

Docket Item #11

Development Special Use Permit #2013-0017

Application	General Data	
Project Name: Hampton Inn	PC Hearing:	March 4, 2014
	CC Hearing:	March 15, 2014
	If approved, DSUP Expiration:	March 15, 2017
	Plan Acreage:	12,236 square feet (.28 acres)
Location: 1616 King Street	Zone:	KR/King Street Retail
	Land Use:	Hotel
	Rooms:	80 (<i>Existing Total</i>) 82 (<i>Proposed Total</i>)
Applicant: MGS Corporation	Small Area Plan:	King St Metro/Eisenhower Ave
	Historic District:	NA
	Green Building:	Compliance with City's Green Building Policy

Purpose of Application

Request approval of an amendment to SIT #98-0007 and SUP #98-0039 to reduce the required number of parking spaces and to reduce one required loading space, with the addition of two guest rooms and amenity space.

Special Use Permits and Modifications Requested:

1. Special Use Permit to reduce the number of required parking spaces from 56 to 41;
2. Special Use Permit to reduce the required number of loading spaces from two to one.

Staff Recommendation: APPROVAL WITH CONDITIONS

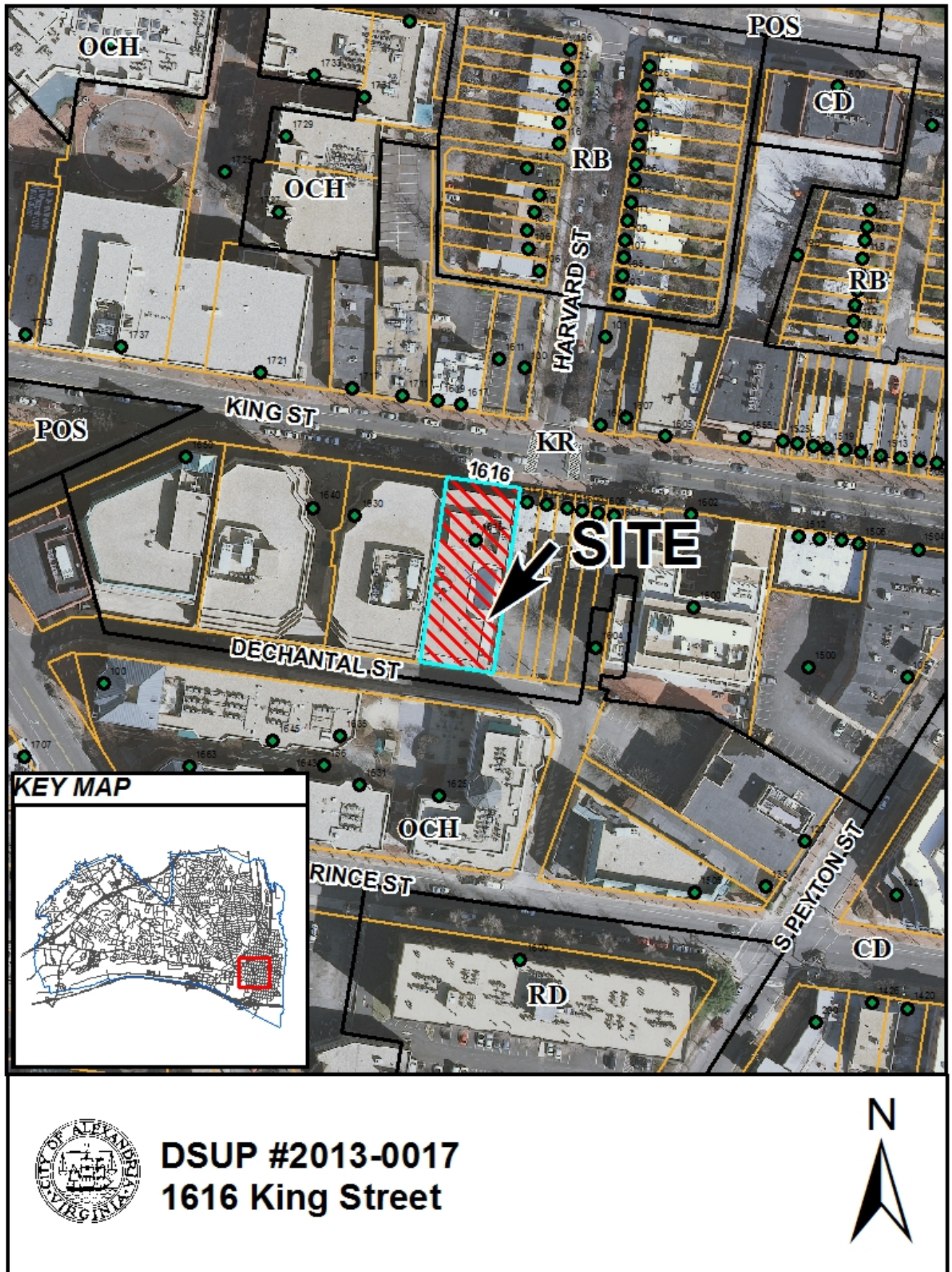
Staff Reviewers: Robert Kerns, ACIP; robert.kerns@alexandriava.gov
Dirk H. Geratz, AICP; dirk.geratz@alexandriava.gov
Maya Contreras; maya.contreras@alexandriava.gov

PLANNING COMMISSION ACTION, MARCH 4, 2014: On a motion made by Commissioner Lyman, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval of DSUP #2013-0017, an amendment to SIT #98-0007 and SUP #98-0039 to reduce the required number of parking spaces and to reduce one required loading space, with the addition of two guest rooms and amenity space. The motion carried on a vote of 7-0.

Reason: The Planning Commission expressed support of the proposal and agreed with staff recommendations.

Speakers:

Duncan Blair, attorney representing the applicant, spoke on behalf of the project.



I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends **approval** of the request to reduce the number of required parking and loading spaces at the Hampton Inn at 1616 King St, subject to compliance with the staff recommendations.

Approval of this proposal supports an existing business and furthers the goals of the King Street Retail Strategy and the City of Alexandria's Eco-City Policy by increasing the efficient use of parking at an infill location near a variety of transit options.

B. General Project Description

The Hampton Inn currently has 80 rooms, two loading bays and 56 parking spaces. With this proposal, the parking count would be reduced by 15 spaces for a total of 41 on-site parking spaces. The hotel room count would be increased by two rooms, for a total of 82.

The main entrance to the hotel is accessed from King Street, while the loading spaces and the two underground garage levels are accessed from Dechantal Street. Under the proposal, one loading bay and seven compact parking spaces at the lobby level would be converted into two additional guest rooms, a small fitness center and a business center, increasing the number of hotel rooms to 82 and reduce the loading bays to one.

The two-level underground garage has 49 spaces. The hotel is requesting to remove eight of these spaces. While the final use for the resulting garage space has not been determined, the applicant is in discussion with various car rental services, including Zip Car. Alternately, it may be used as bicycle or luggage storage, or a combination of several uses. Depending on the final use that is requested, a separate special use permit may be required.

II. BACKGROUND

A. Procedural Background

The Hampton Inn was approved as a development site plan on September 12, 1998, in order to construct a six-story hotel with retail space. The application included a special use permit request for increased FAR, from 2.0 to 3.0, and a modification of the crown coverage to allow a portion of the required landscaping to be provided in the public right-of-way.

At the time of the hearing, there was some concern from residents and nearby business owners regarding the potential for increased traffic and on-street parking issues associated with a hotel use. The Planning Commission believed that parking and truck loading issues had been adequately resolved by the applicant, but added language regarding employee parking. Council amended the condition to the language noted below:

24. Employees of the hotel shall be encouraged to use public transportation.
Employees who drive to work will be required to use off-street parking.

At the time of the approval, the site was zoned OCH/Office Commercial High. In May, 2005, it was amended to KR/King Street Retail Zone, and this new proposal was reviewed against the KR Zone and the associated King Street Retail Strategy.

B. Site Context

The subject site consists of one lot of record located at 1616 King Street, with secondary frontage on Dechantal Street. The lot measures 70' by 174.8', with a total area of 12,236 square feet (.28 acres). The lot is zoned KR/King Street Retail and is within the King Street Transit Parking District, approximately one-quarter mile from the King Street Metro Station. It is located just outside of the Old and Historic Alexandria District.

The site is surrounded by office, retail and other commercial uses, including the nearby Lorien Hotel. Dechantel Street is a public street, but functions as a wide public alley, providing access to several other parking garages and service areas behind buildings with frontage on King and Prince Streets.

III. ZONING

Property Address:	1616 King Street		
Total Site Area:	12,236 square feet (.28 acres)		
Zone:	KR/King Street Retail		
Current Use:	Hotel		
Proposed Use:	Hotel		
	<i>Permitted/Required</i>	<i>SUP</i>	<i>Proposed</i>
FAR	2.0	3.0	3.0*
Parking	56	NA	41
Loading spaces:	2	2	1
* 3.0 FAR approved in 1998			

IV. STAFF ANALYSIS

A. Special Use Permit Requests

The special use permit requests for reductions to the required number of parking spaces and loading spaces were analyzed with regard to the standards of Section 11-504 of the Zoning Ordinance, which establish a set of criteria by which to judge the appropriateness of a special use permit request.

This location is within the King Street Retail Zone and King Street Retail Strategy Plan Area. The King Street Urban Retail Zone is intended to “*create strategic and flexible zoning for properties abutting King Street in Old Town in order to enhance the long term vitality of the street.*” The Retail Strategy notes that parking on King Street is a commodity and should be maintained for the existing retail and commercial uses on King Street as well as ensuring that the existing parking is used efficiently to avoid excessive spillover parking into the adjoining residential neighborhoods.

Since the Hampton Inn opened, the upper King Street neighborhood has changed significantly. Several other hotels have been approved in the surrounding area, including the recently approved Prince Street Hotel, under construction at 1620 Prince Street, and the Lorien, a 107-room hotel that opened in 2008, located in the same block as the Hampton Inn. Both hotels provided detailed transportation studies as part of their review process. As such, staff has had opportunity for ongoing review of the neighborhood’s parking and transportation situation within the neighborhood.

Based upon the size and guest services of the Hampton Inn, combined with the location and the history of operations within the City, staff supports the requested parking and loading space reductions. Further discussion for each request is noted below.

Parking Special Use Permit

The subject site is located within the King Street Transit Parking District. This district provides a reduced set of parking requirements in recognition of the nearby mass transit options available, including the King Street Metro Station, VRE access at Union Station, extensive bus service, the free King Street Trolley, and Capital Bikeshare stations. Hotels within this district are allowed a parking ratio of 0.7 parking spaces for each guest room, which includes parking for hotel guests and employees.

The Hampton Inn was approved with a parking ratio at 0.7, and has had 56 parking spaces available for 80 hotel rooms. These spaces are accommodated within the lobby level service area and two below-grade parking levels, all accessed from Dechantal Street. The applicant is requesting a special use permit for a parking reduction to 41 spaces or 0.5 spaces per guest room.

Since opening, the hotel has found that many guests arrive by taxi or hotel courtesy van from the airport or via metro or train at the nearby stations. The applicant has provided parking usage data demonstrating that 41 parking spaces will be sufficient to accommodate those guests who choose to arrive by car. In the event that overflow parking spaces are needed, the applicant has provided a letter outlining an ongoing agreement between Hampton Inn and the nearby Hilton Alexandria Old Town.

In a review of parking requests from more recently approved hotels, developers and hotel operators have indicated that a parking ratio between 0.32-0.37 per guest room is adequate. In this instance, the hotel will be providing a parking ratio of 0.5, which is generally in keeping with what has been approved for other hotels in the area. The Hampton Inn does not have a restaurant or conference space, both of which increase parking demands. The retail/restaurant

space that was part of the original approval was never constructed, and it is extremely unlikely that one will be added in the future.

Staff will work with the applicant during the final site plan process with regards to the amenity uses placed within the garage. Once the applicant has made a final determination with regards to the desired use, a special use permit may be required.

Hotel	Address	Rooms	Parking Spaces	
			Provided	Ratio
Hampton Inn	1616 King St	80 (82)*	56 (41)*	.70 (.50)*
The Lorien	1600 King St	107	75**	.70
Prince St Hotel - Hilton Garden Inn	1620 Prince St	109	32 + 12 offsite	.40
Hilton Alex. Old Town	1767 King St	178	106	.60
Marriott Residence Inn	1456 Duke St	240	205	.85
Embassy Suites Alex.	1900 Diagonal Rd	267	184	.69
<i>*Requesting 7 parking space reduction, a two hotel room increase, and one loading space reduction</i>				
<i>** Valet parking only with the potential for stacked parking, as needed</i>				

Loading Special Use Permit

A special use permit is being requested for a reduction to the required number of loading bays. Section 8-200 of the Zoning Ordinance requires one loading space per 20,000 square feet of net floor area. This translates into two loading bays for the existing net floor area of 36,522 square feet. During review of the project in 1998, the applicant proposed one loading bay instead of two. Based on staff and community feedback, the applicant revised the parking garage prior to the public hearing in order to accommodate two loading bays.

Staff has reviewed the application and supports the applicant's request to have one loading bay. The hotel has been open for more than ten years and they have demonstrated that a second loading bay is not required for their operations. Additionally, at the time of the original approval, a retail component was anticipated with the approval, which would have generated additional deliveries. This retail space was not constructed, thus reducing loading requirements

Finally, as previously noted, since Hampton Inn opened, other similarly sized hotels have been approved within the immediate area. With each application, staff has had the opportunity to review the requests and requirements for hotels. As part of its approval, the Lorien requested and received a 50% loading space reduction to provide two docks instead of the required four. This hotel supports two restaurants and a spa, in addition to the hotel use. The Prince Street Hotel/Hilton Garden Inn, which will have a small meeting space and an accessory restaurant, also received a loading space reduction to provide one loading bay instead of two.

While the community concern regarding the potential for loading impacts to King Street prior to the hotel's opening was reasonable, staff finds the request should not create any negative impacts and supports the loading space reduction.

Hotel	Address	Rooms	Loading Spaces	
			Required	Provided
Hampton Inn	1616 King St	80 (82)*	2	2 (1)*
The Lorien	1600 King St	107	4	2
Prince St Hotel - Hilton Garden Inn	1620 Prince St	109	3	1
<i>*Requesting 7 parking space reduction and 2 room increase, and one loading space reduction</i>				
<i>** Valet parking only with the potential for stacked parking, as needed</i>				

The KR Zone requires that retail and other active uses are emphasized in the ground floor level. This use requirement, however, only applies to the area located within the first 50 feet of a building. The ground level area proposed for conversion is approximately 600 square feet and located at the rear of the building. The King Street frontage will remain an active and welcoming lobby space. Because all of the space in question is within the existing building footprint, the change in use does not affect the existing FAR.

V. COMMUNITY

A request to reduce parking raises the understandable concern about increased pressure on street parking. Staff has reviewed these issues to ensure that they are addressed with the conditions of approval, and will continue to monitor the situation once the project is operational.

Due to scheduling, the Upper King Street Neighborhood Association (UKSNA) and the Federation of Civic Associations will both have their meetings after the staff report is published for the March 2014 hearings. In the interim, staff and the applicant have been in contact with the UKSNA president, and the project was presented on the Association's list serv. The project will be presented at the February 24th meeting for UKSNA and February 26th meeting for the Federation.

VI. CONCLUSION

Staff recommends approval of the development special use permit, subject to compliance with all applicable codes, ordinances and the following staff recommendations.

VII. GRAPHICS

Figure 1: Hampton Inn, Floor Plan

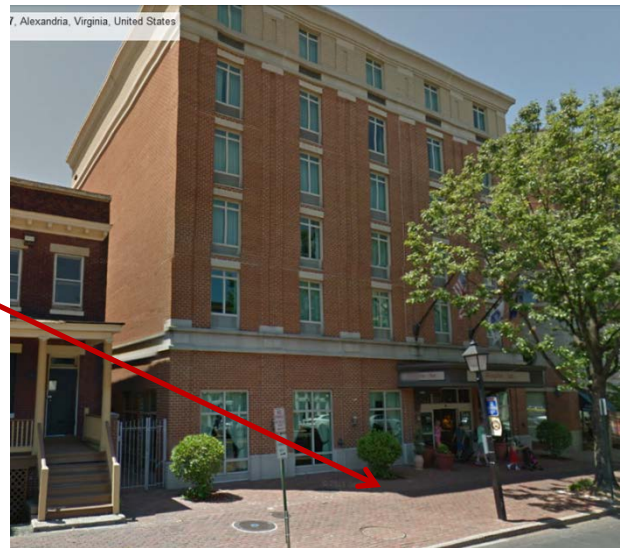
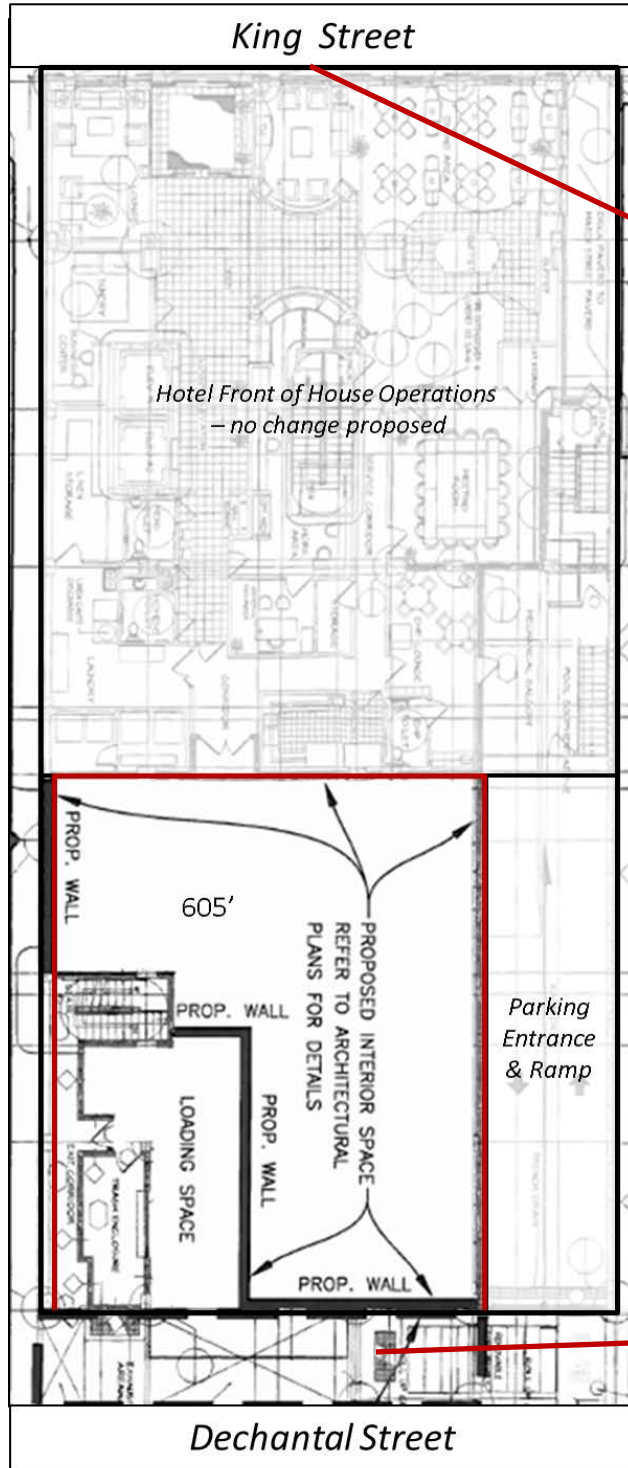


Figure 2: Hampton Inn, King Street View



Figure 3: Hampton Inn, Dechantal Street View

Figure 5: Dechantal Street Plan View: proposed interior renovation with one loading bay, two new hotel rooms and a fitness center and business center

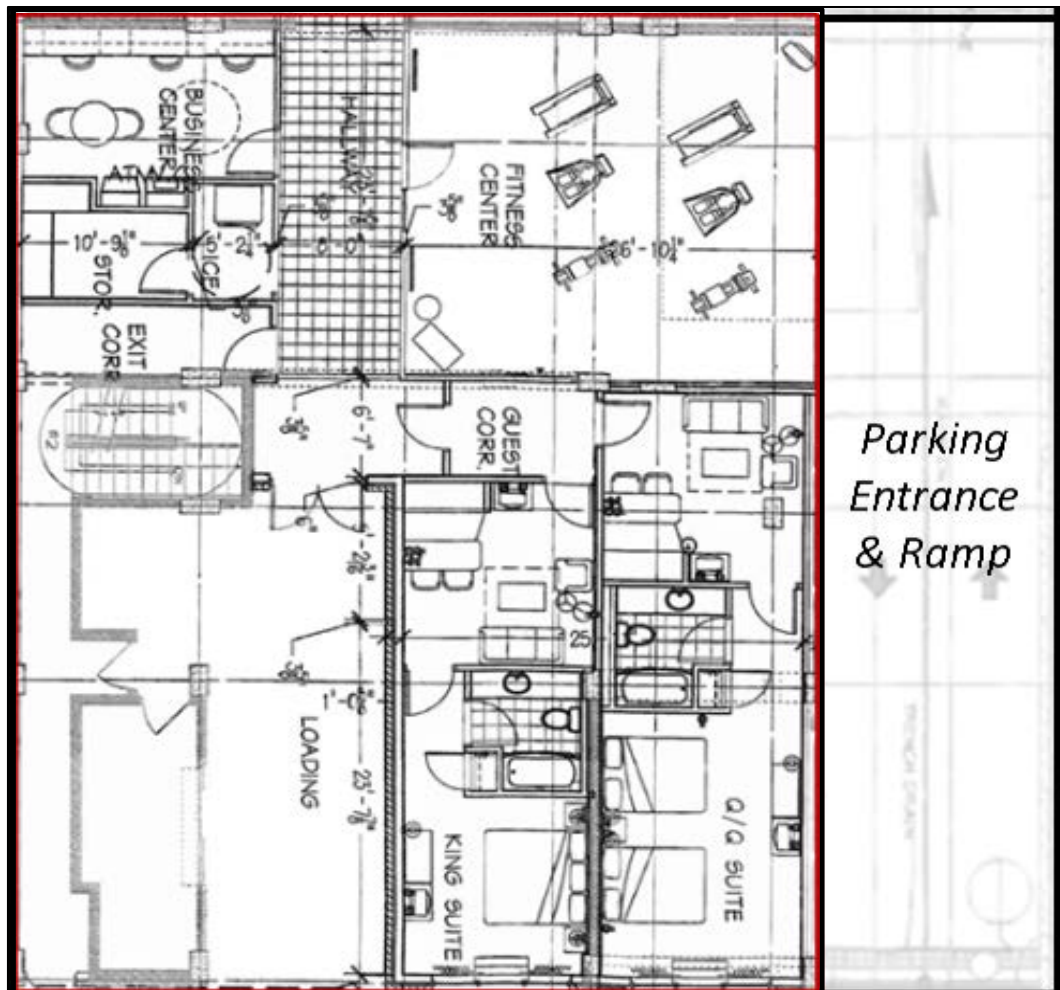
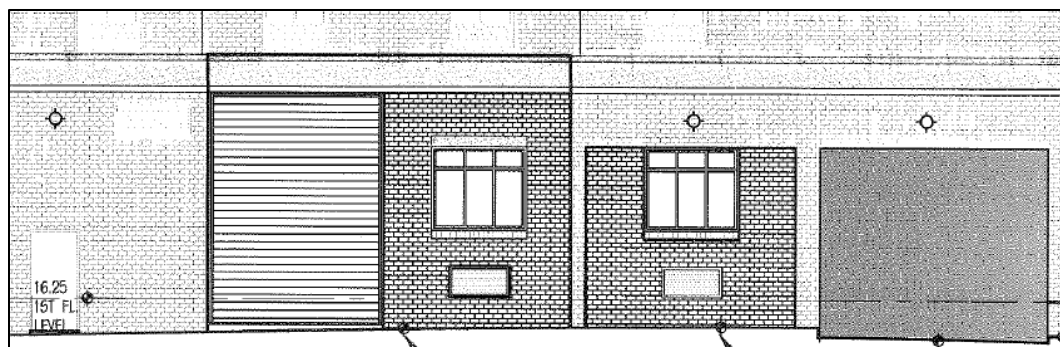


Figure 6: Dechantal Street Elevation View: Service door, loading bay, two new hotel room windows, existing parking entrance



VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated October 23, 2013, with supplemental information provided December 5th, 2013, and comply with the following conditions of approval:

C. PEDESTRIAN/STREETSCAPE:

2. No changes shall be made to the King Street frontage of the property.

D. BUILDING:

3. 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. All building materials shall be in substantial conformance in terms of finish and quality with the existing materials. *(P&Z)
4. 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)
5. 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)
6. Energy Star labeled appliances shall be installed. (T&ES)

E. PARKING:

7. Provide a minimum of 41 parking spaces in the underground parking garage. (T&ES)
8. 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. (T&ES)

F. SITE PLAN:

9. 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)
10. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)(BAR)
 11. Provide a lighting plan with the final site plan for the Dechantal Street side of the property to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing street lights and site lights with a photometric plan to include all existing light fixtures, shading back less relevant information.

In the event that Dechantal Street does not meet the minimum lighting standards, provide the following:

 - b. A lighting schedule that identifies each type and number of any new 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. An updated lighting plan with lighting calculations that include all existing and proposed light fixtures, demonstrating that, upon completion of construction, the Dechantal Street frontage will meet the City standards.
 - e. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)

G. CONSTRUCTION MANAGEMENT:

12. 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 on site 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)

13. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% 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)
14. 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)
15. No major construction staging shall be allowed within the public right-of-way on King 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)
16. 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)
17. 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)
18. 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)

19. 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)
20. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
21. 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)

H. STREETS / TRAFFIC:

22. 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)
23. 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)
24. 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)
25. 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)
26. Show turning movements of standard vehicles in the parking structure and/or parking lots. 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)

I. UTILITIES:

27. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

J. WATERSHED, WETLANDS, & RPAs:

28. The storm water collection system is located within the Timber Branch 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)

K. BMP FACILITIES:

29. The City has a copy of a signed storm water quality BMP Maintenance Agreement. However, we have no proof of recordation at the Clerk of Circuit Court. Provide proof of recordation with the Final 1 submission or generate a new BMP maintenance agreement and sign and record prior to final approval (SIT98-0007). *(T&ES)
30. 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)

L. CONTAMINATED LAND:

31. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)

M. NOISE:

32. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
33. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

34. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

N. AIR POLLUTION:

35. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
36. No material may be disposed of by venting into the atmosphere. (T&ES)
37. 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)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- F – 1 No new exterior signage has been reviewed or approved with this submittal.

Transportation and Environmental Services

- F - 1. 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 - 2. 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 - 3. 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 - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. 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 - 7. 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 - 8. 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 - 9. 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 - 10. 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 - 11. 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 - 12. 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 - 13. 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 - 14. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15. 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)
- 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 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services.
(b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to 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 - 7 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 - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

- 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 or contact the City's Solid Waste Division at 703-746-4410, or via email at 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 or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)

- C - 12 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

- C - 13 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 14 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 15 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 16 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 - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 18 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 - 19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 20 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 - 21 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 - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 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 - 25 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 - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 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)

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 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

Police

Parking Garage Recommendations

- 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 Recommendations

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

Miscellaneous

- R - 4. 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.

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

SIT #98-0007 and SUP #98-0039:

The following conditions were part of the original approval and have been satisfied.

STAFF RECOMMENDATION:

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

1. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
2. The final elevations shall generally be consistent with the elevations shown in the site plan package, including the level of architectural detail, general architectural character, quality and variety in materials to the satisfaction of the Director of P&Z. (P&Z)
3. Provide a guest and taxi drop-off/pick-up area in front of the entrance to the hotel along King Street after the three metered spaces are removed by the City. (P&Z) (T&ES)
4. All loading and unloading of trucks shall be via Dechantel Street. (P&Z)
5. Provide a detailed lighting plan of the site, include site and building mounted lights. Indicate type of fixture, and show mounting height and strength of fixtures in lumens. Provide manufacturer's specifications for fixtures. Maintain the minimum City lighting standards throughout the site and a minimum of 2 foot candles in the garage. The light source must be shielded to insure that it does not project off the site onto adjacent property. (P&Z) (Police)
6. The applicant is to consult with the Crime Prevention Unit of the Alexandria Police Department regarding security hardware and alarms for the hotel. This is to be completed prior to beginning construction. (Police)
7. The applicant must provide the robbery awareness program for all employees. (Police)
8. There shall be controlled access to the garage. (Police)
9. The walls and ceiling in the garage are to be painted white. (Police)
10. Emergency buttons shall be placed in the garage. (Police)
11. Connect sanitary lateral to existing masonry manhole A with a slope a minimum of 2%. (T&ES)
12. Provide profile of the proposed storm sewer. (T&ES)

13. Underground all overhead utilities (electric, telephone, cable) along Dechantel Street. (T&ES)
14. Existing street lights in both the front and rear of the site are 100 watt-8000 lumen fixtures; make corrections on site plan. (T&ES)
15. The storm water Best Management Practices (BMPs) required by this project shall be constructed and installed under the direct supervision of the design engineer or his/her designated representative. The design engineer shall make a written certification to the City that the BMPs are constructed and installed as designed and in accordance with the approved final site plan. In addition, aggregate layers and collector pipes may not be installed unless said engineer or his/her representative is present. (T&ES)
16. Developer shall make a monetary contribution of \$1.10 per net square foot of floor area toward the King Street Metro Area Improvement Fund. Any cost incurred by the applicant for utility undergrounding along Dechantel Street may be deducted from the \$1.10 contribution. (T&ES)
17. The applicant shall provide a cash contribution to the Housing Trust Fund in the amount of \$.50 per gross square foot, payable at the time of receipt of the certificate of occupancy permit. (Housing)
18. Show all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located and screened to the satisfaction of the Director of Planning and Zoning. (P&Z)
19. The rear of the hotel shall be adequately signed so that guests can readily identify the parking garage along Dechantel Street. The applicant shall also provide guests with a detailed map showing how to get to the parking garage from the hotel's front entrance on King Street. (P&Z)
20. All plant specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C. (P&Z)
21. All work shall be performed in accordance with Landscape Specifications Guidelines 4th Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland. (P&Z)
22. The applicant shall submit final "as-built" plan for the development prior to applying for certificate of occupancy. (P&Z)
23. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings

are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)

24. Employees of the hotel shall be encouraged to use public transportation. Employees who drive to work will be required to use off-street parking. (City Council)

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN**DSP # 2013-0017 Project Name: Hampton InnPROPERTY LOCATION: 1616 King Street Alexandria, VirginiaTAX MAP REFERENCE: 63.04 09 06ZONE: KR King Street Retail**APPLICANT:**Name: MJS Corp, a Virginia corporation.Address: 1121 King Street, Alexandria, Virginia**PROPERTY OWNER:**Name: MJS Corp, a Virginia corporation.Address: 1121 King Street, Alexandria, Virginia**SUMMARY OF PROPOSAL** Amendment to SUP #98-0039 to add two additional guest rooms to the Hampton Inn at 1616 King Street.**MODIFICATIONS REQUESTED** None**SUPs REQUESTED** Parking Reduction Special Use Permit to reduce the amount of required parking from 56 parking spaces to 41 parking spaces and the number of required loading spaces from 2 to 1.

☒ **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.

Duncan W. Blair, Attorney for MJS Corp

Print Name of Applicant or Agent

524 King Street

Mailing/Street Address

AlexandriaVirginia

City and State

Zip Code

Signature

703 836 1000

Telephone #

703 549 3335

Fax #

dblair@landcarroll.com

Email address

June 25, 2013

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development SUP # 2013-0017

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

MJS is a Virginia corporation. The only people or entity owning in excess of 10% of MJS Corp are: members of Benjamin Molayem's Family.

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.	MJS Corporation	1121 King Street, Alex. VA.	100%
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 1616 King 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.	MJS Corporation	1121 King Street Alexandria, Virginia	100%
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.	MJS Corporation	None	PC & CC
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.

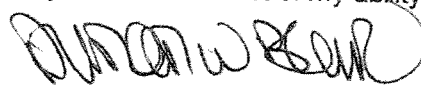
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

June 25, 2013

Duncan W. Blair, Attorney for MJS

Date

Printed Name



Signature

MJS Corp

Hampton Inn

1616 King Street Alexandria

NARRATIVE DESCRIPTION:

MJS Corp, a Virginia corporation ("MJS") is the owner and operator of the Hampton Inn located at 1616 King Street. The use of the hotel is governed by Special Use Permit #98-0039 granted by the Alexandria City Council on September 12, 1998 (the "1998 SUP"). The Hampton Inn opened on August 29, 2001. MJS is requesting an amendment to the 1998 SUP to add two (2) additional guest rooms to the eighty (80) guest rooms. Based on its 12 year operation experiences and parking utilization rates, MJS is proposing to convert an area in the rear of the first floor of the hotel currently occupied by an interior seven (7) car parking area and one (1) loading space into useable interior space for the two (2) guest rooms and expanded guest amenity space and other guest service areas. See: the floor plan attached as Exhibit A showing the proposed first floor renovations. As part of the proposed renovations, the rear DeChantal Street façade of the Hampton Inn will be altered by removing the entrance to the seven (7) car parking area and the entrance for one (1) loading space and infilling that are with façade materials consistent with the existing rear façade. See: Exhibit B. For ease of comparison, copy of the 1998 SUP approved lobby floor plan, rear façade and the parking space and loading space to be removed are attached as Exhibits C-1, C-2 and C-3.

MJS is proposing that required parking to guest room ratio of .7 parking space per guest room as required by the governing zone regulations and the 1998 SUP be reduced to .5 parking space per guest room. This reduction would still provide a sufficient number of parking spaces to meet and exceed the actual parking utilization by Hampton Inn guests. If granted, the hotel would only be required to have forty-one parking spaces rather than the fifty-six (56) required by the 1998 SUP and current zoning. This reduction would include not only elimination of the seven (7) parking spaces on the ground level for the first floor renovations, but the flexibility to reallocate the use of eight (8) excess parking spaces on the P-1 or the P-2 parking levels to non-required parking space and to allow them to be used to support uses that may or may not be deemed accessory uses for guest services such as: bicycle storage for guest's bicycles or rental, Zip-car or similar shared vehicles programs, or for onsite storage of rental cars as part of an onsite car rental accessory guest service car rental.

The granting of the requested special use permits will allow MJS to renovate the first floor as described and to realign the use of excess parking spaces in ways that will enhance its guest services.

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

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

After the conversion of the interior space and construction of two additional guest rooms, the Hampton Inn will have a total eighty-two (82) guest rooms.

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

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

The Hampton Inn will employ on a full or part time basis 26-29 employees, including those with management and marketing positions, working on shifts. The Hampton Inn will be staffed twenty four hours a day.

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

Day	Hours	Day	Hours
7 days a week	24 hours a day		

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
It is not anticipated that noise levels will exceed the noise levels permitted under the Alexandria City Code. MJS Corp is unaware of any concerns with existing operations.

B. How will the noise from patrons be controlled?
It is not anticipated that noise levels will exceed the noise levels permitted under the Alexandria City Code. MJS Corp is unaware of any concerns with existing hotel operations.

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

It is not anticipated that offensive odors will emanate from the use of the property as a hotel. The Hampton Inn does not have a restaurant. MJS Corp is unaware of any concerns with existing hotel operations.

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

- A. What type of trash and garbage will be generated by the use?
Trash and garbage generated by the Hampton Inn will consist primarily of disposal of paper products.
- B. How much trash and garbage will be generated by the use?
Two dumpsters per week.
- C. How often will trash be collected?
Twice per week.
- D. How will you prevent littering on the property, streets and nearby properties?
MJS Corp is unaware of any concerns with existing hotel operations.

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:

Small quantities of cleaning solvents generally recognized to be appropriate for use by restaurants in the operation of the hotel business will be stored, used as solvents and disposed of in accordance with applicable regulations.

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:

Small quantities of organic compounds generally recognized to be appropriate for use by restaurants in the operation of the hotel will be stored, used and disposed of in accordance with applicable regulations.

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

The hotel will be operated in strict accordance with Hampton Inn security protocols. MJS Corp is unaware of any concerns with existing hotel operations.

ALCOHOL SALES

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

☐ Yes. ☒ No.

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

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

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

.7 parking spaces are required per room. MJS is proposing .5 spaces per room.

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

9 Standard spaces

30 Compact spaces

2 Handicapped accessible spaces (including one van accessible space)

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?

Not applicable.

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 per SUP#98-0039 a loading space reduction of 2 spaces was granted.
- B. How many loading spaces are available for the use? 2 - a reduction to 1 is requested.
- C. Where are off-street loading facilities located?
At the rear of the building on DeChantal Street.
- D. During what hours of the day do you expect loading/unloading operations to occur?
Loading and unloading activities will occur between the hours of 7:30 am and 5:30 pm.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Limited deliveries will occur on a daily basis. MJS Corp is unaware of any concerns with existing hotel operations.

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?

The existing infrastructure is adequate. MJS Corp is unaware of any concerns with existing hotel operations.

PARKING REDUCTION SUPPLEMENTAL APPLICATION

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)

MJS Corp is requesting a Parking Reduction Special Use Permit to reduce the number of required onsite, off-street loading spaces pursuant to SUP # 98-0039 from two (2) loading spaces to one (1) loading space.

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

Based on MJS's twelve year operating history of the Hampton Inn at 1616 King Street it is unnecessary to have 2 loading spaces to serve the hotel. MJS Corp is unaware of any issues with its current delivery operations of the hotel that utilizes only 1 of the 2 loading spaces. The removal of 1 loading space will allow MJS to convert the area taken up by the unneeded loading area and to convert it by interior renovation into active hotel use. The elimination of 1 loading dock will allow the rear façade to be modified to be consistent with the architecture of the rear of the Hampton Inn. The reduction is consistent with the current City Council actions on hotel DSUP where the number of required loading spaces have been significantly reduced to reflect actual demand, rather than to require a certain number based on the square footage of the hotel. The most recent reduction was for the planned hotel at Prince and Daingerfield (DSUP 2011-0034)

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

Based on MJS's twelve year operating history of the Hampton Inn at 1616 King Street it is unnecessary to have 2 loading spaces to serve the hotel. MJS Corp is unaware of any issues with its current delivery operations of the hotel that utilizes only 1 of the 2 loading spaces. The removal of 1 loading space will allow MJS to convert the area taken up by the unneeded loading area and to convert it by interior renovation into active hotel use. The elimination of 1 loading dock will allow the rear façade to be modified to be consistent with the architecture of the rear of the Hampton Inn.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces? Yes ☒ No ☐

Yes. As stated in response 2, MJS is requesting a reduction of 1 of the 2 existing loading spaces serving the Hampton Inn.

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.

Not applicable.

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

No. The provision of one loading space will be sufficient to service the delivery needs of the Hampton Inn.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

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

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

MJS Corp is requesting a reduction of 15 parking spaces (7 interior parking spaces on the first floor of the Hampton Inn and 8 additional spaces in the below grade parking areas. The request is based on the 12 year operational history of the garage that actual demand is substantially less than 7 parking spaces per room. The requested reduction to .5 will allow MJS Corp to add 2 guest rooms on the first floor and renovate and expand guest amenity services located on the first floor. The additional requested reduction would allow MJS the flexibility to use the area occupied by 8 additional spaces for other uses; such as bicycle parking, Zip-car or similar shared vehicle programs, for on-site parking for an accessory, in hotel car rental service or other uses including storage or shared parking with other businesses. The .5 parking to room ratio is consistent with the parking ratios approved for similarly situated Metro oriented hotels. The most recent reduction was for the planned hotel at Prince and Daingerfield (DSUP 2011-0034)

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

MJS Corp is requesting a reduction of 15 parking spaces (7 interior parking spaces on the first floor of the Hampton Inn and 8 additional spaces in the below grade parking areas. The request is based on the 12 year operational history of the garage that actual demand is substantially less than 7 parking spaces per room. The requested reduction to .5 will allow MJS Corp to add 2 guest rooms on the first floor and renovate and expand guest amenity services located on the first floor. The additional requested reduction would allow MJS the flexibility to use the area occupied by 8 additional spaces for other uses such as bicycle parking, Zip-car or similar shared vehicle programs, for on-site parking for an accessory, in hotel car rental service or other uses including storage or shared parking with other businesses. The .5 parking to room ratio is consistent with the parking ratios approved for similarly situated Metro oriented hotels. The most recent reduction was for the planned hotel at Prince and Daingerfield (DSUP 2011-0034)

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

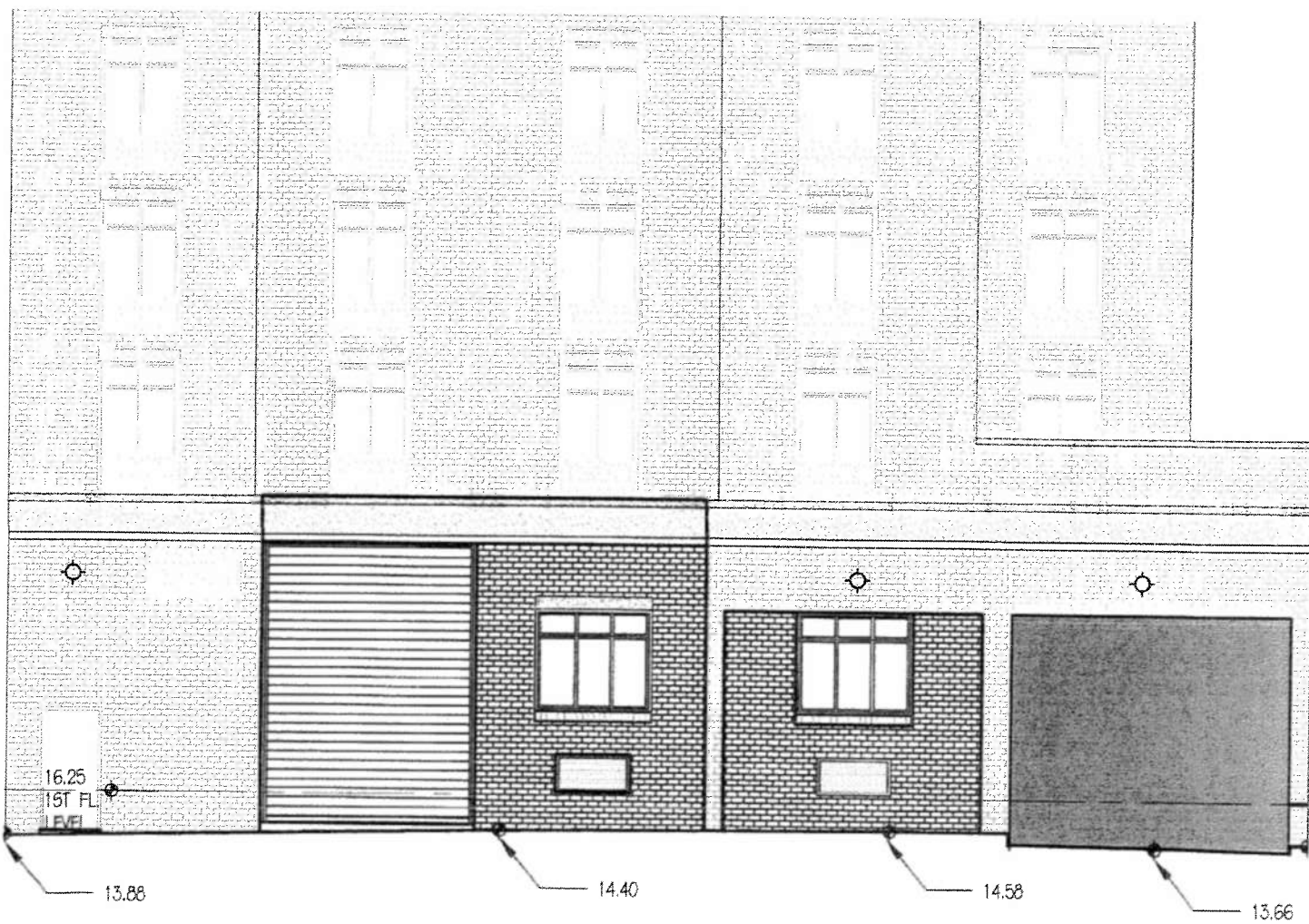
MJS is requesting approval to reduce the required parking space to guest room ratio from .7 spaces per room to .5 spaces per guest room. The reduction permit MJS to convert the area of used by the unnecessary parking spaces into 2 additional guest rooms and upgraded guest amenity space and as stated in 1 and 2 above use addition spaces to non guest room accessory uses for the benefit of the guests. The reduction of the required parking to guest room ratio to .5 spaces per guest room is consistent with the actual parking utilization rate for the Hampton Inn based on its operational records.

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.



GORDON & GREENBERG
ARCHITECTS
P (301) 320 5900 F (301) 320 5902
Robert D. Greenberg, RA bg.gandg@verizon.net
7913 MacARTHUR BLVD. CABIN JOHN, MD 20818

HAMPTON INN ALEXANDRIA VA
PART SOUTH ELEVATION

JOB# HAAL
RFI
DRAWN ANJAY DE
CHECKED

DATE 6/19/2013

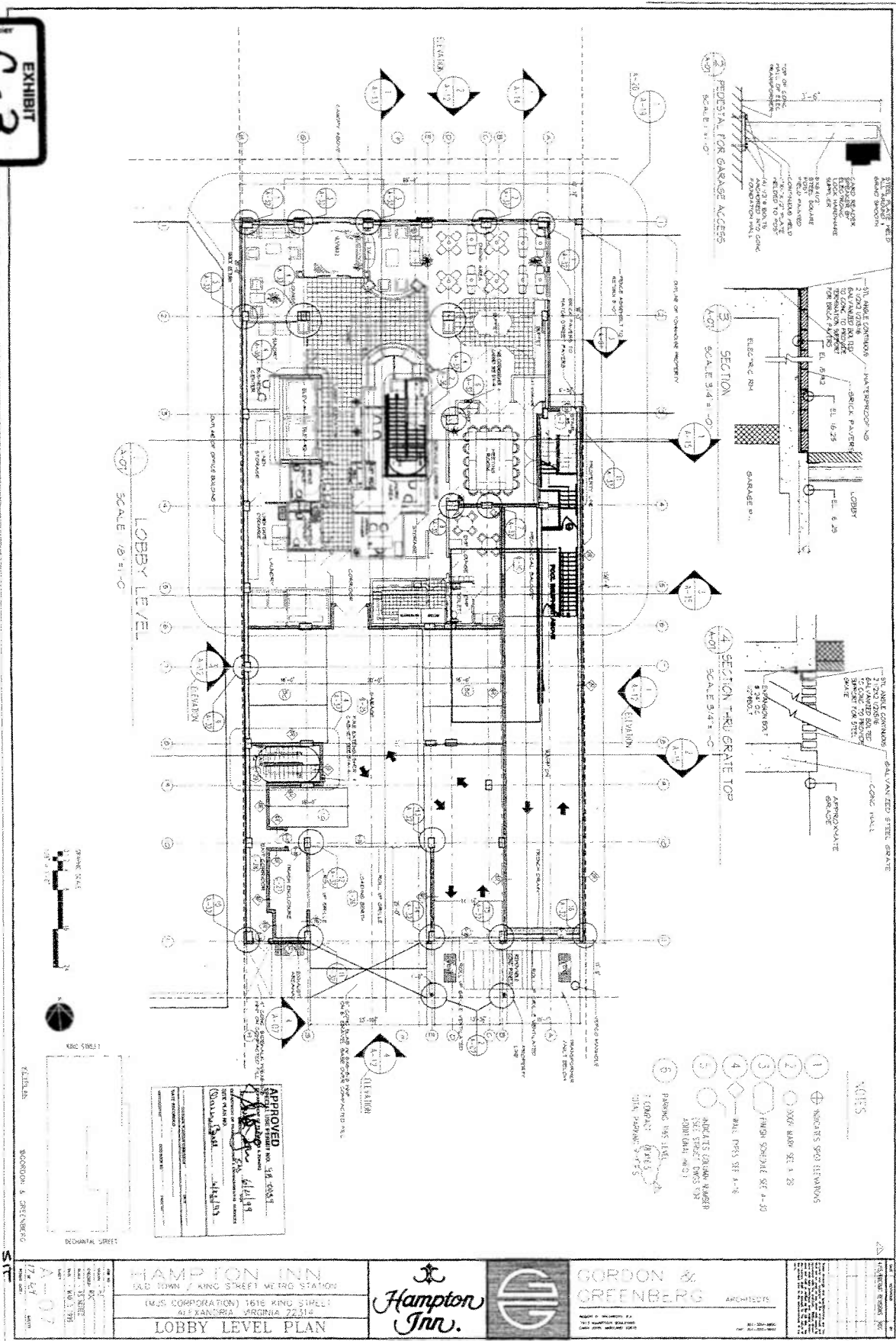
ASK130619.1

EXHIBIT

B



EXHIBIT
C-3



**Potential Overflow Guest Parking Option
Hampton Inn, 1616 King St, Alexandria, VA
(without assistance from hotel staff)**

