

City of Alexandria, Virginia

10
1-25-03

MEMORANDUM

DATE: JANUARY 15, 2003

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGER ^{OS}

FROM: EILEEN FOGARTY, DIRECTOR
PLANNING AND ZONING *Eileen Fogarty*

SUBJECT: 815 KING STREET
SUP#2002-0082

Issue: Special use permit (SUP) for 815 King Street.

Recommendation: That City Council approve the SUP with the conditions listed in the staff report with the deletion of Condition 9 and the amendment of Condition 10 as stated below.

Discussion

The above case, on Council's January 25 docket, concerns a proposal to convert 815 King Street from an office building to a mixed use project. Staff and the Planning Commission recommend approval of the proposal with conditions. After the Planning Commission hearing, however, the applicant requested a deferral to discuss the case further with staff and the result is an agreement between staff and the applicant to support certain changes to the conditions. Staff now recommends approval of the SUP with the conditions in the staff report and with the following change in the conditions of the SUP:

6. Transportation Management Plan: A Transportation Management Plan (TMP) is required for this project, to be approved by the Directors of Planning and Zoning and Transportation and Environmental Services, and shall include the following elements:
 -
 - c. The TMP shall require the applicant to offer each apartment unit a monthly transit fare subsidy equal to at least 50% of one monthly Metrorail fare pass. In addition, the applicant shall deposit \$50.00 per unit

per month into the fund on a monthly basis. Discounted transit fare media shall be provided to residents of the project on request on a monthly basis. The availability of this fare media discount will be prominently advertised.

9. ~~The residents of 815 King Street shall not be entitled to residential parking permits under the City's residential parking district permit system. (P&Z)~~
10. The applicant shall prepare, as part of its leasing and/or sales agreements, appropriate language to inform tenants/owners (1) that the transportation management plan requires the owner or owners of the property to provide transit fare subsidies for each apartment unit; and (2) ~~that they will not be able to obtain City of Alexandria residential parking stickers.~~ Such language shall be reviewed and approved by the City Attorney's office prior to its use in any lease/purchase agreements. (P&Z)

The special use permit in this case would (1) allow the use of an oversized, vacant building on King Street for 15 residential units; and (2) allow the residential use without the 20 parking spaces the zoning ordinance requires. At the Planning Commission, staff recommended, and the Commission supported, approval of the SUP with the following requirements to ameliorate the lack of parking:

1. Conditions 6, 7, and 8 of the SUP require that the applicant contribute money to a Transportation Management Plan which requires promotion of transit and Metro usage, and contribute money to a fund from which subsidies for transit and Metro would be paid. The applicant is required to keep accounting records and report to the City on an annual basis regarding the expenditures from the fund and the success of the TMP program.
2. Condition #9 prohibits residents of the building from obtaining permits in the adjacent residential parking districts, on the theory that there is limited parking there now, and the prohibition will force residents or the landlord to rent commercial parking for the tenants.
3. Condition 10 requires that information about the above two parking requirements be included in the lease or sales documents for residents of the building so that they are aware of the benefits and burdens of living there.
4. Condition 11 requires that the applicant provide a bike rack for the residents to further the use of bicycles for transportation.

The applicant objected to the prohibition on parking permits for residents of the building. Specifically, the applicant argues that it is unfair to deny permits in this case when the City has

routinely issued permits to other residents of apartments on King Street in the past. In addition, the applicant has concluded that the economics of his proposal will be affected with this prohibition, making the project economically infeasible, with the possible result that this building could remain vacant for a very long time. The longer a building like this one remains vacant, the more deterioration occurs making it more difficult and more expensive to renovate the building at a later date.

Finally, the applicant states that the only commercially reasonable parking available is at the Tycon building, 1101 King Street, and that it is too far away for residents to park conveniently. On this last point, staff has contacted various commercial garages on King Street and determined that there are available spaces for monthly rental at both the Tycon building and the Morrison House garage. The latter space is quite proximate, although the parking is far more expensive (\$160 per month at Morrison House; \$85 at Tycon).

The applicant is willing to increase the monthly TMP contribution with an additional \$50 per month per unit, with the intention that the more substantial subsidies for transit and Metro passes will offset the lack of parking and achieve the same end as the parking district prohibition.

In light of the history of parking permits for King Street residents, and the proposed increase in TMP funds – *but especially because staff supports the uses proposed and notes the important economic development and neighborhood revitalization benefits from the proposal*, – staff is now recommending a change to the conditions to eliminate the prohibition on residential parking permits outlined above. These changes will put the new residents of the building on an equal footing with other residents of King Street, and will help to ensure the turnaround of this property.

Staff: Eileen Fogarty, Director, Planning and Zoning
Barbara Ross, Deputy Director, Planning and Zoning
Tom Culpepper, Deputy Director, T&ES

Docket Item # 13
SPECIAL USE PERMIT #2002-0082Planning Commission Meeting
December 3, 2002

ISSUE: Consideration of a request for a special use permit to add residential apartments to the existing retail and office uses, with a reduction of required off-street parking.

APPLICANT: Rob Kaufman

LOCATION: 815 King Street

ZONE: CD/Commercial Downtown

CITY COUNCIL ACTION, DECEMBER 14, 2002: City Council accepted the letter dated December 6, 2002, in which the applicant requested deferral of the case to the January 25, 2003 public hearing meeting in order to meet further with staff.

PLANNING COMMISSION ACTION, DECEMBER 3, 2002: On a motion by Mr. Robinson, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendation. The motion carried on a vote of 6 to 0. Mr. Dunn was absent. A prior motion by Mr. Robinson, seconded by Ms. Fossum, to amend the conditions by deleting the prohibition on parking permits failed on a vote of 2 to 4.

Reason: The Planning Commission agreed with the staff analysis, agreed that the future tenants of the proposed units will be able to find and pay for their own off-street parking arrangements, and would not, as requested by the applicant, change condition #9 prohibiting parking permits to residents of the project.

Speakers:

Duncan Blair, applicant's attorney, requested the deletion of Condition #9 of staff's report which denies tenants of the proposed residential units access to residential parking permits for on-street parking, and requested approval of the special use permit application.

Alice Manor read a letter on behalf of David Hudgins, neighbor, in support of the special use permit request. Mr. Hudgins did not support the restriction on residential parking permits.

Lawrence Vallieres, local restaurant operator, spoke in support of the special use permit request.

Carolyn Merck, President of the Old Town Civic Association, spoke in support of the special use permit request, and in support of the restriction on residential parking permits.

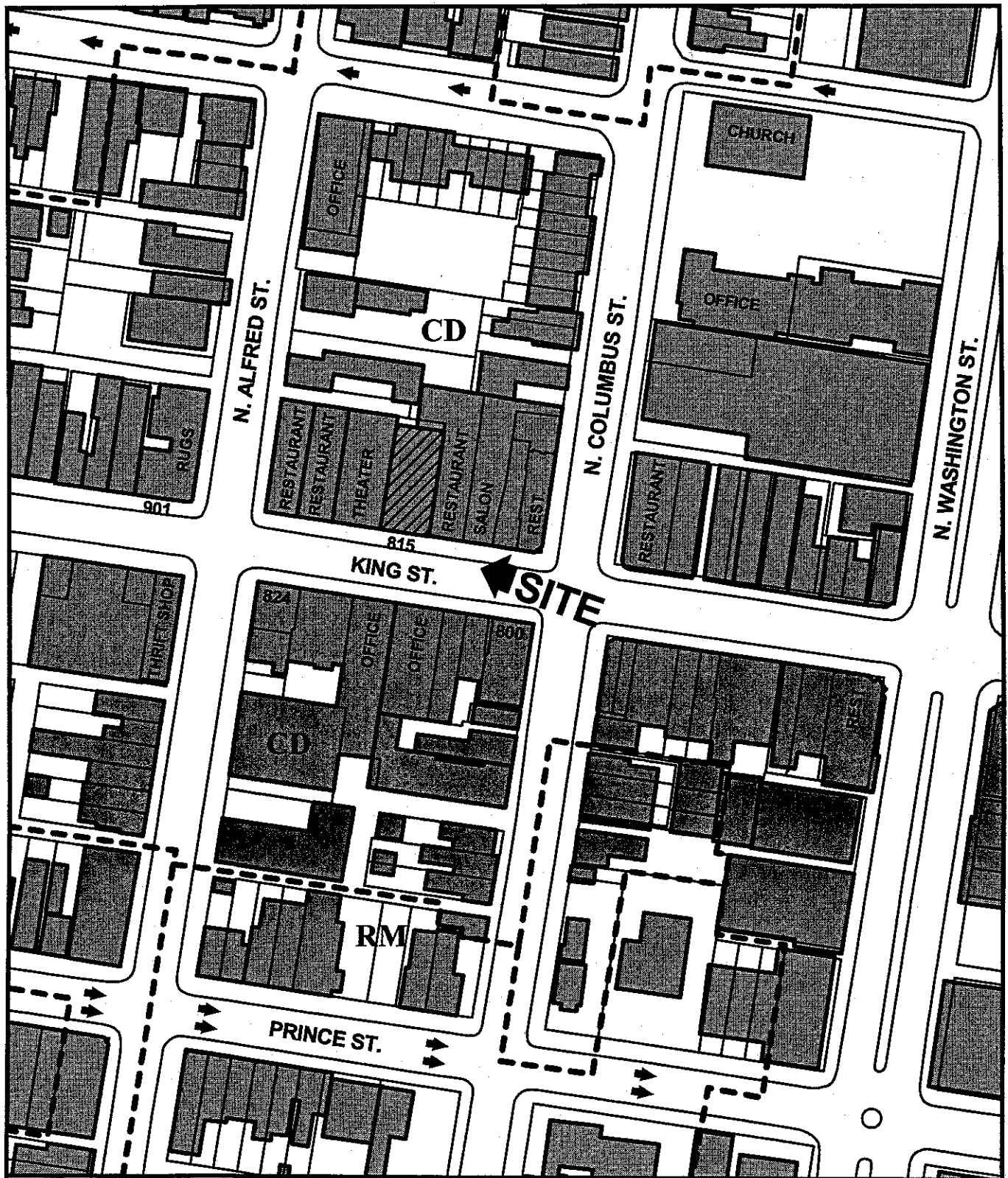
Alice Manor, employee of the Bittersweet restaurant, supported the special use permit request.

Joseph Egerton, local business owner, supported the special use permit request.

Eleanor Krause, local business owner, supports the special use permit request and does not support restrictions on residential parking permits.

Michael Ghorbanian read a letter on behalf of Mary Means, local business owner, in support of the special use permit request.

Jim Ritter, local business owner, spoke in support of the special use permit request.



SUP #2002-0082

12/03/02



STAFF RECOMMENDATION:

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

1. The special use permit shall be granted to the applicant only or to any business or entity in which the applicant has a controlling interest. (P&Z)
2. The maximum number of residential units shall be limited to fifteen. These units shall be further limited to floors four, five and six. (P&Z)
3. All residential tenants shall have access to the rooftop terrace. A plan shall be developed for the rooftop terrace and approved by the Directors of Planning and Zoning, Recreation, Parks and Cultural Activities, and Transportation and Environmental Services. The plan shall include
 - A) a variety of evergreen and seasonal plants in appropriate containers.
 - B) screening of the rooftop mechanical equipment to eliminate or minimize noise and visual impacts for users of the rooftop terrace. (P&Z)
4. The applicant shall provide and maintain portable planter containers on the sidewalk near the entrance to 815 King Street, to include both evergreen and seasonal plantings and to last all year. The plan for the location and design of the containers and for the plant material shall be approved by the Department of Planning and Zoning and the Department of Recreation, Parks and Cultural Activities. (P&Z)
5. The applicant shall contact the Crime Prevention Unit of Alexandria Police Department regarding a security survey for the building. This is to be completed prior to the renovations commencing. (Police)
6. Transportation Management Plan: A Transportation Management Plan (TMP) is required for this project, to be approved by the Directors of Planning and Zoning and Transportation and Environmental Services, and shall include the following elements:

- a. The applicant will be responsible for implementing and managing all aspects of the TMP for the project. In the alternative, with the approval of the Director of Transportation and Environmental Services, the applicant may suggest alternative administration mechanisms for the program, such as funding an account held by the City, which the City then implements pursuant to the requirements of the TMP.
 - b. The TMP shall address these approved activities:
 - (1) Discounting the cost of transit fare media for residents.
 - (2) Marketing activities, including advertising, promotional events, etc.
 - (3) Any additional TMP activities as may be proposed by the applicant and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
 - c. The TMP shall require the applicant to offer each apartment unit a monthly transit fare subsidy equal to at least 50% of one monthly Metrorail fare pass. Discounted transit fare media shall be provided to residents of the project on request on a monthly basis. The availability of this fare media discount will be prominently advertised.
 - d. The TMP shall provide that subsidies shall be available to tenants as well as future owners of the residential units.
 - e. Information about all TMP elements shall be distributed and displayed to residents, including transit schedules, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within the building.
 - f. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP. (P&Z)(T&ES)
7. TMP Fund: A TMP account shall be funded annually at an amount equivalent to 50% of the cost of a monthly Metrorail pass for one year for each tenant of the building. The first payment to the fund shall be made with the issuance of the initial Certificate of Occupancy. Subsequent payments shall be made on the anniversary of the initial payment. (P&Z)(T&ES)

8. The applicant will provide annual TMP reports to the Office of Transit Services and Programs. These reports will provide a summary of the discounts or fare media issued to tenants. The first report will be due one year following the issuance of the first certificate of occupancy. The Director of T&ES shall determine whether any unencumbered funds remaining in the TMP account at the end of each reporting year should be reprogrammed for TMP activities during the ensuing year or should be paid to the City for use in TMP support activities which benefit the site. (P&Z)(T&ES)
9. The residents of 815 King Street shall not be entitled to residential parking permits under the City's residential parking district permit system. (P&Z)
10. The applicant shall prepare, as part of its leasing and/or sales agreements, appropriate language to inform tenants/owners (1) that the transportation management plan requires the owner or owners of the property to provide transit fare subsidies for each apartment unit; and (2) that they will not be able to obtain City of Alexandria residential parking stickers. Such language shall be reviewed and approved by the City Attorney's office prior to its use in any lease/purchase agreements. (P&Z)
11. The applicant shall fund the purchase and installation of two bike racks to be located on King Street in the vicinity of the property, to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)(T&ES)
12. The Director of Planning and Zoning shall review the special use permit one year after approval 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, (b) the director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation, 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)

Staff Note: In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

DISCUSSION:

1. The applicant, Rob Kaufman, requests special use permit approval to add residential apartments to the existing retail and office uses, with a reduction of required off-street parking at 815 King Street.
2. The subject property is one lot of record with 42.44 feet of frontage on King Street, 100 feet of depth and a total lot area of 4,300 square feet. The site is developed with a six-story building that occupies the majority of the lot. At the ground floor the building is built to the lot line on the south, east and west sides of the lot, and is set five feet away from the rear or north lot line. Floors two through six set five feet back from the side lot lines for the rear half of the building. A plan of the building footprint is attached. Access to the property is from King Street and a rear alley.

The subject building is located adjacent to the Old Town Theater and retail uses. Residential uses are located further north and south beyond the buffer of surrounding commercial and retail uses.

3. The applicant requests special use permit approval to convert part of a noncomplying office building to residential use. The subject building is now vacant except for a restaurant on the ground floor. The applicant proposes to convert the top three floors into 15 residential units, rehabilitate floors two and three for offices, and maintain the ground floor for retail and restaurant uses. The applicant also requests a full parking reduction for the proposed residential use because there is no on-site parking.
4. The applicant requests the residential use under the recent text amendment (TA# 2002-0003) that allows residential reuse of structures on King Street that are noncomplying due to floor area ratio requirements with approval of a special use permit.

The subject building is noncomplying because its floor area ratio exceeds that permitted under the existing zoning ordinance. The subject building was constructed in 1941 when there were no floor area requirements. It has a 5.0 floor area ratio. Today only a 1.5 (or 2.5 with special use permit) floor area ratio is permitted for nonresidential uses; and 1.25 floor area ratio with a 35 units per acre maximum (or 54.45 units per acre maximum with a special use permit) for multifamily residential uses.

5. Under the new language of Section 12-102(D), the subject noncomplying building can be converted to residential without regard to CD zone requirements for residential. In other words, the floor area ratio requirements, the residential lot size, lot frontage, yards, open space and height requirements do not apply. The subject building could not meet the residential lot size, density per acre, lot frontage, yards, or height requirements if it did apply.
6. The subject building can meet the open space requirement. The CD zone requires that 40% of the area of the lot be provided as open and usable space; this requirement only applies to the residential portion of a mixed use development. When this standard is applied to the subject property, the result is an open space requirement of 849 square feet. (Fifty percent of the lot area, 4,244 sf, will be devoted to a residential use. Forty percent of half of the lot area is 849 square feet.) The applicant proposes a roof terrace that is accessible to all residential tenants. Under the CD zone, required open space may be located on landscaped roofs or other areas fully open to the sky which are not at ground level if the director determines that such space functions as open space for residents to the same extent that ground level open space would.
7. The residential units will be one-bedroom apartments provided on floors four through six. They will range in size from 450 square feet to 600 square feet. Floor plans for the proposed apartments are attached. The square footage per unit range from 486 to 600 square feet.
8. The proposed 15 residential units will be established as condominiums that are all owned by the applicant and will be rented out. The applicant will rent apartments for long term occupancy, and does not intend to establish a short term rental business for executives and the like. The apartment rents will vary according to size, with the smaller units renting for approximately \$1,400 to \$1,600 and the larger units renting for approximately \$1,550 to \$1,800.
9. Pursuant to Section 8-200(A)(2)(a), 1.30 parking spaces are required for each one bedroom unit in a multifamily dwelling. The parking requirement for the proposed 15 residential units is 20 off-street parking spaces. The applicant is requesting a full parking reduction and has submitted a parking study as required under Section 8-100(A)(4) of the zoning ordinance.
10. In summary, the parking study concludes that the parking demand of 20 spaces may be met by existing on-street parking and leased parking in off-site parking facilities. The study also states that the proposed residential use will have less of an impact on the traffic and parking than the permitted office use. Lastly, the study states that residents can make their own parking accommodations with limited involvement from the residential development manager, who would provide maps of on-street parking areas, nearby parking facilities, and public transit routes.

11. Zoning: The subject property is located in the CD (Commercial Downtown) zone. Section 4-500 of the zoning ordinance allows a residential use in the CD zone. Section 12-102(D) allows conversion from nonresidential to residential use without regard to the CD zone requirements for residential use with a special use permit.
12. Master Plan: The proposed use is consistent with the Old Town Small Area Plan chapter of the Master Plan which designates the property for mixed use development.

STAFF ANALYSIS:

Staff supports the applicant's plan to renovate and reuse a six story building that has been largely vacant for many years in the 800 block of King Street. The proposal will significantly support economic development along the King Street corridor as it improves the building's appearance and brings in new business and more people. Staff also supports the applicant's request to convert the top three floors from an office to a residential use. The addition of residents to King Street will increase activity on the street during parts of the day and evening when office workers and shoppers are not as active, will stimulate business as these residents patronize nearby shops and restaurants, and overall help create a vital urban environment.

Open Space

The applicant has addressed the residents' need for open space by providing it on the roof, and staff has recommended a condition requiring landscaping and screening of mechanical equipment to ensure the space is welcome and usable by tenants. The landscaping should include a variety of evergreen and seasonal plants in planter containers. The screening should eliminate or minimize noise from the rooftop mechanical equipment and should also ensure that it is not visually intrusive. Staff has also included a condition requiring that all tenants have access to the rooftop open space. In addition, staff is requiring that the applicant install and maintain planters in front of the retail uses at the ground level, in order to soften the entrance and add greenery to the street.

Parking Reduction

As for parking, the subject lot is built out completely and provides no room for the 20 required parking spaces. The applicant has requested a full parking reduction and has provided a parking study that concludes the new residents will be able to find parking on the street and in nearby parking garages. Staff has concerns about the applicant's proposed use of on-street parking to meet the parking requirement and the limited nature of the applicant's parking assessment. Staff is concerned that the additional demand created by the new 15 residential units would decrease the availability of on-street parking for existing residents during the weekday, weekends and evenings, and compete with business customers at night and on the weekend.

Staff finds the parking study of limited usefulness. It conducted a survey during the weekday 4:00 p.m. to 6:00 p.m. period, and found that there were some 27 spaces available within three blocks of the subject site to absorb the 20 space parking demand created by the tenants of the new residential units (Parking Assessment, pages 1 to 3). However, the parking study did not comment on availability of on-street parking for late evening hours, nights, and weekends. Also, many of the available spaces it found are located within parking districts. The study assumes the residents of 815 King Street will park there. All together, the study does not provide a thorough analysis of the parking impacts the proposed residential use may have on the surrounding community.

Despite the limitations of the applicant's parking assessment, staff finds that there are significant reasons to support the parking reduction request. The addition of the residential use creates a mix of uses that have different parking needs and therefore spreads out the parking impacts. The office use will need daytime parking and residential tenants with cars will need evening, nights and weekend parking. Additionally, the residential use will have less of an impact during the weekday than if the same three floors were occupied by offices, a permitted use. The subject property is located within the Central Business District and office uses are exempt from a parking requirement. Thus, if offices occupied the same three floors as the proposed residential, there would be a higher demand for parking during the weekday and more loading activity but there would be no parking requirement. Lastly, the subject building is located adjacent to bus routes and near metro. Such proximity supports the idea that tenants of the new residential development will use public transit rather than cars.

Parking Requirements

Instead of requiring that actual parking spaces be provided, thus encouraging tenants to have cars, staff supports the parking reduction provided that the developer promotes the residents' use of public transit and that limitations are placed on the new residents use of on-street parking. Staff is not recommending as part of the parking reduction that the applicant provide off-site parking through lease agreements to meet the parking requirement. In the past, staff has required developers in Old Town to provide leased off-site parking spaces where parking requirements cannot be met on-site, and required annual proof that the leases remain active. These lease cases, however, were primarily commercial or small-scale residential uses (one to three residential units). Requiring a long-term lease for the proposed 15 residential units is problematic in that it is not likely that there are 20 parking spaces available for a consistent, long-term period. Additionally, if the applicant fails to comply with the lease requirement, staff would be in the untenable position of having to remove residential uses.

The applicant's parking assessment indicates that he is willing to play a role in encouraging his residents' use of public transit. Staff has included the following recommendations as conditions in order to make the applicant's proposed residential use a transit-oriented one:

1. *Transit fare subsidies.* Staff has recommended a series of conditions requiring a transportation management plan approach for this small residential development. Specifically, staff has recommended that the applicant pay into a fund an amount of money each year that is the equivalent of the cost of at least 50% of one monthly Metrorail fare pass every month for each apartment unit, that each apartment unit in the building be given a 50% subsidy on a monthly transit fare pass if they request it, and that any remaining monies in the fund be granted to the City to be used to promote transit generally. The conditions will attach whether the units are rented or sold as condominiums and will be subject to enforcement and annual reporting as with other TMPs. Finally, the language regarding the availability of the subsidies is required to be included in all lease or condominium documents.

The proximity of the proposed units to Metrorail and bus routes makes public transit a viable option for the new residential tenants. In addition, the unit sizes are quite small, suggesting that they will be occupied by young singles who walk to work in the immediate area or who chose to live on King Street to take advantage of the nearby Metrorail and bus routes. In fact, the applicant has discussed taking advantage of the transit oriented nature of the development as a marketing tool.

2. *Prohibition on parking district permits.* Staff also recommends that the SUP include a condition providing that residents of this building will not be granted parking permits allowing their use of the nearby residential parking districts, and requiring language to that effect in the leases or sales documents.

A residential parking permit allows residents to park on the street for any length of time where otherwise parking is restricted to short term, typically two hour, parking. King Street is not within a parking district. However, under section 5-8-74 of the City Code, residents of King Street can be issued permits to park within the adjacent residential district on a finding that there are no alternative nearby parking facilities available to them. In the past, permits have been issued to residents on King Street. However, parking is available, both in the form of metered parking and as leaseable parking spaces in the North Alfred Street garage. The applicant's parking study indicates the availability of spaces in that garage. Therefore, staff having found that alternative parking is available, permits are not today permitted for the residents of 815 King Street. In addition, should the availability of parking change in the future, staff has included a condition making clear that permits are not to issue for residents of this property.

The additional demand created by the new 15 residential units will decrease the availability of on-street parking for existing residents during the weekday, weekends and evenings. Staff is especially concerned that if permits are granted, that residents will own cars, park them on the residential district streets all day, and use the Metro for getting back and forth to work and elsewhere. While the use of the Metro is desirable, the long term use of public street parking is harmful to local businesses, and unfair to existing residents who already compete for the residential parking.

In June 1996, City Council amended the City Code to allow the prohibition of residential parking permits by special use permit, where appropriate. Council has previously denied new residents the use of residential parking passes in the Backyard Boats, Braddock Lofts, and Potomac Club developments.

Without residential district permits, staff believes that the new residents at 815 King Street will either chose not to have a car or, if they do have one, be forced to find alternative parking options, such as leasing a parking space on their own.

3. *Bike racks.* Finally, staff recommends that the applicant fund the purchase and installation of two bike racks for King Street in the vicinity of the 815 building, thus, again, providing incentive and opportunity for alternative means of travel.

Staff recommends approval of the conversion of residential to office and of the parking reduction subject to the recommended conditions.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Barbara Ross, Deputy Director;
Mary Hashemi, Urban Planner.

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation & Environmental Services:

- F-1 The applicant is requesting a waiver of parking requirements for a residential use on King Street. Based on current zoning requirements, As noted in the applicant's parking assessment, 20 parking spaces are required to serve the proposed 15 residential units.
- F-2 The proposed project is not located in a residential parking district; however, metered on- street parking and commercial parking facilities are available within a reasonable distance. Residents of this project should not be eligible for parking permits in either of the adjacent residential parking districts (Districts 2 and 4).
- R-1 The applicant shall offer tenants and/or owners a significant and continuing transit subsidy in lieu of the required parking. The mechanism for providing this subsidy shall be established in consultation with the departments of T&ES and P&Z, and subject to approval of the Director of T&ES and P&Z.
- R-2 The applicant shall provide and install two (2) bicycle racks at nearby locations on King Street as approved by the Director of T&ES.

Code Enforcement:

- C-1 Building Code Analysis: The following minimum building code data is required on the drawings: a) use group, b) number of stories, c) construction type, d) tenant area (USBC 105.4).
- C-2 The proposed use constitutes a change in use group classification. New Certificates of Occupancy are required (USBC 115.4). The space contains mixed uses and each certificate must specify use group, type of construction, and occupant load (USBC 115.3, 115.4).
- C-3 This structure contains mixed use groups [A: Assembly; B: Business; R-2: Residential] and is subject to the mixed use and occupancy requirements of USBC 313.0.

- C-4 Two means of egress are required from each level of the structure above the second floor (USBC 1010.2).
- C-5 Fire suppression systems shall be installed in building and structures of Residential Use, when > 2 stories in height. Building height shall be measured from the point of the lowest grade level elevation accessible by fire department vehicles at the building or structure to the floor of the highest occupiable story of the building or structure (USBC 904.1).
- C-6 A fire protective signaling system is required in the B: Business; R-2: Residential use group area which are located two or more stories above the lowest level of exit discharge (USBC 918.4.2, 918.4.6).
- C-7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-8 Provide two Siamese connections located to the satisfaction of the Fire Marshal.
- C-9 A separate tap is required for the building fire service connection.
- C-10 Applicant must provide Emergency Vehicle Easement on front and back side of building.
- C-11 Before a building permit can be issued on any proposed future alterations, a certification is required from the owner or owner's agent that the building has been inspected by a licensed asbestos inspector for the presence of asbestos (USBC 105.10).
- C-12 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered.
- C-13 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.
- C-14 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.

Health Department:

F-1 No comments.

Police Department:

R-1 The applicant is to contact the Crime Prevention Unit of Alexandria Police Department regarding a security survey for the building. This is to be completed prior to the renovations commencing.

APPLICATION for SPECIAL USE PERMIT # 2002-0082

[must use black ink or type]

PROPERTY LOCATION: 815 KING ST

TAX MAP REFERENCE: 074.02.01.04 ZONE: CD

APPLICANT Name: ROB KAUFMAN: CONTRACT PURCHASER

Address: 101 N. COLUMBUS ST SUITE 400 ALEX. 2231

PROPERTY OWNER Name: OLGA MAZZA

Address: 3816 CATHEDRAL AVE NW WASHINGTON²⁰⁰¹⁶

PROPOSED USE: MIXED USE: RETAIL (EXISTING)

OFFICE (EXISTING) & RESIDENTIAL APARTMENTS
INCL. PARKING REDUCTION FOR RESIDENTIAL

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 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 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 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 Planning Commission or City Council in the course of public hearings 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.

ROB KAUFMAN
Print Name of Applicant or Agent


Signature

101 N. COLUMBUS ST
Mailing/Street Address

548.1810 683.0295
Telephone # Fax #

ALEXANDRIA VA 22314
City and State Zip Code

7.23.02
Date

==== DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY =====

Application Received: _____ Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

All applicants must complete this form. Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is (check one) the Owner Contract Purchaser
 Lessee or Other: _____ of the subject property.

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

ROB KAUFMAN 100%
101 N. COLUMBUS ST
ALEX, VA 22314

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.

2. Submit a floor plan and a plot plan with parking layout of the proposed use. One copy of the plan is required for plans that are 8½" x 14" or smaller. Twenty-four copies are required for larger plans or if the plans cannot be easily reproduced. The planning director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver. This requirement does not apply if a Site Plan Package is required.

FLOOR PLANS TO FOLLOW.

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, 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. (Attach additional sheets if necessary)

A. DENSITY. 815 WAS BUILT IN 1940 WITH AN FAR
OF APPROX 5. OUR PLANS INTEND TO LEAVE FLOORS
1-3 AS THEY EXIST PRESENTLY, RETAIL. OFFICE. WE
WOULD LIKE TO CHANGE FLOORS 4, 5 & 6 TO RESIDENTIAL
APARTMENTS. THE CD ZONE ALLOWS FOR 54.45 UNITS
PER ACRE WITH A SUP. THE SITE IS APPROX 1/10
OF AN ACRE ALLOWING FOR 5.45 APARTMENTS.
WE ARE REQUESTING 15 APARTMENTS.
815 KING ST IS A NON COMPLYING STRUCTURE.
OUR DEVELOPMENT PLANS WILL SIGNIFICANTLY
DECREASE OCCUPANCY LOADS ESPECIALLY
DURING THE PEAK DAYTIME HOURS. THE
REFURBISHING OF THE BUILDING WILL
SIGNIFICANTLY IMPROVE THE HEART OF THE
CENTRAL DISTRICT AND WILL BE OF
TREMENDOUS BENEFIT AS A MIXED
USE OCCUPANCY. THE NEIGHBORHOOD HAS
EXPRESSED SIGNIFICANT SUPPORT FOR OUR
PLANS. ALL APARTMENTS ARE SMALL
1 BEDROOM.

USE CHARACTERISTICS

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

- a new use requiring a special use permit,
- a development special use permit,
- an expansion or change to an existing use without a special use permit,
- expansion or change to an existing use with a special use permit,
- other. Please describe: _____

5. Please describe the capacity of the proposed use:

A. How many patrons, clients, pupils and other such users do you expect? Specify time period (i.e., day, hour, or shift).

N/A

B. How many employees, staff and other personnel do you expect? Specify time period (i.e., day, hour, or shift).

N/A

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

N/A

Hours:

N/A

7. Please describe any potential noise emanating from the proposed use:

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

N/A

B. How will the noise from patrons be controlled?

N/A

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

N/A

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?

STANDARD RESIDENCE

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

MIN

C. How often will trash be collected?

AS OFTEN AS REQUIRED

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

N/A

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 residents, employees and patrons?

ALCOHOL SALES

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

Yes. No.

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

PARKING AND ACCESS REQUIREMENTS

14. Please 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?

NONE - PROPERTY LOCATED IN CENTRAL BUSINESS DISTRICT

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

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

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

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

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

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

15. Please 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? _____

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

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

SUPPLEMENTAL PARKING APPLICATION TO FOLLOW

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

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

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?

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? Yes No

Do you propose to construct an addition to the building? Yes No

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be?

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: (check one)

a stand alone building a house located in a residential zone a warehouse

a shopping center. Please provide name of the center: _____

an office building. Please provide name of the building: _____

other, please describe: _____

815 King St.

Special Use Permit # 2002-0082

PARKING REDUCTION SUPPLEMENTAL APPLICATION

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

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

815 KING ST UNDER ITS PRESENT ZONING
LOCATION DOES NOT REQUIRE PARKING.

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

FROM OFFICE TO RESIDENTIAL WILL DECREASE
OCCUPANCY FROM +60 PEOPLE DURING PEAK HOURS
TO 10 OR 15 PEOPLE OFF PEAK (NIGHTS + WEEKENDS)

3. Why is it not feasible to provide the required parking? BUILDING HAS NO

PARKING

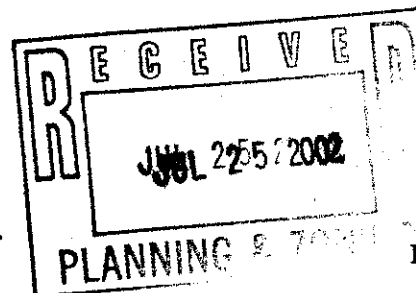
4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces? Yes. No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a Parking Management Plan which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

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

p:\zoning\pc-appl\96-new\parking 7/96

Supplemental Application



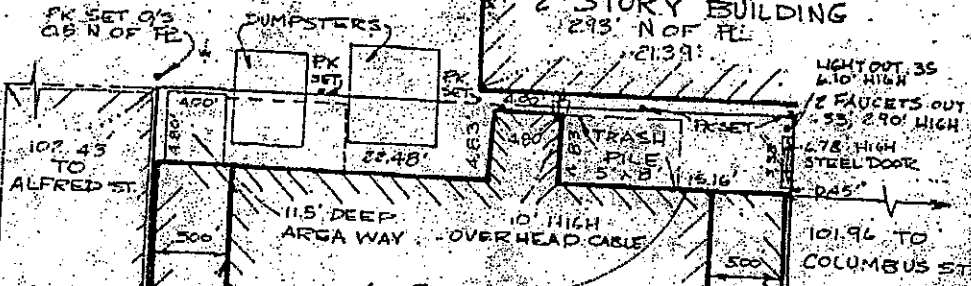
Parking Reduction

✓
23

2800-2002-0082
SUP 2002-0082

15' ALLEY

EXISTING 2 STORY BUILDING
293' N OF FL
21.39'



815

ALFRED STREET

LOCATION OF REAR WALLS
815 KING STREET
ALEXANDRIA, VIRGINIA

RECEIVED
MAR 26 2002

N 80° 49' 00" W
KING STREET
E N 80° 41' 00" W

CERTIFIED CORRECT
Edward S. Holland
August 4, 1981

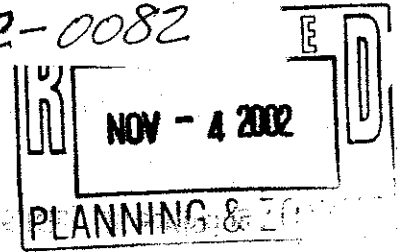
Holland Engineering
Professional Civil Engineer
Certified Land Surveyor
170 N. Royal Street
ALEXANDRIA, VA

DATE
AUG. 4, 1981

PLANNING & ZONING
761

DRAWN BY M.P.
CHECK NO.
ADD TO RECORDS

SUP 2002-0082



**Donald & Annabel Foery
802 Duke Street
Alexandria, VA 22314**

**e-mail: FOERY@AOL.COM
703 836 2436**

Ms Barbara Ross
City of Alexandria
305 King St.,
Room 2100
Alexandria VA 22314

November 1st 2002

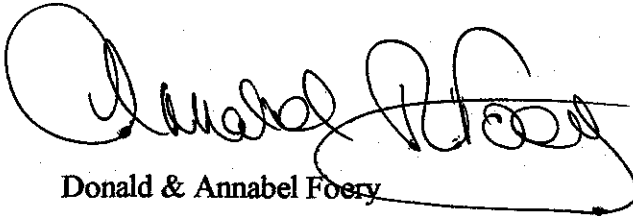
Dear Ms Ross

Re: 815 King Street

We would like to add our support for the proposed project at 815 King Street being developed by Mr Rob Kaufman.

As residents of the immediate area whom might be impacted by the proposal, we have reviewed the plans and the parking study and find no fault with it. We are firm supporters of increasing the availability of residential opportunities within the immediate downtown area, believing it to add viability and vibrancy to our historic town.

Sincerely yours,

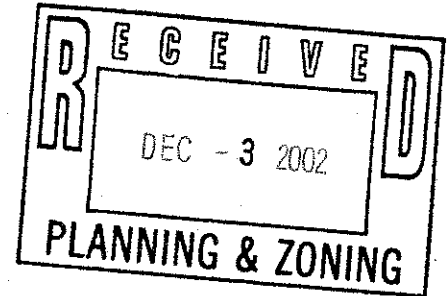


Donald & Annabel Foery

13. SUP2002-0082

MaryMeans Associates, Inc.
Community Planning ■ Heritage Development ■ Public Involvement

December 2, 2002

Chairman & Members
Planning Commission
City Hall
Alexandria, Virginia 22314

RE: 815 King Street

Dear Mr. Chairman and Members:

Were I not out of town on business, I would be before you tonight to speak in support of Rob Kaufman's proposed rehabilitation of 815 King Street. In my absence, I respectfully request that this letter be read aloud and entered into the record.

I speak in three roles: a 20-year resident of Old Town, the owner of a small business located at 814 King Street, across the street from the property in question, and a professional planner with more than 30 years of experience. By way of background that is especially relevant to this matter, my practice includes downtown revitalization, historic preservation, heritage tourism, and urban development strategies. Our public interest clients include cities, counties and non-profit organizations throughout the eastern U.S. Prior to launching the firm in 1990, I was a senior executive at the National Trust for Historic Preservation, where I headed the team that developed the National Main Street Center, which helps small cities and urban districts bring life back to historic commercial areas.

For six years we have been on the fourth floor across the street from 815 King. Its upper floors have been vacant for the entire time, and I understand this has been the case for nearly two decades. I walk to work along upper King Street, which has come a long way in the last 15 years. Perhaps it is because of its overall success causes, the few remaining vacant properties stand in stark contrast. My Main Street sense tells me that vacant or marginal buildings are not just under-performing for their owners; their condition impacts street activity, coming as interruptions in the flow of street-level interest. This affects the bottom line of every retail business for several blocks. And, many of our King Street businesses are not as healthy as their carefully maintained facades appear. Dot.com consolidations have impacted office occupancy nearby. Tourist traffic is a critical margin for many restaurants and retailers, and as we all know, the region's tourism is way down due to terrorist attacks, snipers, and a slow economy. I know for a fact there are more than a few well-established businesses along King Street. They need as much street traffic as possible.

PMA Properties plans to bring life back to 815 King Street – and in doing so, to add to the messy vitality of the neighborhood. The building is in the heart of the historic district. It would be very, very difficult to tear it down. And, it will be very difficult to make the numbers work for

814 King Street, Suite 400, Alexandria, Virginia 22314-3058
703-684-2215 • fax 703-684-2216

rehabilitation. Perhaps this is why there have been no takers for such a long time. If this developer is spurned, it is likely to be years before another comes along.

It is my understanding that a remaining issue is parking. Yet, Gorove-Slade, a highly regarded parking and traffic consultant, has concluded that the parking needs of this building, which will be highest in non-peak periods, are marginal. With bus lines in front, Metro within walking distance, it is an ideal 'Smart Growth' location. Although the city cannot require the developer to provide parking for tenants, it is said the recommendation is to withhold residential parking permits for tenants of the building. This seems punitive.

Most cities would be enthusiastic when a proven quality developer comes forward with a proposal for such a white elephant building. Yet, Mr. Kaufman has encountered myriad obstacles in his path towards approval. Some have said he has been difficult. He has also been patient and persistent, a condition I personally find amazing.

Rob Kaufman has been my landlord for six years now. We were his first tenants, moving in while our building was still being renovated - so I know the integrity of his work and his responsiveness to property management issues.

Please grant approval of this project. The businesses along King Street need it, and many of us are sick of watching a building slowly deteriorate in the heart of the heart of Old Town. Thank you for your attention.


Sincerely,

Mary C. Means

Mary C. Means
President

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 3, 2002
TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION
FROM: EILEEN P. FOGARTY, DIRECTOR, PLANNING AND ZONING 
SUBJECT: SUP #2002-0082
815 King Street

There is a typographical error in the staff report that staff would like to correct here:

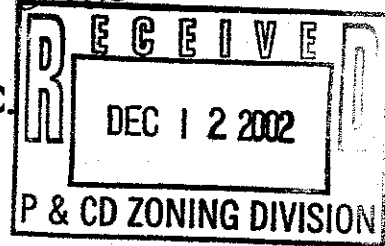
Condition #7: TMP Fund: A TMP account shall be funded annually at an amount equivalent to 50% of the cost of a monthly Metrorail pass for one year for each **tenant apartment unit** of the building. The first payment to the fund shall be made with the issuance of the initial Certificate of Occupancy. Subsequent payments shall be made on the anniversary of the initial payment. (P&Z)(T&ES)

#13. SUP 2002-0082

LAND, CLARK, CARROLL, MENDELSON & BLAIR, P.C.

Attorneys & Counsellors at Law

**524 KING STREET
ALEXANDRIA, VA 22314**



H. CARTER LAND, III
JAMES C. CLARK
F. ANDREW CARROLL, III
RICHARD S. MENDELSON
DUNCAN W. BLAIR

(703) 836-1000

FACSIMILE
(703) 549-3335

MAILING ADDRESS:
P.O. BOX 19888
ALEXANDRIA, VIRGINIA 22320-0888

December 6, 2002

The Honorable Kerry J. Donley, Mayor
City of Alexandria
City Hall, Room 2300
301 King Street
Alexandria, Virginia 22314

DELIVERED BY HAND

In re: SUP 2002-0082 Consideration for a request for a special use permit to add residential apartments to the existing retail and office uses, with reduction of required off street parking at 815 King Street.

Dear Mayor Donley:

I am writing on behalf of our client Rob Kaufman, the applicant requesting approval of the above referenced special use permit, to request the consideration of this item be deferred from the City Council's December 14, 2002, Public Hearing to the City Council's January 25, 2003 Public Hearing.

Mr. Kaufman is requesting this deferral to allow him additional time to have discussions with the staff of the Department of Planning and Zoning and Transportation and Environmental Services concerning the recommended conditions for approval. The additional time will also be used by Mr. Kaufman to fully evaluate the impact of the Special Use Permit Conditions on the continued economic viability of the project.

Thank you for your consideration of this matter, if you have any questions or required further information, please do not hesitate to call.

Very truly yours,

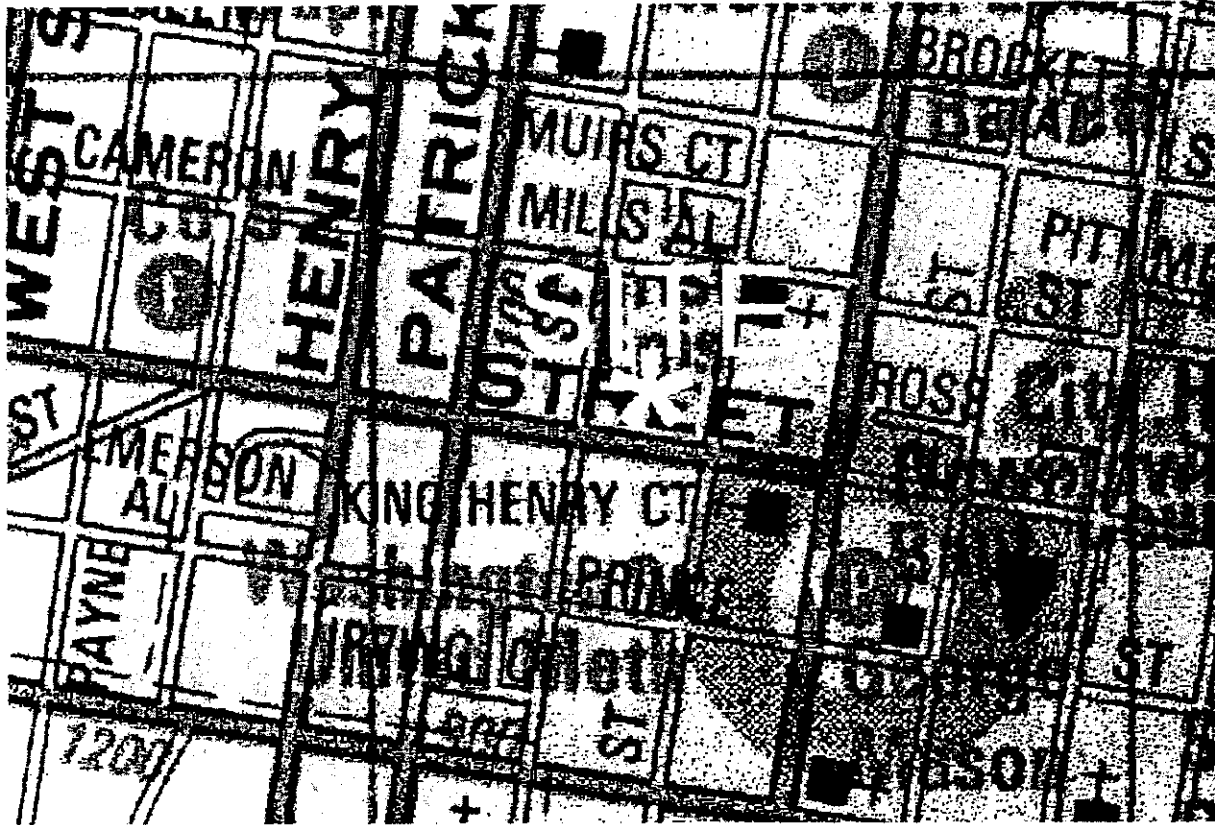
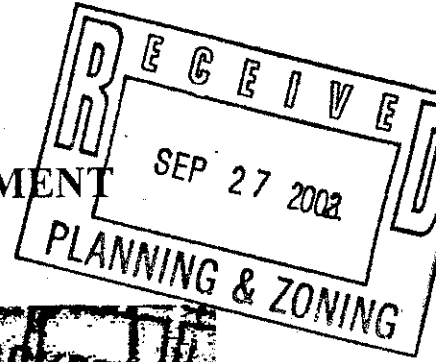
Duncan W. Blair

cc: Robert Kaufman
Eileen Fogarty
Barbara Ross
Eric Wagner

U:\Betsy\data\corresp\Donley.815KingSt.wpd

SUP 2002-0082

**PARKING ASSESSMENT FOR
815 KING STREET RESIDENTIAL DEVELOPMENT
Alexandria, Virginia**



Prepared for

PMA Properties, 810, LLC

Prepared by



Gorove/Slade Associates, Inc.
1140 Connecticut Avenue NW
Suite 700
Washington, D.C. 20036
202-296-8625

10
1-25-03

September 25, 2002

Introduction

This document reviews the on-street parking within the vicinity of the proposed residential property located at 815 King Street on the north side of King Street between Alfred Street and Columbus Street in Old Town Alexandria, Virginia. The proposed development includes 15 residential units. The study area is presented in Figure 1. This document outlines the available on-street parking within 3 block faces of the subject property that includes the following street segments:

1. The north side of Duke Street between Alfred Street and Columbus Street
2. Prince Street between Patrick Street and Washington Street
3. King Street between Henry Street and St. Asaph Street
4. Cameron Street between Patrick Street and Washington Street
5. The south side of Queen Street between Alfred Street and Columbus Street
6. Patrick Street between Cameron Street and Prince Street
7. Alfred Street between Queen Street and Duke Street
8. Columbus Street between Queen Street and Duke Street
9. Washington Street between Cameron Street and Prince Street

Analysis

The proposed residential development will have 15 units and will not include any parking spaces within the property. The zoning requirement for parking consists of 1.3 spaces per unit, which is equivalent to 20 parking spaces. Of these 20 parking spaces, it is estimated that one parking space is needed for each unit to meet the parking demand for the residents of the development, for a total of 15 parking spaces. In addition to the parking demand for residents, the remaining 5 parking spaces represent the demand for visitor spaces. Our evaluation looked at the surrounding on-street parking within 3 block faces of the subject property to determine whether there is sufficient parking supply available on a daily basis to absorb the demand of the proposed development. Knowing that the demand is 20 spaces (15 of which are for residents and 5 are for visitors), the sections below evaluate the adequacy of the supply. The short-term visitors associated with the total parking demand for the proposed residential development would be able to utilize not only the 2-hour Residential Permit Parking spaces in the area, but also the metered spaces and spaces in private parking facilities.

A parking inventory of the area surrounding the proposed development within 3 block faces of the property was conducted on Tuesday August 27, 2002 and Wednesday August 28, 2002. The information collected during these two days was averaged to develop more consistent parking data. Parking restrictions were noted and were divided into four categories.

1. Metered parking
2. Restricted parking – parking is restricted during specific hours of the day and residential permit parking
3. Unrestricted parking – parking is free and without restrictions
4. No parking zones

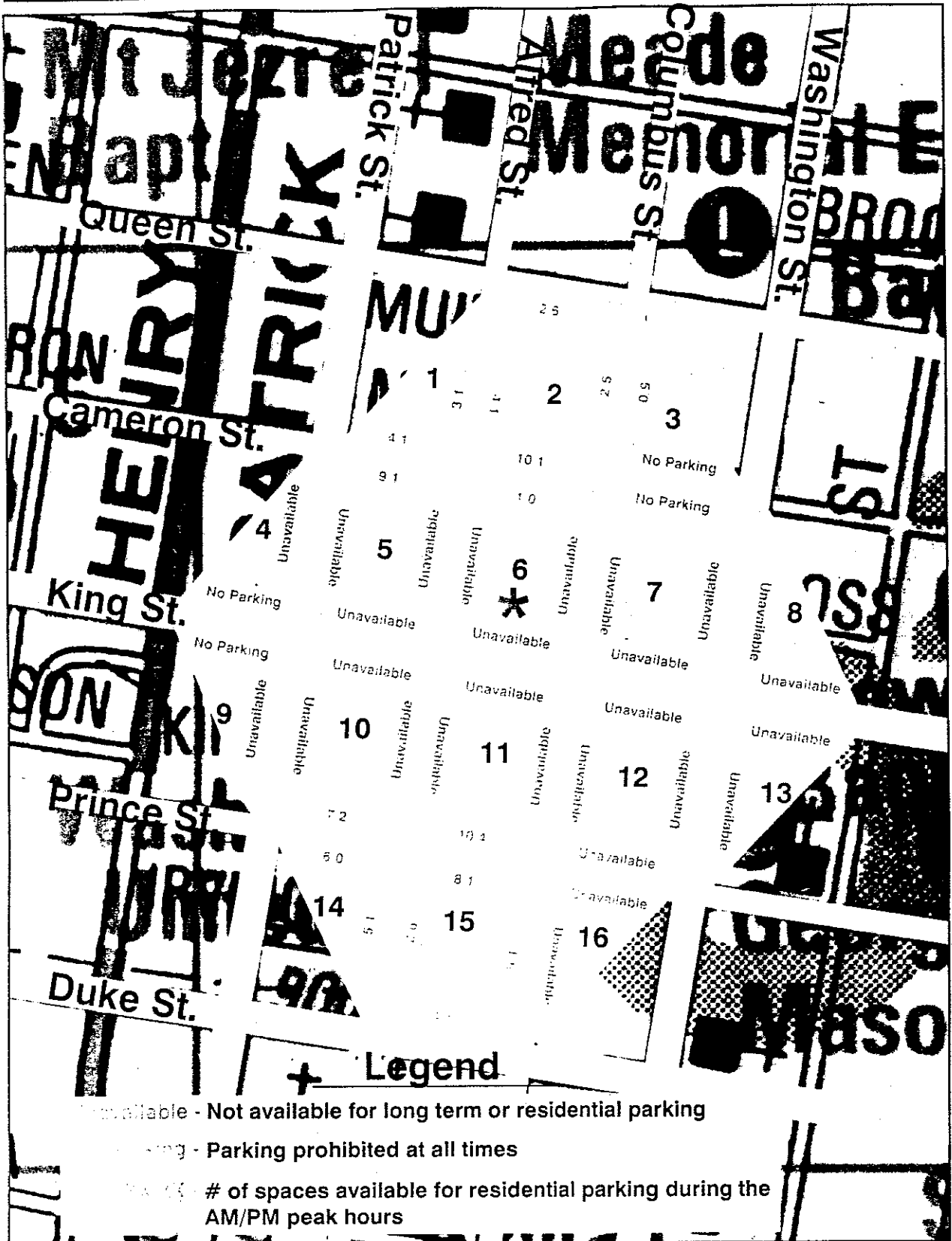


Figure 1
AM/PM Peak Period Available Parking
On-Street Parking Availability for Residents



As part of this parking assessment, the parking supply available for the proposed residential property was identified as residential permit parking and unrestricted parking within the study area. It is these types of spaces that residents of this proposed development can utilize any time during the day, and would not require them to move their vehicle because of time constraints. Based on this condition, the maximum number of spaces that residents could access within the study area is 213 spaces. The minimum availability of these spaces was 88 spaces unoccupied in the morning and 27 spaces unoccupied in the late afternoon/evening. Table 1 presents a summary of the details of the parking inventory and occupancy. The details of the inventory are presented in the appendix to this report.

**Table 1
Weekday On-Street Parking Availability**

Total Parking Supply Available to Residents (Unrestricted Parking and Residential Permit Parking)	AM Peak Period Average Availability (7:00 AM - 8:30 AM)	PM Peak Hour Average Availability (4:00 PM - 6:30 PM)	Residential Development Parking Demand	Can Demand Be Served in AM?	Can Demand Be Served in PM?
213 total spaces	88 of 213 spaces are available	27 of 213 spaces are available	15 resident vehicles + 5 visitor vehicles	Yes	Yes

Table 1 shows that the minimum vacancy (27 spaces) occurs during the PM peak hour. The disparity between the AM and PM peak periods can be attributed to the fact that more spaces become more occupied during the course of the day because most of the retail stores in the area are not open during the AM peak hour and that nearby residents who leave early in the day may be using their vehicles to get to work and arrive home during the PM peak period. As a result, there is an overlapping demand for spaces as nearby residents arrive home while some of the businesses are still open.

The 27 vacant spaces that were observed would be adequate to satisfy the resident demand of 15 spaces and visitor demand of 5 spaces. It is important to note that the visitor demand of 5 spaces can also be served by available metered parking and paid parking in nearby private parking facilities if the visits are short-term.

In addition to on-street parking, several parking garages within the area were contacted to determine availability to absorb some of the parking demand of the residential development, if need be. The private facilities that are located within the study area are shown in Figure 2. It should be noted that not all of the facilities shown on the map were contacted since some of the



Figure 2
Parking Garage Location Map

information for the private garages was not readily available. The following garages were identified and their operators were contacted regarding leasing and general availability:

- Alfred's Parking Garage on N. Alfred Street
- Sun Trust Bank Garage on N. St. Asaph Street
- Park Apcoa Parking Garage on N. St. Asaph Street
- NCMC Private Garage on Washington Street
- Apcoa Parking Garage on Henry Street
- Morrison House Hotel Garage on S. Alfred Street
- Colonial Parking Garage on Columbus Street
- First Union Bank Parking Garage on Columbus Street

Alfred's Parking Garage, located south of King Street on the east side of Alfred Street, has the availability to contract monthly a section of parking for 15 vehicles. This facility would serve the resident demand of the proposed residential development.

By-Right Traffic and Parking Generation Comparison

In addition to the on-street parking inventory and occupancy surveys, a comparison of traffic and parking impacts associated with the proposed residential use and the by-right use of office space was performed. The by-right development for the proposed subject site consists of approximately 11,000 square feet of office space. Using Trip Generation, 6th edition, published by the Institute of Transportation Engineers, as a resource for determining trips generated by both land uses, a comparative summary of AM and PM peak hour traffic was developed. Table 2 presents the AM and PM peak hour trip generation associated with the proposed residential use of 15 apartment units and the by-right development use of 11,000 square feet of office space.

**Table 2
 AM and PM Peak Hour Trip Generation Comparison**

Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Proposed Residential Use (15 apartments)	2	9	11	18	9	27
By-Right Office Use (11,000 SF office)	28	4	32	16	76	92
Difference in Peak Hour Trips Generated By Office Use (By-Right)	+26	-5	+21	-2	+67	+65

Based on the comparative analysis presented in Table 2, the by-right office use is projected to generate 21 more trips during the AM peak hour and 65 more trips during the PM peak hour than the proposed residential use. The residential use has a lesser impact on the surrounding roadway network than the by-right office use.

Similarly, a parking demand calculation was also performed to provide a parking needs comparison between the by-right use and the proposed use. Based on Parking Generation, also published by the Institute of Transportation Engineers, a peak weekday parking demand calculation was performed. Table 3 presents a comparative summary of the parking demand for the by-right use and the proposed use. The trip generation and parking equations used for these comparative analyses are included in the appendix to this document.

**Table 3
AM and PM Peak Hour Trip Generation Comparison**

Land Use	Peak Weekday Parking Demand
Proposed Residential Use (15 apartments)	14
By-Right Office Use (11,000 SF office)	33
Difference in Peak Weekday Parking Demand By Office Use (By-Right)	+19

Based on the comparative parking analysis presented in Table 3, the by-right office use is projected to generate a peak need for 19 more parking spaces during a weekday as compared to the proposed residential use. The residential use has a lesser impact on the nearby on-street parking supply than the by-right office use.

Recommendations

In order to provide additional flexibility to meet the parking demand with the proposed development, it is recommended that the spaces restricted between 3:00 AM and 6:00 AM be modified to allow overnight parking for residents. With the change in zoning to allow for residential development, the parking restrictions should be modified to help facilitate the change in use. This change should consist of converting the parking 3:00 AM and 6:00 AM to Residential Permit Parking.

In addition to this proposed parking restriction change, it is recommended that the residential development manager provide parking information for its residents that would contain the following information:

- Map of nearby vicinity showing on-street parking restrictions
- Map highlighting where available on-street residential parking is anticipated (based on this study)
- Map and contact information of nearby private parking operators that would lease monthly parking contracts
- Map of easily accessible bus routes and bus schedule information

By providing this information, residents of the proposed development would be given locations of where to find on-street parking, resources on where to secure their own private parking spaces, and alternatives to driving and owning a vehicle by utilizing existing transit.

The subject property is located on King Street is not part of a Residential Permit Parking district. The Residential Permit Parking zones appear to encompass areas north of Cameron Street and south of Prince Street, but do not include King Street. Because the subject property is located equidistant to two Residential Permit Parking districts (districts 2 and 4), it is recommended that the residents be eligible to receive Residential Permit Parking privileges in both districts.

Conclusions

This analysis has evaluated the availability of parking surrounding the proposed residential development at 815 King Street. The analysis focused on on-street parking conditions during the AM and PM weekday peak hours. The following summarizes the conclusions of our study:

- As the analysis shows, during the peak hour with the highest parking occupancy, there is a minimum of 27 on-street parking spaces available to accommodate the resident demand of 15 spaces and visitor demand of 5 spaces of the proposed development within the study area.
- In addition to the available on-street parking for residential permit parking and unrestricted parking, there is also metered parking and private parking garage operators within the study area that can accommodate the short-term visitor parking demand.
- Based on researching the private parking operators within the area, there is a private facility that can contract park on a monthly basis 15 residential spaces. This supply can supplement the available on-street parking supply for residents.
- Based on the comparative analysis the by-right office use is projected to generate 21 more trips during the AM peak hour and 65 more trips during the PM peak hour than the proposed residential use. The residential use has a lesser impact on the surrounding roadway network than the by-right office use.
- Based on the comparative parking analysis presented in Table 3, the by-right office use is projected to generate a peak need for 19 more parking spaces during a weekday as compared to the proposed residential use. The residential use has a lesser impact on the nearby on-street parking supply than the by-right office use.
- Recommendations to facilitate parking for residents of the proposed development include the modification of parking restrictions along King Street to Residential Permit Parking, the distribution of on-street parking maps detailing parking restrictions and availability of parking for residents, and the dissemination of bus information to promote public transit utilization.
- Based on the comparative results of the parking inventory and occupancy surveys, the total parking demand of the proposed residential development can be completely accommodated by the available on-street parking supply within the study area. Additional parking in private facilities can supplement this available parking supply.

APPENDIX

THE CITY OF ALEXANDRIA, VIRGINIA
ZONING DIGEST

PARKING AND LOADING REQUIREMENTS

Required Parking^{1 2}

USE

PARKING REQUIRED

Residential:

Single, Two and Townhouse Dwellings³

2 spaces/unit

Multifamily Dwellings:

Efficiency and one bedroom unit 1.3 spaces/unit

Two bedroom unit 1.75 spaces/unit

Three bedroom or larger unit 2.20 spaces/unit

Roominghouses³

by special use permit

Institutional:

Churches

1 space/5 auditorium seats or 1
space/10 classroom seats
(whichever is greater)

Community buildings, Fraternal Organizations,
Civic Clubs, and Lodges

1 space/200 sq. ft.

Homes for the Elderly³

1 space/2 units plus 1 space/2
guest rooms

Hospitals, Nursing Homes, Sanitariums, and
Convalescent Homes

1 space/2 patient beds

Libraries, Museums and similar uses

1 space/200 sq. ft.

Schools

Elementary

1 space/25 classroom seats

High School

1 space/10 classroom seats

Nursery or Day Nursery

2 spaces/classroom

Commercial School

1 space/2 seats

(secretarial, conservatories, art and
craft)

Commercial:

Amusement Enterprise

Indoor

1 space/200 sq.ft. floor area

Outdoor

1 space/400 sq.ft. lot area

Auto Service Station

1 space/gas pump

Central Business District

See page 42

Hotels¹

1 space/guest room plus 1 space/15
guest rooms (for employees)

Hotels in parking district #1

0.7 space/room plus 1 space/ 8

TRIP

GENERATION

6th Edition • Volume 1 of 3



Institute of Transportation Engineers

Apartment (220)

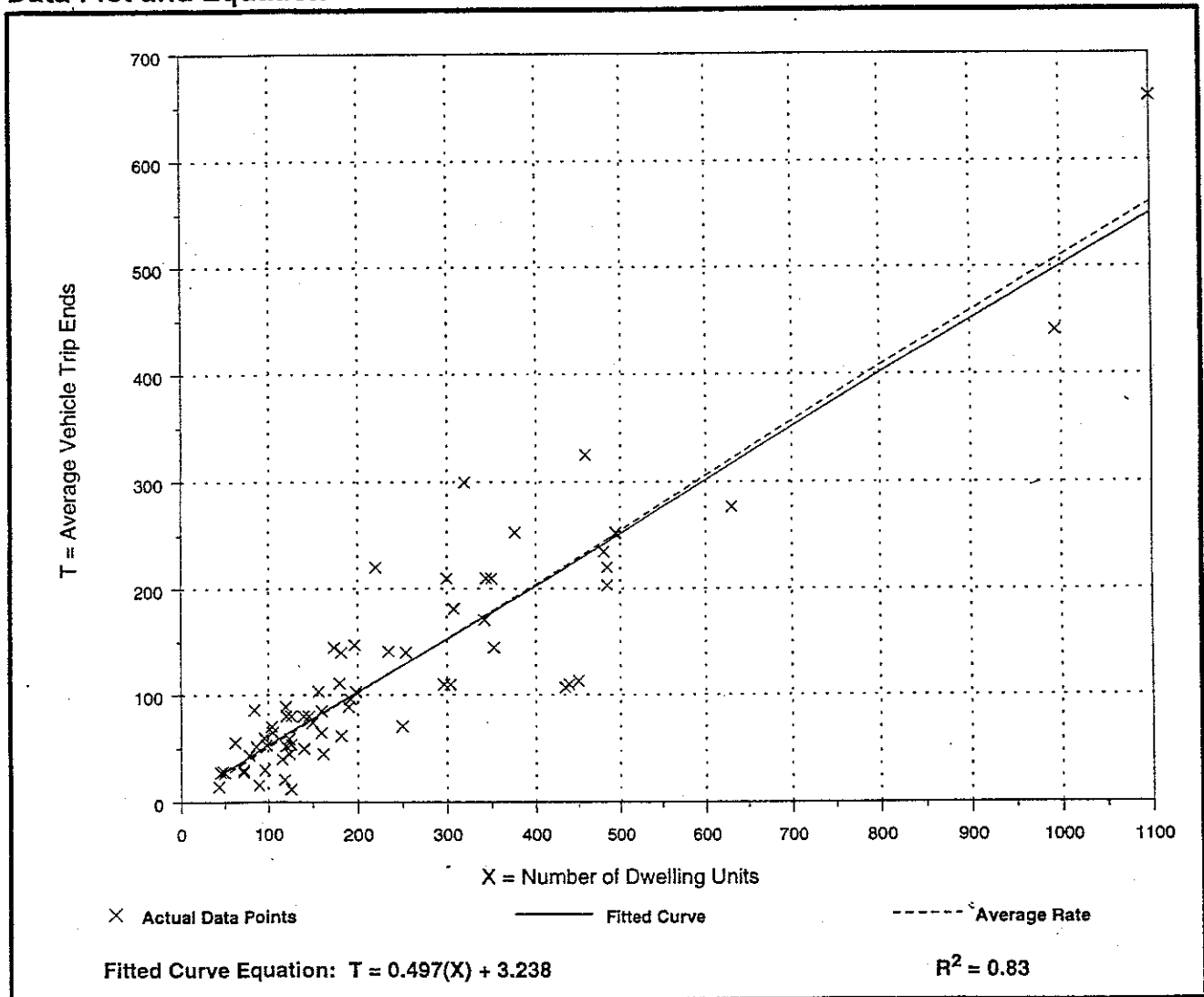
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 69
 Avg. Number of Dwelling Units: 238
 Directional Distribution: 16% entering, 84% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

Data Plot and Equation



Apartment (220)

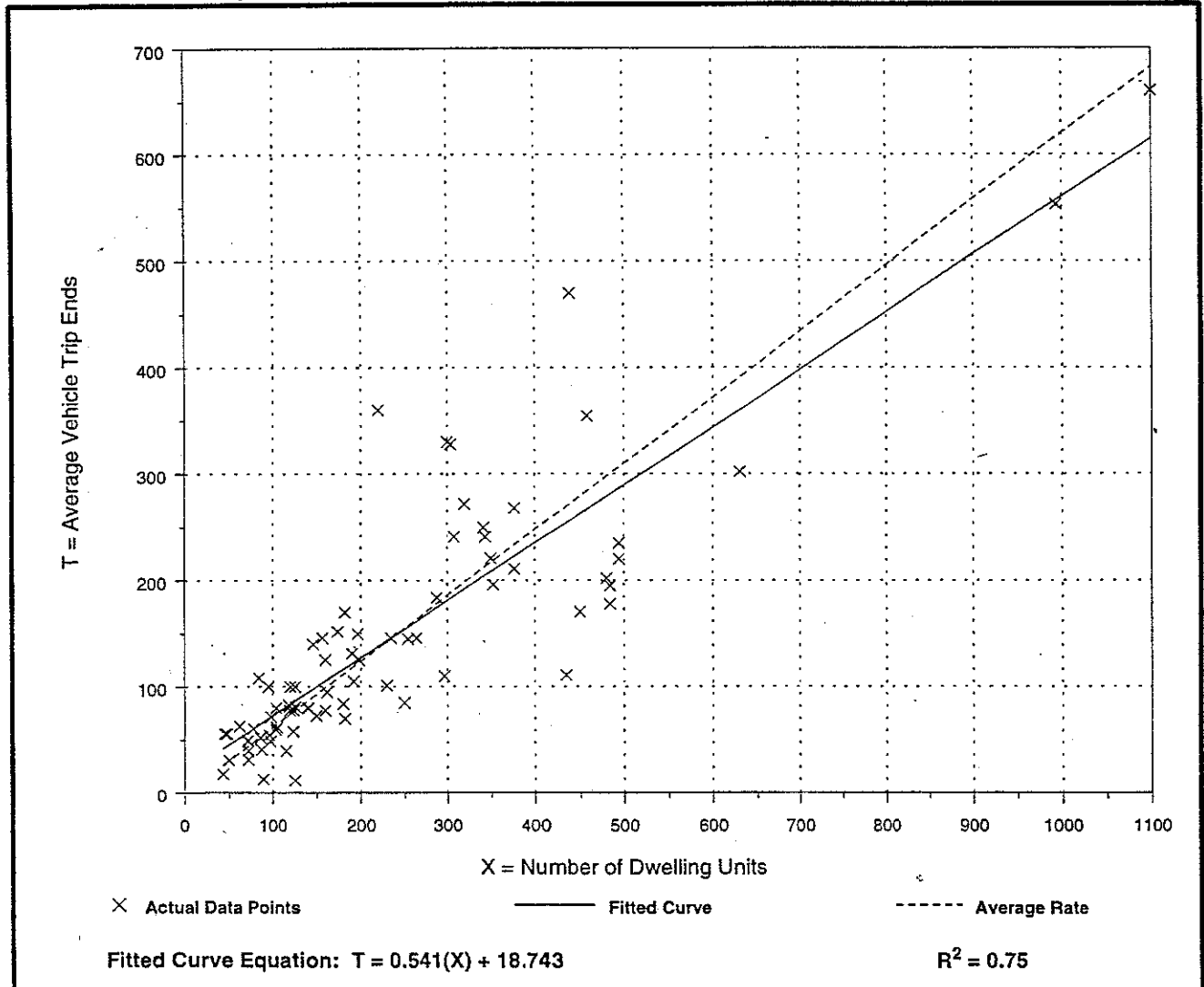
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 78
 Avg. Number of Dwelling Units: 232
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

Data Plot and Equation



General Office Building (710)

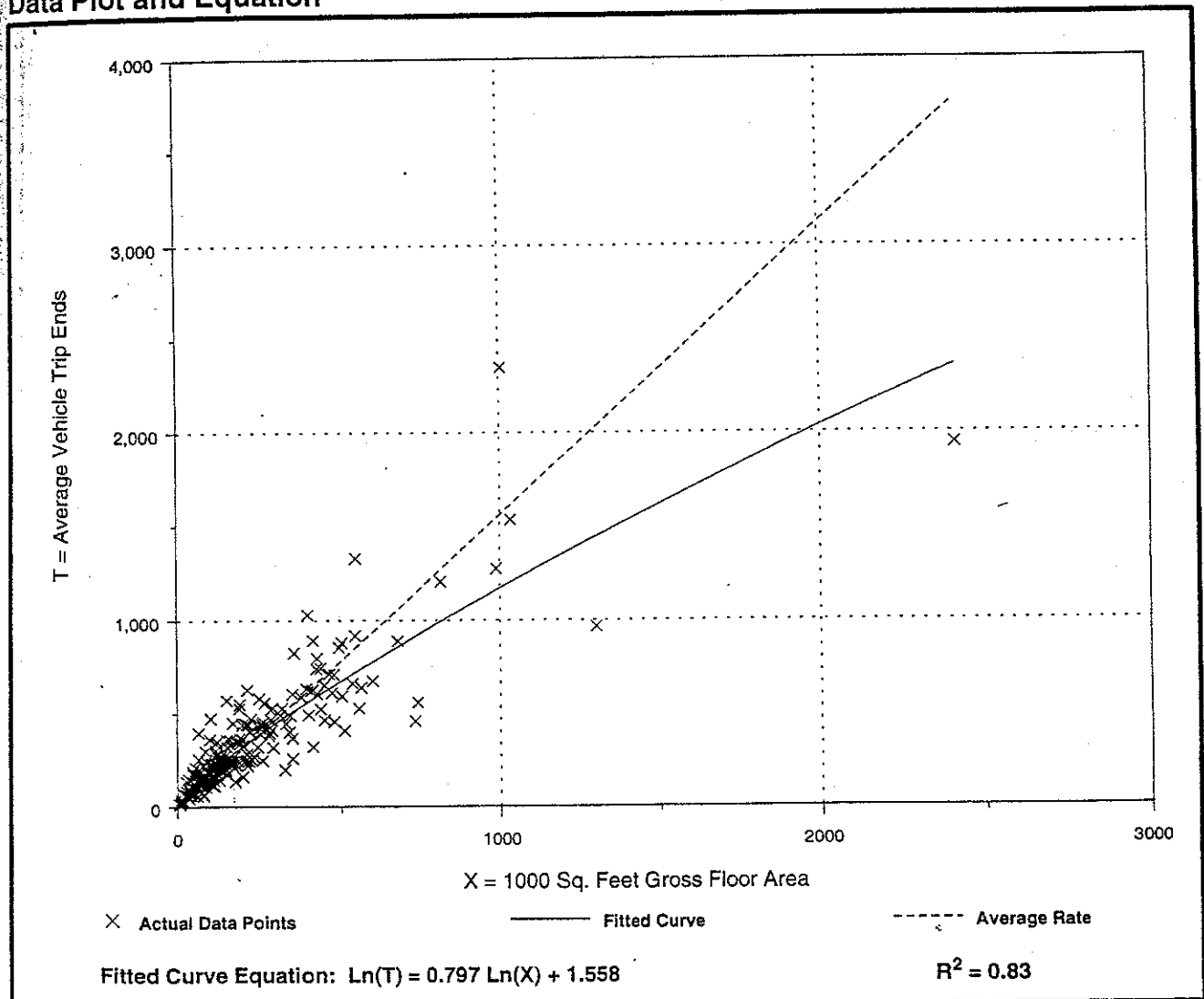
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour

Number of Studies: 216
 Average 1000 Sq. Feet GFA: 223
 Directional Distribution: 88% entering, 12% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.56	0.60 - 5.98	1.40

Data Plot and Equation



General Office Building (710)

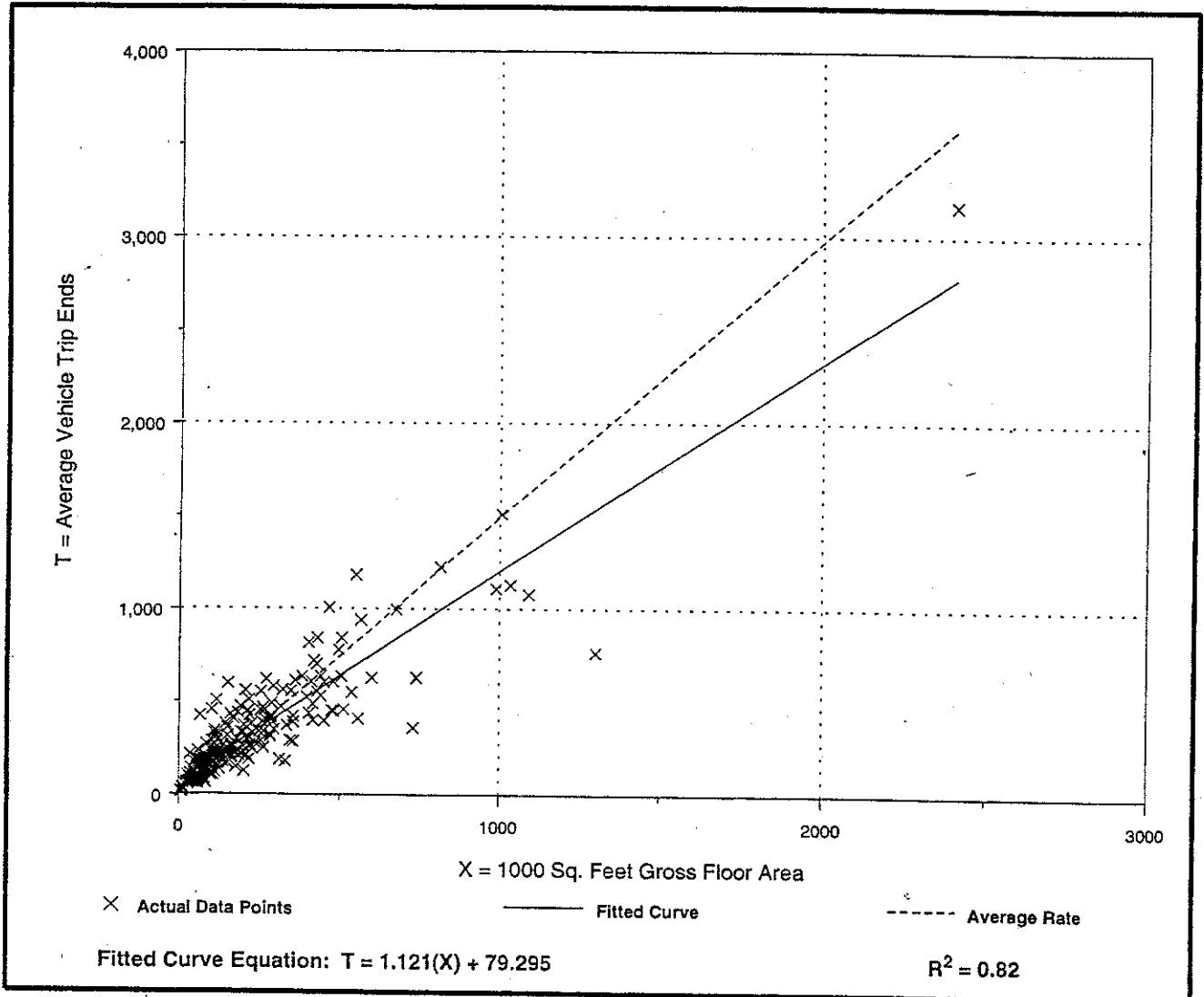
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour

Number of Studies: 234
 Average 1000 Sq. Feet GFA: 216
 Directional Distribution: 17% entering, 83% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.49	0.49 - 6.39	1.37

Data Plot and Equation



2nd Edition

Parking Generation

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INSTITUTE OF TRANSPORTATION ENGINEERS

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GENERAL OFFICE BUILDING (711-716)

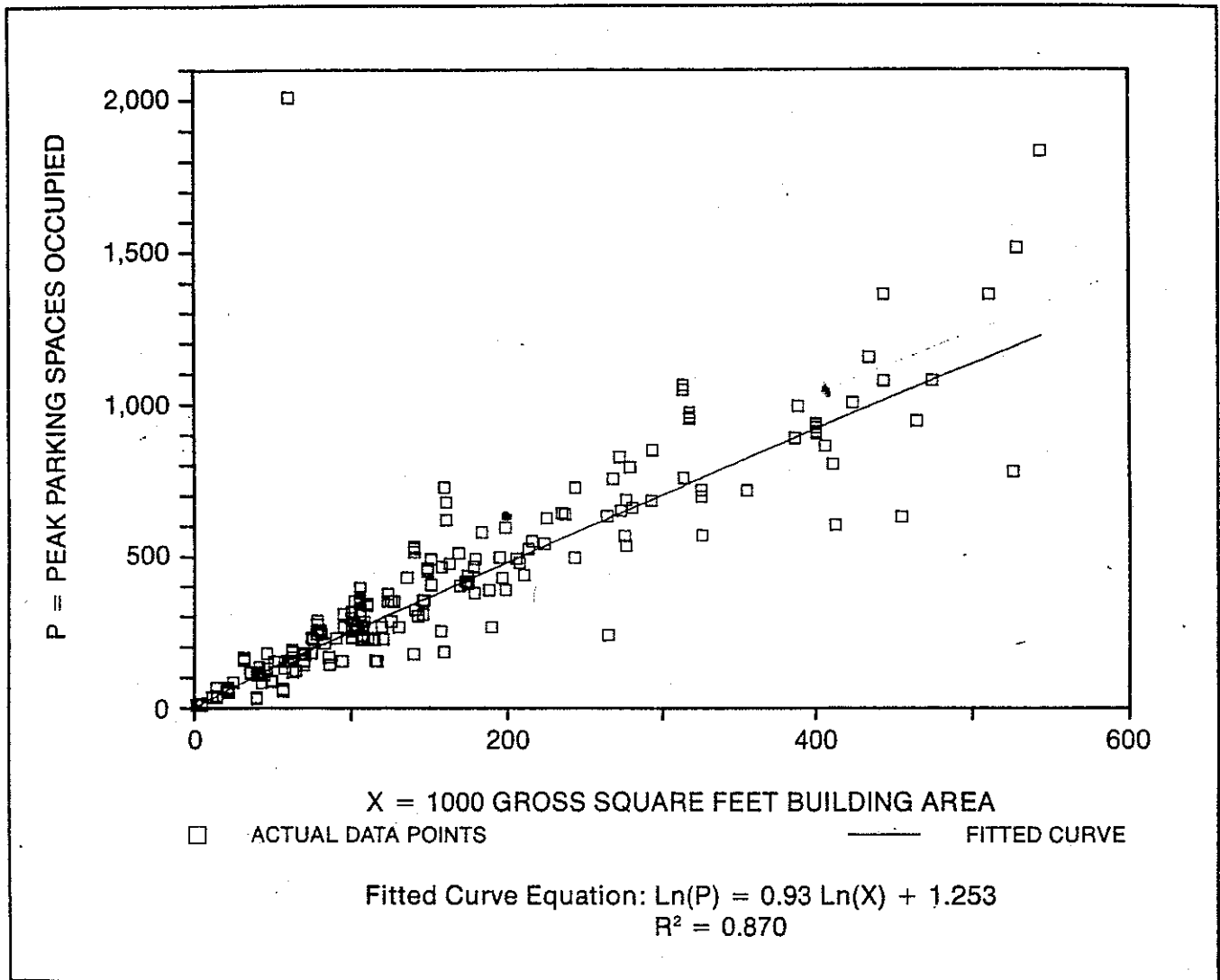
Peak Parking Spaces Occupied vs: 1,000 GROSS SQUARE FEET BUILDING AREA

On a: WEEKDAY

PARKING GENERATION RATES

Average Rate	Range of Rates	Standard Deviation	Number of Studies	Average 1,000 GSF Building Area
2.79	0.75-32.93	2.25	207	168

DATA PLOT AND EQUATION



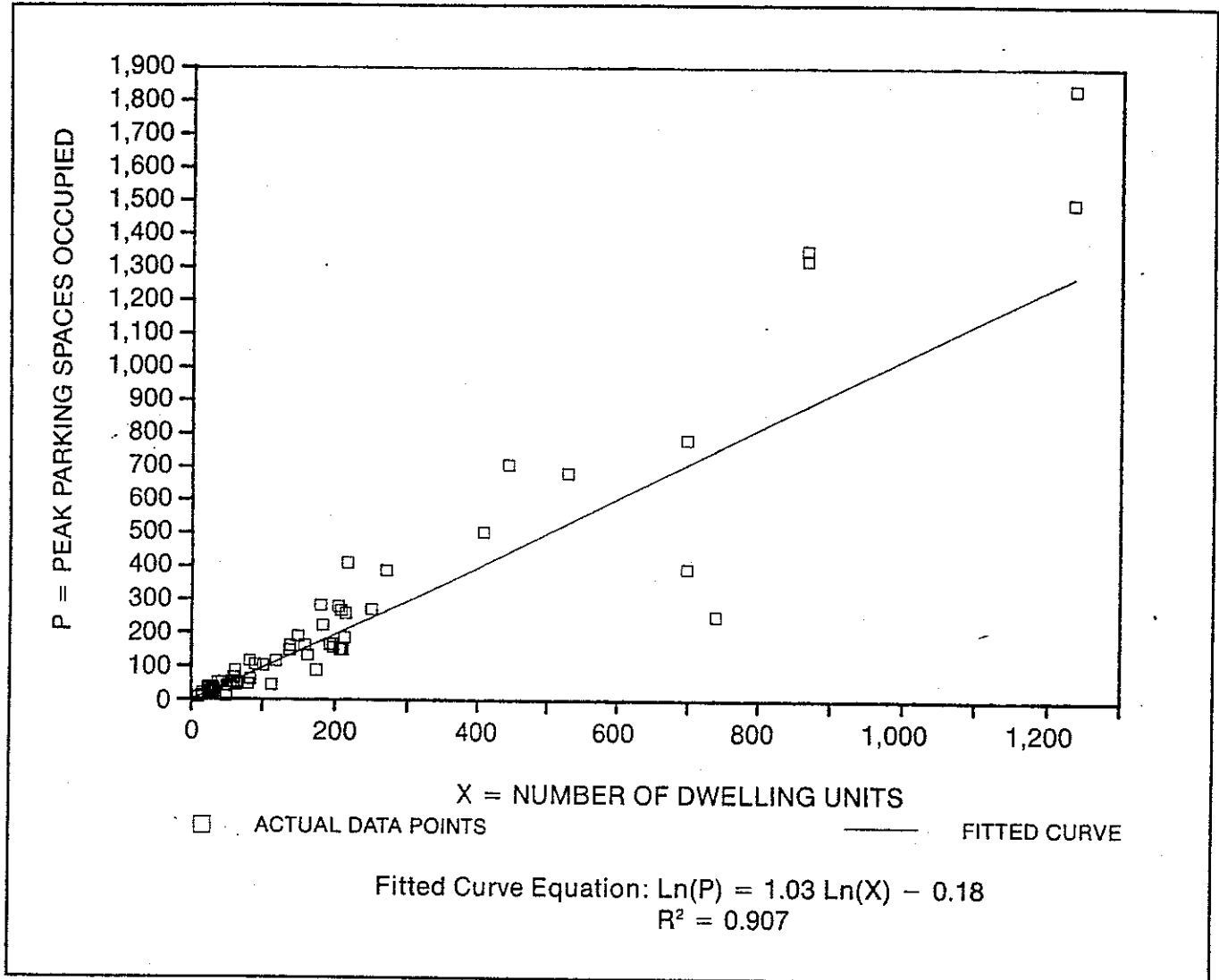
LOW/MID-RISE APARTMENT (221)

Peak Parking Spaces Occupied vs: DWELLING UNITS
On a: WEEKDAY

PARKING GENERATION RATES

Average Rate	Range of Rates	Standard Deviation	Number of Studies	Average Number of Dwelling Units
1.04	0.24-1.90	0.34	60	222

DATA PLOT AND EQUATION



Total Available Parking

Block 1

	Street Name	Metered	Restricted	Unrestricted
North	N/A	N/A	N/A	N/A
South	Cameron St.	0	12	0
East	Alfred St.	0	15	0
West	N/A	N/A	N/A	N/A

Parking Restrictions

			# Spaces
South	Cameron St.	2 Hour Parking 8:00 AM-2:00 AM M-F / Sunday 11:00 AM - 11:00 PM Except by Permit	12
East	Alfred St.	2 Hour Parking 8:00 AM-2:00 AM M-F / Sunday 11:00 AM - 11:00 PM Except by Permit	15

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM				
7:00 AM	Cameron St.	7/12	9/12	4
	Alfred St.	10/15	12/15	4
7:30 AM	Cameron St.	8/12	9/12	3
	Alfred St.	10/15	12/15	4
8:00 AM	Cameron St.	8/12	10/12	3
	Alfred St.	9/15	14/15	3
8:30 AM	Cameron St.	8/12	10/12	3
	Alfred St.	8/15	14/15	4
PM				
4:00 PM	Cameron St.	10/12	10/12	2
	Alfred St.	14/15	14/15	1
4:30 PM	Cameron St.	12/12	11/12	0
	Alfred St.	14/15	14/15	1
5:00 PM	Cameron St.	12/12	11/12	0
	Alfred St.	15/15	15/15	0
5:30 PM	Cameron St.	12/12	10/12	1
	Alfred St.	15/15	15/15	0
6:00 PM	Cameron St.	12/12	10/12	1
	Alfred St.	15/15	15/15	0
6:30 PM	Cameron St.	12/12	10/12	1
	Alfred St.	15/15	15/15	0

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	Cameron St.	3	7
	Alfred St.	4	
PM	Cameron St.	1	1
	Alfred St.	0	

Total Available Parking

Block 2	Street Name	Metered	Restricted	Unrestricted
North	Queen St.	0	12	0
South	Cameron St.	0	10	0
West	Alfred St.	0	11	0
East	Columbus St.	0	12	0

Parking Restrictions

			# Spaces
North	Queen St.	2 Hour Parking 8:00 AM-11:00 PM M-S / Sunday 11:00 AM - 11:00 PM Except by Permit	12
South	Cameron St.	2 Hour Parking 8:00 AM-11:00 PM M-F / Sunday 11:00 AM - 11:00 PM Except by Permit	10
East	Alfred St.	2 Hour Parking 8:00 AM-2:00 AM M-F / Sunday 11:00 AM - 11:00 PM Except by Permit	11
West	Columbus St.	2 Hour Parking 8:00 AM-2:00 AM M-F / Sunday 11:00 AM - 11:00 PM Except by Permit	12

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM	Queen St.	8/12	10/12	3
	Cameron St.	0/10	0/10	10
	Alfred St.	9/11	5/11	4
	Columbus St.	8/12	12/12	2
7:00 AM	Queen St.	8/12	10/12	3
	Cameron St.	0/10	0/10	10
	Alfred St.	9/11	5/11	4
	Columbus St.	8/12	12/12	2
7:30 AM	Queen St.	8/12	10/12	3
	Cameron St.	0/10	0/10	10
	Alfred St.	9/11	5/11	4
	Columbus St.	8/12	12/12	2
8:00 AM	Queen St.	9/12	11/12	2
	Cameron St.	0/10	0/10	10
	Alfred St.	10/11	3/11	4
	Columbus St.	10/12	12/12	1
8:30 AM	Queen St.	10/12	11/12	1
	Cameron St.	0/10	0/10	10
	Alfred St.	10/11	3/11	4
	Columbus St.	10/12	11/12	1
PM	Queen St.	6/12	8/12	5
	Cameron St.	6/10	7/10	3
	Alfred St.	10/11	10/11	1
	Columbus St.	4/12	5/12	7
4:00 PM	Queen St.	6/12	8/12	5
	Cameron St.	10/10	10/10	0
	Alfred St.	10/11	9/11	1
	Columbus St.	3/12	5/12	8
4:30 PM	Queen St.	5/12	7/12	6
	Cameron St.	10/10	8/10	1
	Alfred St.	11/11	10/11	0
	Columbus St.	9/12	9/12	3
5:00 PM	Queen St.	6/12	8/12	5
	Cameron St.	10/10	10/10	0
	Alfred St.	11/11	10/11	0
	Columbus St.	8/12	8/12	4
5:30 PM	Queen St.	6/12	8/12	6
	Cameron St.	10/10	10/10	0
	Alfred St.	10/11	8/11	2
	Columbus St.	8/12	8/12	4
6:00 PM	Queen St.	4/12	6/12	7
	Cameron St.	10/10	10/10	0
	Alfred St.	10/11	8/11	2
	Columbus St.	7/12	8/12	4
6:30 PM	Queen St.	4/12	6/12	7
	Cameron St.	10/10	10/10	0
	Alfred St.	10/11	8/11	2
	Columbus St.	7/12	8/12	4

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	Queen St.	2	
AM	Cameron St.	10	18
AM	Alfred St.	4	
AM	Columbus St.	2	
PM	Queen St.	6	
PM	Cameron St.	1	12
PM	Alfred St.	1	
PM	Columbus St.	5	

Total Available Parking

Block 3

	Street Name	Metered	Restricted	Unrestricted
North	N/A	N/A	N/A	N/A
South	Cameron St.	N/A	N/A	N/A
East	N/A	N/A	N/A	N/A
West	Columbus St.	0	10	0

Parking Restrictions

Spaces

West	Columbus St.	2 Hour Parking 8:00 AM-2:00 AM M-F / Sunday 11:00 AM - 11:00 PM Except by Permit	10
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Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM				
7:00 AM	Columbus St.	4/10	5/10	5
7:30 AM	Columbus St.	5/10	6/10	4
8:00 AM	Columbus St.	3/10	6/10	5
8:30 AM	Columbus St.	3/10	7/10	5
PM				
4:00 PM	Columbus St.	9/10	8/10	1
4:30 PM	Columbus St.	10/10	8/10	1
5:00 PM	Columbus St.	10/10	9/10	0
5:30 PM	Columbus St.	11/10	10/10	0
6:00 PM	Columbus St.	11/10	10/10	0
6:30 PM	Columbus St.	12/10	10/10	0

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	Columbus St.	5	5
PM	Columbus St.	0	0

Total Available Parking

Block 4

	Street Name	Metered	Restricted	Unrestricted
<i>North</i>	N/A	N/A	N/A	N/A
<i>South</i>	King St.	0	0	0
<i>East</i>	Patrick St.	0	15	0
<i>West</i>	N/A	N/A	N/A	N/A

Parking Restrictions

Spaces

<i>East</i>	Patrick St.	2 Hour Parking 8:00 AM-11:00 PM M-S / Sunday 11:00 AM - 11:00 PM Except by Permit	15
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Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM				
7:00 AM	Patrick St.	6/15	4/15	10
7:30 AM	Patrick St.	8/15	4/15	9
8:00 AM	Patrick St.	10/15	6/15	7
8:30 AM	Patrick St.	9/15	6/15	7
PM				
4:00 PM	Patrick St.	10/15	10/15	5
4:30 PM	Patrick St.	11/15	10/15	4
5:00 PM	Patrick St.	10/15	9/15	5
5:30 PM	Patrick St.	10/15	11/15	4
6:00 PM	Patrick St.	14/15	12/15	2
6:30 PM	Patrick St.	14/15	13/15	1

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	Patrick St.	8	8
PM	Patrick St.	4	4

Total Available Parking

Block 5	Street Name	Metered	Restricted	Unrestricted
North	Cameron St.	0	12	0
South	King St.	6	7	0
East	Alfred St.	16	0	0
West	Patrick St.	14	0	0

Parking Restrictions

			# Spaces
North	Cameron St.	2 Hour Parking 8:00 AM-2:00 AM M-F / Sunday 11:00 AM - 11:00 PM Except by Permit	12
South	King St.	No Parking 3:00 AM-6:00 AM Loading Zone	7
South	King St.	2 Hour Parking 8:00 AM-6:00 PM Mon-Sat	6

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM	Cameron St.	4/12	2/12	9
	King St.	0/13	0/13	13
	Alfred St.	4/16	2/16	13
	Patrick St.	1/14	2/14	12
7:00 AM	Cameron St.	4/12	2/12	9
	King St.	1/13	0/13	12
	Alfred St.	6/16	2/16	12
	Patrick St.	1/14	2/14	12
7:30 AM	Cameron St.	4/12	0/12	8
	King St.	3/13	2/13	10
	Alfred St.	8/16	3/16	10
	Patrick St.	2/14	3/14	11
8:00 AM	Cameron St.	8/12	0/12	8
	King St.	2/13	4/13	10
	Alfred St.	8/16	3/16	10
	Patrick St.	4/14	4/14	10
8:30 AM	Cameron St.	10/12	10/12	2
	King St.	9/13	3/13	7
	Alfred St.	8/16	9/16	7
	Patrick St.	10/14	10/14	4
4:00 PM	Cameron St.	10/12	10/12	2
	King St.	10/13	12/13	2
	Alfred St.	8/16	10/16	7
	Patrick St.	10/14	12/14	3
4:30 PM	Cameron St.	10/12	10/12	2
	King St.	13/13	12/13	0
	Alfred St.	10/16	12/16	5
	Patrick St.	12/14	12/14	2
5:00 PM	Cameron St.	11/12	12/12	0
	King St.	13/13	13/13	0
	Alfred St.	12/16	14/16	3
	Patrick St.	12/14	14/14	1
5:30 PM	Cameron St.	9/12	12/12	1
	King St.	12/13	12/13	1
	Alfred St.	11/16	14/16	3
	Patrick St.	14/14	12/14	0
6:00 PM	Cameron St.	10/12	11/12	1
	King St.	12/13	10/13	2
	Alfred St.	11/16	13/16	4
	Patrick St.	10/14	10/14	4
6:30 PM				

Average AM/PM Parking Availability

	Street Total	Block Total
AM	Cameron St. 9	
AM	King St. 11	42
AM	Alfred St. 11	
AM	Patrick St. 11	
PM	Cameron St. 1	
PM	King St. 2	11
PM	Alfred St. 5	
PM	Patrick St. 2	

Total Available Parking

Block 6

	Street Name	Metered	Restricted	Unrestricted
North	Cameron St.	0	10	0
South	King St.	8	14	0
East	Columbus St.	13	1	0
West	Alfred St.	6	6	0

Parking Restrictions

			# Spaces
North	Cameron St.	2 Hour Parking 8:00 AM-2:00 AM M-F / Sunday 11:00 AM - 11:00 PM Except by Permit	10
South	King St.	No Parking 8:00 AM-6:00 PM Loading Zone	1
South	King St.	No Parking 9:00 AM-7:30 PM Mon-Sat Loading Zone	4
South	King St.	No Parking 3:00 AM-6:00 AM Loading Zone	9
East	Columbus St.	2 Hour Parking 8:00 AM-2:00 AM M-F / Sunday 11:00 AM - 11:00 PM	13
East	Columbus St.	No Parking 8:00 AM-5:00 PM	1
West	Alfred St.	2 Hour Parking 8:00 AM - 11:00 PM Mon-Sat	6

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM	Cameron St.	10/10	4/10	3
	King St.	2/22	0/22	21
	Columbus St.	4/14	3/14	10
	Alfred St.	8/12	8/12	4
7:00 AM	Cameron St.	10/10	10/10	0
	King St.	2/22	1/22	20
	Columbus St.	6/14	7/14	7
	Alfred St.	9/12	8/12	3
7:30 AM	Cameron St.	10/10	10/10	0
	King St.	1/22	2/22	20
	Columbus St.	9/14	9/14	5
	Alfred St.	8/12	10/12	3
8:00 AM	Cameron St.	10/10	11/10	0
	King St.	4/22	2/22	19
	Columbus St.	9/14	9/14	5
	Alfred St.	10/12	10/12	2
8:30 AM	Cameron St.	10/10	10/10	0
	King St.	10/10	10/10	0
	Columbus St.	9/14	9/14	5
	Alfred St.	10/12	10/12	2
PM	Cameron St.	10/10	10/10	0

4:00 PM	King St.	9/22	11/22	12
	Columbus St.	4/14	10/14	7
	Alfred St.	7/12	12/12	2
4:30 PM	Cameron St.	10/10	10/10	0
	King St.	10/22	12/22	11
	Columbus St.	8/14	12/14	4
	Alfred St.	8/12	13/12	1
5:00 PM	Cameron St.	10/10	10/10	0
	King St.	12/22	12/22	10
	Columbus St.	10/14	12/14	3
	Alfred St.	6/12	13/12	2
5:30 PM	Cameron St.	10/10	10/10	0
	King St.	14/22	14/22	8
	Columbus St.	10/14	12/14	3
	Alfred St.	6/12	11/12	3
6:00 PM	Cameron St.	10/10	10/10	0
	King St.	13/22	14/22	8
	Columbus St.	12/14	10/14	3
	Alfred St.	5/12	12/12	3
6:30 PM	Cameron St.	10/10	10/10	0
	King St.	13/22	11/22	10
	Columbus St.	8/14	10/14	5
	Alfred St.	5/12	13/12	3

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	Cameron St.	1	
AM	King St.	20	
AM	Columbus St.	7	31
AM	Alfred St.	3	
PM	Cameron St.	0	
PM	King St.	10	
PM	Columbus St.	4	16
PM	Alfred St.	2	

Total Available Parking

Block 7

	Street Name	Metered	Restricted	Unrestricted
North	Cameron St.	0	0	0
South	King St.	0	14	0
East	Washington St.	5	0	0
West	Columbus St.	10	4	0

Parking Restrictions

Spaces

East	Columbus St.	No Parking 9:00 AM-5:00 PM Mon-Fri Loading Zone	4
South	King St.	No Parking 8:00 AM-6:00 PM Loading Zone	14

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM	King St.	2/14	0/14	13
	7:00 AM Washington St.	1/5	0/5	4
	Columbus St.	5/14	4/14	9
7:30 AM	King St.	2/14	1/14	12
	Washington St.	3/5	0/5	3
	Columbus St.	5/14	4/14	9
8:00 AM	King St.	6/14	0/14	11
	Washington St.	2/5	1/5	3
	Columbus St.	8/14	3/14	8
8:30 AM	King St.	7/14	3/14	9
	Washington St.	4/5	4/5	1
	Columbus St.	9/14	6/14	6
PM	King St.	4/14	0/14	12
	4:00 PM Washington St.	3/5	5/5	1
	Columbus St.	10/14	10/14	4
4:30 PM	King St.	4/14	6/14	9
	Washington St.	5/5	6/5	0
	Columbus St.	11/14	12/14	2
5:00 PM	King St.	6/14	13/14	4
	Washington St.	3/5	6/5	0
	Columbus St.	10/14	14/14	2
5:30 PM	King St.	10/14	12/14	3
	Washington St.	3/5	4/5	1
	Columbus St.	12/14	14/14	1
6:00 PM	King St.	11/14	12/14	2
	Washington St.	4/5	6/5	0
	Columbus St.	12/14	12/14	2
6:30 PM	King St.	10/14	14/14	2
	Washington St.	5/5	7/5	0
	Columbus St.	10/14	12/14	3

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	King St.	11	
AM	Washington St.	3	22
AM	Columbus St.	8	
PM	King St.	5	
PM	Washington St.	0	8
PM	Columbus St.	2	

Total Available Parking

Block 8

	Street Name	Metered	Restricted	Unrestricted
North	N/A	N/A	N/A	N/A
South	King St.	0	11	0
East	N/A	N/A	N/A	N/A
West	Washington St.	4	0	0

Parking Restrictions

Spaces

South	King St.	No Parking 8:00 AM-6:00 PM Loading Zone
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Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM				
7:00 AM	King St.	0/11	0/11	11
	Washington St.	0/4	0/4	4
7:30 AM	King St.	1/11	2/11	9
	Washington St.	1/4	0/4	3
8:00 AM	King St.	2/11	1/11	9
	Washington St.	1/4	1/4	3
8:30 AM	King St.	3/11	2/11	8
	Washington St.	2/4	2/4	2
PM				
4:00 PM	King St.	3/11	6/11	6
	Washington St.	0/4	2/4	3
4:30 PM	King St.	3/11	10/11	4
	Washington St.	2/4	2/4	2
5:00 PM	King St.	4/11	10/11	4
	Washington St.	2/4	2/4	2
5:30 PM	King St.	3/11	10/11	4
	Washington St.	2/4	4/4	1
6:00 PM	King St.	9/11	11/11	1
	Washington St.	3/4	4/4	0
6:30 PM	King St.	10/11	11/11	0
	Washington St.	0/4	4/4	2

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	King St.	9	12
AM	Washington St.	3	
PM	King St.	3	5
PM	Washington St.	2	

Total Available Parking

Block 9

	Street Name	Metered	Restricted	Unrestricted
North	King St.	0	0	0
South	N/A	N/A	N/A	N/A
East	Patrick St.	0	7	0
West	N/A	N/A	N/A	N/A

Parking Restrictions

Spaces

East	Patrick St.	2 Hour Parking 8:00 AM - 11:00 PM Mon-Fri	7
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Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM				
7:00 AM	Patrick St.	0/7	0/7	7
7:30 AM	Patrick St.	2/7	1/7	5
8:00 AM	Patrick St.	3/7	2/7	4
8:30 AM	Patrick St.	7/7	3/7	2
PM				
4:00 PM	Patrick St.	6/7	7/7	0
4:30 PM	Patrick St.	7/7	6/7	0
5:00 PM	Patrick St.	7/7	7/7	0
5:30 PM	Patrick St.	7/7	8/7	0
6:00 PM	Patrick St.	7/7	6/7	0
6:30 PM	Patrick St.	7/7	6/7	0

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	Patrick St.	5	5
PM	Patrick St.	0	0

Total Available Parking

Block 10

	Street Name	Metered	Restricted	Unrestricted
North	King St.	0	7	0
South	Prince St.	0	10	0
East	Alfred St.	8	0	2
West	Patrick St.	10	0	0

Parking Restrictions

Spaces

South	Prince St.	2 Hour Parking 8:00 AM - 11:00 PM Mon-Fri Except by Permit	10
North	King St.	No Parking 8:00 AM-6:00 PM Mon-Sat	7

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM				
7:00 AM	King St.	0/7	0/7	7
	Prince St.	2/10	1/10	8
	Alfred St.	4/10	3/10	6
	Patrick St.	0/10	0/10	10
7:30 AM	King St.	2/7	1/7	5
	Prince St.	2/10	1/10	8
	Alfred St.	4/10	3/10	6
	Patrick St.	1/10	1/10	9
8:00 AM	King St.	3/7	1/7	5
	Prince St.	6/10	2/10	6
	Alfred St.	3/10	2/10	7
	Patrick St.	3/10	2/10	7
8:30 AM	King St.	5/7	3/7	3
	Prince St.	8/10	3/10	4
	Alfred St.	3/10	4/10	6
	Patrick St.	3/10	2/10	7
PM				
4:00 PM	King St.	7/7	6/7	0
	Prince St.	5/10	5/10	5
	Alfred St.	9/10	8/10	1
	Patrick St.	5/10	10/10	2
4:30 PM	King St.	7/7	7/7	0
	Prince St.	9/10	6/10	2
	Alfred St.	8/10	8/10	2
	Patrick St.	5/10	10/10	2
	King St.	7/7	7/7	0

5:00 PM	Prince St.	10/10	8/10	1
	Alfred St.	8/10	8/10	2
	Patrick St.	8/10	9/10	1
5:30 PM	King St.	6/7	5/7	1
	Prince St.	10/10	8/10	1
	Alfred St.	6/10	7/10	3
	Patrick St.	10/10	8/10	1
6:00 PM	King St.	6/7	6/7	1
	Prince St.	10/10	10/10	0
	Alfred St.	7/10	9/10	2
	Patrick St.	10/10	8/10	1
6:30 PM	King St.	6/7	5/7	1
	Prince St.	10/10	10/10	0
	Alfred St.	7/10	8/10	2
	Patrick St.	10/10	7/10	1

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	King St.	5	
AM	Prince St.	7	26
AM	Alfred St.	6	
AM	Patrick St.	8	
PM	King St.	1	
PM	Prince St.	2	5
PM	Alfred St.	2	
PM	Patrick St.	1	

Total Available Parking

Block 11

	Street Name	Metered	Restricted	Unrestricted
North	King St.	4	10	0
South	Prince St.	6	12	0
East	Columbus St.	14	0	0
West	Alfred St.	8	7	0

Parking Restrictions

			# Spaces
North	King St.	No Parking 3:00 AM-6:00 AM Mon-Fri Loading Zone	1
North	King St.	No Parking 9:00 AM-5:00 PM Mon-Fri Loading Zone	9
South	Prince St.	2 Hour Parking 8:00 AM - 5:00 PM Mon-Fri Except by Permit	12
West	Alfred St.	2 Hour Parking 8:00 AM - 11:00 PM Mon-Sat	7

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM	King St.	0/14	0/14	14
	Prince St.	6/18	10/18	10
	Columbus St.	9/14	10/14	4
	Alfred St.	2/15	0/15	14
7:00 AM	King St.	0/14	0/14	14
	Prince St.	6/18	10/18	8
	Columbus St.	9/14	10/14	4
	Alfred St.	2/15	1/15	13
7:30 AM	King St.	0/14	0/14	14
	Prince St.	5/18	8/18	11
	Columbus St.	7/14	8/14	6
	Alfred St.	2/15	2/15	13
8:00 AM	King St.	0/14	0/14	14
	Prince St.	5/18	8/18	11
	Columbus St.	8/14	8/14	6
	Alfred St.	3/15	2/15	12
8:30 AM	King St.	0/14	0/14	14
	Prince St.	5/18	8/18	11
	Columbus St.	8/14	8/14	6
	Alfred St.	3/15	2/15	12
PM	King St.	8/14	9/14	5
	Prince St.	14/18	10/18	6
	Columbus St.	10/14	12/14	3
	Alfred St.	12/15	13/15	2
4:00 PM	King St.	10/14	10/14	4
	Prince St.	14/18	13/18	4
4:30 PM	King St.	10/14	10/14	4
	Prince St.	14/18	13/18	4

4:30 PM	Columbus St.	10/14	13/14	2
	Alfred St.	12/15	13/15	2
5:00 PM	King St.	13/14	10/14	2
	Prince St.	16/18	13/18	3
	Columbus St.	13/14	14/14	0
	Alfred St.	13/15	14/15	1
5:30 PM	King St.	14/14	11/14	1
	Prince St.	16/18	14/18	3
	Columbus St.	14/14	15/14	0
	Alfred St.	13/15	14/15	1
6:00 PM	King St.	14/14	13/14	0
	Prince St.	16/18	15/18	2
	Columbus St.	14/14	15/14	0
	Alfred St.	10/15	14/15	3
6:30 PM	King St.	13/14	13/14	1
	Prince St.	14/18	16/18	3
	Columbus St.	10/14	15/14	1
	Alfred St.	10/15	14/15	3

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	King St.	14	
AM	Prince St.	10	
AM	Columbus St.	5	42
AM	Alfred St.	13	
PM	King St.	2	
PM	Prince St.	4	
PM	Columbus St.	1	9
PM	Alfred St.	2	

Total Available Parking

Block 12

	Street Name	Metered	Restricted	Unrestricted
North	King St.	0	9	0
South	Prince St.	10	0	0
East	Washington St.	8	0	0
West	Columbus St.	14	2	0

Parking Restrictions

Spaces

North	King St.	No Parking Except 7:00 PM-11:00 PM	9
West	Columbus St.	No Parking 8:00 AM-5:00 PM Mon-Fri	2

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM	King St.	0/9	0/9	9
	Prince St.	0/10	0/10	10
	Washington St.	0/8	0/8	8
	Columbus St.	4/16	5/16	11
7:00 AM	King St.	1/9	2/9	7
	Prince St.	2/10	1/10	8
	Washington St.	0/8	1/8	7
	Columbus St.	4/16	5/16	11
7:30 AM	King St.	1/9	2/9	7
	Prince St.	2/10	2/10	8
	Washington St.	2/8	2/8	6
	Columbus St.	4/16	5/16	11
8:00 AM	King St.	2/9	2/9	7
	Prince St.	3/10	3/10	7
	Washington St.	2/8	2/8	6
	Columbus St.	6/16	4/16	11
8:30 AM	King St.	10/9	11/9	0
	Prince St.	5/10	10/10	2
	Washington St.	3/8	2/8	5
	Columbus St.	11/16	12/16	4
PM	King St.	11/9	11/9	0
	Prince St.	5/10	10/10	2
	Washington St.	4/8	3/8	4
	Columbus St.	13/16	13/16	3
4:00 PM	King St.	11/9	11/9	0

5:00 PM	Prince St.	6/10	10/10	2
	Washington St.	8/8	8/8	0
	Columbus St.	14/16	14/16	2
5:30 PM	King St.	10/9	11/9	0
	Prince St.	10/10	10/10	0
	Washington St.	6/8	8/8	1
	Columbus St.	14/16	14/16	2
6:00 PM	King St.	10/9	11/9	0
	Prince St.	10/10	10/10	0
	Washington St.	8/8	8/8	0
	Columbus St.	14/16	13/16	2
6:30 PM	King St.	10/9	11/9	0
	Prince St.	10/10	10/10	0
	Washington St.	10/8	8/8	0
	Columbus St.	12/16	14/16	3

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	King St.	8	
AM	Prince St.	8	34
AM	Washington St.	7	
AM	Columbus St.	11	
PM	King St.	0	
PM	Prince St.	1	5
PM	Washington St.	2	
PM	Columbus St.	3	

Total Available Parking

Block 13

	Street Name	Metered	Restricted	Unrestricted
North	King St.	9	1	0
South	N/A	N/A	N/A	N/A
East	N/A	N/A	N/A	N/A
West	Washington St	6	0	0

Parking Restrictions

Spaces

North	King St.	No Parking 3:00 AM-6:00 AM Loading Zone
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1

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM				
7:00 AM	King St.	4/10	2/10	7
	Washington St.	0/6	0/6	6
7:30 AM	King St.	8/10	2/10	5
	Washington St.	0/6	1/6	5
8:00 AM	King St.	10/10	4/10	3
	Washington St.	2/6	1/6	4
8:30 AM	King St.	10/10	4/10	3
	Washington St.	2/6	3/6	3
PM				
4:00 PM	King St.	9/10	12/10	0
	Washington St.	3/6	5/6	2
4:30 PM	King St.	9/10	12/10	0
	Washington St.	5/6	4/6	1
5:00 PM	King St.	8/10	13/10	0
	Washington St.	3/6	4/6	2
5:30 PM	King St.	6/10	13/10	0
	Washington St.	4/6	4/6	2
6:00 PM	King St.	8/10	13/10	0
	Washington St.	4/6	4/6	2
6:30 PM	King St.	7/10	13/10	0
	Washington St.	3/6	5/6	2

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	King St.	5	9
AM	Washington St.	5	
PM	King St.	0	2
PM	Washington St.	2	

Total Available Parking

Block 14

	Street Name	Metered	Restricted	Unrestricted
North	Prince St	0	9	0
South	N/A	N/A	N/A	N/A
East	Alfred St.	0	14	0
West	N/A	N/A	N/A	N/A

Parking Restrictions

			# Spaces
North	Prince St.	2 Hour Parking 8:00 AM-11:00 PM Mon-Sat Except by Permit	9
East	Alfred St.	2 Hour Parking 8:00 AM-11:00 PM Mon-Sat Except by Permit	14

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM	Prince St.	2/9	3/9	6
	Alfred St.	10/14	10/14	4
7:30 AM	Prince St.	2/9	3/9	6
	Alfred St.	9/14	10/14	4
8:00 AM	Prince St.	4/9	3/9	5
	Alfred St.	9/14	9/14	5
8:30 AM	Prince St.	4/9	4/9	5
	Alfred St.	6/14	8/14	7
PM	Prince St.	9/9	9/9	0
	Alfred St.	12/14	13/14	1
4:30 PM	Prince St.	9/9	9/9	0
	Alfred St.	12/14	14/14	1
5:00 PM	Prince St.	9/9	9/9	0
	Alfred St.	12/14	14/14	1
5:30 PM	Prince St.	8/9	9/9	0
	Alfred St.	13/14	14/14	0
6:00 PM	Prince St.	8/9	9/9	0
	Alfred St.	14/14	14/14	0
6:30 PM	Prince St.	8/9	9/9	0
	Alfred St.	14/14	13/14	0

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	Prince St.	6	11
AM	Alfred St.	5	
PM	Prince St.	0	1
PM	Alfred St.	1	

Total Available Parking

Block 15

	Street Name	Metered	Restricted	Unrestricted
North	Prince St.	0	13	0
South	Duke St.	0	8	0
East	Columbus St.	0	12	0
West	Alfred St.	0	16	0

Parking Restrictions

			# Spaces
North	Prince St.	2 Hour Parking 8:00 AM - 11:00 PM Mon-Fri Except by Permit	13
East	Columbus St.	2 Hour Parking 8:00 AM - 11:00 PM Mon-Sat / 11:00 AM - 11:00 PM Sun Except by Permit	12
West	Alfred St.	2 Hour Parking 8:00 AM - 11:00 PM Mon-Sat / 11:00 AM - 11:00 PM Sun Except by Permit	16
South	Duke St.	2 Hour Parking 8:00 AM - 11:00 PM Mon-Sat / 11:00 AM - 11:00 PM Sun Except by Permit	8

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking	
AM					
	7:00 AM	Prince St.	4/13	4/13	9
		Duke St.	3/8	3/8	5
		Columbus St.	2/12	2/12	10
Alfred St.		6/16	6/16	10	
7:30 AM	Prince St.	5/13	5/13	8	
	Duke St.	3/8	3/8	5	
	Columbus St.	2/12	2/12	10	
	Alfred St.	6/16	6/16	10	
8:00 AM	Prince St.	5/13	6/13	7	
	Duke St.	6/8	4/8	3	
	Columbus St.	3/12	2/12	9	
	Alfred St.	5/16	6/16	10	
8:30 AM	Prince St.	5/13	6/13	7	
	Duke St.	8/8	4/8	2	
	Columbus St.	4/12	3/12	8	
	Alfred St.	10/16	7/16	7	
PM					
	4:00 PM	Prince St.	12/13	11/13	1
		Duke St.	7/8	6/8	1
		Columbus St.	12/12	10/12	1
Alfred St.		12/16	14/16	3	
4:30 PM	Prince St.	12/13	12/13	1	
	Duke St.	6/8	8/8	1	

4:30 PM	Columbus St.	12/12	10/12	1
	Alfred St.	14/16	12/16	3
5:00 PM	Prince St.	13/13	12/13	0
	Duke St.	6/8	6/8	2
	Columbus St.	12/12	10/12	1
	Alfred St.	13/16	12/16	3
5:30 PM	Prince St.	10/13	13/13	1
	Duke St.	7/8	6/8	1
	Columbus St.	12/12	10/12	1
	Alfred St.	13/16	14/16	2
6:00 PM	Prince St.	10/13	13/13	1
	Duke St.	7/8	6/8	1
	Columbus St.	11/12	12/12	0
	Alfred St.	15/16	14/16	1
6:30 PM	Prince St.	10/13	13/13	1
	Duke St.	7/8	6/8	1
	Columbus St.	11/12	12/12	0
	Alfred St.	15/16	12/16	2

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	Prince St.	8	
AM	Duke St.	4	
AM	Columbus St.	9	30
AM	Alfred St.	9	
PM	Prince St.	1	
PM	Duke St.	1	5
PM	Columbus St.	1	
PM	Alfred St.	2	

Total Available Parking

Block 16

	Street Name	Metered	Restricted	Unrestricted
<i>North</i>	Prince St.	8	0	0
<i>South</i>	N/A	N/A	N/A	N/A
<i>East</i>	N/A	N/A	N/A	N/A
<i>West</i>	Columbus St.	16	0	0

Parking Occupancy

		Tuesday, 8/27/2002	Wednesday, 8/28/2002	Average Available Parking
AM				
7:00 AM	Prince St.	0/8	0/8	8
	Columbus St.	10/16	3/16	9
7:30 AM	Prince St.	0/8	0/8	8
	Columbus St.	10/16	3/16	9
8:00 AM	Prince St.	0/8	2/8	7
	Columbus St.	8/16	6/16	9
8:30 AM	Prince St.	2/8	2/8	6
	Columbus St.	8/16	6/16	9
PM				
4:00 PM	Prince St.	8/8	8/8	0
	Columbus St.	6/16	4/16	11
4:30 PM	Prince St.	8/8	8/8	0
	Columbus St.	7/16	6/16	9
5:00 PM	Prince St.	8/8	8/8	0
	Columbus St.	10/16	8/16	7
5:30 PM	Prince St.	8/8	9/8	0
	Columbus St.	10/16	8/16	7
6:00 PM	Prince St.	8/8	9/8	0
	Columbus St.	14/16	9/16	4
6:30 PM	Prince St.	9/8	9/8	0
	Columbus St.	14/16	9/16	4

Average AM/PM Parking Availability

		<u>Street Total</u>	<u>Block Total</u>
AM	Prince St.	7	16
AM	Columbus St.	9	
PM	Prince St.	0	7
PM	Columbus St.	7	

APPLICATION for SPECIAL USE PERMIT # 2002-0082

[must use black ink or type]

PROPERTY LOCATION: 815 KING ST

TAX MAP REFERENCE: 074.02.01.04 ZONE: CD

APPLICANT Name: ROB KAUFMAN: CONTRACT PURCHASER

Address: 101 N. COLUMBUS ST SUITE 400 ALEX. 22314

PROPERTY OWNER Name: OLGA MAZZA

Address: 3816 CATHEDRAL AVE NW WASHINGTON 20016

PROPOSED USE: MIXED USE: RETAIL (EXISTING)
OFFICE (EXISTING) & RESIDENTIAL APARTMENTS
INCL. PARKING REDUCTION FOR RESIDENTIAL

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 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 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 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 Planning Commission or City Council in the course of public hearings 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.

ROB KAUFMAN
Print Name of Applicant or Agent


Signature

101 N. COLUMBUS ST
Mailing/Street Address

548.1810 683.0295
Telephone # Ext. 11 Fax #

ALEXANDRIA VA 22314
City and State Zip Code

7.23.02
Date

=====DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY=====

Application Received: _____ Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: 12/3/2002 RECOMMEND APPROVAL 6-0

ACTION - CITY COUNCIL: 12/14/02PH--See attached.

01/25/03PH--See attached.

ORDINANCES AND RESOLUTIONS

19. Public Hearing, Second Reading and Final Passage of an Ordinance to amend Section 3-2-102 of the City Code to increase the cigarette tax levied by the City from \$0.30 to \$0.50 per package. (#20 12/10/02) [ROLL-CALL VOTE]

City Council finally passed the Ordinance upon its Second Reading and Final Passage. **ORD. NO. 4283**

Council Action: _____

20. Public Hearing, Second Reading and Final Passage of an Ordinance to amend Title 2, Chapter 5, Article D of the City Code to authorize certain amendments to the several employee retirement and disability income plans maintained by the City of Alexandria. (#21 12/10/02) [ROLL-CALL VOTE]

City Council finally passed the Ordinance upon its Second Reading and Final Passage. **ORD. NO. 4284**

Council Action: _____

21. Public Hearing, Second Reading and Final Passage of an Ordinance to approve a vacation of a portion of the public right-of-way of Mill Road. (#22 12/10/02) [ROLL-CALL VOTE]

City Council finally passed the Ordinance upon its Second Reading and Final Passage. **ORD. NO. 4285**

Council Action: _____

REPORTS OF BOARDS COMMISSIONS AND COMMITTEES (continued)

DEFERRAL/WITHDRAWAL CONSENT CALENDAR (22-23)

Planning Commission (continued)

22. SPECIAL USE PERMIT #2002-0082

815 KING ST

Public Hearing and Consideration of a request for a special use permit to add residential apartments to the existing retail and office uses, with a reduction of required off-street parking; zoned CD/Commercial Downtown. Applicant: Rob Kaufman.

COMMISSION ACTION: Recommend Approval 6-0

In a letter dated December 6, 2002, the Applicant has requested that this item be deferred to the January 25, 2003 Public Hearing Meeting in order to meet further with staff.

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

10. SPECIAL USE PERMIT #2002-0082

815 KING ST

Public Hearing and Consideration of a request for a special use permit to add residential apartments to the existing retail and office uses, with a reduction of required off-street parking; zoned CD/Commercial Downtown. Applicant: Rob Kaufman. (#22 12/14/02)

COMMISSION ACTION: Recommend Approval 6-0

A discussion regarding the residential parking district permit/sticker system maybe should take place at some point in time.

City Council approved the SUP with the conditions listed in the staff report with the deletion of condition no. 9, and the amended condition nos. 6 and 10 as stated in the memorandum dated January 15, 2003, from the Director of Planning and Zoning.
Council Action: _____

11. SPECIAL USE PERMIT #2002-0104

3901 MT VERNON AV
LILIAN'S RESTAURANT

Public Hearing and Consideration of a request for a special use permit to allow dancing in an existing restaurant; zoned CL/Commercial Low. Applicant: OAVAR's Inc., by Oswaldo A. Salinas.

COMMISSION ACTION: Recommend denial of the request to add dancing, recommend denial of the right to operate until 1:00 a.m., and recommend approval of the continued operation of the restaurant. 7-0

Councilwoman Woodson's request to docket a report regarding the Police Department's activities in Arlandria will be docketed at the first meeting in February.

Councilman Speck pointed out that there is no such time as 12 a.m., it is 12 midnight.

City Council approved the Planning Commission recommendation.
Council Action: _____

ORDINANCES AND RESOLUTIONS

12. Public Hearing, Second Reading and Final Passage of an Ordinance to amend the Old Town North Small Area Plan Chapter of the Master Plan to change the land use designation of the block bounded by North Pitt, North Royal, Princess and Pendleton Streets from RM/Residential Medium to CRMU-X/Commercial Residential Mixed Use. (#18 1/14/03) [ROLL-CALL VOTE]

City Council finally passed the Ordinance upon its Second Reading and Final Passage.
ORD. NO. 4287
Council Action: _____

SPEAKER'S FORM

10
1-25-03

**PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM.**

DOCKET ITEM NO. 10

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: DORTON W BLAIR
2. ADDRESS: 524 Kury St.
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Bob Kaufman
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: _____ AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES NO

This form shall be kept as a part of the Permanent Record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of 5 minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the City Clerk.

Additional time, not to exceed 15 minutes, may be obtained with the consent of the majority of the Council present, provided that notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at Public Hearing Meetings, and not at Regular Meetings. Public Hearing Meetings are usually held on the Saturday following the second Tuesday in each month; Regular Meetings are regularly held on the Second and Fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item can be waived by a majority vote of Council members present, but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at Public Hearing Meetings. The Mayor may grant permission to a person, who is unable to participate in public discussion at a Public Hearing Meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- All speaker request forms for the public discussion period must be submitted by the time the item is called by the City Clerk.
- No speaker will be allowed more than 5 minutes, and that time may be reduced by the Mayor or presiding member.
- If more than 6 speakers are signed up or if more speakers are signed up than would be allotted for in 30 minutes, the Mayor will organize speaker requests by subject or position, and allocate appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30-minute public discussion period.
- If speakers seeking to address Council on the same subject cannot agree on a particular order or method that they would like the speakers to be called, the speakers shall be called in the chronological order of their request forms' submission.
- Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.