

City of Alexandria, Virginia

MEMORANDUM

DATE: AUGUST 27, 2020

TO: CHAIR MACEK AND MEMBERS OF THE PLANNING COMMISSION

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

SUBJECT: SEPTEMBER 1 PLANNING COMMISSION HEARING DOCKET ITEM #16 –
912, 916 and 920 KING STREET (DSUP#2019-00032)

The applicant for this project, Galena Capital Partners (GCP), submitted to staff a request to amend the application on August 21, 2020 to request one additional unit in the project, increasing the number of dwelling units from 30 to 31. The applicant requested this change upon further consideration of the viability of one three-bedroom unit versus two generous one-bedroom units. As noted in the applicant's request memo, there will be no changes to parking requirements, no increase in floor area, and no architectural changes as a result. However, additional open space is required as the KR/King Street retail zone requires 150 square feet of open space per dwelling unit, located either at ground level or on terraces and rooftops. The applicant has indicated that the proposed additional open space will be accommodated on the rooftop and staff notes that it is important that the project's ground-level open space also provide public access and benefit. Privatizing a portion of the pedestrian alley would likely result in the perception that the entire space was not publicly accessible. The staff report included a recommendation that the entire pedestrian alley on the east side be provided with a public access easement to provide a welcoming and accessible walkway to Downham Way and promote the viability of the retail-ready units fronting Downham Way; staff reaffirms that point with the request to add an additional unit and provide the associated required open space.

To accommodate this request, staff recommends an additional condition be added to Condition 12 – “Provide the following building refinements to the satisfaction of the Director of P&Z . . . :

c. The unit count may increase to 31 units subject to the applicant providing the required additional 150 square feet of open space as shown on the memo from the Applicant's attorney dated August 24, 2020, as well as satisfying any other requirements to ensure consistency with all applicable Zoning Ordinance regulations.”

ATTACHMENT

1 – Memo from Galena Capital Partners requesting amendment, August 24, 2020



Mary Catherine Gibbs
mcgibbs@wiregill.com
703-836-5757

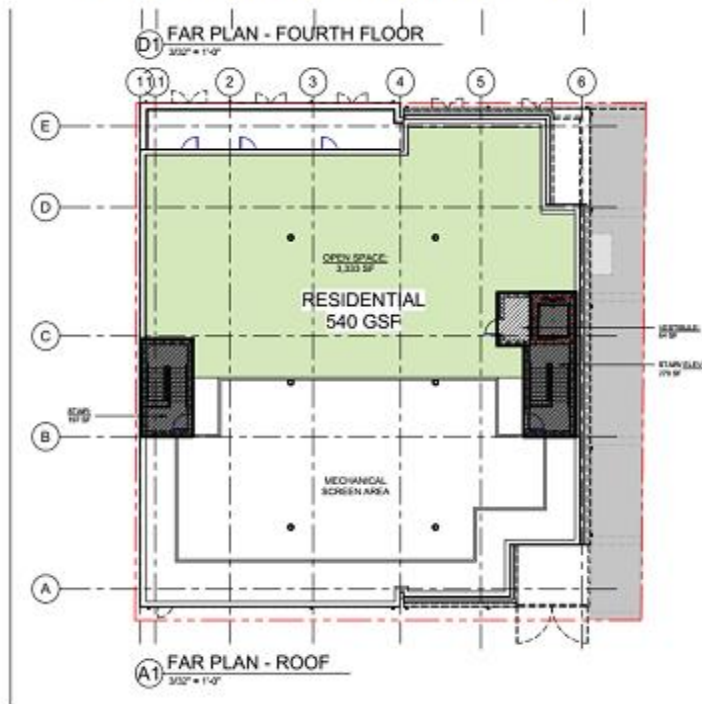
MEMORANDUM

To: Catherine K. Miliaras, AICP
From: Mary Catherine Gibbs and Bud Hart
Re: Docket Item No. 16, 912-920 King St.
Request for Additional Condition to Add Flexibility in Unit Count
Date: August 24, 2020

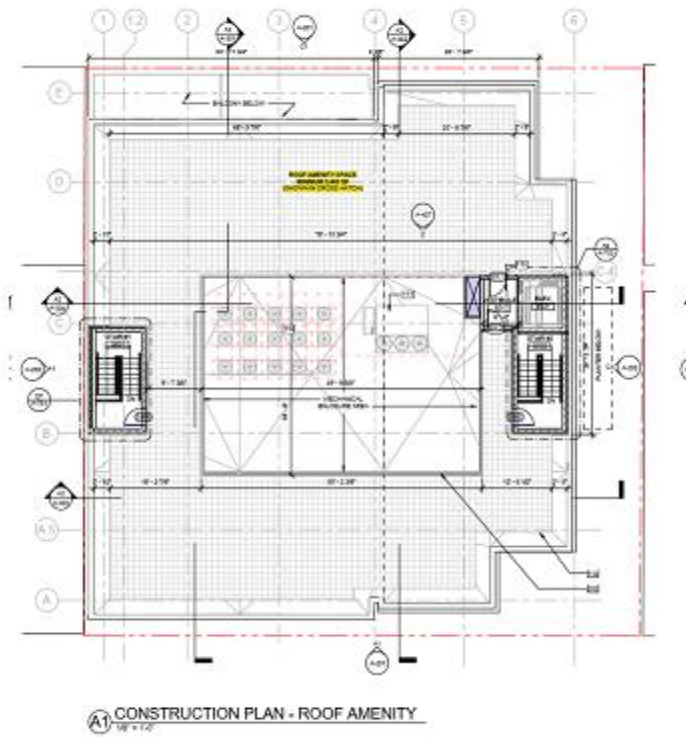
As we discussed on our call today, Galena Capital Partners (GCP) has been looking at the large three-bedroom unit on the fourth floor of the King Street project (912-920 King St.) as that unit is simply too large and GCP believes would be prohibitively expensive. As such, GCP would like to change the large three-bedroom unit into two one-bedroom units. Due to some miscommunication, we had not discussed this issue before last Friday, August 21, 2020. The King Street project, DSUP #2019-00032, requested approval of a 30 unit building and this would add one unit to that number. There is no impact on the parking requirement (two one-bedroom units have the same parking requirement as one three-bedroom unit), there will be no increase in FAR and this will not change the architecture outside the buildings. There is an impact on the open space requirement as that requirement is based on number of units. As a result, GCP will add at least 150 square feet of open space on the roof top, increasing the rooftop open space there to 3,483 square feet to comply with the requirement of 4650 square feet of open space for the whole project. Please see the exhibits on the next page for how that will be accomplished.

As a result, GCP would ask that an additional condition be added to Condition 12 – “Provide the following building refinements to the satisfaction of the Director of P&Z . . . : (c) The unit count may increase to 31 units subject to the Applicant providing the required additional 150 square feet of open space as shown on the memo from the Applicant’s attorney dated August 24, 2020.”

Roof Plan from 6/12/20 Verification Submission



Proposed Revised Roof Plan re: Unit Mix Change



MEMORANDUM

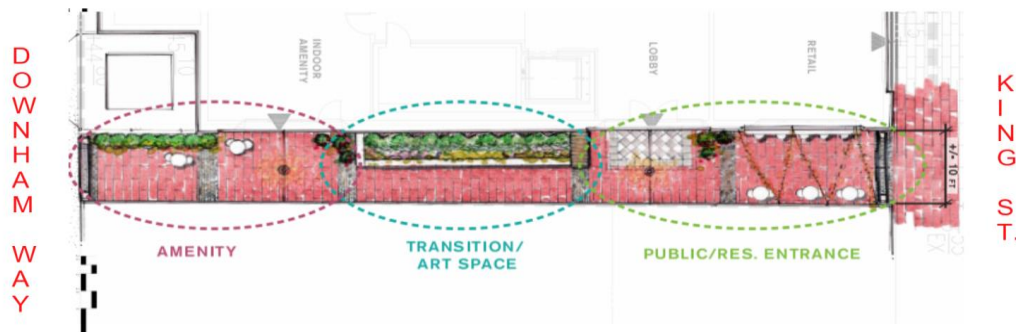
To: Chairman Nate Macek and Members of the Alexandria Planning Commission
 c/o Karl Moritz, Director, Department of Planning & Zoning

From: Mary Catherine Gibbs and Bud Hart

Re: Docket Item No. 16, 912-920 King St., Request for Amendment to Condition 6(a)

Date: August 27, 2020

The Applicant requests that Condition 6(a) be amended as follows: “Provide public access easements to the following areas: . . . (a) The majority of the pedestrian alley from the King Street right-of-way to the southern property line.” The request is made so that a portion of the pedestrian alley, which is really more of a courtyard, can be reserved for the residents of the building just outside their amenity space on the first floor. As depicted below, approximately 2/3 of the courtyard would be open to the public. We firmly believe having a small portion of the courtyard for the residents of the building makes the most sense for several reasons.



First, the entrance to the first-floor lobby is off the front 1/3 of the courtyard. Access to the retail-ready spaces from the outside can also be achieved either off the lobby in the interior of the building or by following the same path one would to access Jenny's, or the Izalea spa on Patrick Street. Second, access to Downham Way is inappropriate at this location. The parking on Downham opposite the alley from our building is used by residents of the building fronting on Patrick, so the idea of a pedestrian using that alley to access Patrick Street (or Henry if desired) is established already.

Finally and most importantly, we do not want to encourage residents, their guests or retail patrons to use the alley to access Downham way in order to cross four lanes of S. Patrick Street to get to the parking structure. The jaywalking issue was a significant concern raised by senior City staff during our early design meetings with the City, and as such we intentionally placed our residential access to the building towards the front of the courtyard closer to King Street. As you are aware, there is significant northbound traffic on S. Patrick Street and we want to encourage residents, their guests and patrons of the retail to use the crossing at King Street where there is a stop light and pedestrian countdown signal in order to cross safely. For these reasons, we would like to keep a small portion of the 10-foot courtyard as private outdoor space for the residents of the building and ask that Condition No. 6 be revised as stated above.

RE: Implementation of Public Art Elements to Current Development Projects

There are a slate of major development projects currently in various preliminary stages which have no public art elements implemented in their designs. Specific projects located near or in the King Street corridor area are of vital importance to the city and community as a whole.

The current projects scheduled for public hearings and debate before your commission are as follows:

- **912-920 King Street DSUP2019-00032:** *Redevelopment of City parking lot into development with 30 dwelling units and ground-floor commercial.*
- **116 S. Henry Street DSUP2019-00033:** *Redevelopment of City parking lot into development with 19 dwelling units, ground-floor commercial and 142-space automated parking garage.*

Public art instills meaning, a greater sense of identity and context of where we live, work, and visit, humanizing the built environment. The city of Alexandria has always recognized the value of these concepts and the arts as a whole. By ensuring all future developments truly represent the city and community they are built in, all of these designs in Old Town should support the creation and incorporation of public art elements. Promoting our cultural history and bolstering our artistic imprint is integral for this city to thrive, and so with each new development, we are all provided an unique opportunity to meet this meaningful goal.

As time moves forward and new developments are submitted for your review, we have a chance, piece-by-piece, section-by-section to create something unique, long-standing, and impactful to the city's future while retaining our unique history. At every single one of these opportunities, we must always try to add the "Old Town" imprint, or we risk losing our identity to a point where it's too late and can never be recovered.

The Alexandria Arts Alliance looks forward to working with the city, developers and designers in supporting the local arts, and stands ready to offer any support and guidance with this matter alongside the Office of the Arts and the Alexandria Commission for the Arts.

Best Regards,
Alexandria Art Alliance

To: The Planning Commission Members

From: Ellen Mosher

Date: 8/29/20

Re: 9/1/20 Hearing
DOCKET ITEM #16
Development Special Use Permit #2019-00032
Special Use Permit (Restaurant) #2020-00033
Transportation Management Plan SUP #2020-00034
912-920 King Street

Per the Residential Permit Parking for New Development Policy Approved by City Council June 13, 2017:

POLICY

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

1. The average on-street parking occupancy is 85% or higher at the time of approval.

2. More than 50% of the total occupied ground floor street frontage is a non-residential use.

Since this development has more than 50% of the total occupied ground floor street frontage as non-residential use, then the residents are not eligible for residential parking permits.

Per this Policy, please ensure the DSUP notes:

- residents are not eligible for residential street parking permits
- residents must be made aware of this when they sign their lease or purchase documents.

Although this development is not in an existing residential parking district, the residents need to know they are not eligible for any residential parking permits. Please see attached copy of this policy.

Residential Permit Parking for New Development Policy

Approved by City Council June 13, 2017

Purpose:

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

Policy:

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

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

Additional Details:

Average On-Street Occupancy:

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

Ground Floor Street Frontage:

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

Application:

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

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

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

Timeframe:

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

[EXTERNAL]912-920 King Street

Tom Rickert <tomgrickert@gmail.com>

Tue 9/1/2020 7:17 PM

To: PlanComm <PlanComm@alexandriava.gov>

You are removing a Public parking lot and adding density while asking for parking reductions? This makes no sense. The additional residences and commercial facilities will require MORE parking NOT LESS. Furthermore, I cannot touch my 19th Century building (within 100 feet of this Special Use Permit) without the City looking over my shoulder, and this proposed build in no way looks Historic. This is an aspirational - assumptive - and overreaching proposal. Please put my comments in the Public record.

Thank you,

--

Tom Rickert

Coldwell Banker Residential Brokerage

NVAR Lifetime Top Producer Club

310 King Street Suite 100

Alexandria Virginia 22314

Office (703) 518-8300

Direct (703) 447-7901

TomGRickert@Gmail.com



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Docket Items 15 & 16, DSUP #2019-00032 and #2019-00033
116 S. Henry St. & 912-920 King Street
Planning Commission Public Hearing, September 1, 2020



Galena Capital Partners
Mary Catherine Gibbs, Wire Gill, LLP

TEAM INTRODUCTION



- **Core Project Team/Alexandria Based:**
 - Galena Capital Partners, Developer
 - Winstanley Architects and Planners, Architect
 - RC Fields, Site Engineer
 - Wire Gill, Land Use Counsel
 - Artemel & Associates, Community Outreach

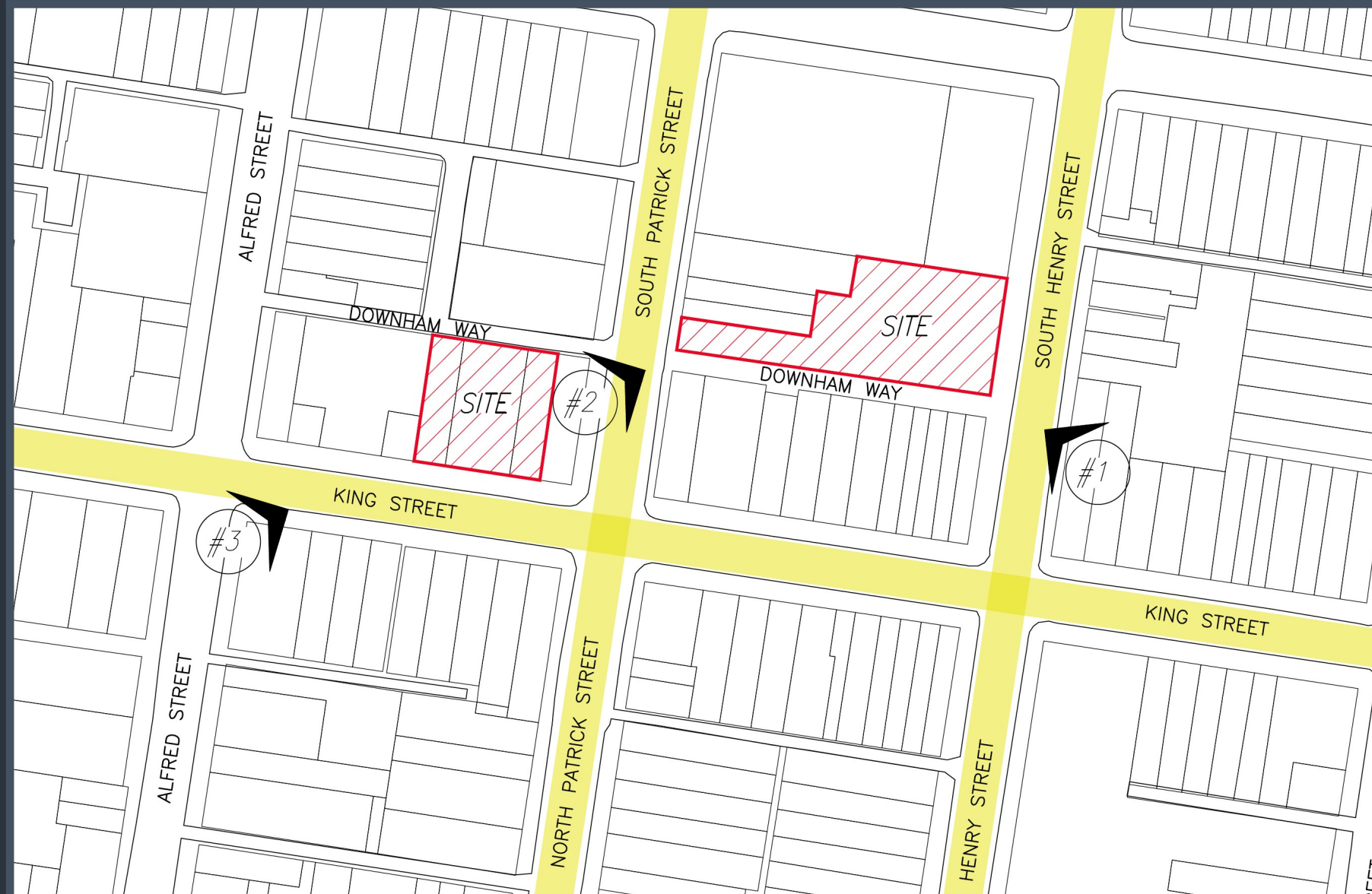
SOLVING THE PARKING PUZZLE



VIDEO DEMONSTRATION (if needed)

<https://www.youtube.com/watch?v=H6BQuggpWWg>

PERSPECTIVES



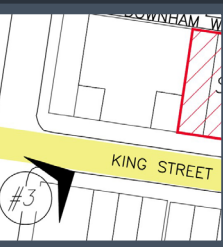
116 S HENRY STREET



116 S HENRY STREET (Patrick St. View)

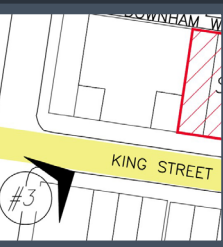


912-920 KING STREET



POTENTIAL SIDEWALK PERSPECTIVE

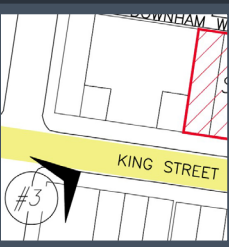
KING ST.
CONCEPT PERSPECTIVE



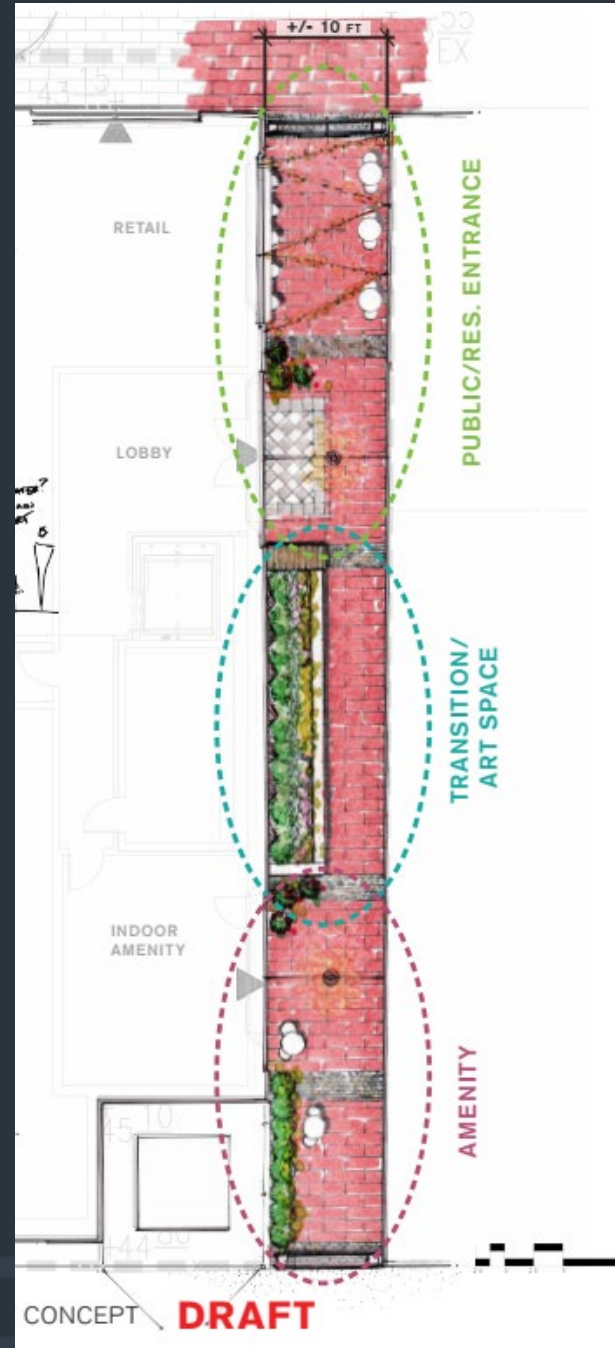
PUBLIC BENEFITS



- Increased public parking to 85 public spaces.
- Construction is phased to deliver the automated system on Henry before King Street commences.
- Provides additional retail/residential to complete the neighborhood.
- Provides ground-level, public outdoor space on King Street.
- Affordable housing in accord with City policies
- Complies with Green Building Policy + seeks two Green Globes.
- High quality design and materials/BAR endorsement at concept and will need Certificate of Appropriateness.



912-920 King Street



CHARACTER IMAGERY

PUBLIC



TRANSITION



AMENITY



LandDesign.

- The lobby entrance is off the front 1/3 of the courtyard, and that is where patrons can access the retail ready spaces.
- The cobblestone portion of Downham way is to the east of this site.
- Nothing to access off of Downham Way that can't be accessed from a better location.
- Don't want to encourage anyone to use the alley to access Downham way in order to cross the four lanes of S. Patrick Street to get to the automated parking structure.



116 S Henry Street & 912-920 King Street

- In Agreement with Staff's Recommendations.
- Asking for One Addition to the Conditions as detailed in Memo dated 8/24/20; and
- Condition 6(a) be amended as follows: "Provide public access easements to the following areas:(a) The majority of the pedestrian alley from the King Street right-of-way to the southern property line."

116 S Henry Street & 912-920 King Street

- **Request Your Recommendation of Approval for both projects.**
- **Questions?**

116 S Henry Street & 912-920 King Street

