



Docket Item #7A-D

**Development Special Use Permit #2012-0019**

**Special Use Permit #2013-0080**

**TMP Special Use Permit #2013-0071**

**Encroachment #2013-0004**

Application	General Data	
<b>Project Name:</b> Cummings Hotel  <b>Location:</b> 220 South Union Street  <b>Applicant:</b> Carr City Centers, LLC represented by Kenneth Wire, McGuire Woods	PC Hearing:	January 7, 2014
	CC Hearing:	January 25, 2014
	If approved, DSUP Expiration:	January 25, 2017
	Plan Acreage:	21,299 sf (0.49 acres)
	Zone:	W-1/Waterfront Mixed Use
	Proposed Use:	Hotel with restaurant and meeting room
	Number of Rooms:	120 rooms
	Net Floor Area:	61,182 sf
	Small Area Plan:	Waterfront
	Historic District:	Old and Historic
	Green Building:	LEED Silver or Equivalent
<b>Purpose of Application</b>		
Approval of a hotel with a restaurant and meeting room.		
<b>Special Use Permits and Modifications Requested:</b>		
<ul style="list-style-type: none"> <li>• Special Use Permit:               <ul style="list-style-type: none"> <li>• Hotel pursuant the Waterfront Small Area Plan</li> <li>• Increased floor area pursuant the Waterfront Small Area Plan</li> <li>• Additional height pursuant to the Potomac River Vicinity Height District</li> <li>• Parking reduction</li> <li>• Loading space reduction</li> <li>• Valet parking</li> <li>• Restaurant</li> <li>• Transportation Management Plan (TMP)</li> </ul> </li> <li>• Modifications: (1) Vision Clearance, (2) Height to Centerline, (3) Crown Coverage</li> <li>• Encroachment for Canopy along Union Street</li> </ul>		
<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>		
<b>Staff Reviewers:</b> Karl Moritz, P&Z ( <a href="mailto:karl.moritz@alexandriava.gov">karl.moritz@alexandriava.gov</a> ); Robert Kerns, P&Z ( <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a> ); Gary Wagner, P&Z ( <a href="mailto:gary.wagner@alexandriava.gov">gary.wagner@alexandriava.gov</a> ); Katye North, P&Z ( <a href="mailto:katye.north@alexandriava.gov">katye.north@alexandriava.gov</a> ); Nancy Williams, P&Z ( <a href="mailto:nancy.williams@alexandriava.gov">nancy.williams@alexandriava.gov</a> ), Daphne Kott, T&ES ( <a href="mailto:daphne.kott@alexandriava.gov">daphne.kott@alexandriava.gov</a> ); Matt Melkerson, T&ES ( <a href="mailto:matt.melkerson@alexandriava.gov">matt.melkerson@alexandriava.gov</a> )		

**PLANNING COMMISSION ACTION, JANUARY 7, 2014:** On a motion by Commissioner Macek, seconded by Commissioner Wagner, the Planning Commission voted to **recommend approval** of DSUP #2012-0019, SUP #2013-0080, TMP SUP #2013-0071, and ENC #2013-0004 subject to compliance with all applicable codes, ordinances and conditions, with amendments to DSUP conditions 5, 6, 11, 15, 35, 106, and C-9, and SUP condition 3, and new DSUP conditions 11A and 40A, and SUP condition 16A. The motion passed on a vote of 6 to 0, with Commissioner Dunn abstaining.

Reason: The Planning Commission agreed with the staff analysis and recommendation that the proposal complied with the Waterfront Plan, but expressed concern about the proposed architecture. The Commissioners discussed how to improve the building, which included studying whether a reduction of the number of rooms could successfully reduce the mass of the building while still allowing for a financially feasible project. Condition 11 was revised as a result of this discussion. Mr. Dunn abstained from voting because he felt the applicant should take more time to study how to reduce the mass of the building.

Speakers:

Kenneth Wire, representing the applicant, spoke in support of the request and responded to questions and comments from the Commissioners and public.

Kathryn Papp, 504 Cameron Street, spoke in opposition to the project. She felt the proposal was too massive and did not fit into the neighborhood. She expressed concern about the loading dock and the usability of the courtyard.

Bert Ely, co-chair of the Friends of the Alexandria Waterfront although speaking only for himself, spoke in opposition to the project. He recommended the project be deferred due to (1) the pending lawsuit about the W-1 zone, (2) potential contaminated soil issues that may impact construction of the underground garage, and (3) questions about whether the Alexandria Marine building is a historic building that will have to remain.

Michael Jennings, 10 Potomac Court, spoke in opposition to the project. He expressed concern about the traffic and the use of Union Street for valet spaces. He also believes the project will dwarf the homes next to the site.

Van Van Fleet, 26 Wolfe Street, spoke in opposition to the project. He felt that the applicant was requesting too many exceptions and the project should be smaller. He also believed the project should be coordinated with Robinson Terminal South and the Turner property, and that the underground garage will have flooding problems.

Katy Cannady, 20 East Oak Street, spoke in opposition to the project. She stated that the development is a big box and no significant changes were made as a result of public feedback. She also expressed disappointment about the lack of views and access to the river as called for by the Waterfront Plan.

Yvonne Weight Callahan, 735 South Lee Street and President of Old Town Civic Association, spoke in opposition to the project. She questioned whether the alley and courtyard would truly be open to the public. She also questioned whether the bathrooms were included in the FAR calculations and how coordination of the loading dock would work.

Carl Smith, 200 Duke Street, spoke in opposition to the project. He questioned whether the alley would truly be public and whether the loading dock was sufficient for the building.

Margaret Wood, 711 Potomac Street, spoke in opposition to the project. She stated that she did not think the proposal complied with the Waterfront Plan with respect to height, mass, and parking, and the building should be smaller.

Poul Hertel, spoke in opposition to the project. He felt the proposal could be better and does not reflect the model. He also expressed concern about the public nature of the courtyard.

Boyd Walker, 1307 King Street, spoke in opposition to the project. He thought a 3-story building would be better received and there should be a better solution than the proposed mansard roof. He suggested deferring the case to allow time to coordinate with Robinson Terminal South and to determine whether the Alexandria Marine building is historic.

Mark Mueller, co-chair of the Friends of the Alexandria Waterfront although speaking only for himself, spoke in opposition to the project. He expressed disappointment with the proposal and the lack of compromise from the applicant. He believes the building should be smaller and the footprint should be flipped so the open space is along Duke Street instead of in the courtyard.





## **I. SUMMARY**

### ***A. Recommendation & Summary of Issues***

Staff recommends **approval** of Carr City Centers' request for a hotel at 220 South Union Street. As the first of the three redevelopment sites identified in the Waterfront Small Area Plan to be reviewed, approval of this project will play a significant role in implementing the Plan's goals for the Waterfront. Successful implementation of this project will help activate this section of the Waterfront through removal of an older, defunct warehouse building and replacement with active uses, such as the proposed hotel and restaurant overlooking The Strand and Point Lumley Park.

Given the extensive public involvement and interest related to the Waterfront Small Area Plan, it is important that this proposal be carefully reviewed to ensure consideration of all potential impacts and confirm compliance with City policies. A number of issues were analyzed, including the following:

- The proposal's consistency with the Waterfront Small Area Plan and other City Policies;
- The evolution of the building design and direction from the Board of Architectural Review;
- The requested special use permits and justifications for approval;
- The proposed off-site contributions to be provided by the developer to help further the goals of the overall Plan;
- The proposal's impact to parking and traffic in the area;
- The fiscal impact of the proposed hotel; and
- The community outreach that has occurred.

There are a number of important aspects about this development that should be emphasized:

- The proposal for a hotel on the Cummings/Turner Block is consistent with the Waterfront Small Area Plan. This is the first hotel to be reviewed under the Plan, and at 120 rooms, it is below the 150 room per hotel cap established by the Plan.
- Although the Board of Architectural Review is evenly divided on the issue of whether the overall mass, scale, and height of the building is appropriate, they are comfortable with the general architectural character of the building as discussed at their December 18, 2013 meeting.
- The development provides a number of public benefits including: undergrounding of above grade utilities, public art, public open space through a pedestrian alley and a 5,000 sf courtyard, a \$111,552 contribution to affordable housing, a \$20,000 contribution to the bikeshare program, and enhanced streetscape.
- In addition, the developer will provide a monetary contribution to go towards improvements in the park along the Waterfront or perform a comparable amount of off-site improvements, including demolition the two existing buildings across The Strand from the site and additional undergrounding of overhead utilities.
- The amount of parking provided for this hotel is consistent with actual parking ratios observed at other hotels in the area.
- The development will generate approximately \$420,000 annually in additional taxes.

## ***B. General Project Description***

The applicant's proposal for 220 South Union Street consists of a five-story, 120 room hotel with a restaurant and meeting room. One level of underground parking is provided that is intended to be solely used for valet parking. The building is designed to provide frontage on South Union Street, Duke Street, and The Strand. Pursuant to the Waterfront Small Area Plan, half of the required 20-foot wide mid-block alley will be installed with this development along the north property line, providing open views to the Potomac River and a pedestrian link between South Union Street and The Strand. The proposal also includes a 5,000 sf, publicly accessible courtyard that will provide open space for the development with outdoor seating for the restaurant and public art. The streetscape along South Union Street and Duke Street will be improved with the undergrounding of utilities, new brick sidewalks, street trees and street lights. The applicant will also provide a monetary contribution as anticipated by the Plan for future improvements to the Waterfront and may also demolish the two buildings on the east side of The Strand to make way for the future expansion to Point Lumley Park.

With this proposal the applicant has requested approval of the following applications:

- DSUP for a hotel pursuant to the Waterfront Small Area Plan and Special Use Permits for:
  - Increased floor area pursuant to the Plan
  - Increased height pursuant to the Potomac River Vicinity Height District
  - Parking reduction
  - Loading space reduction
  - Valet parking
- Special Use Permit for a restaurant
- Special Use Permit for a Transportation Management Plan
- Encroachment for a canopy along South Union Street

## **II. BACKGROUND**

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

The property is located on part of the redevelopment site identified in the Waterfront Small Area Plan as the Cummings/Turner Block, which extends from the east side of South Union Street to the west side of The Strand, between Duke and Prince Streets. The half-acre parcel occupies the southern portion of the Cummings/Turner Block along the north side of Duke Street. Immediately north of the site is a one-story retail building and surface parking lot. Other uses in this block include Chadwicks Restaurant, Big Wheel Bikes, Old Towne Gemstones, and the newly restored Brandt mid-19<sup>th</sup> century warehouse buildings that have been converted to offices. On the east side of The Strand, between Duke and Prince Streets and abutting the Potomac River are The Beachcombers Restaurant building, The Strand parking lot, the Alexandria Yacht building, the Alexandria Marine building, and Point Lumley Park. The Waterfront Small Area Plan anticipates converting The Strand parking lot, the Alexandria Yacht building and the Alexandria Marine building into an expansion of Point Lumley Park by demolishing the parking

lot and the two buildings. The Robinson Terminal South property is immediately south of the hotel site, between South Union Street and the river, and is also anticipated for redevelopment under the Waterfront Small Area Plan. On the block to the west of the project site is the Solo parking garage, and commercial and residential uses.

The project site is relatively flat, gradually sloping eastward in the direction of the Potomac River. The majority of the site is within the 100 year floodplain. A one-story warehouse building (that formerly housed the Art League) currently occupies the project site. A number of above grade utility poles and lines surround the site on all three streets.

## ***B. Procedural Background***

Alexandria's Waterfront is a significant asset to the City and has long been the subject of various planning efforts, as early as the 1960s. The most recent planning process began in 2009 with a series of community forums, tours, and a charrette. A concept plan was released in May 2010 and a number of meetings were held to solicit comments and feedback. A more detailed plan was released in December 2010 and again reviewed at a series of meetings. The Plan included a companion Text Amendment to the W-1/Waterfront Mixed Use Zone to allow for hotels and to include other changes, primarily an increase in density for the three redevelopment sites identified in the Plan. The higher density in the Text Amendment was linked to development goals and guidelines outlined in the Plan for each site. The three redevelopment sites in the Plan are the Robinson Terminal North and South properties, and the Cummings/Turner Block. As previously mentioned, the hotel development under this application is on the southern half of the Cummings/Turner Block.

The City Council reviewed the draft Plan at a public hearing in May 2011, but deferred the vote to allow for a Mayor-appointed Work Group to review the Plan and propose options for addressing some of the main points of contention. The City Council later approved the Waterfront Small Area Plan and the W-1 Text Amendment at a public hearing in January 2012. There was subsequent litigation on a procedural matter involving the Text Amendment and in order to resolve the procedural concern, City Council approved the Text Amendment again in spring 2013.

The Waterfront Small Area Plan originally called for up to three hotels with a maximum of 150 rooms each. At the City Council public hearing in January 2012, the Council reduced the number of hotels permitted under the Plan to two. Since this project is the first of the redevelopment sites to be reviewed, a hotel is an acceptable use for the site.

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

### **Site Plan and Building**

The proposal for the site consists of a 5-story, 120 room, hotel with one level of underground parking. The building is designed as a "C" shape with frontage along all three public streets, with a pedestrian alley and 5,000 sf courtyard on the north side of the building. The main entrance and lobby to the hotel is on South Union Street. The garage entrance and the loading dock are located mid-block on Duke Street. The restaurant and meeting space are located on the

first level along the eastern end of Duke Street and The Strand. Pursuant to the Waterfront Small Area Plan, a ten-foot-wide alley is provided along the north property line from South Union Street to The Strand, which will ultimately be increased to 20 feet in width once the adjacent property to the north redevelops. Along South Union Street, the alley is flush with the sidewalk grade and gently slopes up to the central courtyard. The alley connects to The Strand approximately 5 feet above the elevation of the street, so stairs are provided at this end. The courtyard will also be publicly accessible, with outdoor dining provided for the restaurant and public art.

### **Applications**

There are several applications that have been submitted as part of the overall hotel development. First, a Development Special Use Permit (DSUP) with site plan has been submitted as required by the Waterfront Small Area Plan for development on this site. Included in the DSUP are special use permit requests for: (1) an increase in height above 30 feet per the Potomac River Vicinity Height District, (2) an increase in the maximum floor area ratio per the Waterfront Small Area Plan, (3) a parking reduction from 87 spaces to 69 spaces, (4) a loading space reduction from 4 spaces to 1 space, and (5) valet parking. A separate special use permit has been requested for the proposed restaurant. The size of this hotel triggers a Transportation Management Plan, which has also been requested through a separate special use permit. Finally, an encroachment has been requested for the canopy along the South Union Street façade that extends into the right of way.

### ***D. Project Evolution***

After the Plan was approved in 2012, the applicant submitted a development concept plan for the City to review, which was discussed by the Old and Historic District Board of Architectural Review that year. However, since the Text Amendment to the W-1 zone to allow hotels was on hold pending the litigation, no further submissions were made after the 2012 BAR meeting. In March 2013, the City Council approved the text amendment to the W-1 zone and the applicant resubmitted plans to the City later that year. The plans were reviewed again by the BAR in September and December of 2013.

As discussed in further detail in the Staff Analysis, the building design and architecture was the subject of many meetings and generated significant feedback. While the overall height and massing has remained fairly consistent, the architecture has been revised several times in response to comments from the BAR, the public, and staff. At the December BAR meeting, the BAR supported the general architecture character that had been presented to them.



### III. ZONING

Property Address:	220 South Union Street	
Total Site Area:	21,299 sf (0.49 acres)	
Zone:	W-1/Waterfront mixed use zone	
Current Use:	Warehouse	
Proposed Use:	Hotel	
	Permitted/Required	Proposed
FAR	3.0 (63,897 sf) with SUP per Waterfront Small Area Plan	2.87 (61,182 sf)
Height	30 feet (50 feet with SUP)	50 feet
Open Space	n/a	5,077 sf
Parking	0.7 spaces per room = 84 spaces 1 space per 8 meeting room seats = 3 Total = 87 spaces	69 spaces *
Loading spaces	1 space per 20,000 sf = 4	1 space *
* No parking required for restaurant since it is located in the Central Business District (CBD); Parking and loading space reduction requested.		

### IV. STAFF ANALYSIS

#### *A. Consistency with the City's Approved Plans and Policies*

##### **Waterfront Small Area Plan**

In addition to creating an overall vision for the Waterfront, the Waterfront Small Area Plan adopted in 2012 also established Development Goals and Guidelines for the three specific redevelopment sites in the Plan area. The following is a summary of how this proposal complies with each of the Development Goals for the Cummings/Turner Block. A detailed analysis of compliance with the Development Guidelines is included in Attachment #1.

*Goal 1: Employ a land use mix and design which invites the public and encourages activity within the proposed development, and in the adjacent public spaces.*

The proposed hotel, including a new restaurant with outdoor dining, a pedestrian alley connecting The Strand and South Union Street, and a 5,000 sf courtyard with public art and seating will attract additional public activity through guests of the hotel and restaurant, and pedestrians walking through the site to and from an expanded Point Lumley Park. The hotel entrances located on South Union Street and Duke Street will provide pedestrian activity on the street as hotel guests arrive and depart.

*Goal 2: Provide extensive public amenities, with particular attention to the restoration of the historic buildings on the block.*

This development reflects a design that recalls Alexandria's historic maritime warehouses, consistent with the architectural guidelines of the Plan. Additionally, in terms of amenities, this development will include a variety of new public amenities such as a new restaurant with outdoor dining, a 5,000 sf courtyard with public art, an enhanced streetscape with new street lights and street trees, and undergrounding of utility lines along South Union Street and Duke Street. Additionally, a monetary contribution will be provided to go towards future improvements in the park.

The goal's reference to restoration of historic buildings refers to the mid-19<sup>th</sup> century warehouse buildings located on the northern end of the Cummings/Turner Block (204-206 South Union Street) which are not part of this project. Two of these were acquired by another owner in 2012 and have already been restored in accordance with the guidelines of the Board of Architectural Review and the vision and guidelines of the Plan. The buildings' heavy timber interior framing and massive solid masonry walls were accentuated under the rehabilitation and preservation processes. To celebrate the historic nature of the buildings and area, the owner has installed a gallery in the lobby with photographs and wallpaper reflecting Alexandria's maritime past. The buildings are adaptively reused as office space. The same owner has also purchased two other buildings at this end of the Cummings/Turner Block. One of those buildings is also a historic warehouse and is currently undergoing restoration.

*Goal 3: Improve access and views to the Potomac River by creating new east-west alleys.*

Per the requirements of the Waterfront Small Area Plan, this proposal includes half of a required 20-foot wide east-west alley along the north property line. The alley will be constructed from South Union Street to The Strand, which will provide physical and visual access through the block to the Potomac River and expanded Point Lumley Park. When the Turner site to the north redevelops, the second half of the alley will be required to complete the entire 20-foot width anticipated by the Plan.

*Goal 4: Pay homage to Alexandria's waterfront history through public space design and interpretive features.*

This area of the Waterfront is titled *The Working Seaport* under the Plan, as its location contains the last observable vestiges of Alexandria's golden maritime era from the last half of the 18<sup>th</sup> century to early 20<sup>th</sup> century. As such, it features a concentration of some of the last remaining historic buildings on the Waterfront and it encompasses Point Lumley, part of the City's original shoreline and a former center of shipbuilding. To help celebrate the past, this goal is to be met through incorporation of architectural features and the overall design including the open space, art, and cultural and historical programming. The applicant has identified a location within the publicly accessible courtyard for public art. While the specific piece has not been selected, the art should be a prominent feature according to the Plan and should be related to Alexandria's Waterfront history. The conditions of approval require the applicant to develop a plan for selecting the art and the public art will be reviewed by the Waterfront Commission and the

Commission for the Arts. There are also some opportunities to incorporate aspects of the Waterfront history, such as photographs or paintings, in the hotel lobby, restaurant, hallways and guest rooms.

*Goal 5: Maintain a building scale compatible with existing fabric across South Union Street and Wolfe Street.*

The majority of the buildings in this block and the blocks across South Union Street range in height from two to four stories. While the proposed building is a total of five stories, the South Union Street façade, which is the elevation that most directly impacts the existing neighborhood buildings, has a three story element along the street with a five story piece set back approximately 5 to 13 feet. This creates a three story presence along South Union Street to relate to the existing buildings and maintains a compatible scale. The elevation along Duke Street uses a two story mansard roof to create a plane change between the third and fourth stories. This elevation currently faces the Robinson Terminal South warehouse buildings, which the Plan anticipates being replaced with 4-5 story buildings, except for the 2-story 19<sup>th</sup> century building (2 Duke St.).

*Goal 6: Maximize water views from buildings, streets, and rooftop open spaces.*

Since the development is located one block from the Potomac River, many of the hotel rooms will enjoy views of the river. As part of this project, the developer will be required to demolish the two existing buildings along The Strand (the Alexandria Yacht building and the Alexandria Marine building) or provide a contribution to pay for it. With these structures removed and temporary park improvements installed, views and connections to the water will be improved. The restaurant has also been located at the eastern end of the building closest to The Strand to allow for restaurant patrons to overlook the future park and the Potomac River. Additionally, the courtyard and alley provide views through the site to the river and provide a place for the public to enjoy the park and water views.

### **City Council Strategic Plan**

The updated City Strategic Plan was adopted in 2010 and set seven goals for the City. This proposal is consistent with the goals and objectives in the Strategic Plan, specifically, the following goals:

- Goal 1: Alexandria has quality development and redevelopment, support for local businesses and a strong, diverse and growing local economy.
  - Objective: Increase the vitality and economic success of the City Waterfront and King Street Corridor while maintaining and strengthening the City's commitment to historic preservation and neighborhood quality of life.
- Goal 5: Alexandria is financially sustainable, efficient, community-oriented and values its employees.
- Goal 7: Alexandria is a caring and inclusive community that values its rich diversity, history and culture, and promotes affordability.
  - Objective: Promote equitable access to lifelong learning opportunities through arts, library, historical, archaeological, and cultural resources, programs and services.

This proposal supports a diverse economy by providing a hotel that will bring visitors to the City and generate additional tax revenue. The location along the Waterfront directly supports the objective to increase the vitality and economic success of the Waterfront and King Street, including providing new jobs and new customers for Union Street and King Street businesses. The applicant will be required to provide public art in the publicly accessible courtyard. Furthermore, the location of the hotel near the future expanded Point Lumley Park will create more opportunities for the public to enjoy the Waterfront and the amenities that will be part of it.

### **Green Building Policy**

The City adopted a Green Building Policy in 2009 that established a desired level of green building certification for future development. Per the Policy, commercial developments such as the proposed hotel are expected to achieve a certification level of LEED Silver or an equivalent certification from another third party rating system. The developer has indicated that they will comply with the Policy and commit to achieving LEED Silver certification for the development. The building's location close to several transit options and neighborhood services will provide several credits for the project. Water saving fixtures, water efficient landscaping, and building materials with recycled content will be used for additional credits.

### ***B. Building Design***

The design of the building has been one of the most debated and discussed aspects of this proposal. The public, staff, Old and Historic Alexandria District Board of Architectural Review, Waterfront Commission, and the applicant all agree that the design for this building must be appropriate and successful. As one of the first structures to be constructed following approval of the Waterfront Small Area Plan, it will set the tone for future development. The BAR has held three informal Concept Review hearings over the last year and a half to provide feedback on the appropriateness of the scale, mass and general architectural character of the project. As a result, the architecture has continued to evolve in an attempt to respond to the various, and sometimes conflicting, community comments. The design details will continue to be refined through the final site plan and Certificate of Appropriateness reviews.

### **Mass, Scale, and Height**

Throughout the review of the project, the building has been presented as five stories, with setbacks and plane changes above a basic 30 foot height to comply with the requirements of the Potomac River Vicinity Height District. The overall mass, scale, and height of the proposed building has been a constant concern expressed by the public, some of whom believe the structure is too big and does not appropriately relate to the surrounding neighborhood. As discussed further in the Special Use Permit Requests section, the size and height of the building is allowed through the SUP process. If the SUPs are approved for the additional floor area pursuant to the Plan and the additional height above 30 feet pursuant to the Potomac River Vicinity Height District, the building complies with the zoning requirements for this property.

Staff is sensitive to the concern about the size of the proposal. At five stories, it will be taller than the immediately adjacent buildings that currently exist, though comparable in height to the townhouses at Harborside and the commercial building at 110 South Union Street. An Existing



Building Analysis of buildings along the waterfront show that Union Street features a range of new and historic building heights from two stories to five stories. As discussed in more detail below, staff believes architectural details can be incorporated into the design to reduce the perceived bulk and mass of the building at the street level. The footprint of the hotel is not atypical to the footprints of warehouse buildings historically found along the waterfront which often occupied the entire lot with no setbacks with through-block alleys providing the only permeability. The site will be more open than it is currently with the addition of the pedestrian alley and the courtyard opening to the future waterfront park.

The scale model prepared for the Waterfront Small Area Plan illustrated how the then-proposed (and now adopted) scale and mass should be accommodated on the site. The scale model is referenced in the Plan document as a guide to the scale, mass and architectural character for this site and other redevelopment sites. The current design is consistent with the scale model.

### **Architectural Character**

There are several different regulations and guidelines that have influenced the design for this building. The initial design concept in July 2012 reflected a cluster of smaller warehouse buildings, similar to those at the north end of this block, with five to six building components intended to break up the visual mass and scale into smaller building units. At the September 2013 BAR meeting, the comments from the public and Board members strongly favored a more simplified design that recalled the Waterfront Small Area Plan model and the historic masonry warehouse buildings shown in mid-19<sup>th</sup> century photographs of The Strand. The current proposal recalls those larger historic warehouse buildings for the Duke Street elevation, with a pronounced gable end facing The Strand. A smaller three-story building form anchors the corner of South Union and Duke streets, providing a change in the façade and a building setback at the north end to mark the hotel's main entrance.

The applicant's current proposal (Attachment #2) generally reflects staff's recent suggestions and the BAR's comments at the December 18, 2013 concept review hearing. Specifically, the current elevations reflect:

- Simplification of the overall mid-19<sup>th</sup> century warehouse architectural character
- Rebalanced proportions of the building base, wall and roof on Duke Street
- Introduction of lighter colored brick on the largest building elements
- Recollection of the iconic warehouse gable form and proportions with the introduction of contemporary glass shoulders on The Strand elevation

The BAR was evenly divided on the issue of whether the overall mass, scale, and height were appropriate for this context. However, all four Board members at the work session strongly supported the proposed design direction, which incorporates a modern interpretation of Alexandria's historic waterfront warehouse vocabulary, and unanimously endorsed the general architectural character proposed for each of the street elevations. Final selection of the color, materials, window arrangement, and other design details will be reviewed and approved by the BAR as part of the Certificate of Appropriateness following approval of the DSUP.

### ***C. Special Use Permit Requests***

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve special use permits. This application includes several requests that require approval of special use permits. The following outlines those requests and the rationale for approving each one.

#### **Hotel**

Section 5-503 allows hotels that are “consistent with the Development Goals and Guidelines for Development Sites in the Waterfront Small Area Plan” to be permitted through a special use permit. As discussed in the section above (*Consistency with the City’s Approved Plans and Policies*), the proposed hotel use is consistent with the development goals and guidelines specified for the Cummings site.

The Waterfront Small Area Plan also includes additional review criteria for hotels in the *Policy for Restaurant/Hotel/Commercial Uses* (Pages 84-85). According to this Policy, the City Council shall (1) “not approve an SUP for a use on the waterfront unless it finds that the use does not create significant negative impacts on the vitality and character of King Street or the character and enjoyment of nearby residential neighborhoods”, and (2) “consider the cumulative effect of the proposal and the number of already established uses in the nearby area”. Specific factors for hotels are included to guide the Council in making these determinations. Attachment #1 provides a summary of those factors and how this hotel complies with the Policy. Staff supports the special use permit for a hotel since it is consistent with the requirements of the Waterfront Small Area Plan.

#### **Floor Area**

Section 5-504(D) states “For property that is part of a development site identified in the waterfront small area plan, with a special use permit, the maximum floor area ratio may be increased provided the development meets and is consistent with the Development Goals and Guidelines listed in the Waterfront plan for the property”. The Cummings site is one of the development sites listed in the Plan and Table 2 (page 103) allows a FAR of 3.0. The development proposes an FAR of 2.87. Staff supports the special use permit since the proposed development project is consistent with the Development Goals and Guidelines the Waterfront Small Area Plan.

#### **Increase in height from 30 to 50 feet**

Section 6-404 establishes the height limit for the Potomac River Vicinity Height District, which this site falls within. The maximum height in this district is 30 feet except that the height may be increased to 50 feet through a special use permit. This section outlines the standards and guidelines for considering a request for a special use permit for additional height. A summary of how this development complies is provided in Attachment #1. Staff supports the special use permit since it complies with the guidelines of this section.

#### **Loading space reduction**

Section 8-200(B) requires one loading space to be provided for every 20,000 sf of hotel floor area. For a 74,368 sf hotel, a total of four loading spaces would be required. The applicant has

proposed one loading space. Section 8-100(A)(4) allows for a reduction of the requirement through a special use permit.

Staff supports this reduction of the loading space requirement as unnecessary and detrimental to the goals of the Waterfront Small Area Plan. Requiring the full complement of loading spaces would mean a significant portion of the ground floor would be occupied by loading spaces. This would be counter to the Waterfront Small Area Plan's requirement of creating an active ground floor. Additionally, requiring four spaces would mean most of Duke Street would be a curb cut into the loading area, which would limit proposed streetscape improvements such as street trees and new on-street parking spaces. The applicant has indicated that one loading space will be sufficient to meet the needs of both the hotel and restaurant and staff agrees.

### **Parking reduction**

Section 8-200(A)(21) and 8-300(B) establish the parking requirements for a hotel development with a restaurant in the Central Business District. For hotels within Parking District 1, a minimum of 0.7 spaces per room, or 84 spaces is required. For the 24 seat meeting room, one space per every eight seats, or 3 spaces is required. Restaurants within the Central Business District are not required to provide parking. Therefore, the total parking required for this development is 87 spaces. The applicant has proposed a total of 69 spaces in the garage, which is a reduction of 18 spaces.

Staff supports the requested parking reduction for several reasons. First, the Waterfront Small Area Plan anticipated and recommended low parking ratios for hotels as long as they were consistent with industry norms for similar hotels. The proposed ratio is approximately one space for every two rooms. Second, the transportation study included a parking analysis of similar hotels in the area and found that on average, the parking ratio ranged from one space for every three or four rooms. The maximum parking ratio observed was 0.45 spaces per room, which is still less than the ratio proposed for the hotel. Finally, the applicant has identified additional parking off-site in the rare event the hotel garage is full. Additional details about the parking for the development are provided in the Parking section below.

### **Valet Parking**

As part of this development, the applicant has proposed a valet parking operation to facilitate all guest parking at the hotel. Section 8-300(C) of the Zoning Ordinance requires a special use permit for such valet parking operations. Two spaces for the valet service will be provided on South Union Street in front of the hotel lobby entrance. Valet parking attendants will park the cars off-street in the underground garage. Should all of the spaces in the garage be used, the hotel will be required to park the cars in an off-site and off-street location. Specific conditions have been included in the Staff Recommendations to control the valet parking operation and it will be reviewed within six months of the start of operation to ensure compliance.

### **Restaurant**

Approval for a restaurant with 80 indoor seats and 40 outdoor seats has been requested as part of the hotel development. Per the Waterfront Small Area Plan (page 85, Section 4.b.vi), a separate special use permit is required and the restaurant shall be subject to the same requirements as other restaurants. As with the hotel use, staff has reviewed the proposed restaurant for

compliance with the *Policy for Restaurant/Hotel/Commercial Uses* (Pages 84-85). According to this Policy, the City Council shall (1) “not approve an SUP for a use on the waterfront unless it finds that the use does not create significant negative impacts on the vitality and character of King Street or the character and enjoyment of nearby residential neighborhoods”, and (2) “consider the cumulative effect of the proposal and the number of already established uses in the nearby area”. Specific factors for restaurants are included to guide the Council in making these determinations. Attachment #1 provides a summary of those factors and how this restaurant complies with the Policy. Staff supports the special use permit for a restaurant since it is consistent with the requirements of the Waterfront Small Area Plan.

#### ***D. Contributions***

The Implementation chapter of the Waterfront Small Area Plan discusses the expectation for developer contributions for offsite public improvements along the Waterfront. The Plan’s Development Guidelines for the Cummings/Turner Block indicate that development in this location should “Contribute significantly to the public amenities in the new park, between the redevelopment block and the Potomac River, including environmental amenities, above and beyond the minimum required.” A *minimum* of \$9 per square foot of development was cited as the basis for determining the minimum contribution.

The staff has proposed a set of public improvements which, if provided by the developer, could be credited toward the contribution requirement. The first of these potential improvements involves demolition of one or both of the two existing buildings east of The Strand (Alexandria Yacht and Alexandria Marine), which the Plan recommends removing to expand Point Lumley Park and connect to the larger Waterfront park. Demolition of these two buildings will immediately improve views and access to the river. The City owns the Alexandria Yacht building and the Washington Post (owner of the Robinson Terminal properties) owns the Alexandria Marine building. Demolition of the Alexandria Marine building will require an agreement with the Washington Post. If there is no agreement, then only the Yacht building can be demolished at this time. The costs to demolish the Alexandria Marine building would be contributed by the developer to be completed by the City at a later date. As part of the demolition of these buildings, the developer will be required to clean up the miscellaneous debris on the site and stabilize the property by adding grass seed or other approved methods and maintain the site for up to three years.

The second potential off-site improvement the developer may undertake is implementing a portion of re-grading The Strand and Duke Street for flood mitigation, if re-grading The Strand is included in the Waterfront landscape architecture/flood mitigation design now being developed. The idea underlying the re-grading would be to elevate the streets and the Robinson Terminal property above the 100-year floodplain. Although this site will remain in the floodplain, elevating the surrounding area cannot be accomplished without also re-grading portions of The Strand and Duke Street on the south and east sides of the hotel. If a plan that includes re-grading is approved, it would be desirable for both the City and the hotel that it be accomplished while the hotel is under construction, instead of later when it is open for business.



The third potential off-site improvement is utility undergrounding above and beyond what is required for this site. Along South Union Street, an additional pole in front of the newly renovated Brandt warehouse buildings will be removed which will provide an entire block free of overhead utilities. Additionally, work along The Strand will facilitate future undergrounding efforts on this block once buildings are removed and utilities can be relocated.

Lastly, the developer will provide a monetary contribution for open space improvements in the waterfront park to be implemented as part of the larger plan for the expansion of Point Lumley Park. The planning process for that park is currently underway and the timing for those improvements will likely be after the hotel is approved and constructed. A monetary contribution will allow the developer to participate in the implementation of the final design for the area across from this site.

The total value of these physical improvements does exceed the minimum monetary contribution, but the amount is consistent with the intent of the requirement and the additional density and expanded uses provided by the Plan.

### ***E. Site Plan Modifications***

Section 11-416 allows the Planning Commission to approve modifications to the minimum requirements for the zone if they determine that such modifications are necessary or desirable for good site development, that specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which the modification is sought, and that the modification will not be detrimental to the neighboring property or the public. The applicant has requested approval of three modifications for this development as discussed below.

#### **Vision Clearance**

Section 7-800 establishes the requirements for maintaining an area clear of structure, shrubbery or other obstructions at intersections for the purpose of safety of travel on streets. In this case, as is the case for many lots in the historic district, maintaining this vision clearance would require significant building setbacks, which is contrary to historic development and the Plan's guidelines for active street frontage. Given the low speeds on these streets and all-way stop signs at Duke Street and South Union Street, and the potential all-way stop signs at The Strand and Duke Street, staff believes the encroachment into the vision clearance will not create an unsafe condition. Furthermore, strict application of the vision clearance requirement would substantially reduce the amount of development for the site and could force a site layout that is inconsistent with the Plan and the historic character.

#### **Height to centerline ratio**

Section 6-403(A) restricts the height of a building to twice the distance of the building to the centerline of the street. At 50 feet tall, the building complies with this requirement for Duke Street and South Union Street since those streets are more typical street widths (33 feet and 25 feet respectively from the building face to the centerline). However, the width of The Strand is atypical for a public street since the total right of way is only 32 feet in width. Since the distance between the building face and the centerline is 16 feet, the height of the building would be limited to 32 feet on this façade. The Strand façade will be a prominent elevation facing the park

and Waterfront, and is important that the design is carefully implemented to comply with the goals of the Plan, the model, and the historic district. Had the width of The Strand been consistent with typical street widths (such as Duke Street or South Union Street), this elevation would comply with this requirement. Given the unique condition of the narrow street width and the recognition that the overall architecture for the building has been reviewed as an entire composition, staff believes a modification to this requirement is appropriate.

#### **Crown coverage**

Section 11-410(CC) requires 25% crown coverage for development sites. For a 21,299 sf parcel, a total of 5,325 sf of crown coverage is required. Although new street trees in the public right of way will be provided, no new trees will be added to the site. The proposed building occupies the majority of the parcel which restricts opportunities for trees on the site. The courtyard that provides ground level open space is located above the parking structure which is not ideal for significant tree planting. In addition, staff believes the design of the courtyard and alley should be kept as open as possible to provide views through the site to the river and into the site from the park and public streets. Staff has required the applicant to provide a contribution to the Living Landscape Fund in lieu of the crown coverage requirement and recommends the modification to this requirement be approved.

### ***F. Open Space***

This proposal includes a 5,000 sf public courtyard between the building and the north property line that can be accessed from the new pedestrian alley that connects South Union Street to The Strand. Outdoor dining offered by the hotel restaurant will be located off the courtyard and will be available to hotel guests and the public. The courtyard will also have public art which not only will be an attraction but could serve as a backdrop for potential cultural events and programming for public enjoyment. The space would also be a place for public relaxation and enjoyment, offering clear views of and access to the water and to the expanded Point Lumley Park, directly east of the site. These elements are generally consistent with the recommendations of the Waterfront Small Area Plan (Figure 34 and Development Goals and Guidelines on pages 100-102).

Conditions have been added requiring the design of the courtyard to be further developed through the final site plan process in a manner that will ensure the above elements create a space that is inviting and publicly accessible for the user. Toward that end, staff recommends additional enhancements to emphasize the public nature of the space to encourage use by the general public, not just the hotel guests. As currently designed, the eastern half of the courtyard will be used for outdoor dining associated with the restaurant, and the western half is the area slated for public art. The entire courtyard should be designed with the public art as a key focal point that helps create a cohesive space for everyone's mutual enjoyment and pleasure.

### ***G. Transportation***

The applicant prepared a multimodal transportation study that explored the existing vehicle, pedestrian, and bicycle infrastructure that would serve the proposed hotel, and the impacts of the

hotel on the existing transportation infrastructure. The following information summarizes the findings of that study.

### **Vehicular Traffic**

The hotel is projected to generate 80 AM peak hour trips and 84 PM peak hour vehicle trips. Due to the grid network of streets in Old Town, there are multiple travel routes available to access the site. Duke Street, Prince Street, and King Street are all viable east/west routes that are likely to be used to access the site, with Duke Street expected to carry the highest proportion of vehicle trips. During the peak hours when there are numerous southbound left turn restrictions in place on Washington Street, additional east/west routes, such as Queen Street and Wolfe Street, will likely be used by vehicles coming from the north to access the site.

The transportation study analyzed the impacts of the hotel on unsignalized intersections immediately adjacent to the site, as well as signalized intersections farther away from the site that would be most impacted by the proposed hotel. Since Duke Street is projected to carry the highest proportion of trips, the intersection of Duke Street and Washington Street is the key signalized intersection along the Washington Street corridor with the most potential for changes in delay. The following table summarizes the proposed changes to intersection delay for several key intersections:

**Table 1: Intersection Delay for Key Intersections (delay in seconds per vehicle)**

<b>Intersection</b>	<b>2016 without development</b>	<b>2016 with Hotel development</b>	<b>Change in Delay</b>
Washington Street & Duke Street (Signalized)	AM Peak – 60.6 PM Peak – 45.8	AM Peak – 66.3 PM Peak – 48.5	AM Peak - +5.7 PM Peak - +2.7
South Union Street & Duke Street (All-Way Stop)	AM Peak – 8.0 PM Peak – 8.5	AM Peak – 8.3 PM Peak – 8.9	AM Peak - +0.3 PM Peak - +0.4
South Union Street & Prince Street (All-Way Stop)	AM Peak – 8.1 PM Peak – 8.2	AM Peak – 8.2 PM Peak – 8.2	AM Peak - +0.1 PM Peak - 0.0

Due to the high volume of traffic at the Washington Street and Duke Street intersection during the peak hours, the change in delay at this intersection is the most pronounced of the intersections analyzed, with an increase in delay of approximately 6 seconds per vehicle in the AM peak hour and an increase in delay of approximately 3 seconds per vehicle in the PM peak hour. The intersections immediately adjacent to the site, which are all-way stop controlled, have ample excess vehicle capacity during the peak hours, and the increase in delay at these intersections as a result of the proposed hotel is negligible.

### **Pedestrian & Bicycle Accommodations**

The existing streetscape along the hotel site frontage will be improved with the proposed development. Currently, the sidewalk on South Union Street is seven to nine feet in width, with power poles located in the sidewalk creating sidewalk pinch points at the north and south ends of the site. The sidewalk along Duke Street also contains power poles within the sidewalk and has an unacceptably large slope towards the road since a substantial portion of the sidewalk served as part of a loading area for the warehouse building. There is no formal sidewalk along The Strand.

The pedestrian accommodations along the site frontage will be significantly improved when compared to existing conditions. The proposed site will underground the power poles on both South Union Street and Duke Street, and will widen the sidewalk along South Union Street to nine to ten feet in width. The sidewalk along Duke Street will be rebuilt to provide a level sidewalk and standard width. Street trees will be installed along South Union Street and Duke Street. A six and a half foot sidewalk will be constructed along The Strand frontage, although this may be adjusted when the final design for The Strand and the park is developed. The existing South Union Street sidewalks to the north of the site have marked crosswalks at all intersections, providing hotel guests an easy walking route to nearby shops, restaurants, and transit stops to the north.

Union Street through Old Town is part of the Mount Vernon Trail, which provides a continuous pedestrian and bicycle connection from its southern terminus at Mount Vernon north to Washington, D.C. The applicant will be required to provide 12 bicycle parking spaces to encourage the use of bicycle activity to and from the hotel site. In addition, there is a Capital Bikeshare station located a block away from the hotel at the corner of South Union and Prince Streets. This Capital Bikeshare station can provide both employees and guests easy bicycle connections to bike share stations at the King Street Metro, Braddock Metro, the Crystal City area, and Washington, D.C.

### **Transit**

The hotel site is well served by transit, with the King Street trolley stop located two blocks away at the intersection of King Street and South Union Street. For employees travelling to work, the WMATA 10 route and the DASH AT8 route both travel the Washington Street corridor and provide access to the Braddock Road and King Street Metro stations, respectively. The DASH AT2, AT3, AT4, AT5, and AT7 all have stops within reasonable walking distance of the hotel site and each route provides access to one or more Metro stations.

### **Transportation Summary**

Overall, the proposed hotel will have minor impacts to existing vehicular traffic. The intersection with the most impact, Duke and Washington Streets, will see increased delay of approximately 6 seconds per vehicle in the AM peak hour and 3 seconds per vehicle in the PM peak hour, predominantly because of the existing high levels of traffic on the Washington Street corridor. During off-peak hours when overall traffic volumes are lighter, the increase in delay at the intersection of Duke and Washington Streets as a result of the hotel will be negligible. The increase in delay at the intersections closest to the proposed development, South Union Street & Duke Street and South Union Street & Prince Street, is minimal.

The site is well suited for pedestrian, bicycle, and transit uses. For hotel patrons who do arrive to the hotel via car, it is highly likely that many will walk or use the King Street Trolley to travel around Old Town to shop and dine, with many cars remaining in the parking garage from check-in until check-out from the hotel. There are also numerous bus routes in the vicinity of the hotel to facilitate employees traveling to work without a personal vehicle. The excellent number of transportation alternatives available to both guests and employees will help to reduce the overall number of vehicle trips to and from the hotel.



## ***H. Parking***

### **Parking Reduction**

The applicant is proposing to provide 69 valet parking spaces within the parking garage to accommodate hotel and restaurant patrons. The parking garage is proposed to be 100% valet parking within the on-site garage, with self-parking not allowed for hotel or restaurant patrons. The proposed valet operation is consistent with several other hotel projects in the City, including the Lorien Hotel and the recently approved hotel at 1620 Prince Street, which offer exclusively valet parking. The 69 proposed parking spaces equate to a parking ratio of 0.58 spaces per hotel room. Per City code, 0.70 spaces per hotel room is required, plus 1 space per 8 meeting room seats. With 120 rooms and 24 meeting room seats, City code requires 87 parking spaces. The applicant is requesting a parking reduction of 18 parking spaces with this application.

To support the requested parking reduction, the applicant submitted a parking study containing a detailed comparison of similar hotel sites within the City, including the Embassy Suites at 1900 Diagonal Road, the Holiday Inn at 625 1<sup>st</sup> Street, and the Crowne Plaza at 901 N. Fairfax Street. Each of these hotels contains an on-site restaurant in addition to the hotel use. Data was provided for a one-week period for each of the three comparison hotel sites to capture any variations between weekday and weekend parking. The maximum parking occupancy rate observed during the study period was 0.45 spaces per room at the Crowne Plaza, with the next highest occupancy rate observed at the Holiday Inn with a parking ratio of 0.40 spaces per room. The average parking occupancy rates range from a low of 0.26 spaces per room at the Embassy Suites to a high of 0.36 spaces per room at the Crowne Plaza.

In the event that the on-site garage is full, the applicant has identified an off-site parking garage at 102 North Union Street that will be used for overflow parking. The applicant provided occupancy counts for the overflow garage that indicated a minimum of 135 parking spaces were available during a typical weekend evening and 185 parking spaces were available during a typical weekday evening. Staff has included a condition requiring the applicant to maintain agreement(s) with nearby off-site garages to accommodate any over flow vehicles.

Based on the data supplied in the parking study, the proposed parking ratio of 0.58 parking spaces per room is sufficient to accommodate the hotel and restaurant uses under typical day-to-day hotel operations. The condition requiring provision of an off-site parking garage agreement for any overflow parking needs provides additional reassurance that the hotel will be able to provide adequate parking for patrons, even during periods of atypical parking demand.

### **On-Street Parking**

On the unit block of Duke Street, the applicant is proposing to provide four new on-street parking spaces on the north side of the street. One of these spaces is proposed to be used as a taxi stand. The remaining three parking spaces will be additional public on-street parking.

The 200 block of South Union Street is approximately 30 feet in width, with two 12-foot travel lanes and an 8-foot wide parking lane on the west side of the street. The applicant is proposing to shift the five existing parking spaces on the west side of South Union Street directly across from the hotel site (near the Solo Parking garage) to the east side of the street to accommodate

valet loading directly in front of the hotel. The shift in spaces to the east side of South Union Street will result in two valet spaces for the hotel and two publicly available parking spaces on the east side of the street. No changes to the on-street parking spaces north of the hotel site are proposed as part of this development. Since the parking is proposed on the east side of South Union Street for the southern portion of the block and will remain on the west side of South Union Street for the northern portion of the block, the travel lanes will shift mid-block. Attachment #3 within the staff report details the proposed parking layout for the 200 block of South Union Street.

### ***I. Encroachment***

As part of this proposal, the applicant has requested approval of an encroachment into the South Union Street right of way for the entrance canopy. The canopy projects 4.66 feet over the property line for the entire width of the building along South Union Street (approximately 110 feet) and is located between the first and second stories. The canopy is an important element for the hotel operation since it is located at the lobby entrance and will provide cover for guests arriving and departing from the hotel. From a design standpoint, extending the canopy across the entire façade provides an interesting building feature that helps identify the main entrance to the hotel. Since the canopy will not negatively impact the pedestrian experience at the ground level, staff is supportive of the requested encroachment.

### ***J. Public Art***

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. This requirement applies to projects that were submitted as Concept Plans to the City after the Policy was adopted. The hotel development was submitted for the first Concept Plan review prior to the Policy's adoption and is therefore exempt from the specific requirements of the Policy.

However, the Waterfront Small Area Plan calls for "weaving public art into every aspect of the Waterfront" (page vii), which is a theme that is throughout the Plan (see Attachment #4). It is essential that this development comply with the goals of the Plan and provide high quality public art. This is also emphasized within the Development Goals and Guidelines for the Cummings/Turner Block. The applicant has committed to providing public art on the hotel site and has identified a location within the publicly accessible courtyard. The guidelines require the art to be a prominent feature, which will help create a cohesive, inviting and engaging public space. The Staff Recommendations include a condition requiring the applicant to provide a plan to staff outlining how the art will be selected, installed, and maintained. The final piece will be reviewed by the Waterfront Commission and the Commission for the Arts at a joint public meeting.

### ***K. Affordable Housing***

The applicant has agreed to comply with the voluntary affordable housing policy. For commercial developments, a monetary contribution of \$1.50 per gross square foot of

development is typically requested. Thus, the applicant will provide a contribution of \$111,552 to be used for affordable housing purposes in the City.

### ***L. Fiscal Impact***

As discussed during the planning process for the Waterfront Small Area Plan, the additional tax revenues generated by the proposed hotel will be significant. The current taxes collected on the property are approximately \$42,000. Staff estimates the net tax revenues for the new development are approximately \$420,000 as detailed in the table below. This includes the additional property tax generated by the building improvements, sales tax from the restaurant and hotel, and transient lodging taxes. Of these, the transient lodging taxes is anticipated to generate over \$300,000 of additional revenue each year.

**Table 2: Estimated Tax Revenues for Proposed Hotel Development**

Net increase in real property tax revenues	\$63,097
Meals tax revenues	\$63,000
Total of sales and BPOL tax revenues from restaurants	\$18,900
Total transient lodging tax revenues	\$307,903
Sales tax revenues from transient lodging	\$42,990
Grand Total	\$495,889
Assume 15% for general city services	-\$74,383
<b>Net Tax Revenues</b>	<b>\$421,506</b>

## **V. COMMUNITY**

There has been extensive community outreach for this development that has helped shape the proposal into the current design (see Attachment #5 for a full list of meetings). The project was discussed at three public meetings of the Old and Historic District Board of Architectural Review (July 2012, September 2013, and December 2013). All three of these meetings generated significant public comment and feedback from the boardmembers. As discussed in the Building Design section, at the most recent meeting in December 2013, the BAR was comfortable with the general architectural character of the building if the overall mass, scale, and height was approved through the DSUP.

The proposal has also been presented to the Waterfront Commission and a subgroup of the Commission at several meetings between 2012 and 2013. At their November 2013 meeting, the Commission determined that the proposal is consistent with the Development Goals and Guidelines for this block as identified by the Waterfront Small Area Plan, and they voted to recommend approval of the development. A letter of support is included as Attachment #6.

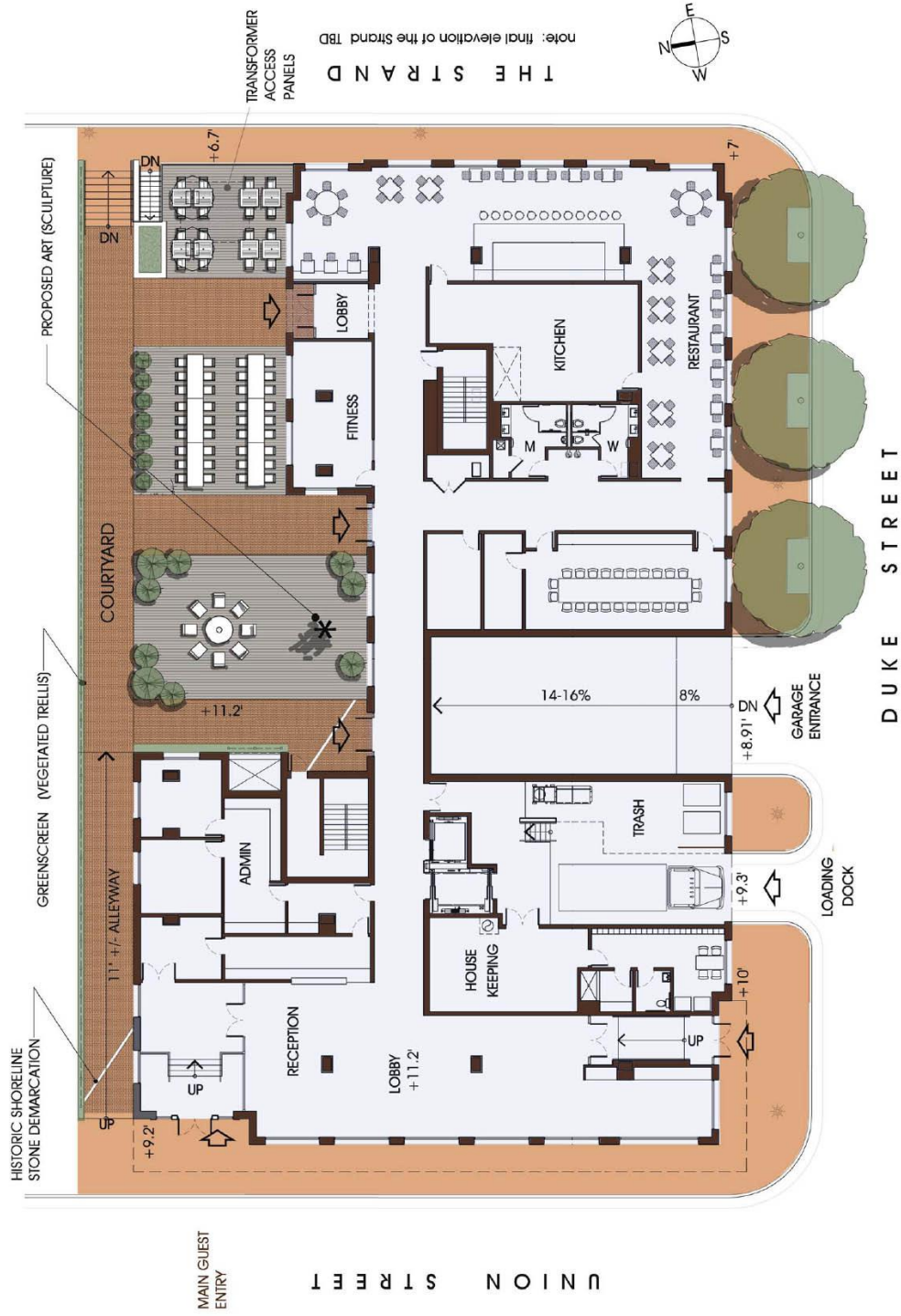
In addition to the BAR and Waterfront Commission meetings, the applicant met with many of the surrounding property owners and presented the proposal at the Old Town Civic Association

in October 2013 membership meeting, with an audience of over 100. Questions were addressed by the applicant and pertained to parking and the garage; hotel and restaurant operations, such as deliveries, taxi drop off, number of rooms; flood mitigation measures; open space, environmental and historic amenities; and overall design of the building. An open house was also held at the architect's office in December 2012.

## **VI. CONCLUSION**

Staff recommends **approval** of the development special use permit with site plan and all other applications subject to compliance with all applicable codes and the following staff recommendations.

VII. GRAPHICS



## **VIII. STAFF RECOMMENDATIONS**

### **DSUP 2012-0019 STAFF RECOMMENDATIONS:**

1. The Final Site shall be in substantial conformance with the preliminary plan dated October 28, 2013 and comply with the following conditions of approval.

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

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, and T&ES:
  - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
  - b. Install ADA accessible pedestrian crossings serving the site, including off-site improvements as needed at the northwest and southeast corners of the intersection of Duke and South Union Streets, and the east side of The Strand.
  - c. Construct all sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
  - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
  - e. Sidewalks shall be flush across all driveway crossings.
  - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
  - g. Provide thermoplastic pedestrian crosswalks at the intersection of Union Street and Duke Street, which must be designed to the satisfaction of the Director of T&ES.
  - h. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
  - i. All below grade utility structures placed within a City sidewalk shall be designed to integrate the overall structure with the adjacent paving materials to minimize any potential visible impacts. \*\*\* (P&Z)(T&ES)

#### **B. PUBLIC ART:**

3. In order to achieve the goals of the Waterfront Plan, significant public art shall be provided on-site that is integrated into the design of the site and building, relates to the design of the waterfront park, and is publicly accessible. The public art requirement shall include the following, to the satisfaction of the Directors of P&Z and RP&CA:
  - a. The design of the public art shall follow the guidance of the Waterfront Plan (see Attachment #4).

- b. The applicant is encouraged to use an art agent to assist with the identification and selection of an artist.
- c. Provide a plan outlining the selection, installation, and maintenance of the on-site art with the first final site plan.
- d. The Waterfront Commission and the Arts Commission shall review the public art at a joint public meeting and shall provide a recommendation to the Directors of P&Z and RP&CA.
- e. Final details of the public art shall be provided prior to release of the final site plan.
- f. The on-site art shall be installed prior to the issuance of the first Certificate of Occupancy. (P&Z) (RP&CA)

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

- 4. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
  - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
  - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
  - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
  - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.
  - i. Provide a monetary contribution in the amount of \$1,200 in lieu of deficit of required crown coverage. Funds shall be provided to the City of Alexandria's

Living Landscape Fund prior to release of final site plan. Reference DSUP number and project name in correspondence. (P&Z)

5. **[CONDITION AMENDED BY PLANNING COMMISSION]** Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Director of P&Z:
  - a. **To the extent practical given existing underground utilities,** Add three (3) fastigate street trees spaced approximately 20 feet on center in 3 ft. by 10 ft. tree wells with groundcover and interconnected tree trenches along South Union Street **or other appropriate landscaping.** No street trees are required in front of the lobby.
  - b. Add one (1) additional Greenspire Littleleaf Linden in a tree well on Duke Street west of the loading entrance.
  - c. **If the street trees cannot be provided along South Union Street, the applicant shall make an in kind off-site contribution to the City to the satisfaction of the Director of Planning and Zoning.** (P&Z) **(PC)**
6. **[CONDITION AMENDED BY PLANNING COMMISSION]** A plan at 1"=10' shall be provided at final site plan for the central courtyard open space area depicting the level of detail and amenities on the preliminary plan, and shall also provide amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. to encourage its use. In addition, the central courtyard shall be revised to provide the following to the satisfaction of the Director of P&Z:
  - a. Provide low scale pathway or bollard lighting between the alleyway and the courtyard area.
  - b. Separate the main alleyway from the courtyard with planters and varying paving materials, and maintain clear views to the Potomac River.
  - c. Include a combination of fixed and moveable planters, which shall have adequate soil volume for the proposed plants. Fixed planters shall have a minimum 2 ft. of soil depth below the courtyard level, and shall be no more than 18 inches (seatwall height) above grade.
  - d. Planters shall include a variety of shrubs, grasses and perennials.
  - e. Approximately 4 ornamental trees shall be provided in the courtyard area.
  - f. Where walls or planters are provided, they shall be brick or stone.
  - ~~g. The entire central courtyard open space areas shall be irrigated.~~
  - h. All landscaping shall be maintained in good condition and replaced as needed.
  - i. The central courtyard shall be open to the public while accommodating hotel events, to the satisfaction of the Directors of P&Z and RP&CA.
  - j. Provide and record a public access easement for the courtyard and alleyway.
  - k. Any public art within the courtyard shall be designed as a focal element that is an appropriate scale for the open space. (P&Z)(RP&CA)**(PC)**
7. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
  - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.



- b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.  
Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)
8. Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
  - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z)(T&ES)
9. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails, if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, and T&ES. (P&Z)(T&ES)
10. Hire a professional consultant and/or work with staff to integrate aspects of the historic character of the property into the design of open space/landscape for this project and shall provide and erect interpretive signage that highlights the history and archaeology of the site, according to recommendations in the Waterfront Plan. The work shall be informed by the history of the property and the surrounding area. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the professional consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.\* (Arch)(P&Z)(RP&CA)

#### **D. BUILDING:**

11. **[CONDITION AMENDED BY PLANNING COMMISSION]** The building design shall **exhibit a high-quality architectural finish, to the satisfaction of the Director of P&Z** ~~be generally consistent with the revised elevations shown in Attachment #2,~~ based on the concept review comments regarding the project's scale, mass and general architectural character received from the OHAD Board of Architectural Review on December 18, 2013 **and the comments received from the Planning Commission on January 7, 2014.** **In addition, the applicant shall work with the staff and the Board of Architectural Review to minimize the visual impact of the Mansard roof on the Duke Street elevation and to address the extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront planning process, while still maintaining a financially viable project to the satisfaction of the City Manager.** Final building

design, including fenestration, materials and color selection, is subject to Board of Architectural Review approval of a Certificate of Appropriateness. (P&Z)(PC)

- 11A. **[CONDITION ADDED BY PLANNING COMMISSION] Windows in the structure will be operable to the extent feasible, given the requirement for meeting LEED Silver or equivalent. Priority locations for operable windows are the ground floor, particularly the restaurant, and the Union Street, The Strand, and courtyard elevations. A minimum of 20 percent of building windows shall be operable. (PC)**
12. The proposed chimneys and pediment above 50 feet shall incorporate and screen mechanical equipment per Section 6-403 (B) of the Zoning Ordinance. Provide details showing these areas with the final site plan (P&Z)
13. Revise the first floor plan to allow for handicap access at the main lobby entrance along S. Union Street. An additional entrance along Duke Street can be provided, but should be done in such a way as to clearly read as a secondary entrance, and in a way that also maximizes the open space of the corner lobby. (P&Z)
14. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, window and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of 1/4" = 1'. (P&Z)
15. **[CONDITION AMENDED BY PLANNING COMMISSION]** Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first final site plan. \*
  - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.\*\*\*
  - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. \*
  - d. Construct an on-site mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits **for above grade construction.** \*\*
  - e. The mock-up panel shall be located such that it may remain on-site or on an alternate off-site location approved by P&Z, through the duration of construction and may be removed upon formal request by the applicant, subject to the approval of the Planning Director. \*\*\* (P&Z)(PC)
16. Building materials, finishes and architectural details shall be subject to review and approval by the Old and Historic Alexandria District Board of Architectural Review. A

materials board shall be submitted as part of the Certificate of Appropriateness approval. (P&Z)

17. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or Equivalent to the satisfaction of the Directors of P&Z and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
  - a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of LEED Silver certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Silver certification (or equivalent) will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
18. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
19. Energy Star labeled appliances shall be installed in all units. (T&ES)
20. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
21. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)

22. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

## **E. SIGNAGE:**

23. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Certificate of Appropriateness and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and T&ES and approved by the Board of Architectural Review.\*
  - a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
  - b. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged.
  - c. Decorative pedestrian scale signage shall be integrated into the overall design of the central courtyard near the entrances to identify the open space as public open space. (Arch)(P&Z)(T&ES)
24. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
25. A freestanding monument or identification sign shall be prohibited. (P&Z)
26. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)(T&ES)

## **F. HOUSING:**

27. The developer has offered to make a voluntary contribution of \$1.50 per gross square foot on the 74,368 gross square feet of development for a total voluntary contribution of \$111,552, consistent with the conclusions of the “Developer Housing Contribution Work Group Report” dated May 2005 and accepted by the Alexandria City Council on June 14, 2005.\*\*\*

## **G. PARKING:**

28. Valet parking services for hotel guests shall be available 24 hours a day, 7 days a week. Valet parking shall be available to restaurant and meeting room guests, as well as overnight guests. (T&ES)

29. The applicant shall maintain agreement(s) with nearby off-site parking garages to accommodate overflow vehicles if the on-site parking garage is full, to the satisfaction of the Director of Transportation and Environmental Services. No surcharge or additional fee beyond the customary valet parking fee shall be charged to hotel guests if guests' vehicles must be parked at an off-site valet location. (T&ES)
30. The valet parking zone within the public right-of-way is solely for the use of loading and unloading vehicular passengers and the temporary staging of passenger vehicles prior to locating them within the underground parking garage or off-site valet parking spaces. A vehicle is not permitted to be within the valet zone for more than 10 minutes on average. No other parking and/or loading/unloading is permitted within the valet zone. The valet operator shall store all valet parked vehicles in the on-site parking garage or other approved off-street location for uses contained on-site. (T&ES)
31. The valet operator shall provide sufficient staff and resources to operate the valet service safely and effectively within the boundaries of the designated valet parking zone. Double parking, staging outside the valet parking area, vehicles stored in the valet loading zone over 10 minutes and vehicles stored in locations other than designated off-street facilities shall be considered indicators of inadequate staffing to meet vehicle volumes. If vehicles are found to be within the valet parking zone for more than 10 minutes the Directors of P&Z and T&ES shall require additional staffing and/or resources necessary to comply with this condition. (T&ES) (P&Z)
32. The applicant shall be responsible for all appropriate signage including "Valet Loading Zone" signage and other applicable signage as required by the Director of T&ES. Provide details of valet signage on the final site plan.(T&ES)
33. The valet parking operator shall record the number of vehicles using valet service, keep an ongoing written log, and make the log available to the City upon request to provide data for City parking studies. (P&Z)(T&ES)
34. The valet parking shall be reviewed within six months of operation by the Directors of T&ES and P&Z to determine its compliance with the conditions herein and all applicable codes and ordinances. Subsequent to the initial six month review, if no changes are required to the program, further reviews will be scheduled annually or as-needed by the Directors of P&Z and T&ES to determine that the valet parking program is operating in compliance with its permit. The applicant shall seek administrative approval for additional overflow parking spaces should the need arise to the satisfaction of the Directors of P&Z and T&ES. As part of the initial or subsequent reviews under this paragraph, the Directors may require the operator to adjust the features of the program. (P&Z)(T&ES)
35. **[CONDITION AMENDED BY PLANNING COMMISSION]** The on-site parking garage shall meet the following requirements to the satisfaction of the Directors of P&Z and T&ES:

- a. The garage shall be reserved exclusively for valet parking for hotel **and restaurant** guests, hotel **and restaurant** employee parking, and hotel shuttle vehicle(s). Self-parking for hotel guests within the on-site parking garage shall not be permitted.
  - b. Temporary staging and/or re-stacking of vehicles to gain access to the tandem parking spaces shall occur within the parking garage and shall not negatively impact the public right-of-way.
  - c. The maximum number of vehicles at any time within the garage shall not exceed 66, excluding vehicles in the handicap spaces.
  - d. The garage shall be designed to accommodate future access to the property north of the site via the Duke Street garage entrance, including the provision of knock-out panel(s) or approved alternative access design, and the provision of an access easement. The applicant shall negotiate an agreement regarding operating and construction costs, maintenance, liability, hours of operation, design and traffic flow, etc. for such access with the adjacent property owner at such time as the adjacent property is redeveloped. The accommodation for the future access shall be depicted and labeled on the final site plan and building permit(s). (P&Z)(T&ES)(**PC**)
36. Relocate the on street taxi area to be adjacent to the proposed development as depicted in Attachment #3, and include the revised location on the first submission of the final site plan. Any future changes to the taxi waiting area shall be approved through the Traffic & Parking Board public hearing process. (T&ES)
37. The valet parking zone shall be limited to a total length of 44 feet (2 full size parallel parking spaces) as depicted in Attachment #3, and include the change on the first submission of the final site plan. Any future changes to the length or location of the valet parking zone shall be approved through the Traffic & Parking Board public hearing process. (T&ES)
38. The applicant shall be responsible for the following to support relocation of a portion of the on-street parking on the 200 block of South Union St as depicted in Attachment #3:
- a. Removal of existing signage and installation of new signs and appurtenances necessary to shift parking on South Union Street to the east along the site frontage.
  - b. Pavement marking modifications (eradication of existing and addition of new markings). (T&ES)
39. Provide 12 bicycle parking space(s) (6 racks) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). (T&ES)
40. Provide and install one multi-space parking meter on the 200 block of South Union Street and one multi-space parking meter on Duke Street adjacent to the site. Show locations of

the parking meters on the final site plan. Multi-space meters shall meet current City specifications and be installed prior to the first certificate of occupancy. (T&ES)\*\*\*

- 40A. **[CONDITION ADDED BY PLANNING COMMISSION] All loading shall occur off-street, utilizing the building's loading dock. Loading schedules shall be coordinated to facilitate off-street loading and minimize idling by waiting vehicles. The loading dock door shall be closed except during loading and unloading. (PC)**

## **H. TRANSPORTATION MANAGEMENT PLAN:**

41. According to Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment #7 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
42. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the use and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
43. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
44. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revised TMP program will go before the City Council for approval. The revision to the program includes a periodic review of the TMP to determine if goals are being met. (T&ES)
45. The applicant shall integrate into a District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
46. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring

subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. \*\*\* (T&ES)

47. An annual TMP fund shall be created based on the TMP reduction goal of 30% of employees not using single occupant vehicles during the peak hour, based on the projects' size and the benefits to be offered to participating residents and employees. The annual fund rate for this development shall be \$40.56 per room. The rate shall increase on July 1 of each year by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.
48. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
49. The TMP Coordinator will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
50. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred seven (\$507.00) for the first 30 (thirty) days late and two hundred and fifty-three dollars (\$253.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase on July 1 of each year according to the Consumer Price Index (CPI) going forward. (T&ES)

## **I. SITE PLAN:**

51. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
52. Submit the plat of all applicable easements prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.\* (P&Z)(T&ES)
53. A copy of the recorded plat and deeds shall be submitted with the first request for a building permit.\*\* (P&Z)



54. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
  - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
  - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)
55. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and P&Z, in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. 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. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
  - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
  - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
  - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
  - l. Light fixtures for the underground parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
  - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)
56. Provide a room numbering plan for each floor of the hotel with the first final site plan submission. The room numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

## **J. ENCROACHMENT:**

57. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)
58. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)
59. The Encroachment Ordinance shall be approved prior to the release of the Final Site Plan. (T&ES)
60. The owner or any successor in interest shall remove the encroachment if the City determines that the encroachment interferes with public access or is otherwise inconsistent with the public welfare. In such case, the City shall provide the owner or successor in interest with written notice of the need to remove the encroachment at least 10 days prior to the date on which the removal must be completed. If the owner or successor in interest cannot be found, or fails to remove the encroachment within the time specified, the City shall have the right to remove the encroachment, at the expense of the owner or successor, and shall not be liable for any loss or damage to the encroaching structure that may occur as a result of the removal. (T&ES)

## **K. CONSTRUCTION MANAGEMENT:**

61. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction

shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. \* (T&ES)

62. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
  - a. Include a plan for temporary pedestrian and vehicular circulation;
  - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
  - c. Include the overall schedule for construction and the hauling route;
  - d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - e. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)(Code)
63. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
  - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
  - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
  - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)
64. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
65. No major construction staging shall be allowed within the public right-of-way on South Union Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
66. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)

67. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
68. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
69. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
70. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
71. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
72. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. \*\*\* (P&Z)
73. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
74. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built

development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. \*\*\* (P&Z) (T&ES)

75. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
76. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

#### **L. STORMWATER:**

77. Demonstrate compliance with the flood plain ordinance Section 6-300 to Section 6-311 of Article VI Special and Overlay Zones. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. This includes the requirement that all flood control measures be designed to meet the without human intervention technique.\* (T&ES)
78. Furnish specific engineering data and information, in addition to Zoning Ordinance Requirements, as to the effect of the proposed construction on future flood heights. No final site plan shall be released until the applicant has demonstrated that no increase in water surface elevation for the 100-year flood will result due to implementation of this project. Computations are to include backwater calculations starting at a downstream cross section to an upstream cross section. Computations shall be made by modifying the existing HEC-RAS model, as prepared by the U.S. Army Corps of Engineers, Baltimore District. \* (T&ES)

#### **M.SOLID WASTE:**

79. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) Victor Stanley Ironsites Series model SD-42 receptacles with Dome Lid dedicated to trash collection. The receptacles shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.\* (T&ES)
80. Provide \$1,240 per receptacle to the Director of T&ES for the purchase and installation of two (2) Victor Stanley Ironsites Series Model SD-42 blue receptacles with Dome Lid dedicated to recycling collection. The receptacles shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the

property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

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

81. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
82. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
83. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
84. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
85. Show turning movements of standard vehicles in the parking structure. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
86. The slope on parking ramp to garage entrance shall not exceed 16 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

## **O. UTILITIES:**

87. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
88. The applicant shall underground the existing overhead facilities along the project's Duke Street and South Union Street frontages. In order to facilitate the required undergrounding additional off-site poles along South Union Street will need to be removed along with the associated overhead wires as part of this project. The

undergrounding shall generally follow the plan provided by Dominion Virginia Power. See Attachment #8. (T&ES)

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

89. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

**Q. BMP FACILITIES:**

90. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
91. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
92. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. \*\*\*\*\* (T&ES)
93. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.\* (T&ES)
94. The Applicant/Owner shall be responsible for installing and maintaining storm water 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: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and

any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. \*\*\*\*(T&ES)

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

## **R. CONTAMINATED LAND:**

97. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration.(T&ES)
98. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil.
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
  - e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
  - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)



## **S. NOISE:**

99. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
100. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

## **T. AIR POLLUTION:**

101. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
102. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
103. No material may be disposed of by venting into the atmosphere. (T&ES)
104. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

## **U. CONTRIBUTIONS:**

105. The applicant shall contribute \$20,000 to the City prior to Final Site Plan release towards expansion and/or operation of a bike share station in the vicinity of the project as part of a coordinated bike share program. \* (T&ES)
106. **[CONDITION AMENDED BY PLANNING COMMISSION]** Pursuant to the Waterfront Small Area Plan, provide a monetary or in kind contribution of \$675,000 to be used for off-site improvements to the existing and planned public spaces, including Point Lumley Park, between Union Street and the Potomac River. ~~Fifty percent of this contribution shall be due prior to the release of the final site plan, and the remaining 50%~~ **These contributions** shall be due prior to the issuance of the final certificate of occupancy for the building.

**The applicant shall make the following contributions which shall be credited towards the total monetary contribution:**

- a. Expanded undergrounding of overhead utilities facilities above the minimum required for the development and construction of this project site **as set forth in Attachment #8.**

~~Alternatively~~ **In addition**, working with Staff, the applicant can choose to implement any of the following improvements, the cost of which shall be credited towards the total monetary contribution required.

- b. A portion of the re-grading plan for The Strand, if design and engineering are finalized by the City in time for construction to be completed concurrent with this project.
- c. Demolition of the two buildings east of the site known as the Alexandria Yacht building (210 The Strand) and the Alexandria Marine building (226 The Strand), removal all trash and debris on the site, and providing an interim condition to stabilize the properties. Prior to demolition, the Applicant would be required to complete a Phase I Environmental Site Analysis (ESA) and, if indicated, a Phase II site analysis, of the Alexandria Marine building site and provide associated documentation to the City. The applicant will provide routine maintenance of the site (mowing, trash removal, etc.) for a period of no more than 3 years or until the commencement of construction of the Strand flood mitigation/park project by the City.
- d. Expanded undergrounding of overhead utilities facilities above the minimum required for the development and construction of this project site.
- e. **If any combination of the above in kind contributions are mutually agreed to by the City and the applicant, the applicant shall submit an agreed upon scope of work and cost estimate to the City prior to the release of the final site plan. Prior to the issuance of the certificate of occupancy for the project, the applicant shall complete the agreed upon work and make a monetary contribution to the City if the cost of the in kind work is less than the \$675,000 contribution. In no case, shall the applicant be obligated to perform off-site work in excess of \$675,000.** (P&Z)(RP&CA)(T&ES)(PC)

## V. ARCHAEOLOGY:

- 107. Consider integrating the names of historic figures and/or historic activities that have taken place on the property into elements of the hotel such as room names, suite names, floor designations, lobbies, restaurants, and other amenities. Furthermore, if the historical and archaeological findings warrant, the applicant shall install an exhibit in a public space on the property that highlights the archaeology and history of the property. (Archaeology)
- 108. To insure that significant information is not lost as a result of the proposed development project, the applicant shall hire an archaeological consultant to complete a Documentary Study. The applicant shall contact Alexandria Archaeology to obtain a scope of work for this investigation. In addition to a background history of the property, the Documentary Study should focus on the archaeological potential of the property, including the possibility of deeply buried resources pertaining to early Alexandria history.
- 109. If the Documentary Study indicates that the property has the potential to yield significant buried resources, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation. 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.

110. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as 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 field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. \* (Archaeology)
111. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
112. The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Demolition, Basement/Foundation plans, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements:
  - a. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a Resource Management Plan must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 746-4399.
  - b. The applicant/developer 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.
  - c. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.
113. Certificates 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)

## **CITY DEPARTMENT CODE COMMENTS**

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

### **Planning and Zoning**

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

### **Transportation and Environmental Services**

- F - 1. WQV default shall be treated or inquire about options under Section 13-110 of the Environmental Management Ordinance. (T&ES- OEQ)
- F - 2. Sheet C9.20: Miscellaneous block should say No under Total WQV treated row. (T&ES- OEQ)
- F - 3. DASH requests that access to The Strand remains accessible to Trolleys entering service. One of the following routes shall be available during construction:
  - a. Eastbound Duke Street, L - The Strand, L- King Street (current route)
  - b. Eastbound Duke Street, L - South Union Street, R - Prince Street, L - The Strand, L - King Street.
- F - 4. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the

source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

- F - 5. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

- F - 6. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 7. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 8. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 9. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 10. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 11. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76

Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

- F - 12. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 13. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F - 14. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 15. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- F - 16. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 17. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 18. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 19. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 20. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 8 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)
- [http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)
- C - 9 **[CODE REQUIREMENT AMENDED BY PLANNING COMMISSION]**The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental



Services. The plan shall show the turning movements of the collection trucks ~~and the trucks shall not back up to collect trash or recycling.~~ The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or contact the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov), for information about completing this form. (T&ES)

- C - 10 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703.746.4410 or by e-mailing [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES)
- C - 12 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 13 The sewer tap fee must be paid prior to release of the site plan.\* (T&ES)
- C - 14 All easements and/or dedications must be recorded prior to release of the site plan.\* (T&ES)
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.\* (T&ES)
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

- C - 19 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 20 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 21 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 22 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 23 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 24 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 25 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. \* (T&ES)

**AlexRenew Comments:**

ARenew has no comments.

**Virginia American Water Company Comments:**

VAWC has no comments.

**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. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 7 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 8 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

## **Police**

### *Parking Garage*

- R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 2. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

### *Landscape*

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

### *Parks*

- R - 4. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

*Miscellaneous*

- R - 5. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 6. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 7. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

**Archaeology**

- F - 1. Based on preliminary research for this property, deeply buried wharves may be present that were part of Point Lumley in the eighteenth century. In particular, portions of a public warehouse may have been located on the subject property that was built by John Carlyle in 1752. During the Civil War two large storehouses stood on the lot, used by the Union Army as a commissary. By 1877 a structure of unknown use was located on the corner of South Union and Duke Streets. The lot may have functioned as a lumberyard throughout the last two decades of the nineteenth century. By 1896 the A. Bryant Fertilizer Company occupied the lot. By the 1970s the current structure was built on the lot and used storing and packing by a guns and ammunition company. The site has the potential to provide information about the industrial development of Alexandria from the eighteenth century to the present.
- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

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

## **SUP 2013-00080 STAFF RECOMMENDATIONS:**

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

1. The maximum number of total seats at the restaurant shall be 120 seats. The total number of indoor seats shall be 80 seats. Forty (40) outdoor seats in the courtyard may be provided subject to approval by the Director of P&Z. (P&Z)
2. The applicant shall post the hours of operation at the entrance of the business. (P&Z)
3. **[CONDITION AMENDED BY PLANNING COMMISSION]** For indoor seats, meals ordered before 11:00 pm Sunday – Thursday and before 12:00 am Friday – Saturday, may be sold, but no new alcohol may be served and no new patrons may be admitted after 11:00 pm Sunday – Thursday and after 12:00 am Friday – Saturday. All patrons must leave by 12:00 am Sunday – Thursday and by 2~~1~~:00 am on Friday – Saturday. (P&Z)
4. The hours of operation for outdoor seats shall be limited to between 7am and 11:00 pm, 7 days a week. The outdoor dining area shall be closed and cleared of all customers by 11:00 pm. The outdoor seating area shall not include advertising signage, including on umbrellas.(P&Z)
5. No live entertainment shall be permitted in the outdoor dining area. (P&Z) (T&ES)
6. No customer delivery service shall be available from the restaurant. (P&Z)
7. On-premises alcohol sales may be offered at the restaurant. (P&Z)
8. Trash and garbage shall be placed in sealed containers maintained in the loading area. The trash shall be sealed appropriately and stored in the contained dumpster which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)
9. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (P&Z)(T&ES)
10. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements, and on how to prevent underage sales of alcohol. (P&Z)
11. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (P&Z)(T&ES)

12. The applicant shall direct patrons to the on-site valet parking and shall participate in any organized program to assist with both employee and customer parking for businesses that is formed as a result of suggested parking strategies in the King Street Retail Strategy. (T&ES)
13. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)
14. All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)
15. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from becoming a nuisance to neighboring properties, as determined by the Department of T&ES. (T&ES)
16. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (P&Z)(T&ES)
- 16A. **[CONDITION ADDED BY PLANNING COMMISSION] All loading shall occur off-street, utilizing the building's loading dock. Loading schedules shall be coordinated to facilitate off-street loading and minimize idling by waiting vehicles. The loading dock door shall be closed except during loading and unloading. (PC)**
17. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be monitored and picked up at least twice during the day and at the close of the business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is in operation. (T&ES)
18. The applicant shall provide a menu or list of foods to be handled at this facility to the Health Department prior to opening. (Health)
19. No food, beverages, or other material shall be stored outside. (P&Z)
20. The Director of Planning and Zoning shall review the special use permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

## **IX. ATTACHMENTS**

- 1) Compliance with City Policies and Regulations
- 2) Applicant's Revised Elevations
- 3) On-Street Parking, Taxi Stand and Valet Loading Zone Plan
- 4) References to Public Art in the Waterfront Small Area Plan
- 5) Community Meetings
- 6) Letter from the Waterfront Commission
- 7) Transportation Management Plan
- 8) Undergrounding Plan

## Attachment # 1: Compliance with City Policies and Regulations

*Compliance with the Development Guidelines for the Cummings/Turner Block:*

Development Guideline (pages 101 and 102 of the Waterfront Small Area Plan)	How the proposal complies
1. Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages Diagram (Figure 34) and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses.	As a hotel, the ground floor will include a lobby along South Union Street and a restaurant along The Strand. The proposal includes a publicly accessible courtyard that can be accessed from South Union Street, The Strand, or inside the building, which will be open and welcoming to the public during normal hours for the hotel.
2. The preferred use on the site is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses such as a hotel.	The proposal is for a hotel, which includes a restaurant.
3. For the cluster of buildings that includes the historic warehouses, residential (including owner occupied units) is permitted above the first floor along Union Street and around the northwest corner on Prince Street.	Not applicable to this proposal.
4. Residential use should not be the primary use of the site. The location, design and specific type of residential use proposed must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development. Ground floor residential units are not permitted.	The proposal does not include a residential use.



<b>Development Guideline (pages 101 and 102 of the Waterfront Small Area Plan)</b>	<b>How the proposal complies</b>
<p>5. The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees and appropriate light fixtures, and to enhance the views of the water, pedestrian access and porosity and reflect the historic orientation of buildings and alleyways:</p> <ul style="list-style-type: none"> <li>• At least two midblock breaks between new buildings, with public space, including alleys and courtyards shall be provided extending from South Union Street to the The Strand;</li> <li>• A third alleyway between 10 Prince Street and 204 South Union Street shall be opened, with new infill construction permitted, provided that it creates an open, transparent space reflecting the historic alley in that location.</li> <li>• Access to uses within the alleys and courtyards is essential to the pedestrian experience.</li> </ul>	<p>The proposal includes new sidewalks, street trees, and street lights. The developer will also be required to underground all utilities associated with this site. Half of the midblock break anticipated by the Plan for this site will be constructed with this development and once the northern property redevelops, the remaining ten feet will be added to provide the full twenty foot width. The midblock break connects to the publicly accessible courtyard and the restaurant.</p>
<p>6. Historic interpretation, consistent with the recommendations of History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces.</p> <ul style="list-style-type: none"> <li>• Buildings and open space should reflect Alexandria's maritime history.</li> <li>• The Plan encourages modern design inspired by historic precedent (such as 18<sup>th</sup> Century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations.</li> <li>• Architecture should reflect historic east-west orientation of buildings, alleys and wharves.</li> </ul>	<p>The building architecture incorporates elements of Alexandria's historic warehouse buildings while complying with the height requirements of the Potomac River Vicinity Height District. The building has been designed with an east-west orientation and an east-west pedestrian alley will be provided along the northern portion of the site.</p>

<b>Development Guideline (pages 101 and 102 of the Waterfront Small Area Plan)</b>	<b>How the proposal complies</b>
7. Redevelopment of any portion of the block should be coordinated with restoration and adaptive reuse plans for the historic warehouse buildings in the block. As part of any SUP for any development of Cummings property, the applicant shall provide a plan for the restoration and adaptive reuse of the historic buildings at 10 Prince Street, 204 South Union Street and 206 South Union Street. Adaptive reuse should emphasize uses that are open to public access and shall include a civic or cultural use.	Restoration of these buildings is currently underway, but not associated with this development.
8. Public art should be a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the extent possible, in the design for the redeveloped warehouses, pier, and public spaces.	A location for public art has been identified in the courtyard, but the final piece has not been selected. The applicant will be required to develop a plan for selecting and installing the art, and the art will be reviewed by the Waterfront Commission and Commission for the Arts.
9. Contribute significantly to the public amenities in the new park between the redevelopment block and the Potomac River, including environmental amenities, above and beyond the minimum required.	The applicant will provide a cash contribution toward public amenities in the new park; to the extent that the applicant makes desired improvements, the value of those improvements will be credited toward the cash contribution. Desired improvements include demolition of the two existing structures in the future park, debris removal, and stabilization; undergrounding utilities beyond those required for his site; and re-grading (elevating) The Strand and Duke Street in the vicinity of his site.
10. Open space with public access easements and/or dedications shall be provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 34).	The east-west alley and the courtyard are consistent with the area identified in Figure 34 and will have public access easements.
11. Curb cuts should not be located on any building and/or block frontage facing open space.	Curb cuts for the parking garage and loading dock are proposed on Duke Street, which face Robinson Terminal South. No curb cuts are proposed along The Strand, which fronts the future park along the river, or on South Union Street.

<b>Development Guideline (pages 101 and 102 of the Waterfront Small Area Plan)</b>	<b>How the proposal complies</b>
12. Parking for new buildings should be accommodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.	The parking is provided in one level below grade and will be valet parking only. The parking ratio is approximately 1 space for every 2 rooms, which is comparable to other similar hotels.
13. Both the Cummings and the Turner properties are encouraged to develop jointly under a single scheme and in such a way as to share amenities such as an on-site restaurant or other common space. However, if that does not occur, each site can develop on its own. At ultimate buildout, the underground parking will share a single entrance on Duke Street, with a knock out panel provided between the underground garages.	The Cummings site is redeveloping separate from the Turner site, but has included a knock out panel in the garage for future connection to an underground garage on Turner property to the north.
14. The maximum FAR and floor area allowed is included on the chart at page 103.	The Plan allows a maximum FAR of 3.0 for this site. This proposal has a FAR of 2.87.

*Compliance with the Policy for Restaurant/Hotel/Commercial Uses for the proposed hotel:*

<b>Factors to consider for a hotel use</b>	<b>How the proposal complies</b>
i. The potential for undue congestion of pedestrians or vehicles.	The hotel is a small “boutique” hotel with a total of 120 rooms (see section below for further discussion)
ii. The type and size of hotel, and whether it is designed to attract large conventions, banquets, or other functions (such as trade shows). Hotels shall be “boutique” hotels: that is hotels with 150 rooms or less, no ballroom, and meeting rooms for on-site use by guests. The Waterfront Small Area Plan allows the addition of up to two hotels in the W-1 zone, with a total limit of 300 rooms.	The hotel will have 120 rooms, no ballroom, and the meeting room will be for use of the guests only. It is not designed to attract large conventions or banquets. This is the first of the three development site to redevelop under the Plan, so no other hotels have been approved at this time.
iii. The ability of the hotel to accommodate, and screen all of its service needs on site, including loading and delivery operations.	The loading dock on Duke Street has been designed to accommodate all the loading and delivery requirements for the hotel. A door will be provided to screen the space except when vehicles are entering or leaving. All trash will also be kept interior to the loading dock area at all times.
iv. Parking for visitors, customers and employees must be provided on site. Additional parking may be provided by contract with a nearby garage for patrons and/or employees. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.	The parking for all hotel and restaurant guests will be provided on-site in the underground garage, which will be operated through a valet-only service.
v. The extent to which garage spaces will be available to the public. Parking garages must be operated so that they are open to the public at least at peak times.	The garage will be available to the hotel guests and restaurant patrons. Given usage rates at other, comparable properties, there may well be additional capacity at many times which could be served through the same valet operation.
vi. A restaurant within a hotel that is open to the public shall be the subject of a separate SUP and the same requirements as other restaurants.	A separate SUP has been requested for the restaurant and standard conditions are provided in the Recommendation Section for the restaurant operation.

Factors to consider for a hotel use	How the proposal complies
vii. The location of the hotel and whether its layout is designed to produce the least impact on nearby residential areas and on the lower King Street area.	A hotel is one of the preferred uses for this site. The building is designed to step back from South Union Street in order to provide a lower scale building along the street. An alleyway is provided along the north side of the property that creates open space, allows views, and invites circulation to the river from South Union Street. In addition, the loading and garage entrance are located on Duke Street to minimize traffic impacts along South Union Street, which is closest to nearby residential areas and lower King Street, and are also across Duke Street from property which is expected to redevelop in the near future (Robinson Terminal South.)
viii. The extent to which the hotel provides incentives for employees who are able to use transit.	The Transportation Management Plan will require incentives to be provided for employees who use transit.
ix. The extent to which new parking is available to support overflow parking needs of Old Town residents.	Additional on-street spaces will be created on Duke Street which will be available to the public. In addition, to the extent that there is additional capacity in the all-valet garage, it can serve these needs as well, although priority is given to ensuring that there is sufficient garage capacity for hotel guests and restaurant patrons.
x. The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.	The closest residential development is southwest of the intersection of Duke Street and South Union Street. The hotel lobby has been located as far north of the intersection as possible to minimize impacts on nearby residential development. The restaurant is located on the eastern portion of the site away from the residential development. The publicly accessible courtyard is buffered by the building which will minimize noise impacts from this space.

Factors to consider for a hotel use	How the proposal complies
<p>xi. The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront planning process, including alleys as view corridors; design elements that minimize the impacts of height, such as setbacks above the third story along Union Street and incorporation of the top story within a roof form; and small footprint buildings instead of large “superblock” development.</p>	<p>The architecture and site design are generally consistent with the principles illustrated by the model, including the provision of an alley along the north property line, incorporation of design elements that minimize the perception of overall height, and a small building footprint that occupies approximately one third of an acre, holds the street wall, and also creates a significant amount of publicly accessible, high-quality open space on the interior of the site. In addition, building massing relates to the simple, small-footprint historic buildings to the north on South Union Street, as shown in the model. The larger warehouse-inspired form, as in the model, relates to the larger context of Duke Street and the river frontage.</p>

*Compliance with the Potomac River Vicinity Height District criteria for additional height:*

<b>Standard and Guidelines (Section 6-404(B)(3))</b>	<b>How the proposal complies</b>
(a) The degree to which imaginative and creative architectural solutions advance recreational access to and enjoyment of the historic waterfront from public streets and other public areas. Building should be in harmony with existing buildings of genuine architectural merit, to be found in the historic district.	The proposal removes a mid-20 <sup>th</sup> century warehouse that occupies the entire site and precludes views or access to the water from South Union Street. The proposed hotel includes a 10 foot wide alley from South Union Street to The Strand which will allow the public to access the Waterfront and future park through the site.
(b) The degree to which the basic 30 feet height is maintained at the street faces and the waterfront face of the proposed building or buildings. To provide a transition, building heights over this basic height level should be set back from the street faces and waterfront faces.	South Union Street: A 13 foot setback is provided above the third story to maintain a 30 foot height along the street frontage. Duke Street: A two story mansard roof is proposed above the third story to provide a setback above 30 feet. The Strand: the provision of three-story “shoulder” elements flanking the central “warehouse” form reinforces the 30 foot height datum.
(c) The degree to which the height, mass and bulk of the proposed construction are compatible with and reflect the traditional height, mass, and bulk of buildings and structures displayed within the streetscapes of the historic district.	As discussed in the Waterfront Small Area Plan, the intent for new buildings fronting this section of The Strand is to reflect the scale and general form of significant 19 <sup>th</sup> -Century warehouses that were found in this location. These buildings were of a larger scale than many of the surviving warehouse buildings on lower King Street, many of which are 18 <sup>th</sup> -Century.
(d) The degree to which imaginative and creative architectural solutions enhance views and vistas from public streets and other public-access areas along the historic waterfront. The waterfront faces of the buildings, in particular, should be designed and integrated so as to enhance pedestrian enjoyment of the waterfront, and the quality and character of the historic waterfront, as a totality, when viewed from passing vessels.	The design of The Strand façade recalls the architecture of historic Alexandria warehouses found along The Strand in the 19 <sup>th</sup> Century. With the removal of the structures on the east side of The Strand, this façade will be very visible from the water, and clearly recall some of the significant mercantile structures of the past.

<b>Standard and Guidelines (Section 6-404(B)(3))</b>	<b>How the proposal complies</b>
(e) The degree to which the use or uses of the proposed building or buildings are compatible with historical waterfront-related uses in the City of Alexandria.	The hotel and restaurant uses, by their nature, will help attract both residents and visitors to this historic block of Alexandria's waterfront, and by recalling the character and scale of the historic warehouses, the building itself will help people to better understand the character of this working seaport. Visitors and diners alike will be invited to explore the new parks, cultural and dining opportunities which will be visible from the restaurant and most of the hotel rooms.



*Compliance with the Policy for Restaurant/Hotel/Commercial Uses for the proposed restaurant:*

<b>Factors to consider for a hotel use</b>	<b>How the proposal complies</b>
i. The potential for undue congestion of pedestrians or vehicles.	The applicant anticipates that the majority of the restaurant patrons will be hotel guests and would not create undue congestion of pedestrians or vehicles.
ii. The extent to which the use is open in the late night hours and situated so as to potentially disturb residential areas.	The restaurant is located away from residential areas.
iii. The extent to which alcohol consumption will predominate over food consumption and situated so as to potentially disturb residential areas and negatively impact waterfront public spaces.	Alcohol consumption will not predominate over food consumption.
iv. The availability of off-street parking for the restaurant's patrons and employees, including whether the restaurant has contracted with nearby garages for additional off-street parking for patrons and/or employees.	Restaurant patrons will be encouraged to use the valet service provided for the hotel to park their vehicles.
v. The predicted extent of litter generated.	All litter generated from the site will be required to be monitored and maintained to prevent an accumulation. Trash will be stored in the loading area until removal.
vi. The potential for loud or otherwise inappropriate noise	Live entertainment is not approved for the restaurant.
vii. The extent to which other restaurants already exist in the same area. Restaurant uses should not be located in such proximity as to detract from the character and authenticity of the Waterfront by creating a monoculture similar to a Food Court or "restaurant row" environment.	Only one other restaurant (Chadwicks) currently exists in the block. The restaurant is primarily an amenity for the hotel guests and will not lead to creating a monoculture of restaurants on the block.
viii. The extent to which the restaurant provides incentives for employees who are able to use transit.	The Transportation Management Plan requires incentives to be provided for employees who use transit.
ix. The extent to which new parking is available to support overflow parking needs of Old Town residents.	Additional on-street spaces will be created on Duke Street which will be available to the public.

Factors to consider for a hotel use	How the proposal complies
<p>x. The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.</p>	<p>The closest residential development is southwest of the intersection of Duke Street and South Union Street. The restaurant is located on the eastern portion of the site away from the residential development. The publicly accessible courtyard which will include outdoor dining is buffered by the buildings to both the north and south, which will minimize any noise impacts from this space.</p>
<p>xi. The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront planning process, including alleys as view corridors; design elements that minimize the impacts of height, such as setbacks above the third story along Union Street and incorporation of the top story within a roof form; and small footprint buildings instead of large “superblock” development.</p>	<p>The architecture and site design are generally consistent with the principles illustrated by the model, including the provision of an alley along the north property line, incorporation of design elements that minimize the overall height, and a small footprint that occupies approximately one third of an acre, in support of a significant public open space amenity in the block interior, including a garden area, public art, and outdoor dining for both hotel guests and the public.</p>





HISTORIC PRECEDENT FOR FENESTRATION

# DUKE STREET AND STRAND ELEVATIONS CUMMINGS SITE HOTEL

220 South Union Street  
Alexandria, VA 22314

11.012



12.20.13





UNION STREET AND COURTYARD ELEVATIONS

CUMMINGS SITE HOTEL

220 South Union Street  
Alexandria, VA 22314

11.012





## Parking Legend

- P - Public
- LZ - Loading Zone
- T - Taxi
- V - Valet



ATTACHMENT 3

#### **Attachment #4: References to Public Art in the Waterfront Small Area Plan**

- *Executive Summary*, Page vii: “Alexandria’s waterfront is special because of its unique and significant role in the nation’s history and because it is a world renowned example of the revitalizing role of art in the community.”
- *Executive Summary*, “Page vii: “Based on recommendations in the History Plan and Art Plan, six Art and Culture Theme Areas are utilized as guiding elements for each of the character areas of the Plan. . . . As one moves from Art and Culture Theme Area to another, one will be introduced to the rich history of that given area through interpretation, art, architecture, activities and more.”
- *Chapter 3, “Character and Theme Areas,”* Page 71: “The theme for The Strand is *The Working Seaport* and the 100 and 200 blocks of The Strand and South Union Street contain the last vestiges of Alexandria’s golden maritime era from the last half of the 18<sup>th</sup> century to the early 20<sup>th</sup> century. This area should evoke the character of the heyday of the waterfront . . .” and should be used as the Southern Cultural Anchor.”
- *Chapter 3, Character and Theme Areas,”* Page 73, Recommendation 3.89: “Draw inspiration from The Strand’s role in Alexandria’s history as a working waterfront in public improvements, private development, and programming, including park design and the scale and positioning of new development in this area.”
- *Chapter 3, Character and Theme Areas”* Page 73, Recommendation 3.90: “Establish The Strand area, south of Prince Street, as a cultural anchor of the waterfront with reference to history and art.”
- *Chapter 3, Character and Theme Areas,”* Page 73, Recommendation 3.91: “. . . Open alleyways and other east-west links between Union Street and the River.”
- *Chapter 3, Character and Theme Areas, Pages 101 and 102 Cummings/Turner Block Development Guidelines*
- Development Guideline #6, page 101 – “Buildings and open space should reflect Alexandria’s maritime history.”
- Development Guideline #8, page 102 – “Public art should be a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the extent possible, in the design for the redeveloped warehouses, pier, and public spaces.”
- *Chapter 5, Implementation, Page 126* “In addition, this Plan defines expectations for developer contributions to the public realm on their property and in the immediate vicinity of their projects. . . .”For the Cummings/Turner properties, developer contributions could go toward desired civic uses and/or the new park. In all cases, there will be high expectations for urban design and for implementing the recommendations of the waterfront Art and History Plans.”

**Attachment #5: Community Meetings**

	<b>Date</b>	<b>Organization</b>
1	7/25/12	OHAD BAR
2	8/14/12	Waterfront Commission
3	12/13/12	Community Open House held at Rust Orling Architects
4	1/29/13	Old Town Civic Association Board
5	2/14/13	Historic Alexandria Commission
6	8/27/13	Master Plan Group
7	9/10/13	Government Relations Committee, Alexandria Chamber
8	9/13/13	Waterfront for All
9	9/25/13	OHAD BAR
10	10/9/13	Old Town Civic Association
11	10/15/13	Waterfront Commission
12	10/16/13	Alexandria Archeology Commission
13	10/23/13	Waterfront Commission Subcommittee
14	11/12/13	Rivergate Board
15	11/19/13	Waterfront Commission
16	12/18/13	Harborside
17	12/18/13	OHAD BAR
18	1/7/14	Planning Commission
19	1/25/14	City Council



# *Alexandria Waterfront Commission*

*Department of Recreation, Parks and Cultural Activities*

*1108 Jefferson Street  
Alexandria, Virginia 22314*

Attachment #6

November 19, 2013

Dear Mayor Euille and Members of City Council:

At the Alexandria Waterfront Commission's meeting on October 15, 2013, the Commission established a small committee to review issues related to the Carr hotel development concept for the 220 South Union Street site and to draft a committee position to be forwarded to the full Commission for action at its next regular meeting (November 19, 2013). Following is the report submitted to the Waterfront Commission on November 19, 2013:

1. The committee reviewed the six Development Goals within the Alexandria Waterfront Small Area Plan and believed that the plan presented for the Cummings/Turner block was in line with the Goals, and satisfactory.
2. The next step involved reviewing the Development Guidelines. The committee reviewed each of the 14 Guidelines at length, in conjunction with the proposed plan and found that the plan conformed in every way.

#### Special Notes

- A. Guideline #5 – Detail to the confirmation of Public alleys
- B. Guideline #6 – The wording of 18<sup>th</sup> Century Alexandria warehouse architecture should be changed to 19<sup>th</sup> Century architecture.
- C. Guideline #7 – Redevelopment of any portion of the block should fit in with the “Olin concept”.
- D. Guideline #9 – Contribute significantly to the public amenities in the new park – attention needs to be focused on the redevelopment and care of properties across Strand.

In total, this sub-committee believes that the proposed plan is following the Guidelines as proposed in the Alexandria Waterfront Small Area Plan.

The Alexandria Waterfront Commission voted to accept the report above and forward it to City Council, effective November 19, 2013.

Respectfully submitted,

Charlotte A. Hall  
Chairman



## **Attachment #7: Transportation Management Plan**

### **220 South Union Street Hotel TMP SUP#2013-00071**

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential, hotel and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a Transportation Management Plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for 220 South Union Street Hotel consists of six parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization, Funding and Reporting
- 3) Transportation Management Plan Directives
- 4) Evaluation of the Effectiveness of the TMP
- 5) District Transit Management Program
- 6) Permanence of the TMP Ordinance

#### **1. Goal and Evaluation of the TMP**

- a. The 220 South Union Street Hotel site is located approximately one mile east of the King Street Metro Station. Several DASH and Metro bus lines run near the site through the Old Town neighborhood. The hotel development has a goal of 30% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

#### **2. TMP Organization, Funding and Reporting**

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following

year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.

- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate for employees is required as approved by the Transportation Planning Division.

### 3. Transportation Management Plan Directives

- a. The Special Use Permit application has been made for the following uses:

	Land Use*
	Rooms
220 South Union Street	120

*\*As of November 25, 2013. Subject to change.*

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
  - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
  - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees.
  - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
  - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.

- v. Promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
  - vi. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund** — The applicant shall create a TMP fund to achieve the reduction goal of 30% of single occupant vehicles for employees, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be \$40.56 per hotel room, and \$.203 per occupied square foot of restaurant space. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
- i. Discounting the cost of bus and transit fare media for on-site employees.
  - ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location and other analogous incentive programs.
  - iii. Marketing activities, including advertising, promotional events, etc.
  - iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
  - v. Operating costs for adjacent bikeshare station.
  - vi. Membership and application fees for carshare vehicles.
  - vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
  - viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

**Unencumbered Funds:** As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

**4. Evaluation of the Effectiveness of the TMP**

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

**5. District Transit Management Program**

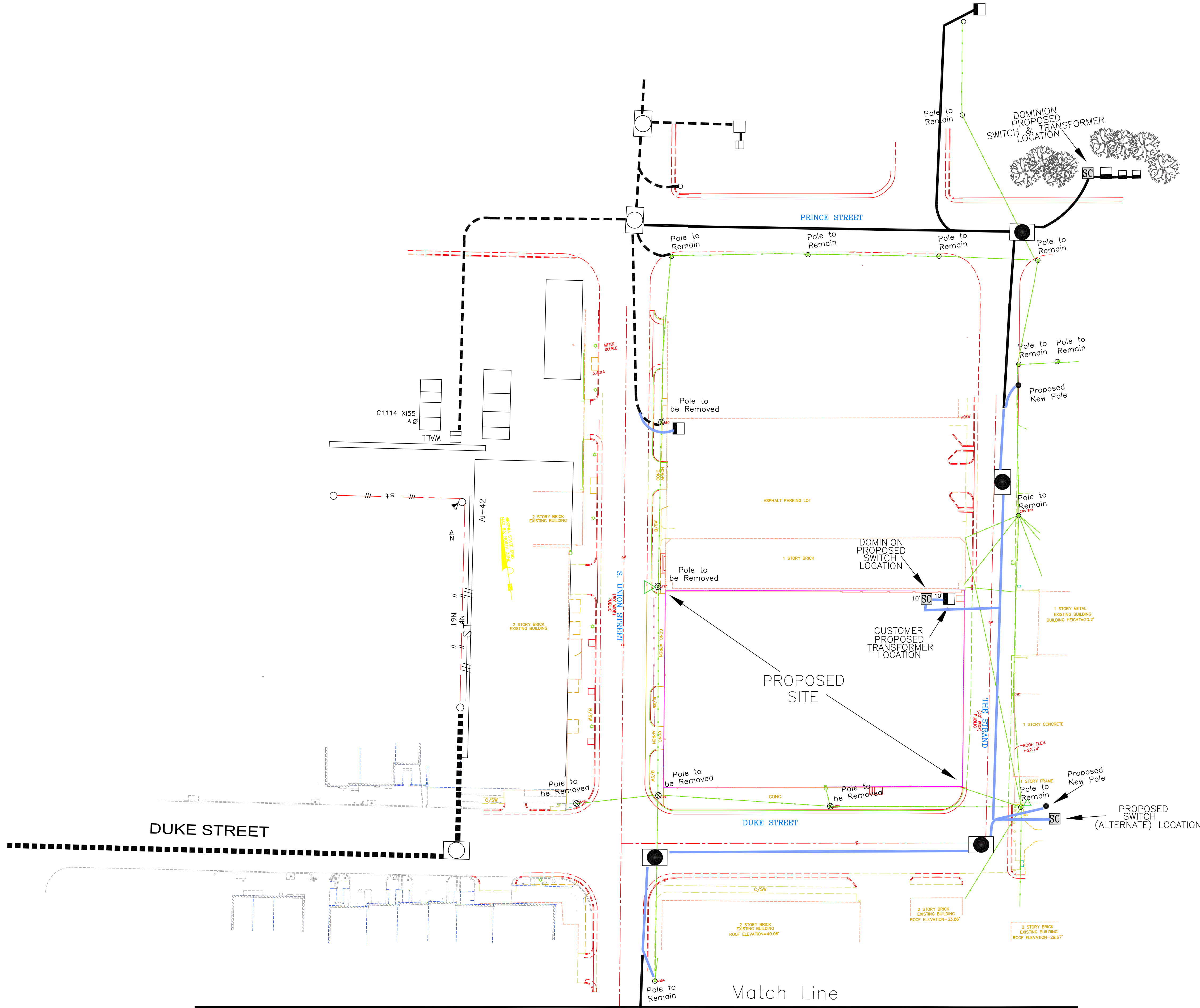
The 220 South Union Street Hotel should integrate with the larger district level TMP program when it is organized. All TMP holders in the established area will be part of this District. No increase in TMP contributions will be required as a result of participation in the District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

**C - 2 6. Permanence of the TMP Ordinance**

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the use and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.
- c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap,

based on the final revised TMP program language to be approved by City Council at a future date.

- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred seven (\$507.00) for the first 30 (thirty) days late and two hundred and fifty-three dollars (\$253.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.



Vicinity Map

Construction Notes

Field Changes

General Notes

DRAWING NOT TO SCALE.  
FOR PLANNING PURPOSES ONLY.

Legend

Project Data

Sub. Sta.	Cir No.	Map No.
Tax District	10500	Miss "U"
Easement No.		
Customer Billing	Device No.	Scale
		NOT TO SCALE

Sheet 1 of 1

Project 220 S. Union St.		
Line Conversion		
Location 220 S. Union St.		
Work Request # 7548484	Drawn By Chris Hare	Date 09/13

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN**DSP # 2012-0019Project Name: Cummings Warehouse HotelPROPERTY LOCATION: 220 South Union StreetTAX MAP REFERENCE: 075.03-03-08ZONE: W-1**APPLICANT:**Name: Carr City Centers, LLCAddress: 1455 Pennsylvania Avenue, NW Suite 800 Washington, DC 20004**PROPERTY OWNER:**Name: Cummings Investment Associates IncAddress: PO Box 231, Alexandria, Virginia 22313**SUMMARY OF PROPOSAL** 5 story hotel with below grade parking and first floor restaurant**MODIFICATIONS REQUESTED** vision clearance, height to center line ratio, crown coverage, access**SUPs REQUESTED** 3.0 FAR, 50 foot building height, hotel with restaurant, parking and loading space reduction, and valet

☒ **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.

Kenneth W. Wire

Print Name of Applicant or Agent

McGuireWoods LLP, 1750 Tysons Blvd., Suite 1800

Mailing/Street Address

Tysons, VA 22102

City and State

Zip Code

Signature

703-712-5362

Telephone #

703-712-5222

Fax #

kwire@mcguirewoods.com

Email address

Date

10/25/13**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

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

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

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

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

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

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

**ALL APPLICANTS MUST COMPLETE THIS FORM.**

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

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

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

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

See attached.

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

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



## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 220 South Union Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.		
2.		
3.		

**3. Business or Financial Relationships.** Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity and "None" in the corresponding fields).**

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

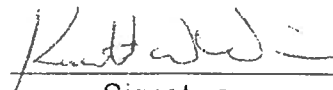
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. None		
2.		
3.		

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

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

10/24/13  
Date

Kenneth W. Wire  
Printed Name

  
Signature

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.*)

The applicant proposes to construct a 5 story 120 room hotel with below grade parking and a first floor restaurant. The proposed project is consistent with existing zoning and the recommendations of the Waterfront Small Area Plan.

The applicant has not yet chosen an operator for the hotel, all estimates for staffing and use items in this application are based upon the applicant's experience operating other hotels in Alexandria.

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

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

The applicant expects that the 120 room hotel will achieve on average a 75% occupancy rate.

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

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

Typical for hotel use approximately 5-10 employees at peak times during business hours.  
Hotel will be staffed 24 hours a day, 7 days a week.

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

Day	Hours	Day	Hours
Hotel Staffed 24 hours			

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

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

Noise will be generated by pedestrians accessing the building and using outdoor courtyard. Noise will also be generated by daily deliveries and trash removal.

B. How will the noise from patrons be controlled?

Property management will be on-site 24 hours a day, 7 days a week to monitor the area.

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

Hotel trash will be located entirely within the loading dock in closed containers. The loading dock contains commercial grade air handling equipment.

**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 hotel waste including office waste, food waste and recycling.
- B. How much trash and garbage will be generated by the use?  
Daily service for the two trash receptacles shown on the DSUP plans will accommodate all waste.
- C. How often will trash be collected?  
Daily Monday through Saturday.
- D. How will you prevent littering on the property, streets and nearby properties?  
Property management will be on-site 24 hours a day, 7 days a week to monitor the area.

**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:

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**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:

Hotel cleaning supplies.

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

Property management will be on-site 24 hours a day, 7 days a week to monitor the area.

**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.

Applicant will seek all necessary ABC licenses.

**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?

87

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

35 Standard spaces

31 Compact spaces

3 Handicapped accessible spaces

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?

\_\_\_\_\_

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 4
- B. How many loading spaces are available for the use? 1
- C. Where are off-street loading facilities located?  
See DSUP Application
- D. During what hours of the day do you expect loading/unloading operations to occur?  
As permitted by the City Ordinance
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?  
Daily

**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?**

Existing streets are maintained, locations for additional on street parking spaces are included in the DSUP application.

## ATTACHMENT

### Applicant Ownership Disclosure

Carr City Centers, LLC

1455 Pennsylvania Avenue, Suite 800

Washington DC 20004

100% owned by

Carr Holdings II, LLC

1455 Pennsylvania Avenue, Suite 800

Washington, DC 20004

100% owned by

Oliver T. Carr, Jr.

SUP # 2012-0089

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of 220 S. Union Street, Alexandria, VA, I hereby

(Property Address)

grant the applicant authorization to apply for the Hotel use as  
(use)

described in this application.

Name Cummings Investment Associates, Inc.  
Diana Cummings, President

Phone (703) 283-3899

Please Print  
Address: PO Box 231, Alexandria, VA 22313

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

Signature: [Signature]

Date: 9-23-13

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

☐ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☐ Owner

☐ Contract Purchaser

☐ Lessee or

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

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

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2



## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1.		
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 220 S. Union Street, Alexandria, Virginia (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Diana Cummings	3163 LeBaron Lane Jeffersonton, VA 22724	50 percent
2. Susan Cummings	3162 LeBaron Lane Jeffersonton, VA 22724	50 percent
3.		

**Business or Financial Relationships.** Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1.	None	PC, CC & BAR
2.		
3.		

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

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

9/25/13  
Date

Duncan W. Blair

Printed Name

Signature



## APPLICATION

# SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2013-00080

PROPERTY LOCATION: 220 South Union Street

TAX MAP REFERENCE: 075.03-03-08

ZONE: W-1

**APPLICANT:**

Name Carr City Centers, LLC

Address: 1455 Pennsylvania Avenue, NW, Suite 800, Washington, DC 20004

PROPOSED USE: 80 seat hotel restaurant

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

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

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

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

Kenneth W. Wire

Print Name of Applicant or Agent

1750 Tysons Blvd, Suite 1800

Mailing/Street Address

Tysons, VA

City and State

22102

Zip Code

Kenneth W. Wire

Signature

703-712-5362

Telephone #

kwire@mcguirewoods.com

Email address

10/28/2013

Date

703-712-5222

Fax #

ACTION- PLANNING COMMISSION:

DATE:

ACTION- CITY COUNCIL:

DATE:

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of \_\_\_\_\_, I hereby  
 (Property Address)  
 grant the applicant authorization to apply for the \_\_\_\_\_ use as  
 (use)  
 described in this application.

Name: \_\_\_\_\_ Phone \_\_\_\_\_  
 Please Print  
 Address: \_\_\_\_\_ Email: \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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

☒ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☐ Owner

☐ Contract Purchaser

☐ Lessee or

☒ Other: Contract Purchaser of the subject property.

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

See attached.

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# OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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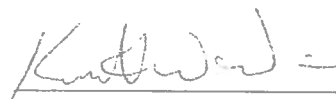
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

10/28/2013

Date

Kenneth W. Wire

Printed Name



Signature

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.

## NARRATIVE DESCRIPTION

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

The applicant requests this SUP to operate a 80 seat hotel restaurant on the first floor of the proposed hotel at 220 South Union Street. It is anticipated that the majority of restaurant patrons will be hotel guests and nearby residents.

While no parking is required for the restaurant or its employees pursuant to Section 8-300 of the zoning ordinance, the applicant's experience operating other hotels in the City demonstrates that an average of 30 valet spaces will be available in the proposed parking garage for certain employees and restaurant patrons.

**USE CHARACTERISTICS**

4. The proposed special use permit request is for (check one):  
[x] a new use requiring a special use permit,  
[ ] an expansion or change to an existing use without a special use permit,  
[ ] an expansion or change to an existing use with a special use permit,  
[ ] other. Please describe: \_\_\_\_\_
5. Please describe the capacity of the proposed use:
- A. How many patrons, clients, pupils and other such users do you expect?  
Specify time period (i.e., day, hour, or shift).  
maximum attendance of 80 patrons
- B. How many employees, staff and other personnel do you expect?  
Specify time period (i.e., day, hour, or shift).  
peak of 10 employees for weekend dinner service
6. Please describe the proposed hours and days of operation of the proposed use:
- |                              |                                   |
|------------------------------|-----------------------------------|
| Day:<br><u>7 Days a week</u> | Hours:<br><u>6 am to midnight</u> |
| _____                        | _____                             |
| _____                        | _____                             |
| _____                        | _____                             |
7. Please describe any potential noise emanating from the proposed use.
- A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
Exhaust from cooking ventilation equipment and seasonal outdoor dining in courtyard.
- B. How will the noise be controlled?  
Property management will be on-site 24 hours a day, 7 days a week to monitor the restaurant.

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

Odors from food preparation will be handled by commercial grade air handlers.

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

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

Primarily food storage and food preparation waste

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

Daily service for the two trash receptacles shown on the DSUP plans will accommodate all waste

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- C. How often will trash be collected?

Daily - Monday - Saturday.

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

Property management will be on-site 24 hours a day, 7 days a week to monitor the restaurant.

---

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

[ ] Yes.                      [x] No.

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

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---

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

☒ Yes.      ☐ No.

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

Cleaning and degreasing solvent will be stored in the food preparation area in  
gallon containers and disposed of in accordance with product labeling.

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12. What methods are proposed to ensure the safety of nearby residents, employees and patrons?  
Property management will be on-site 24 hours a day, 7 days a week to monitor  
the restaurant.

---

---

## ALCOHOL SALES

13.

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

☒ Yes      ☐ No

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

Beer, wine and mixed drinks will be sold for on-premises consumption  
only. The applicant will apply for the necessary ABC license.

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**PARKING AND ACCESS REQUIREMENTS**

14. A. 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.

Planning and Zoning Staff Only Required number of spaces for use per Zoning Ordinance Section 8-200A Does the application meet the requirement? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

B. Where is required parking located? (check one)  
☐ on-site  
☐ off-site

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

---

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

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

☐ Parking reduction requested; see attached supplemental form

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

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

Planning and Zoning Staff Only Required number of loading spaces for use per Zoning Ordinance Section 8-200 Does the application meet the requirement? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

- B. Where are off-street loading facilities located? Hotel loading dock
- C. During what hours of the day do you expect loading/unloading operations to occur?  
Monday - Saturday during normal business hours
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?  
Daily.
16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?  
No improvements are required

## SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☒ No
- Do you propose to construct an addition to the building? ☐ Yes ☒ No
- How large will the addition be? \_\_\_\_\_ square feet.
18. What will the total area occupied by the proposed use be?  
\_\_\_\_\_ sq. ft. (existing) + \_\_\_\_\_ sq. ft. (addition if any) = 2,100 sq. ft. (total)
19. The proposed use is located in: (check one)
- ☐ a stand alone building
- ☐ a house located in a residential zone
- ☐ a warehouse
- ☐ a shopping center. Please provide name of the center: \_\_\_\_\_
- ☐ an office building. Please provide name of the building: \_\_\_\_\_
- ☒ other. Please describe: First floor of proposed hotel

End of Application

## ATTACHMENT

### Applicant Ownership Disclosure

Carr City Centers, LLC

1455 Pennsylvania Avenue, Suite 800

Washington DC 20004

100% owned by

Carr Holdings II, LLC

1455 Pennsylvania Avenue, Suite 800

Washington, DC 20004

100% owned by

Oliver T. Carr, Jr.

SUP # 2013-00080

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of 220 S. Union Street, Alexandria, VA, I hereby

(Property Address)

grant the applicant authorization to apply for the Hotel use as  
(use)

described in this application.

Cummings Investment Associates, Inc.  
Name Diana Cummings, President

Phone (703) 283-3899

Please Print  
Address PO Box 231, Alexandria, VA 22313

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

Signature: [Signature]

Date: 9-23-13

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

☐ Required floor plan and plot/site plan attached.

☐ Requesting a waiver. See attached written request.

2. The applicant is the (check one):

☐ Owner

☐ Contract Purchaser

☐ Lessee or

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

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2

## OWNERSHIP AND DISCLOSURE STATEMENT

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Name	Address	Percent of Ownership
1. Diana Cummings	3163 LeBaron Lane Jeffersonton, VA 22724	50 percent
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1.	None	PC, CC & BAR
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NOTE: Businesses 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.

9/25/13

Date

Duncan W. Blair

Printed Name

Signature



## APPLICATION - SUPPLEMENTAL

**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)

The applicant requests a parking reduction from 87 to 68 spaces for the proposed hotel at 220 South Union Street.

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

The applicant's parking study shows that 3 other hotels in Alexandria have a parking utilization rate of approximately .31 spaces per room which for a 120 room hotel equals 38 spaces. Therefore, the applicants proposal for 68 parking spaces will leave approximate 30 spaces to be used for employee parking and restaurant guests. The applicant anticipates that nearly all restaurant patrons will be hotel guests or nearby residents. The applicant also expects that 2-3 employees will park on-site with the remaining using public transportation.

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

A second level of below grade parking is not feasible due to the water table and the relatively small size of the hotel.

**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.



## APPLICATION

### ENCROACHMENT

ENC#

2013-0004

**PROPERTY LOCATION:** 220 South Union Street

**TAX MAP REFERENCE:** 075.03-03-08

**ZONE:** W-1

#### APPLICANT

**Name:** Carr City Centers, LLC

**Address:** 1455 Pennsylvania Avenue, NW Suite 800, Washington DC 20004

#### PROPERTY OWNER

**Name:** Cummings Investments Associates, Inc

**Address:** PO Box 231, Alexandria, VA 22313

**PROPOSED USE:** Encroachment along Union Street for Hotel canopy per DSUP submission

**INSURANCE CARRIER** (copy attached) TBD upon approval **POLICY #** \_\_\_\_\_

A certificate of general liability insurance in the amount of \$1,000,000 which will indemnify the owner and names the city as an additional insured must be attached to this application.

☒ **THE UNDERSIGNED** hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED** hereby applies for an Administrative Use Permit in accordance with the provisions of Article VI, Section 6-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria 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** I so 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 their knowledge and belief.

Kenneth W. Wire

Print Name of Applicant or Agent

1750 Tysons Blvd, Suite 1800

Mailing/Street Address

Tysons, VA 22102

City and State Zip Code

Signature

703-712-5362

Telephone #

703-712-5222

Fax #

kwire@mcguirewoods.com

Email address

10/28/2013

Date

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

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

ACTION - PLANNING COMMISSION: \_\_\_\_\_ ACTION - CITY COUNCIL: \_\_\_\_\_

application encroachment ROW.pdf

8/1/06 Pnz\Applications, Forms, Checklists\Planning Commission

# OWNERSHIP AND DISCLOSURE STATEMENT

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10/28/2013

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Printed Name



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ENC # 2013-004

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(Property Address)  
grant the applicant authorization to apply for the Hotel use as  
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described in this application.

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Diana Cummings, President

Phone (703) 283-3899

Please Print  
Address: PO Box 231, Alexandria, VA 22313

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

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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.

9/25/13  
Date

Duncan W. Bow

Printed Name

Signature

January 7, 2014

**VIA EMAIL TO faroll.hamer@alexandriava.gov**

Chairman Komoroske and Members of the Planning Commission  
301 King Street, Suite 2100  
Alexandria, Virginia 22314

RE: January 7, 2014 Planning Commission  
Docket Item 7A-D

Dear Chairman Komoroske and Members of the Planning Commission:

On behalf of my client, Carr City Centers, I am requesting the following amendments to the staff recommended conditions of approval for Development Special Use Permit 2012-0019. It is our understanding that City staff agrees with the following amendments with the exception of: 1) including the bike share contribution in Condition 105 as part of the total off-site contribution under Condition 106; and 2) the change in Condition 106 to reflect a \$575,000 monetary contribution.

**Condition 5**

Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Director of P&Z:

- a. **To the extent practical given existing underground utilities,** Add three (3) fastigate street trees spaced approximately 20 feet on center in 3 ft. by 10 ft. tree wells with groundcover and interconnected tree trenches along South Union Street **or other appropriate landscaping.** No street trees are required in front of the lobby.
- b. Add one (1) additional Greenspire Littleleaf Linden in a tree well on Duke Street west of the loading entrance. (P&Z)
- c. **If the street trees cannot be provided along South Union Street, the applicant shall make an in kind off-site contribution to the City to the satisfaction of the Director of Planning and Zoning.**

**Condition 6(g)**

~~The entire central courtyard open space areas shall be irrigated.~~

**Condition 15(d)**

Construct an on-site mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits **for above grade construction.**

**Condition 35**

The on-site parking garage shall meet the following requirements to the satisfaction of the Directors of P&Z and T&ES:

- a. The garage shall be reserved exclusively for valet parking for hotel **and restaurant** guests, hotel **and restaurant** employee parking, and hotel shuttle vehicle(s). Self-parking for hotel guests within the on-site parking garage shall not be permitted.

**Code Comment C-9**

The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks ~~and the trucks shall not back up to collect trash or recycling.~~ The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or contact the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov), for information about completing this form. (T&ES)

**Condition 105**

~~The applicant shall contribute \$20,000 to the City prior to Final Site Plan release towards expansion and/or operation of a bike share station in the vicinity of the project as part of a coordinated bike share program. \* (T&ES)~~

**Condition 106**

Pursuant to the Waterfront Small Area Plan, provide a monetary **or in kind** contribution of ~~\$675,000~~ **\$575,000** to be used for off-site improvements to the existing and planned public spaces, including Point Lumley Park, between Union Street and the Potomac River. ~~Fifty percent of this contribution shall be due prior to the release of the final site plan, and the remaining 50%~~ **These contributions** shall be due prior to the issuance of the final certificate of occupancy for the building.

**The applicant shall make the following contributions which shall be credited towards the total monetary contribution:**

- a. **A \$20,000 contribution towards** expansion and/or operation of a bike share station in the vicinity of the project as part of a coordinated bike share program.
- b. Expanded undergrounding of overhead utilities facilities above the minimum required for the development and construction of this project site **as set forth in attachment 8.**

Alternatively, **In addition**, working with Staff, the applicant can choose to implement any of the following improvements, the cost of which shall be credited towards the total monetary contribution required.

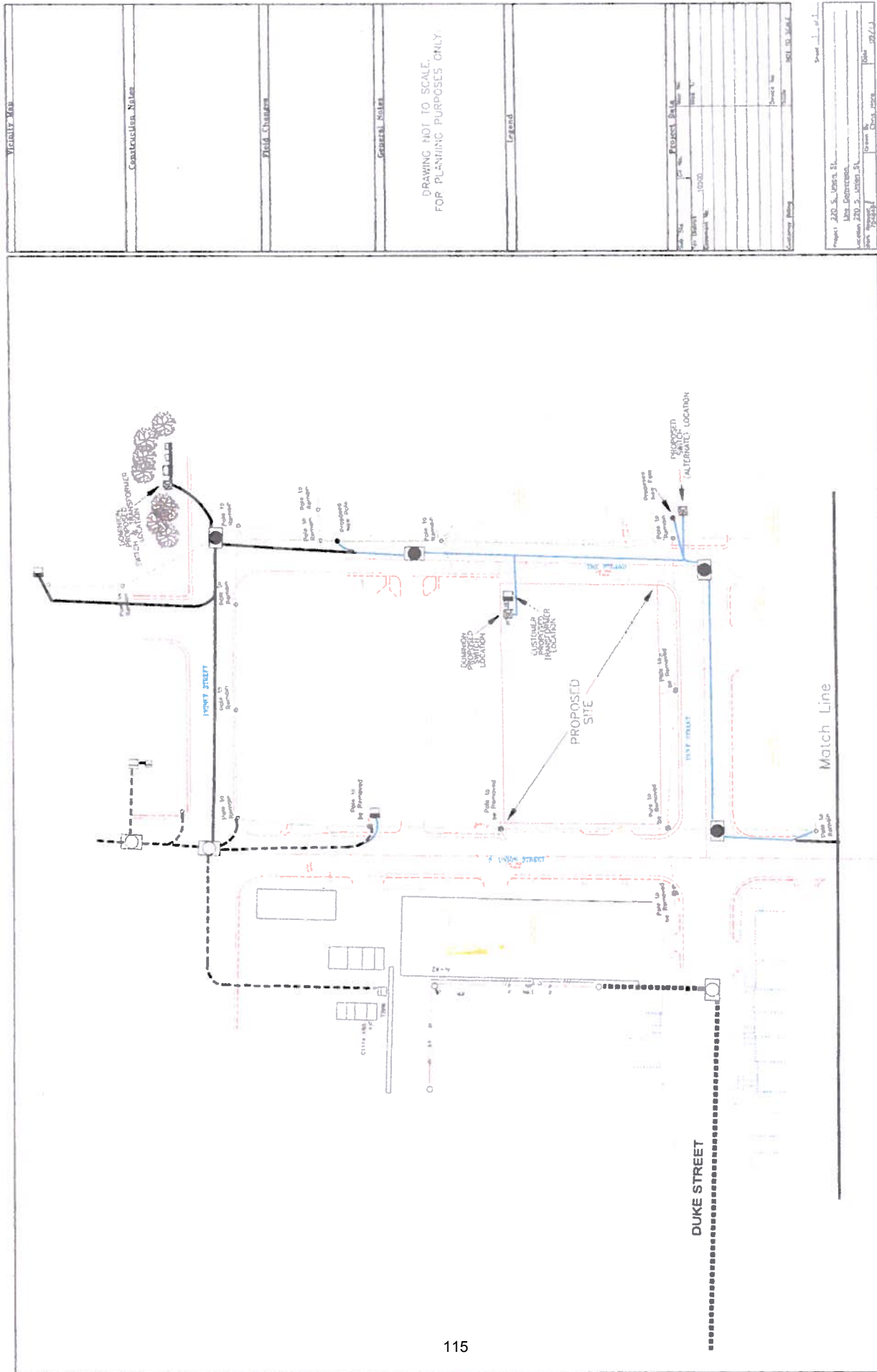
- e. ~~Expanded undergrounding of overhead utilities facilities above the minimum required for the development and construction of this project site.~~
- c. A portion of the re-grading plan for The Strand, if design and engineering are finalized by the City in time for construction to be completed concurrent with this project.
- d. Demolition of the two buildings east of the site known as the Alexandria Yacht building (210 The Strand) and the Alexandria Marine building (226 The Strand), removal all trash and debris on the site, and providing an interim condition to stabilize the properties. Prior to demolition, the Applicant would be required to complete a Phase I Environmental Site Analysis (ESA) and, if indicated, a Phase II site analysis, of the Alexandria Marine building site and provide associated documentation to the City. The applicant will provide routine maintenance of the site (mowing, trash removal, etc.) for a period of no more than 3 years or until the commencement of construction of the Strand flood mitigation/park project by the City.
- e. **If any combination of the above in kind contributions are mutually agreed to by the City and the applicant, the applicant shall submit an agreed upon scope of work and cost estimate to the City prior to the release of the final site plan. Prior to the issuance of the certificate of occupancy for the project, the applicant shall complete the agreed upon work and make a monetary contribution to the City if the cost of the in kind work is less than the \$575,000 contribution. In no case, shall the applicant be obligated to perform off-site work in excess of \$575,000. P&Z)(RP&CA)(T&ES)**

Please let me know if you have any question regarding these amendments. I look forward to discussing them with you at tonight's hearing.

Sincerely,



Kenneth W. Wire



Submitted by Nate  
Macek - 1-2-13

**Proposed Additional Conditions**  
**DSUP#2012-0019**

**Draft conditions**

**Loading:** a new DSUP condition in the Parking section (after condition 40) stating “All loading shall occur off-street, utilizing the building’s loading dock. Loading schedules shall be coordinated to facilitate off-street loading and minimize idling by waiting vehicles. The loading dock door shall be closed except during loading and unloading.” The same language will also be a SUP condition, as a separate condition following condition 16.

**Expectation for high-quality architecture:** edit DSUP condition 11 to read “The building design shall exhibit a high-quality architectural finish, to the satisfaction of the director of P&Z, and shall generally be consistent with the revised elevations shown in Attachment #2.... In addition, the applicant shall work with the staff and the Board of Architectural Review to minimize the visual impact of the Mansard roof on the Duke Street elevation. Final building design, including fenestration...”

**Operable windows:** New condition 12 under Buildings, page 27: “Windows in the structure will be operable to the extent feasible, given the requirement for meeting LEED Silver or equivalent. Priority locations for operable windows are the ground floor, particularly the restaurant, and the Union Street, The Strand, and courtyard elevations. A minimum of 20 percent of building windows shall be operable.”



**PlanComm**

7A-D  
Cummings Hotel

**From:** Roy R. Shannon <rrshannon@rrbmdk.com>  
**Sent:** Tuesday, January 07, 2014 5:49 PM  
**To:** PlanComm  
**Cc:** rrshannon@rrbmdk.com  
**Subject:** Docket Item # 7A-D - Planning Commission Public Hearing - Jan. 7, 2014

Honorable Members of the Planning Commission,

The purpose of this email and comment for Docket Item # 7A-D is to put the Planning Commission on notice of pending litigation and/or appellate proceedings that would significantly impact the Cummings Hotel Project (Docket Item # 7A-D). Please make this email part of the record for the public comment.

I represent three (3) landowners that own property within close proximity to the proposed Cummings Hotel at 220 South Union Street. My clients are the plaintiffs in a pending lawsuit in the Alexandria Circuit Court styled: *April Burke, et al. v. City Council for the City of Alexandria, et al.* (Civil Action No. CL 13002261). Upon the entry of a final order in that matter, my clients intend to file an appeal with the Virginia Supreme Court. The lawsuit seeks to have the Court declare the passage of the Text Amendment to the W-1 zone void. As many of you may know, the Text Amendment to the W-1 zone that is being challenged allows "hotels" as a use and increases the allowable height and density for the W-1 zone. If the plaintiffs are successful, the proposed hotel would not be allowed under the current zoning, thus this Cummings Hotel would not be permitted at this location, 220 South Union Street. If an applicant wanted to proceed with building a hotel at this site, then it would need to also apply for a map amendment asking the Planning Commission to amend the map, changing the zone from a W-1 to a zone that allows hotels, as well as increases the allowable density and height restrictions to accommodate a hotel.

Thank you and have a good evening.

Sincerely,  
Roy Shannon



RICH  
ROSENTHAL  
BRINCEFIELD  
MANITTA  
DZUBIN &  
KROEGER, LLC

Roy R. Shannon, Jr.  
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703.837.9070

**ROBERT J. TEST**  
ATTORNEY AT LAW

FAX: 703.836.7459

PC Docket Item #: 7A-D  
Project: Cummings Hotel

January 7, 2014

John Komoroske, Chairman  
Alexandria Planning Commission  
City Hall  
Alexandria, VA 22314

BY HAND

RE: CARR Hotel Proposal

Dear Mr Komoroske and Members of the City Planning Commission:

Please accept the comments below regarding the above referenced application.

Two core issues are consistently brought to the fore in the consideration of the CARR proposal. The first concerns the size and mass of the new building and its relationship with the existing structures in Old Town. The second, and the one we will focus on here, is the impact such a use will have on traffic and parking on lower King Street and Union Street.

Relying, in part, on the Old Town Parking Study (Kimley-Horn, February, 2010) the Staff report for the recent Cameron Street/Food Court SUP application suggests that there are 721 parking spaces available on Friday evenings between 6:00 and 8:00 pm in the area affected by the applicant's use, that is Union Street, a block south of King Street.<sup>1</sup> The hotel will likely be busiest on the weekends, adding to the current substantial demand for parking on Friday and Saturday evenings. It might help to review the findings of Kimley-Horn. Their report notes as follows:

*The following is a summary of individual areas in (reasonable proximity to the waterfront)<sup>2</sup> that are effectively full during the periods indicated:*

**ON-STREET PARKING**

King Street on Friday and Saturday Evenings.....effectively full  
Lee Street on typical...Friday afternoons, Saturday afternoons and  
Saturday evenings.....effectively full  
Union Street on typical...Friday evenings, Saturday afternoons, and  
Saturday evenings..... effectively full  
Vicinity of the Potomac River waterfront during all six time periods..... effectively full

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<sup>1</sup> This finding seems at odds with user experience and is based upon a one time, one day count that fails to consider numerous variables.

<sup>2</sup> Seneviratne, P (1985) *Acceptable Walking Distances in Central Areas* Journal Transportation Engineering III (4)  
Walker, J (2011) [humantransi.org/2011/04/basics-walking-distance-to-transit](http://humantransi.org/2011/04/basics-walking-distance-to-transit)  
Iacono, M, et al, (2008) *Access to Destinations: Estimating Accurate Distance Decay Functions for Multiple Modes and Different Purposes* IRRB.org

#### PUBLICLY ACCESSIBLE PARKING LOTS

*The Strand Lot...on Friday afternoons and evenings, and on Saturday evenings..... effectively full*

#### PUBLICLY ACCESSIBLE PARKING GARAGES

*Solo Garage during typical weekday afternoons and evenings, Friday afternoons, and Saturday evenings..... effectively full*

*115 S Union St Garage during typical weekday afternoons..... effectively full*

*Torpedo Factory Garage on Friday afternoons and Saturday evenings..... effectively full*

*Thompson's Alley Garage during typical weekday (Friday) evenings..... effectively full*

*Market Square Garage during typical weekday afternoons and Saturday afternoons and evenings..... effectively full*

The findings of the Kimley-Horn study show a lack of available waterfront area parking during the prime hours of use. When the waterfront small area plan is fully implemented the amount of available parking will *decrease* significantly.

The parking lots on the Strand are actually three lots, conjoined for operation, owned one third by the City, and two thirds by private individuals. The land area is approximately 33,000 square feet in total. The lots handle about 150 cars. As the lots are to become a City park, Staff needs to deduct 150 spaces from the currently available total.

The proposed boutique hotel comes with a 69 space garage for its use, while taking away about the same number of spaces that are currently available through Solo Parking for public use. Staff should deduct 69 spaces from the currently publicly available total as the hotel spaces will be dedicated to hotel use.

The upper level of the Solo Garage at 221 South Union Street has been leased, in its entirety, by the tenants of the recently renovated Cummings Turner warehouses. With renovation and development comes increased demand for parking. There is no better example of the exercise of supply and demand than this. Staff needs to deduct those spaces from the available number as they are no longer open to the general public.

The 120 room hotel will bring added pressure for parking. Using predicted occupancy rates and relying on industry staffing standards, the hotel will have approximately 40 employees over a typical day, with the majority working from 7:00am to 11:00pm. This number does not include the restaurant staff, which will vary seasonally, but will require a minimum of 14 employees per shift. Add the guest parking requirement and it is obvious that the 69 spaces added to the available inventory for hotel use is far short of meeting hotel generated demand.

Mr Komoroske  
January 7, 2014  
Page 3

In summary, while you will likely approve the CARR proposal, do not do so on the speciously supported notion that there is sufficient parking for hotel and visitor use. The waterfront plan adds numerous venues that will require innovative means and methods to satisfy the transit and parking demands for lower Old Town.

Each new approval adds demand and brings a corresponding decrease in parking supply. Citing statistics from a hotel next to a metro stop is less reliable than actually considering the implications of the applicants' proposal. The hotel adds demand that it cannot support on site. The applicant has agreed to find "off-site, off street" parking to supplement any shortfall. Without identifying a source.

Unless the City has a transit plan that will mitigate the parking demand in the King Street - Union Street commercial area and the lower Old Town residential area, any added pressure for parking or reduction in the supply will have negative effects on all involved; residents, visitors, businesses, restaurants, retailers and hotels.

Respectfully submitted,



Robert J Test



Junyang Yuan  
Doctoral Candidate  
George Mason University  
School of Public Policy

RJT/eg

**PlanComm**

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PC Docket Item #: 7 A-D  
Project: Cummings Hotel

**From:** David Olinger <dsolinger100@gmail.com>  
**Sent:** Sunday, January 05, 2014 8:59 PM  
**To:** PlanComm  
**Subject:** Carr Hotel Site

Dear Commissioners;

I won't go into a long diatribe about everything that's wrong with the proposal since I know you've heard it all again and again.

I'm not opposed to a hotel per se, however, I am to this one -- the major objection and most damning factor is that the proposed structure is just too big for this relatively small site! Scale it down or put it elsewhere, but don't inflict this on the Waterfront and the surrounding neighborhood.

The Planning Commission and its staff had the major role in getting us to where we are. Please act responsibly and correct the mistakes before it's too late!

David S. Olinger  
100 Prince Street\*  
Member - 2011 Waterfront Plan Work Group

(\* one half block from the site.)

**PlanComm**

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PC Docket Item #: 7 A-DProject: Cummings Hotel

**From:** alanandgailmccurry@verizon.net  
**Sent:** Monday, January 06, 2014 1:47 PM  
**To:** PlanComm  
**Subject:** Carr Hotel Site

Dear Commissioners;

I live at 706 S. Union St. and have watched the development of the plan for the waterfront along with the plan for the Carr Hotel. While I understand the momentum behind the planning I do not understand why the unique qualities inherent in the historic district of Alexandria have not been respected. The current hotel plan is too large and does not blend with the surrounding residences and buildings. If you proceed with the current Carr Hotel plan you will compromise our community and add to already existing traffic and parking problems.

Gail McCurry  
706 S. Union St.  
Alexandria, VA 22314

**PlanComm**PC Docket Item #: 7 A-DProject: Cummings Hotel

**From:** R Marquis <memeremociute@gmail.com>  
**Sent:** Tuesday, January 07, 2014 5:03 PM  
**To:** Allison Silberberg; Justin Wilson; Paul Smedberg; PlanComm  
**Subject:** Carr Property Hotel special use permits

I would like to make some comments on the proposed special permits requested by the Carr Hotel group. Although I am not opposed to all the requests, as a resident of the downtown Alexandria community who utilizes the waterfront on a regular basis, I have some concerns with the rationale and the recommendations for some of the permits.

The Architectural Review Board's staff recommendation to allow the decrease in the number of the parking spaces seems to be off kilter. This hotel would be a new source of automobiles that does not already exist in the city. Therefore, using the ratio for parking of the current hotels in the area to allow the decrease in parking spaces for this new 120 room hotel does not make sense. What needs to be considered is the impact on the parking situation in the city. Although this may appear to be unfair to the new hotel on the surface, the other hotels are already here and the impact already built into the parking issues we have in the city. I live in the downtown area and there are times when I cannot find a parking space near my own home even though I have a parking permit. Simply stating that the "the applicant has identified additional parking off-site in the rare event the hotel garage is full. " does not address the fact that using those additional parking spaces offsite reduces parking for those folks who currently use those spots. Where are those folks that use those spaces suppose to park? And what about the impact on the residents themselves? People do come to Alexandria just for the day especially during the seasons and events which would coincide with an increase business at the hotel. Additionally, the restaurant would increase the number of folks looking for a parking space in that general area. Thus it is not just the hotel, but the restaurant traffic that will decrease the available parking spaces. Decreasing the number of spaces is not logical even if four new on street spaces are created. The overflow is certain to impact the residents in old town.

I strongly recommend that this special use permit is not passed. The hotel should be required to provide all the spaces required by the current zoning. Even in doing that, the ratio will still not be one to one but rather 84 spaces for 120 rooms which does not even account for day use of meeting rooms. Keep in mind that residents are tax payers and should at least have a chance to find a parking space.

With regard to the restaurant and open space, I am a bit concerned that additional outdoor seating would reduce the waterfront area that can be enjoyed by the residents. I walk the waterfront multiple times a day and it can get crowded. Now that we have two restaurants on the main boardwalk area that will have outdoor seating, the city has already given up outdoor spaces to businesses. The city needs to be more mindful of the residents when addressing this with the new hotels. I have to agree with the Architectural Review Board Staff's statement that "additional enhancements to emphasize the public nature of the space to encourage use by the general public, not just the hotel guests. As currently designed, the eastern half of the courtyard will be used for outdoor dining associated with the restaurant, and the western half is the area slated for public art. The entire courtyard should be designed with the public art as a key focal point that helps create a cohesive space for everyone's mutual enjoyment and pleasure. "

Let's not just take space away from the folks in town who pay taxes to enjoy living in this beautiful city on the river. Let those folks who are here year round enjoy their city. It is aggravating enough to walk up King Street and maneuver around the outdoor seating allowed there not to mention the folks who have to maneuver strollers as well. If you do decide to allow a restaurant then at least make sure it does not take away more public

space. There are numerous restaurants in Alexandria and thus there is no real need for another connected to the hotel. I agree that it makes the hotel more attractive to guest that way, please do not forget that the city needs to remain attractive for residents as well in order for people to want to live in this city. Please do not allow this hotel and any related restaurant to usurp more public outdoor space then absolutely necessary.

With regard to the size of the hotel, although I would like to see a smaller boutique hotel to fit the style of current Alexandria, I doubt that will happen. Therefore, I would strongly encourage the board to make sure the parking issue and the outdoor issues do not negatively impact the residents of the city.

One other comment, in noting what the increase in revenue to the city would be for this project, the report gives general let's assume 15%. I am not sure that covers all that is needed. There is trash that folks will drop that needs to be cleaned up. There are police and fire personnel that may need to be increased. There is parking management. meter folks that may need to be hired. There is the potential for other expenses such as personnel to handle other items such as appealing parking tickets. There is additional wear and tear on the city streets and sidewalks that will need to be maintained. Assuming \$74,383 a year will handle all the additional costs seems to be a little be low. Before making a decision on nay special use permits, it would be nice to have a real angle on what this type of project costs the city. I hate to have the city over estimate the revenue that will come from this project only to come back and take it out of the pockets of the residents at a later date. Maybe before approving the project, something better than an assumption should be used.

Thanks for your time. Robin Marquis



**Statement by Bert Ely to the  
Alexandria Planning Commission  
January 7, 2014**

**Please defer action on the Carr hotel proposal**

Mr. Chairman and members of the Planning Commission, I am Bert Ely, a long-time Old Town resident, a Co-Chair of Friends of the Alexandria Waterfront, and a director of the Old Town Civic Association. However, I am speaking this evening only for myself.

In brief, I strongly urge the Commission to defer acting on Carr City Centers' proposal to build a hotel at 220 South Union, for three reasons.

First, the W-1 zoning that would permit the construction of the proposed hotel is subject to a legal challenge. In particular, a December 16 decision in the Alexandria Circuit Court challenging the manner in which the zoning was enacted by Council will be appealed to the Virginia Supreme Court. That appeal puts a cloud over any planning permission granted anywhere in the W-1 zone.

Second, environmental issues may impede the construction of the hotel, and specifically the single level of underground parking that is intended to meet the hotel's parking needs. Attached to my statement is a copy of page 73 from a September 25, 2013, staff report to the Board of Architectural Review regarding the Carr proposal. I would like to draw your attention to a statement in the discussion of 226 Strand, which is the Alexandria Marine building now owned by Robinson Terminal. The attached map shows the location of 226 Strand relative to the proposed hotel site and other nearby properties.

Please note the reference to a Bryant Fertilizer Plant across Strand from 226 Strand. As you will see, that plant was located on the site of the proposed hotel, which raises these questions: To what extent did fertilizer manufacturing contaminate the soil under the present building on that site, the old Art League building? How much will it cost Carr to remove any contaminated soil so that underground parking can be constructed? Most importantly, would that cost be so great that Carr will ask the City to excuse it from constructing an underground parking garage, forcing the Planning Commission to reconsider parking requirements and other design considerations for the proposed hotel? As recently as last night, I could find no evidence of recent core borings in the floor of the old Art League building, which suggests to me that Carr does not know what it will find once it starts excavating the site.

Third, as the attached discussion of 226 Strand clearly indicates, it is an historic structure and therefore should be preserved. However, preservation of that building would block a view of the river from the restaurant Carr envisions on the east side of its proposed hotel. Once Carr realizes that 226 Strand cannot be demolished, will it seek a new SUP to accommodate a relocation of its restaurant to a more attractive location within the hotel?

These unanswered questions, in addition to the legal cloud hanging over the W-1 zoning, argue strongly for the Planning Commission to defer action on the Carr application until these crucial questions have been addressed, and answered satisfactorily.

Thank you for your time this evening. I welcome your questions.

also shows that at that time 203 had recently had an elevator installed. Following the post-fire reconstruction, the building remains largely unchanged throughout the 20<sup>th</sup> century. In keeping with the City's growing appreciation for its historic structures, 203 S. Union St. now houses an architectural ceramics store.

### **226 South Strand**

**Date Built:** Pre-1920, with some parts possibly pre-1877.

**Building History:** The site of 226 S. Strand shares the history of 205 and 206 S. Strand with respect to how the land was built up and to the past uses of neighboring properties, and like 205 and 206, 226 S. Strand has some interesting characteristics that make coming up with a precise date of construction a challenge. At the very least, 226 S. Strand was built before 1920, when the present one-story building shows up on the Sanborn maps as being vacant. In 1902, however, the site is occupied by a building with the same footprint, but one additional story, identified as an acid house connected to the Bryant Fertilizer Plant across the Strand. Before that, in 1902, things become murkier still. A building existed on the same location before the 1897 fire, and the building occupied the same position relative to many street and wharf features, but the old structure was wider, was identified as having 2 to 3 stories, and included interior walls or partitions. The old structure was once a sumac mill, constructed in the mid-19<sup>th</sup> century. So the building that stands on 226 S. Strand today may be a case where parts of an old building, such as a foundation or a wall, were incorporated into a new building built on the same site, or it may be entirely new construction from 1920.

### **200 South Union Street**

**Year Built:** **Between 1897 and 1902**

**Building History:** Someday, when the yellow aluminum siding that covers 200 S. Union Street (or 10 Prince St.) comes down, the people of Alexandria will have an opportunity to answer some questions about a building that sits in one of the Waterfront District's most prominent locations. In 1877, the length of Prince Street from Union to the Strand was occupied by what was essentially one building, a series of five conjoined warehouses that shared a common roof. As time passed, fire insurance maps show the block-long series of three-story warehouses becoming old and/or vacant, 200 S. Union St. included. The first map after the 1897 Pioneer Mill Fire, published in 1902, shows that the building at the 200 S. Union address is only two stories in height, and it now occupies both its own address and that of 8 Prince St. Without being able to examine the brickwork of the building for telltale signs such as scorch marks on the brick, early patterns of brickwork, or other signs of age typical of 19th-century buildings in Alexandria, it remains anybody's guess as to whether this structure contains any remnants of the original block-long warehouse. For now, though, it is safest to assume that the building at this address was newly built following the 1897 fire, but before the 1902 Sanborn map. This building has served in the past as a grocer's warehouse, and today it is used by Interarms.

