



Development Special Use Permit #2016-0024

Special Use Permit #2017-0047

Transportation Management Plan SUP #2017-0051

1611, 1617, 1619, 1711 King St., 100 Harvard St. – King St. Hotel

| Application | General Data | |
|---|----------------------------------|--|
| Project Name: King Street Hotel | PC Hearing: | May 2, 2017 |
| | CC Hearing: | May 13, 2017 |
| | If approved, DSUP Expiration: | May 13, 2020 |
| | Plan Acreage: | 0.54 acres |
| Location: 1611, 1617, 1619, 1711 King St., 100 Harvard St. | Zone: | KR – King Street Hotel |
| | Proposed Use: | Mixed-use (hotel, office, retail) |
| | Number of Rooms: | 124 |
| | Gross Floor Area: | 57,574 square feet |
| Applicant: MHF King Street V LLC | Small Area Plan: | King Street Metro/Eisenhower Avenue Small Area Plan |
| | Historic District: | N/A |
| | Green Building: | Compliance with City's Green Building Policy |

Purpose of Application

Consideration of a request to demolish two existing office buildings and replace them with a new mixed-use building with a 124-room hotel, office space, and restaurant on the ground floor

Special Use Permits and Modifications Requested:

1. A development special use permit for a hotel use in the KR zone on the ground floor and upper floors;
2. A special use permit for a hotel lobby and building extending more than 30 feet along King Street on the ground floor;
3. A special use permit for a parking space reduction;
4. A special use permit for valet parking;
5. A special use permit for a Transportation Management Plan
6. Modification for a loading space reduction
7. Modification from vision clearance requirements
8. Modification for a reduction in tree canopy requirement

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert M. Kerns, AICP, Chief of Development, robert.kerns@alexandriava.gov

Dirk H. Geratz, AICP, Principal Planner, dirk.geratz@alexandriava.gov

Ryan Price, Urban Planner, ryan.price@alexandriava.gov

PLANNING COMMISSION ACTION, MAY 2, 2017:

On a motion by Vice-Chairman Macek, seconded by Commissioner Wasowski, the Planning Commission voted to approve DSUP2016-0024, with the changes as outlined in the letter from the applicant to the Commission. The motion carried on a vote of 7-0.

Reason: The Planning Commission agreed with the staff analysis and with the recommended changes to the conditions as discussed in the letter from the applicant noted below:

70. The applicant shall install a decorative paving treatment in the alley from Harvard Street to the garage entrance to the satisfaction of Planning & Zoning and Transportation & Environmental Services. Any bricks installed in the alley shall be placed on asphalt pursuant to the City's standards and shall meet the requirements of ASTM C1272 for heavy vehicular traffic. Any other paving treatment shall meet appropriate requirements for heavy vehicular traffic. Shop drawings of the ~~pavers~~ decorative paving treatment shall be submitted to the City of Alexandria for approval. (T&ES)(P&Z)
72. The full extent of the alley from Harvard Street to the ~~northern property line of the project site~~ garage entrance, including the public right-of-way portion shall be maintained by the owners of the site to the satisfaction of the Director of Transportation and Environmental Services. A maintenance agreement shall be approved and recorded prior to release of the Site Plan* (T&ES)

Commissioner Brown asked for clarification on the parking layout and the configuration of the valet parking. Staff provided additional context on the layout, and the evaluation of the valet parking design. Madam Chair Lyman asked the applicants attorney to respond to the public concerns that were raised. Commissioner McMahon asked for clarification on the canopy coverage being provided. Staff clarified that the reduction is equivalent to about one large tree and one small tree. Commissioner McMahon also asked for clarification on the height limit referenced during the public comment period. Staff provided clarification that the control plane referenced in the King Street Retail Strategy applies when a development is requesting a Special Use Permit for additional FAR or height, neither of which is being requested by this applicant. Madam Chair Lyman asked follow up questions to Mr. Rak about the expected cost for guests to use the valet parking and if this impacts the ratios expected in the garage. Mr. Rak noted that the applicant had not yet determined the rate. Commissioner Macek asked for clarification about the number of trips referenced during the public comment period, staff provided clarification that the trips include all uses at all times during the day. Vice-Chairman Macek also asked if the property is in a historic district, staff clarified that it is not in a historic district local or national. Staff commented that the homes on Harvard Street are within a national historic district, but not in either of the local historic districts. Vice-Chairman Macek asked if there was an opportunity to narrow the 12 foot travel lanes proposed for the new 2-way segment of Harvard Street, staff noted that the 12 foot dimension is needed to allow for trucks to make the turning movements into the alley from Harvard Street. Commissioner Lyman asked about the possibility of sharing the parking in the back between the office and the restaurant. Mr. Rak noted that the property

will be a condominium structure, so the office has control over them, not the hotel. Commissioner Lyman urged the applicant to create a shared parking arrangement. Commissioner Brown asked for information about the staff analysis on other hotels like the Lorient. Staff noted that drive-in rates were only available for the Prince Street Hotel but this data would be sought from the property manager. Vice-Chairman Macek spoke about the parking, noting his support and comfort with the proposed ratios. Vice-Chairman Macek also expressed his support for a pay-by-phone parking program, and noted that the commercial parking standards and specifically the hotel parking ratios are out of date and not appropriate for the types of development we are seeing take place in the City. Vice-Chairman Macek noted that the current procedure for changing on-street parking restrictions needs to be fixed such that staff can initiate the process and that this application is a good example of how that could be a positive change in procedure. Commissioner Macek noted that the proposal is likely less intense than a residential development would be in terms of traffic, parking, and bulk/mass of the building. Commissioner Wasowski noted that hotels are some of the least impactful uses for the community, and also commented that the proposal fits within the parameters they Planning Commission is given to make its decision, and that the use is compatible with this part of the City. Commissioner Wasowski also expressed her support for the shared maintenance of the alley between the hotel and the City. Commissioner Brown noted his support of the project, and commented on its suitability for this part of the City. Commissioner Lyle expressed her support of the project, and noted that the proposal would be less impactful than a by-right use. Commissioner Lyle urged the community to continue to seek additional parking restrictions on the street. Commissioner Koenig expressed his support for the project, and the appropriateness of the proposed use at this location. Commissioner Koenig also felt the developer and the community had a rigorous dialogue that it helped make for a better project. Commissioner Koenig expressed his support of the design and comments on specific architectural elements that work well with this site including the modulated volumes of the building, the tapering of the height to the Harvard Street Homes, and the use differentiating façade treatments. Commissioner Koenig encouraged the applicant to plant fuller canopy trees along Harvard Street. Commissioner McMahon noted that residential character of Harvard Street would not be compromised by this proposal. Commissioner McMahon encouraged staff and the applicant to continue to refine the rear and western facing facades, but noted that the goal for this site is to transition the residential area to the commercial area on King Street and that this proposal will create a successful transition. Commissioner McMahon noted her support for the special use permits, noting that the parking level is appropriate for the use, and that the transportation management plan will help the hotel reduce the impacts of vehicle movement by utilizing the metro station 1 block away. Commissioner McMahon urged staff to look at reducing the travel lane widths of the 2-way segment of Harvard Street to 11 feet, and in doing so align the alley crossing with the sidewalk. Madam Chair Lyman expressed her support for the project noting that many of the resident concerns have been addressed to the best of the applicant's ability, and that this is a good use for the site.

Jonathan Rak, representing the applicant spoke in favor of the project, noting the dialogue with the surrounding neighborhood over the past year has been helpful and how changes to the plan

have been made based on those discussions. Following the public speakers, Mr. Rak responded to resident concerns, specifically the 2-way street conversion and how it would keep the traffic off of the residential portion of Harvard Street and noted that traffic calming bump-outs would be installed at the end of the 2-way segment to maintain the character of Harvard. Mr. Rak noted that the restaurant hours are similar to other restaurants on King Street. Mr. Rak confirmed that there is one loading dock proposed and that it is sufficient for the size and character of the hotel. Mr. Rak commented on the proposed scale of the building and noted that it complies with the KR zone and that the zone transition is being met. Mr. Rak also expressed support in the idea of increasing the parking restrictions on Harvard Street. Regarding employee parking, Mr. Rak noted managerial staff will have parking available in the garage, and that transit subsidies would be provided to line-staff in the hotel. Regarding construction, Mr. Rak noted the conditions in the DSUP approval related to construction management will prohibit construction workers from parking on the street, and that a pre-construction meeting with the community would be required.

James Melton – 105 Harvard Street spoke against the proposal noting that the size of the building is too large, trees are being removed, and there is not enough parking being provided. Mr. Melton also noted that opposition signs have been removed from around the site

Bea Porter – 1727 Cameron Street spoke against the proposal noting the height and density, the parking, and converting the portion of Harvard to 2-way traffic will be problematic. Ms. Porter commented on the historic nature of the existing building, noting it should be preserved.

Van Van Fleet – 26 Wolfe Street spoke against the proposal noting the scale of the proposed hotel is too large for the surrounding neighborhood. Mr. Fleet also noted converting a portion of Harvard to 2-way will make traffic worse in the neighborhood, and that there are not enough parking spaces being provided for the uses in the building.

Laura Campbell – 109 Harvard Street spoke against the proposal noting that children live on Harvard Street, and the street is by nature residential. Ms. Campbell noted the proposed hotel is too large for the street, and that the width of the proposed curb cut at the alley is too wide.

Jeff Larrimore – 110 Harvard Street spoke against the proposal noting the hotel does not follow the control plane guidelines of the King Street Retail Strategy, the parking reduction is too large and the proposed rate of \$35 will cause many guests to park on Harvard. Mr. Larrimore also noted there are not enough trees being provided.

Laura Larrimore – 110 Harvard Street spoke against the proposal noting the hotel is too large for the site. Ms. Larrimore noted that the architecture should be enhanced on the north side of the building which faces the townhomes. Ms. Larrimore also asked for more limited loading hours.

Kathleen Fitzgerald – 107 Harvard Street spoke against the proposal noting that Harvard Street is a quiet street and has historical character and that the hotel is too tall. Ms. Fitzgerald also

noted that converting Harvard to 2-way is a mistake, and that not enough parking is being provided.

Amanda Lasker – 1607 King Street spoke against the proposal noting that Harvard Street is the last beautiful street between Henry and the Metro Station, and that the scale of the building should be smaller with more parking provided.

Joseph Crowell – 518 N Alfred Street spoke against the proposal noting that it is too large, and that the reduction in canopy coverage should not be granted. Mr. Crowell also noted that the parking reduction is too large and is precedent setting.

Stephanie Mansfield – 310 N. St Asaph Street spoke against the proposal noting that the size is too large and urged the Commission that if it doesn't fit, don't commit.

Keith Anderson – 119 Harvard Street spoke against the proposal noting that the curb cut should be on King Street not Harvard. Mr. Anderson also noted that the proposal does not have enough parking and that the reduction being requested far exceeds other hotels.

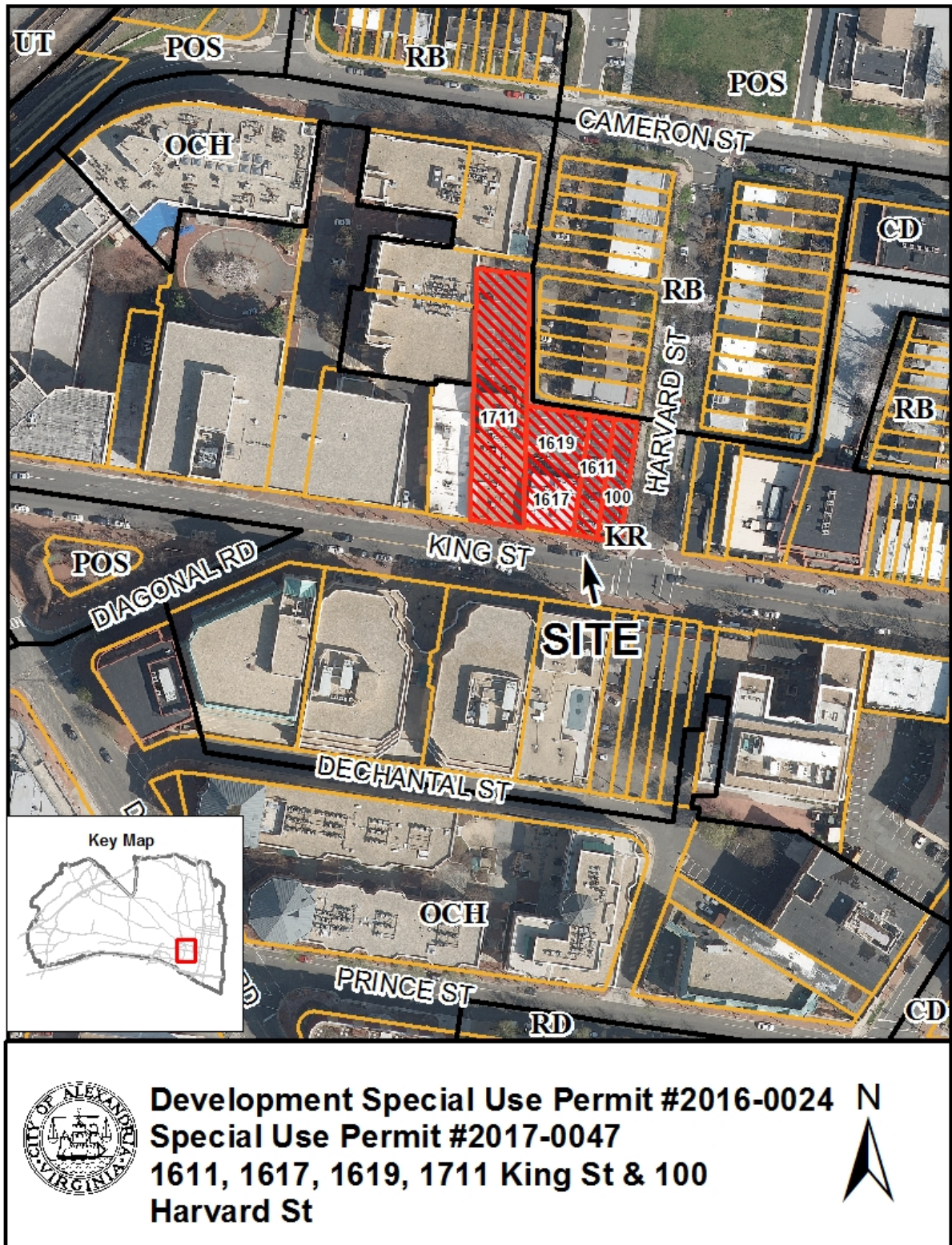
Michael Butler – 108 Harvard Street spoke against the proposal noting the increase in traffic will be too much for Harvard Street, and that the disruption from the construction of the project is still unknown to the residents.

Scott Brown – 111 Harvard Street spoke against the proposal, specifically the parking and loading space reduction noting that the parking study was flawed and conducted during non-peak hours. Mr. Brown also urged use of the pay-by-phone parking option on Harvard Street, and to reduce the scale of the building to be more compatible with the adjacent homes.

Rebecca Snyder – 118 Harvard Street spoke against the proposal, specifically the loading space reduction, the parking reduction, the amount of bike parking is too little, and the parking study was not conducted during the peak hours. Ms. Snyder also noted that more contributions are needed for streets in the immediate area, not citywide funds.

Kiley Larson – 103 Harvard Street spoke against the proposal, noting that Harvard Street is united in its opposition of the hotel, and that this location is the gateway into Old Town and not a good place for another large hotel.

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SUP2017-0047
TMP SUP2017-0051
1611, 1617, 1619 and 1711 King Street
100 Harvard Street
King Street Hotel



I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends approval of the proposed King Street Hotel building. The project will bring a new mixed-use building to King Street and activate a frontage that is currently occupied by surface parking and office space. The proposal includes high quality architecture and materials that will integrate into both the historic context of Old Town and the newer buildings along upper King Street approaching the Metro station. Additionally, the following community benefits are being provided with this project:

- New streetscape along King Street and Harvard Street
- An additional restaurant option on upper King Street
- \$110,542 voluntary affordable housing contribution
- A \$30,000 contribution to the City's Capital Bikeshare fund
- A \$17,272 public art contribution
- Streetscape improvements related to the King Street Metro Improvement Fund
- LEED Silver (or equivalent) building design
- Traffic calming installations on Harvard Street
- Contribution to the Living Landscape Fund for off-site tree plantings

B. General Project Description

The applicant MHF King Street V LLC, proposes to construct a mixed-use building at the corner of King Street and Harvard Street on the site of two existing office buildings and a surface parking lot. The new 6-story building will include a 124-room hotel, 10,440 square feet of office space, a 2,500 square foot restaurant, and underground parking.

The applicant is requesting the following approvals as part of this project:

- Development Special Use Permit for a hotel use in the KR zone on the ground floor and upper floors;
- Special Use Permit for a hotel lobby and building extending more than 30 feet along King Street on the ground floor;
- Special Use Permit for a parking reduction,
- Special use permit for valet parking
- Special Use Permit for a Transportation Management Plan
- Modifications to the loading, vision clearance, and canopy coverage requirements

The following key issues were evaluated as part of the staff analysis and are addressed within the report:

- Conformance to the King Street Metro/Eisenhower Avenue Small Area Plan
- Compliance with King Street Retail Strategy
- Conformance with zoning requirements
- Conformance to City Policies
- Building & Site Design
- Pedestrian and Streetscape Improvements
- Parking and Traffic
- Special Use Permit Requests
- Modification Requests
- Open Space
- Community outreach and engagement

II. BACKGROUND

A. Site Context

The project site is approximately 0.54 acres (23,726 square feet) and is located within the boundaries of the King Street Metro/Eisenhower Avenue Small Area Plan. The proposed hotel will be located at the northwest corner of King Street and Harvard Street. The property is located one block from the King Street Metro station and is at the transition between larger, more modern buildings located to the south and west and smaller scale townhouse buildings located to the north and east. The “L”-shaped site consists of 4 separate parcels which are currently occupied by a surface parking lot at the street corner and 2 office buildings to the west of the surface parking lot. The applicant is proposing to consolidate the parcels. Constructed in the 1920s, the eastern office building is 3 stories tall. The western office building is 2 stories tall and was constructed in the early 1980s. A narrow public alley runs along the north side of the tract separating the site from townhouses fronting on Harvard Street. The alley also provides access to rear parking for those homes on Harvard Street and a surface parking lot that is used by the 2-story office building (1711 King Street).

A small restaurant/cafe is located across Harvard Street at the opposite street corner and the Hampton Inn is located immediately across King Street from the subject site. The “T”-shaped intersection of King Street and Harvard Street is signalized. Harvard Street is a one-way street heading north with on-street parking on both sides of the street. On-street parking abutting the site is also available on King Street.

Though properties to the east and south are located within the Old and Historic district, the subject site and properties to the north and west are not within the historic district. This

designation change is evident in the existence of historic buildings to the east and the more recently built buildings to the south and west. The townhomes to the north are not in the historic district.

B. Detailed Project Description

The applicant MHF King Street V LLC, is proposing to demolish the existing office buildings at 1617 and 1711 King Street to construct a mixed use building with 124 hotel rooms, 10,440 square feet of office space, and a 2,500 square foot restaurant on the ground floor. Underground valet parking will be provided for the hotel, and the office building will have surface parking in the rear of the site similar to the existing configuration. Valet drop-off to the hotel will occur along King Street similar to the Lorien Hotel one block east of the site. The existing alley behind the property will be widened, and a segment of Harvard Street will be converted to a 2-way street to allow vehicles and delivery trucks to access the mixed-use building without crossing through the residential portion of Harvard Street.

III. ZONING

The proposed mixed-use building meets the bulk, mass, and height requirements of the King Street Retail Zone. The floor area ratio (FAR) for the proposed building is less than the 2.0 maximum permitted without a Special Use Permit, and the height of the building is below the permitted 77 feet. The subject site is adjacent to the RB-Townhouse Zone, and as such is required to meet the zone transition setback. The building tapers from 2 stories directly adjacent to the townhomes on Harvard Street up to 6 stories as the building approaches King Street. The tapered massing approach is design to transition the scale of the building from the residential properties behind the property to the commercial areas on King Street. The proposal meets the zone transition setback requirements for this property. Detailed zoning information is provided in Table 1.

Table 1: Zoning Information

| | | |
|-------------------|--|-----------------|
| Property Address: | 1611, 1617, and 1711 King Street, 100 Harvard Street | |
| Total Site Area: | 23,726 SF (0.54 acres) | |
| Zone: | KR – King Street Retail | |
| Current Use: | Office | |
| Proposed Use: | Hotel, Office, Retail | |
| | Permitted/Required | Proposed |

| | | |
|-------------|--|--|
| FAR | 2.0 (3.0 with SUP) | 1.99 |
| HEIGHT | 77 feet (82 feet with SUP) | 71'-4" feet |
| OPEN SPACE* | N/A | N/A |
| SETBACKS | Front: N/A Sides: N/A Zone Transition: 25 feet 1:1 | Front: N/A Sides: N/A Zone Transition: 25 feet 1:1 |
| PARKING | Office: 20 Spaces Hotel: 87 spaces Retail: N/A | Office: 24 (10 are tandem) Hotel: 55 Retail: N/A |
| LOADING | 3 Spaces | 1 Space |
| TREE CANOPY | 25% | 18% (plus contribution for off-site plantings) |

*Open space not required for non-residential uses in KR zone.

IV. STAFF ANALYSIS

A. Conformance with the King Street Metro/Eisenhower Avenue Small Area Plan

“City land use policy has consistently focused on the King/Eisenhower area as a potential growth area where development was anticipated and was to be encouraged” – King Street Metro/Eisenhower Avenue Small Area Plan, 1992

The project site lies within the boundaries of the King Street Metro/Eisenhower Avenue Small Area Plan. Adopted in 1992, the Small Area Plan provides long-range guidance for neighborhoods surrounding the King Street and Eisenhower Metrorail Stations. The Plan acknowledges the transit-rich location of this neighborhood, and one of its principles states “mixed use development at relatively high densities should be encouraged near the two transit stations” (p.46). The Plan also specifies which uses are intended for this area, noting as a primary

goal “to create lively, mixed use office, retail, residential and hotel development supported by open space, recreational, entertainment and cultural amenities” (p.55). The proposed development on this site aligns with these goals and objectives in creating a mixed use building that will help activate a segment of King Street that is currently office oriented and occupied by surface parking.

The Small Area Plan recognized the significance of adjacent residential areas and the historic context of Old Town uniquely proximate to the King Street Metro Station noting that “Development was to be encouraged but also was to be contained to protect nearby residential neighborhoods.” As such, the heights and densities in the 1992 plan were reduced by approximately 50% from the previous version of the plan adopted in the late 1970s. The Plan boundaries were drawn specifically to protect the established residential enclaves in this area of King Street. This contained approach called for re-development to occur near the metro station along King Street west of Peyton Street. The proposed mixed-use building lies within the re-development area specified by the plan, and meets the bulk, mass, and height requirements designed to protect and provide a transition to the adjacent residential structures.

B. Compliance with King Street Retail Strategy

Adopted in 2005, the King Street Retail Strategy provides a detailed assessment and blueprint for the continued health, preservation, and expansion of the retail environment on King Street. The Retail Strategy provided the framework for what ultimately became the King Street Retail Zone (KR zone) which was created in 2007. The Retail Strategy was adopted in conjunction with a Master Plan Amendment that incorporated it into the King Street Metro/Eisenhower Avenue Small Area Plan (MPA#2005-0002). Each chapter in the Retail Strategy covers a specific Guiding Principle such as Urban Design, Land Use, and Parking. Each chapter has detailed Planning Recommendations that are designed to implement the plan. Table 2 below illustrates how the King Street Hotel conforms to and is in the general spirit of the King Street Retail Strategy.

Table 2: King Street Retail Strategy Elements

| Element | Goals/Recommendations | Proposed |
|------------------|---|---|
| Sidewalks | Guiding Principal: Require all sidewalks to be paved in brick, but allow the pattern to vary | Sidewalks along entire King Street and Harvard Street frontages will be brick |
| | Guiding Principal: Require landscaped tree wells or tree grates | Street trees are provided along King Street and Harvard Street frontages |

| | | |
|---------------------------------|---|--|
| | Planning Recommendation: Maintain a minimum 7 to 8 foot-wide pedestrian way between sidewalk landscaping area and the building face and/or stoop. | 9 foot pedestrian way along King Street frontage (excludes outdoor dining area) |
| Outdoor Dining | Planning Recommendation: Limit the length of the dining area along the sidewalk to the width of the restaurant or 30 feet whichever is less. | 30 foot outdoor dining area along King Street in front of proposed restaurant. |
| Vital Retail Environment | Guiding Principal: Encourage continuous retail uses along the street to support optimum market conditions and the pedestrian experience. | Addition of 40 feet of restaurant frontage on King Street over what currently exists. |
| | Guiding Principal: Encouraging active uses during much of the day and the evening | Approximately 90 feet of frontage on King Street will be occupied by a restaurant and hotel. The frontage is currently occupied by office use and a surface parking lot. |
| | Planning Recommendation: Requiring individual storefronts to follow the small-scale property pattern of King Street to add to the interest and richness of the pedestrian experience. Storefronts are encouraged to introduce architectural variation at the pedestrian level to create a diverse building edge... | Restaurant façade treatment differentiates from rest of the building. Overhanging bay windows with all glass window system to add variety and transparency into the restaurant space for pedestrians traveling on King Street. Multiple brick colors are used on both the King St. and Harvard St. facades |

C. Conformance to City Policies

The proposed development meets several applicable City policies including:

Green Building Policy

The City adopted the Green Building Policy in 2009 which established an expected standard for green building certification for new development. For non-residential developments such as this one, the Policy requires the project to be LEED Silver or an equivalent certification from another third party program. Attainment of LEED Silver or equivalent is included as part of the conditions of approval for this project. The applicant has indicated they will comply with the

Policy and the specific third party certification program will be finalized during the final site plan process.

Public Art Policy

In October 2012, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. The contribution can be used for public art on the site or a contribution to further the City's public arts efforts in the neighborhood. If the applicant elects for the monetary contribution option the policy requires a monetary contribution of \$0.30 per gross square foot of development, or approximately \$17,272 for this mixed-use project. Staff will continue to work with the applicant on the details of the public art contribution during the final site plan process.

Affordable Housing Policy

The applicant will be providing a voluntary contribution of \$1.92 per square foot of new gross floor area to the City's Affordable Housing Trust Fund. This equates to approximately \$110,542 for the proposed mixed-use building. This contribution is consistent with the "Developer Housing Contribution Work Group Report" accepted by the Alexandria City Council on December 14, 2013 (adjusted to 2016 dollars), and supports the goals and objectives of the City's Housing Master Plan.

D. Building & Site Design

Site Design

The proposal involves demolishing two existing office buildings and surface parking lots and consolidating the existing four parcels into one lot of record. The new six story mixed-use building will include a hotel, office, ground floor restaurant and below grade parking. The building will be sited to front directly onto King Street and Harvard Street with separate entrances to the restaurant, hotel and office use opening onto King Street. To limit impacts to the townhouses to the north, the building mass has been concentrated to the south with a distance of approximately 34 feet from the nearest townhouse. The rear alley will be widened to allow for improved access to the below grade parking and to the surface parking lot behind the office portion of the building. Additional landscaping, as recommended by nearby residents, is focused on the rear of the property to provide an enhanced appearance, screening and softening of the hotel scale as seen from the residential neighbors to the north.

Building Design

The final design for the proposed King Street Hotel succeeds at resolving a number of complex architectural problems, and does so with real subtlety. As with any great solution, the final result just appears to "fit" into its context; yet how it accomplishes this is worthy of closer examination. Located at a junction where disparate scales, uses and materials intersect, this design had to address many conflicting forces. First, it is placed at a point where King Street transitions from primarily small-scale, commercial town-house uses, to much larger and more

contemporary commercial buildings. The project also needed to address the smaller scale, purely residential character of Harvard Street and its adjoining alley. Finally, as a true mixed-use project, it was important for the design to address the variety of functions in a way that created a legible, yet still cohesive building.

The design addresses the variety of surrounding mass and scale in a number of ways. First, in response to the fine grain of Harvard Street, a small transition element was created, in a contrasting color, to sit across the alley from the closest neighbor, which gives the impression of a converted small commercial building. In height, this component defers to the neighboring home; from this point, the new building steps up floor-by-floor to the final building height. From this point to King Street, the hotel bulk is further divided into two five-story brick elements, separated by a light metal-and-glass gridded armature. The first of these lands on grade, creating a transitional retail frontage; the second is raised up a story, to make room at grade for a highly detailed, gridded glass frontage which identifies the hotel's restaurant area. Moving west along King Street, the second masonry mass turns the corner, remaining elevated for the extent of the restaurant frontage, then coming to grade to echo the retail frontage on Harvard. Continuing west on King, the gridded metal-and-glass core reappears, and comes to grade. The junction created by this interruption is used to locate the primary hotel entrance canopy. A final five-story masonry element serves to demarcate the office portion of the development, sharing most of its details with the two hotel sections, but featuring at its western end a dramatic two-story window which visually connects the monumental staircase in the office with the activity of upper King Street.

Materials and detailing also play key, if more subtle roles in the design language of this proposal. There are two scales of punched window openings used in the larger masonry sections: the first, used where the building turns the corner between King and Harvard, is a paired vertical window, framed by a projecting brick band; the second, used on the two ends, is a larger, square opening, subdivided vertically and horizontally. Combined with the more idiosyncratic windows in the small building on Harvard, this composition creates a sense of great variety, within what is actually a very disciplined whole. Putting the smaller-scale double windows directly on the King-Harvard corner reinforces the residential scale, while using the larger square openings at both ends creates a more unified composition. Again, the strategy has been to intermingle the different components to help break down the scale of the project. Unity is reinforced by the use of the metal-and-glass gridded façade on three elevations: on King and Harvard Streets, it separates masonry elements, defines entries, and creates subtle transitions between five- and six-story expressed heights; on the building's north face, it helps to lighten and dematerialize the structure. Finally, there is strategic use of a contrasting brick color for the westernmost section along King Street and middle portion of the façade along Harvard Street – both to break down the overall scale, as well as to better express the separate but unified components of the building.

E. Pedestrian and Streetscape Improvements

The redevelopment proposal includes improvements to the public realm, in the form of streetscape and sidewalk replacement (King Street) and enhancements (Harvard Street) that will improve the appearance of this section of the block. The applicant intends to replace the existing brick sidewalk along their King Street frontage with new brick, and the concrete sidewalk on Harvard Street will be replaced with a new brick sidewalk up to the alley curb cut on the subject site. The width of the sidewalk on King Street will remain at 14.5 feet which matches the existing width in the block. The three existing street trees will remain where they exist today. Measures to protect the trees during construction will be required with this approval. Outdoor dining associated with the restaurant is planned for the King Street frontage towards the eastern end of this block. The tables and chairs will be located in the brick portion of the sidewalk between the existing street trees. Bicycle parking for public use will be added between the trees located further to the west and near the entries for both the hotel and office portions of the building.

The streetscape on Harvard Street will be modified to allow the roadbed to be widened by just over 4 feet to permit the addition of a complete second travel lane to allow for two-way traffic between King Street and the rear alley. The remainder of Harvard Street will remain one-way northward as it does today. The purpose of this change is to allow vehicles leaving the hotel and office parking areas to turn right towards King Street and limit the impact on the Harvard Street residents. This will be particularly strategic for the hotel's valet operations by allowing vehicles being retrieved for delivery to their respective owners to turn right onto Harvard Street and right again on King Street to the valet drop off in front of the hotel. As a result of this the streetscape will be shifted resulting in a generous 6-foot wide grass strip to allow for three Elm trees. The sidewalk will shift closer to the building and will be 6.5 feet wide which is in excess of the standard residential sidewalk width.

Additional pedestrian enhancements are being provided by adding new ADA-compliant aprons and crosswalks at the corner of King Street and Harvard Street. An ADA-compliant van parking space is proposed in the rear surface parking lot. A designated pedestrian access from the van space to the building is also planned. A new painted crosswalk is proposed where the sidewalk on Harvard Street crosses the widened alley at the rear of the hotel.

The streetscape will also benefit from the new building which proposes active uses in the first floor of the building. As noted earlier, a restaurant will anchor the corner space with large windows fronting on both King and Harvard Streets. The hotel lobby with seating will occupy the central part of the building on King Street. The office use will also have a lobby area facing the street with a large open staircase designed to be visible to King Street. These uses along with the enhanced streetscape improvements will support and encourage increased activity along King Street.

F. Parking

Off-Street Supply

Per the Zoning Ordinance, the applicant is required to provide .7 spaces per guestroom. At 124 guest rooms, the applicant is required to provide 87 spaces. For the office component of the project, the applicant is required to provide 1 space per 530 square feet of gross floor area, amounting to 20 spaces. The restaurant component of the project is exempted from parking requirements as it falls within the Central Business District. The following table details the applicant's proposed parking supply and reduction requests:

Table 4: Parking

| | Office | Hotel | Total |
|-----------------------|---------------|--------------|--------------|
| Total Spaces Required | 20 | 87 | 107 |
| Total Spaces Provided | 14 | 55 | 69 |
| Reduction Request | 6 | 32 | 38 |

A valet operator will manage the below-grade garage. The drive aisles within the garage vary and fall below the standard 22' requirement; however, City Code section 8-200(D)(4) allows reduced aisles for valet operations. The applicant is proposing a parking ratio of 0.44 space per guestroom ratio. To assess this ratio, staff used comparable data from the Hilton on 1620 Prince Street, which also offers valet parking for the garage. During March – which is generally understood to be part of spring's peak tourist season – the Prince Street Hilton reported an average drive-in rate (a ratio of daily cars to daily rooms occupied) of 32.8%. As the Hilton is situated proximate to the King Street Metro Station, it functions as a comparable hotel. In 2011, the Planning Commission approved an on-site ratio of 0.29 spaces per guestroom. An additional 12 spaces of off-site parking are available as-needed.

To mitigate concerns about the capacity of the garage during periods of peak demand, the applicant will be required to provide valet overflow parking accommodations. Per condition #28 of this DSUP proposal, the applicant will be required to provide this information as a component of its Parking Management Plan. The applicant will also be required to provide an hourly valet rate (in addition to the standard daily rate) to accommodate restaurant patrons. Staff is also proposing valet monitoring conditions, and if operations are deemed to be unsatisfactory per review of actual operations, the applicant may be required to provide additional off-site valet capacity.

Staff proposes condition #33 of this DSUP to increase the usage of the surface office spaces during non-peak hours. While not required of the applicant, staff hopes the language will facilitate future shared-parking agreements.

On-Street Management

The applicant prepared a parking impact study in support of its application. The study surveyed eleven different street segments on Cameron Street, Harvard Street, and King Street in November. The study captured data during assumed peak hours on a Tuesday and Friday evening between 6:00pm and 10:00pm. These hours allow surveyors to capture conditions during a period when there is simultaneous residential and non-residential demand. The study also analyzed a Saturday afternoon between 12:00pm and 10:00pm. The chosen hours for the study are consistent with other parking studies of various uses including the recent Old Colony Inn hotel project. The figures below present a summary of hourly occupancies for each of the study days:

Figure 1: Harvard Street Parking Occupancies

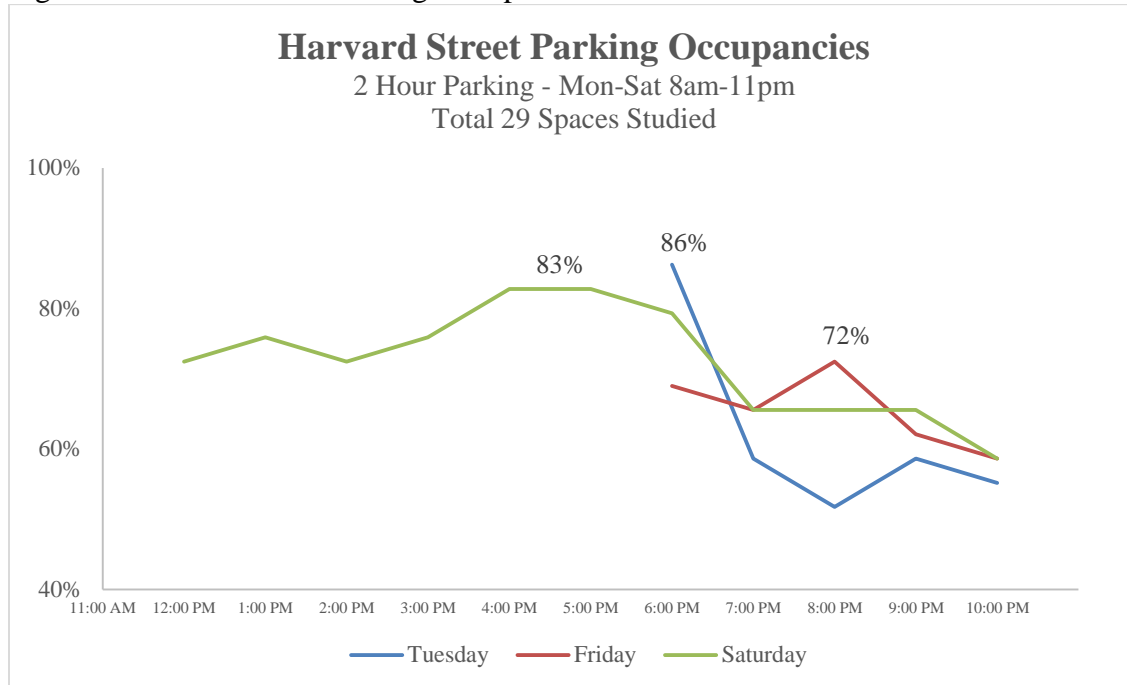


Figure 2: Cameron Street Parking Occupancies

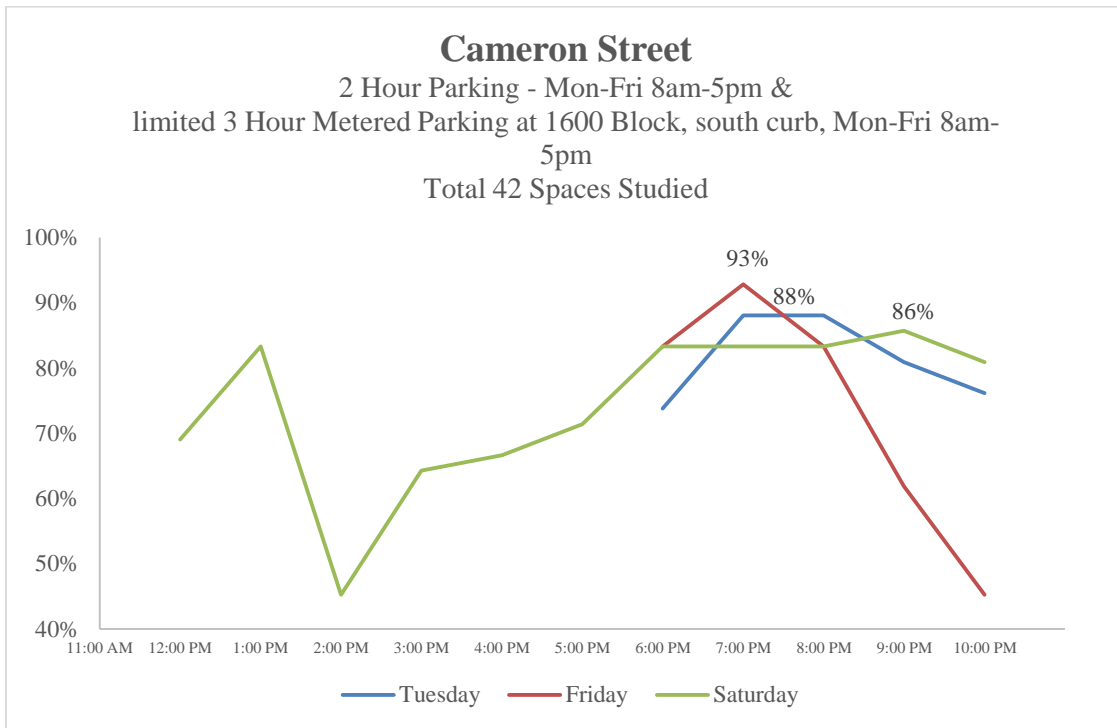
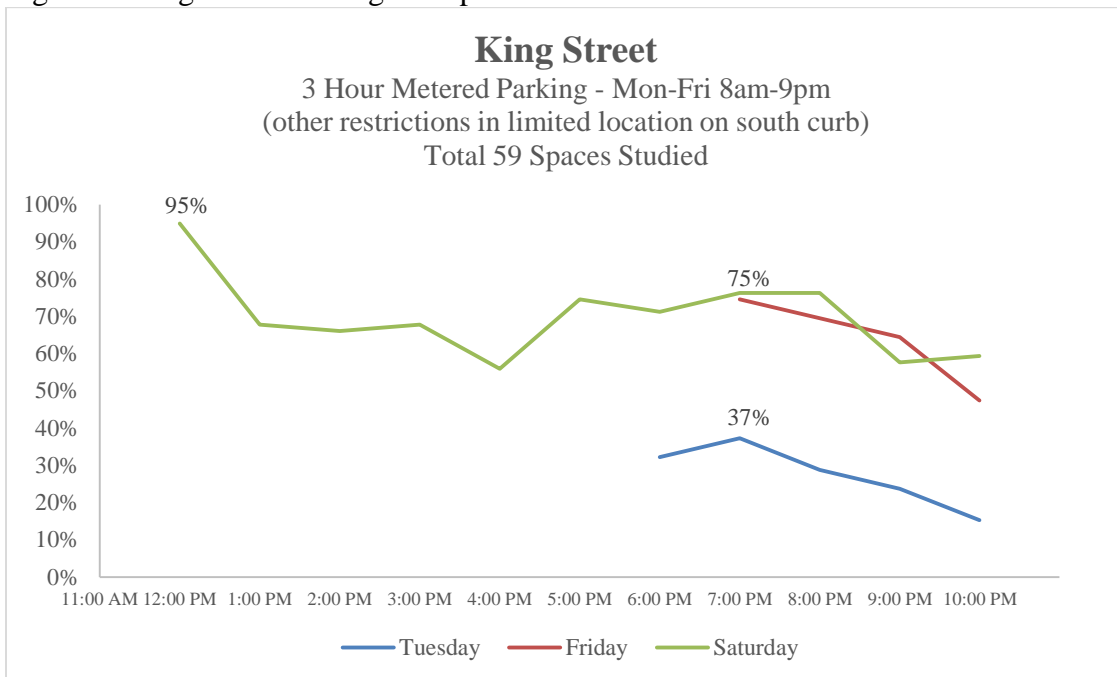


Figure 3: King Street Parking Occupancies



When aggregated up to the study area level, the occupied number of spaces as a percentage of the 130 spaces available area-wide did not exceed 78%. This 78% occupancy peak occurred on Saturday at 12:00pm. These data are consistent with the findings from the 2014 Old Town Area Parking Study, which found Harvard Street occupancies between 50% and 79% during its weekday evening occupancy studies. A small portion of on-street parking will be eliminated as a result of the proposed conversion of part of Harvard Street for two-way traffic. Details on this conversion are provided in the Traffic Section below. The loss of on-street parking will be small (about 5 spaces) relative to on-street parking options in the neighborhood, and based on the parking study and occupancy survey staff anticipates acceptable on-street availability.

The segment of Harvard Street adjacent to the project currently has posted two-hour parking restrictions between the hours of 8:00am and 11:00pm, Monday through Saturday. The restrictions exclude holders of District 5 permits. The existing restrictions on Harvard Street that are not adjacent to the development site cannot be amended through the development application process. Should residents on Harvard Street wish to pursue changes to the existing restrictions, they may petition the City per City Code section 5-8-72. Per the Code, residents at this location may choose to extend the restriction to 2:00am and include Sunday hours. Some residents have asked about providing “Resident Only” parking on this block, but this is not an option allowed in the City Code.

While currently not an option for Harvard Street residents per City Code, Harvard Street residents may be interested in the future potential of the City’s “residential pay-by-phone” pilot program (Code section 5-8-84). This pilot program provides residents the ability to petition the Traffic and Parking Board in support of posting “pay-by-phone” signage on a block. If successful, any individual wishing to park without a residential parking permit district decal or a visitor or guest pass would be required to pay to park using the City’s smartphone application, its call-in option, or by purchasing a ticket from a nearby meter. Currently the pilot area does not extend west of Washington Street; however, in March 2019—roughly when the King Street Hotel project is anticipated to come online—the City will assess the pilot program and may potentially look to expand it westward should it prove to be an effective parking management tool.

G. Traffic

Wells and Associates performed the Traffic Impact Study for the King Street Hotel site. The proposed hotel, restaurant and office space redevelopment and expansion is projected to increase the AM peak hour trips by 39 vehicles; PM peak hour trips by 45 vehicles; and, total daily trips by 608 vehicles. The traffic projections assume a 40% reduction for non-auto mode split or pass-by trips. The reduction was agreed to during the scoping process and is due to the sites proximity to the King St Metro Station. Future background traffic was calculated using a growth factor of 0.5 percent per year compounded annually. No nearby pipeline developments were assumed as part of the study. The trip generation data is shown below:

Table 5: Vehicle Trips Generated by Site

| | AM Peak | PM Peak | Daily |
|---------------|---------|---------|-------|
| Existing | 11 | 11 | 79 |
| Proposed | 50 | 56 | 687 |
| Net New Trips | 39 | 45 | 608 |

The results of the traffic impact study indicate that the proposed project will have minimal impacts on the surrounding roadways. The only degradations in level of service (LOS) are at: 1) the southbound left turn during the PM peak period at the intersection of King Street and Diagonal Road; 2) the intersection of King Street and Harvard Street during the AM peak period; and, 3) the intersection of King Street and Peyton Street during the AM peak period.

The level of service for the southbound left turn at the intersection of King Street and Diagonal Road during the PM Peak Hour drops from a D to an E, but the delay for this movement only increases by 0.7 seconds from 27.5 to 28.2 seconds. Despite the drop in level of service this intersection is expected to function reasonably well.

The level of service at the intersection of King Street and Harvard Street drops from a level of service A to B during the AM peak period. This is due to the addition of new phase in the traffic signal cycle to allow traffic to exit the hotel garage onto King Street without going through the neighborhood. The volume of traffic exiting the hotel garage will be very low and despite the drop in LOS this intersection would continue to operate well.

The level of service at the intersection of King Street and Peyton Street drops from a level of service B to C during the AM peak period. This is due to additional delay for the northbound left turn movement. However, the overall delay only increase 4.2 seconds from 17.2 to 21.4 seconds, and despite the drop in LOS this intersection is expected to continue to function well.

The following tables illustrate the changes in level of service at nearby signalized intersections.

Table 6: AM Peak LOS

| Intersection | Existing Conditions | 2019 Background | 2019 with Development |
|---|---------------------|-----------------|-----------------------|
| King St & Dangerfield Rd & Commonwealth Ave | C | C | C |
| King St & Harvard St | A | A | B |
| King St & Peyton St | B | B | C |

Table 7: PM Peak LOS

| Intersection | Existing Conditions | 2019 Background | 2019 with Development |
|---|---------------------|-----------------|-----------------------|
| King St & Dangerfield Rd & Commonwealth Ave | C | C | C |
| King St & Harvard St | A | A | A |
| King St & Peyton St | B | B | B |

The only significant change proposed as part of this project is the removal of one side of parking on Harvard Street between King Street and the public alley in order to allow two-way traffic on that block of Harvard Street. While this will result in a minimal loss of parking and require the traffic signal to be modified, this will allow vehicles to exit the hotel garage and turn right to access King Street rather than being forced to turn left onto Harvard Street and exiting through the neighborhood. The proposed reconfiguration of this block of Harvard Street will be especially beneficial because the hotel's garage will be valet only, significantly simplifying the route for valet drivers to bring vehicles around to the front of the building on the corner of King Street at Harvard Street. If the valet drivers are not able to turn right out of the garage exit to access King Street, every exiting vehicle would have to complete a circuitous route through the area to reach the front of the hotel, adding unnecessary volume to numerous nearby intersections. Staff feels that the reconfiguration of one block of Harvard Street between King Street and the Public Alley to allow two-way traffic is the preferable scenario and is comfortable that the traffic signal will continue to operate at an acceptable LOS.

H. Special Use Permit Requests

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve special use permits, several of which are requested with this application. The zoning ordinance requires the following provisions be met for approval of an SUP:

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

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

Hotel use in KR zone on ground floor and upper floors, and hotel lobby extending more than 30 feet on the ground floor

As part of this development proposal, the applicant is also requesting Special Use Permits to allow a hotel use on the ground floor and upper floor, and to allow a hotel lobby on the ground floor to extend more than 30 feet along King Street. There are currently 7 hotels within a ½ mile of the site including a Hampton Inn directly across King Street. The proposed hotel use on the ground and upper floors is consistent with the existing neighborhood context. Given the proximity to the King Street Metro Station and nearby office developments, this site is a suitable location for a hotel, and aligns with the City's long-term vision for King Street as a vibrant mixed-use area. Regarding the length of the lobby, the applicant proposes a 49 foot lobby area fronting on King Street. About 33 feet of the total length will be for a guest seating and arrival area. The entire frontage will be glassy and transparent with large windows, adding visual interest to the pedestrian experience on King Street. As a reference point, the Hampton Inn lobby across the street extends approximately 70 feet along King Street. The proposed hotel use and lobby length are in character with the neighborhood and will not adversely affect the health or safety of persons residing or working in the neighborhood, and will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.

Restaurant in the KR zone:

The applicant is proposing a 2,500 sf restaurant on the ground floor of the hotel. The KR zone requires an SUP for all restaurants. The restaurant will be located at the corner of the building at the intersection of King Street and Harvard Street and have its own entrance directly on King Street. Staff is supportive of this SUP request because it aligns with the City's vision for King Street and the master plan for this area. The restaurant will add an active use to the block which is currently occupied by ground floor offices and a surface parking lot. The applicant is proposing approximately 95 seats for the restaurant (80 indoor seats and 15 outdoor seats) with an anticipated closing time before midnight. The proposed use will be consistent with the existing conditions on King Street which is lined with many restaurants from the Metro Station to the Waterfront. Based on the existing conditions of King Street as a retail street and destination, adding a restaurant to this block will not adversely affect the health or safety of persons residing or working in the neighborhood, and will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.

Parking Reduction

The applicant is requesting a Special Use Permit to reduce the amount of parking required for the hotel and office components of the project. The Zoning Ordinance requires hotels to provide 0.7 parking spaces per hotel room. For this 124-room hotel, a total of 87 spaces would be required. The applicant is proposing 55 on-site valet parking spaces, which equates to a parking ratio of 0.44 spaces per room. Staff is supportive of this parking ratio at this transit-proximate location. For comparison purposes, the Hilton Garden Inn (1620 Prince Street) has an overall parking ratio of 0.40 spaces per guest room, and an on-site parking ratio of 0.29 spaces per room (the DSUP permits off-site overflow parking within close proximity to the hotel). Field observations on parking capacity at the 1620 Prince Street property revealed an average drive-in-rate (ratio of daily cars to daily rooms occupied) of 32.8%. The Hilton Garden Inn is comparable in size and

location to the King Street Hotel proposal. If the drive-in-rate observed at the Hilton property were applied to the current proposal, approximately 41 cars would be parked in the garage if all 124 rooms were occupied. This leaves approximately 14 parking spaces empty under the proposed configuration.

In addition to the Hilton Garden Inn parking occupancy data, the applicant provided a supplemental analysis conducted by a parking management firm (Towne Park) that has a portfolio of 25 hotel parking operations in the DC Metropolitan Area including properties in Alexandria. The study analyzed 2 Alexandria hotels and found an average drive-in-rate of 34.2%, which is similar to the rate observed at the Hilton on Prince Street.

The drive-in-rates at these properties are relatively low because these types of hotels cater heavily to business travelers who do not typically arrive in their own vehicle. Instead many of these hotel guests arrive by taxi and metrorail from the airport, just 2 stops north on the Blue/Yellow line. For those who do drive to these hotels, valet parking is available. Additional details of the parking analysis are provided in the Parking section below.

The applicant is also requesting a reduction to the office parking requirement. The project site is located within the King Street Transit Parking District which requires 1 parking space for every 530 square feet of office space. The proposed office component of the project is approximately 10,440 gross square feet, which equates to a 20 space parking requirement. The applicant is proposing 14 parking spaces for the office use, a reduction of 6 spaces. It's important to note that the proposal includes an additional 10 tandem parking spaces which are not counted in the official total, so operationally there will be 24 parking spaces available for the office use. The tandem parking configuration exists today at the office, so this layout would be a continuation of the existing parking conditions for that use.

Based on the location of the site near transit, approved parking ratios and observed drive-in-rates at comparable hotels, and the existence additional tandem spaces for the office use, Staff is supportive of the hotel and office parking reductions. The proposed parking plan will not adversely affect the health or safety of persons residing or working in the neighborhood, or be injurious to property or improvements in the neighborhood. The parking study conducted on this site by the applicant demonstrated adequate on-street parking capacity on Harvard Street and surrounding areas. Additionally, the valet operator will have off-site overflow parking options available if there is an unexpected influx in parking demand. Staff has provided information to the neighborhood on the possibility of increasing the hours of parking restrictions on Harvard Street (through the established petitioning process), which if implemented further limit long-term parking scenarios on the streets for vehicles without parking zone stickers.

Valet Parking

The applicant has requested an administrative special use permit for an on-site valet operation for the hotel. As mentioned, the garage would be used for valet parking only. This is a similar

parking operation to the Hilton Garden Inn on Prince Street, the Lorian Hotel on King Street, the Hotel Indigo on South Union Street, and the proposed redevelopment of the Towne Motel on Washington Street. As with the valet operations approved at other hotels, a series of standard conditions are included to ensure adequate staffing and parking resources are available for the facility. The valet operation will be evaluated after the first six months to ensure these conditions are being met and that parking capacity is adequate. The valet drop-off zone will be located on King Street in front of the hotel lobby, similar to the operation at the Lorian Hotel one block east of the site.

Transportation Management Plan

The applicant is required to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). To support the TMP, the applicant has agreed to the City's standard TMP rates, which are currently \$41.21 per hotel room, and \$0.21 per square foot of office space, and \$0.26 per square feet of retail per year to be contributed to the City's TMP fund.

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

I. Modification Requests

As part of this DSUP, the applicant is requesting several modifications to the Zoning Ordinance. Pursuant to Section 11-416, the Planning Commission may approve these modifications if they determine that such modifications are (1) necessary or desirable to good site development, (2) 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 (3) that such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

Loading space reduction

The applicant is requesting a reduction in the number of loading spaces provided. As proposed, the building would have one loading space, a reduction in two loading spaces from the zoning ordinance requirement. Similar to the proposed parking numbers, one loading space for an urban hotel and small office of this size is comparable to other hotels in Old Town. The Hotel Indigo for example was approved in 2014 with 1 loading space, a reduction of three loading spaces from the Zoning Ordinance requirement. The Hilton Garden Inn was approved in 2013 with one loading space, a reduction in two loading spaces from the requirement. The Towne Motel redevelopment was approved in 2016, also with one loading space, two fewer than the requirement. Loading activities for the varying uses in the building will be coordinated throughout the day to ensure efficient use of the loading bay. Loading activities will be internal to the site, and not impact traffic flow on King Street or Harvard Street. The loading bay meets

the zoning ordinance requirement for dimensions, and will be enclosed on all sides with an open-air roof, to minimize impacts to the adjacent homes.

Canopy Coverage

The applicant has requested a modification to the 25 percent canopy coverage requirement. A development on a lot this size is required to provide approximately 5,932 square feet of tree canopy, which could equate to about 5 large shade trees or 12 medium ornamental trees. In this instance, the property is a fairly small corner lot in an urban environment and the proposed building occupies much of the site with the parking structure below the entire property. The applicant is proposing 5 large shade trees and 4 medium shade/ornamental trees with a variety of shrubs on the site. The landscaping is proposed on the rear side of the property to provide a visual buffer for the adjacent residential townhomes. As noted, the parking garage will extend to the property line on all sides of the lot, therefore per the City's Landscape Guidelines, 50% of canopy cover can be counted for plantings above a structure. This equates to approximately 18% canopy coverage or 4,324 square feet, a reduction of 1,608 square feet from the canopy requirement. In lieu of on-site plantings, the applicant will be making a contribution to the City's Living Landscape Fund. It should also be noted that the applicant will be installing 3 replacement street trees adjacent to the site along the Harvard Street frontage. Staff is supportive of this modification because the proposed landscaping will provide a visual buffer for the adjacent residential homes which does not currently exist today, and the monetary contribution will allow new canopy to be planted off-site within the City. Additionally, the primary reason the proposed landscaping is below the 25% canopy requirement is because of the location of the plants over the parking garage. The City encourages use of underground parking in new developments, and as is the case here; the King Street Transit Parking District regulations require structured parking for valet operations (8-400C-2).

J. Open Space

While open space is not required for non-residential uses in the KR zone, the site will include approximately 778 square feet of open space, or 3.2 percent. All of the open space will be at the ground level and include landscaped garden areas in the rear of the building above the parking garage. The placement of the landscape areas near the perimeter of the building is intended to provide a buffer between the mixed-use building and the residential homes along Harvard Street. There will also be expansive green roofs, however these areas will not be accessible and cannot be counted as usable open space. A summary of the proposed open space is provided in Table 3.

Table 3: Open Space

| | Required Open Space | Proposed Open Space |
|-------------------------|---------------------|---------------------|
| Ground-Level Open Space | n/a | 778sf (3.2%) |
| Outdoor Amenity Space | n/a | n/a |

| | | |
|--------------------|------------|----------------------|
| Total | n/a | 778 sf (3.2%) |
| | | |
| Public Open Space | n/a | n/a |
| Private Open Space | n/a | 778 sf (3.2%) |
| | | |

V. COMMUNITY

The applicant met with the Upper King Street Neighborhood Association and residents of Harvard Street 4 times over the past year to provide updates as the design evolved and to solicit feedback on the proposal. The dates of these meetings were: March, 9 2016, December 12, 2016, January 30, 2017, and April 13, 2017. This dialogue with the developer and the community began early in the conceptual phase, which allowed input from the surrounding neighborhood to be incorporated into the design. The discussions at these meetings with the neighbors focused on a wide range of topics including traffic and parking, architectural elements, the scale and mass of the hotel, and operational components like truck deliveries, trash enclosures, and exhaust venting. City staff from P&Z and T&ES were present at the community meetings, and worked closely with the applicant to ensure many of the resident concerns were addressed. Specific examples of design moves related to community feedback are provided below:

Trash enclosure – Neighboring residents raised concerns about the visibility of the trash area in the rear of the hotel from the homes across the alley. Since those discussions, the applicant has revised the design to enclosed the trash and loading dock area on all sides with a large garage door and brick walls. The area will remain open air with no roof due to floor area limitations. Staff is proposing a specific condition that will require the garage door to the trash/loading area to remain closed when the area is not in use for deliveries and/or trash pick-ups.

Scale/Height of the building – The developer lowered the height of the building by 1 floor from the early concept drawings, going from 7 stories to the proposed 6 stories with tapered height approaching the residential areas in the rear of the site. This change reduced the mass of the building and complies with the zone transition setback requirements.

Rear landscaping – The applicant is proposing shade and ornamental trees along the base of the building on the rear side of the property to provide a visual buffer for the adjacent residential townhomes. When fully matured, the landscaping is intended to soften the visual appearance of the commercial use from the residential homes.

Odors from the site – Concerns have been raised about potential odors from the ground-floor restaurant and the trash loading area drifting into nearby residential properties. Staff has added a specific condition to the DSUP requiring exhaust vents for the restaurant to be located on the

roof of the 6-story building so the air is released away from the residential uses on Harvard Street. Additionally, the applicant is proposing a fully-sealed trash compactor which limits the potential for odors. Staff has added a specific condition as part of the DSUP to implement this odor control element.

Traffic calming – The applicant is proposing traffic calming bulb-outs on Harvard Street just north of the alley to help mitigate traffic flowing on Harvard Street and to help physically delineate the residential portion of Harvard Street from the commercial portion near King Street.

Traffic signage – The residents on Harvard Street expressed concerns about potential cut-through traffic in the rear alley as a result of converting a portion of Harvard Street to a two-way road. The applicant has worked with staff to propose a series of traffic signage that will be installed at the entrance and exit of the alley. The exact location and content of the signs will be finalized during the Final Site Plan review process, but some options on the table include “no through traffic” at the alley entrance on Cameron Street, and a no-left turn sign at the alley exit on Harvard Street.

Screening – There is one townhouse directly adjacent to the rear of the proposed hotel. The applicant has reached out to the owners of this property and will be working directly with them to develop an amenable screening strategy.

VI. CONCLUSION

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

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

VII. GRAPHICS

Perspective looking west on King Street



DSUP2016-0024
SUP2017-0047
TMP SUP2017-0051
1611, 1617, 1619 and 1711 King Street
100 Harvard Street
King Street Hotel

Perspective looking east on King Street



DSUP2016-0024
SUP2017-0047
TMP SUP2017-0051
1611, 1617, 1619 and 1711 King Street
100 Harvard Street
King Street Hotel

Perspective looking south on Harvard Street



DSUP2016-0024
SUP2017-0047
TMP SUP2017-0051
1611, 1617, 1619 and 1711 King Street
100 Harvard Street
King Street Hotel

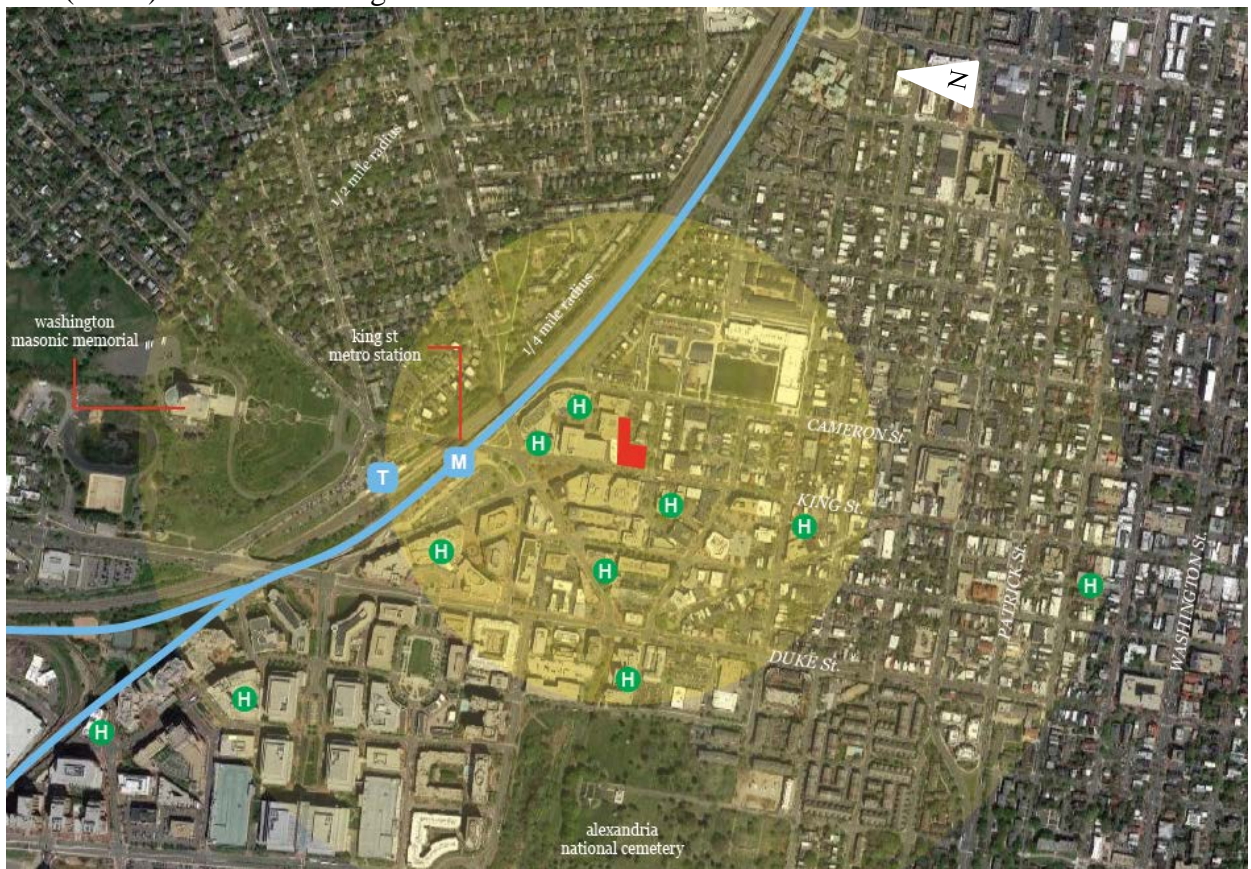
Perspective from rear alley



Rear Elevation



Site (in red) with surrounding context



VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated April 7, 2017 and April 19, 2017 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.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
 - d. All brick sidewalks installed on King Street and Harvard Street 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 separate curb ramps at the northwest leg of King and Harvard streets (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES. Curb ramps should be designed to orient pedestrians in the direction of the crossing.
 - h. Relocate any utilities impacting the angle of crossing at this direction, including, but not limited to, the site's existing traffic mast arm.
 - i. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - j. 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.
 - k. Install pedestrian countdown signals for the Harvard Street crossing and pedestrian activated push-buttons in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).

1. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.
*** (P&Z)(T&ES)

B. PUBLIC ART:

3. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA)(P&Z)
 - a. The next submission shall identify the location, type and goals for public art. Prior to release of the Final Site Plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule and maintenance plan for the art installation. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA)(P&Z) *, ***
 - b. The in-lieu contribution shall be provided prior to the issuance of the first Certificate of Occupancy. (RP&CA)(P&Z) ***

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. (P&Z)
5. Provide a site irrigation plan installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
- a. Provide an exhibit that demonstrates a fully automatic drip irrigation system is provided for all landscaped areas of the site.
 - b. Install all lines such that they are covered with mulch and not visible.
 - c. Install all lines beneath paved surfaces as sleeved connections. (P&Z)
6. Develop a palette of site furnishings in consultation with staff as applicable.
- 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 may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z)(T&ES)
7. Provide material, finishes, and architectural details for all retaining 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)

D. BUILDING:

8. The building design, including the quality of materials, final detailing, and color palette shall be consistent with the elevations dated April 7, 2017 and April 19, 2017. (P&Z)

9. Coordinate with staff during the final site plan review to refine the color palette along the King Street façade to differentiate the office and hotel portions of the building to the satisfaction of the Director of P&Z. (P&Z)*
10. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopies, 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 ¼ inch = 1 foot (¼" = 1'). (P&Z)
11. Building materials finishes and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the preliminary plan. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy or as determined by the Director of Planning and Zoning. *** (P&Z)
12. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***

- c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two (2) years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
 - f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(T&ES)
13. 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)
14. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
15. 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)
16. 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 inches in height along open sides of the stairways and landings which are located 30 inches above the floor or grade below. The width between the balusters shall be no wider than 4 inches and the handrails are to be a minimum of 34 inches and a maximum of 38 inches. (Police)
17. 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. RETAIL USES:

18. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
 - a. All retail entrances along King Street shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - b. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
19. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one (1) 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)

F. SIGNAGE:

20. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, and way-finding graphics, as applicable. The plan shall be included as part of the Final Site Plan 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.*
 - a. Signs shall employ variety and creativity in their designs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. (P&Z)(T&ES)
21. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)

22. Install traffic control signage in the alley. Coordinate with staff during the Final Site Plan process to determine the content and location of the signage. (P&Z)(T&ES)*
23. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance 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 temporary sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

G. HOUSING:

24. A voluntary contribution of \$110,542 to the Housing Trust Fund would be consistent with the conclusions of the Developer's Housing Contribution Work Group accepted by The Alexandria City Council in December 2013. (Housing)***

H. PARKING:

25. Provide 14 bicycle parking space(s) 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. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO.
 - a. 8 class two or three spaces (one rack per fifteen rooms)
 - b. 6 class two or three spaces (six visitor racks req. for a hotel > 75 rooms)*** (T&ES)
26. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
 - a. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, or emergency vehicle easements. (P&Z)(T&ES)(Code Administration)
27. Locate a minimum of 58 parking spaces in the underground valet-operated garage. (P&Z)(T&ES)
28. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and shall be updated with specific valet information prior to the initial certificate of occupancy. The Parking Management Plan shall at a minimum include the following:
 - a. General project information/summary and development point of contact.

- b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
 - c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - d. Information about how valet operations will function, including any necessary reordering of vehicles, shifting of vehicles, etc. to accommodate vehicles in the event that garage capacity is met.
 - e. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
 - f. A description of and plan showing access control equipment and locations.
 - g. An explanation of how cyclists will access the bicycle storage in the garage.
 - h. Information on proposed staffing needs for peak, non-peak and overnight hours for valet operators.
 - i. Information about valet operations, including drop-off/pick-up location, management, hours, etc.
 - j. How rates will be determined and details of validation program if proposed.
 - k. Plans/agreements for off-site parking to account for any capacity issues related to the valet. All overflow parking agreements shall be formalized.* (P&Z)(T&ES)
29. The valet parking shall be reviewed within six months of operation by the Directors of P&Z and T&ES to determine 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 this approval. As part of the initial or subsequent reviews under this paragraph, the Directors may require the operator to adjust the features of the program.
- a. In the event the initial six month or subsequent annual reviews demonstrate the need for additional parking, the applicant shall obtain administrative approval for off-site valet parking and secure an agreement(s) with nearby off-site garages to accommodate overflow vehicles to the satisfaction of the Directors of P&Z and T&ES.
 - b. No surcharge or additional fee beyond the customary valet parking fee shall be charged to commercial patrons or hotel guests if vehicles must be parked at an off-site valet location. (P&Z)(T&ES)
30. The valet operator shall provide sufficient staff and resources to operate the valet service safely and effectively. Double-parking, staging within the right-of-way, and storage of vehicles in locations other than designated facilities shall be considered indicators of inadequate staff to meet vehicle volumes. If any of the above conditions are observed, the

Directors of P&Z and T&ES shall require additional staffing and/or resources necessary to comply with this condition. (P&Z)(T&ES)

31. The valet parking operator shall record the number of vehicles entering and exiting using the valet per day, keep an ongoing electronic log in a tabular format to show daily drive-in rates, and make the log available to the City upon request to provide data for City parking studies. After the first six-months, the log will be requested for review each July 1 and shall cover a period of no less than one calendar year. (P&Z)(T&ES)
32. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan, including the preferred location for the valet zone. . (P&Z)(T&ES)
33. The applicant may make—at minimum—one row of the surface tandem office spaces available for shared-parking with other uses proximate to the site, including the site's restaurant during non-peak hours, subject to approval from the office's property manager and the Director of T&ES or her/his designee. (T&ES)
34. Employees shall be prohibited from parking on the street. (T&ES)

I. TRANSPORTATION MANAGEMENT PLAN:

35. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement Transportation Demand Management (TDM) strategies to discourage single occupancy vehicle (SOV) travel and encourage residents and employees to take public transportation, walk, bike or share a ride. (T&ES)
36. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to inform residents and tenants about benefits and alternatives to SOV travel. *** (T&ES)
37. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development shall be

\$84.076 per residential unit, \$0.210 per square foot of retail space, \$0.263 per square foot of commercial space, \$42.038 per hotel room and \$0.105 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES)

38. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)
39. 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)

J. SITE PLAN:

40. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
41. Submit the plat of consolidation and all applicable easements and/or dedications prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan.* (P&Z)(T&ES)
42. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)(T&ES)
43. 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)(BAR)
44. 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/or 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. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. All proposed street light fixtures in the City right of way shall be approved GadsbyLED light fixtures.
 - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - f. 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.
 - g. 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.
 - h. If site lights are included in the photometric plan to comply with City's lighting standards then these lights shall be put on photovoltaic switches; however, it must be avoided as much as possible to include site lights in the photometric plan.
 - i. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.

- k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - m. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - n. The lighting for the underground parking garage shall be an average of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - o. Light fixtures for the underground parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW/alley.
 - p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)
45. Provide a room numbering plan for each floor of the building 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 rooms use if known. (P&Z)
46. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
47. Provide a georeferenced CAD file in .dwg format [insert elements needed] of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all [elements/layers] are correctly located and will connect.* (P&Z)(DPI)
48. 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. (P&Z)

K. CONSTRUCTION MANAGEMENT:

49. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.* (T&ES)
50. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
 - a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting are needed for safety during the construction on the site and how it is to be installed.
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
 - e. Include references to appropriate details and standards to be used in the development of Maintenance of Traffic Plans (MOTs) that will be required for right of way permits, to include references for proposed controls for traffic movement, lane closures, construction entrances and storage of materials:

Copies of the MOT(s) approved for the right of way permits shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
51. 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 off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
52. 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. The maintenance of pedestrian access shall be included in the Construction Management Plan and will be approved by T&ES. (T&ES)
53. Any bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility cannot be maintained on the street adjacent to the site, a detour for bicyclists shall be established and maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
54. No major construction staging shall be allowed within the public right-of-way on King Street or Harvard 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)
55. 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)
56. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
57. 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. Adjoining property owners, civic associations, and the Departments of P&Z and T&ES shall be notified at least 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)

58. 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)
59. 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)
60. 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)
61. 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)
62. 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 submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
63. 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)
64. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

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

L. WASTEWATER / SANITARY SEWERS:

66. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)
67. If a commercial kitchen is constructed then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.* (T&ES)
68. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site 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)

M. SOLID WASTE:

69. A fully-sealed trash compactor is required for trash containment within the designated trash/loading area in the rear of the building. (P&Z)(T&ES)

N. STREETS / TRAFFIC:

70. The applicant shall install a decorative paving treatment in the alley from Harvard Street to the garage entrance to the satisfaction of Planning & Zoning and Transportation & Environmental Services. Any bricks installed in the alley shall be placed on asphalt pursuant to the City's standards and shall meet the requirements of ASTM C1272 for heavy vehicular traffic. Any other paving treatment shall meet appropriate requirements for heavy vehicular traffic. Shop drawings of the decorative paving treatment shall be submitted to the City of Alexandria for approval. (T&ES)(P&Z)
71. The largest vehicle permitted to service the site shall be SU-30. (T&ES)

72. The full extent of the alley from Harvard Street to the garage entrance, including the public right-of-way portion shall be maintained by the owners of the site to the satisfaction of the Director of Transportation and Environmental Services. A maintenance agreement shall be approved and recorded prior to release of the Site Plan* (T&ES)
73. Preferably a separation of 150', with a minimum of 100' between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)
74. 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)
75. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
76. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
77. 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)
78. For slopes 10 percent and greater on the parking ramp to garage entrance, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
79. Furnish and install two 2 inch conduits with pull wires from the new controller box to junction box at the northwest corner of King Street and Harvard Street. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)
80. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)

O. UTILITIES:

- 81. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
- 82. No transformer and switch gears shall be located in the public right of way. (T&ES)

P. SOILS:

- 83. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

Q. WATERSHED, WETLANDS, & RPAs:

- 84. The project site lies within the Braddock Road West (Timber Branch) Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
- 85. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

R. STORMWATER MANAGEMENT:

- 86. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
- 87. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed

Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group “D” in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)

88. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. ***** (T&ES)
89. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum 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)
90. The Developer shall furnish the owners with 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. (T&ES)
91. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years and develop an Owner’s Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ***** (T&ES)

92. 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)
93. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

S. CONTAMINATED LAND:

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

- e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
96. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES)
97. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. [The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (Include if applicable.)](T&ES)
- T. NOISE:**
98. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
99. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
100. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

U. AIR POLLUTION:

101. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
102. Exhaust vents from the restaurant shall be located on roof of the 6th floor of the building. (P&Z) (T&ES)
103. 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)

V. CONTRIBUTIONS:

104. Provide a fee in lieu to the City's Landscape Fund to fully comply with the 25% tree crown coverage not met on-site as required by the Zoning Ordinance. The fee shall equal the cost and quantity of trees in the City Landscape Guidelines including labor and installation associated costs not to exceed \$900 per tree. (P&Z)(RP&CA)*
105. In lieu of a monetary contribution of \$1.10 per net square foot of floor area toward the King Street Metro Area Improvement Fund, provide the following off-site improvements equivalent and not to exceed in value to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services prior to the issuance of the first Certificate of Occupancy . (P&Z)***
 - a. Provide brick sidewalks on the western side of Harvard Street from the intersection with King Street to the northern curb of the alley.
 - b. Provide traffic calming curb extensions with landscaping on both sides of Harvard Street north of the alley to delineate the commercial portion of Harvard Street from the residential portion.
 - c. Other streetscape enhancements to King Street as determined during the Final Site Plan process.
106. Contribute \$30,000 to the City prior to Final Site Plan release to support the City's coordinated bike share initiative operating within the vicinity of the project. (T&ES)

W. ARCHAEOLOGY:

107. Hire an archaeological consultant to conduct the archaeological investigations. Complete an Archaeological Evaluation and 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, shall be implemented. The

Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to submission of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist. (Archaeology)

108. 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)
109. Call Alexandria Archaeology (703/746-4399) two (2) 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)
110. 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. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
111. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
112. The final certificate of occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.*** (Archaeology)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

- F - 1 Revise plan with correct flood zone. The site is not in Zone AE. It is in Zone X and is subject to inundation by the 0.2% annual chance flood (500-yr, not 50-yr). (T&ES-SWM)
- F - 2 The project must demonstrate compliance with the Alexandria water quality volume default (WQVD) requirements by providing ½” capture over all impervious areas. Treatment on current plan must be updated to maximize treatment capacity. (T&ES-SWM)
- F - 3 Provide turning movement for reserved employee parking spaces in the garages if the employees have to do the self-parking. (T&ES)
- 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/or 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 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

- F - 12 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 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 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)
- F - 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 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 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)

- Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 18 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 19 A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)
- F - 20 The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F - 21 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

- Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 3 If the City of Alexandria receives complaints on lighting levels after the commissioning of the lights and prior to the release of the performance bond then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with Section 13-1-3 of the City Code. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

- C - 7 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- 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 Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 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 are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (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 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 - 15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as a part of the Construction Management Plan. (T&ES)
- C - 16 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 - 17 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 - 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 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
- Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :
- d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
- Section 11-5-109 restricts work in the right of way for excavation to the following:
- g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 24 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 26 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)

VAWC Comments:

- F - 1 Please advise if this new building need fire service line. If yes, it shall be independent tap connection at street main.
- F - 2 Please note that there are two water main at Harvard Street (asbuilt work order & photo to be provided under separate cover). One is 6" (wo#A3370), and another 12"

(wo#A4797). The proposed 15" RCP storm pipe is apparently in conflict with existing 12" water main. Please revise design.

AlexRenew Comments:

- F-1 Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
- F-2 The applicant shall coordinate with City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity, nor exceed capacity in AlexRenew Interceptors & Trunk Sewers during wet and average flow conditions.

Fire Department

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

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 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 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 - 8 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 - 9 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

- R-1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703-746-6838
- R-2 The proposed shrubbery is to have a maximum height of 36 inches when they are fully mature.
- R-3 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- R-4 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- R-6 Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- R-7 The lighting for the surface lot and all common areas is to be a minimum of 2.0 foot candles minimum maintained
- R-8 For the safety of the persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained.
- R-9 For the safety of the persons using the proposed garage, the walls and ceiling in the garage are to be painted white...or light colored concrete to reflect light

- R-10 The underground garage elevator vestibules should be constructed of transparent/glass panels to allow all around surveillance and provide clear sightlines.
- R-11 It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access.
- R-12 It is recommended that the vehicular entrance to the garage be secured by a coiling gate.
- R-13 Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure.
- R-14 The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building. (at least 3 inches high and reflective at night). 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-15 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.

Archaeology

- F - 1 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C - 10 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

IX. STAFF RECOMMENDATIONS SUP2017-0047:

1. The maximum number of seats at the restaurant shall be 95 seats. The total number of indoor seats shall not exceed 80. A maximum of fifteen (15) outdoor seats are permitted along King Street. (P&Z)
2. The applicant shall post the hours of operation at the entrance of the business. (P&Z)
3. The hours of operation for the restaurant shall be limited to between 6:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday. The hours of operation for the outdoor seats shall be limited to between 7am and 11:00pm, 7 days a week. The outdoor dining area shall be closed and cleared of all customers by 11:00pm. The outdoor seating area shall not include advertising signage. (P&Z)
4. No live entertainment shall be permitted in the outdoor dining area. (P&Z)(T&ES)
5. No off-premises customer delivery service shall be available from the restaurant. (P&Z)
6. On-premises alcohol sales may be offered at the restaurant. (P&Z)
7. Kitchen equipment, including floor mats, shall not be cleaned outside, nor shall any cooking residue or wash water be washed into the streets, alleys or storm sewers. (T&ES)
8. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)
9. All waste products including but not limited to organic compounds (solvents and cleaners) shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)
10. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
11. 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. (P&Z)

12. The use must comply with the city's noise ordinance. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)
13. Exterior power washing of the building shall not be completed using any kind of detergents. (T&ES)
14. Chemicals, detergents or cleaners stored outside the building shall be kept in an enclosure with a roof. (T&ES)
15. If used cooking oil is stored outside, the lid of the used cooking oil drum shall be kept securely closed (using a bung) when not receiving used oil. The drum shall be placed on secondary containment and situated under cover to prevent rainwater from falling on it. (T&ES)
16. Trash and garbage shall be stored inside or in sealed containers that do not allow odors to escape, invasion by animals, or leaking. No trash or debris shall be allowed to accumulate outside of those containers. Outdoor containers shall be maintained to the satisfaction of the Directors of P&Z and T&ES, including replacing damaged lids and repairing/replacing damaged dumpsters. (P&Z) (T&ES)
17. The applicant shall require its employees who drive to use off-street parking. (T&ES)
18. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
19. The applicant shall direct patrons to the availability of parking at nearby public garages 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 (Old Town Area Parking Study). (T&ES)
20. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)
21. The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on the restaurant's website. (T&ES)
22. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more

often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)

23. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one (1) 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)

City Code Requirements:

1. The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99). In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of SUP approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)
2. The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
3. Section 5-1-42- Collection by Private collectors. (c) Time of collection. Solid waste shall be collected from all premises not serviced by the city at least once each week. No collections may be made between the hours of 11:00 p.m. and 7:00 a.m. (6:00 a.m. from May 1, through September 30) if the collection area is less than 500 feet from a residential area. (T&ES)



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2016-0024

Project Name: King Street Hotel

PROPERTY LOCATION: 1611, 1617, 1619 and 1711 King Street and 100 Harvard Street

TAX MAP REFERENCE: 063.04-06-16, 063.04-06-14, 063.04-06-15, **ZONE:** K-R
063.04-06-13, 063.04-06-16

APPLICANT:

Name: MHF King Street V LLC

Address: 300 Centerville Rd., Suite 300 East, Warwick, RI 02886

PROPERTY OWNER:

Name: E&A Group LLC / Naval Reserve Association Inc. NKA Association of the United States Navy

Address: 1711 King Street / 1619 King Street, Alexandria VA 22314

SUMMARY OF PROPOSAL Development of a 124 room hotel, restaurant and office space with one level of below grade and valet operated parking.

MODIFICATIONS REQUESTED Parking reduction, hotel lobby and building extending more than 30 feet along King Street on ground floor, loading space reduction, vision clearance requirement modification

SUP's REQUESTED See attached.

☒ **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.

Jonathan P. Rak, Agent

Print Name of Applicant or Agent

1750 Tysons Blvd. Suite 1800

Mailing/Street Address

Tysons, VA 22102

City and State Zip Code

Signature

703-712-5411

Telephone #

703-850-1987

Fax #

jrak@m McGuirewoods.com

Email address

January 10, 2017

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: _____

Special Use Permits
King Street Hotel

1. Special Use Permit for Restaurant use in KR zone
2. Special Use Permit for Hotel use in the KR zone on the ground and upper floors
3. Special Use Permit for hotel lobby and building extending for more than 30 feet along King Street on the ground floor
4. Special Use Permit for a parking reduction (hotel and office)
5. Administrative Special Use Permit for valet parking
6. Modification for a loading space reduction
7. Modification from vision clearance requirements

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

MHF King Street V LLC is 100% owned by Magna Hotel Fund V L.P.

Magna Hotel Fund V L.P.

300 Centerville Rd., Suite 300 East

Warwick, RI 02886

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 three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

| Name | Address | Percent of Ownership |
|---------------------|---------|----------------------|
| 1. 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 _____(address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

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

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

| Name of person or entity | Relationship as defined by Section 11-350 of the Zoning Ordinance | Member of the Approving Body (i.e. City Council, Planning Commission, etc.) |
|--------------------------|---|---|
| 1. See attached. | | |
| 2. | | |
| 3. | | |

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

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

01/10/2017

Date

Jonathan P. Rak, agent

Printed Name


Signature

Ownership and Disclosure Statement

Applicant: MHF King Street V LLC
300 Centerville Rd., Suite 300
East Warwick, RI 02886

100% owned by: Magna Hotel Fund V L.P.
300 Centerville Rd., Suite 300
East Warwick, RI 02886

Property:

| | | |
|--|---|---|
| Contract Purchaser | MHF King Street V LLC 300 Centerville Rd., Suite 300 East Warwick, RI 02886 | |
| Parcel: 063.04-06-16 (1711 King Street) | E&A Group LLC 1711 King Street Alexandria VA 22314 | 100% Owner 100% owned by Thomas Castro |
| Parcel: 063.04-06-15 (1617 King Street) Parcel: 063.04-06-14 (1611 King Street) Parcel: 063-04-06-13 (100 Harvard Street) | Naval Reserve Association Inc NKA Association of the United States Navy 1619 King Street Alexandria VA 22314 | 100% Owner |

Business / Financial Relationships: None

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

See attached.

Narrative Description King Street Hotel

The Applicant proposes to redevelop the property with a mixed use building consisting of a hotel, restaurant and office space with one level of underground parking and surface parking. Parcel 063.04-06-16 at 1711 King Street currently consists of an office building owned by E&A Group LLC. The Applicant has entered into an agreement with this owner to fully replace the office space and associated parking within the new development for E&A Group's use as a tenant.

The development will be approximately 47,298 square feet of gross floor area and consist of 1) a hotel with approximately 34,402 square feet and 124 rooms, 2) a restaurant with approximately 2,422 square feet and 3) an office with approximately 10,474 square feet. This hotel shall be boutique in nature and as such is meant to have a local feel with a local / neighborhood centric restaurant. Further, the hotel will not include conference and banquet spaces which, as compared to full service hotels, will reduce the negative impact on surrounding neighbors, such as trash and delivery frequencies.

As part of this application, the Applicant seeks the following approvals: 1) Development Special Use Permit, 2) Restaurant SUP, 3) SUP for hotel use on the ground and upper floors, 4) SUP for hotel lobby and building extending more than 30 feet along King Street on the ground floor, 5) SUP for a parking reduction 6) administrative SUP for valet parking, 7) modification for loading space reduction and 8) modification from vision clearance requirements.

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

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

Typical for a mixed use development of this kind.

Specific restaurant hours to be determined.

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

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

Typical for a mixed use development of this kind.

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

| Day | Hours | Day | Hours |
|-----|-------|-----|-------|
| TBD | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

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

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

Typical for mixed use development.

B. How will the noise from patrons be controlled?

Applicant does not anticipate that noise control will be necessary for this development.

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

There are no potential odors anticipated by the use of the site.

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 each use in the development.

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

Typical for each use in the development.

C. How often will trash be collected?

Typical for each use in the development.

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

Applicant does not anticipate littering caused by uses of the property.

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:

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

☐ Yes. ☒ No.

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

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

Applicant will provide methods of safety typical for a mixed use development of this kind.

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.

Please refer to Applicant's restaurant SUP application for more information.

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?

106.6; please refer to applicant's parking reduction application for more information

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

22 Standard spaces

60 Compact spaces

4 Handicapped accessible spaces

30 Other (Tandem spaces / included in standard and compact counts)

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

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

N/A

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 3

- B. How many loading spaces are available for the use? 2

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

On site.

- D. During what hours of the day do you expect loading/unloading operations to occur?
Typical for a boutique hotel and hotel-serving restaurant.

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

Typical for a boutique hotel and hotel-serving restaurant.

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

Applicant proposes improvements to widen Harvard Street to two-way operation from King Street to alley off Harvard between Cameron and King Street.



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)

The proposed application would require 107 spaces total for the hotel and office use.

The site can only accommodate 86 spaces of which 24 will be designated for office use and the remaining 60 for the hotel use. The surface parking will consist of 20 tandem spaces and one handicapped space. The below grade parking will consist of 10 tandem spaces, 52 spaces and three handicapped spaces.

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

The development will provide 24 office parking spaces which exceeds the 20 required by the ordinance. A reduction for office parking is needed because 10 of these spaces are tandem parking spaces which is a replacement of the existing operation on site. Thus, the tandem spaces require a parking reduction of six (6) spaces.

The required hotel parking is 0.7 per guest room. Applicant is requesting a reduction to 0.5 which is consistent with 1) other hotels in the area and 2) its proximity to the metro. Further, the hotel parking will be 100% valet operated.

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

Site constraints prevent the applicant from providing additional spaces.

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.

Please refer to the applicant's traffic impact study included in the DSUP materials.

SUP # 2016-0024

Admin Use Permit # _____



SUPPLEMENTAL APPLICATION

RESTAURANT

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

1. How many seats are proposed?

Indoors: 80* Outdoors: 15* Total number proposed: 95*

*These are approximations as the restaurant layout is still being designed. However, this is representative of the intended general size of the restaurant.

2. Will the restaurant offer any of the following?

| | | |
|---|---|--|
| Alcoholic beverages (SUP only) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Beer and wine — on-premises | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Beer and wine — off-premises | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

3. Please describe the type of food that will be served:

The type of food will be finalized once the applicant has identified a restaurant tenant.

4. The restaurant will offer the following service (check items that apply):

☒ table service ☒ bar ☒ carry-out ☒ delivery

Carry-out and delivery TBD.

5. If delivery service is proposed, how many vehicles do you anticipate? To be determined

Will delivery drivers use their own vehicles? ☐ Yes ☐ No ☒ To be determined.

Where will delivery vehicles be parked when not in use?

To be determined.

6. Will the restaurant offer any entertainment (i.e. live entertainment, large screen television, video games)?

☐ Yes ☐ No ☐ To be determined.

If yes, please describe:

To be determined.

OLD TOWN RESTAURANT POLICY

Changes to Old Town Small Area Plan Chapter of the Master Plan Adopted by City Council on November 13, 1993

On November 13, 1993, the City Council adopted Resolution No. 1672, which outlines new policy and criteria used in applying the revised Old Town Restaurant Policy. Individuals who apply for a special use permit to operate a restaurant in Old Town must address in their entirety five criteria in order to be considered for a special use permit. An application will not be formally accepted for processing until this questionnaire is completed.

GOALS OF THE OLD TOWN RESTAURANT POLICY

1. To lessen the on-street parking impact of restaurants in Old Town and adjacent areas;
2. To prevent rowdiness and vandalism from patrons leaving restaurants, particularly in the late evening; and
3. To control the spread of litter in Old Town.

POLICIES TO ATTAIN THE GOALS OF THE OLD TOWN RESTAURANT POLICY

City Council shall not approve a request for special use permit for any new restaurant, carry-out or fast food establishment or an expansion of an existing restaurant, carry-out or fast food establishment, unless it finds that the request does not significantly impact nearby residential neighborhoods. City Council shall consider the cumulative impact of the proposal and the number of already established restaurants, carry-outs, fast food establishments and the number of food service seats, bar seats and standing service areas in the immediate area. In the case of an expansion or other intensification, the entire operation of the establishment may be taken into account in determining its impact upon the nearby residential neighborhoods. In making that determination, City Council shall consider the following factors:

- The availability of off-street parking.
- The predicted impact of the restaurant on parking supply in the adjacent neighborhood.
- The extent to which the restaurant is open in the late night hours.
- The extent to which alcohol (such as spirits, mixed drinks, wine, and beer) consumption will predominate over food consumption, including consideration of the number of bar seats, if any, and the standing areas in the vicinity of bars.
- The predicted extent of litter generated in nearby neighborhoods.

CRITERIA TO BE USED TO EVALUATE NEW OR EXPANDED RESTAURANTS

Parking Management Plan. The applicant must submit a parking management plan (PMP), which specifically addresses the following issues:

- The parking demand generated by the proposed restaurant.
- The availability of off-street parking for patrons. For the purpose of this policy, availability shall be measured in terms of the number of vacant off-street parking spaces within 500 feet from the entrance to the restaurant.
- How employees who drive will be accommodated off the street at least in the evenings and on weekends.
- The predicted impact of the restaurant on the parking supply at the evening, weekend, and daytime peaks.
- A proposal to reduce the impact of parking created by the restaurant on nearby areas. Acceptable alternatives for reducing parking impacts include, but are not limited to, the following: validated parking or valet parking for patrons, and off-street parking or transit subsidies for employees.

Parking impacts. Please answer the following:

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

*Per Section 8-400(B)(8) no additional parking is required for the restaurant as its an ancillary use to the hotel and less than 10,000 square feet.

[x] See traffic study

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

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

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

| | |
|-----|---------------------------------------|
| TBD | Maximum number of patron dining seats |
| + | Maximum number of patron bar seats |
| + | Maximum number of standing patrons |
| = | Maximum number of patrons |
2. TBD Maximum number of employees by hour at any one time
3. Hours of operation. Closing time means when the restaurant is empty of patrons. (check one)
 - ☐ Closing by 8:00 PM
 - ☐ Closing after 8:00 PM but by 10:00 PM
 - ☒ Closing after 10:00 PM but by Midnight
 - ☐ Closing after Midnight
4. Alcohol Consumption (check one)
 - ☐ High ratio of alcohol to food
 - ☒ Balance between alcohol and food
 - ☐ Low ratio of alcohol to food



APPLICATION

SPECIAL USE PERMIT

SPECIAL USE PERMIT # SUP2017-0051

PROPERTY LOCATION: 1611, 1617, 1619 and 1711 King Street and 100 Harvard Street

TAX MAP REFERENCE: 063.04-06-13, 14, 15, 16

ZONE: KR

APPLICANT:

Name: MHF King Street V LLC

Address: 300 Centerville Road, Suite 300 East, Warwick, RI 02886

PROPOSED USE: Special Use Permit for Transportation Management Plan

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

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

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

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

Jonathan P. Rak, Agent

Print Name of Applicant or Agent

McGuireWoods LLP, 1750 Tysons Blvd., Suite 1800
Mailing/Street Address

Tysons, VA

City and State

22102

Zip Code



Signature

4/21/17
Date

703-712-5411

Telephone #

703-712-5231

Fax #

jrak@mcguirewoods.com

Email address

ACTION-PLANNING COMMISSION: _____

DATE: _____

ACTION-CITY COUNCIL: _____

DATE: _____

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

See accompanying DSUP Application

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. See accompanying DSUP Application

☐ 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 three percent.

MHF King Street V LLC is 100% owned by Magna Hotel Fund V L.P.

Magna Hotel Fund V L.P.

300 Centerville Road, Suite 300 East

Warwick, RI 02886

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

| Name | Address | Percent of Ownership |
|---------------------|---------|----------------------|
| 1. 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 _____ (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

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

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

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


| Name of person or entity | Relationship as defined by Section 11-350 of the Zoning Ordinance | Member of the Approving Body (i.e. City Council, Planning Commission, etc.) |
|--------------------------|---|---|
| 1. See attached. | | |
| 2. | | |
| 3. | | |

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

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

4/21/2017
Date

Jonathan P. Rak, Agent
Printed Name


Signature

Owner and Disclosure Statement

Applicant: MHF King Street V LLC
300 Centerville Road, Suite 300 East
Warwick, RI 02886

100% owned by: Magna Hotel Fund V L.P.
300 Centerville Road, Suite 300 East
Warwick, RI 02886

Property:

Contract Purchaser MHF King Street V LLC
300 Centerville Road, Suite 300 East
Warwick, RI 02886

Parcel: 063.04-06-16
(1711 King Street) E&A Group LLC
1711 King Street
Alexandria, VA 22314

100% Owner
100% Owned by Thomas Castro

Parcel: 063.04-06-15
(1617, 1619 King Street) Naval Reserve Association Inc. NKA
Association of the United States Navy
Parcel: 063.04-06-14
(1611 King Street) 1619 King Street
Alexandria, VA 22314
Parcel: 063.04-06-13
(100 Harvard Street)

100% Owner

SUP # _____

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.)

See accompanying DSUP Application

USE CHARACTERISTICS**4.** The proposed special use permit request is for (*check one*):

- ☐ 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: TMP SUP

5. Please describe the capacity of the proposed use:**A.** How many patrons, clients, pupils and other such users do you expect?

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

See accompanying DSUP Application**B.** How many employees, staff and other personnel do you expect?

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

See accompanying DSUP Application**6.** Please describe the proposed hours and days of operation of the proposed use:

Day:

See accompanying DSUP Application

Hours:

7. Please describe any potential noise emanating from the proposed use.**A.** Describe the noise levels anticipated from all mechanical equipment and patrons.See accompanying DSUP Application**B.** How will the noise be controlled?See accompanying DSUP Application

SUP # _____

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

See accompanying DSUP Application

- 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)

See accompanying DSUP Application

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

See accompanying DSUP Application

- C. How often will trash be collected?

See accompanying DSUP Application

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

See accompanying DSUP Application

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

[] Yes.

[✓] No.

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

- 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:

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

See accompanying DSUP Application

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.

See accompanying DSUP Application

PARKING AND ACCESS REQUIREMENTS

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

See accompanying DSUP Application

_____ Standard spaces
 _____ Compact spaces
 _____ Handicapped accessible spaces.
 _____ Other.

Planning and Zoning Staff Only

Required number of spaces for use per Zoning Ordinance Section 8-200A _____

Does the application meet the requirement?

☐ Yes ☐ 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?

See accompanying DSUP Application

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.

See accompanying DSUP Application

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

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

See accompanying DSUP Application

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

Planning and Zoning Staff Only

Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____

Does the application meet the requirement?

☐ Yes ☐ No

SUP # _____

- B. Where are off-street loading facilities located? See accompanying DSUP Application
- _____
- C. During what hours of the day do you expect loading/unloading operations to occur?
See accompanying DSUP Application
- _____
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
See accompanying DSUP Application
- _____
- 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?
See accompanying DSUP Application
- _____

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? See accompanying DSUP Application
- _____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)
- 19.** The proposed use is located in: (*check one*) See accompanying DSUP Application
- ☐ a stand alone building
- ☐ a house located in a residential zone
- ☐ a warehouse
- ☐ a shopping center. Please provide name of the center: _____
- ☐ an office building. Please provide name of the building: _____
- ☐ other. Please describe: _____

End of Application

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 28, 2017

TO: CHAIRWOMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL W. MORITZ, DIRECTOR, PLANNING AND ZONING

SUBJECT: MAY 2ND PLANNING COMMISSION DOCKET ITEM #14 KING STREET
HOTEL - EXISTING BUILDING ON KING STREET HOTEL SITE

Community concerns have been raised about the historic status of the building at 1617 King Street that is proposed to be removed as part of the redevelopment of the site for the King Street hotel. This memorandum is intended to provide background information on the history of the building and how it has evolved over time.

The building at 1617 King Street was built sometime between 1921 and 1931 according to Sanborn maps (Figure 1). The building appears to have been built and used as a store with either office or residential space on the upper floors.

In 1983, a building permit was issued to gut the interior of the building as well as to significantly alter the exterior. The entire front façade was removed, including the brick, and rebuilt with a new window and storefront configuration (Figure 3, Figure 4). Other changes included two small additions that filled in two indented areas on the east and west facades (Figure 2).

Though it is a decent looking building, it has lost much of its original fabric which would make it a challenge to designate as an individually listed historic property. Historic Preservation staff has reviewed these issues as well and concur that the building has lost much of its integrity.

It should also be noted that the building is not located within either of the two local Alexandria historic districts nor is it within the boundaries of a National Register Historic district. Furthermore, the building is not old enough to be listed on the City's 100 year old building list. Thus, without one of these designations, staff does not have the authority to prevent the demolition of this building.

Figure 1: 1931 Sanborn Map

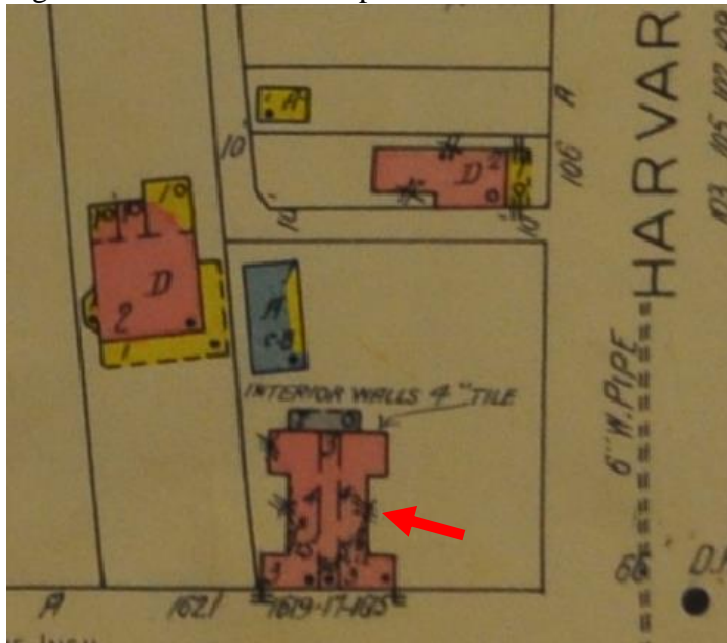


Figure 2: Alterations/additions to the building footprint



Figure 3: Before renovation (1984)

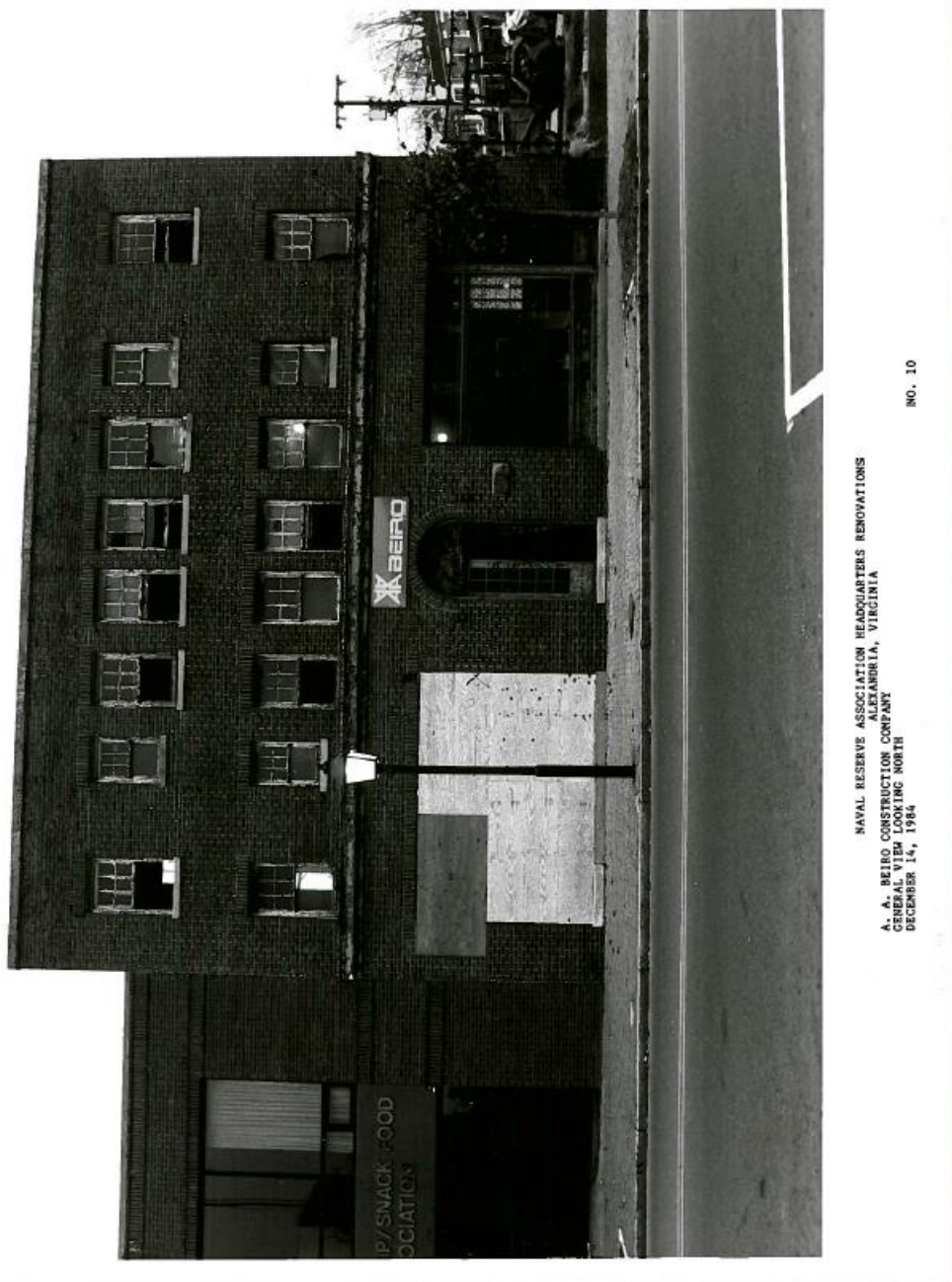


Figure 4: After renovation (1985)



NAVAL RESERVE ASSOCIATION HEADQUARTERS RENOVATIONS
A. A. BEIRO CONSTRUCTION COMPANY
ALEXANDRIA, VIRGINIA
GENERAL VIEW LOOKING NORTH
JULY 29, 1985

NOV 3 8

Statement by

James Melton, 105 Harvard St, Alexandria VA 22314

concerning

Proposed Hotel at 1611, 1617, 1619, 1711 King St and 100 Harvard St

DSUP #2016-0024

SUP #2017-0047

With regard to the proposed project, I request that the Commission not allow the following actions:

1. Destruction of the naval reserve building for the hotel (it should be classified as an historic building)
2. Conversion of part of Harvard St to a two-way street because it will cause considerable confusion and congestion in the King St/Harvard St interchange.
3. Removal of the four(4) city posted " No Parking" signs on Harvard street
4. Placement of a large sign on Harvard St prohibiting left turn into residential houses (it is not needed)
5. Elimination of the four(4) general "on-street" parking spaces and two(2) "on-street" residential parking spaces because they are vitally needed in the area of the hotel to serve other people.
6. Destruction of the four (4) mature trees along Harvard street between King St and alley because they are of historic significance

The parking studies provided in the SUP are highly flawed and as a result we recommend that approval for the SUP be postponed pending additional studies.

The on-street parking study along King St, Harvard St, and Cameron St uses some very unusual hours for the study. If you have ever walked along these streets in the morning during the weekdays, you will notice that it is rare to see even one parking space available on Harvard or Cameron. Some may be available on King because these are spaces with parking meters.

The reason for this is that workers in the area of this project park at these locations if at all possible. Especially when their employers do not provide parking. When a person is making minimum wage, spending \$10 or more per day for parking pretty much defeats the purpose of

working in an Alexandria store in the first place. Furthermore most of these stores on King St have a difficult time making ends meet so we cannot expect their employers helping much toward parking.

One also notices many out-of-state automobiles on these streets in the morning which may be hotel guests who do not want to spend \$20-\$30 for overnight parking.

Therefore, when this project eliminates several of the parking spaces along Harvard St, we should expect chaos as these parkers scurry to find other on-street parking in the area of their work or hotel putting an even greater premium on on-street parking.

The problem is that with this project as with the Hilton Garden Inn etc. the city continues to push growth while eliminating the city supplied infrastructure (e.g., parking) needed to truly support the success of these projects.

The in-house parking study talked about in the study is also flawed and also misapplied.

The summer months of June, July and August are the months with maximum hotel parking requirements in this area. And weekends during these months are the peak of the peak requirements. This is because in these months, families travel in their cars to Alexandria to stay in a hotel and see the area, not business travelers coming by plane or train. This is particularly true on weekends when people not too distant from Alexandria come in to have a good time and see the sites.

The planners must also know that the output from parking studies generally reflect the number of parking spaces required to meet the demand 95% of the time. That means 5% of the time, the number of spaces provided is not adequate. That means about 18 days a year the provided parking will be inadequate.

The problem with this is that hotels are likely to have parking inadequacies at exactly the same time (e.g., huge events and holidays packing the hotels at the same time) and we already have three hotels in this specific area whose parking is likely inadequate at the same time. Now we want to add a fourth? then a fifth? then a sixth?

We recommend that approval of this SUP be delayed until "more reasonable" off-street and on-street parking assessment and analysis is done.

Fwd: Proposed Hotel at King and Harvard Sts

Kathleen Fitzgerald <hoosierfitz@aol.com>

Sun 4/30/2017 6:03 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Sent from my iPad

Begin forwarded message:

From: Kathleen Fitzgerald <hoosierfitz@aol.com>
Date: April 30, 2017 at 5:15:07 PM EDT
To: Ryan.Price@alexandriava.gov
Subject: Proposed Hotel at King and Harvard Sts

My name is Kathleen Fitzgerald. I have lived at 107 Harvard Street since 1989. Harvard Street is a quiet little one way street one block from the King Street Metro. It is one of the most charming streets on our end of town. Now a large hotel is proposed to be constructed on a vacant lot at the corner of King and Harvard Sts . and the destruction of three small building to the west of it.

According to an article in the Alexandria Gazette dated February 24, 1920. the houses on the east side of Harvard were constructed to solve the housing problem "for those new citizens who are coming to Alexandria to work for the Navel Torpedo Station now beginning operations here,...".

It is my understanding that the 60 foot front height on King Street far exceeds the height limit of 37 feet set forth in the guideline of the King Street Retail Plan. How did that happen??

A building of that size will cast a rather large shadow over our houses especially those on the west side of the street. The buildings on the corner of Harvard and King will have three levels to reduce the overwhelming height. Houses on the alley will not see the light of day!!

Also, there will be a major traffic problem which the developers propose to solve by making Harvard Street two ways up to the entrance to the alley. This project has too many flaws which the developers want the residents to solve. It is too large. You can't fit her stepsister 's foot into Cinderella's glass slipper. The buildings going east on King should be lower not higher toward the historic district. There are more residential streets on the north side of King which need to be protected. Let's start with Harvard Street!

Parking will be a nightmare. There will be limited underground parking for \$35 per day for employees, hotel guests and restaurant customers. Guess where they will park? That's right, on Harvard Street! Residential parking will be a necessity if this behemoth is approved.

I have requested more information about the hours of the restaurant. I believe they have changed them since our last meeting in April.

May 2, 2017, Planning Commission Meeting

Naval Reserve Building, 1619 King Street

Good evening, I have come in support of preserving the Naval Reserve Association building at the corner of Harvard and King Streets.

Why do you continue to take from the historical City of Alexandria? This particular building was built in 1928, originally as an apartment building housing tenants. This building was later gutted in 1985 becoming home to the Naval Reserve Association, keeping the original bricks and mortar. Do not destroy this beautiful historical building. It is only shy of being designated as historic by 11 years. The Mayor and Council Members need to declare this and preserve the building. This city is becoming nothing but a plaque of its history. Our history is being destroyed by new development. This must stop now.

You want tourism? This building needs to be preserved, take this proposed development off the table now. This building could revert back to the apartment building it originally was or may be it could become your welcome center or a museum at this end of King Street inviting people into our wonderful "historic" city as they come from the metro and other neighborhoods. We do not need more hotels at this end of King Street we have more than enough hotels already. Please think hard, look close, see what we are saying, preserve this beautiful almost 100 year old building.

Thank you.

Bea Porter
1727 Cameron Street

Alexandria Planning Commission
Public Hearing
May 2, 2017

Subject: King Street Hotel, DSUP #2016-0024, SUP #2017-0047, TMP SUP #2017-0051

First, I want to thank the developer and City for working with neighbors on various issues. For instance, I am glad to see the traffic calming bulb-outs and traffic signage in the City report (including “no through traffic” at Cameron alley entrance and “no-left turn” at the alley exit onto Harvard).

Harvard Street neighbors in the Upper King Street Neighborhood Association (UKSNA) submitted written comments to the hotel developer and City on the King Street Hotel proposal (attached are letters dated March 21, 2016, January 8, 2017, and April 1, 2017). In those letters we expressed serious concerns about parking, loading dock space, and building height.

Thus, I encourage you to either deny, or delay for further study, the permit requests, and to reduce the height of the hotel.

A. Deny SUP for a parking space reduction.

UKSNA: We asked for a proposal that addressed the parking difficulties on Harvard (i.e., visitors, employees playing musical car spots to avoid 2 hour restriction, lack of enforcement). Instead, we lost 5 on-street parking spots (due to the 2-way street proposal), have an SUP request to reduce the hotel parking spots by 32 spots (from 87 to 55), 15 daily hotel employees with no hotel provided parking, and a fundamentally flawed parking study.

The parking study in the Staff report is flawed because it was conducted by the developer during non-peak parking hours (around 6 pm as stated by the developer at the January 30, 2017 community meeting). Non-peak (i.e., availability and turn-over of spots) parking hours are between 4-7 pm which is a transition period when employees/visitors are leaving the City and residents are returning from work. Peak hours are around 10am and 2pm.

The parking study should be redone. In addition, I would like the “residential pay-by-phone” program as part-and-parcel for approving the hotel development (see page 15 of Staff report). I would also like the hotel to provide parking garage subsidies to employees who are unable to use public transportation (i.e., may not live near a metro,

or drive in from the x-burbs). We already submitted a petition to extend the time frames for the current 2-hour parking restrictions.

B. Deny/delay the SUP for the reduction of loading space.

UKSNA: The Hilton loading bays has been discussed at every meeting as an example of the traffic problems that can occur as a result of inadequate loading bays (delivery trucks line-up/block the left hand lane of Cameron every day).

At the April 13, 2017 meeting, the developer stated that there would be “two regular size loading bays” so the Hilton problem would not occur on Harvard or the west-side alley. The SUP for a space reduction is a surprise to us.

The delivery trucks will most likely wait their turn by lining up (idling) on the 2-way portion of Harvard or in west-side alley.

C. Reduce the height of the hotel

UKSNA: We asserted that a 6-story hotel is simply too high and overwhelms the small 2-story townhomes on Harvard. Harvard is in the “Uptown Parker-Gray Historic District” which is an area on the National Register of Historic Places. Most of the homes on Harvard are registered as “contributing properties” including 106 Harvard (adjacent to the hotel).

Although an SUP is not required for the height of the hotel, I encourage the Commission to exercise its discretion to reduce the height of the building, so that it is more compatible with the scale and historic character of Harvard.

Thank you.

K. Scott Brown
111 Harvard Street
Alexandria, VA 22314

April 1, 2017

Hi Megan,

Thank you for setting up the follow-up meeting. We look forward to hearing about the operational elements of the proposed hotel.

In addition, I believe some of the points from the last meeting that we expect you to resolve/address are as follows:

1) Parking Study: The parking study conducted by the developer was flawed for several reasons (as we discussed in the meeting, e.g., the study included metered parking – which is not available to residents overnight, the study was conducted during non-peak parking hours, etc.).

- Our expectation is that the parking study would be conducted again.

2) Parking Restrictions: The parking restrictions on Harvard are currently, 2 hour parking Mon-Sat from 8:00am – 11:00pm. There are no parking restrictions on Sun. This would allow hotel customers to essentially park for free on Harvard Street overnight, versus paying \$35 for overnight parking in the hotel garage. This parking arrangement will push hotel customer parking onto Harvard in a relatively major way.

- Our expectation is that the City will investigate changing the parking restrictions to 24 hours, 7 days a week. Or change parking to residents only.
- We would like the City to provide us specifics on steps the City will take to resolve this issue (that is, not put the burden on the residents of Harvard to get this done, but rather to include parking restriction modifications as part-and-parcel for this project).

3) Employee Parking: Our understanding is that all employees (direct or contractor) will have to pay \$35/day parking.

- This parking fee structure is simply unreasonable given Harvard is a small one-way residential street with very limited parking. Our expectation is that hotel employees will be provided free parking.

4) Parking on two-way portion of Harvard: You stated that the parking spots on the west side, proposed 2-way portion, of Harvard will be lost. This statement was contrary to your statements in prior meetings and is unreasonable given the limited parking on Harvard.

- Our expectation is that this loss of spaces will somehow be mitigated through tight parking restrictions (i.e., residential parking only), designated residential parking in the hotel parking lot, etc.

5) Traffic Calming: In our prior letter, we asked whether any traffic calming could be implemented just north of the hotel alley (garage) entrance to calm traffic entering the residential portion of Harvard (and to prevent delivery trucks from making a left hand turn onto Harvard)? You provided an off-the-cuff response.

- Our expectation is that you (or the City officials present at the meeting) provide specific and workable traffic calming suggestions that the City will allow for this project. For instance, given that that parking is restricted for 5 feet on the north side of the Harvard alleyway entrances, is it possible to install bulb-outs within the 5 foot setoffs without losing parking spaces? What about also installing a speed bump in this location between the bulb-outs?

6) Traffic Control in Alley. We discussed the type of traffic control that could be implemented to prevent alley cut-through from Cameron to King? Signs seemed to top the list of possibilities.

- Our expectation is that you (or the City officials) provide specifics on the permitted signs or other traffic control suggestions that are workable and that the City will allow (and include) for this project.

7) Load Bays and Dumpsters.

(A) A community member asked about a cover for the dumpster area.

- Please address.

(B) The Hilton loading bays has been discussed at every meeting as an example of the traffic problems that can occur as a result of bays that are too small.

- We would like a straight answer from City officials on how this problem will be avoided on this hotel project.

8) Architecture. The location of the hotel is sensitive because it is literally steps from the historic district and it abuts a residential neighborhood. As such, we asked (several times) that the City Historic District officials bless the design of the hotel given the hotel's location. We appreciate the improvements you made in the design to make it more compatible with the area. However, we would still like the City architect to bless your design (and for you to make any further design refinements as suggested by the City architect).

- Al Cox, the City's Historic Preservation Manager, Architect, has been informed to expect your request that he "bless" the design as being compatible with the specific location.

Thank you, Scott.

Attention: Jonathan Rak, McGuireWoods LLP

From: Residents of the Upper King Street Neighborhood Association (UKSNA).

Subject: Comments on King Street Hotel Concept 2 Proposal

Dear Mr. Rak:

Thank you for presenting the hotel proposal at the UKSNA meeting on December 12, 2016. We still have major concerns about this proposal. As a starting point, we would like to see the developer comply with the City's recommendations and requests in the City's letter dated November 30, 2016. We would also like you to factor in our initial comments as follows.

A. Height, Size, Mass

1. At 6-stories, the building is simply too high and overwhelms the small 2-story townhomes on Harvard. Reduce the height to no more than 5 stories.
2. The number of rooms, at 124, is too dense for a hotel abutting a residential street. Reduce the number of rooms to no more than 100 which would be more in line with the Lorien and Hampton (which do not even abut residential streets).

B. Parking

1. The portion of Harvard converted to a 2-way street must have parking on both sides of the street. Please note that 3 feet of the current parking lot is on City property (see GIS parcel viewer on City's website, and plans submitted to the City for the parking lot). Please provide specifics on the street widening (parking, property lines, offsets, etc.).
2. Please explain employee (direct and contract) and general contractor parking (e.g., cost, number of spaces allocated, etc). For example, will room cleaning employees (direct or contract) be provided free parking?
3. How can parking restrictions on Harvard change to alleviate residential parking difficulties? For example, can Harvard parking be limited to residential "5" permit holders (with 2 year-long guest passes provided to each residential home on a yearly basis)?
4. Harvard is a very small street with very limited parking. Thus, we believe no variances from City parking allotment requirements should be granted.

C. Harvard Traffic

1. Can any traffic calming be implemented just north of the hotel alley (garage) entrance to calm traffic entering the residential portion of Harvard?

D. Alley (behind West side Harvard)

1. Please examine the alley ownership/right of way. Specifically, 116 and 118 Harvard appear to own the alley behind their properties (see GIS parcel viewer).
2. What type of traffic control can be implemented to prevent alley cut-through from Cameron to King?

E. Adjacent 106 Harvard Street townhouse.

1. Please reach out to the owners of this 106 Harvard (as requested by the City).
2. Provide details on property abutment issues. For example,
 - a) Provide the setback measurements.
 - b) Provide more details on the “privacy screen”.
 - c) What happened to the green space buffer shown in the prior plan?

F. Load Bays and Dumpsters

1. Explore repositioning the service bays (location of the loading dock and dumpsters) to be further west and away from the residential property.
2. No variances should be permitted for loading dock size. Please note that serious issues with the undersized Hilton loading dock were raised/discussed at the last meeting.
3. The turning radius for the loading trucks is clearly too tight on Harvard and in the loading dock area (see Concept 2 plans). Please rectify.
4. Please provide visuals of the screenings for the dumpster enclosure area and loading dock area.

G. Architecture

1. Revise the design so that it is more compatible with the historic architecture in Old Town. That is, please use a more formal, traditional design, e.g., Georgian, Art Deco, etc. (see the Lorien for inspiration). The design is too modern and dissimilar to the other buildings on King Street.
2. Small 2-story townhouse element on Harvard.
 - (a) Raise 2nd floor roofline parapets.
 - (b) Add faux windows on north side.
 - (c) Explain the venting on the north side wall of the townhouse.
(We assume food and HVAC venting will be on/out the roof).

3. The architecture details of the rear of the building should be on par with the front of the building, since the rear is very visible to the residential area. Please provide adequate visuals of the building rear in design revisions.

4. Please show the green roofs on the setbacks in the design revisions?

Electrical

(1) We would like to see electrical wires on the development property and alley (garage) entrance way area (including poll at corner of entrance) buried.

(2) We also request as a proffer from the developer that the electrical lines on the west side of Harvard be buried.

As you know, we were not provided the developer's Concept 2 proposal, dated November 4, 2016 until December 9, 2 days before the community meeting. As a result, the meeting was not as productive as it could have been. In the spirit of good faith and productive meetings in the future, we would appreciate a copy of any plan submissions made to the City.

We look forward to meeting you Monday, January 30. We very much hope that at the meeting you will be fully prepared to show and or explain revisions that address the City's and our Concept 2 comments.

Sincerely,
Residents of UKSNA

(March 21, 2016)

Dear Mr. Rak,

Thank you for presenting the AC by Marriott hotel proposal at the UKSNA meeting on March 9, 2016. We appreciate your reaching out to us early in the process with your preliminary designs. You asked us to provide you with our concerns and any specific requests regarding the proposal. We have received written feedback from many neighbors on various issues and potential proffers that we may request the developer to include. However, we believe it is premature to discuss any proffers at this point. Instead, we would like you to address the threshold, high-level concerns that topped everyone's list. These concerns are the size of the building, traffic, and parking which are all separately addressed at the bottom of this letter.

As a general matter, we believe that the scale and massing of your preliminary design is entirely incompatible with scale and historic character of Harvard Street. The homes on Harvard are only two stories high and have small footprints. Harvard is in the "Uptown Parker-Gray Historic District" which is an area on the National Register of Historic Places. Most of the homes on Harvard, which were built circa 1910, are registered as "contributing properties" including 106 Harvard.

We also believe the traffic and parking issues posed by your preliminary design would significantly compromise the quality of life for the residents of Harvard. As a residential street, Harvard does not have parking meters and relies on an honor system and ticketing for parking management. As result, employees of surrounding businesses and visitors park on Harvard because of limited enforcement. They park on Harvard for an extended time, returning to the car during the day to move it to another spot on the street. In addition, Harvard is a narrow one way residential street that is not conducive to the proposed valet-parking traffic flow, and the additional vehicle volume will overwhelm the small street. Your preliminary design also presents problematic issues concerning the alleyway on the west side of Harvard.

Finally, in order to help everyone better visualize your future proposals, it may be helpful to include some preliminary aesthetics and fenestration on your scale and massing images. This would be particularly helpful in visualizing the back side of the hotel that is adjacent to 106 Harvard (including window options, e.g., single window at end of interior hallway on each floor). We understand that the development site is not within the Old Town Historic District. Nevertheless, given the proximity of the site to the historic district and historic homes on Harvard, we ask that your proposed hotel follow the aesthetic and material guidelines required by the buildings within the Old Town Historical District. For example, we believe that the design of the Lorien Hotel blends in nicely with the historical character of the area. A modern design or another "cookie cutter" federal design like the Hampton Inn is not desirable.

The following are our primary concerns that we would like you to address.

1) Scale and Mass

At seventy-seven feet tall, the proposed hotel would be taller than its commercial neighbors on King Street. The building would create a "canyon" with the six-story Hampton Inn directly across the street. The building also would be three times taller than any of the homes on Harvard and would sit dauntingly close to 106 Harvard. (Also, the 118 room proposal is alarming for a relatively small property lot).

We would like to see a proposal that enhances the King Street "gateway" into Old Town, and that is compatible with the scale of the neighboring homes on Harvard.

2) Traffic

Harvard is a small, residential, one-way street which leads to Cameron Street which is another one-way street. Trucks cannot easily navigate the narrow street nor make the tight turns into the alleyways. Cars already speed down Harvard in an effort to quickly spin around the block. Cars often make U-turns in the middle of the block and drive back up Harvard the wrong way in order to shortcut back to King.

A hotel and restaurant, with a valet parking garage serviced from Harvard, would make all of these problems exponentially worse. Harvard would essentially become the driveway for the hotel. The hotel would also exacerbate the congestion and disorder in the parking lot and alley behind the homes on the west side of Harvard Street. Also, the additional traffic volume would increase the safety hazard to the many children living on Harvard, and would be counterproductive to recent efforts to control traffic flow near the new school and pool.

We would like to see a proposal that mitigates the additional traffic problems on Harvard, and that clearly addresses any potential impact (traffic and/or service operations) on the west side alleyway.

3) Parking

Parking on Harvard is already at a premium - residents of the street own more cars than can be accommodated by street parking. Harvard Street residents also have difficulty finding street parking because residents compete for parking spaces with visitors and employees of the local businesses. Weekend parking has also worsened since the opening of the Lorien hotel and the soccer fields at the new Jefferson Houston School. The proposed hotel would create additional parking difficulties for Harvard St. residents.

We would like to see a proposal that addresses the additional parking difficulties that the proposed hotel would almost certainly cause.

Sincerely,
Residents of UKSNA

jonathan p. rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Fax: 703.712.5231

May 2, 2017

VIA EMAIL TO karl.mortiz@alexandriava.gov

Mary Lyman, Chair and
Members of Planning Commission
301 King Street, Suite 2100
Alexandria, Virginia 22314

RE: DSUP 2016-0024; SUP 2017-0047; TMP SUP 2017-0051
May 2, 2017 Planning Commission Hearing, Docket Item #14

Dear Members of the Planning Commission:

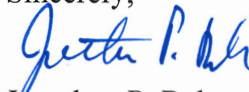
On behalf my client, MHF King Street V, LLC, I am requesting the following changes to the staff recommended conditions of approval for the above-referenced matter.

70. The applicant shall install a decorative paving treatment in the alley from Harvard Street to the garage entrance to the satisfaction of Planning & Zoning and Transportation & Environmental Services. Any bricks installed in the alley shall be placed on asphalt pursuant to the City's standards and shall meet the requirements of ASTM C1272 for heavy vehicular traffic. Any other paving treatment shall meet appropriate requirements for heavy vehicular traffic. Shop drawings of the ~~pavers~~ decorative paving treatment shall be submitted to the City of Alexandria for approval.
(T&ES)(P&Z)

72. The full extent of the alley from Harvard Street to the ~~northern property line of the project site~~ garage entrance, including the public right-of-way portion shall be maintained by the owners of the site to the satisfaction of the Director of Transportation and Environmental Services. A maintenance agreement shall be approved and recorded prior to release of the Site Plan* (T&ES)

I look forward to discussing these requested amendments to the staff recommended conditions with you at the Planning Commission hearing.

Sincerely,



Jonathan P. Rak

109 Harvard St
Alexandria, VA 22314
May 2, 2017

RE: DSUP #2016-0024, SUP #2017-0047, TMPSUP #2017-0051
1611, 1617, 1619, 1711 King Street & 100 Harvard Street - King Street Hotel

Members of the Planning Commission —

Harvard Street is a unique street. Though it is completely residential, it links the bustle of King Street at one end to a public swimming pool, elementary school, and youth league soccer fields at the other end.

When we moved to Alexandria in 2000, we fell in love with tree-lined, one-way Harvard Street and purchased a 1920's row house on the east side of the block. Our son was born there a few years later.

When he was a toddler, sixteen children lived on our short block. He is now in eighth grade, and ten children reside here. They range from a three year old to a high school senior.

I tell you this to underscore the fact that Harvard Street is a residential street, where a number of families are raising children. On Saturdays, the street fills with other Alexandria kids going between soccer games and Dunkin Donuts, or to story hour at Hooray For Books.

Please contrast this to the scale and use of this massive project, that proposes to combine four separate parcels of land. The development calls for a six story hotel, underground parking, a restaurant, and office space.

And all of this will be serviced not from commercial King Street but from residential Harvard Street.

To drill down on this a little, Harvard Street has an existing curb cut to a public alley that accesses the properties that are being developed. It is 9'-6" wide. The new hotel replaces this with a 22' wide curb cut for valet parking, trash and delivery trucks. That is two and a half times the width of the existing.

When it comes down to it, the widening of this curb cut on a residential street, and the traffic required to service a hotel of this size, are the reasons I oppose this project.

From my front porch, I have watched children walk, run, and bike up and down the Harvard Street sidewalks. I have seen countless toddlers break away from their parents and dash across the aforementioned 9'-6" curb cut. When I imagine the widened curb cut, with valet parking, trash and delivery trucks rushing in and out, I fear that a child will be run over.

Section 11-500 of the Zoning Ordinance requires that certain provisions be met for the approval of an SUP.

The first of these is that the proposed project will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use.

This standard has not been met and frankly cannot be met with a project of this size, scope and density, serviced from small, residential Harvard Street. It is simply not possible. For this reason, I urge you to recommend denial of the SUP request.

Thank you.

Laura Campbell and Eric Johnson