

Speakers

Jonathan Rak, attorney, representing the applicant.

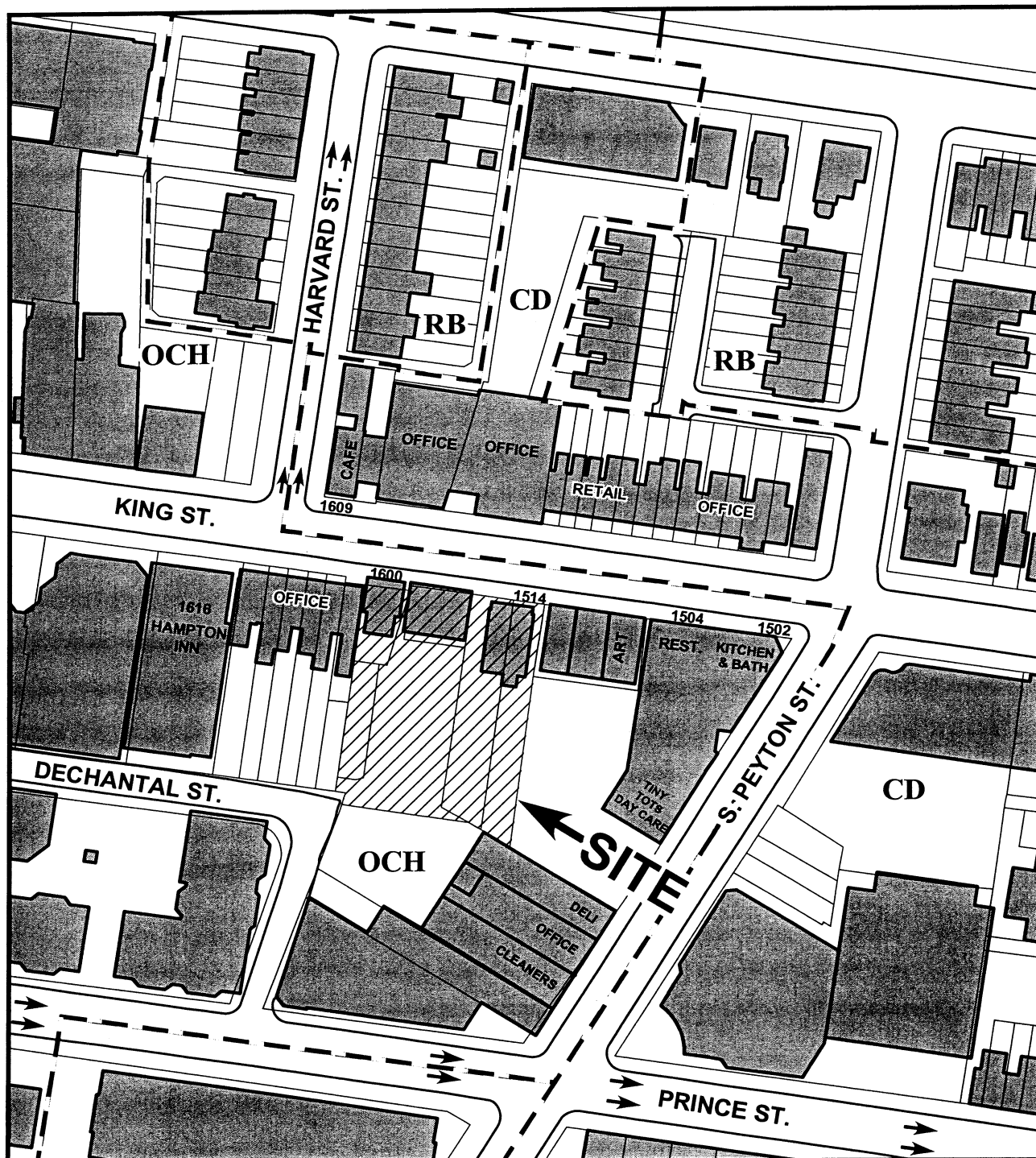
Jim Melton, resident, 105 Harvard Street, spoke favorably of the project. He made mention of another older building in the vicinity of the proposed project that should be preserved.

Lois Walker, resident, 417 S. Royal Street spoke in support of the project.

Kimberly Herter, resident, 303 E. Glendale Ave, spoke favorably of the project but expressed concerns regarding preservation of all building currently on site as well as archaeological efforts during construction.

Larry Grossman, resident, 1123 Powhatan Street, spoke in support of the project. He also discussed issues of public parking in the Upper King Street area.

Michael Hobbs, representing the Old Town Civic Association, 419 Cameron Street spoke in support of the project noting staff's efforts and the applicant's willingness to work with neighborhood groups.



DSUP #2002-0041
VAC #2004-0012

04/05/05



I. IMPACTS/BENEFITS:

IMPACT/BENEFIT	COMMENTS												
Consistency with Strategic Plan	<ul style="list-style-type: none"> The proposal is a mixed-use project, with ground floor retail, retains a historic structure, provides underground parking, with high quality building design all of which will help to provide an active and vibrant development along King Street. 												
Use	<ul style="list-style-type: none"> Create more useable retail Strengthen the space and retail on King Street 5,400 sq.ft. ground floor retail space 65 residential condominium uses (600 sq.ft. to 1,400 sq.ft. units) 												
OpenSpace/Streetscape	<ul style="list-style-type: none"> 17 % ground-level open space, 23% roof-top open space, 40% total Internal 4,594 sq.ft courtyard will be accessible to the public \$15,000 contribution to King Street Park for improvements to the park 												
Pedestrian	<ul style="list-style-type: none"> Sculpture or focal element within the courtyard, benches, additional landscaping; pedestrian crosswalks and count down signals; pedestrian scale lighting, trash receptacles and bicycle parking. 												
Building Compatibility	<ul style="list-style-type: none"> The building will range in height from 35 to 60 ft. The mass of the building is in the rear and the lower scale, historic street presence is respected by preserving one historic building, preserving the facade of another, and designing a scaled down (3 stories) new building on King Street. The new building consists of high quality materials. 												
Affordable Housing	<ul style="list-style-type: none"> The applicant will make a voluntary offer of \$2.00 per sq.ft of floor area permitted with a site plan (52,688sf) and \$4.00 per gsf for the additional floor area (17,420sf) as part of the special use permit for a total voluntary contribution of \$175,456. 												
Traffic/Transit	<ul style="list-style-type: none"> Distance to metro station is 1,000 feet Level of Service (LOS) <table border="0" data-bbox="649 1303 1266 1438"> <thead> <tr> <th></th> <th><u>Current</u></th> <th><u>Projected</u></th> </tr> </thead> <tbody> <tr> <td>Dangerfield and Dechantal:</td> <td>A</td> <td>A</td> </tr> <tr> <td>Dechantal and Site Driveway:</td> <td>A</td> <td>A</td> </tr> <tr> <td>Prince and Dechantal:</td> <td>B</td> <td>B</td> </tr> </tbody> </table> Transit subsidies for transit fare media for on-site employees and residents Ridesharing program. A Guaranteed Ride Home Program 		<u>Current</u>	<u>Projected</u>	Dangerfield and Dechantal:	A	A	Dechantal and Site Driveway:	A	A	Prince and Dechantal:	B	B
	<u>Current</u>	<u>Projected</u>											
Dangerfield and Dechantal:	A	A											
Dechantal and Site Driveway:	A	A											
Prince and Dechantal:	B	B											
Parking	<ul style="list-style-type: none"> All parking is located below grade accessed from Dechantal Street 1.46sp/unit, 10 visitor spaces, 5 retail spaces (100 total parking spaces) 												
Environment	<ul style="list-style-type: none"> The proposed building will use green building elements such as non-toxic building materials, energy efficient appliances, low emission paints, high efficiency mechanical equipment and recycled materials. 												
Fiscal	<ul style="list-style-type: none"> The proposal would generate a minor increase in annual real estates tax revenues, which are projected to be \$ 230,000 to \$260,000. 												

II. OVERVIEW:

This mixed use project for Upper King Street proposes to mix 65 condominium units with ground floor retail and a central open courtyard. The site is within 1,000 feet from the King Street metrorail station, providing an opportunity to create a pedestrian-oriented mixed use development near a transit stop. The applicant requests approval of a development special use permit in order to increase the floor area ratio from 2.0 to 2.67. The OCH zone permits up to 3.0 FAR with a special use permit.

The redevelopment of the site presents several challenges and opportunities that include:

Challenges

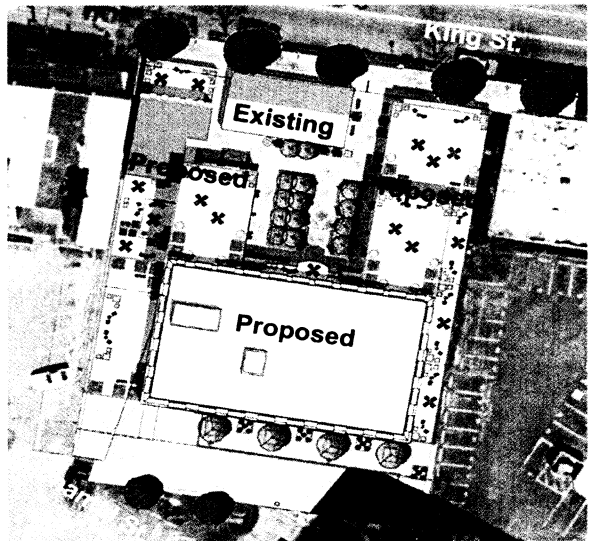
- Providing an appropriate mass and scale that are compatible with King Street and the adjoining historic buildings;
- Ensuring that the building is well designed as one of the first significant developments since the preparation of the King Street Retail Strategy;
- Maintaining a level of ground level open space and “openness” for the development; and
- Minimizing traffic and parking impacts.

Opportunities

- Redevelopment of a site that has been identified by the *King Street Retail Strategy* as a potential redevelopment site.
- Pedestrian and streetscape improvements;
- Affordable housing;
- Mixed-use development within close proximity of a transit stop;
- Strengthen retail activity;
- Ground level open space, openness and publically accessible open space;
- Neighborhood serving retail uses; and
- Underground parking.



Site Area Context



Proposed North Elevation-View from King St.

The proposal is consistent with City Council's vision and has been guided, in part, by the principles of the *King Street Retail Strategy* which is being considered by the City for approval. The adjoining area is characterized primarily by office and hotel uses to the west and north of the site and commercial, retail and restaurant uses to the eastern and southern portion of the site. The *King Street Retail Strategy* anticipates a mixed-use development for the site, with a transition in scale from the larger, newer buildings to the west to the smaller scale buildings on most of King Street to the east and with sensitivity for the established low-scale residential neighborhoods in close proximity to the site.

The proposal is an opportunity to introduce residential use into an area of King Street, which consists primarily of office uses. Additional residents on the upper portion of King Street will help provide shoppers and users of businesses on King Street, will enhance the vitality and level of activity of the street, encouraging night time patronage of the restaurants and retail and provide residential lights on the street.

Staff supports the redevelopment of the site and the proposal of a mixed-use development with underground parking in close proximity to the King Street metro station. The applicant has worked extensively with the City and community to make revisions to the plan, mass and scale, open space, retail and parking to ensure that the proposal complies with the requirements and principles of the *King Street Retail Strategy*. The proposal is consistent with the *King Street Retail Strategy*, good planning principles and, with the proposed staff recommendations, the proposal will provide public benefit to the City and King Street.

A. Issues Addressed with the Staff Recommendations:

Pedestrian Circulation, Streetscape and Open Space

The applicant is providing high quality ground-level open space, most of which is consolidated within a 4,500 sf central courtyard that is accessible and visible from King Street. At the request of the City, the applicant has agreed to provide a public access easement for the internal pedestrian connections and the internal courtyard park to enable this space to function as a neighborhood pocket park for the adjoining residents and King Street. Because of the adjoining retail uses, the courtyard space could also serve as an area for outdoor dining and other uses that could help to activate the space. More specifically, open space and pedestrian conditions include:

- Sculpture of focal element within the public courtyard open space;
- Stamped asphalt pedestrian crosswalks and pedestrian countdown signals;
- \$15,000 contribution for improvements to the King Street park;
- Additional landscaping and pedestrian scale;
- Public benches and trash receptacle for the street frontages and internal courtyard; and
- Bicycle racks.

With these conditions, the proposed development will provide a significant amount of pedestrian improvements on King Street within the King Street Park and the creation of a new, useable consolidated area of open space courtyard for a community pocket park for both residents and shoppers.

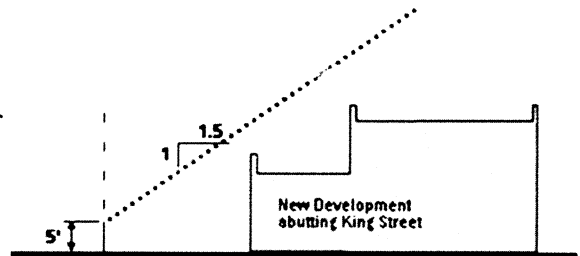
Building Design/Mass and Scale

With a request for an FAR increase from 2.0 to 2.67, and a very sensitive location on King Street, amid historic structures and at an important transition point among different scale buildings, the applicant has achieved a site plan and building mass, with extensive architectural detailing, which respects the historic context and meets the challenges of a complex site.

The site layout, building massing and open space were influenced by the following:

- maintain the integrity of the 100 year old building;
- maintain the scale and character of King Street;
- provide publically accessible and visible ground-level open space; and
- provide ground floor retail on King Street.

The goal of the *King Street Retail Strategy* is to ensure that any redevelopment of the site is compatible with the mass, scale and character of the buildings on King Street. The study identifies an approach which requires that the upper floors of taller buildings be setback from the street to maintain the 35 ft. - 50 ft. building height on King Street and to minimize shadows cast on King Street by taller buildings.

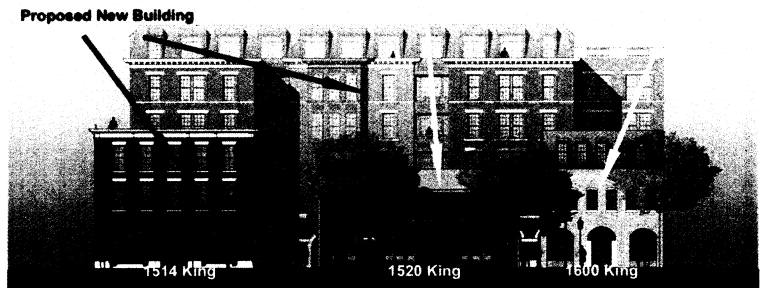


In addition to a design which is compatible with the mass and scale of other buildings on King Street, this site is particularly important because it includes three existing buildings. Specifically, the three existing buildings include a 100 year old building (1520 King Street) and the other two buildings (1514 and 1600 King St.) were constructed later, in the early 1900s. None of the buildings are covered by the jurisdiction of the Old and Historic District. The *King Street Retail Strategy* specifically identifies the buildings at 1520 and 1600 King Street as buildings that should be retained.



*KSRS recommends saving
1520 and 1600 King Street*

These principles have resulted in a creative and sensitive building mass and design for the site. The proposal retains the central 100 year old building and retains the facade for 1600 King Street, consistent with the *King Street Retail Strategy*. A new building will be constructed at 1514 King Street.

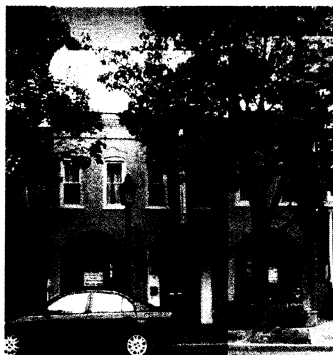


Proposed North Elevation - View from King Street

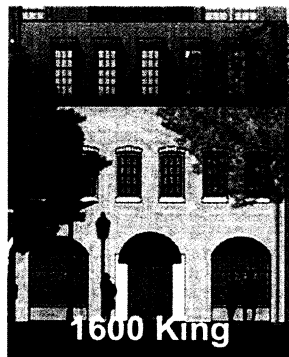
The development will consist of a U-shaped building constructed next to and behind the central historic building, which makes the historic building the focal element of the proposal. The mass of the new construction is divided into different components, with the taller buildings setback 61 ft. from King Street, and the proposed new building on King Street is three stories, consistent with the heights of buildings on King Street. The development also features significant building breaks. Parking is located within a two-level below-grade parking garage with access from Dechantal Street, which is a public right-of-way that functions as a service alley for the adjoining office and residential buildings.

King Street Building Mass-Scale

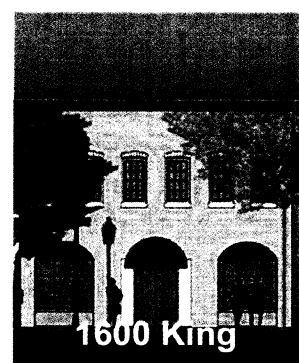
Staff is concerned with the massing on the northern portion of the site, where the addition to the existing facade will be most visible and where the property abuts the smaller scale adjoining townhouses and the smaller scale residential buildings on Harvard Street. To address this issue, staff is recommending that the proposed unit be eliminated to create a better transition in scale to the adjoining 100 year old building, residential neighborhood and King Street. The removal of the unit retains the historic scale and is consistent with the adjoining historic building.



Existing Condition
1600 King as it looks today.



Applicant Proposal
Unit above 1600 King.



Staff Proposal
Remove Unit above 1600 to retain scale of King St.

Mass Transit Incentives - Parking

The site is located within the King Street parking district, which is consistent with the City's approach to minimizing parking near Metro stations and includes lower parking requirements (1 sp/unit) than in many other parts of the City. After meeting with a number of community groups whose concern about the development was potential spillover parking, the applicant is proposing a slightly higher parking ratio (1.46 sp/unit) for the condominiums. Coupled with staff's recommendation that residents of the proposed development not be eligible for on-street residential parking passes, the proposed parking ratio should ensure that there is no spillover onto the adjoining streets for much needed retail and residential parking on nearby streets, such as Harvard Street. Staff has also included recommendations to encourage mass transit that include transit subsidies, rideshare programs and bicycle parking.

B. Community:

The applicant and staff conducted numerous community meetings for this project with the Upper King Street Neighborhood Association, Rosemont Civic Association and the Old Town Civic Association. The redevelopment of the site has generally been positively received, although issues identified by the community include:

- Minimizing the parking impacts and making the street more pedestrian friendly;
- Ensuring publically visible and accessible open space;
- Making the development scale compatible with the neighborhood;
- Providing neighborhood-serving retail uses; and
- Providing affordable housing.

To address these concerns, staff has included conditions regarding the open space, pedestrian improvements, retail and massing of the building.

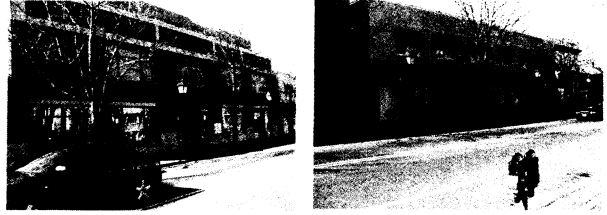
C. Conclusion:

Staff recommends **approval** with the conditions of approval as outlined in the staff report.

III. BACKGROUND:

A. Site Description:

The site is surrounded by two and three-story buildings that consist of retail and office uses and three to five-story office buildings to the south of the site along Prince Street. Farther to the west, along King Street, there are five and six-story office buildings that have ground floor retail as well as a six-story hotel building. To the north of the site across King Street, the buildings range in height from two to five stories and consist of retail and office uses. Beyond the immediate commercial area on King and Prince Street are several residential areas, including Harvard Street.



South Side of King St.-East of Site.

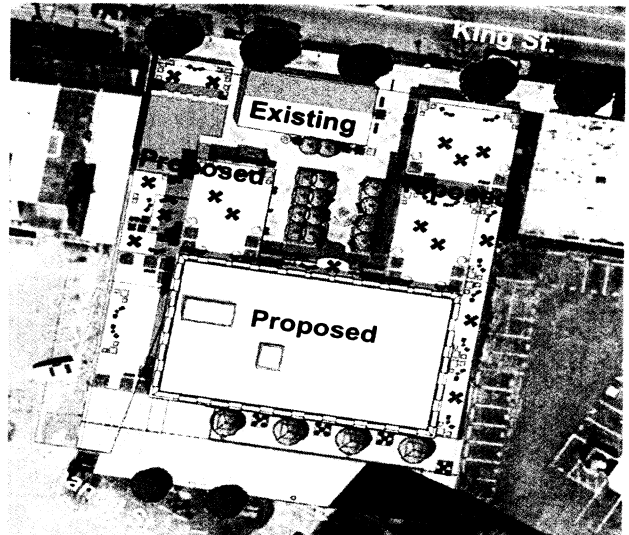


South Side of King St.-West of Site.

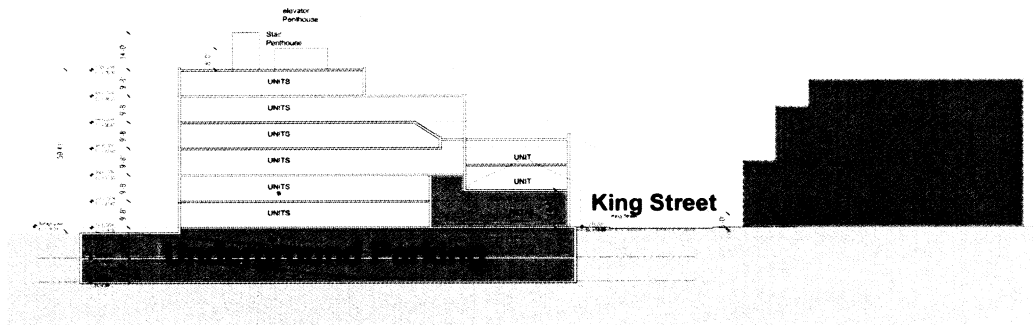
The site is essentially flat and almost entirely covered by buildings or an existing gravel parking lot. The property is zoned OCH/ Office Commercial High which permits an FAR of 2.0 and 3.0 with a special use permit and heights up to 82 feet.

B. Proposal:

The proposed project will retain the 100-year old building at 1520 King Street and the facade of the early 20th century building at 1600 King Street. It proposes to construct a new building located to the side and rear of the existing historic building. The two buildings will be separated by a 4,594 sq. ft. courtyard that is accessible from King Street and open to the public. The height of the new buildings will range from 35 feet, in three-stories along King Street, to 60 feet, or six-stories on the rear portion of the site. It will include 65 residential units and 5,414 sq.ft. ground floor retail along King Street. The residential units will consist of 49 one-bedroom units and 16 two-bedroom units.



The proposal will be constructed over a two-level underground parking garage. A total of 100 parking spaces will be provided and will consist of residential parking (85 spaces), plus 10 (15%) visitor parking spaces and five additional spaces for the retail uses. Controlled access will be provided for the underground garage.



Cross Section of Proposed Structure-Looking West

Access to the underground parking will be from the rear of the site along Dechantel Street. The rear entrance will also provide access to the loading dock and the trash compactor area.

In an effort to provide a sufficient amount of ground level open space and address the concerns regarding massing, the site plan has been designed to create a central 4,500 sf public courtyard with direct pedestrian access to King Street. The courtyard provides a transitional buffer between the mass of the proposed building and the scale of the structures along King Street. The proposed courtyard will also be open to the public.

IV. ZONING:

DSF/LONG 1514-1602 King Street		
Property Address: 1514-1602 King Street Total Site Area: 26,344 square feet (0.60478 acres) Zone: OCH/Office Commercial High Zone Current Use: Retail and surface parking lot Proposed Use: Multi-family Residential and Retail		
	<u>Permitted/Required</u>	<u>Proposed</u>
FAR	2.0/3.0 wit SUP	FAR 2.67 2,914 square feet retail 64,794 square feet residential 70,208 square feet
Yards	n/a	n/a
Height	82 feet with ground level retail	35 feet to 60 feet
Open Space	40% 10,538 square feet	40% 4,594 square feet at ground level* 5,944 square feet above ground terraced 10,538 TOTAL
Parking	65 residential 10 visitor (15%) 75 TOTAL	95 residential 5 retail 100 TOTAL
* Public Access Easement Provided.		

V. STAFF ANALYSIS:

The proposed development, with its mix of uses and useable and consolidated central courtyard creates what staff believes will be a vibrant urban development consistent with the City Council's *Strategic Plan* and the *King Street Retail Strategy*. The redevelopment of this site presents an opportunity to provide residential use within two blocks of the King Street Metro station. The proposed mix of land-uses (residential and retail) will enable neighborhood serving retail uses and residential uses within a reasonable walking distance to the Metro station, providing support for this important transportation amenity within the City. The central open space with landscaping, amenities and elements such as public art or a water fountain will create a pocket park or "outdoor room" which will provide a useable area to bring people together through casual encounters, increasing daily exchanges and a sense of community for this portion of the City.

The challenge for this site has been to integrate redevelopment with the existing low-scale buildings that surround the site and are anticipated to remain. The applicant has worked with staff to provide many of the necessary elements such as building breaks and designing the buildings to appear as separate buildings. However, staff is recommending the reduction in the mass of the building to be retained on King Street to ensure that the proposed development becomes more compatible with the existing development pattern on King Street.

In addition to mass and scale, staff has added conditions to ensure that the overall design and materials of the building, open space and streetscape improvements are of the highest quality because of the scale, adjoining uses and the adjoining Old and Historic District to ensure a high quality project for this visually prominent and economically important location on King Street. With the recommended changes to the building design, massing and open space, the proposed development will be more compatible with King Street, the *King Street Retail Strategy* and the adjoining neighborhoods and will provide public benefit for King Street.

VI. Compliance With Strategic Plan:

The proposed development provides a mix of uses, pedestrian and streetscape improvements to the existing block and the neighborhood that are consistent with the Goals of the Master Plan and the recent *Strategic Plan* adopted by City Council as discussed below.

Creating a Vibrant City - Urban Village

The proposal provides an opportunity to provide a mix of retail and residential uses adjacent to the metro station which will compliment the activity and vibrancy of the adjoining neighborhoods. The residents and a portion of the retail patrons will be able to utilize the adjoining King Street Metrorail Station which is located less than 1,000 feet from the proposed development. The proposal incorporates many of the fundamental elements of an urban village that include:

- Mixed land use with commercial offices and shops on main spines, surrounded by residential development;
- Public ground level open space;
- Underground parking with access from rear areas;
- Public spaces with strong design features (water, street furniture, sculptures); and
- Pedestrians and use of mass transit are encouraged through the design and mix of uses.

The proposal incorporates many of the desirable elements such as retail and residential uses, ground-level open space and underground parking. The site is surrounded by existing two to five story office and hotel uses. Based on the surrounding conditions to the site this development proposal provides a reasonable integration of this site with the adjoining scale and the character of King Street.

VII. Consistency With The King Street Retail Strategy:

The proposed development is located within the planning area for the *King Street Retail Strategy*, which began in November 2003. The planning effort was initiated in response to community and City concerns about the long term competitiveness of King Street's retail sector and the direction of future development along the street. While much of the street is historic and will not be redeveloped, care and sensitivity are required for those few sites, including this site, where redevelopment is possible.

The King Street planning process, through its extensive community involvement, has provided a long term vision for King Street. The *Strategy*, when approved, will provide an overall market, design, land use, parking, and transit framework, identify appropriate types of uses and levels of development, and direct future development of King Street through a set of guiding principles.

The following are select principles of the *King Street Retail Strategy* which are relevant to a review of this proposed development. The applicant has worked closely with the City to comply with the principles as outlined below:

PRINCIPLE: *Strive for a balance of jobs and housing to minimize vehicle trip generation while adding activity and vibrancy to King Street .*

The proposal provides much needed residential units in the upper King Street area. In fact, the subject block consists of approximately 90% office space and there is very limited ground floor retail and residential uses on King Street adjoining the site. The added residential use will help to begin to provide a better balance of residents and employees. In addition, residents tend to have a greater Metro ridership than office employees, using the transit system throughout the day and weekends rather than just during the peak hours thus optimizing the development's location near Metro.

PRINCIPLE: *Optimize the use of the existing transit infrastructure of King Street.*

The proposal will include a series of transit incentives and requirements, similar to a TMP, including requiring a transit coordinator, marketing activities, and creation of Transportation Management Plan (TMP) fund to be used to subsidize transit passes, all of which should increase mass transit ridership for future residents.

PRINCIPLE: *The buildings for 1520 and 1600 should be retained.*

Even though these structures are outside of the Historic District, the *Strategy* recommends the retention of these structures due to the character and scale that the buildings contribute to the street. The applicant has devised a creative approach to the site, preserving and featuring the historic building at 1520 King Street and preserving the facade of the building at 1600 King Street.

PRINCIPLE: *Encourage active retail uses on building street facades along King Street.*

With its proximity to the King Street Metro, the site is an important location for active, ground-floor retail uses, as emphasized in the *Strategy*. As part of the *Strategy*, ground-floor retail is recommended on King Street. The applicant is proposing 2,900 sf. of ground-floor retail space.

PRINCIPLE: *Provide areas of open space, green and visual relief and pedestrian improvements on King Street.*

The proposal includes approximately 17% ground-level open space and 23% roof-top open space for a total of 40% open space. The configuration of the ground-level open space, including its "openness" and visibility mark a significant improvement when compared to the limited open space initially proposed by the applicant. The largest portion of the open space will be provided in the interior courtyard which is approximately 40% of the King Street Gardens park at the intersection of King Street and Dangerfield Road. The proposed courtyard will function as an additional public open space pocket park for the community.

PRINCIPLE: *Require appropriate scale and high quality redevelopment along King Street.*

The development retains the historic structure at 1520 King Street and the facade of 1600 King, thus allowing the historic context to predominate. The new buildings will be in separate components, and will progress from three-stories along King Street to six-stories on the rear portion of the site. The building design and materials are high quality consistent with buildings on King Street.

VIII. Community:

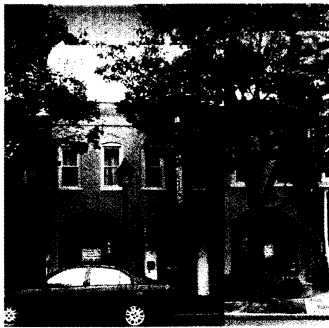
The applicant has worked with the City and the community to address concerns and incorporate the necessary elements into the design proposal in response to these issues. Overall, during the numerous community meeting with groups like Upper King Street Association and the Old Town Civic Association the proposal was well received. However, the neighborhood groups did express concerns over issues such as spillover parking from the proposed development into adjacent neighborhoods, the need for more neighborhood service retail and public open space, and retaining the scale and character of King Street.

As a result of the public meeting process, refinements have been made to the project such as providing sufficient underground parking, a public pocket park accessible from King Street, ground-floor retail and a transitional scale for the proposed building. Staff believes that by addressing these community concerns through the design process this project is can now more effectively be integrated into the existing neighborhood.

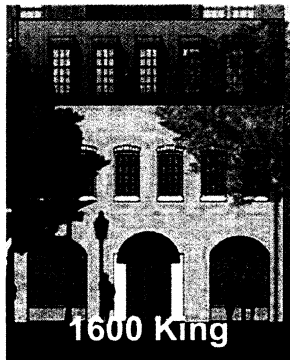
IX. Issues Addressed By Staff Recommendation:

A. Reduction in Mass and Scale on King Street:

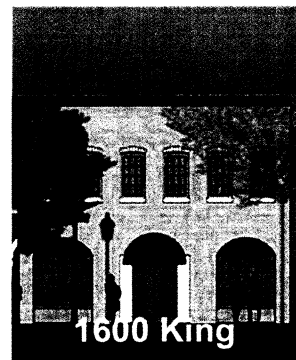
The King Street elevation is the longest and is intended to create a transition from the scale of the King Street and Harvard Street to the north and west to the larger buildings approaching the King Street Metro. The applicant is proposing to retain the facade for 1600 King Street. However, the applicant is proposing a unit “on top” of the scale of the existing building that detracts from the most desirable attribute of the existing building - the scale. The scale and character of the building is one of the primary reasons the *Strategy* recommends the retention of the building. With the proposed units staff does not believe this portion of the development is consistent with the intent of the retention of the building and creates a mass and scale which has no relationship to the building facade proposed to be retained. To address will only require the elimination of one unit and will decrease the overall mass of the building on King Street.



Existing Condition
1600 King as it looks today.



Applicant Proposal
Additional Unit above 1600.



Staff Proposal
Remove Unit above 1600 to retain scale of King St.

B. Parking:

The project will provide all of the required retail and residential parking, including 15% visitor parking spaces within the two level below grade parking garage. The block lies within Residential Parking District 5. Parking on King Street and adjoining streets ranges from meter parking on King Street to 2 or 3 hour parking on streets such as Harvard. To encourage use of the underground parking garage and discourage new residents from parking on the street, staff is recommending that residents of the new condominiums not be permitted to obtain a residential parking permit.

The proposed amount of parking is similar to other projects in close proximity to a metro station such as the Whole Foods (1.15 sp/unit) and Mill Race(1.15 sp/unit) developments. In comparison, the applicant is proposing two levels of underground parking that will provide a total of 100 parking

spaces of which 85 spaces will be for the residential units, 10 spaces for visitors and 5 spaces for retail.

The City's policy has been to permit reduced parking with development adjacent to metro stations in an effort to limit single-occupancy vehicles and encourage mass transit ridership. Though many of the residents will utilize Metro, many will also continue to own cars and therefore require parking within the underground garage. While the applicant is proposing 25 spaces more than required, staff is recommending approval of the parking ratio because, together with the restriction on permit parking, sufficient parking is needed to discourage spillover parking into the primarily residential neighborhoods that adjoin the site. Additionally, the availability of underground parking for the retail customers and employees will contribute to the availability of valuable retail parking on King Street. Staff believes the proposed parking strikes a balance among several competing factors: the concerns of the adjacent residents, the City's desire to promote the use of public transportation, and the parking needs of the future occupants.

C. Mass Transit:

Recommendations have been included which will require a coordinator, marketing activities, and creation of Transportation Management Plan (TMP) fund to be used to subsidize transit passes, to enable increased mass transit ridership in close proximity to the metro. The site is within close proximity to the King Street Metro station that provides access to the metro rail Yellow and Blue Lines. Extensive DASH and Metrobus service is also available at King Street Station and on King Street.

Based on the staff recommendations, the applicant will be required to designate a coordinator for the TMP who would be responsible for implementing a parking management program, providing transit subsidies and promoting mass transit usage for the employees and residents. Parking management strategies will include; residents of the building being ineligible for any residential parking permits, each unit being wired for high-speed internet to promote teleworking, limiting retail deliveries to designated loading areas, stipulating that retail businesses require their employees who drive to work to use off-street parking and having controlled access to the underground parking that is convenient for residents and visitors.

The applicant and future condominium residents would also be required to implement strategies to encourage ride sharing and display ridesharing promotional material in the building and provide ridematching services to the employees. The material would include transit information, routes, schedules, fare media and ridesharing brochures and bicycle storage for the retail employees who choose to commute by bicycle or as pedestrians. The recommendations also require an annual subsidy for use by employees and residents who choose to participate in the program to encourage public transit alternatives for commuting to the site.

D. Traffic:

Gorove/Slade Associates, Incorporated performed a traffic impact analysis for the proposal which analyzed the following three intersections:

- Daingerfield Road and Dechantal Street.
- Dechantal Street and the site driveway.
- Prince Street and Dechantal Street.

The traffic analysis determined that the proposed development does not significantly impact the overall level of service (LOS) in the years 2007 and 2012 for the above intersections. Although there is a fairly significant LOS reduction for the eastbound approach at the intersection of Daingerfield Road and Dechantal Street, most of that reduction is generated by background traffic growth. The analysis used a fairly aggressive traffic growth rate of five percent per year. This growth rate was used to account for the increased development expected in the immediate area. It should be mentioned that the applicant's impact analysis assumed that 30% of the residents and employees would use mass transit. Based on mass transit ridership in comparable areas in the City and the proximity to metro, staff believes that this is a reasonable assumption for mass transit.

Duke Street in this area is very congested especially in the morning and evening peaks. However, the Duke Street intersections were not analyzed because this site is not expected to generate more than five percent of any of these intersections total peak hour traffic.

The traffic study indicates that the intersections considered in the study will provide an acceptable urban level of service ("D" or better) in the future. On the Level of Service (LOS) scale of A to F, D is the generally the minimum desired level for acceptable peak period operations in urban areas.

The pre-construction and post-construction levels of service (LOS) are provided in the table below:

Current and Projected Future Levels of Service (LOS)

Intersection	Movement	AM Peak Hour		PM Peak Hour	
		Present	Future	Present	Future
Dangerfield Road and Dechantal Street	Eastbound Approach	C	D	B	C
	Westbound Approach	B	B	B	C
	Northbound Approach	A	A	A	A
	Southbound Approach	A	A	A	A
Dechantal Street and Site Driveway	Eastbound Approach	A	A	A	A
	Westbound Approach	A	A	A	A
	Northbound Approach	A	A	A	A
	Southbound Approach	A	A	A	A
Prince Street and Dechantal Street	Eastbound Intersection	A	A	A	A
	Southbound Intersection	B	B	B	B

Staff concludes that, by itself, the DSF-Long development will not appreciably impact traffic in the surrounding area.

E. Pedestrian, Streetscape and Open Space Enhancements:

The ground-level open space is accessible and visible from King Street and consists of a mixture of plaza/courtyard, outside seating, benches, and landscaping. The space will be visible from King Street through a pair of building breaks that will lead into the courtyard. At the request of the City, the applicant has agreed to provide an open space easement for the ground-level courtyard and pedestrian connection to enable the ground-level open space to function as a public pocket park. In addition, staff has included recommendations to enhance the quality of the open space, streetscape and pedestrian realm which include:

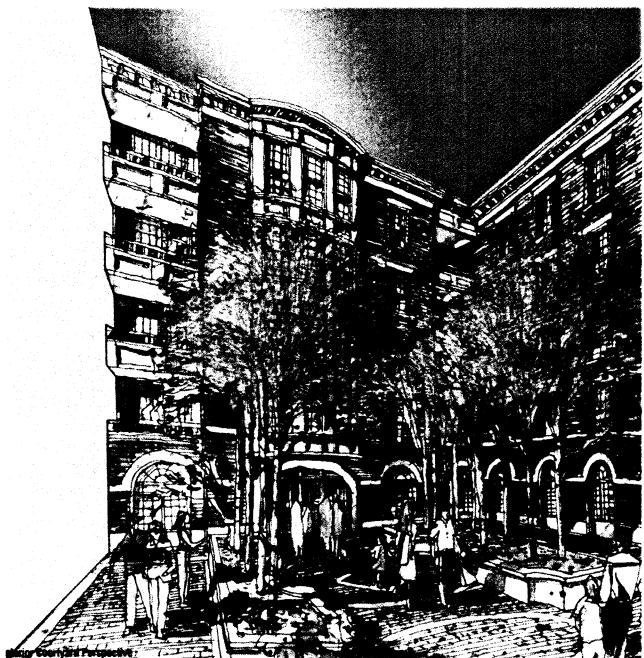
- A public access easement for the 4,594 sq. ft. open space courtyard and pedestrian connections;
- Public art or sculpture with the public courtyard open space;
- Stamped asphalt pedestrian crosswalks;

- Pedestrian count down signals;
- Elimination of the curb cut on King Street;
- \$15,000 contribution to the King Street park;
- Pedestrian scale lighting for each street frontage and the internal courtyard;
- Public benches and trash receptacle for the street frontages and internal courtyard;
- Bicycle racks;
- Additional landscaping and amenities within the central courtyard;
- Public art or sculpture with the public open space area;
- Pedestrian scale lighting;
- Bicycle parking for the retail patrons and residents of the condominium building;
- Irrigation for the open space;
- Decorative paving for the central courtyard;
- Features for the roof-top open space such as seating, trash receptacles, and pedestrian-scale lighting, high quality paving, additional landscaping and irrigation.

For any public outdoor space to be successful, there must be a level of activity that enlivens and activates the space through the activity of the retail patrons and pedestrians. While this ground-level open space is considerable, the overall effectiveness of this space as a pocket park for the community and retail uses will depend on the quality of the courtyard design, materials, maintenance, and amenities within the space. To address these issues, staff is recommending the interior courtyard be redesigned with a central focal feature and additional trees and amenities.

More importantly, once the recommended refinements are incorporated into the courtyard design, the courtyard will be a positive step in promoting additional open space on King Street as identified by the *Strategy*. Not only is the central courtyard a key element to

buffering the scale from the lower scale structures on King but this landscape area is a good example of how future development might incorporate public open space into a more dense urban area. These site design elements are crucial for this development to successfully integrate into the neighborhood and are in keeping with the guiding principles outlined in the *Strategy*.



Plaza Courtyard Perspective

F. Building Design - Scale:

As explained above, the site design has focused on the important location on King Street, the historic context of buildings, and the emerging principles of the *King Street Retail Strategy*. The goal for additions to or adjacent to historic buildings is to minimize the impact to the structure and to provide a scale and style of buildings that will be subordinate to the historic structure, Staff worked with the applicant to provide full building breaks around the existing historic building and to ensure that the fabric of the original historic building is retained. This approach also makes the 100 year old building the central piece of the development, both from King Street and the internal courtyard. In addition, for potential redevelopment sites such as 1514 King street the *King Street Retail Strategy* recommends that the buildings be setback at a ratio of 1 to 1.5 from King Street to ensure that larger buildings do not cast shadows on King Street and also to maintain the relatively modest scale of King Street.

The applicant has worked with City staff to find an architectural articulation that successfully draws upon precedent in Alexandria, does not compete with the historic foreground buildings, and mitigates the impression of through the treatment of the roof, the building base, and other elements. The pattern of windows has been subtly arranged in groups, particularly on the side and rear elevations, to create a secondary order in the massing of the building. The mass of the building has been further subdivided into segments with tiers of recessed balconies or projecting windows that create the impression of a series of smaller elements. While outside the technical jurisdiction of the Board of Architectural Review, the applicant has agreed to a review of the project by the Board in order to ensure that the design and preservation of buildings respects the historic context

G. Green Building:

The applicant has committed to environmentally-sensitive methods of building and operation. There is not any one single technique for designing and building a green building to these specifications, but certified buildings often preserve natural vegetation, contain non-toxic or recycled-content building materials, maintain good indoor air quality, use water and energy efficiently, conserve natural resources, feature natural lighting, and recycled construction materials.

H. Affordable Housing:

The applicant will make a voluntary contribution to the City's Affordable Housing Trust Fund consistent with the draft revisions to the Affordable Housing Policy contribution formula as proposed in January. The policy recommendations are undergoing revisions and will be resubmitted to Council for public hearing, but the applicant's attorney was part of the process that resulted in the January proposal and is familiar with the formula. The applicant has offered a voluntary contribution of \$2.00 per square foot of gross floor area for that portion of new residential sales construction that is allowable without a Special Use Permit in the applicable zone plus \$4.00 per square foot of gross

floor area that is allowable with a Special Use Permit. For this project, the total gross square footage will be 52,688 on the base building (for a contribution of \$105,376), with an additional 17,520 gross square feet allowable with a Special Use Permit (for an additional contribution of \$70,080). The total voluntary contribution offered by the applicant will be \$175,456.

In the past, the City has attempted to obtain on-site affordable units in new developments in lieu of the contribution to the Housing Trust Fund. In this case, the contribution amount of \$175,456 would not be sufficient to purchase even one on-site unit, so the voluntary contribution is being provided instead.

I. Vacation of Right-of-Way:

Currently, a portion of the retained structures encroach into the right-of way of King Street. The applicant is requesting that the areas where the buildings are encroaching be vacated. It has been the City's policy not to support vacations since it constitutes a loss of City access and encumbers the City's ability to maintain and control crucial areas of the public realm. There are numerous buildings, structures and uses within Old Town that are located within the public right-of-way. Staff does not support the vacation of any right-of-way on King Street for the existing building. Rather, staff is recommending that the applicant submit a building encroach easement for review by the City.

X. CONCLUSION:

Staff recommends **approval** with its recommended conditions.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Chief, Development;
Dru Siley, Urban Planner;
Katrina Newton, Urban Planner.

XI. STAFF RECOMMENDATION:

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

OPEN SPACE - LANDSCAPING:

1. The central courtyard area shall provide the level of detail and amenities depicted on the preliminary plan dated February 23, 2005 and shall also provide amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. to encourage its use. In addition the courtyard shall be revised to provide the following to the satisfaction of the Director of P&Z:
 - a. **REVISED BY PLANNING COMMISSION:** The connection from King Street shall be revised to maximize its use as a publically accessible open space including that the gates will be a maximum height of ~~3-3.5~~ **6** feet and the raised planters on the King Street entrance shall be the minimum height necessary to accommodate trees.
 - b. The walkways for the internal sidewalks and courtyard shall generally be the same brick as used adjacent to King Street to reinforce the public nature of the space.
 - c. The central courtyard and landscaping shall be privately maintained.
 - d. The central courtyard shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses.
 - e. A freestanding focal point (such as sculpture or fountain) of appropriate scale for the space shall be provided within the central courtyard.
 - f. Where raised planters are necessary they shall be brick or stone.
 - g. The internal landscaped and open space areas shall be irrigated.
 - h. All lawn areas shall be sodded.
 - i. All landscaping shall be maintained in good condition and replaced as needed.
 - j. Provide shade trees (rather than the proposed ornamental) along the north side of the rear drive aisle.
 - k. Shrub plantings shall provide seasonal color and be arranged to provide visual interest and harmony within the public space as well as be complimentary to the design of the public space and its proposed use.
 - l. Low scale pathway or bollard lighting.
 - m. A decorative sign shall be added to identify the ground level open space courtyard as a public park.**
 - n. The proposed gate shall be flush against the adjacent walls when open.**
(P&Z) (PC)

2. A perpetual public access easement shall be granted for the internal courtyard and pedestrian access on King Street and all sidewalks located outside the public right-of-way. All easements and reservations shall be approved by the City and recorded prior to the release of the final site plan. (P&Z) (T&ES)
3. A final landscape plan shall be provided with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The plan shall include the level of landscaping depicted on the preliminary landscape plan and shall at a minimum also provide:
 - a. The planting depth on top of the parking deck shall be a minimum of 2' for the shrubs and groundcover and a minimum of 4' of soil depth for trees with adequate drainage to support the trees. Raised planters shall be the minimum depth necessary to accommodate trees and landscaping.
 - b. All trees to be limbed up a minimum of 6 feet as they mature to allow for natural surveillance.
 - c. Board and batten fencing and other measures if identified by the City Arborist shall be provided to protect the existing mature Black Oak trees on King Street during construction. Should any pruning of the existing trees be necessary during construction such pruning must be undertaken by a certified arborist. All tree protection shall be installed prior to any demolition, grading or construction.
 - d. Trees are not to be planted under or near light poles.
 - e. All landscaping shall be maintained in good condition and replaced as needed. All plant specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C.
 - f. All work shall be performed in accordance with Landscape Specifications Guidelines 4th Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
 - g. Depict all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened.
 - h. The landscape plan shall be prepared and sealed by a certified landscape architect. (P&Z)
4. **REVISED BY PLANNING COMMISSION:** The rooftop open space shall be designed to function as high-quality usable open space for the residents **of the respective units**. At a minimum, the revised plans for the plaza decks shall include the following to the satisfaction of the Directors of P&Z and RP&CA:
 - a. Features and elements such as seating, trash receptacles, and pedestrian-scale lighting.

- b. Varied and high quality paving material.
- c. A significant amount of additional landscaping ~~and irrigation systems~~ **with provisions for irrigation.**
- d. The railing for the roof-top deck(excluding the eastern facade) shall be set back or incorporated into the parapet so that the railing is not visible from the adjoining public right-of-ways.
- e. The lighting for the roof-top open space shall be pedestrian-scale pathway lighting and shall not be visible from the adjoining streets.
- f. Noise generated in conjunction with the roof top open space shall be limited to the type and hours normally associated with a residential use. (P&Z) (PC)

PEDESTRIAN AND STREETScape:

- 5. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall provide the following:
 - a. Because of the amount of construction, underground parking garage and utilities, the brick sidewalk and parking meters and tree wells for the King Street frontage of the property shall be replaced.
 - b. The size of the tree wells to be replaced shall be 4 ft x 10 ft.
 - c. A pedestrian countdown signal shall be provided for the pedestrian crossing at the intersection of King Street and Harvard Street.
 - d. A stamped and colored asphalt crosswalk shall be provided at the intersection of King Street and Harvard Street.
 - e. Two new decorative black metal trash cans shall be provided for the King Street frontage of the property and a new decorative black metal trash can shall be provided at the intersection of King Street and Harvard Street.
 - f. All sidewalks shall be City standard red brick.
 - g. The applicant shall provide a \$15,000 contribution for enhancement to the King Street park including but not limited to trash receptacles and landscaping.
 - h. Revise the sidewalk materials for the southern portion of the building to be brick, including the sidewalk crossing at the garage entrance to delineate the pedestrian crossing.
 - i. The surface for rear drive aisle line shall be stamped and colored bomanite concrete to appear as cobblestone/brick or similar decorative surface to the satisfaction of the Director of P&Z to reduce the perceived expanse of the alley pavement.
 - j. All streetscape improvements and the monetary contribution shall be completed prior to the issuance of a certificate of occupancy permit.
 - k. The cost of the pedestrian, streetscape and open space improvements may be paid from the King Street Metro Fund. The cost of the remainder of the condition(s) shall be the responsibility of the applicant. (P&Z)

6. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
7. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
8. Provide additional spot elevations at the proposed crosswalk along the garage and loading dock entrance. (T&ES)
9. The sidewalk and existing bus stop shall remain open during construction. (T&ES)
10. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)

PARKING:

11. Residents of the building shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F. (P&Z)
12. In order to promote teleworking, each of the units will be wired for high-speed and wireless internet access. (P&Z)
13. **REVISED BY PLANNING COMMISSION:** A minimum of one space for each unit shall be provided within the underground garage as part of the purchase price for each unit. In addition to the parking required by the zoning ordinance for residents, 15 % ~~additional~~ parking **required by the zoning ordinance for residential use** shall be provided for visitors. (P&Z)(T&ES)(PC)
14. All visitor parking spaces shall require all applicable signage as required by the zoning ordinance and shall be installed by the applicant. All appropriate on-street parking signage and any other signage adjacent to the project for control of pedestrians and vehicles shall be installed by the developer to the satisfaction of the Director of T&ES. (P&Z)(T&ES)
15. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which

information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)

16. The retail delivery shall occur in the designated loading area as depicted on the site plan. (P&Z)
17. The applicant shall provide controlled access into the underground garage. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents and visitors. (P&Z)
18. The retail businesses stipulate that their employees who drive to work to use off-street parking. (P&Z)
19. The Applicant shall provide the following bicycle parking spaces within the garage; For the retail use, provide one (1) employee bicycle parking space. For residential use, provide seven (7) bicycle parking spaces. Applicant shall reserve additional bicycle parking spaces for expansion to the satisfaction of the Director of T&ES. The Applicant shall also provide five (5) bicycle parking spaces for visitors within the plaza area to the satisfaction of the Director of T&ES.

MASS TRANSIT INCENTIVES

20. A TMP Coordinator shall be designated for the retail and condominium uses on application for the certificate of occupancy permit. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (P&Z)
21. A transportation management plan (TMP) account shall be funded annually at a rate of \$0.11 per square foot of occupied retail space and \$60 per occupied residential unit. The first payment to the fund shall be made with the issuance of initial residential or retail Certificate of Occupancy. Payment shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the retail tenants of the buildings or condominiums. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained by the Director of Transportation and Environmental Services. The TMP fund shall be used exclusively for these approved activities:
 - a. Discounting the cost of bus and transit fare media for on-site employees and residents. The discounted bus and rail fare media shall be sold on-site to employees/residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public

transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 50%.

- b. Marketing activities, including advertising, promotional events, etc.
 - c. Membership and application fees for carshare vehicles.
 - d. Any other 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.
22. Transit, ridesharing, staggered work hours/compressed work week and the other program elements shall be promoted to prospective tenants and to employers and their employees, and to prospective residents and residents in the residential buildings. (P&Z)
23. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to residents, employers, and employees—including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained. (P&Z)
24. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site--specific matching efforts. (P&Z)
25. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts. Provide one time free SmarTrip cards to first time condominium purchasers and retail employees. (P&Z)
26. The applicant will provide annual TMP Fund reports to the Office of Transit Services and Programs. The first report will be due six months following the issuance of the first certificate of occupancy. Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the applicant has not made reasonable effort to use the funds for TMP Programs. (P&Z)
27. The applicant shall prepare, as part of its leasing/purchasing agreements, appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, prior to any lease/purchase agreements; such language to be reviewed and approved by the City Attorney's office. (P&Z)

28. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the TMP. (P&Z)
29. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the developer. (P&Z)
30. The applicant shall participate in any larger Transportation Management Plan and parking efforts for the area and shall coordinate with adjoining transportation management plans to the satisfaction of the Director of T&ES and P&Z. (P&Z)

BUILDING:

31. **REVISED BY PLANNING COMMISSION:** The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated February 2, 2005. In addition, also provide additional refinements to the satisfaction of the Director of P&Z that include:
 - a. ~~The third level unit on the northern building (1600 King Street) shall be eliminated as generally depicted in the staff report.~~
 - b. The roof and dormers for the top floor of the building shall be revised as generally depicted in *Attachment 1*. The entire roof shall be slate or faux slate.
 - c. The facade materials for the front, side and rear of the building shall be predominantly masonry (brick, precast, stone) and/or materials approved by the Old and Historic BAR. The bay windows and balconies shall be metal. Balcony ceilings shall be constructed of durable cementitious material or similar high quality substitute.
 - d. The entire front facade for 1600 King Street shall be retained and restored. The retail base **for 1514 and 1516 King Street** shall be revised to be provide traditional scale and materials of traditional retail bays typical for this architectural style
 - e. Provide a rear elevation of the existing two-story 100 year old building showing the proposed treatment for the portion of building . Any alterations to the 100 year old central building shall require subsequent review and approval by the Old and Historic Board of Architectural Review.
 - f. Revise the design of the main entrance to the condominium building to integrate the opening and details with the oriel window above. A rectangular opening with flanking columns may be more appropriate than the compound arch as proposed.
 - g. Improve the proportions of the four-story oriel by widening the oriel slightly, making the center window wider than those flanking it.

- h. Provide appropriate materials and details on the building elevations, including treatment of balcony railings, roofs and eaves, window heads and sills, masonry base details, retaining walls etc.
 - i. Through-wall HVAC vent grills shall be prohibited.
 - j. The base of the buildings shall provide low-level pedestrian-scale lighting as an integral part of the facade design to add nighttime visual interest to the buildings.
 - k. Color architectural elevations (front, side and rear) shall be submitted with the final site plan.
 - l. All required refinements to the design and materials shall be revised prior to the release of the final site plan.
 - m. The applicant shall provide larger scale drawings to evaluate the retail bays, projections, balcony rails, cornice brackets and that the final detailing, finish and color of these elements is critical and must be studied in context with the overall buildings. These detail elements shall be submitted prior to review and approved prior to the release of the final site plan.
 - n. A color on-site materials mock-up shall be provided prior to the final selection of the brick and building materials. The approval of the final details shall be subject to review by the Old and Historic Board of Architectural Review. (P&Z) (PC)
32. The applicant shall demonstrate the use of green building and sustainable techniques for building systems design for the project such as low emission paints and high efficiency mechanical equipment. The City of Alexandria encourages the use of green building technology. Provide specific examples where this development will incorporate this technology, including low impact development, green roofs, and energy efficient materials, into its design. (P&Z)(T&ES)
33. **REVISED BY PLANNING COMMISSION: Immediately upon the recordation of the vacation ordinance, the applicant shall rededicate to the City the area vacated, subject to the reservation of an easement unto the property owner to maintain the existing historic building at 1520, 1522 and 1524 King Street, and the facade of the existing building at 1600 King Street and the proposed reconstruction behind the facade. The reserved easement shall be in a form approved by the City Attorney.** The applicant shall submit a building encroachment easement to the satisfaction of the Director of Planning and Zoning to address the encroachment of the existing buildings into the King Street right-of-way. (P&Z) (PC)
34. **REVISED BY PLANNING COMMISSION: If required by the use,** provision shall be made for constructing exhaust vent shafts and grease traps within the residential buildings to accommodate future ground floor restaurant uses. (P&Z)(PC)

35. **REVISED BY PLANNING COMMISSION:** The amount of retail square footage shall not be reduced from the amount shown on the preliminary site plan March 4, 2005, (~~5,414~~ **4,164** sq.ft.) (P&Z) (PC)
36. No exterior loudspeakers or amplification shall be permitted on the exterior of the building. (T&ES)
37. If fireplaces are to be included in the development, the applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
38. The following conditions shall apply as part of the proposal due to the configuration and height to the satisfaction of the Director of Code Enforcement.
- a. Fire sprinklers shall be installed in all concealed spaces.
 - b. Elevator lobby must be enclosed in a one hour rated enclosure.
 - c. Fire alarm system shall comply with high-rise alarm requirements and shall be tied into a Central Station monitoring center.
 - d. The Fire Alarm shall be a voice alarm system.
 - e. Stairwell capacity shall be designed without sprinkler exceptions.
 - f. Provide a rear emergency vehicle easement not to exceed 100 feet from DeChantel Street. The building set back from the property line shall be a minimum of 37 feet. The fire lane shall be located no closer than 15 feet to the structure.
 - g. A full NFPA13 system is required for this project. Sprinklers must be provided in all concealed spaces. (Code)
39. The applicant shall control odors and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation and Environmental Services. (T&ES)

RETAIL USES AND SIGNAGE:

40. **REVISED BY PLANNING COMMISSION:** The colors and materials of the retail tenant signs shall be designed of high quality materials to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following guidelines:
- a. Sign messages shall be limited to logos, names and street address information.
 - b. Parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
 - c. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
 - d. Box signs and internally illuminated signs shall be prohibited.
 - e. Permanent or temporary advertising banners shall be prohibited.

- f. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.
- g. Freestanding signs are prohibited.
- h. The existing projecting sign on 1600 King Street shall be removed prior to the issuance of a certificate of occupancy permit. (P&Z)
- i. Temporary freestanding signs for the purpose of marketing the development shall be allowed to the satisfaction of the Director of Planning and Zoning. (PC)**

SITE PLAN:

- 41. **REVISED BY PLANNING COMMISSION:** ~~A public access easement shall be provided for the 22 ft. drive aisle and emergency vehicle area on of the southern portion of the site. The condominium association shall be responsible for maintaining the entire 22 ft. wide drive aisle. The drive aisle shall be extended to the eastern property line. A plat depicting the easement and all required documentation shall be submitted to the City and shall be recorded among the land records.~~ The developer shall install and maintain accessible pedestrian access from the public right of way along King Street to the plaza and other areas of the development and from the public right of way along Dechantel Street to the rear entrance of the development. The applicant shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. the maintenance requirements, current and future access rights by adjoining property owners and potential liability for the easement, and shall include the same in the Condominium Association documents. (P&Z) (PC)
- 42. All transformers shall be located adjacent to the southern drive aisle and shall be located and screened to the satisfaction of the Director of P&Z. (P&Z)
- 43. The portion of the drive aisle that is located on top of the underground parking garage shall be designed to AASHTO HS-20 loading requirements of delivery trucks and fire apparatus to the satisfaction of the Directors of P&Z, T&ES and Code Enforcement. (P&Z)
- 44. The developer shall maintain a smooth transition across the driveway on Dechantel Street so that there are no abrupt transition across the driveway from any connecting sidewalk. (T&ES)
- 45. All existing above grade utilities on the site shall be located below grade. (P&Z) (T&ES)
- 46. Show all existing and proposed easements, both public and private. (T&ES)
- 47. Clearly delineate the location of the sanitary sewer connection on the plans. Also, provide a profile for the 6" lateral and a detail of the connection. (T&ES)

48. The six existing lots shall be consolidated. The plat of consolidation shall be submitted with the submission of the first final site plan. The plat of consolidation shall be approved and recorded prior to the release of the final site plan. (P&Z)
49. ~~**DELETED BY PLANNING COMMISSION:** Site design shall incorporate a covered waiting area for bus patrons near the existing bus stop. (T&ES) (PC)~~
50. **REVISED BY PLANNING COMMISSION:** A freestanding residential, development and/or retail sign shall be prohibited. **Temporary freestanding signs for the purpose of marketing the development shall be allowed to the satisfaction of the Director of Planning and Zoning.** (P&Z) (PC)
51. A “Certified Land Disturber” must be named on the Erosion & Sedimentation Control sheets at the pre-construction meeting prior to commencement of activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)
52. Provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. This plan must be submitted in conjunction with the Final #2 site plan. (T&ES)
53. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
54. No major construction staging will be allowed from King Street. Applicant shall meet with T&ES to discuss construction staging activities prior to release of permits for ground disturbing activities. (T&ES)
55. T&ES is concerned about the limits of excavation relative to property lines. Any structural elements that extend into right of way, including footings, foundations, etc., must be approved by the Director of T&ES. (T&ES)
56. The sidewalk and existing bus stop shall remain open during construction. (T&ES)
57. The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan for the project. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (P&Z)

58. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The applicant shall develop a plan of communication with the community in consultation with the Departments of Planning and Zoning and Transportation and Environmental. (P&Z)
59. A temporary informational sign shall be installed on the site prior to approval of the first final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information: the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)
60. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in off-street parking or open space below that required by the Zoning Ordinance and do not result in an increase in building height or floor area ratio. (P&Z)
61. Temporary construction and/or sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the building. (P&Z)
62. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of P&Z and T&ES. (P&Z)
63. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare to adjacent properties. (T&ES) (P&Z)
64. The applicant shall submit a final location survey for the buildings and underground parking garage prior to issuance of a certificate of occupancy permit. (P&Z)
65. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney prior to the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants.
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.

- c. No less than one parking space shall be assigned to a specific condominium unit; all remaining unassigned spaces in the garage shall be made generally available to residents.
 - d. A public access easement is provided within the central courtyard and is for the use of the general public. The responsibility for the maintenance of the courtyard is the responsibility of the condominium association. The hours for use by the public will be consistent with the Department of Parks, Recreation and Cultural Activities hours for public parks during hours normally associated with residential use.
 - e. All landscaping and open space areas within the development, shall be maintained by the homeowners and condominium owners.
 - f. A public access easement is provided on southern drive aisle that may be utilized by adjoining properties for redevelopment.
 - g. That ground floor retail uses including but not limited to restaurants and other similar uses shall occur within the first floor retail spaces and that outdoor dining will likely be associated with any restaurants and the retail uses will generate noise and truck traffic on the public and internal open space surrounding the project and the uses will likely have extended hours of operation. (P&Z)
66. The applicant shall contribute \$1.10 per square foot of gross floor area toward the King Street Metro Area Improvement Fund. (P&Z) (T&ES)
67. The Handicap parking spaces for the condominium units shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and/or control of any handicap parking spaces shall remain under common ownership of the condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan. (Code)
68. The applicant shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
- a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.

- b. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
- c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
- d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier - any exterior changes to the building shall be to the satisfaction of the Director of Planning & Zoning. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager. (Code)

- 69. The ornamental gates within the courtyard shall swing in direction of egress and shall conform to exit requirements of the USBC. (Code)
- 70. **REVISED BY PLANNING COMMISSION:** Intake vent is located in pedestrian path and secondary egress path of Stairwell #3. ~~Relocate vent.~~ **Intake vent shall be designed to accommodate pedestrian traffic.** (Code) (PC)
- 71. The location and depth of loading space shall be to the satisfaction of the Director of Code Enforcement and the Director of T&ES and shall be configured in a way not to obstruct fire truck access. (Code) (T&ES)
- 72. The proposed fire line serving the hydrant on Dechantal Steet shall be looped from Prince Street to Daingerfield Rd along Dechantel Street or upgraded in size to meet fire flow criteria to the satisfaction of the Director of Code Enforcement. (Code)

STORMWATER & ENVIRONMENTAL:

- 73. Developer to comply with the peak flow requirements of Article XIII of AZO. (T&ES)
- 74. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

75. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES)
76. Required storage to reduce flows to King Street is indicated in a note on page C-12 but there is no further reference to this detention. Provide details for the proposed stormwater detention vault, including dimensions, capacity computations, outlet configuration, maintenance access locations, etc. Also, provide additional information regarding detention of the water quality volume (WQV) and how the proposed flow through device operates in conjunction with the stormwater detention vault to provide detention and removal efficiency stated.
77. Provide details of proposed pumps to be used in conjunction with the proposed detention vault. (T&ES)
78. Expand stormwater management narrative to address quantity as well as quality. (T&ES)
79. Applicant shall install a manhole at the property line to separate the private and public maintenance responsibilities of the proposed storm sewer line within the King Street right of way. (T&ES)
80. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site. If adequate outfall is not available, developer is to design and build any on or off- site improvements to discharge to an adequate outfall. (T&ES)
81. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
82. The storm water collection system is part of the Cameron Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
81. This project lies within the Combined Sewer District, thus stormwater management and compliance with the City's Chesapeake Bay program must be coordinated with City's policy for management of the Combined Sewer District. (T&ES)
82. The City's storm water management regulations in terms of water quality are two-fold: phosphorus removal requirements and water quality volume default. Compliance with the phosphorus requirements does not relieve the applicant from the water quality default requirement. The water quality volume from the site's proposed impervious area must be treated in a Best Management Practice storm water facility. [Any deviation from this

- requirement should have been addressed through a formal exception letter to the City as discussed in Memorandum to Industry #2002-0001.] (T&ES)
83. The Stormwater Quality Management Note indicates that aggregate layers, collector pipes, etc. must be installed under the supervision of the design engineer. The proposed BMP facility does not have aggregate layers associated with installation. Revise the notes to be applicable to the chosen BMP facility. Expand the Stormwater Quality Management Narrative to include detailed information on how the WQV is detained, treated, and then pumped from the chosen control to meet water quality requirements. (T&ES)
 84. Revise the WQV calculation provided on Worksheet B to include all impervious area proposed for the development. WQV default is based on total site imperviousness, not impervious area treated. (T&ES)
 85. Complete the miscellaneous section of the Project Description to indicate treatment of the WQV, onsite detention, watershed, and receiving body of water applicable to this development. (T&ES)
 86. Clarify how BMP facility will be accessed for maintenance purposes. The proposed location of the access manhole in the corner of the plaza area is not accessible to vehicle traffic. Provide detailed information on maintenance procedures necessary to ensure function of the proposed BMP. If maintenance vehicle access is necessary to clean the proposed structure, the access manhole will need to be relocated to allow access for proper cleaning. (T&ES)
 87. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
 88. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
 89. The applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner association (HOA), if applicable, or until sale to an owner. Prior to transferring responsibility for the BMPs to the HOA or owner, the applicant shall execute a maintenance service contract with a private contractor for a minimum of three years and transfer the contract to the HOA or owner. A copy of the

contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the contract shall be submitted to the City. (T&ES)

90. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
91. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on a digital media. (T&ES)
92. Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that the existing storm water management facility adjacent to the project and associated conveyance systems were not adversely affected by the construction and that they are functioning as designed and are in a condition similar to prior to construction began. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance performed. (T&ES)
93. The Environmental Site Assessment Notes on the cover sheet, indicate that a Phase I, ESA was prepared for this site. Provide a copy of the report from ECS, Inc. mentioned in the notes. Note 4 indicates that historic use of an adjacent building as a dry cleaning establishment may introduce areas of contamination through migration of dry cleaning chemicals. Should any unanticipated contamination or underground storage tanks, drums and containers be encountered at the site, the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)
94. Due to the historic uses approximate to the site and the potential for contamination, the applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)

AFFORDABLE HOUSING:

95. The applicant will make a voluntary contribution to the City's Affordable Housing Trust Fund consistent with the draft revisions to the Affordable Housing Policy contribution formula as proposed in January. The policy recommendations are undergoing revisions and

will be resubmitted to Council for public hearing, but the applicant's attorney was part of the process that resulted in the January proposal and is familiar with the formula. The applicant has offered a voluntary contribution of \$2.00 per square foot of gross floor area for that portion of new residential sales construction that is allowable without a Special Use Permit in the applicable zone plus \$4.00 per square foot of gross floor area that is allowable with a Special Use Permit. For this project, the total gross square footage will be 52,688 on the base building (for a contribution of \$105,376), with an additional 17,520 gross square feet allowable with a Special Use Permit (for an additional contribution of \$70,080). The total contribution will be \$175,456. (Housing)

MISCELLANEOUS:

96. Applicant to provide adequate space for City standard recycling cans to serve the residents of the proposed development. (T&ES)
97. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City. (T&ES)
98. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
99. During the construction phase of this development, the site developer, its contractor, certified land disturber, or owner's other agents shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them and sanitary waste at the construction site and prevent its off site migration that may cause adverse impacts to the neighboring properties or the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be disposed off site properly in accordance with all applicable federal, state and local laws. (T&ES)

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.

CITY DEPARTMENT CODE COMMENTS

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

Transportation & Environmental Services:

- C-1 An appropriate performance bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sewer tap fee must be paid prior to release of the plan, if required.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-10 The applicant must comply with the Article XIII of the City's zoning ordinance, which includes requirements for stormwater pollutant load reductions, treatment of the water quality volume default, and stormwater quantity management.
- C-11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-12 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.

- C-13 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-14 The applicant must comply with the Article XIII of the City's zoning ordinance, which includes requirements for storm water pollutant load reductions, treatment of the water quality volume default, and storm water quantity management.
- C-15 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.

Code Enforcement:

- F-1 In a preliminary meeting a combined approach to ladder truck access was agreed to which consisted of 100% ladder truck access off Dechantel Street (not to exceed 100 feet of dead end travel unless turn around provisions are provided) with provisions for fire department water supply and connections; and partial ladder truck access off King Street; as well as building enhancements listed in items F-8, F-11 and F-12. If providing 100% access to the rear of Dechantel Street increases the 100 foot dead end travel and no provisions for a turn around can be accommodated, then limited access to the mid rise structure off King Street into the Court Yard will be needed. The applicant should schedule a meeting with the Director of Code Enforcement as soon as possible to resolve the above issues. Show turning movements for both ladder truck types for entrance into the rear EVE from Prince Street as well as from Daingerfield Rd. **Condition met.**
- F-2 Site plan does not provide handicap entrance detail. Show curb cut details. All access points will be at grade per applicant. Rear egress at Southwest corner discharges onto pavement with raised curbing. There are no provisions for handicap access from the sidewalk to the street provided. **Revised submission shows curb cuts and ramps at rear of structure. Condition met.**
- F-3 Arrows point to area of demolition on existing building but line of area separating demolition from preservation area is not provided. Condition met. Drawings revised.
- F-4 Egress information not provided for units B-1, C4 and C-10. More information has been provided, however final determination of code compliance will be made at time of building permit review.

- F-5 Rear Emergency Vehicle Easement does not contain sufficient detail. There is a wall obstruction shown on the plans near Dechantel Street which restricts access. Turning radii for curbs not provided. **Provided detail is insufficient to review rear easement for compliance. Curb detail and turning radii are not provided. Applicant indicates EVE will be flush with adjacent property without boundaries. The outside edge of the EVE shall be raised curb which will prevent parked vehicles on the adjacent property from encroaching on the EVE. EVE signage shall be shown on next submission for rear EVE. Signage is required on both sides of EVE.**
- F-6 Second FDC not provided. Condition met. Second FDC provided.
- F-7 The design and set back of this project does not accommodate ladder truck access to the front and rear of the structure. There is no access to the mid-rise section of this project from King Street. There is partial access to the rear portion the structure. **Condition met. See F-1 above.**
- F-8 There is only a 5 foot separation shown on the plans between the existing 2 story building, which is to remain, and the proposed new structure. Fire separation distances shall be maintained in accordance with the USBC. Revised drawings clarify separation issues. Condition met.
- F-9 Stairwells shall discharge to the exterior of the structure. Condition met.
- F-10 Roof access shall be obtained through stairwell doors, not roof hatches. Condition met.
- F-11 Label all fire easements over underground garage as conforming to H-20 loading standards. Condition met.
- F-12 Relocate handicap parking next to elevator lobby. 1 additional handicap parking space is required for a total of 5 spaces. **Condition met.**
- C-1 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition Met. Shown as Note 3 on Sheet C-1.
- C-2 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged and accepted by applicant.
- C-3 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 112.1.4). Acknowledged and accepted by applicant.

- C-4 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. Condition met.
- C-5 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. **Condition not met. Fire service plan not submitted.**
- C-6 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. Condition not met. The data provided does not conform to the requirements for fire flow. Resubmit fire flow data according to the attached guidelines. Submitted fire flow shall be on 8 ½ x 11 paper. **Condition not met. Fire flow approved on 12/6/04 used methodology based on use of King Street hydrants. Resubmit fire flow based upon assumption that hydrants off Dechantel will be the primary hydrant since the majority of fire operations will be from the Dechantel Street side of the structure.**
- C-7 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements.
- C-8 A soils report must be submitted with the building permit application. Acknowledged and accepted by applicant.
- C-9 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As an alternative, a 2 hour fire wall may be provided. (USBC 704.5) Acknowledged and accepted by applicant.
- C-10 Required exits, parking, and facilities shall be accessible for persons with disabilities. Acknowledged and accepted by applicant.
- C-11 This structure contains mixed use groups [M, Mercantile; R, Residential; S-2, Low-Hazard Storage (public garage, group 2) and is subject to the mixed use and occupancy requirements of USBC 302.3 Acknowledged and accepted by applicant.

- C-12 A Certificate of Use of Occupancy is required prior to occupying any portion of the structure. (USBC 119.1). Acknowledged and accepted by applicant.
- C-13 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.11). Acknowledged and accepted by applicant.
- C-14 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage. Acknowledged and accepted by applicant.
- C-15 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. Acknowledged and accepted by applicant.
- C-16 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 be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Acknowledged and accepted by applicant. Add note to plans. **Condition not met, note not provided.**
- C-17 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. Acknowledged and accepted by applicant. Add note to plans. **Condition not met, note not provided.**

Health Department:

- F-1 No Comments

Police Department:

- F-1 No Comments

Historic Alexandria (Archaeology):

- F-1 Residential development of this block began in the mid-19th century. The structures at 1520-24 King Street are listed on the 100 Year-Old Building Survey for Alexandria. In addition, the Army Quartermaster's maps from the Civil War period depict a fenced stables complex (associated with the Commissary Mill) on the west side of Peyton Street south and east of these lots. The property therefore has the potential to yield archaeological resources which

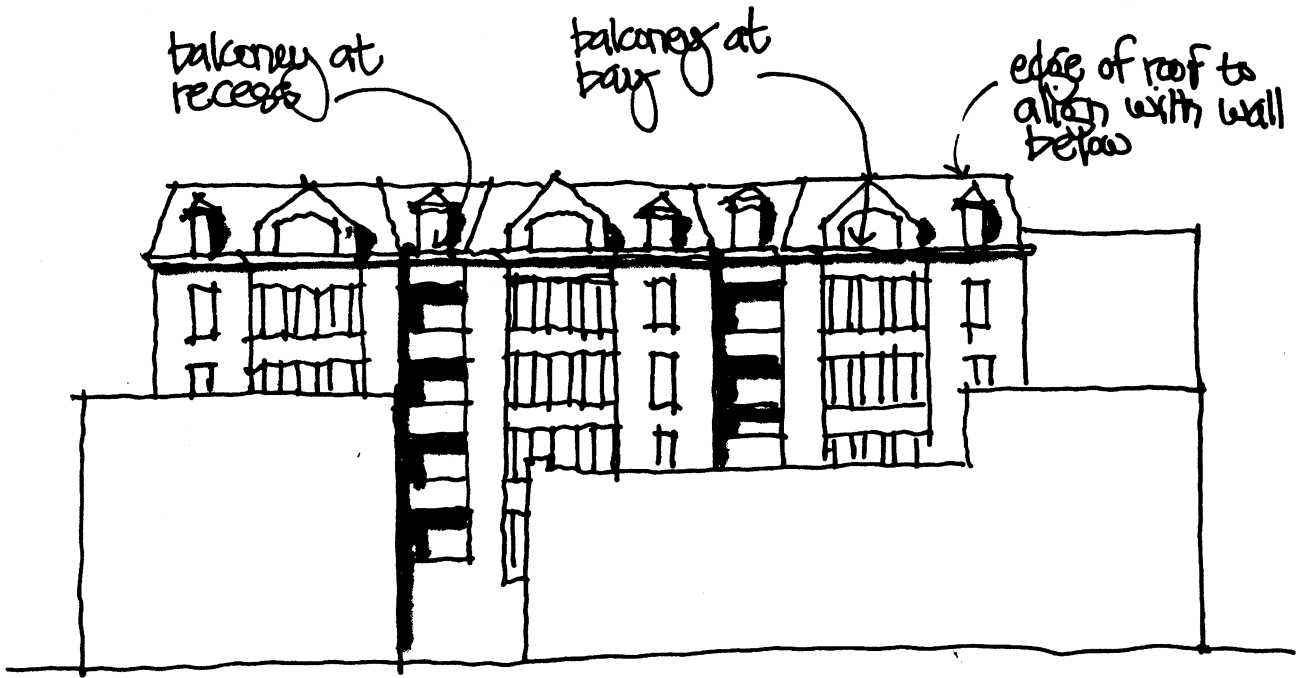
could provide insight into domestic and military activities in 19th-century Alexandria.

- C-1 Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
- C-2 The above statement must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement.

Parks & Recreation (Arborist):

- F-1 No Comments

ATTACHMENT #1



North elevation
128F-LONG, KING ST.

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2002-0041

PROJECT NAME: DSF/Long King Street

PROPERTY LOCATION: 1514, 1516, 1518, 1520, 1522, 1524, 1600, 1602
King Street, 1602 Dechantel Street

TAX MAP REFERENCE: 063.04-09-13,14,15,16,19&20 ZONE: OCH/Office
Commercial High Zone

APPLICANT Name: DSF/Long King Street I LLC

Address:

24 Federal Street, Boston, MA 02110

PROPERTY OWNER Name: DSF/Long King Street I, LLC

Address:

24 Federal Street, Boston, MA 02110

SUMMARY OF PROPOSAL: To build 65 multifamily dwelling units and
retail with 101 underground parking spaces.

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: To increase FAR from 2.0 to

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his knowledge and belief.

Jonathan P. Rak, Esq., Agent
Print Name of Applicant or Agent
McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Mailing/Street Address
McLean, VA 22102
City and State Zip Code

Jonathan P. Rak
Signature
703-712-5411 703-712-5231
Telephone # Fax #
9/16/04
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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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 the (check one):

Owner Contract Purchaser

Lessee Other: _____

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.

100% DSF/Long King Street I LLC
24 Federal Street, Boston, MA 02110

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

Yes. Provide proof of current City business license

No. The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.
(Attach additional sheets if necessary)

Pursuant to Section 4-1100 of the Alexandria Zoning Ordinance,
the applicant proposes to redevelop a 0.6048 acre site located
on the 1500 and 1600 blocks of King Street in Old Town Alexandria.
The project will include construction of 1507 sq. ft. of ground
level retail on King Street and 65 multifamily dwelling units with
101 parking spaces located underground and accessible from Dechantel
Street. 5506 sq. ft. of ground level open space on King Street
will be available for use by the public. The property contains
three existing buildings and the proposed development will require
the complete demolition of one building and the partial demolition
of the second building. The third building, which is included on
the 100 YEAR OLD BUILDINGS NOT IN PRESERVATION DISTRICT list, will
be preserved and renovated in accordance with the DESIGN GUIDELINES
FOR THE OLD AND HISTORIC ALEXANDRIA DISTRICT.

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

Residential occupants and visitors Monday through Sunday,
seven days a week. Retail users Monday through Sunday during
normal retail business hours.

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

Two (2) staff per retail tenant Monday through Sunday.

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

Day	Hours	Day	Hours
<u>Monday-Sunday</u>	<u>24 hrs.</u>	<u>Monday-Sunday</u>	<u>normal retail</u>
<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>business hours</u>
<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>

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

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

Noise levels are expected to be consistent with normal
residential and retail use.

- B. How will the noise from patrons be controlled?

Not Applicable.

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

All trash containers will be enclosed within buildings.

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

A. What type of trash and garbage will be generated by the use?

Consistent with residential and retail uses.

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

Consistent with residential and retail uses.

C. How often will trash be collected?

Weekly or more often if needed.

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

Building manager to monitor.

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

Yes. No.

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

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

Yes. No.

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

N/A

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

N/A

ALCOHOL SALES

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

[] Yes. [x] No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

75 spaces.

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

59 Standard spaces

Development Special Use Permit with Site Plan (DSUP) # 2002-0041

38 Compact spaces

4 Handicapped accessible spaces.

N/A Other.

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

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

N/A

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

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

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

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1

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

C. Where are off-street loading facilities located? In rear of building off Dechantel Street

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

Development Special Use Permit with Site Plan (DSUP) # 2002-0041

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

Once per day.

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

Street access is adequate.

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APPLICATION for VACATION

VAC # 2004-0202

[must use black ink or type] 1514, 1516, 1518, 1520, 1522, 1524, 1600, 1602
PROPERTY LOCATION: King Street, 1602 Dechantel Street

TAX MAP REFERENCE: 063.04-09-13,14,15,16,19&20 ZONE: OCH/Office

APPLICANT'S NAME: DSF/Long King Street I, LLC
Commercial High Zone

ADDRESS: 24 Federal Street, Boston, MA 02110

PROPERTY OWNER NAME: DSF/Long King Street I, LLC

(Owner of abutting area to be vacated)

ADDRESS: 24 Federal Street, Boston, MA 02110


VACATION DESCRIPTION: 105 sq. ft. of public street right-of-way
along 1600 and 1602 King Street; 49 sq. ft. of public right-of-way
along 1514-1524 King Street.

THE UNDERSIGNED hereby applies for a Vacation Ordinance in accordance with the provisions of Chapter 10 of the Code of the State of Virginia, the Alexandria City Charter and City Code, and the Alexandria Zoning Ordinance.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Jonathan P. Rak, Esq., Agent
Print Name of Applicant or Agent
McGuireWoods LLP
1750 Tysons Boulevard
Mailing/Street Address
Suite 1800
McLean, VA 22102
City and State *Zip Code*

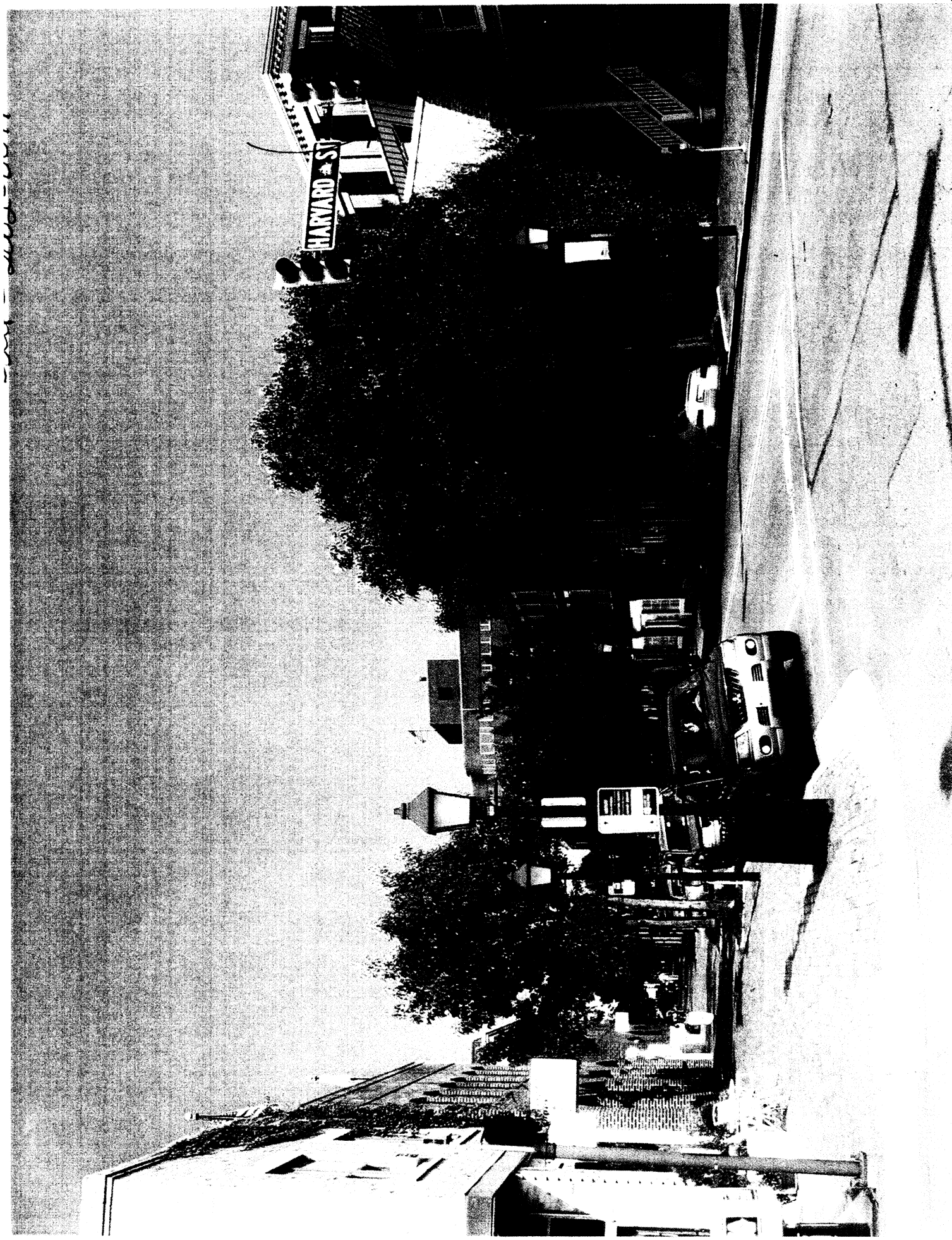

Signature
703-712-5411 703-712-5231
Telephone # *Fax #*
9/16/04
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

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

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____



1400 P. 2001-0041



(B)

60

Docket Item # 9a-b
DSF/Long King Street



"Hanbury, Trey"
<Trey.Hanbury@nextel.com>

To: <jeffrey.farner@alexandriava.gov>, <pccomments@alexandriava.gov>
cc:
Subject: FW: DSF-Long Condominium Project 1500 block of King Street

03/28/2005 11:03 AM

Please consider the attached comments during hearings on the above-referenced project. Thanks.

Trey

> -----Original Message-----

> From: Hanbury, Trey
> Sent: Monday, March 28, 2005 10:58 AM
> To: 'gregory.tate@alexandriava.gov'
> Subject: DSF-Long Condominium Project 1500 block of King Street

> Mr. Tate and to whom it may concern:

> Because I may not be able to attend the planning meeting on April 5, I'd like to voice my opposition to a gate of any kind for this project on 1500 King Street. Installing a gate, even if only 3 1/2 high, bars public access to ostensibly public space. As a practical matter, the gate will likely remain to remain closed even during daylight hours. Who, after all, will open up the gate every morning and close it every night? What if one of the residents closes it during daylight hours? Who will open it up again?

> Installing a gate -- of any height -- is antithetical to the open space initiative for King Street and sends precisely the wrong signal to pedestrians and neighborhood residents. The message will be clear: this space is not public space. That type of message is counter-productive to the quality of life we're trying to establish in Upper King Street.

> Overall I support the project, but I remain extremely concerned about the adverse impact of the proposed private gate on public space. Please forward this message as appropriate and please feel free to contact me with any questions. Thanks.

> Trey Hanbury
> 1504 Cameron Street
> Alexandria, VA 22314

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DSUP# 2002-0041
Val # 2004-0012
Docket Item # 9a-b



<peter.spencer@comcast.net

To <dru.siley@alexandriava.gov>

>

cc

04/05/2005 04:02 PM

bcc

Subject UKSNA on Docket item #9

Dear Chairman Wagner:

Re: Docket Item #9: The Upper King Street Neighborhood Association, as the staff report notes, has participated actively in meetings with the city and developer as this proposal has evolved. And, indeed, changes to the proposal and staff recommended conditions reflect concerns raised during this process. General views concerning the project are positive, so long as staff conditions are met, and quite encouraging for the future of the area, in light of the King Street Retail study and broader long term association positions expressed about enhancing the street vitality of the upper King Street area.

On the other hand, there remains outstanding opposition to the existence of gates to the public "pocket park." This issue has not been fully discussed among executive committee members and, in light of this, I will withhold more specific public comment on behalf of UKSNA until the City Council meeting to provide time for this issue to be worked out. Individuals may express their concerns individually, and I hope you will consider these tonight.

Peter Spencer

President

c.c. executive committee

Jonathan P. Rak et. al.

APPLICATION for VACATION

VAC # 2004-0002
2004-0012(B)

[must use black ink or type] 1514, 1516, 1518, 1520, 1522, 1524, 1600, 1602
PROPERTY LOCATION: King Street, 1602 Dechantel Street

TAX MAP REFERENCE: 063.04-09-13,14,15,16,19&20 ZONE: OCH/Office
Commercial High Zone

APPLICANT'S NAME: DSF/Long King Street I, LLC
ADDRESS: 24 Federal Street, Boston, MA 02110

PROPERTY OWNER NAME: DSF/Long King Street I, LLC
(Owner of abutting area to be vacated)
ADDRESS: 24 Federal Street, Boston, MA 02110

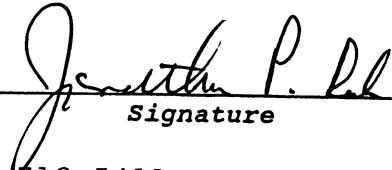
VACATION DESCRIPTION: 105 sq. ft. of public street right-of-way
along 1600 and 1602 King Street; 49 sq. ft. of public right-of-way
along 1514-1524 King Street.

THE UNDERSIGNED hereby applies for a Vacation Ordinance in accordance with the provisions of Chapter 10 of the Code of the State of Virginia, the Alexandria City Charter and City Code, and the Alexandria Zoning Ordinance.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Jonathan P. Rak, Esq., Agent
Print Name of Applicant or Agent
McGuireWoods LLP
1750 Tysons Boulevard
Mailing/Street Address
Suite 1800
McLean, VA 22102
City and State *Zip Code*


Signature
703-712-5411 703-712-5231
Telephone # *Fax #*
9/16/04
Date

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

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

ACTION - PLANNING COMMISSION: 04/05/2005 RECOMMEND APPROVAL 7-0

ACTION - CITY COUNCIL: 4/16/2005 City Council approved the Planning Commission recommendation 7-0 (see attachment)

57 58

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Board of Architectural Review

Items 9 and 10 were heard together:

9. Case No. 2002-0300 - Appeal - Board of Architectural Review, 718, 722, 820A, 820B, 906 and 922 South Washington Street and 719 South Saint Asaph Street, RCX Residential. Appeal of the BAR's Decision Denying a Request for Replacement Roofing. Appellant is Miles Properties, Inc., by Howard Middleton.

10. Case No. 2002-0300 - Appeal - Board of Architectural Review, 718, 722, 820A, 820B, 906 and 922 South Washington Street and 719 South Saint Asaph Street, RCX Residential. Appeal of the BAR's Decision Approving a Request For Replacement Windows and Through the Wall HVAC Units. Appellant is City of Alexandria, by James K. Hartmann, City Manager.

City Council accepted the staff compromise which was worked out, with the exception that there must be new one-over-one replacement windows, and there be a new asphalt faux slate roof that will look like slate, and there be through the wall air conditioning units.

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

11. DEVELOPMENT SPECIAL USE PERMIT #2002-0041 (A)
VACATION #2004-0012 (B)
1514-1602 KING STREET AND 1602 DECHANTEL STREET
DSF/LONG KING STREET - MIXED USE
Public Hearing and Consideration of request for a development special use permit, with site plan to construct a 65 multi-family dwelling unit with ground floor retail and underground parking, a request for a vacation of public street right-of-way and a request to consolidate six parcels into one. Applicant: DSF Long King Street I LLC by Jonathan P. Rak, attorney

PLANNING COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation, with an amendment to condition 5g to set aside the \$15,000 contribution for enhancement to the King Street Park, in consultation with staff prior to spending the money on the King Street Park to see how things progress and more of a decision is made on the whole

stretch of King Street. Mayor Euille appointed the following viewers for the vacation: Ross Bell, Gila Harris and Elizabeth Wright as chair.

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Board of Architectural Review (continued)

12. Case No. 2004-0274 - Appeal - Board of Architectural Review, 325 N. Patrick Street, zoned RB Residential. Appeal of the BAR's Decision Approving a Request For a Garage Addition. Appellant is Raymond P. Deakins on Behalf of Petitioners.

City Council docketed this item for the next legislative meeting and asked staff to work with the applicant and consult with the appellant to identify ways to bring down the mass on the second floor.

Council Action: _____

ORDINANCES AND RESOLUTIONS

13. Public Hearing on an Ordinance to Establish the Real Estate and Personal Property Tax Rates For Calendar Year 2005. Adoption is scheduled for May 2, 2005. (#18, 3/22/05) **(ROLL-CALL VOTE)**

City Council held the public hearing on establishing the real estate and personal property tax rates. Adoption is scheduled for May 2, 2005.

Council Action: _____

14. Public Hearing and Second Reading of an Ordinance to Increase the Monthly Sanitary Sewer Maintenance Fee to \$1.00 per Thousand Gallons on Water Used . Adoption is scheduled for May 2, 2005. (#20, 4/12/05) **(ROLL-CALL VOTE)**

City Council held the public hearing on the ordinance to increase the monthly sanitary sewer maintenance fee to \$1.00 per thousand gallons of water used. Adoption is scheduled for May 2, 2005.

Council Action: _____

15. Public Hearing and Second Reading of an Ordinance to Increase the Fees Charged for New Connections to the Sanitary Sewer System. Adoption is scheduled for May 2, 2005. (#21, 4/12/05) **(ROLL-CALL VOTE)**

City Council held the public hearing on the ordinance to increase the fees charged for new connections to the sanitary sewer system. Adoption is scheduled for May 2, 2005.

Council Action: _____

APPLICATION for DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2002-0041

PROJECT NAME: DSF/Long King Street

PROPERTY LOCATION: 1514, 1516, 1518, 1520, 1522, 1524, 1600, 1602
King Street, 1602 Dechantel Street

TAX MAP REFERENCE: 063.04-09-13,14,15,16,19&20

ZONE: OCH/Office
Commercial High Zone

APPLICANT Name: DSF/Long King Street I LLC

Address:

24 Federal Street, Boston, MA 02110

PROPERTY OWNER Name: DSF/Long King Street I, LLC

Address:

24 Federal Street, Boston, MA 02110

SUMMARY OF PROPOSAL: To build 65 multifamily dwelling units and
retail with 101 underground parking spaces.

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: To increase FAR from 2.0 to

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his knowledge and belief.

Jonathan P. Rak, Esq., Agent
Print Name of Applicant or Agent
McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Mailing/Street Address
McLean, VA 22102
City and State Zip Code

Jonathan P. Rak
Signature
703-712-5411 703-712-5231
Telephone # Fax #
9/16/04
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

48 49

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: 4/05/2005 RECOMMEND APPROVAL 7-0

ACTION - CITY COUNCIL: 4/16/2005 City Council approved the Planning Commission
recommendation 7-0 (see attached)

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4/19 50

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

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Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

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Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Board of Architectural Review (continued)

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Council Action: _____

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Council Action: _____

SPEAKER'S FORM

DOCKET ITEM NO. 11

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

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Jonathan Rak

2. ADDRESS: 1750 Tysons Blvd. McLean, VA 22102

TELEPHONE NO. 703 712 5411 E-MAIL ADDRESS: jrak@mcquiceneads.com

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? _____

_____ Applicant

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 three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided 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 legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting 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. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and 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 legislative 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

(a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.

(b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.

(c) 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 allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.

(d) 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 on, the speakers shall be called in the chronological order of their request forms' submission.

(e) 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.

11
4-16-05

Bill-

Please appoint three viewers (one of them as chair) for the vacation of 1514-1602 King Street and 1602 Dechantell Street, which is docket item #11 for Saturday's meeting, from the attached list.

Thank you.

Jackie

BE
4/13/05

VIEWERS LIST

Mr. Donald Allen
102 Monroe Avenue
Alexandria, VA 22301
703 836-0094

Mr. Ross Bell
820 S. Washington St., #B-329
Alexandria, VA 22314
703 836-2001

Ms. Amoret Bunn
607 Melrose Street
Alexandria, VA 22302
703 683-1836

Mr. Rodger Digilio
1900 Mt. Vernon Avenue
Alexandria, VA 22301
703 548-6066

Ms. Katrine Fitzgerald
307 East Mason Avenue
Alexandria, VA 22301
703 683-1617

Ms. Gila Harris
5435 Richenbacher Avenue
Alexandria, VA 22304
703 671-9055

Mr. John Hines
13 East Myrtle Street
Alexandria, VA 22301
703 683-9659

Mrs. Judy Lowe
14 West Mount Ida Avenue
Alexandria, VA 22305
703 548-1713

Mr. Warren Almquist
201 East Monroe Street
Alexandria, VA 22302
703 684-3657

Mr. Bill Brandon
727 Upland Place
Alexandria, VA 22314
703 683-0927

Ms. Libby Cooperman
205 Yoakum Parkway, #215
Alexandria, VA 22304
703 370-9064

Ms. Marilyn Doherty
12 West Mount Ida Avenue
Alexandria, VA 22301
703 548-3095

Mrs. Ruby Fitzgerald
305 Summers Drive
Alexandria, VA 22301
703 548-7088

Ms. Debbera Hayward
5911-303 Edsall Road
Alexandria, VA 22304
703 370-7360

Mr. Jesse Jennings
1019 Oronoco Street
Alexandria, VA 22314
703 549-5229

Ms. Cathy Major
1431 Oronoco Street
Alexandria, VA 22314
703 836-2521

Ms. Kellie Meehan
801 West View Terrace
Alexandria, VA 22301
703 836-1787

Mr. Lee Roy Steele
516 North Patrick Street
Alexandria, VA 22314
703 549-7737

Tom Welsh
2100 Mount Vernon Avenue
Alexandria, Virginia 22301
703 683-2400

Ms. Ruby Tucker
254 Lynhaven Drive
Alexandria, VA 22305
703 549-7754

Elizabeth Wright
113 S. Ingram Street
Alexandria, Virginia 22304
202 548-3777

Dennis Jones
608 S. View Terrace
Alexandria, Virginia 22314
703 329-7181