

EXHIBIT NO. 1

16  
9-15-07

Docket Item #15  
SPECIAL USE PERMIT #2007-0055

Planning Commission Meeting  
September 6, 2007

**ISSUE:** Consideration of a request for a special use permit for valet parking.

**APPLICANT:** CLPF King Street Venture, LP dba Hotel Monaco, a Kimpton Hotel by M. Catharine Puskar, attorney

**STAFF:** Richard W. Bray  
Richard.bray@alexandriava.gov

**LOCATION:** 480 King Street

**ZONE:** KR/King Street Urban Retail Overlay

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**PLANNING COMMISSION ACTION, SEPTEMBER 6, 2007:** On a motion by Mr. Jennings, and seconded by Mr. Komoroske, the Planning Commission voted to recommend approval subject to compliance with all applicable codes, ordinances, and staff recommendations, and amended conditions #4 and 12 at the request of the applicant's attorney. The motion carried on a vote of 6 – 0. Ms. Lyman was absent.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

M. Catharine Puskar, attorney, represented the applicant.

J. J. Kelly, 9102 Paloma Lane, Springfield, VA, spoke for Pat Troy who could not attend. Mr. Troy expressed strong support for the valet service and enthusiasm for Kimpton as new neighbors in Old Town.

Stuart Litvin, 5335 Duke St., representing the Alexandria Economic Development Partnership, expressed support of the proposal citing the benefits of reducing traffic and pollution by preventing cars from searching for on-street parking and praising the addition of a high quality amenity that will increase the City's tax base.

David Mazlin Martin, 1400 King St., representing the Old Town Business and Professional Association, expressed support for the proposal citing the benefits of patrons not having to search for parking when they frequent Old Town.

Van Van Fleet, 26 Wolfe St., representing Old Town Civic Association Board of Directors, expressed disapproval of the request citing negative traffic impacts. Mr. Van Fleet suggested that pick-up and drop-off occur on South Pitt Street or within the garage and requested that the request be deferred until the valet service approved at 1600 King Street was operational and could be reviewed.

Cathal Armstrong, business owner at 110 S. Pitt St., spoke in support of the proposal stating that the valet service will help to mitigate the existing traffic problems in Old Town.

**STAFF RECOMMENDATION:** Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.

SUP #2007-0055  
480 King Street



SUP #2007-0055

09/06/07



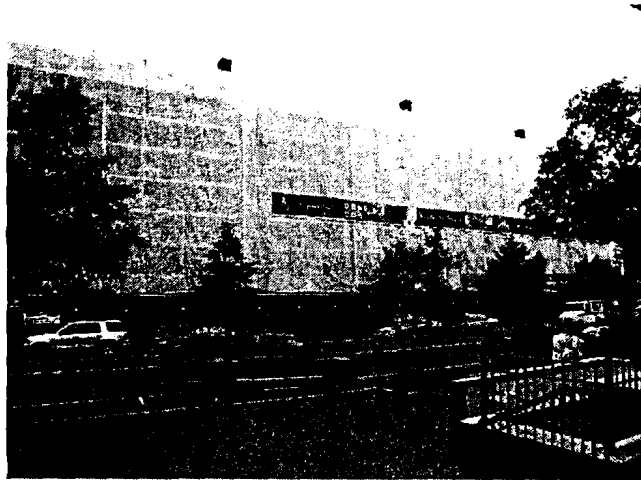
## I. DISCUSSION

### REQUEST

The applicant, Kimpton Hotels, requests special use permit approval for the operation of a valet parking program located at 480 King Street.

### SITE DESCRIPTION

The subject property is one lot of record with 255 feet of frontage on King Street, 165 feet of depth and a total lot area of 39,702 square feet. The site is developed with a 241 room hotel. Access to the property is from King Street, access to the parking garage is from Pitt Street.



The surrounding area is occupied by a mix of residential, commercial and office uses. Immediately to the north is an office building with ground floor retail. To the south is a residential neighborhood. To the east and west are a CVS drugstore and the Alexandria Courthouse. The hotel is located in the Old & Historic Alexandria district and the Central Business District (CBD).

### BACKGROUND

On September 25, 1973, City Council approved Special Use Permit #931 for a 228 room hotel with a 300 seat restaurant at 480 King Street. As built, the hotel contained two restaurants, Annabelle's and 101 Royal. On June 14, 1986, City Council approved SUP #1905 to enclose a portion of the restaurant located in the courtyard of the hotel. On November 22, 1988, City Council approved SUP #2176 for alterations of the bar area located in the courtyard of the hotel. On February 24, 1990, City Council approved SUP #2176-A to amend the hours of operation for the restaurant known as Annabelle's. On February 23, 1991, City Council approved SUP #2176-B to further increase the hours of operation for Annabelle's. On August 21, 2002, staff administratively approved SUP #2002-0075 to re-organize space in the restaurant and allow seating on the sidewalk, there was no increase in seating allowed. On July 11, 2006, staff administratively approved SUP #2006-0048, a change of ownership from Gadsby Lodgings Associates, LLC to CLPF Old Town Operating Company, LLC. On December 29, 2006, staff administratively approved SUP #2006-0114 to enlarge the area of the restaurant and add six seats.

PROPOSAL

The hotel is currently undergoing improvements to guest rooms, meeting and restaurant space. One aspect of the improvement is the proposed use of valet parking.

The Hotel Monaco proposes to offer valet parking for hotel guests, patrons of the on-site restaurant and the general public. The service will be offered 24 hours a day, 7 days per week.

The current parking operation of the hotel consists of a two level below grade parking structure with 170 striped parking spaces. The parking garage currently operates as a self park facility for hotel employees (\$3 per day), hotel guests (\$10 per 24 hours), general public (\$3.25 per hour/max fee per 24 hours \$12) and monthly parkers. Monthly parking rates range from \$140 to \$210 per month, depending on the number of monthly parking spots purchased per company. The parking garage is open from 6:30am to 11pm seven days a week.

The applicant proposes to create a three space valet zone in front of the hotel on King Street. This valet zone would necessitate the removal of one public metered space, one taxi stand space and the existing loading zone. Taxis will be able to use the valet zone for pick-up and drop-off but will not be allowed to wait in the valet zone. The applicant will staff one doorman along with one valet on King Street, from 7am to 11pm in two eight hour shifts. From the hours of 11pm to 7am there will be one overnight valet. Additionally, the applicant will staff two valets in the garage for staging the stacked vehicles from 7am to 11pm. The current plan anticipates a daily minimum valet coverage of five, eight hour shifts. The majority of hotel staff will be trained to work the valet operations so that more staff may be moved to valet operations should the demand require it.

The average weekday use of the parking facility includes approximately 20 hotel employees, 40 hotel guests (when the hotel/restaurant is fully operational), 20 general public or hourly parkers and 100 monthly parkers for a total of approximately 180 cars parked per day. On the weekend, usage increases to approximately 35 employees, 60 hotel guests, and 40 general public parkers. Monthly parking usage decreases to approximately 20 per day for a total of approximately 155 cars parked per day.

The applicant will be increasing all parking fees as the rates have not been adjusted in some time. However, their pricing will remain competitive with current market rates and will price self-park at a higher price point with no in and out privileges to encourage valet parking which is easier to manage. The applicant will utilize a time stamped parking ticket method for the general public and a flat fee for its restaurant and hotel. Overnight hotel guests will have complimentary in and out privileges. Valet customers will be asked to pay at the front desk with the option to charge the valet fee to their restaurant or hotel bill. The applicant has automatic billing to the room bill for hotel guests per their request at check in. The parking booth at the entrance of the garage will be staffed by a

cashier during the hours of 7am to 11pm to handle the modified valet parkers until new automated equipment is installed.

Kimpton Hotels operates a shuttle service that serves The Hotel Monaco and The Morrison House, with service to King Street Metro and Reagan National Airport hourly. The shuttle service is also available to groups of guests for other destinations upon request.

The applicant has indicated that it will provide its valet service to other restaurants, retailers and businesses in the area, through either a validation agreement with the business or straight payment by the customer.

### PARKING

When the hotel was built it was not required to provide parking as urban renewal projects in the CBD were exempt from off-street parking requirements. Under current parking standards, a hotel would be required to provide one parking space for every two rooms in addition to one space for every 15 rooms for employee use. A hotel with 241 rooms would be required to provide 137 off-street parking spaces.

The Hotel Monaco has 170 striped spaces in a two level underground parking garage. With the proposed valet parking the applicant can accommodate an additional 70 cars.

### ZONING/MASTER PLAN DESIGNATION

The subject property is located in the KR/King Street Urban Retail Zone.

The proposed use is consistent with the Old Town Small Area Plan chapter of the Master Plan which designates the property for commercial use.

## **II. STAFF ANALYSIS**

Staff supports the proposed valet parking at 480 King Street. Valet parking is recommended in the King Street Retail Strategy and is an important amenity in Old Town.

Staff's primary concerns with the proposed valet parking program are that it be well managed, that there be a sufficient number of valet parkers to keep King Street free and safe from congestion due to the use of the valet spaces, that the valet service be offered at times when it will be most used by hotel patrons and the public and that there be a sufficient number of spaces in the garage to accommodate valet, public and monthly parkers. Additionally, it would be advantageous if there were more parking in the garage than is available today.

Based on the information provided by the applicant, the proposed valet program appears to be well managed, with valets at the entrance on King Street as well as at the garage entrance on South Pitt Street. Valet parking will be offered all day for all customers. The garage will be able to accommodate 240 vehicles, 70 more than exist today.

Staff believes that a quality valet parking program that is available to the public will be a valuable addition to lower King Street. The increased amount of off-street parking will help to alleviate existing parking concerns in the neighborhood. This is an amenity that will make Old Town a more attractive shopping and dining destination for locals and tourists alike.

With the following conditions, staff recommends approval of the special use permit.

### III. RECOMMENDED CONDITIONS

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

1. The special use permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)
2. The applicant shall encourage its employees to use mass transit or to carpool when traveling to and from work, by posting information regarding DASH and METRO routes, the location where fare passes for transit are sold, and advertising of carpooling opportunities. (P&Z)
3. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements. (P&Z)
4. **CONDITION AMENDED BY PLANNING COMMISSION:** All parking in the garage will be attendant assisted parking. (P&Z) (PC)
5. There shall be available at all times at least 20 garage spaces available for the public. (P&Z)
6. The proposed valet parking zone shall be limited to a maximum of three on-street parking spaces on King Street and shall be limited to a maximum of 60 linear feet at the curbside. The size of the valet zone may be adjusted by the Directors of P&Z and T&ES as part of the review condition below. (T&ES) (P&Z)
7. The valet parking services shall be provided 24 hours a day seven days a week and shall be heavily promoted to patrons. (T&ES) (P&Z)

8. The valet parking zone is solely for the use of loading and unloading vehicular passengers and the temporary staging of passenger vehicles prior to locating them within the underground parking garage. A vehicle(s) is not permitted to be within the valet zone for more than 10 minutes. Besides this temporary staging of passenger vehicles there is no other parking and/or loading/unloading permitted within the valet zone. The valet operator shall store all valet parked vehicles in underground parking garage or other approved off-street location for uses contained on-site. (T&ES)
9. The valet operator shall provide sufficient staff and resources to operate the valet service safely and effectively within the boundaries of the designated valet parking area. Double parking, staging outside the valet parking area as defined herein, vehicles stored in the valet loading zone over 10 minutes and vehicles stored in locations other than designated off-street facilities shall be considered indicators of inadequate staffing to meet vehicle volumes. If vehicles are found to be within the valet parking zone for more than 10 minutes the Directors of P&Z and T&ES shall require additional staffing and/or resources necessary to comply with this condition. (T&ES) (P&Z)
10. The applicant shall be responsible for all appropriate signage including "Valet Loading Zone" signage and other applicable signage as required by the Director of T&ES. Freestanding and other signage other than traffic signs shall be prohibited. (T&ES)
11. If requested by the Directors of P&Z and T&ES, the valet zone shall be made available for properties in the vicinity on King Street for operation of valet parking for nearby uses. If and when properties in the vicinity implement valet parking for their uses, the valet zone may be increased to meet the additional demand, as determined by the Directors of P&Z and T&ES. This condition shall not require any additional cost to the applicant to provide parking for properties in the vicinity or nearby uses, or to fund improvements to accommodate such uses. (T&ES) (P&Z)
12. **CONDITION AMENDED BY PLANNING COMMISSION:** The valet parking shall be reviewed within six months of operation by the Directors of T&ES and P&Z to determine its compliance with the conditions herein and all applicable codes and ordinances. The applicant shall seek other buildings in which to provide overflow parking should the need arise. As part of the initial or annual reviews under this paragraph, the directors may require the operator to adjust the features of the program. Alternatively, if the Directors of T&ES and P&Z have concerns regarding the operation, the case will be docketed for review by the Planning Commission and City Council. (T&ES) (P&Z) (PC)



STAFF: Richard Josephson, Deputy Director, Department of Planning and Zoning;  
Richard Bray, Urban Planner.

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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.

#### IV. CITY DEPARTMENT COMMENTS

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

##### Transportation & Environmental Services:

- R-1 The proposed valet parking zone shall be limited to a maximum of three on-street parking spaces on King Street and shall be limited to a maximum of 60 linear feet at the curbside. The size of the valet zone may be adjusted by the Directors of P&Z and T&ES as part of the review condition below.
- R-2 The valet parking services shall be provided 24 hours a day seven days a week and shall be heavily promoted to patrons.
- R-3 The valet parking zone is solely for the use of loading and unloading vehicular passengers and the temporary staging of passenger vehicles prior to locating them within the underground parking garage. A vehicle(s) is not permitted to be within the valet zone for more than 10 minutes. Besides this temporary staging of passenger vehicles there is no other parking and/or loading/unloading permitted within the valet zone. The valet operator shall store all valet parked vehicles in underground parking garage or other approved off-street location for uses contained on-site.
- R-4 The valet operator shall provide sufficient staff and resources to operate the valet service safely and effectively within the boundaries of the designated valet parking area. Double parking, staging outside the valet parking area as defined herein, vehicles stored in the valet loading zone over 10 minutes and vehicles stored in locations other than designated off-street facilities shall be considered indicators of inadequate staffing to meet vehicle volumes. If vehicles are found to be within the valet parking zone for more than 10 minutes the Directors of P&Z and T&ES shall require additional staffing and/or resources necessary to comply with this condition.
- R-5 The applicant shall be responsible for all appropriate signage including "Valet Loading Zone" signage and other applicable signage as required by the Director of T&ES. Freestanding and other signage other than traffic signs shall be prohibited.
- R-6 If requested by the Directors of P&Z and T&ES, the valet zone shall be made available for properties in the vicinity on King Street for operation of valet parking for nearby uses. If and when properties in the vicinity implement valet parking for their uses, the valet zone may be increased to meet the additional demand, as determined by the Directors of P&Z and T&ES. This condition shall not require any additional cost to the

applicant to provide parking for properties in the vicinity or nearby uses, or to fund improvements to accommodate such uses.

- R-7. The valet parking shall be reviewed within six months by the Directors of T&ES and P&Z to determine its compliance with the conditions herein and all applicable codes and ordinances. The applicant shall seek other buildings in which to provide overflow parking should the need arise. As part of the initial or annual reviews under this paragraph, the directors may require the operator to adjust the features of the program. Alternatively, if the Directors of T&ES and P&Z have concerns regarding the operation, the case will be docketed for review by the Planning Commission and City Council.

Code Enforcement:

- F-1 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Applicant shall provide the required number of parking spaces for persons with disabilities allowing disabled guest to park themselves in the facility parking garage when valet parking is not feasible.
- F-2 Applicant shall show handicap curb cuts for persons with disabilities at valet stand.

Health Department:

- F-1 No comment.

BAR:

- F-1 The subject property is located in the Old and Historic Alexandria District and is under the jurisdiction of the Old and Historic Alexandria Board of Architectural Review (BAR). The request is for valet parking at 480 King Street, to function as the Hotel Monaco. The request does not appear to indicate any proposed exterior changes to the building at this time that would require a review by the BAR and the issuance of a Certificate of Appropriateness. The applicant is reminded that any future exterior changes, including new or replacement signage, lighting, window replacement, fencing, kitchen exhaust and/or new HVAC vents or fixtures, or other alterations visible from a public right-of-way would need to be submitted for review and approval by the BAR Staff and the Board of Architectural Review. It is the applicant's responsibility to inform BAR Staff when new signage, lighting, or other external alterations are proposed which require BAR review and approval.

Recreation:

F-1 No comment.

Police Department:

F-1 The Police Department has no objections to the proposed valet parking plans.



# APPLICATION

## SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2007-0055

PROPERTY LOCATION: 480 King Street

TAX MAP REFERENCE: 74.02-07-01 ZONE: CD

### APPLICANT

Name: Hotel Monaco, a Kimpton Hotel

Address: 480 King Street, Alexandria, VA

### PROPERTY OWNER

Name: CLPF King Street Venture, LP, D/B/A, Hotel Monaco, a Kimpton Hotel

Address: c/o ING Clarion Part., LLC, 601 13th St., #450N, Washington, DC 20005

PROPOSED USE: Valet Parking

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

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

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

M. Catharine Puskar, Atty/Agent  
Print Name of Applicant or Agent Walsh, Colucci,  
Lubeley, Emrich & Walsh, P.C.  
2200 Clarendon Bv., 13th Fl.  
Mailing/Street Address  
Arlington, VA 22201  
City and State Zip Code

M. Catharine Puskar, by sm  
Signature  
(703) 528-4700 (703) 525-3197  
Telephone # Fax #  
cpuskar@arl.thelandlawyers.com  
Email address  
6/28/07  
Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

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

ACTION - PLANNING COMMISSION: \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_

SUP # 2007-0055



# APPLICATION

# SPECIAL USE PERMIT

**All applicants must complete this form. Supplemental signs 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 or
  - Other: \_\_\_\_\_ of the subject property.

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

CLPF King Street Venture, L.P. is a Delaware limited partnership. No  
person holds an ownership interest in excess of ten percent (10%).

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? N/A

- Yes.** Provide proof of current City business license
- No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

2. Submit a floor plan and a plot plan with parking layout of the proposed use. One copy of the plan is required for plans that are 11" x 17" or smaller. Twenty-four copies are required for plans larger than 11" x 17" if the plans cannot be easily reproduced. The planning director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver. This requirement does not apply if a Site Plan Package is required.



**USE CHARACTERISTICS**

4. The proposed special use permit request is for (check one):
- a new use requiring a special use permit,
  - a development special use permit,
  - an expansion or change to an existing use without a special use permit,
  - expansion or change to an existing use with a special use permit,
  - other. Please describe: \_\_\_\_\_

5. Please describe the capacity of the proposed use:
- A. How many patrons, clients, pupils and other such users do you expect?  
Specify time period (i.e., day, hour, or shift).  
Valet operation will serve hotel guests, restaurant patrons and to the extent possible, the general public. It is anticipated that approximately 35 percent of hotel guests arrive in their own vehicles.
- B. How many employees, staff and other personnel do you expect?  
Specify time period (i.e., day, hour, or shift).  
Approximately 5 employees per day, with additional staffing as needed.

6. Please describe the proposed hours and days of operation of the proposed use:
- |                                 |                         |
|---------------------------------|-------------------------|
| Day:                            | Hours:                  |
| <u>Valet operation proposed</u> | <u>24 hours per day</u> |
| <u>7 day per week</u>           | _____                   |
| _____                           | _____                   |
| _____                           | _____                   |

7. Please describe any potential noise emanating from the proposed use.
- A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
N/A
- B. How will the noise from patrons be controlled?  
N/A



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

N/A

9. Please provide information regarding trash and litter generated by the use.

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

Valet operation will not generate additional trash or litter.

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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

[ ] Yes. [x] No.

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

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

Yes.  No.

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

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

Hotel to provide employee safety training.

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### ALCOHOL SALES

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

Yes.  No.

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

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### PARKING AND ACCESS REQUIREMENTS

14. Please provide information regarding the availability of off-street parking.

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

120 spaces

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

- 120 Standard spaces
- \_\_\_\_\_ Compact spaces
- \_\_\_\_\_ Handicapped accessible spaces.
- \_\_\_\_\_ 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?

\_\_\_\_\_

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

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

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

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

N/A

B. How many loading spaces are available for the use? N/A

C. Where are off-street loading facilities located? N/A

\_\_\_\_\_

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

N/A

\_\_\_\_\_

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

N/A

\_\_\_\_\_

SUP # 1070005

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

Street access is adequate

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**SITE CHARACTERISTICS**

17. Will the proposed uses be located in an existing building?  Yes  No  
Do you propose to construct an addition to the building?  Yes  No  
How large will the addition be? \_\_\_\_\_ square feet.

18. What will the total area occupied by the proposed use be? N/A  
\_\_\_\_\_ sq. ft. (existing) + \_\_\_\_\_ sq. ft. (addition if any) = \_\_\_\_\_ sq. ft. (total)

19. The proposed use is located in: (check one)  
 a stand alone building  a house located in a residential zone  a warehouse  
 a shopping center. Please provide name of the center: \_\_\_\_\_  
 an office building. Please provide name of the building: \_\_\_\_\_  
 other. Please describe: \_\_\_\_\_

SUP 2007 0085

### 3. Narrative Description

CLPF King Street Venture, LP, D/B/A, Hotel Monaco, a Kimpton Hotel, (the "Applicant") is requesting a special use permit in order to operate a valet parking at the Hotel Monaco, located at 480 King Street. In the way of background, this site has operated as a hotel since, 1973. Kimpton Hotel Group is in the process of major renovations to the former Holiday Inn hotel, which will result in a 241 room hotel, named Hotel Monaco, and a premier restaurant. As part of these renovations, the Applicant is proposing to add valet as a service to hotel guests, restaurant patrons and to the extent possible, the general public.

As a service to hotel guests, and pursuant to Section 8-300 (c), the applicant is requesting valet service. The valet parking service will be located on King Street in front on the building and be comprised of four valet spaces, labeled "Hotel Zone" on the attached exhibit. The valet parking will serve as the primary means of parking for the hotel. One on-street metered parking space and two taxi spaces would be removed in order to accommodate this amenity. When the valet spaces are not in use, taxis may perform pick up and drop off within the Hotel Zone, but would not be permitted to idle or park within that zone. Please see attached a detailed narrative description and Valet Exhibit indicating how the valet service will operate. Kimpton provides valet parking at all of its 42 hotels and comes to this project with many years of experience in operating and managing valet parking service.

The proposed boutique hotel, with its fine dining restaurant will add to the active and lively street experience envisioned for the north end of King Street in the King Street Retail Strategy. Additionally, a four star boutique hotel will offer greater variety for City visitors and tourists seeking high level service and distinctive amenities as compared with nearby chain hotels.

**Valet Parking Program  
480 King Street  
Alexandria, Virginia**

3/13/2017 09:55

**Overview**

The Kimpton Hotel and Restaurant Group recently celebrated our 25<sup>th</sup> anniversary, and we currently operate over 40 hotels and restaurants in the United States and Canada. We seek to provide our guests with highly personalized service and a unique hotel and restaurant experience. One of those personalized services is valet parking, which we provide to our guests at each of our 42 properties.

**Operation**

To deliver the level of services that this luxury property will command, we will valet park all guests who drive to the hotel for overnight accommodations. Additionally, guests who arrive via car to utilize the restaurant can choose to utilize the valet parking services as well. To expedite the valet process, we are anticipating a curb cut off the flow of traffic on King Street to allow for guests to enter and exit their vehicles without disrupting the flow of traffic on King Street. We anticipate a 35% capture rate of overnight guests to arrive in their own vehicles. We are anticipating that the peak valet hours for the hotel guests will be from approximately 4pm until 9pm in the evenings, and in the mornings from 7am to 10am. We are also anticipating that the peak valet hours for the restaurant will be Wednesdays through Saturdays from 5pm until 10pm.

Guests will pull into the curb cut and will be greeted by someone from our service staff. Once it is determined whether they are a hotel or restaurant guest, they will be given a ticket, and the car will promptly be driven by the service attendant and the vehicle will be parked in the property's parking facility. Our goal is to always keep the curb cut area free and clear of parked vehicles. This helps to enhance the overall guest experience particularly by providing them an 'off street' area to temporarily place their vehicles during their transition into the building. We emphasize this area in particular to our employees, as the arrival is the guest's first impression of the property, and the arrival sets the tone for the type of experience the guest will ultimately experience.

The curb cut's primary function is to allow vehicles to step out of the flow of King Street traffic, it will not prohibit the pedestrian flow, and still provide ample sidewalk area. Since Old Town Alexandria is a very popular walking destination, we wanted to be sure that we are providing the highest level of service not only to guests arriving to the property via vehicle, but on foot as well.

In an additional effort to ensure that the valet parking flows as efficiently as possible, there will be no self parking in our facility, allowing for full control of the garage access and traffic.

**Staffing**

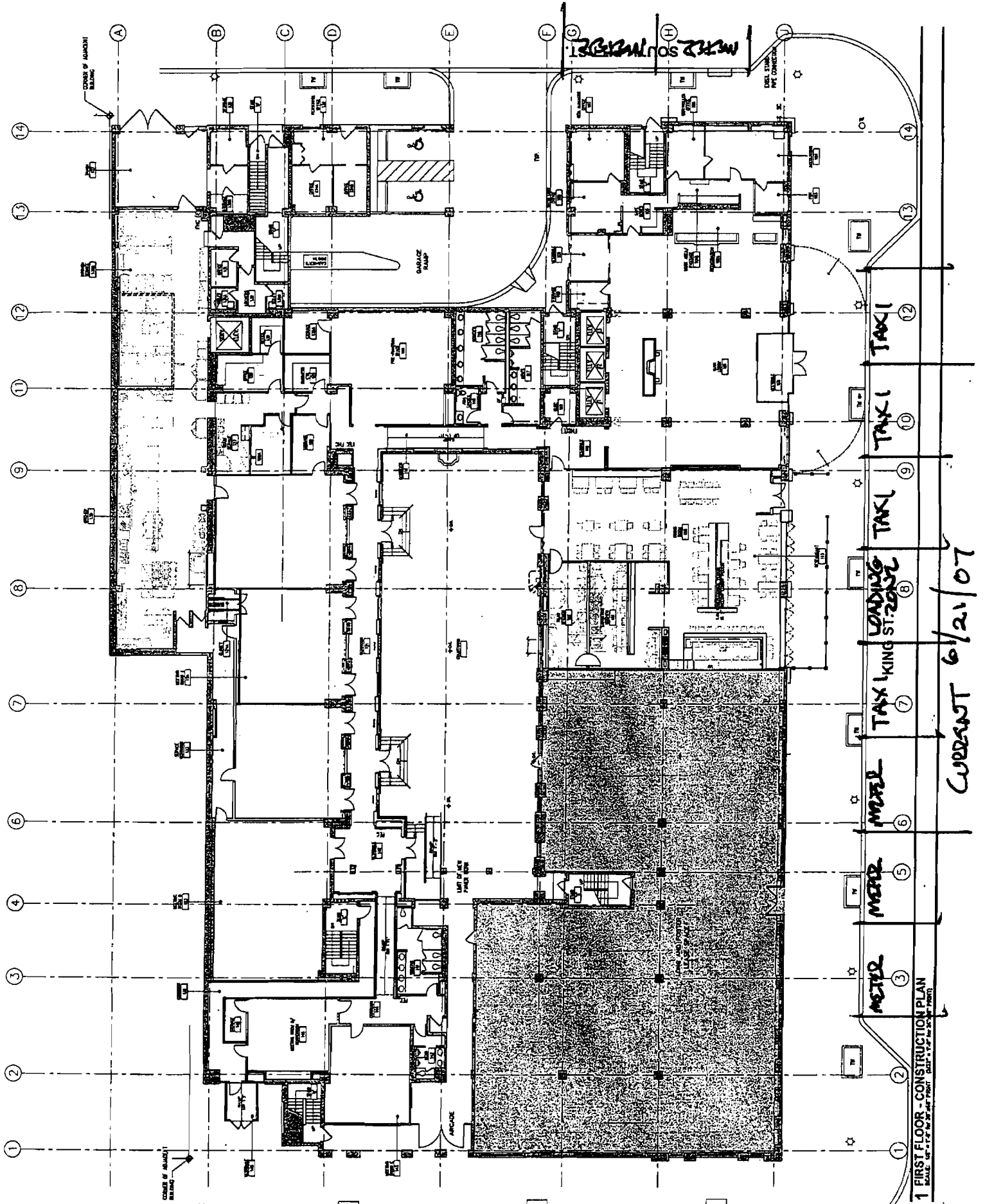
With over 25 years of experience in valet parking operations, we apply our expertise in parking operations in an effort to staff the valet parking to operate in the most efficient manner possible, providing quick turnaround times for our guests, as well as minimizing the time that cars remain within the curb cut area. Our valet staffing will be managed by the hotel's General Manager and will have approximately 5 staff persons per day, with extra staff to be added if necessary. With our knowledge and experience in valet parking operations, we will constantly evaluate our staffing and service scores to ensure that prompt and high level valet service will be provided to all of our guests, thus enhancing their overall hotel and restaurant experience, and will staff the valet parking appropriately to meet the demands of the guests of the entire property.

SUR 2007-0035

**Conclusion**

Our valet parking program will be on par with the high quality hotel and restaurant at 480 King Street. Kimpton Hotels and Restaurants will apply our experience and expertise in valet parking operations to ensure that the valet parking program will enhance the overall success of the entire project.

SUP 2007 0055

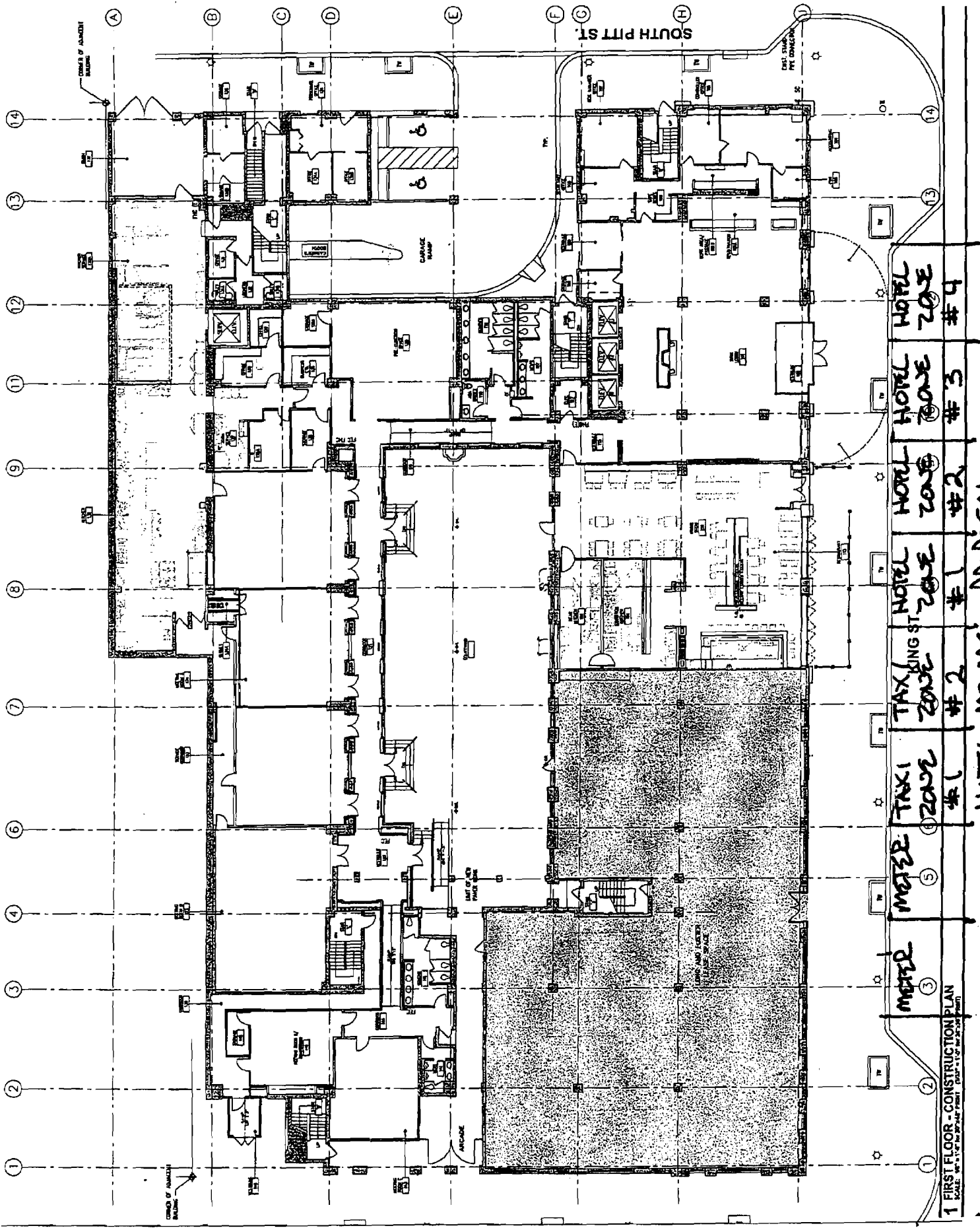


1 FIRST FLOOR - CONSTRUCTION PLAN  
SCALE: 1/8" = 1'-0" (SEE SHEET 0054 FOR PARTIAL SCALE OF 1/4" = 1'-0")

CURRENT 6/21/07



SUP-2007 0085



1	2	3	4	5	6	7	8	9	11	12	13	14
MOTEL	MOTEL	TAXI	TAXI	TAXI	TAXI	TAXI	TAXI	TAXI	TAXI	TAXI	TAXI	TAXI
ZONE #1	ZONE #1	ZONE #2	ZONE #2	ZONE #2	ZONE #2	ZONE #2	ZONE #2	ZONE #2	ZONE #3	ZONE #3	ZONE #4	ZONE #4
HOTEL MOWACO PROPOSAL												

1 FIRST FLOOR - CONSTRUCTION PLAN  
 SCALE: 1/8" = 1'-0" (SEE SHEET 100-110 FOR PLAN)

Home of the Unicorn  
**Pat Troy's**  
**Ireland's Own**  
**Restaurant and Pub**  
111 N. Pitt Street  
Alexandria, VA 22314  
Phone: (703) 549-4535  
Fax: (703) 549-4614  
pattroys@erols.com  
www.pattroysirishpub.com

September 4, 2007

To: Members of the Planning Commission and City Council

Subject: Special Use Permit #2007-0055

Dear Members of the Commission and City Council,

I am writing to support Kimpton Hotel's application for valet parking for their new Hotel Monaco Alexandria located at 480 King Street. As a neighboring business owner with many patrons from near and far, I welcome the opportunity for my customers to have easy access to parking in the vicinity of my restaurant and shop.

By providing valet parking on King Street to their hotel garage, Kimpton will be able to accommodate up to 240 cars. This represents 70 additional cars parked off King and surrounding neighborhood streets than can currently be parked without valet. This will reduce competition for on-street parking spaces and will be a true amenity for Old Town. We are excited to see a company like Kimpton and the fantastic reputation they have in hospitality as our newest friends in Old Town!

Kind regards,



Pat Troy



**McENEARNEY ASSOCIATES, INC.**  
**REALTORS®**

109 South Pitt Street • Alexandria, Virginia 22314  
Phone 703-549-9292 • Toll Free 800-549-9299 • Fax 703-739-0523  
Internet: mceneaney.com • E-mail: alexandria@mceneaney.com

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To: Members of the Planning Commission and City Council

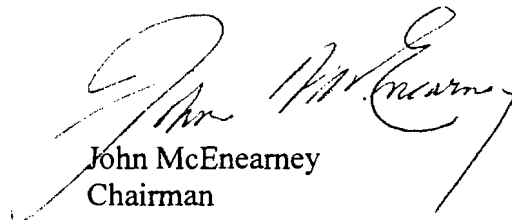
Re: Special Use Permit #2007-0055

Dear Members of the Commission and City Council,

As you know, McEneaney Associates, Inc. has been a member of the Old Town community for many years; 27 to be exact. It is my pleasure to offer my strong support for Kimpton Hotel's application for the valet parking Special Use Permit for the new Hotel Monaco Alexandria. As a neighbor across Pitt Street, it is my opinion that valet parking would create a positive new amenity for our neighborhood and it would provide an excellent service for my fellow associates, and for our clients.

By approving valet parking at the Hotel Monaco Alexandria, it will allow them to accommodate up to 240 cars. That is an additional 70 vehicles above the current volume the garage handles. This should create additional foot traffic in our town, which is a goal for all Old Town businesses and, in my opinion, approving this SUP will reduce competition for on-street parking spaces.

Sincerely,



John McEneaney  
Chairman

JM:kc



# APPLICATION

## SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2007-0055

PROPERTY LOCATION: 480 King Street

TAX MAP REFERENCE: 74.02-07-01 ZONE: CD

### APPLICANT

Name: Hotel Monaco, a Kimpton Hotel

Address: 480 King Street, Alexandria, VA

### PROPERTY OWNER

Name: CLPF King Street Venture, LP, D/B/A, Hotel Monaco, a Kimpton Hotel

Address: c/o ING Clarion Part., LLC, 601 13th St., #450N, Washington, DC 20005

PROPOSED USE: Valet Parking

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

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

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

M. Catharine Puskar, Atty/Agent  
Print Name of Applicant or Agent Walsh, Colucci,  
Lubeley, Emrich & Walsh, P.C.  
2200 Clarendon Bv., 13th Fl.  
Mailing/Street Address  
Arlington, VA 22201  
City and State Zip Code

M. Catharine Puskar, by em  
Signature  
(703) 528-4700 (703) 525-3197  
Telephone # Fax #  
cpuskar@arl.thelandlawyers.com  
Email address  
6/28/07  
Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

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

ACTION - PLANNING COMMISSION: recommended approval 7-0 9-6-07

ACTION - CITY COUNCIL: 9/15/07- CC approved PC recommendation 7-0

1 12

16  
9-15-07

Michael E. Hobbs  
419 Cameron Street  
Alexandria, Virginia 22314

September 13, 2007

The Honorable William D. Euille, Mayor  
The Honorable Eric Wagner, Chairman, Planning Commission  
City of Alexandria  
301 King Street  
Alexandria, Virginia 22314

Re: Hotel Monaco Valet Parking  
SUP # 2007-0055

Dear Mayor Euille and Chairman Wagner:

At the Planning Commission meeting of September 6, 2007, my previous testimony on behalf of Old Town Civic Association on this matter was misstated, and I request that this correction be made part of your record.

At the hearing, Ms. Puskar on behalf of the applicant advised the Commission that she understood that Old Town Civic Association opposed approval of Hotel Monaco's request for valet parking, and that she found this opposition "confusing" because OTCA had previously supported valet parking on King Street. She cited several statements in my April and May 2005 testimony on the *King Street Retail Strategy* in support of this assertion.

(1) Ms. Puskar stated that upon reviewing that record, she found that the OTCA's concern had been that restaurant and retail parking would spill over onto neighborhood residential streets, and that I had stated that "strategies to encourage the use of off-street parking by employees and customers are positive and should be encouraged."

That is an accurate quotation from my April 5, 2005 statement before the Planning Commission, but out of context it misrepresents the point. The statement was an argument in support of the *Strategy's* general goal of encouraging King Street employees and patrons to park in garages, rather than on the streets. It did not address the question of valet parking.

(2) Ms. Puskar stated that I (on behalf of OTCA) had recommended a revision to the *Strategy's* on-street parking recommendation ("Utilize on-street parking to serve retail/restaurant customers.... Employees and longer-term customers should be served by off-street parking, with efforts made to maximize garage utilization.") to clarify that what was to be encouraged was customer parking on King Street, not on nearby residential streets.

This is a fair representation of my testimony; but it, too, is beside the point. The *Strategy* recommended efforts to conserve the limited supply of on-street parking spaces for restaurant and retail patrons, as shorter-term parkers, while encouraging employees and other longer-term parkers to use off-street parking. My testimony was directed to that point (which, with the clarification, we supported). It did not address the valet parking strategy in general, and certainly not the merits of a particular application of that strategy to be proposed two years later.

(3) Ms. Puskar stated that I (on behalf of OTCA) had requested a specific amendment to the *Strategy*'s recommendation on valet parking, to the effect that administrative approval of valet parking should be authorized, not only on King Street, but "off King Street as well, especially on Union, Lee and Cameron Streets" "So not only did they (OTCA) support valet administrative approval on King Street, they wanted it on some other adjacent commercial streets as well, and requested an amendment to the Planning Commission."

We made no such request or recommendation. I did, indeed, attach to my Planning Commission testimony a list of requested changes; but this was not one of them. OTCA did not address the valet parking recommendation in my written or oral testimony before the Planning Commission on April 3, nor my May 3 letter to the Planning Commission, nor my written or oral testimony before the City Council on May 14. I believe that the statement Ms. Puskar quoted and attributed to me is in fact taken from a document prepared by the Planning Department staff for the Commission, setting forth the staff's recommendations for changes to address some of the concerns they had heard.

(4) Finally, Ms. Puskar cites a statement in my May 14, 2005 "letter" (actually, my testimony to Council on that date) to the effect that "all of our *major concerns* have been addressed by the Planning Department and the Planning Commission in the recommendations that are before you, and we are grateful for this responsiveness," (emphasis added) and then observes that the final *King Street Retail Strategy* document adopted by Council did, in fact, include valet parking as one of the recommended strategies. Not quoted was my suggestion in the same testimony that

You will probably not hear anyone testifying here today that they believe that this is a perfect plan, written exactly as they would have written it *in every particular*. But we believe that *taken as a whole*, this plan has the potential to have a very positive impact on strengthening the retail environment on what has been called our community's "Main Street," while recognizing and preserving the important balance between commercial uses and the historic and residential character of Old Town. (Emphasis added.)

Mayor Euille and Chairman Wagner  
September 13, 2007  
Page Three

Regardless of the merits of any particular element of the *Strategy*, however, OTCA's testimony that its "major concerns" had been addressed and that it supported adoption of the plan in general, should not be cited as endorsement of any and every specific element in the plan—particularly those that we had not identified as among our "major concerns" nor, indeed, addressed at all.

\* \* \*

The fact of the matter is that Old Town Civic Association spoke neither for nor against the strategy of valet parking in my testimony in 2005. Nor did we oppose valet parking within the King Street Urban Retail Zone, either in general or as proposed by Hotel Monaco, before the Planning Commission this week. We suggested, rather, that any risk of a traffic debacle on King Street could be avoided if the valet drop-off zone were located, not on King Street proper, but around the corner at the hotel's Pitt Street garage.

The assertion that Old Town Civic Association previously endorsed valet parking in the King Street corridor, but now opposes it, is simply not correct.

Yours truly,



Michael E. Hobbs

Attachments:

- (1) OTCA Testimony on Parking, Planning Commission, April 5, 2005
- (2) OTCA Recommended/Requested Changes, Planning Commission, April 5, 2005

Excerpt, OTCA Testimony Regarding Parking, April 5, 2005

Statement of Michael E. Hobbs  
on behalf of the  
Old Town Civic Association  
Planning Commission  
April 5, 2005

Master Plan Amendment #2005-0002 (A)  
Text Amendment #2005-0002 (B)  
Rezoning #2005-0003 (C)  
King Street Retail Strategy

.....

Parking

The *King Street Retail Strategy*'s recommended "Guiding Principles" on parking include:

Utilize on-street parking to serve retail/restaurant customers, as it is the most convenient. Turnover should be encouraged to increase the supply.

Employees and longer-term customers should be served by off-street parking, with efforts made to maximize garage utilization by these all-day or multiple-hour parking users.

The planning process included a survey of the existing inventory of on-street and off-street parking on King Street and one block of intersecting streets in May and June of 2004, and generally proposes the strategy of encouraging more use of heretofore underutilized capacity in private as well as public garages. Strategies to encourage the use of off-street parking by employees and customers are positive and should be encouraged. If they are to be effective, however, they need to involve real incentives in terms of cost and convenience to the owners and users of off-street facilities—otherwise that laudable objective may prove to have eluded us in practice. The strongest possible incentives should be built into the program from the outset, and the parking supply and demand should be resurveyed periodically to determine their effectiveness.

Restaurant customers, particularly in the evening, tend to be longer-term parkers (i.e., 1½ to 2 hours or more.) They should be encouraged to use off-street parking (as are "employees and [other] longer-term customers"), rather than grouped among the "retail/restaurant customers [who are encouraged to] utilize on-street parking . . . ."

Given the overall shortage of parking identified in the report—even without having surveyed parking on the nearby residential streets—implementation of the *King Street Strategy* should not have the result of exacerbating the shortage of available parking on those streets.



The focus of the parking study seemed to be on the parking needs and perceptions of retailers, restaurateurs, employers and employees—but not of residents. It does not appear that the study surveyed parking availability on nearby residential streets (e.g., Cameron, Prince), nor after 8:00 p.m., nor on weekends.

Old Town Civic Association urges that the City finish what is otherwise an incomplete investigation by conducting a survey of the supply and availability of on-street parking on the nearby residential streets (e.g., Prince, Cameron, and intersecting north-south residential streets). The survey should assess the availability of vacant spaces and utilization of on-street spaces by residents (easily identifiable by the city parking zone stickers) and non-residents not only during the day and early evening, but also in the later evening (e.g., 9 p.m. – 12 m.) and on weekends. The parking strategies for the general area should be modified or supplemented as appropriate in light of the results of this study.

If the aggregate parking demand identified through the previous *King Street Retail Strategy* survey and the proposed residential parking survey indicates a significant shortage of supply, new uses which would create significant additional demand for on-street parking (e.g., multi-family residential uses, restaurants, office or other uses involving large numbers of employees) should not be approved without identification of available off-street parking. In the meantime, the City should maintain the present policy of not granting permits for on-street parking in the residential parking zones for such uses.

SPEAKER'S FORM

DOCKET ITEM NO. 16

**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: M Catharine Puskar
2. ADDRESS: 2200 Clarendon Blvd Ste 1300 Arl, VA 22201  
TELEPHONE NO. 703-526-4700 E-MAIL ADDRESS: cpuskar@arl.thelandlawyers.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? CLF King Street Venture, LP dba Hotel Monaco, a Kimpton Hotel
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.