persons with disabilities per the current Virginia Uniform Statewide Building Code in effect when applying for building permit(s).
- C - 3 Submit a soils report with the building permit application for all new and existing building structures. \*\*
- C - 4 Submit an abatement plan from a licensed Pest Control Company to prevent rodents from spreading from the construction site to the surrounding community and sewers to the Department of Code Administration prior to receiving a demolition or land

disturbance permit. Code Administration Staff will conduct a pre-demolition site survey to verify that the abatement plan is consistent with the field installation. \*\*

- C - 5 Submit a wall location plat prepared by a land surveyor to the Department of Code Administration prior to any building framing inspection. \*\*

### **C. Federal Environmental Reviews:**

- F - 1. Any project that is defined as a federal undertaking, in accordance with the National Historic Preservation Act of 1966 requires a § 106 review or other National Environmental Policy Act (NEPA) review. Projects that require federal review, approval or permitting, or projects that include federal funding are generally considered a federal undertaking. Coordinate with the Virginia Department of Historic Resources or the appropriate federal or state agency to determine the requirements and process and consult with City Staff.
- a. Information on the § 106 process is at [www.achp.gov](http://www.achp.gov) or [www.dhr.virginia.gov/environmental-review/](http://www.dhr.virginia.gov/environmental-review/)
- b. Information on the NEPA process is at [www.epa.gov](http://www.epa.gov)

### **D. Archaeology**

- C - 1 All archaeological preservation measures shall comply with § 11-411 of the Zoning Ordinance.

### **E. Transportation & Environmental Services (T&ES)**

- F - 1. Prepare the Final Site Plan per the Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at: <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf> (T&ES) \*
- F - 2. Show and label the sanitary and storm sewer and water line in plan and profile in the first Final Site Plan, cross referencing sheets if plan and profile cannot be on the same sheet. Provide existing and proposed grade elevations plus 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 - 3. Provide a dimension plan with all proposed features, the final property lines, and associated property line annotation. When possible, show all annotation pertaining to the final property line configuration on the site layout sheet (also referred to as the site plan sheet). (T&ES) \*
- F - 4. Construct all storm sewers to the City of Alexandria standards and specifications. The minimum diameter for storm sewers is 18-inches in the public right-of-way



and the minimum size storm sewer catch basin lead is 15-inches. Acceptable pipe materials are Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, the Director of T&ES may approve AWWA C-151 (ANSI A21.51) Class 52. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes are acceptable. The minimum and maximum velocities are 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 - 5. Construct all sanitary sewers to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers is 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 is acceptable for single family residences. Acceptable pipe materials are 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-inches or larger diameters); Class III may be acceptable on private properties. Minimum and maximum velocities are 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 - 6. Provide a horizontal separation of 10-feet (edge to edge) between a storm or sanitary sewer and a water line. However, if this horizontal separation cannot be achieved, then install the sewer and water main in separate trenches and set the bottom of the water main at least 18-inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for the sewer pipe material and pressure test it in place without leakage prior to install. (T&ES) \*, \*\*\*\*
- F - 7. Provide at least 18-inches of vertical separation for sanitary sewer and 12-inches for storm sewer when a water main over crosses or under crosses a sanitary/storm sewer. However, if this cannot be achieved, then construct both the water main and the sanitary/storm sewer using 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. Center a section of water main pipe at the point of crossing and pressure test the pipes in place without leakage prior to installation. Provide adequate structural support for sewers crossing over the water main (i.e., concrete pier support and/or concrete encasement) to prevent damage to the water main. Encase in concrete sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance. (T&ES) \*, \*\*\*\*
- F - 8. No water main pipe shall pass through or touch any part of sanitary/storm sewer manhole. Place manholes at least 10-feet horizontally from the water main

whenever possible. When local conditions prohibit this horizontal separation, ensure that the manhole is watertight and tested in place. (T&ES) \*, \*\*\*\*

- F - 9. Maintain at least 12-inches of separation or clearance from water main, sanitary, or storm sewers when crossing underground telephone, cable TV, gas, and electrical duct banks. If this separation cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 material for the sewer pipe for a distance of 10-feet on each side of the point of crossing and pressure test it in place without leakage prior to installation. Provide adequate structural support for sanitary/storm sewers and water main crossing over the utilities (i.e., pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES) \*, \*\*\*\*
- F - 10. Design any rip rap per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES) \*, \*\*\*\*
- F - 11. Provide the dimensions of parking spaces, aisle widths, etc. within the parking garage on the Final Site Plan. Exclude column widths from the dimensions. (T&ES) \*, \*\*\*\*
- F - 12. Show the drainage divide areas on the grading plan or on a sheet that includes topography and structures where each sub-area drains. (T&ES) \*
- F - 13. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES) \*
- F - 14. Show all existing and proposed public and private utilities and easements on the Final Site Plan with a narrative. (T&ES) \*
- F - 15. Provide a Maintenance of Traffic Plan with the Construction Management Plan prior to Final Site Plan release that replicates the existing vehicular, pedestrian, and bicycle routes as closely as practical. Maintain pedestrian and bike access adjacent to the site per Memo to Industry #04-18. (T&ES) \*
- F - 16. Include these notes on all Maintenance of Traffic Plan Sheets (MOT): (T&ES)
  - a. Include the statement: "FOR INFORMATION ONLY" on all MOT Sheets. \*
  - b. No sidewalks can remain closed for the duration of the project. Temporary sidewalk closures are subject to separate approval from 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 - 17. Add complete streets tabulation to the cover sheet with the Final Site Plan submission. (T&ES) \*
- C - 1 Complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site, per Article XI of the Zoning Ordinance.

If the existing storm system is inadequate, design and build on-site or off-site improvements to discharge to an adequate outfall, even if post development stormwater flow from the site is less than pre-development flow. Demonstrate that a non-erosive stormwater outfall is present to the satisfaction of the Director of T&ES. (T&ES) \*

- C - 2 Comply with the stormwater quality requirements and provide channel and flood protection per the Article XIII of the Zoning Ordinance. Meet the peak flow requirements of the Zoning Ordinance if the development proposes combined uncontrolled and controlled stormwater outfall. If the project site is within the Braddock-West watershed or a known flooding area, provide an additional 10 percent storage of the pre-development flows in the watershed to meet detention requirements. (T&ES) \*
- C - 3 Design stormwater facilities that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems according to Article XIII of the Zoning Ordinance, § 13-114(F), as signed and sealed by a professional engineer registered in Virginia. Include the adequate outfall, inlet, and hydraulic grade line analyses to the satisfaction of the Director of T&ES. Provide the references and/or sources used to complete these analyses. (T&ES) \*
- C - 4 Provide additional improvements to adjust lighting levels if the site does not comply with § 13-1-3 of the City Code, to the satisfaction of the Director of T&ES to comply with the Code. (T&ES) \*
- C - 5 The location of customer utility services and installing 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 per Title 5, Ch. 3, § 5-3-2 and § 5-3-3, respectively. The transformers, switch gears, and boxes shall be outside of the public right-of-way. (T&ES)
  - a. All new customer utility services, extensions of existing customer utility services, and existing overhead customer utility services supplied by any existing overhead facilities must be installed underground below the surface of the ground unless exempted by City Code § 5-3-2, to the satisfaction of the Director of T&ES. \*, \*\*\*\*\*
  - b. Install all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to transmit or distribute any service (electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam, or petroleum) whether or not on streets, alleys, or other public places of the City must be installed underground or below the surface of bridges and elevated highways unless exempted by City Code § 5-3-3, to the satisfaction of the Director of T&ES. \*, \*\*\*\*\*
- C - 6 Discharge flow from downspouts, foundation drains, and sump pumps to the storm sewer per the requirements of Memorandum to Industry 05-14. Pipe discharges

from downspouts and sump pump to the storm sewer outfall, where applicable after treating for water quality per Article XIII of the Zoning Ordinance. (T&ES) \*, \*\*\*\*

- C - 7 Provide storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines" to the satisfaction of the Director of Transportation & Environmental Services. Show the turning movements of the collection trucks, minimizing the need to reverse to perform trash or recycling collection. The City's storage space guidelines are at: <https://www.alexandriava.gov/ResourceRecovery> or by contacting the City's Resource Recovery Division at (703) 746-4410 or [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES) \*
- C - 8 Include a note on the Final Site Plan that mandates delivering 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. 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 - 9 Submit a Recycling Implementation Plan to the Solid Waste Division, as outlined in Article H of Title 5 prior to Final Site Plan release. The form is available at: <https://www.alexandriava.gov/ResourceRecovery> or contact the Resource Recovery Division at (703) 746-4410 or [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES) \*
- C - 10 Satisfy the City's Minimum Standards for Private Streets and Alleys prior to Final Site Plan Release. (T&ES) \*
- C - 11 Post the bond for the public improvements before Final Site Plan release. (T&ES) \*
- C - 12 Provide plans and profiles of utilities and roads in public easements and/or public right-of-way for review and approval prior to Final Site Plan release. (T&ES) \*
- C - 13 Provide a phased erosion and sediment control plan consistent with the grading and construction plan prior to Final Site Plan release. (T&ES) \*
- C - 14 Provide as-built sewer data with the final as-built process per the Memorandum to Industry, dated July 20, 2005 prior to release of the Performance Bond. Prepare initial site survey work and plans using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Reference the control points/benchmarks used to establish these coordinates. (T&ES) \*\*\*\*
- C - 15 Design the thickness of sub-base, base, and wearing course 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. Determine the values of California Bearing Ratios used in the design by field and/or laboratory tests. Using an alternate pavement section for Emergency Vehicle Easements to support H-20 loading designed using California Bearing Ratio

determined through geotechnical investigation and using VDOT method (Vaswani Method) and standard material specifications is acceptable to the satisfaction of the Director of T&ES. (T&ES) \*, \*\*\*\*\*

- C - 16 Provide all pedestrian, traffic, and wayfinding signage per the Manual of Uniform Traffic Control Devices, latest edition to the satisfaction of the Director of T&ES. (T&ES) \*
- C - 17 No overhangs (decks, bays, columns, post, or other obstructions) shall protrude into public rights-of-ways, public easements, and the pedestrian or vehicular travel ways unless otherwise permitted by the City Code or additional City approvals are obtained. (T&ES) \*
- C - 18 Design all driveway entrances, curbing, etc. in or abutting public right-of-way per City 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 Comply with the City of Alexandria's Noise Control Code, Title 11, Ch. 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 21 Comply with the Alexandria Noise Control Code Title 11, Ch. 5, § 11-5-4(b)(15), which permits construction activities to occur during these hours: (T&ES)
  - i. Monday Through Friday from 7 AM to 6 PM
  - ii. Saturdays from 9 AM to 6 PM
  - iii. No construction activities allowed on Sundays and holidays
- a. § 11-5-4(b)(19) further restricts pile driving to these hours:
  - i. Monday through Friday from 9 AM to 6 PM
  - ii. Saturdays from 10 AM to 4 PM
  - iii. No pile driving is allowed Sundays and holidays
- b. § 11-5-109 restricts excavating work in the right-of-way to:
  - i. Monday through Saturday 7 AM to 5 PM
  - ii. No excavation in the right-of-way allowed on Sundays, New Year's Day, Independence Day, Thanksgiving, and Christmas.
- C - 22 Comply with the stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default, and stormwater quantity management per Article XIII of the Zoning Ordinance. (T&ES) \*
- C - 23 Comply with the City of Alexandria, Erosion, and Sediment Control Code, Title 5, Ch. 4. (T&ES) \*

- C - 24 Obtain all necessary permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources for all project construction and mitigation work prior to Final Site Plan release. This condition 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 for land disturbing activities equal to or greater than one acre. Refer to the Memo to Industry 08-14: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) \*
- C - 25 Provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final Site Plan. 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, provide an electronic copy of the SWPPP Book with the Signature Set submission and a copy of the coverage letter must be added to the plan sheet containing the stormwater management calculations. Include an electronic copy of the SWPPP Binder Book in the released site plans and include a hardcopy of the SWPPP Binder Book with the on-site construction drawings. Separate parcel owners must seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES) \*

#### **F. Information Technology**

- R - 1. Coordinate with the GIS Division for address assignments at tenant fit out for all first-floor bays with a street-facing door as their primary access. These uses may not use the primary building address for their address. Contact the Addressing Coordinator in the GIS Division (703) 746-3823 for each new tenant to receive the address based on the primary entrance door. (GIS)
- R - 2. Development cases should not use any addresses in their case name as existing site addresses may change during development. (GIS)

#### **G. Fire Department**

- C - 1 Show the location of Fire Department Connections (FDC) prior to Final Site Plan release. (P&Z) (Code) \*
- R - 1. Consider letting the Alexandria Fire Department use buildings that will be razed for training exercises. The Fire Department will formulate conditions of use between the parties and provide a hold harmless agreement to the owner or their representative.

#### **H. Police Department**

- R - 1. Use addresses numbers with contrasting colors to the background, at least 3 inches high, reflective, and visible from the street. Avoid using brass or gold numbers. This design aids emergency responders.

- R – 2. Equip all ground floor windows with a device or hardware that enables securing them in a partially open position. This design prevents breaking and entering when the windows are open for air.

## **I. Health Department**

### **Food Facilities**

- R – 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.
- R – 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- fee must be paid separate from any other departmental fees.
- R – 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.
- R – 4. A Food Protection Manager shall be on-duty during all operating hours.
- R – 5. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.
- R – 6. 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 – 7. 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.

### **Child Care Facility**

- R – 8. An Alexandria Health Department Permit is required for all regulated facilities that are serving and/or preparing food. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another.
- R – 9. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Construction 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.

R – 10. 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.

R – 11. A Food Protection Manager shall be on-duty during all operating hours.

R – 12. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

**Asterisks denote:**

- \* 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 issuance of the Certificate of Occupancy
- \*\*\*\* Condition must be fulfilled prior to release of bond





## APPLICATION

**DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN**DSUP # 2022-10011Project Name: The ManslyPROPERTY LOCATION: 615A King Street (074.02-03-07)TAX MAP REFERENCE: 074.02-03-08, 074.02-03-07, & 074.02-03-06.0 ZONE: KR & CD

## APPLICANT:

Name: 195 Morristown Road Basking Ridge, NJ 07920

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

## PROPERTY OWNER:

Name: KING STREET LLC, 621-623 KING STREET LLC, 621-623 KING STREET II LLC d/b/a The Silverman Group

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

SUMMARY OF PROPOSAL DSUP to redevelop 615-621 King Street with a 24-unit residential building with ground floor retail with an increase in FAR up to 2.5MODIFICATIONS REQUESTED 1) to reduce the crown coverage requirement from 25% to 0%;  
2) to provide zero ground level open spaceSUP'S REQUESTED 1) for parking reduction from 25 spaces to 0 spaces; 2) for loading space reduction from 1 space to 0 spaces;  
3) for a personal service establishment with more than 30 linear feet of frontage on King Street; 4) for a Tier 1 TMP SUP☒ 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, Attorney

Print Name of Applicant or Agent

Walsh, Colucci, Lubeley & Walsh 2200 Clarendon Blvd, Ste 1300

Mailing/Street Address

Arlington, Virginia 22201

City and State Zip Code

Signature

(703) 228-4700

Telephone #

cpuskar@thelandlawyers.com

Email address

6/21/2022

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: \_\_\_\_\_



195 Morristown Road | Basking Ridge, NJ 07920

P: 973.765.0100 | [www.silvermangroup.net](http://www.silvermangroup.net) |

May 10, 2022

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

Re: Consent/Authorization to File Development Special Use Permit and Special Use Permit Applications  
615 King Street  
Parcel ID #074.02-03-08 (the "Property")

Dear Mr. Moritz:

As owner of the above referenced Property (615 King Street), KING STREET LLC d/b/a The Silverman Group, hereby consents to the filing of applications for a Development Special Use Permit, Special Use Permits, and any related requests on the Property.

KING STREET LLC d/b/a The Silverman Group authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for a Development Special Use Permit, Special Use Permits, and any related requests on the Property.

Very Truly Yours,

KING STREET LLC

By: 

Its: Exec Director

Date: May 9, 2022

Name: Blake Silverman



195 Morristown Road | Basking Ridge, NJ 07920

P: 973.765.0100 | [www.silvermangroup.net](http://www.silvermangroup.net) |

March 10, 2022

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

Re: Consent/Authorization to File Development Special Use Permit and Special Use Permit Applications  
615A and 621 King Street  
Parcel ID #074.02-03-07 and 074.02-03-06.0 (the "Property")


Dear Mr. Moritz:

As co-owner of the above referenced Property (615A & 621 King Street), 621-623 KING STREET LLC d/b/a The Silverman Group, hereby consents to the filing of applications for a Development Special Use Permit, Special Use Permits, and any related requests for the Property.

621-623 KING STREET LLC, d/b/a The Silverman Group, authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for a Development Special Use Permit, Special Use Permits, and any related requests for the Property.

Very Truly Yours,

621-623 KING STREET LLC

By: 

Its: Exec Director

Date: March 9, 2022

Name: Blake Silverman



195 Morristown Road | Basking Ridge, NJ 07920

P: 973.765.0100 | [www.silvermangroup.net](http://www.silvermangroup.net) |

May 10, 2022

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

Re: Consent/Authorization to File Development Special Use Permit and Special Use Permit Applications  
615A and 621 King Street  
Parcel ID #074.02-03-07 and 074.02-03-06.0 (the "Property")

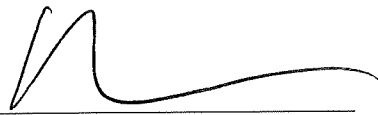
Dear Mr. Moritz:

As co-owner of the above referenced Property (615A & 621 King Street), 621-623 KING STREET II LLC d/b/a The Silverman Group, hereby consents to the filing of applications for a Development Special Use Permit, Special Use Permits, and any related requests for the Property.

621-623 KING STREET II LLC d/b/a The Silverman Group authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for a Development Special Use Permit, Special Use Permits, and any related requests for the Property.

Very Truly Yours,

621-623 KING STREET II LLC

By: 

Its: Exec Director

Date: May 9, 2022

Name: Blake Silverman

**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 three percent.

See attached.

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

## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name                      | Address                                     | Percent of Ownership             |
|---------------------------|---|----------------------------------|
| 1. 621-623 KING STREET LL | c/o Silverman Group                         | See attached ownership breakdown |
| 2. 621-623 KING STREET II | 195 Morristown Road Basking Ridge, NJ 07920 |                                  |
| 3.                        |   |                                  |

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 615 A King Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

| Name                      | Address                                     | Percent of Ownership             |
|---------------------------|---|----------------------------------|
| 1. 621-623 KING STREET LL | c/o Silverman Group                         | See attached ownership breakdown |
| 2. 621-623 KING STREET II | 195 Morristown Road Basking Ridge, NJ 07920 |                                  |
| 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. 621-623 KING STREET LLC | None  | N/A   |
| 2. 621-623 KING STREET II  | None  | N/A   |
| 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.

May 10, 2022

Date

M. Catharine Puskar

Printed Name

*MCPuskar*

Signature

Address: 615 King Street

Owner: KING STREET LLC, which is owned 50% by Claudia Silverman and 50% by the Susan Freeman Trust

Mailing Address: c/o The Silverman Group

195 Morristown Rd, Basking Ridge, NJ 07920

History: This property was never owned by Walgreens; they were tenants. This property has been in the Silverman family for years.

Addresses: Claudia Silverman, 195 Morristown Road, Basking Ridge, NJ 07920

Susan Freeman Trust, 195 Morristown Road, Basking Ridge, NJ 07920

-----  
Address: 615A and 621 King Street

Owners: 621-623 King Street LLC & 621-623 King Street II LLC (tenants in common)

Mailing address: c/o The Silverman Group

195 Morristown Rd, Basking Ridge, NJ 07920

History: This property was purchased by the above mentioned entities in 2021 from an unrelated party.

Ownership Breakdown:

621-623 King Street LLC, which is owned 100% by SL Financial Portfolio LLC, which is then owned by the family members —

Kenneth Silverman 27.5%, 195 Morristown Road, Basking Ridge, NJ 07920

Claudia Silverman 27.5%, 195 Morristown Road, Basking Ridge, NJ 07920

Blake Silverman 35%, 195 Morristown Road, Basking Ridge, NJ 07920

Britany Silverman, 10% 195 Morristown Road, Basking Ridge, NJ 07920

621-623 King Street II LLC, which is owned 100% by SL Dyer Business Center LLC, which is then owned by the family members—

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Claudia Silverman 27.5%, 195 Morristown Road, Basking Ridge, NJ 07920

Blake Silverman 25%, 195 Morristown Road, Basking Ridge, NJ 07920

Britany Silverman 20%, 195 Morristown Road, Basking Ridge, NJ 07920

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.



3. How many patrons, clients, pupils and other such users do you expect?  
Specify time period (i.e., day, hour, or shift).  
The number of anticipated patrons for the future retail/restaurant/personal service tenants will vary by tenant.

4. How many employees, staff and other personnel do you expect?  
Specify time period (i.e. day, hour, or shift).  
The number of employees for the future retail/restaurant/personal service tenants will vary by tenant.

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

|   | Day                 | Hours | Day | Hours |
|---|---------------------|-------|-----|-------|
| <b>Residential:</b>   | 7 days / week       | 24    |     |       |
| <b>Retail/<br/>restaurant/<br/>personal<br/>service<br/>establishmen<br/>t:</b> | Will vary by tenant |       |     |       |
|   |                     |       |     |       |
|   |                     |       |     |       |
|   |                     |       |     |       |
|   |                     |       |     |       |

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 City Code.

B. How will the noise from patrons be controlled?

Employees of the future retail/restaurant/personal service tenants will ensure compliance with the Noise Ordinance.

7. Describe any potential odors emanating from the proposed use and plans to control them:  
No odors are anticipated. Trash will be located internal to the building.

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 for the proposed uses.

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

Typical for the proposed uses.

C. How often will trash be collected?

Trash will be collected as often as necessary.

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:

Mixed Use

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:

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

#### 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.

#### 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?

25 (21 for residential use and 4 for commercial use)

---

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

0 Standard spaces

0 Compact spaces

0 Handicapped accessible spaces

0 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?

N/A

---

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? N/A

- B. How many loading spaces are available for the use? 0

- C. Where are off-street loading facilities located? On-street loading will occur from  
**King Street and/or N. Saint Asaph Street**

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

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

As often as necessary.

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.



# 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 location)

Reduce the number of parking spaces for the building from 25 to 0 (21 for residential use and 4 for commercial use, which is the highest ratio assumed) and to reduce the number of loading spaces from 1 to 0.

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

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

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.

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

Statement of Justification  
615, 615A, and 621 King Street  
Applicant: The Silverman Group  
Tax Map No. 074.02-03-08, 074.02-03-07, & 074.02-03-06.0

The Silverman Group (the “Applicant”) is the owner of property located at 615, 615A, and 621 King Street (the “Property”). The Property is located on King Street between North Washington Street and North Saint Asaph Street and is within the Old Town Small Area Plan, the King Street Retail Zone, and within the boundaries of the Old and Historic Alexandria historic district. The Property is currently developed with two commercial buildings.

615 and 621 King Street contain two commercial buildings that were originally constructed in the early nineteenth century but have undergone numerous alterations during the twentieth century. 615 King Street was most previously occupied by a Walgreens drug store and a Pilate’s studio. While the studio is still in operation on the second floor, the ground floor is unoccupied. 621 King Street was most recently occupied by a Burke & Herbert Bank and is currently unoccupied.

The Applicant proposes to redevelop the property with a four-story building that will include 24 residential units and approximately 6,452 square feet of ground floor retail. The building will include a roof deck, a portion of which will be a green roof, as well as outdoor terraces for the upper-level units. Given the site’s proximity to public transit, the Applicant proposes a parking reduction to zero spaces for this use.

In order to achieve the proposed development, the Applicant requests approval of the following: 1) A Rezoning of a portion of the site from Commercial Downtown (“CD”) to King Street Urban Retail (“KR”), 2) a Development Special Use Permit with preliminary site plan for a 24-unit residential building with ground floor retail and to increase FAR up to 2.5 in the KR zone, with modifications to reduce the crown coverage requirement and to provide zero ground level open space, 3) a Special Use Permit (“SUP”) for a parking reduction, 4) a SUP for a loading space reduction, 5) a SUP for a personal service establishment with more than 30 linear feet of frontage on King Street, and 6) a SUP for a Tier 1 TMP.

The project has been reviewed by the Board of Architectural Review on two separate occasions. On March 16, 2022, the Board voted to defer a Permit to Demolish and a Concept Review. On May 5, 2022, the Board voted to approve the Permit to Demolish and indicated consensus regarding the height, mass, scale and architectural character of the proposed project based on the Applicant’s architectural revisions made in response to the Board’s prior feedback.

As part of the redevelopment, the Applicant proposes to retain, renovate and integrate the existing two structures into a combined mix-use building. The proposed building sets back the new upper floor addition and retains the massing and proportions of the existing facades along King Street. For the 621 King street building, the ground floor storefront on either side of the center entry door of the existing building will be demolished in order to restore the retail character of the building on King Street. The proposed height of the storefront opening will align with the entry door arch keystone per the historic photos that indicate the original opening height. The existing windows &

building entry door will be replaced, and new signage proposed. While the upper story facades will remain, due to the change of use from a bank use to retail & multifamily use, the Applicant proposes to remove the existing floors and provide new floors that will provide floor heights in compliance with the King Street Retail Strategy and appropriate for current multifamily use.

For 615 King Street, the Applicant proposes to demolish the ground floor storefront per the historic photos that indicate the original opening height. The existing windows will be replaced, and new signage proposed. Once again, while the upper story facades will remain, the Applicant proposes to remove the existing floors and provide new floors that will be aligned to the 621 King Street proposed floor levels, and provide floor heights in compliance with the King Street Retail Strategy and appropriate for current multifamily use. The integration of the existing buildings with the proposed building will preserve the general character of this area of King Street and allow the buildings to continue to reflect differentiation in outward appearance while creating a cohesion on the interior.

The Applicant requests to increase the FAR from 1.25 for residential and 1.5 for non-residential uses as permitted in the KR zone to 2.5 FAR with approval of a SUP. This increase in FAR will allow for the provision of 6,452 square feet of ground floor retail and 24 residential units. The proposed building will be within the 50' height limit and at 2.5 FAR will achieve a density that is in accordance with Zoning Ordinance requirements. The Applicant also requests modifications from Zoning Ordinance requirements to reduce the crown coverage requirement from 25% to 0% and to permit zero ground level open space as required in the KR zone. These modifications are requested in light of the existing conditions of the site and the Applicant's proposal to utilize the existing building footprints. Open space is being provided in the form of outdoor terraces and a rooftop deck.

### Rezoning

Due to an acknowledged error on the City's Zoning map, the rear portion of 621 King Street, which is identified in the City's GIS system as 615 A King Street (TM #074.02-03-07), was inadvertently omitted from the City's comprehensive rezoning of the parcels along King street to KR as part of the implementation of the King Street Retail Strategy. Although listed separately in the real estate assessment records, a review of the land records reveals that 615A King Street is part of the same lot as 621 King Street and, as such, should have been part of the rezoning of that parcel from CD to KR. In order to efficiently address this correction on the zoning map, a Rezoning application is being submitted to formally correct this error and rezone 615 A King Street to KR. The request is consistent with the Master Plan and the proposed property reclassification is adequately served by public facilities and services due to its central location on King Street.

### Parking and Loading Reduction

Due to site constraints, it is not possible for the development to provide the required parking spaces. The existing buildings are located mid-block and do not currently have any on-site parking. Given the buildings' historic nature and location, an underground parking structure is not feasible, nor is surface parking. The Applicant requests a reduction to 0 parking spaces from the required 25 parking spaces (21 for the residential use and 4 for the retail/personal use). Restaurants in the

Central Business District are exempt from parking requirements pursuant to Section 8-300(b) of the Zoning Ordinance.

The Property's close proximity to public transit, office, and retail/restaurant opportunities will mitigate impacts of the proposed parking reduction as this development will attract renters who rely on alternative transportation options (Metrorail, bus, bikeshare, rideshare, etc.) rather than single occupancy vehicles. Additionally, the proposed reduction will not have any adverse impacts on the surrounding neighborhood. The parking reduction is also supported by the King Street Retail Strategy. For additional information, please see the technical memorandum dated June 7, 2022 prepared by Gorove Slade.

The Applicant is also requesting a SUP for a reduction to the required number of loading spaces from one space to zero spaces. The Applicant proposes to have loading activities occur within the right-of-way on King Street and North Saint Asaph Street, as has been the practice historically for the existing buildings and for other commercial uses along King Street, given site constraints and narrow rear alleys. The alley to the rear of the Property can only accommodate small delivery vehicles.

A SUP for a Personal Service Establishment with more than 30 linear feet of frontage along King Street is also requested in order to accommodate flexibility for ground floor retail tenants. The site's total frontage along King Street is 70 feet and 11 inches. Finally, a SUP for a Tier 1 Transportation Management Plan is also requested given the size and scope of the project.

In summary, the proposed development will renovate and enhance the existing commercial buildings to create a 24-unit residential building with ground floor retail, which will activate and further implement the vision set forth in the King Street Retail Strategy.





## APPLICATION

☐ Master Plan Amendment MPA# \_\_\_\_\_

☒ Zoning Map Amendment REZ# \_\_\_\_\_

PROPERTY LOCATION: 615A King Street (074.02-03-07)

### APPLICANT

Name: Silverman Group

Address: 195 Morristown Road Basking Ridge, NJ 07920

### PROPERTY OWNER:

Name: 621-623 KING STREET LLC, 621-623 KING STREET II LLC d/b/a The Silverman Group

Address: 195 Morristown Road Basking Ridge, NJ 07920

Interest in property:

☒ Owner ☐ Contract Purchaser

☐ Developer ☐ Lessee

☐ Other \_\_\_\_\_

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

☐ Yes: If yes, provide proof of current City business license.

☐ No: If no, said agent shall obtain a business license prior to filing application.

**N/A**

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

M. Catharine Puskar, Attorney

Print Name of Applicant or Agent

Walsh, Colucci, Lubeley & Walsh 2200 Clarendon Blvd, Ste 1300

Mailing/Street Address

Arlington, Virginia 22201

City and State

Zip Code

mcPuskar

Signature

(703) 228-4700

Telephone #

cpuskar@thelandlawyers.com

Fax #

6/21/2022

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

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

Fee Paid: \$ \_\_\_\_\_

Legal advertisement: \_\_\_\_\_

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

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

MPA # \_\_\_\_\_

REZ # \_\_\_\_\_

## SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

| Address<br>Tax Map - Block - Lot | Land Use<br>Existing - Proposed | Master Plan<br>Designation<br>Existing - Proposed | Zoning<br>Designation<br>Existing - Proposed | Frontage (ft.)<br>Land Area (acres) |
|----------------------------------|---------------------------------|---|--|-------------------------------------|
| 1 <b>074.02-03-07</b>            | Mixed Use    Mixed Use          | Mixed I    Mixed Use                              | <b>CD</b> <b>KR</b>                          | <b>2,100 ft</b><br>0.0482 Acres     |
| 2 _____                          | _____                           | _____   | _____  | _____                               |
| 3 _____                          | _____                           | _____   | _____  | _____                               |
| 4 _____                          | _____                           | _____   | _____  | _____                               |

## PROPERTY OWNERSHIP

[ ] Individual Owner

[x] Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 3% interest in such corporation or partnership.

- Name: **See attachment**                      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_
- Name: \_\_\_\_\_                      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_
- Name: \_\_\_\_\_                      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_
- Name: \_\_\_\_\_                      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_

MPA # \_\_\_\_\_  
REZ # \_\_\_\_\_

#### JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

- 1.** Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:  
N/A

- 2.** Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

See attached Statement of Justification.

- 3.** Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

See attached Statement of Justification.

- 4.** If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

N/A

Statement of Justification  
615, 615A, and 621 King Street  
Applicant: The Silverman Group  
Tax Map No. 074.02-03-08, 074.02-03-07, & 074.02-03-06.0

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In summary, the proposed development will renovate and enhance the existing commercial buildings to create a 24-unit residential building with ground floor retail, which will activate and further implement the vision set forth in the King Street Retail Strategy.

## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name                      | Address                                     | Percent of Ownership             |
|---------------------------|---|----------------------------------|
| 1. 621-623 KING STREET LL | c/o Silverman Group                         | See attached ownership breakdown |
| 2. 621-623 KING STREET II | 195 Morristown Road Basking Ridge, NJ 07920 |                                  |
| 3.                        |   |                                  |

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 615 A King Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

| Name                      | Address                                     | Percent of Ownership             |
|---------------------------|---|----------------------------------|
| 1. 621-623 KING STREET LL | c/o Silverman Group                         | See attached ownership breakdown |
| 2. 621-623 KING STREET II | 195 Morristown Road Basking Ridge, NJ 07920 |                                  |
| 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. 621-623 KING STREET LLC | None  | N/A   |
| 2. 621-623 KING STREET II  | None  | N/A   |
| 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.

May 10, 2022

Date

M. Catharine Puskar

Printed Name

*MCPuskar*

Signature

Address: 615A and 621 King Street

Owners: 621-623 King Street LLC & 621-623 King Street II LLC (tenants in common)

Mailing address: c/o The Silverman Group

195 Morristown Rd, Basking Ridge, NJ 07920

History: This property was purchased by the above mentioned entities in 2021 from an unrelated party.

Ownership Breakdown:

621-623 King Street LLC, which is owned 100% by SL Financial Portfolio LLC, which is then owned by the family members –

Kenneth Silverman 27.5%, 195 Morristown Road, Basking Ridge, NJ 07920

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LEGEND

|                  |                                  |
|------------------|----------------------------------|
| AC.....          | AIR CONDITIONER                  |
| AD.....          | AREA DRAIN                       |
| APPROX. LOC..... | APPROXIMATE LOCATION             |
| AW.....          | AREAWAY                          |
| BSW.....         | BRICK SIDEWALK                   |
| CH.....          | CHIMNEY                          |
| CONC.....        | CONCRETE                         |
| CSW.....         | CONCRETE SIDEWALK                |
| DB.....          | DEED BOOK                        |
| EP.....          | EDGE OF PAVEMENT                 |
| ESMT.....        | EASEMENT                         |
| FC.....          | HEADER CURB                      |
| FDC.....         | FIRE DEPARTMENT CONNECTION       |
| FF.....          | FIRST/FINISH FLOOR ELEVATION     |
| GM.....          | GAS METER                        |
| GV.....          | GAS VALVE                        |
| N/F.....         | NOW OR FORMERLY                  |
| NS.....          | NAIL SET (PROPERTY CORNER)       |
| NSW.....         | NON SPECIFIC WIDTH               |
| PG.....          | PAGE                             |
| PG.....          | PAGE                             |
| (R).....         | RECORD                           |
| RE.....          | RECESSED ENTRANCE                |
| (S).....         | SURVEYED                         |
| SD.....          | STORM SEWER STRUCTURE            |
| SMH.....         | SANITARY SEWER STRUCTURE         |
| SQ.FT.....       | SQUARE FEET                      |
| TP.....          | TREE PIT                         |
| UHH.....         | UTILITY HANDHOLE                 |
| WM.....          | WATER METER                      |
| WV.....          | WATER VALVE                      |
| WW.....          | WINDOW WELL                      |
| △.....           | FIRE HYDRANT                     |
| ◇.....           | DOORWAY/ENTRANCE                 |
| ☆.....           | UTILITY POLE                     |
| ☆.....           | LIGHT POLE                       |
| X.....           | FENCE                            |
| —                | GUY WIRE                         |
| —                | OVERHEAD WIRES                   |
| E.....           | UNDERGROUND ELECTRIC LINE        |
| G.....           | UNDERGROUND GAS LINE             |
| S.....           | UNDERGROUND SANITARY LINE        |
| —                | UNDERGROUND STORM SEWER LINE     |
| W.....           | UNDERGROUND WATER LINE           |
| ○                | TREE                             |
| —                | LIMITS OF TREE CANOPY/VEGETATION |
| —                | CURB AND GUTTER                  |
| —                | BOLLARD                          |
| —                | SPOT ELEVATION                   |
| —                | SIGN                             |
| —                | ELECTRIC MANHOLE                 |
| —                | WATER MANHOLE                    |

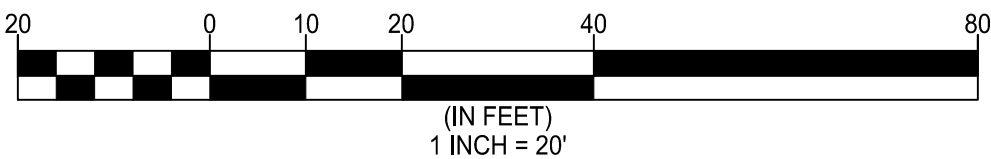
COMBINED SANITARY AND STORM SEWER AS-BUILTS

|                          |                  |       |
|--------------------------|------------------|-------|
| SMH 715                  | MANHOLE TOP =    | 37.77 |
| INACCESSIBLE - ABANDONED |                  |       |
| SMH 832                  | MANHOLE TOP =    | 36.19 |
| 10" INV IN (NORTH) =     | 29.09            |       |
| 18" INV IN (SMH 831) =   | 25.44            |       |
| 36" INV IN (WEST) =      | 24.79            |       |
| 12" INV OUT (SMH 928) =  | 25.04            |       |
| SD 940                   | CURB INLET TOP = | 33.25 |
| INV OUT (SD 925) =       | 29.15            |       |
| SD 925                   | CURB INLET TOP = | 33.40 |
| INV IN (SD 940) =        | 28.63            |       |
| INV OUT (SMH 928) =      | 28.35            |       |
| SD 929                   | CURB INLET TOP = | 33.56 |
| 15" INV OUT (SMH 932) =  | 28.47            |       |
| 15" INV OUT (SMH 928) =  | 27.46            |       |
| SMH 928                  | MANHOLE TOP =    | 33.72 |
| 12" RCP IN (SD 925) =    | 27.27            |       |
| 15" RCP IN (SD 929) =    | 26.72            |       |
| 12" INV IN (SMH 832) =   | 22.22            |       |
| 12" INV OUT (SMH 936) =  | 22.17            |       |
| SMH 932                  | MANHOLE TOP =    | 33.48 |
| 15" INV IN (SD 929) =    | 27.60            |       |
| 15" INV IN (S.EAST) =    | 26.63            |       |
| 18" INV IN (SOUTH) =     | 25.03            |       |
| 18" INV OUT (SMH 936) =  | 24.87            |       |
| SMH 936                  | MANHOLE TOP =    | 33.45 |
| 18" INV IN (SMH 932) =   | 24.35            |       |
| 12" INV IN (SMH 928) =   | 21.83            |       |
| 12" INV OUT (SMH 935) =  | 21.65            |       |

PIPE SIZES ARE PER RECORD INFORMATION

|                                 |                  |                       |
|---------------------------------|------------------|-----------------------|
| SD 942                          | CURB INLET TOP = | 33.18                 |
| 15" RCP OUT (SMH 935) =         | 27.68            |                       |
| SD 964                          | CURB INLET TOP = | INACCESSIBLE - NO TOP |
| SD 975                          | GRATE TOP =      | 34.21                 |
| INV IN (SD 964) =               | 30.96            |                       |
| INACCESSIBLE - DEBRIS AND WATER |                  |                       |
| SMH 967                         | MANHOLE TOP =    | 33.75                 |
| INV IN (EAST) =                 | 28.60            |                       |
| INV IN (NORTH) =                | 25.55            |                       |
| 10" INV OUT (SMH 935) =         | 25.30            |                       |
| SMH 935                         | MANHOLE TOP =    | 33.43                 |
| 15" RCP IN (SD 942) =           | 25.53            |                       |
| 10" INV IN (SMH 967) =          | 23.28            |                       |
| 12" INV IN (SMH 936) =          | 21.63            |                       |
| INV OUT (EAST) =                | 21.63            |                       |
| SMH 933                         | MANHOLE TOP =    | 33.56                 |
| 12" INV IN (SOUTH) =            | 24.29            |                       |
| 12" INV OUT (SMH 934) =         | 23.23            |                       |
| SMH 934                         | MANHOLE TOP =    | 33.01                 |
| 12" INV IN (SMH 933) =          | 21.21            |                       |
| 15" INV OUT (EAST) =            | 19.96            |                       |

PIPE SIZES ARE PER RECORD INFORMATION



NORTH WASHINGTON STREET  
MONUMENT LINE

29'-18" COMBINED SEWER

KING STREET  
MONUMENT LINE  
(66' PUBLIC RIGHT-OF-WAY WIDTH)

±11' TRAVEL LANE  
±9' PARKING LANE

EX. 8" WATERMAIN  
EX. FIRE HYDRANT TO REMAIN

N/F JEMALS GAP CORNER KING LLC  
628 KING ST.  
074.02-09-27  
INSTR.#210027614  
ZONE: KR/CD

N/F JEMALS MURPHY'S LLC  
616 KING ST.  
074.02-09-04  
INSTR.#800033985  
ZONE: KR

N/F JEMALS MURPHY'S LLC  
614 KING ST.  
074.02-09-04  
INSTR.#800033985  
ZONE: KR

N/F JEMALS MURPHY'S LLC  
614 KING ST.  
074.02-09-04  
INSTR.#800033985  
ZONE: KR

LINE TABLE

| NO. | BEARING     | LENGTH |
|-----|-------------|--------|
| L1  | S81°24'44"E | 3.00'  |
| L2  | S08°35'16"W | 22.00' |
| L3  | N81°24'44"W | 3.00'  |
| L4  | N08°35'16"E | 22.00' |

VICINITY MAP

SCALE: 1"=2000'

NOTES:

- THE PROPERTIES SHOWN HEREON ARE DESIGNATED BY THE CITY OF ALEXANDRIA, VIRGINIA, AS TAX ASSESSMENT NUMBERS 074.02-03-06, 07, AND 08, ZONED CD AND KR PER THE CITY OF ALEXANDRIA 2020 ZONING MAP.
- THE PROPERTIES ARE NOW AS FOLLOWS:
  - 074.02-03-06 AND 074.02-03-07: NOW IN THE NAME OF 621-623 KING STREET, LLC AND 621-623 KING STREET II, LLC AS RECORDED IN INSTRUMENT NUMBER 210011916
  - 074.02-03-08: NOW IN THE NAME OF KING STREET, LLC AS RECORDED IN INSTRUMENT NUMBER 060012211ALL AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.
- THIS PLAT AND THE SURVEY UPON WHICH IT IS BASED SHOWS ONLY THOSE IMPROVEMENTS THAT ARE OBSERVABLE AND CAN BE LOCATED USING NORMAL SURVEY METHODS. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION, MISS UTILITY MARKINGS AND EXISTING RECORDS. THERE ARE NO GUARANTEES, EITHER EXPRESS OR IMPLIED, THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED, OR THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE UNDERGROUND UTILITIES HAVE NOT BEEN PHYSICALLY LOCATED. WATER AND GAS LINE SIZES ARE FROM RECORD INFORMATION.
- TOTAL AREA OF THE PROPERTIES IS 10,133 SQUARE FEET OR 0.2326 ACRES.
- THIS PLAT IS BASED ON A FIELD SURVEY BY THIS FIRM, DATED 10/14/2021.
- THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP FOR THE CITY OF ALEXANDRIA, VIRGINIA, MAP NUMBER 5155190041E, EFFECTIVE DATE JUNE 16, 2011, DESIGNATES THE PROPERTY AS BEING IN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
- EASEMENTS, CONDITIONS, COVENANTS AND RESTRICTIONS, SHOWN AND/OR NOTED, ARE PER THE COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER 560783-F-VA-CP-RGR COMMITMENT DATE MARCH 23, 2021 (AS TO PARCELS 06 AND 07).
- THE SITE SHOWN HEREON IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 AS COMPUTED FROM A FIELD RUN VERTICAL CONTROL SURVEY AND IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM OF 1983, [NAD 83(2011) (EPOCH:2010.0000)] AS COMPUTED FROM A FIELD RUN BOUNDARY AND HORIZONTAL CONTROL SURVEY THAT TIES THIS BOUNDARY AND THE BENCHMARK(S) SHOWN TO THE TOPCON GNSS RTK REFERENCE NETWORK. THE COMBINED FACTOR APPLIED TO THE FIELD DISTANCES TO DERIVE THE REFERENCED COORDINATES IS 0.99995726. THE FOOT DEFINITION USED FOR CONVERSION OF THE MONUMENT COORDINATES AND IN THE PERFORMANCE OF THIS SURVEY IS THE U.S. SURVEY FOOT. CONTOUR INTERVAL IS ONE FOOT.
- THIS SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF, DAVID N. ISHERWOOD, L.S., FROM AN ACTUAL [X] GROUND OR [ ] AIRBORNE SURVEY MADE UNDER MY SUPERVISION; THAT THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED ON OCTOBER 14, 2021; AND THAT THIS PLAT, MAP, OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.
- THERE ARE NO RESOURCE PROTECTION AREAS KNOWN TO EXIST ON THE SITE.

THE MANSLY

615-621 KING STREET  
ALEXANDRIA, VIRGINIA 22314

DEVELOPMENT SPECIAL USE PERMIT

CITY OF ALEXANDRIA, VIRGINIA

EXISTING CONDITIONS PLAN

APPROVED

SPECIAL USE PERMIT NO. 2022-10011

DEPARTMENT OF PLANNING & ZONING

DIRECTOR

DATE

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN No.

DIRECTOR

DATE

CHAIRMAN, PLANNING COMMISSION

DATE

DATE RECORDED

INSTRUMENT NO.

DEED BOOK NO.

PAGE NO.

1. THIS PLAN IS BASED ON A FIELD SURVEY PERFORMED BY WALTER L. PHILLIPS, INC. DATED 10/14/2021.
2. THIS PROPERTY IS LOCATED IN A COMBINED SEWER AREA.
3. NO RPAS OR EXISTING SWM FACILITIES ARE CURRENTLY KNOWN TO EXIST ON THIS PROPERTY.
4. THE PROPERTY IS LOCATED OUTSIDE OF THE 100-YEAR FLOODPLAIN.
5. THERE ARE NO STRUCTURES ON THE CITY LIST OF 100 YEAR OLD STRUCTURES ON OR ADJACENT TO THE SITE.
6. SEE COVER SHEET FOR PROPOSED ZONING AND PARKING TABULATIONS.
7. ALL PROPOSED BMPs ARE TO BE PRIVATELY MAINTAINED BY THE OWNER/HOA.

1. THE APPLICANT SHALL CALL ALEXANDRIA ARCHAEOLOGY IMMEDIATELY (703-746-4399) IF ANY BURIED STRUCTURAL REMAINS (WALL FOUNDATIONS, WELLS, PRIVIES, CISTERNS, ETC.) OR CONCENTRATIONS OF ARTIFACTS ARE DISCOVERED DURING DEVELOPMENT. WORK MUST CEASE IN THE AREA OF THE DISCOVERY UNTIL A CITY ARCHAEOLOGIST COMES TO THE SITE AND RECORDS THE FINDS.
2. THE APPLICANT SHALL NOT ALLOW ANY METAL DETECTION AND/OR ARTIFACT COLLECTION TO BE CONDUCTED ON THE PROPERTY, UNLESS AUTHORIZED BY ALEXANDRIA ARCHAEOLOGY. FAILURE TO COMPLY SHALL RESULT IN PROJECT DELAY.

TRASH WILL BE COLLECTED INSIDE THE BUILDING AND ROLLED THROUGH THE ALLEY TO A NORTH SAINT ASAPH STREET FOR COLLECTION ON COLLECTION DAYS.

A map showing the location of the site. The site is marked with a black arrow pointing to the intersection of N. Washington St. and N. Patrick St. The map includes labels for King St., Duke St., N. Patrick St., N. Washington St., and Fairfax St. A north arrow is located in the bottom right corner.

| PROPOSED | DESCRIPTION                    | EXISTING |
|----------|--------------------------------|----------|
| EP       | EDGE OF PAVEMENT               | EP       |
| MH       | MANHOLE                        | MH       |
| WV       | WATER VALVE                    | WV       |
| WM       | WATER METER                    | WM       |
| GM       | GAS METER                      | GM       |
| TCB      | TRAFFIC CONTROL BOX            | TCB      |
| LP       | LIGHT POLE                     | LP       |
| LP/S     | LIGHT POLE WITH SIGNALS        | LP/S     |
|          | CURB & GUTTER CG-2             |          |
|          | TRANSITION FROM CG-6 TO CG-6R  |          |
|          | SANITARY SEWER                 |          |
|          | SANITARY LATERAL               |          |
|          | CLEAN OUT                      |          |
|          | STORM SEWER                    |          |
|          | WATER MAIN                     |          |
|          | FIRE HYDRANT                   |          |
|          | PLUG                           |          |
|          | OVERHEAD WIRES                 |          |
|          | UTILITY POLE                   |          |
|          | UNDERGROUND ELECTRIC           |          |
|          | TELEPHONE                      |          |
|          | GAS MAIN                       |          |
|          | ELECTRICAL                     |          |
|          | TRANSFORMER                    |          |
|          | HANDICAP RAMP (CG-12)          |          |
|          | GUARDRAIL                      |          |
|          | FENCE                          |          |
|          | TRAFFIC FLOW                   |          |
|          | LIGHT                          |          |
|          | DOOR                           |          |
|          | TREES                          |          |
|          | TEST PIT                       |          |
|          | LIMITS OF CLEARING AND GRADING |          |

[illegible]

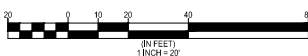
**THE MANSLY**  
615-621 KING STREET  
ALEXANDRIA, VIRGINIA 22314

**DEVELOPMENT SPECIAL USE PERMIT**  
CITY OF ALEXANDRIA, VIRGINIA

|                     |               |          |
|---------------------|---------------|----------|
| DATE RECORDED _____ |               |          |
| INSTRUMENT NO.      | DEED BOOK NO. | PAGE NO. |

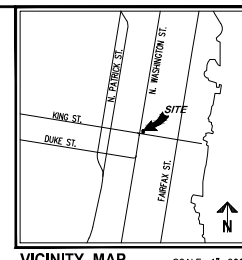
SHEET: P-0401

1. THE PROPERTIES SHOWN HEREIN ARE DESIGNATED BY THE CITY OF ALEXANDRIA, VIRGINIA, AS TAX ASSESSEMENT NUMBERS 07402-03-06, 07, AND 08, ZONED CD AND KR PER THE CITY OF ALEXANDRIA 2002 ZONING MAP.
2. THE PROPERTIES ARE NOW AS FOLLOWS:  
● 07402-03-06 AND 07402-03-07: NOW IN THE CITY OF 621-623 KING STREET, LLC AND 621-623 KING STREET, LLC AS RECORDED IN INSTRUMENT NUMBER 200119096  
● 07402-03-08: NOW IN THE NAME OF KING STREET, LLC AS RECORDED IN INSTRUMENT NUMBER 00002121  
ALL AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.
3. THIS PLAN AND THE SURVEY UPON WHICH IT IS BASED SHOWS ONLY THOSE IMPROVEMENTS AND FEATURES THAT CAN BE LOCATED USING MODERN SURVEY METHODS. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION, MISS UTILITY MARKINGS AND EXISTING RECORDS. THERE ARE NO RECORDS, EITHER EXPRESS OR IMPLIED, THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA. EITHER IN SERVICE OR ABANDONED, OR THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATIONS INDICATED. THE UNDERGROUND UTILITIES SHOWN ARE NOT BEING PHYSICALLY LOCATED. WATER AND GAS LINE SIZES ARE FROM RECORD INFORMATION.
4. TOTAL AREA OF THE PROPERTIES IS 1013.3 SQUARE FEET OR 0.2326 ACRES.
5. THIS PLAN IS BASED ON A FIELD SURVEY BY THIS FIRM, DATED 10/14/2021.
6. THE FEDERAL EMENTARY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP FOR THE CITY OF ALEXANDRIA, VIRGINIA, MAP NUMBER 5515510046, EFFECTIVE DATE JUNE 16, 2001, DESIGNATES THE PROPERTY AS BEING IN ZONE X. THE PROPERTY IS DETERMINED TO BE OUTSIDE THE 2% ANNUAL CHANCE FLOODPLAIN.
7. EASEMENTS, CONDITIONS, COVENANTS AND RESTRICTIONS, SHOWN AND/OR NOTED, ARE PER THE COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER 5607835-V-A-OF-CORP COMMITMENT DATED MARCH 23, 2021 (AS TO PARCELS OR NOTED).
8. THE SITE SHOWN HEREIN IS REFERENCED TO THE NORTH  
MAGNETIC DECLINATION DATA FOR THE YEAR 2021 FROM A FIELD RISE VERTICAL CONTROL SURVEY AND IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM OF 1983 (NAD 83/2011) (EPOCH=2010.00000) AS COMPUTED FROM A FIELD RISE HORIZONTAL AND HORIZONTAL CONTROL SURVEY THAT THIS FIRM HAS BEEN COMPLETED. THE FIELD SURVEY DATA HAS BEEN USED TO ESTABLISH THE REFERENCE NETWORK. THE COMBINED FACTOR APPLIED TO THE FIELD DISTANCES TO DERIVE THE REFERENCED COORDINATES IS 0.99999726. THE FOOT DEFINITION USED FOR CONVERSION OF THE MONUMENT COORDINATES AND HORIZONTAL DISTANCE OF THIS SURVEY IS TO THE U.S. SURVEY FOOT. CONTAINMENT INTERVAL IS ONE FOOT.
9. THIS SURVEY WAS COMPLETED UNDER THE DIRECT AND PERSONAL CHARGE OF: DAVID N. SHERWOOD, L.S., FROM AN ACTUAL [X] GROUND OR [ ] ORIGINAL SURVEY MADE UNDER MY SUPERVISION. THAT THE MAGERY AND/OR ORIGINAL DATA WAS OBTAINED ON OCTOBER 14, 2022; AND THAT THAT PLAN, MAP, OR SURVEY ORIGINALLY PREPARED BY ME OR MY FIRM MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.
10. THERE ARE NO RESOURCE PROTECTION AREAS KNOWN TO FIRST ON THE SITE.



### LINE TABLE

| NO. | BEARING     | LENGTH |
|-----|-------------|--------|
| L1  | S81°24'44"E | 3.00'  |
| L2  | S08°35'16"W | 22.00' |
| L3  | N81°24'44"E | 3.00'  |
| L4  | N08°35'16"E | 22.00' |



## LEGEND

| PROPOSED  | MEASURE | EXISTING |
|---|---------|----------|
| EP  |         | EP       |
| MH  |         | MH       |
| WV  |         | WV       |
| WM  |         | WM       |
| GM  |         | GM       |
| TCB   |         | TCB      |
| LP  |         | LP       |
| LP/S  |         | LP/S     |
| <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 45%;"> </div> <div style="width: 10%; text-align: center;">             CO-6<br/>CO-2           </div> <div style="width: 45%;"> </div> </div> |         |          |
| SL  |         | SL       |
| • C.O.  |         | o C.O.   |
| W   |         | W        |
| F   |         | F        |
| E   |         | E        |
| UE  |         | UE       |
| T   |         | T        |
| E   |         | E        |
| □   |         | □        |
| <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 45%;"> </div> <div style="width: 10%; text-align: center;">             CO-6<br/>CO-2           </div> <div style="width: 45%;"> </div> </div> |         |          |
| →   |         | →        |
| •   |         | •        |
| ○   |         | ○        |
| ○   |         | ○        |
| TP  |         | TP       |
| <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 45%;"> </div> <div style="width: 10%; text-align: center;">             CO-6<br/>CO-2           </div> <div style="width: 45%;"> </div> </div> |         |          |

TRANSITION FROM CO-6 TO CO-2

TRANSITION FROM CO-2 TO CO-6

SANITARY SEWER

SANITARY LATERAL

CLEAN OUT

STORM SEWER

WATER MAIN

FIRE HYDRANT

FLUID

OVERHEAD WIRES

UTILITY POLE

UNDERGROUND

ELECTRIC

TELEPHONE

GAS MAIN

ELECTRICAL

TRANSFORMER

HANDICAP RAMP (CO-2)

GUARDRAIL

FENCE

TRAFFIC FLOW


LIGHT

DOOR

TREES

TEST PIT

LIMITS OF CLEARING

|  |   |  |                                |
|--|---|--|--------------------------------|
| <b>WALTER L. PHILLIPS</b><br>INCORPORATED  |  | ESTABLISHED 1940<br>207 Park Avenue, Flamingo • Landscaping • Arboriculture • Arborists<br>207 PARK AVENUE • FLAMINGO CHURCH, VIRGINIA 22046<br>(703) 524-1815 Fax (703) 535-1001 <a href="http://www.WLPHINC.com">www.WLPHINC.com</a> | <b>PAID</b> 05/09/02<br>\$5    |
|  |   |  | DATE 05/17/02<br>SALE 1" x 20" |
| OFFER PAGE 11 B - 05/11/02<br>FOR CANCELLATION SEE - 05/10/02<br>CANCEL PAGE 11 B - 05/10/02 |   | 05/17/02<br>05/17/02   |                                |

[illegible]

**THE MANSLY**  
615-621 KING STREET  
ALEXANDRIA, VIRGINIA 22314

**DEVELOPMENT SPECIAL USE PERMIT**

CITY OF ALEXANDRIA, VIRGINIA

**BUILDING AND STRUCTURES MAP**

|  |                      |                 |
|--|----------------------|-----------------|
| <b>APPROVED</b>  |                      |                 |
| <b>SPECIAL USE PERMIT NO.</b>                                    |                      | 2022-10011      |
| <b>DEPARTMENT OF PLANNING &amp; ZONING</b>                       |                      |                 |
| <b>DIRECTOR</b>  |                      | <b>DATE</b>     |
| <b>DEPARTMENT OF TRANSPORTATION &amp; ENVIRONMENTAL SERVICES</b> |                      |                 |
| <b>SITE PLAN No.</b>   |                      |                 |
| <b>DIRECTOR</b>  |                      | <b>DATE</b>     |
| <b>CHAIRMAN, PLANNING COMMISSION</b>                             |                      |                 |
| <b>DATE RECORDED</b>   |                      |                 |
| <b>INSTRUMENT NO.</b>  | <b>DEED BOOK NO.</b> | <b>PAGE NO.</b> |





Description of a portion of the property of 621-623 King Street, LLC and 621-623 King Street II, LLC (Instrument No. 210011916) proposed to be rezoned from CD to KR, City of Alexandria, Virginia:

Beginning at a point in the north right-of-way line of King Street, said point being 127.42 feet east of the east right-of-way line of Washington Street and being the southeast corner of King Street, L.L.C. (Instrument No. 06001221); thence with King Street, L.L.C., N 08°35'16" E 100.00 feet to the True Point of Beginning; thence running with the land of 621-623 King Street, LLC and 621-623 King Street II, LLC (Instrument No. 210011916) proposed to be rezoned, the following courses and distances:

N 81°38'44" W, 51.34 feet to a point;

Thence S 08°35'16" W, 10.06 feet to a point;

thence N 81°24'44" W, 15.66 feet to a point;

thence N 08°35'16" E, 20.00 feet to a point;

thence S 81°38'44" E, 36.00 feet to a point;

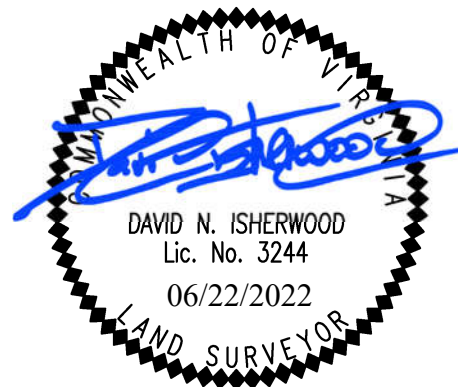
thence N 08°35'16" E, 13.00 feet to a point;

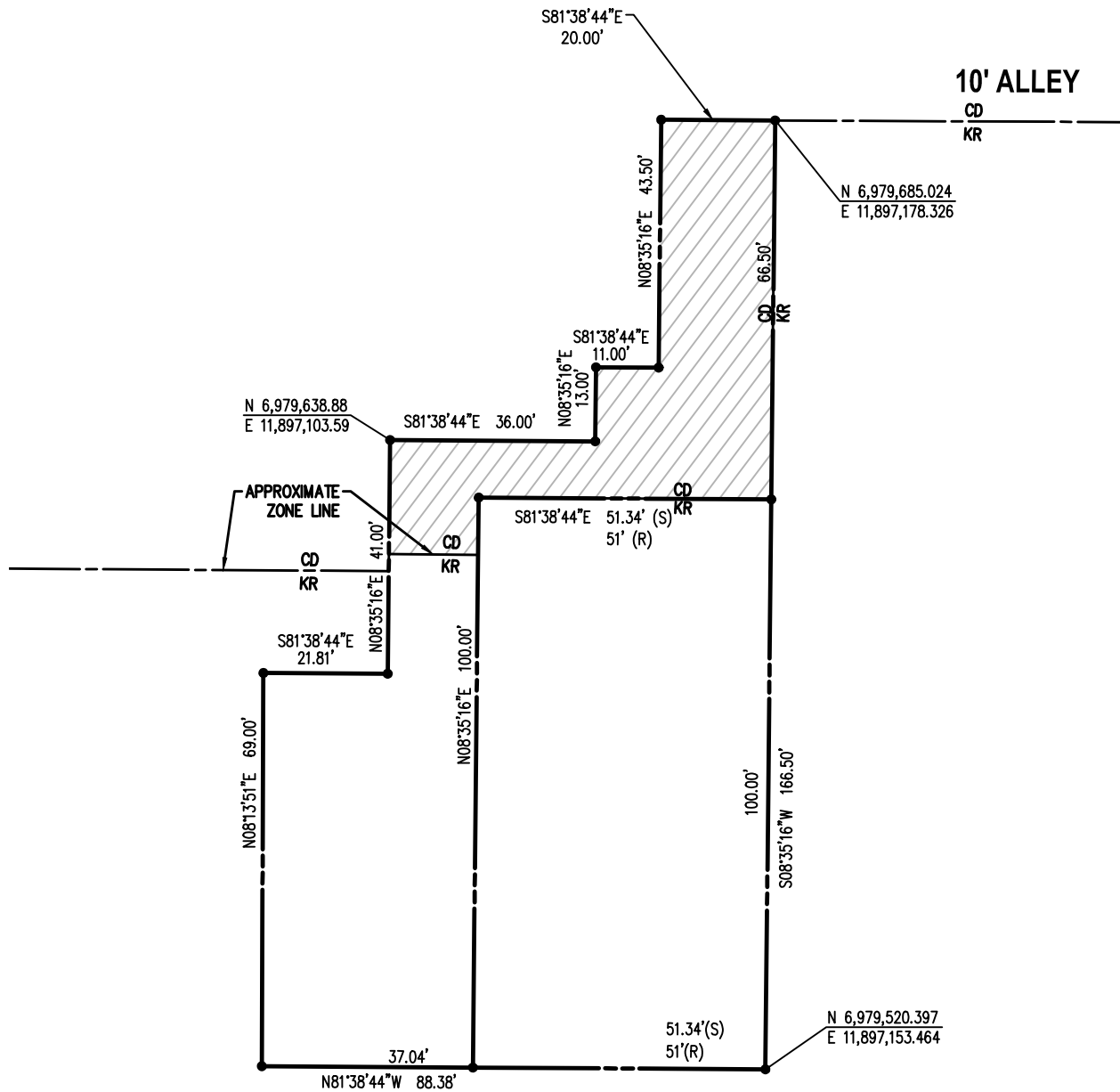
thence S 81°38'44" E, 11.00 feet to a point;

thence N 08°35'16" E, 43.50 feet to a point;

thence S 81°38'44" E, 20.00 feet to a point;

thence S 08°35'16" W, 66.50 feet to the point of beginning and containing an area of 2,100 square feet or 0.0482 acres, more or less.





**LIMITS OF  
REZONING**

**METES AND BOUNDS MAP - 1" = 30'**

## TECHNICAL MEMORANDUM

To: Planning & Zoning - City of Alexandria  
Transportation & Environmental Services - City of Alexandria

From: Maria Ponton  
Felice Brychta, PE  
Dan VanPelt, PE, PTOE

Date: May 10, 2022

Subject: 615-621 King Street – Parking Justification Memo

### Introduction

This memorandum presents the justification for the provision of no parking for the proposed project at 615-621 King Street located in the Old Town neighborhood of Alexandria, Virginia. The project includes a renovation and addition to the existing historic buildings containing retail and commercial space that have no off-street parking. The scope of this effort is to review the transportation options for residents and visitors of the proposed development in support of zero on-site parking at this location.

The proposed project consists of a multifamily residential building containing approximately 24 dwelling units and 6,414 square feet of ground floor retail space.

The following sections are found within this document in support of the parking reduction:

- A description of the project;
- A review of transportation options in the vicinity of the site;
- A review of parking requirements, comparable projects, curbside management, and off-street parking options for the proposed development; and
- A summary of Transportation Demand Management measures for the site.

### Project Description

The site is bounded by an alley to the north, King Street to the south, and commercial buildings to the east and west, as shown in Figure 1. The site is located within the City of Alexandria Enhanced Transit Area, and is accessible by multiple transportation modes including walking, bicycle, trolley, scooter, bus, Metrorail, water taxi, and auto. The project consists of renovating and constructing an addition to two (2) existing buildings containing 12,930 square feet of retail space and a 12,616-square foot bank into a multifamily residential building with approximately 24 dwelling units and 6,414 square feet of ground-floor retail/restaurant/personal service space (12,222 square feet including the basement for parking purposes).

### Site-Generated Trips

Trip generation calculations for 615-621 King Street include a modal split of 40 percent auto, 45 percent transit, 5 percent bicycle, and 10 percent walking for the residential uses and a modal split of 5 percent auto, 10 percent transit, 10 percent bicycle, and 75 percent walking for the retail uses.

Based on ITE Trip Generation Manual 11<sup>th</sup> Edition, the proposed development is expected to generate a low number of vehicular trips as shown in the multimodal trip generation summary provided in Table 1. The complete multimodal trip generation calculations are provided in the Technical Attachments. The proposed redevelopment will result in a net reduction of peak period site generated trips.

**Table 1: Multimodal Trip Generation Summary**

| Mode                            | Mode Split | AM Peak Hour |     |       | PM Peak Hour |     |       | Daily Total |
|---------------------------------|------------|--------------|-----|-------|--------------|-----|-------|-------------|
|                                 |            | In           | Out | Total | In           | Out | Total |             |
| Multifamily Residential (24 du) |            |              |     |       |              |     |       |             |
| Auto [veh/hr]                   | 40%        | 1            | 2   | 3     | 3            | 1   | 4     | 26          |
| Transit [ppl/hr]                | 45%        | 1            | 3   | 4     | 4            | 2   | 6     | 35          |
| Bike [ppl/hr]                   | 5%         | 0            | 0   | 0     | 0            | 1   | 1     | 4           |
| Walk [ppl/hr]                   | 10%        | 0            | 1   | 1     | 1            | 0   | 1     | 8           |
| Retail (12,222 sf)              |            |              |     |       |              |     |       |             |
| Auto [veh/hr]                   | 5%         | 1            | 0   | 1     | 1            | 1   | 2     | 23          |
| Transit [ppl/hr]                | 10%        | 1            | 1   | 2     | 4            | 5   | 9     | 84          |
| Bike [ppl/hr]                   | 10%        | 1            | 1   | 2     | 4            | 5   | 9     | 84          |
| Walk [ppl/hr]                   | 75%        | 10           | 5   | 15    | 32           | 33  | 65    | 629         |
| Total Proposed                  |            |              |     |       |              |     |       |             |
| Auto [veh/hr]                   | -          | 2            | 2   | 4     | 4            | 2   | 6     | 49          |
| Transit [ppl/hr]                | -          | 2            | 4   | 6     | 6            | 7   | 15    | 119         |
| Bike [ppl/hr]                   | -          | 1            | 1   | 2     | 4            | 6   | 10    | 88          |
| Walk [ppl/hr]                   | -          | 10           | 6   | 16    | 33           | 33  | 66    | 637         |



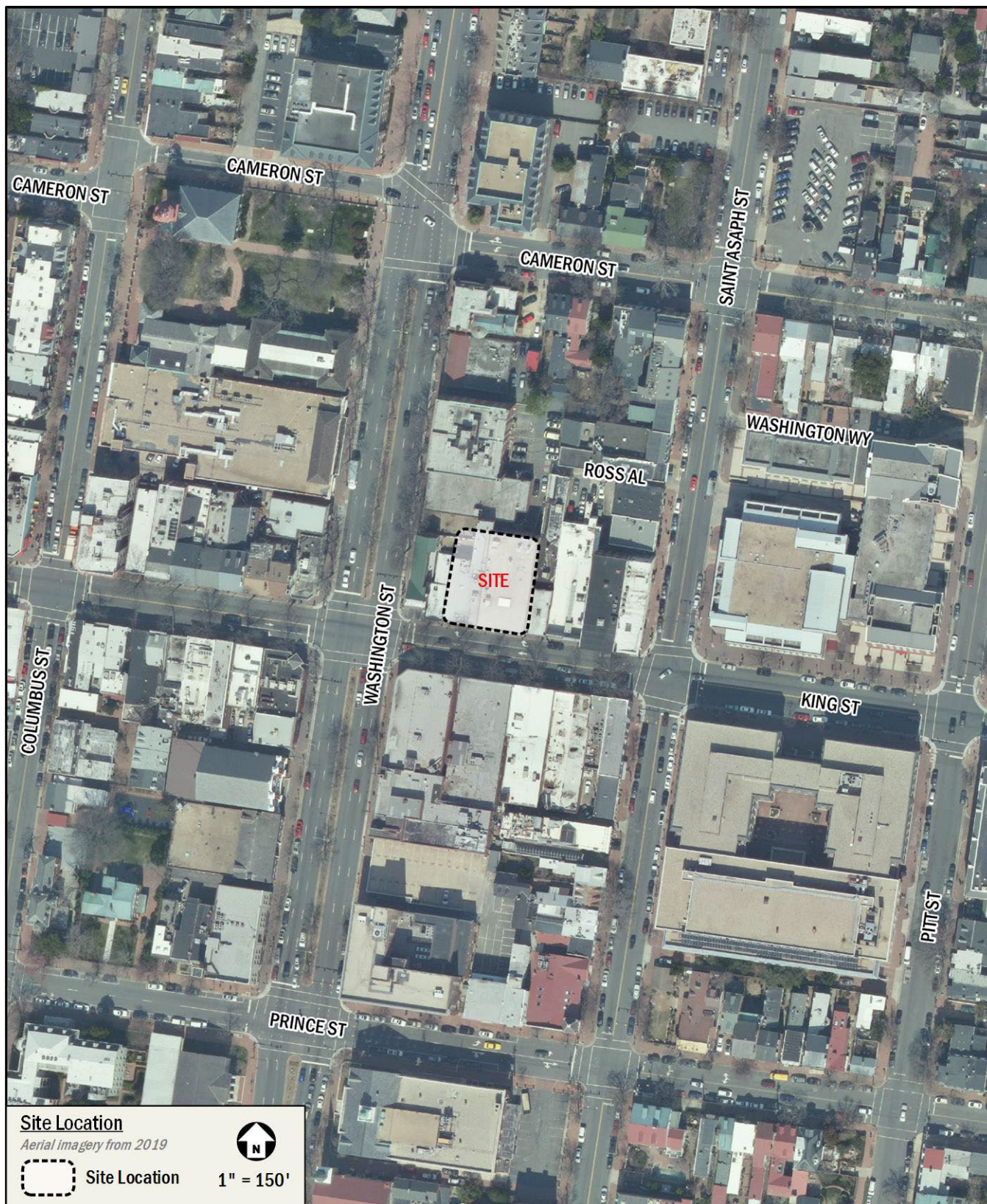


Figure 1: Site Location

## Review of Transportation Amenities

There are several local transportation options near the site that serve vehicular, transit, walking and cycling trips. The multimodal transportation facilities in the Old Town neighborhood are shown on Figure 2.

### ***Transit Facilities***

The site is located 0.75 miles east from the King St - Old Town Metrorail and VRE Stations, served by the Blue and Yellow Lines, and commuter-oriented rail service, respectively. The King St - Old Town Metrorail Station is easily accessible by transit from the project site with the Old Town Circulator and the King Street Trolley running along King Street. The King Street Trolley provides free, frequent service from Alexandria City Hall/Market Square to the King St - Old Town Metrorail Station seven (7) days a week from 11:00 am to 11:00 pm. DASH and Metrobus also provide local transit service in the vicinity of the site, including connections to several neighborhoods within Virginia and additional Metro stations. The majority of bus routes serving the site travel along King Street, N Washington Street, and N Fairfax Street, and the closest bus stop is located adjacent to the site on King Street. Effective September 2021, all DASH routes are fare-free, providing transit users coming to and from the site with additional transportation benefits. The transit facilities in the vicinity of the site are shown on Figure 3. In addition, there is water taxi from Old Town available at the end of Cameron Street with service to Georgetown, National Harbor, and the Wharf, DC.

### ***Bicycle Facilities***

There are existing bicycle facilities that connect the site to areas within Alexandria, Arlington, and the District of Columbia, most notably the Mount Vernon Trail located 0.6 miles from the site. There is an eastbound bicycle lane along Prince Street, a westbound bicycle lane along Cameron Street, and an eastbound shared lane along Cameron Street, all within a block from the project site. North-south bicycle connectivity is provided via shared lanes along Columbus Street to the west, and Royal Street and Union Street to the east. Two (2) Capital Bikeshare stations are located within ¼-mile from the site with a total capacity of 30 bicycles. The bicycle facilities in the vicinity of the site are shown on Figure 3. In addition to bikeshare, the City conducted an electric scooter pilot program and continues to consider scooters as part of a micro-mobility solution.

### ***Pedestrian Facilities***

In the vicinity of the site, most sidewalks meet the Americans with Disabilities Act (ADA) standards and standards recommended by the Alexandria Comprehensive Plan, and the Complete Street Design Guidelines. Anticipated pedestrian routes, such as those to public transportation stops, retail zones, nearby residential areas, and community amenities, provide well-connected pedestrian facilities.

### ***Walkscore and Bikescore***

Walkscore.com is a website that provides scores and rankings for the walking and biking conditions for an area. The Old Town neighborhood has a walk score of 95 (or "Walker's Paradise") and a bike score of 83 (or "Very Bikeable"). According to the walk score and bike score for the site it can be concluded that the site is situated in an area with an abundance of neighborhood serving retail locations that are in close proximity, where most errands can be completed by walking. In addition, the site is in close proximity to low volume roads and a number of bicycle lanes and shared lanes. The walk score and bike score for the project site are provided on Figure 2.

Overall, the site is surrounded by an extensive local transportation network that allows for efficient transportation options via transit, bicycle, or walking modes.



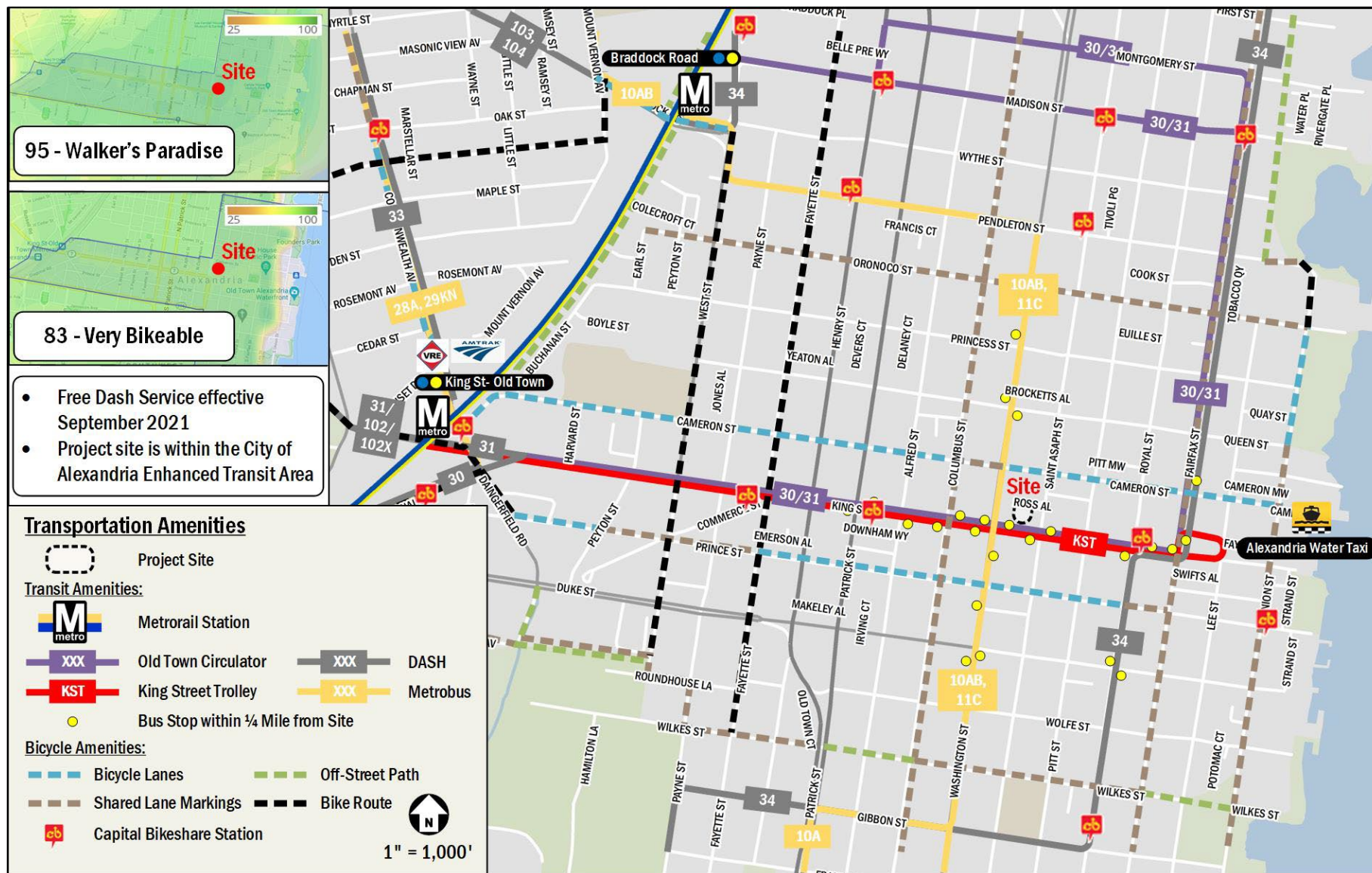




Figure 3: Transportation Options and Amenities Near the Site

## Parking

### **City of Alexandria Parking Requirements**

#### Vehicle Parking

The existing commercial uses on the site have operated for many years without on-site parking. Per the City of Alexandria Zoning Ordinance, the following outlines the vehicular parking requirements for the redevelopment under current zoning:

- Residential – One (1) space per bedroom. (§8.200(A)(2))

Additionally, per the Zoning Ordinance, the site is eligible to parking ratio reductions as follows:

- The site is within ¼-mile of four (4) or more active bus routes (5% reduction)
- The site has a walkability index of 90 – 100 (10% reduction)
- The project has more than 20% studio units (5% reduction)

Therefore, the minimum residential parking requirement for the site is 0.80 spaces per bedroom, which equates to 21 spaces.

- Specific Commercial Uses (§8.200(A)(16))

Minimum Requirement – 0.25 spaces per 1,000 square feet of floor area space.

Maximum Requirement – 3.0 spaces per 1,000 square feet of floor area space.

*While there is only 6,414 square feet of specific commercial use space on the ground floor, the total specific commercial use square footage, including the basement, is 12,222 square feet for parking calculations pursuant to Section 2-145(B) (4). Restaurants in the Central Business District are exempt pursuant to Section 8-300(B). Therefore, the minimum specific commercial use parking requirement for the site is four (4) spaces.*

#### Bicycle Parking

Per the City of Alexandria Bicycle Parking Requirements, the following outlines the bicycle parking requirements for the site:

- Residential – Three (3) Class 1 or Class 2 spaces for every 10 residential units; and one (1) Class 2 or Class 3 visitor space for every 50 residential units.
- Retail – Two (2) Class 2 or Class 3 spaces for every 10,000 square feet for the first 50,000 square feet of retail floor area; and one (1) employee space for every 25,000 square feet of retail floor area.

According to the above, the 615-621 King Street development is required to provide a total of eight (8) Class 1 or Class 2 bicycle parking spaces and one (1) Class 2 or Class 3 bicycle parking spaces for the residential use, and two (2) Class 2 or Class 3 bicycle parking spaces for the retail use.

### **Proposed Vehicle and Bicycle Parking**

The 615-621 King Street development proposes to provide no vehicular parking spaces due to the variety and convenience of non-auto transportation options near the site and the low number of vehicular trips being generated by the redevelopment of the site. The proposed development will exceed the City's bicycle parking requirements by providing 12 Class 1 or Class 2 bicycle parking spaces for residential use, two (2) Class 2 or Class 3 bicycle parking spaces for residential visitor use, and two (2) Class 2 or Class 3 bicycle parking spaces for retail use. Long-term bicycle parking for the development will be located in a protected and covered area. Short-term parking spaces will be located in a highly visible and accessible area on site.

## Comparable Projects

Several development projects in the District of Columbia have been recently approved with zero vehicular parking spaces due to their proximity to transit facilities, the provision of bicycle facilities on site, the provision of a TDM plan tailored for the project, and their low vehicular trip generation. Similar to the 615-621 King Street development, the projects shown in Table 2 include residential and retail uses.

**Table 2: Comparable Projects in Washington, DC**

| Project Name                | Jurisdiction     | Residential Use (du) | Retail Use (sf) | Vehicle Parking Required | Vehicle Parking Provided | Approval Year |
|-----------------------------|------------------|----------------------|-----------------|--------------------------|--------------------------|---------------|
| 3400 Connecticut Avenue, NW | Washington, D.C. | 52                   | 16,000          | 17 spaces                | None                     | 2020          |
| Market Terminal Parcel D    | Washington, D.C. | 160                  | 6,600           | 56 spaces                | None                     | 2020          |
| 1515 N Capitol Street, NE   | Washington, D.C. | 139 (Affordable)     | ---             | None                     | None                     | 2018          |
| 912 U Street, NW            | Washington, D.C. | 30                   | 3,500           | 10 spaces                | None                     | 2018          |
| 301 Florida Avenue, NE      | Washington, D.C. | 56 (Affordable)      | 4,800           | 16 spaces                | None                     | 2016          |

## Alexandria Residential Parking Permit (RPP) Policy

The RPP Policy was approved by City Council on June 13, 2017. According to the policy, residents of a development with more than 10 dwelling units are not eligible for obtaining RPPs when either of the following conditions exist:

- The average on-street parking occupancy is 85% or higher at the time of approval; or
- More than 50% of the total occupied ground floor street frontage is a non-residential use.

The 615-621 King Street development proposed retail space will occupy more than 50% of the ground floor street frontage. For this reason, residents of the project are not eligible for obtaining RPPs. The existing curbside management in the vicinity of the site is provided in Figure 4, and the approved RPP Policy is provided in the Technical Attachments.

## Nearby Off-street Parking Supply

There are multiple off-street parking facilities located within ¼-mile of the site, as show on Figure 5. The Tavern Square garage located two (2) blocks east of the site, and the N Alfred Street garage located two (2) blocks west of the site allow monthly parking for a fee. In addition, the parking garage located at the Alexandrian Hotel allows overnight parking for a fee. Table 3 below summarizes the off-street parking facilities within ¼-mile of the site.

**Table 3: Off-Street Parking Facilities within ¼-mile of Site**

| Facility                     | Distance from Site (ft) | Monthly Parking Available?       |
|------------------------------|-------------------------|----------------------------------|
| Courthouse Square Garage     | 510                     | No                               |
| Cameron/St Asaph Lot         | 520                     | No                               |
| The Alexandrian Hotel Garage | 560                     | No (Overnight parking available) |
| Tavern Square Garage         | 640                     | Yes                              |
| N Alfred Street Garage       | 780                     | Yes                              |
| King Street Lot              | 950                     | No                               |
| Market Square Garage         | 980                     | No                               |
| Henry/Patrick Lot            | 1,245                   | No                               |

Also shown on Figure 5, there are several off-street parking facilities to the east and west of the site that are outside the ¼-mile radius but are conveniently accessible by transit with the Old Town Circulator, or the King Street Trolley (free service). Of these

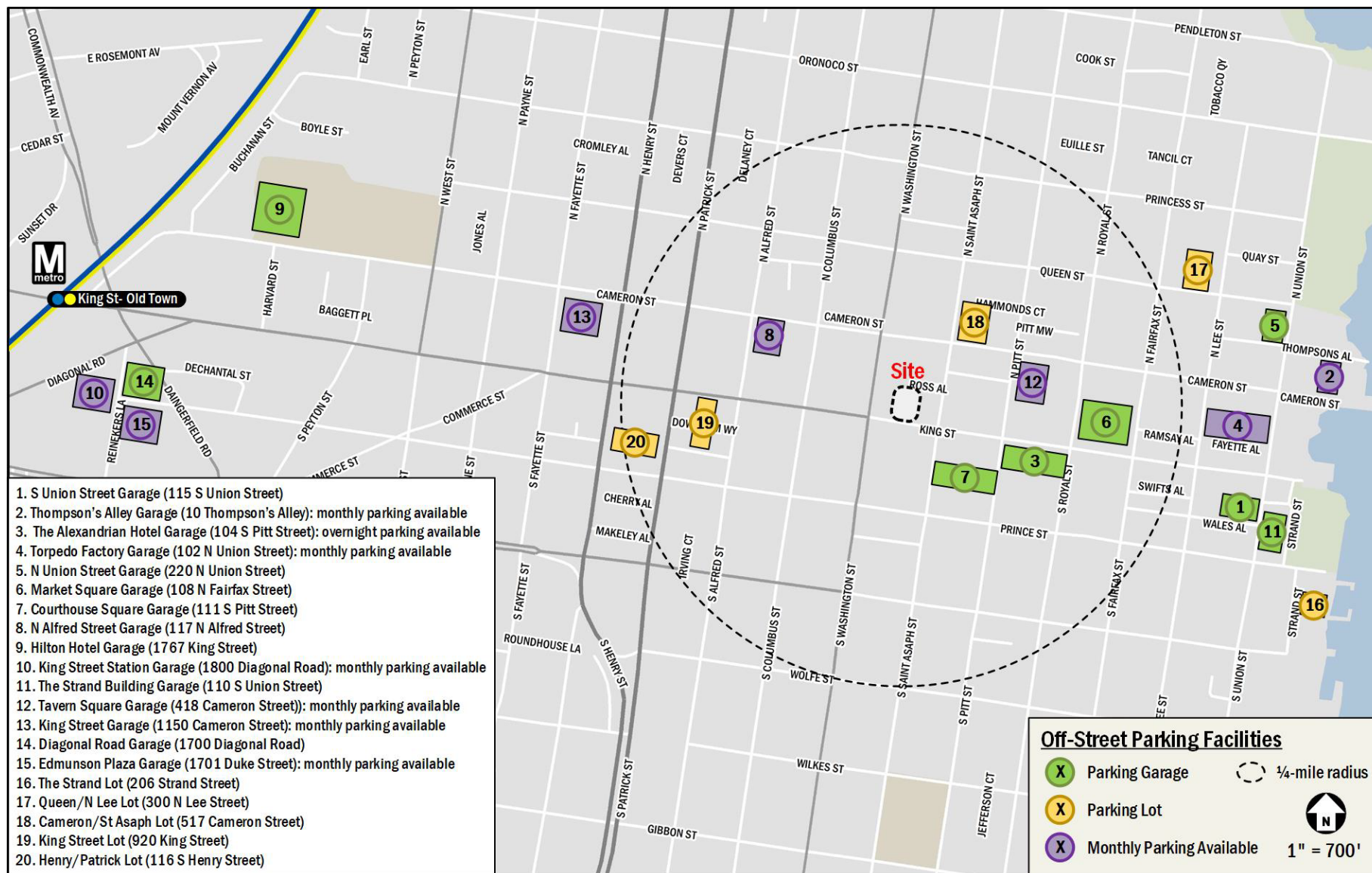
facilities, the Torpedo Factory garage and the Thompson's Alley garage to the east, and the King Street garage, the King Street Station garage, and the Edmundson Plaza garage to the west allow monthly parking for a fee.





Figure 4: Existing Curbside Management





## Transportation Demand Management

A Transportation Management Plan (TMP) has many components that are tailored to accommodate a given facility with the goal being the reduction of automobile trips by encouraging alternative forms of transportation. A few of the typical TMP components include the establishment of a TMP coordinator, the distribution of transit literature, and the establishment of ride-sharing programs. Management measures taken by this project can be monitored and adjusted as needed to continually create opportunities to reduce the amount of traffic generated by the site and to promote sustainable mobility options.

The TMP for the site will include a schedule and details of implementation and continued operation of the elements in the plan. The location of the site within the Enhanced Transit Area, the provision of zero vehicle parking, the provision of bicycle facilities on site, and the free bus service to/from the King St – Old Town Metrorail Station and other neighborhoods in Alexandria allow for a TMP that reduces the demand for single-occupancy vehicles to/from the site.

## Conclusions

This memorandum evaluates the proposed vehicular parking reduction for the 615-621 King Street development in Alexandria, Virginia. The project proposes a parking reduction from 21 residential vehicular spaces and 4 specific commercial use spaces (minimum required) to zero vehicular spaces given the location of the site along King Street, and within the Enhanced Transit Area of Alexandria, and the low number of vehicular trips being generated by the redevelopment of the site. The considerations that would contribute to the parking reduction proposed for the site are as follows:

- The site is located in a walkable, urban neighborhood and within walking distance from retail, restaurants, cultural venues, and other amenities;
- A number of transportation amenities and options are available in close proximity to the site including transit, bicycle, scooter, and pedestrian facilities. In particular, the King Street Trolley offers free, frequent service along King Street, connecting the site to Market Square and the King St – Old Town Metrorail Station;
- The project will provide on-site bicycle parking facilities in excess to the minimum required by the City of Alexandria Bicycle Parking Requirements in order to accommodate the needs of bicycle users and promote cycling as a primary transportation mode for residents and visitors of the site. The minimum bicycle parking requirements for the site are eight (8) Class 1 or Class 2 bicycle parking spaces and one (1) Class 2 or Class 3 bicycle parking spaces for the residential use, and two (2) Class 2 or Class 3 bicycle parking spaces for the retail use;
- The proposed provision of no vehicular parking spaces for the residential use is consistent with recently approved mixed-use projects in Washington, DC that offered similar transportation amenities;
- In addition to the on-street parking located near the site, there are off-street parking facilities located within ¼-mile of the site that allow monthly and overnight parking for a fee. These facilities include five (5) parking facilities located within two (2) blocks of the site; and
- The project will include a Transportation Management Plan tailored to its needs that will promote the reduction of automobile trips by encouraging alternative forms of transportation.

For the reasons outlined above, the proposed vehicular parking reduction is expected to adequately accommodate site needs.

## TECHNICAL ATTACHMENTS

## Attachment A: Site Trip Generation

### Proposed Retail Trip Generation 615-621 King Street

Note: Neighborhood serving retail (12,222 square feet)

#### Step 1: Base trip generation using ITEs' Trip Generation

| Land Use             | Land Use Code | Quantity (x) | AM Peak Hour |          |               | PM Peak Hour |           |               | Daily          |
|----------------------|---------------|--------------|--------------|----------|---------------|--------------|-----------|---------------|----------------|
|                      |               |              | In           | Out      | Total         | In           | Out       | Total         | Total          |
| Retail               | 820           | 12,222 sf    | 7 veh/hr     | 4 veh/hr | 11 veh/hr     | 23 veh/hr    | 24 veh/hr | 47 veh/hr     | 461 ppl        |
| Calculation Details: |               |              | 62%          | 38%      | =0.94(x/1000) | 48%          | 52%       | =3.81(x/1000) | =37.75(x/1000) |

#### Step 2: Convert to people per hour, before applying mode splits

| Land Use | People/Car<br>(from 2017 NHTS, Table 16) | AM Peak Hour |          |           | PM Peak Hour |           |           | Daily   |
|----------|--|--------------|----------|-----------|--------------|-----------|-----------|---------|
|          |  | In           | Out      | Total     | In           | Out       | Total     | Total   |
| Retail   | 1.82 ppl/veh                             | 13 ppl/hr    | 7 ppl/hr | 20 ppl/hr | 42 ppl/hr    | 44 ppl/hr | 86 ppl/hr | 839 ppl |

#### Step 3: Split between modes, per assumed Mode Splits

| Land Use | Mode    | Split | AM Peak Hour |          |           | PM Peak Hour |           |           | Daily   |
|----------|---------|-------|--------------|----------|-----------|--------------|-----------|-----------|---------|
|          |         |       | In           | Out      | Total     | In           | Out       | Total     | Total   |
| Retail   | Auto    | 5%    | 1 ppl/hr     | 0 ppl/hr | 1 ppl/hr  | 2 ppl/hr     | 2 ppl/hr  | 4 ppl/hr  | 42 ppl  |
| Retail   | Transit | 10%   | 1 ppl/hr     | 1 ppl/hr | 2 ppl/hr  | 4 ppl/hr     | 5 ppl/hr  | 9 ppl/hr  | 84 ppl  |
| Retail   | Bike    | 10%   | 1 ppl/hr     | 1 ppl/hr | 2 ppl/hr  | 4 ppl/hr     | 5 ppl/hr  | 9 ppl/hr  | 84 ppl  |
| Retail   | Walk    | 75%   | 10 ppl/hr    | 5 ppl/hr | 15 ppl/hr | 32 ppl/hr    | 33 ppl/hr | 65 ppl/hr | 629 ppl |

#### Step 4: Convert auto trips back to vehicles/hour

| Land Use | People/Car<br>(from 2017 NHTS, Table 16) | AM Peak Hour |          |          | PM Peak Hour |          |          | Daily  |
|----------|--|--------------|----------|----------|--------------|----------|----------|--------|
|          |  | In           | Out      | Total    | In           | Out      | Total    | Total  |
| Retail   | 1.82 ppl/veh                             | 1 veh/hr     | 0 veh/hr | 1 veh/hr | 1 veh/hr     | 1 veh/hr | 2 veh/hr | 23 veh |

#### Trip Gen Summary for Retail

| Mode    | AM Peak Hour |          |           | PM Peak Hour |           |           | Daily   |
|---------|--------------|----------|-----------|--------------|-----------|-----------|---------|
|         | In           | Out      | Total     | In           | Out       | Total     | Total   |
| Auto    | 1 veh/hr     | 0 veh/hr | 1 veh/hr  | 1 veh/hr     | 1 veh/hr  | 2 veh/hr  | 23 veh  |
| Transit | 1 ppl/hr     | 1 ppl/hr | 2 ppl/hr  | 4 ppl/hr     | 5 ppl/hr  | 9 ppl/hr  | 84 ppl  |
| Bike    | 1 ppl/hr     | 1 ppl/hr | 2 ppl/hr  | 4 ppl/hr     | 5 ppl/hr  | 9 ppl/hr  | 84 ppl  |
| Walk    | 10 ppl/hr    | 5 ppl/hr | 15 ppl/hr | 32 ppl/hr    | 33 ppl/hr | 65 ppl/hr | 629 ppl |

### Proposed Residential Trip Generation 615-621 King Street

Note: Approximately 24 dwelling units

#### Step 1: Base trip generation using ITEs' Trip Generation

| Land Use             | Land Use Code | Quantity (x) | AM Peak Hour |          |                        | PM Peak Hour |          |                        | Daily              |
|----------------------|---------------|--------------|--------------|----------|------------------------|--------------|----------|------------------------|--------------------|
|                      |               |              | In           | Out      | Total                  | In           | Out      | Total                  | Total              |
| Mid Rise Apartme     | 221           | 24 du        | 2 veh/hr     | 6 veh/hr | 8 veh/hr               | 7 veh/hr     | 4 veh/hr | 11 veh/hr              | 129 ppl            |
| Calculation Details: |               |              | 26%          | 74%      | $Ln(T)=0.98Ln(X)-0.98$ | 61%          | 39%      | $Ln(T)=0.96Ln(X)-0.63$ | $=5.45X/1000-1.75$ |

#### Step 2: Convert to people per hour, before applying mode splits

| Land Use         | People/Car<br>(from 2017 NHTS, Table 16) | AM Peak Hour |          |          | PM Peak Hour |          |           | Daily   |
|------------------|--|--------------|----------|----------|--------------|----------|-----------|---------|
|                  |  | In           | Out      | Total    | In           | Out      | Total     | Total   |
| Mid Rise Apartme | 1.18 ppl/veh                             | 2 ppl/hr     | 7 ppl/hr | 9 ppl/hr | 8 ppl/hr     | 5 ppl/hr | 13 ppl/hr | 152 ppl |

#### Step 3: Split between modes, per assumed Mode Splits

| Land Use         | Mode    | Split | AM Peak Hour |          |          | PM Peak Hour |          |          | Daily  |
|------------------|---------|-------|--------------|----------|----------|--------------|----------|----------|--------|
|                  |         |       | In           | Out      | Total    | In           | Out      | Total    | Total  |
| Mid Rise Apartme | Auto    | 40%   | 1 ppl/hr     | 3 ppl/hr | 4 ppl/hr | 3 ppl/hr     | 2 ppl/hr | 5 ppl/hr | 61 ppl |
| Mid Rise Apartme | Transit | 45%   | 1 ppl/hr     | 3 ppl/hr | 4 ppl/hr | 4 ppl/hr     | 2 ppl/hr | 6 ppl/hr | 68 ppl |
| Mid Rise Apartme | Bike    | 5%    | 0 ppl/hr     | 0 ppl/hr | 0 ppl/hr | 0 ppl/hr     | 1 ppl/hr | 1 ppl/hr | 8 ppl  |
| Mid Rise Apartme | Walk    | 10%   | 0 ppl/hr     | 1 ppl/hr | 1 ppl/hr | 1 ppl/hr     | 0 ppl/hr | 1 ppl/hr | 15 ppl |

#### Step 4: Convert auto trips back to vehicles/hour

| Land Use         | People/Car<br>(from 2017 NHTS, Table 16) | AM Peak Hour |          |          | PM Peak Hour |          |          | Daily  |
|------------------|--|--------------|----------|----------|--------------|----------|----------|--------|
|                  |  | In           | Out      | Total    | In           | Out      | Total    | Total  |
| Mid Rise Apartme | 1.18 ppl/veh                             | 1 veh/hr     | 2 veh/hr | 3 veh/hr | 3 veh/hr     | 1 veh/hr | 4 veh/hr | 52 veh |

#### Trip Gen Summary for Mid Rise Apartment

| Mode    | AM Peak Hour |          |          | PM Peak Hour |          |          | Daily  |
|---------|--------------|----------|----------|--------------|----------|----------|--------|
|         | In           | Out      | Total    | In           | Out      | Total    | Total  |
| Auto    | 1 veh/hr     | 2 veh/hr | 3 veh/hr | 3 veh/hr     | 1 veh/hr | 4 veh/hr | 52 veh |
| Transit | 1 ppl/hr     | 3 ppl/hr | 4 ppl/hr | 4 ppl/hr     | 2 ppl/hr | 6 ppl/hr | 68 ppl |
| Bike    | 0 ppl/hr     | 0 ppl/hr | 0 ppl/hr | 0 ppl/hr     | 1 ppl/hr | 1 ppl/hr | 8 ppl  |
| Walk    | 0 ppl/hr     | 1 ppl/hr | 1 ppl/hr | 1 ppl/hr     | 0 ppl/hr | 1 ppl/hr | 15 ppl |

## Attachment B: City of Alexandria RPP Policy

## **Residential Permit Parking for New Development Policy**

*Approved by City Council June 13, 2017*

### **Purpose:**

This policy outlines when residents of new development should be ineligible to obtain residential parking permits.

### **Policy:**

Future residents of a development within an existing residential parking district with more than 10 units that is reviewed through an SUP, DSP or DSUP are not eligible for obtaining a City issued residential parking permit when either of the following conditions exist:

1. The average on-street parking occupancy is 85% or higher at the time of approval.
2. More than 50% of the total occupied ground floor street frontage is a non-residential use.

### **Additional Details:**

#### *Average On-Street Occupancy:*

- Average occupancy will be determined based on parking conditions surveyed prior to the development's review by Planning Commission and City Council (if an SUP or DSUP).
- Parking occupancies will be reviewed with the transportation study for the development during the assumed peak hour and day of the week for the area. Specific survey times and blocks to be surveyed will be determined during the transportation study scoping process.
- The average occupancy will be taken of the number of spaces occupied over the number of spaces surveyed for all applicable block faces within one block of the development. Along block faces without delineated parking spaces, the applicant will assume that a parking space to be approximately twenty (20) feet of curb length, and avoiding restricted areas (e.g. fire hydrants, proximity to intersections, etc.). The Director of T&ES or his/her designee may adjust block faces to be surveyed to address specific circumstances of the parking near the proposed development.

#### *Ground Floor Street Frontage:*

- The percentage of non-residential street frontage will be determined using the preliminary site plan.
- Non-occupied spaces such as garages and mechanical areas will not be included in the percentage.
- Residential lobbies shall count as residential frontage.

### **Application:**

At this time the City Code does not allow properties to be removed from a residential permit parking district as part of the development review process. However, staff plans to include this provision as part of the update to the City Code later this year and any developments meeting this criteria would then be removed from the district administratively. In the interim, any developments that are ineligible for residential parking permits will include language in the conditions of approval that restrict residents from obtaining permits until the Residential Permit Parking District Map is updated to remove the property from the district. If parking conditions



change or the building is modified, the affected residents may submit a petition pursuant to Section 5-8-75 to be considered for inclusion in an adjacent permit parking district.

RPP signage will not be permitted on block faces adjacent to the development. The development's SUP/DSP/DSUP conditions will require HOA documents and/or rental agreements to notify residents that they are not eligible for residential parking permits.

**Timeframe:**

Staff will review the effectiveness and impacts of this policy after at least five (5) years after implementation.

| The Mansly, 615-621 King Street                      |   |                               | Date: 6/22/2022 |   |
|--|---|-------------------------------|-----------------|---|
| Alexandria 2019 Green Building Policy - Green Globes |   |                               |                 |   |
| Criteria   |   | Points Required By Alexandria | Expected Points | Comments  |
| Minimum Level of Certification                       |   |                               |                 |   |
| 2 Green Globes 55-69%                                |   | 55%                           | 55%             | The project is currently tracking 55% with the potential to earn more as final design decisions are made.   |
| Required Performance Points                          |   |                               |                 |   |
| ENERGY USE REDUCTION                                 |   |                               |                 |   |
| 3.3.1.1  | Assessing Energy Performance (Path A, B, or C)                | 60.0                          | 60.0            | The project is being designed with the intent to earn a minimum of 60 points under Path B, a 30% reduction, as required by Alexandria. The energy model has not been completed at this time.  |
| 3.3.9.1.1  | On-site Renewable Energy Feasibility                          | 9.0                           | 9.0             | A PV life-cycle feasibility study will be completed.  |
| 3.3.9.2.1  | Off-site Renewable Energy                                     | 18.0                          | 18.0            | Green RECs will be purchased for at least 40% of the building's energy use, with a minimum three-year commitment.   |
| Metering, Measurement and Verification               |   |                               |                 |   |
| 3.3.3.1.1.1  | Electricity   | 1.0                           | 1.0             | Electricity will be metered at the building level.  |
| 3.3.3.1.1.2  | Heating Fuels   | 1.0                           | 1.0             | Natural Gas will be metered at the building level.  |
| 3.3.3.1.1.4  | Other, with description (as applicable)                       | 1.0                           | N/A             | Not Applicable.   |
| 3.3.3.1.2  | Sub-metering (as applicable)                                  | 0.5-3                         | N/A             | Not Applicable.   |
| WATER EFFICIENCY                                     |   |                               |                 |   |
| 3.4.1.1  | Indoor Water Consumption                                      | 24.0                          | 24.0            | The project will reduce potable water use by at least 40% compared to baseline. Current preliminary design savings: 45.2%   |
| 3.2.4.1  | Landscape and Irrigation Plan (LIP) by Certified Professional | 6.0                           | N/A             | Not Applicable. The project has a zero-lot line site and has no landscaping.  |
| 3.2.4.1.1  | Soil Type, Drainage and Light Conditions                      | 3.0                           | N/A             | Not Applicable. The project has a zero-lot line site and has no landscaping.  |
| 3.2.4.3.2  | Native/Non-invasive Plant Materials                           | 2.0                           | N/A             | Not Applicable. The project has a zero-lot line site and has no landscaping.  |
| 3.2.4.3.3  | Turfgrass Minimalized   | 3.0                           | N/A             | Not Applicable. The project has a zero-lot line site and has no landscaping.  |
| 3.4.8.2.2  | Drip/low Volume Irrigation                                    | 1.0                           | N/A             | Not Applicable. The project has no irrigation.  |
| 3.4.8.2.2  | WaterSense/SWAT/Smart Control System                          | 1.0                           | N/A             | Not Applicable. The project has no irrigation.  |
| 3.4.8.2.4  | Regulation of Precipitation Rate on Sprinkler                 | 0.5                           | N/A             | Not Applicable. The project has no irrigation.  |
| 3.4.8.2.5  | Swing Joints/Flex Pipes on Irrigation Heads                   | 0.5                           | N/A             | Not Applicable. The project has no irrigation.  |
| INDOOR ENVIRONMENTAL QUALITY                         |   |                               |                 |   |
| 3.7.1.1  | Ventilation Air Quality                                       | 11.0                          | 11.0            | The project will earn 7 points for 3.7.1.1.1 and 4 points for 3.7.1.1.2, totaling to 11 points.<br>3.7.1.1.1: The project's ventilation system will be designed to meet ASHRAE 62.1 2010 (7 points).<br>3.7.1.1.2: The construction documents indicate the ventilation for all occupied spaces (4 points).  |
| 3.7.1.2  | Air Exchange  | 8.0                           | 8.0             | The project will be designed to achieve Path A for Mechanical Ventilation.  |
| 3.7.2.1  | Volatile Organic Compounds                                    | 10.0                          | 10.0            | Compliance with all four VOC criteria categories will be achieved.<br>3.7.2.1.1: Adhesives & sealants (2.5 points)<br>3.7.2.1.2: Carpet and under-carpet adhesives (2 points)<br>3.7.2.1.3: Paints (3 points)<br>3.7.2.1.4: Floors, floor-coverings, and other interior (2.5 points)  |
| 3.1.2.4  | IAQ During Construction                                       | 5.0                           | 5.0             | The project will earn 2 points for 3.1.2.4.1 and 3 points for 3.1.2.4.2, totaling to 5 points.<br>3.1.2.4.1: The GC will perform either a building flush-out or IAQ testing prior to occupancy (2 points).<br>3.1.2.4.2: The GC is required to implement Construction IAQ protections (SMACNA Guidelines) (3 points).   |
| 3.7.4  | Thermal Comfort   | 2-12                          | 9.0             | The project will earn 3 points for 3.7.4.1.1 and 6 points for 3.7.4.1.2, totaling to 9 points.<br>3.7.4.1.1: The project's retail space will have thermal control zones that are 5,000 SF or less (3 points).<br>3.7.4.1.2: The building will conform to ASHRAE 55-2010 (6 points).<br>3.7.4.1.2, 3.7.4.1.3, and 3.7.4.1.4 are not applicable to this building. |

# City of Alexandria, Virginia

## MEMORANDUM

DATE: SEPTEMBER 6, 2022

TO: CHAIR MACEK AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL W. MORITZ, DIRECTOR, DEPARTMENT OF PLANNING & ZONING

SUBJECT: PLANNING COMMISSION HEARING DOCKET ITEM #11 –  
615-621 KING STREET (DSUP#2022-10011)

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### Residential Parking Permit Disclosure Condition

Concern was expressed by a few members of the Planning Commission with how future tenants of the proposed new residential development would be informed that they will be ineligible for Resident Parking Permits per the City's policy for new development. An amendment to condition #26 is being recommended that would require all future tenants of the building be notified, through their lease agreement, that they are ineligible for permit parking (see **bolded language**):

26. Based on the Residential Permit Parking for New Development Policy, residents of the development are not eligible to obtain a City issued residential parking permit. (T&ES)
  - a. **Disclose to all future tenants as part of their lease agreement that they are not eligible to obtain a City issued residential parking permit.**

### Loading on King Street

Several questions were raised about how loading for the residential units would occur for the site, as residential loading usually takes more time than commercial loading/unloading and potentially more impactful to pedestrian and vehicle traffic. Any resident that needs a temporary parking reservation for loading/unloading in the public right-of-way beyond any posted time limits is required to go through the City's T&ES Permits Office. The project site is limited by both a turning lane in front of the site as well as a bus stop, which limits any permits for a temporary parking reservation being issued from in front of the site. Additionally, east of the site in front of King's Jewelry is a "No Parking" sign that provides the exception between 7 PM and 11 PM (and except holidays), with an arrow pointing to the end of the block. The combination of street configuration as well as signage would mean the Permits office would not grant a parking reservation outside of those hours, and it is likely it would not be granted all.

### Street Tree Replacement Condition

During the review period of this project, it was observed that one of the existing street trees in front of the project site appears to be dead. Although the plans indicated that at the time of the tree survey (December 14, 2021) the Pin Oak (*Quercus palustris*) was in good condition, staff has found the tree not to be in good condition (see photo below). The City's Urban Forester also agreed that the tree appeared to not be in good health and should be replaced.

As such, an amendment to condition #14 is being recommended to address the replacement of the tree per the City's Landscape Guidelines prior to release of bonds (see **bolded language**):

14. Provide a Tree and Vegetation Protection Plan per the City of Alexandria's Landscape Guidelines for approval prior to Final Site Plan release and implement the plan for the duration of construction. (P&Z) (RP&CA) \*
  - a. **Remove and replace the dead street tree, in kind per the City's Landscape Guidelines. \*\*\*\***



**Photo of Pin Oaks in front of 615-621 King Street, looking north (Case DSUP2022-10011)**