

Docket Item #14
DEVELOPMENT SPECIAL USE PERMIT #2006-0036
1600 KING ST. – DSF/LONG KING ST HOTEL

Planning Commission Meeting
April 3, 2007

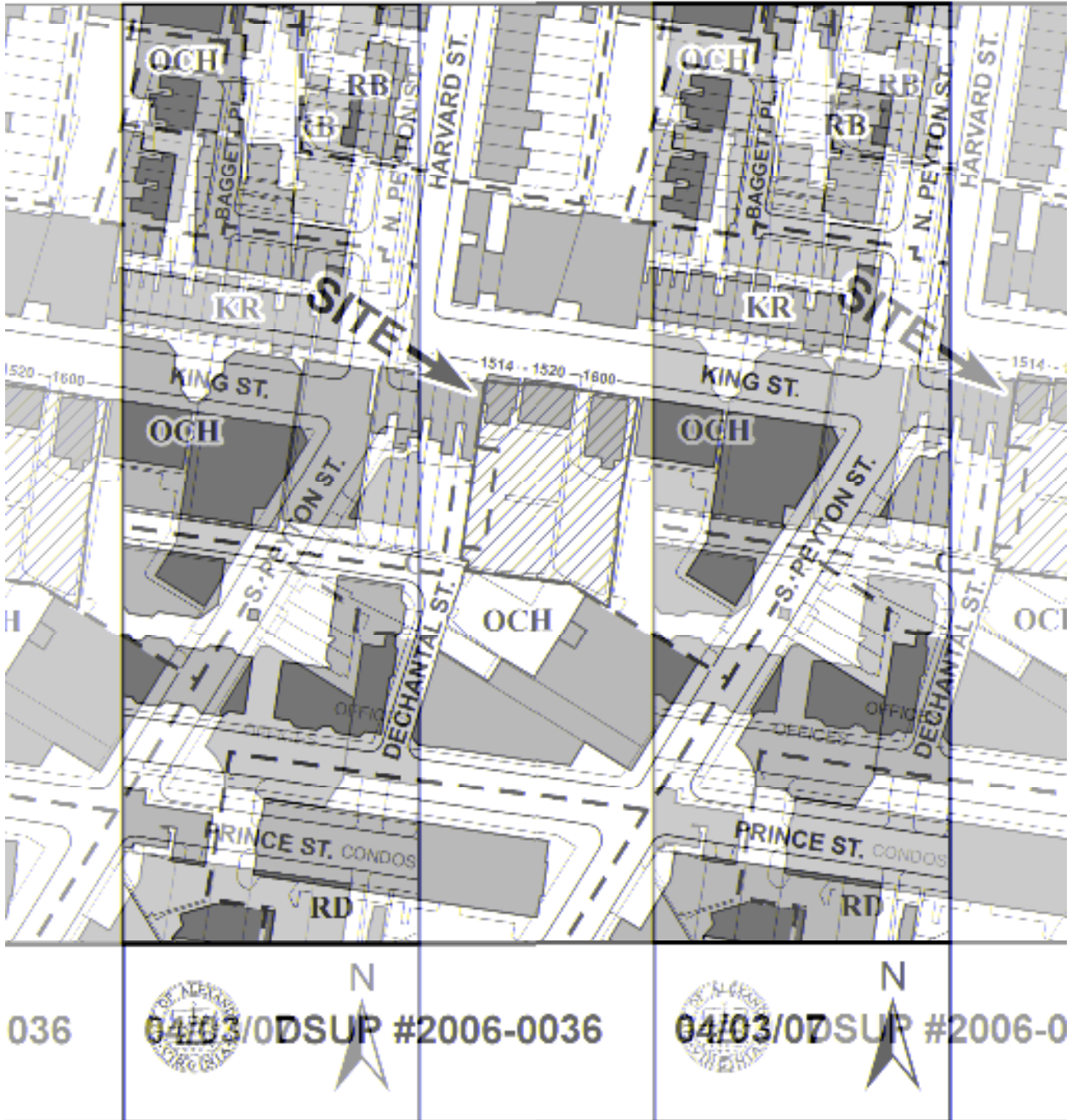
REQUEST: Consideration of a request for approval of an amendment to DSUP#2002-0041, with site plan, to convert a residential building with ground floor retail to a 107 room hotel, with two restaurants, a day spa with massage, a reduction of loading spaces and valet parking; zoned KR/King Street Retail Strategy.

APPLICANT: DSF/Long King Street I, LLC and Kimpton Hotel and Restaurant Group, LLC by M. Catherine Puskar, Attorney

STAFF: Jeffrey Farner, Division Chief Development
Jeffrey.Farner@alexandriava.gov
Kristen, Mitten, Urban Planner
Kristen.Mitten@alexandriava.gov

LOCATION: 1600 King Street

ZONE: KR/King Street Urban Retail



I. IMPACTS / BENEFITS:

Table 1

IMPACT/BENEFIT	COMMENTS
Consistency with Strategic Plan and King Street Retail Strategy	<ul style="list-style-type: none"> The proposal is a mixed use project, with hotel use combined with ground floor retail and restaurant uses, high quality building design and a publicly accessible courtyard, while retaining a 100 year old structure, and redeveloping an important location for activating King Street.
Use	<ul style="list-style-type: none"> 107 hotel rooms a full service restaurant with 106 seats a coffee/wine bar with 48 seats a day spa with massage for hotel guests and public conference room facilities
Open Space / Streetscape	<ul style="list-style-type: none"> 2,749 sq.ft. ground level courtyard will be accessible to the public \$15,000 contribution to the King Street Park.
Pedestrian	<ul style="list-style-type: none"> Sculpture focal element with a water feature within the courtyard, benches, additional landscaping, pedestrian crosswalks and count down signals on King Street, pedestrian scale lighting, and trash receptacles.
Building Compatibility	<ul style="list-style-type: none"> The building will range in height from 35 to 60 feet. 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 and design details that have been approved by the Old and Historic Board of Architectural Review.
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 (52,688 sq. ft.) and \$4.00 per gsf for the additional floor area (17,420 sq. ft.) as part of the special use permit for a total voluntary contribution of \$175,456.
Parking	<ul style="list-style-type: none"> A two level underground parking garage with 75 parking spaces accessed from Dechantel Street. The applicant proposes valet parking, removing 6 public parking spaces on King Street. Staff has included a recommendation that the valet zone be limited to 60 ft. (3 spaces) The applicant has requested a parking reduction, to provide one loading space instead of the required four loading spaces. Staff has included a recommendation that there be two loading spaces.
Environment	<ul style="list-style-type: none"> Staff has included a recommendation that will require the site and building elements to be designed in a manner to achieve a minimum of 20 points on the LEED rating system.
Fiscal	<ul style="list-style-type: none"> \$1.45 million annually.

II. EXECUTIVE SUMMARY

A. Overview

Two years ago, a 65 unit residential condominium project was approved, with an additional 2,914 sq. ft. of ground floor retail in addition to the 1,250 sq. ft. of retail that existed previously at 1514-1600 King Street. This plan included underground parking and included the retention of the existing 100-year old building. The applicant is now requesting an amendment to the special use permit, and several additional special use permit approvals, to change the use from residential and retail to a 107 room hotel with two restaurants with 154 seats, a day spa with massage, a reduction of loading spaces, and valet parking. The proposed ground floor retail space has increased to 6,207 sq. ft. The proposal retains the increase in building density from 2.0 to 2.67 FAR, which was approved as part of the original application. The building, including its massing, height, footprint, envelope, and building design will not change.

The co-applicant identifies the Kimpton Hotel and Restaurant Group, LLC, will be the proposed operator of the new boutique hotel complex. The Kimpton Hotel and Restaurant Group, LLC, is currently renovating Hotel Monaco (formerly Holiday Inn) and it also recently purchased the Morrison House.

Many of the issues that were significant challenges on this site, such as mass, scale, design and open space were addressed as part of the previous approval. The amendment, changing the use from residential condominiums to hotel and restaurant uses, raises some new issues that include:

- Parking/Valet.
- Loading/Unloading.
- Restaurants/Day Spa Uses.



Figure 1: Site



Figure 2: Site Plan



Figure 3: King Street Photo

B. Parking

Valet Parking

The *King Street Retail Strategy* recognizes that parking on King Street is a precious commodity and must be maintained for the existing retail and commercial uses on King Street. It must also be used efficiently to avoid excessive spillover parking into the adjoining residential neighborhoods.

The applicant is proposing a valet parking program on King Street to solve the issue of identifying the location of the rear parking garage for patrons of the hotel and restaurants. However, the proposal requires the elimination of the equivalent of six parking spaces on King Street in front of the proposed hotel and plans to charge a fee for the valet parking service.



Figure 4: Applicant Proposal for Valet Parking



Figure 5: Staff Proposal for Valet Parking

There are three other hotels on King Street that range in size from 80 rooms (56 parking spaces) to 228 rooms (204 parking spaces). Only one other, the Holiday Inn at 480 King Street, has a King Street curb area restricted for hotel loading and taxis. If each of these hotels removed six parking spaces from King Street, the effect on King Street would be a considerable detriment to the public and the business community.

The amount of parking proposed to be removed on King Street by the applicant is excessive. In addition, the applicant's proposal to charge a fee for the valet service is unacceptable because patrons will avoid the charge by parking on the street when spaces are available. Residential areas are protected to some extent by existing residential parking districts, but nearby businesses are not.

A fundamental question with this proposal is whether valet service is appropriate. As an alternative, the public street parking could be metered for short term, 20 minute, parking for loading and unloading, similar to the space at the adjoining Hampton Inn.

On balance, staff supports valet at this location for three reasons. First, valet parking is an efficient way to ensure use of the hotel garage, which adds to the parking capacity on Upper King Street. In addition, valet service allows stacked parking, adding approximately 15 to 20 additional spaces in the underground garage for the restaurant/retail parking, and those uses otherwise are not required to provide parking. Finally, the valet parking area could be the beginning of a more comprehensive plan for parking for this block as envisioned by the *King Street Retail Strategy*.

While staff supports valet parking at this location, if done in a comprehensive manner, where the whole block is taken into consideration, the approval should be subject to the following:

- Limit the valet zone to a maximum area of three parallel parking spaces on King Street, or 60 ft.
- Valet service is to be provided 24 hours a day seven days a week.
- Service is to be free of charge to users of the restaurant and day spa uses.
- Valet service to be heavily promoted to patrons.
- Valet parking area zone must be used solely for the use of loading and unloading of passenger vehicles.
- Cars may not remain in the valet area for more than 10 minutes. If cars are left for periods exceeding 10 minutes the Directors of P&Z and TES can require additional staff/resources to comply with the 10 minute requirement.
- The applicant will be responsible for all "Valet Parking Zone" street signs.
- If requested by the Directors of P&Z and T&ES in the future the valet parking zone will be made available for other uses on King Street and may be subject to enlargement if there is a demonstrated need at time of review.
- Annual reviews by the Directors of T&ES and P&Z may be required to determine compliance with the conditions, and whether modifications are needed.

C. Loading/Unloading

The applicant is requesting special use permit approval to reduce the number of loading spaces from four loading spaces required by the Zoning Ordinance to one loading space. While staff acknowledges that recent hotels, such as the Marriott on Duke Street, have received reductions in the number of loading spaces, this proposal is different because of the two new restaurants proposed which require a considerable number of deliveries and generate a larger amount of refuse and associated loading/unloading. Therefore, staff recommends:

- The applicant be required to provide at least two loading spaces accessed from Dechantal Street.
- All providers to the restaurant and hotel be given clear directions to the loading area and be made aware of the loading restrictions.
- No loading/unloading is permitted on King Street.
- As part of both the valet parking and the loading issue, conditions make clear that any loading or unloading on any public right of way, including King Street, is a violation of the SUP approval.

D. Restaurants

The proposal includes two restaurants which will occupy the buildings on King Street: a 106 seat restaurant will be located in the new building; and a smaller coffee and wine bar, with 48 seats, will be located in the existing building at 1520 King Street. The two restaurants, coupled with the proposed day spa at 1600 King Street will bring retail activity to Upper King Street and help to enliven the pedestrian environment, consistent with the goals of the *King Street Retail Strategy*. With Kimpton as the operator of the restaurants, the uses will contribute to the variety of dining experiences available on King Street. Staff has included the standard restaurant conditions as part of its recommendation, changing the applicant's proposed closing hours to 1:00 a.m., in order to be consistent with other restaurants in the area and on King Street, and in order to protect nearby residents from potential late night impacts.

E. Community

There have been several meetings with the Upper King Street Neighborhood Association to explain the proposal to them, answer their questions and hear their concerns. Staff has also met with Old Town Civic Association. In general, the neighborhood has reacted favorably to what they see as an exciting project that will upgrade the area. On the other hand, neighbors have expressed concern about some aspects of the proposed valet parking, which staff's recommended changes should address. In addition, Upper King Street residents hope to see neighborhood and pedestrian improvements.

F. Conclusion

Staff supports the proposed change in use from the current approval because the proposed use retains its pedestrian orientation with open space and streetscape improvements, and provides more ground floor retail (6,207 sq.ft.) than originally proposed by the previous proposal. While staff initially had concerns regarding the proposed valet parking, with the staff recommendations, as outlined, staff recommends approval.

III. BACKGROUND

A. Site and Context

The site fronts on King Street near the intersection with Harvard Street. The site is surrounded by two and three-story buildings on King Street 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, with ground floor retail as well as a six-story, 63 foot tall Hampton Inn 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 the close-by blocks on Harvard Street and North Peyton Streets.



Figure 6: King Street



Figure 7: King Street



Figure 8: Hampton Inn King Street

B. Proposed Development

The proposed 121,670 sq. ft. building will include a hotel with 107 guest rooms, three conference meeting rooms, and a board room. Two restaurants and a day spa will occupy the three building components along King Street. This proposal will replace the currently approved plan for a 121,670 sq. ft., 65-unit condominium building.



Figure 9: King Street Building Montage

It proposes to construct a new building located to the side and rear of the existing 100 year old building. The two buildings will be separated by a 2,749 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.

The proposed development will be constructed over a two-level underground parking garage, with a total of 75 parking spaces. 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 area.



Figure 10: Public Open Space in Courtyard

IV. ZONING

The proposal is subject to the KR/King Street Urban Retail Zone.

Table 2

DSF Long 1514-1600 King Street and 1602 Dechantel		
Property Address: 1514-1602 King Street		
Total Site Area: 26,344 square feet (0.60478 acres)		
Zone: KR/King Street Retail Urban Zone		
Current Use: Vacant		
Proposed Use: Hotel, with restaurants and day spa		
	Permitted/Required	Proposed
Uses	hotel restaurants personal service	107 room hotel* full service restaurant* wine bar * day spa with massage*
FAR	2.0/3.0 with SUP	2.67 FAR*
Floor Space	79,677 sq. ft. with SUP	70,208 sq. ft.*
Yards	none required	n/a
Open Space	none required	2,749 sq. ft. courtyard** 10,538 sq. ft. total open space
Height	82 feet with ground level retail	35 to 60 feet
Parking (King Street Parking District)	75 for hotel (.7 per room) none required for restaurants, retail	75 in underground garage, plus stacking by valet service*
Loading	four loading spaces	one provided in rear*
* SUP required ** public access easement provided		

Approvals Required

The amended development proposal includes several features that require development special use permit approval.

- *Uses:* approval is required for the hotel use; restaurant uses; and the massage establishment, which is part of the day spa;
- *Parking:* approval is required for valet parking;
- *Loading:* approval is required for a parking reduction to provide fewer than four loading spaces.

V. STAFF ANALYSIS

Staff is recommending approval of the amended development application, with the change from residential to hotel, restaurant and day spa uses. The proposed mix of uses, site plan, building design and pedestrian and open space improvements were anticipated by the vision of the *King Street Retail Strategy* and will help to bring activity and vitality to a Metro proximate redevelopment site. While the parking and loading capacity of the site is limited and challenging, staff is recommending approval because it finds that, through the proposed conditions, the parking and loading concerns can be addressed.

In analyzing the amendment to the development approval, staff focused on:

- The proposed hotel use;
- The restaurant uses;
- The parking and loading issues; and
- Consistency with the *King Street Retail Strategy*.

A. Proposed Hotel Use

A hotel use helps to bring a number of people to the site on a continual basis, creating steady activity on the street. This is the direction that the *King Street Retail Strategy* prescribes for an energized, pedestrian oriented King Street corridor. Although the originally proposed residential use provided activity, as well as a balance, to the office uses in the area, and minimize vehicle trip generation, a hotel is also an active use. It will neighbor with several other hotels in the area, including:

Table 3

Hotel	Address	Number of Rooms
Hampton Inn	1616 King Street	80
Hilton Alexandria Old Town	1767 King Street	178
Marriott Residence Inn	1456 Duke Street	240
Embassy Suites Alexandria	1900 Diagonal Road	267

The proposed Kimpton hotel will mix well with these other nearby hotels because it is a relatively small (107 rooms), boutique operation, with restaurant and spa amenities, offering variety and depth to what is becoming a popular hotel node for Alexandria at the King Street Metro. The location is desirable to both families and business travelers because of its easy access to Washington, D.C., to Reagan National Airport and to shopping and dining opportunities in Old Town.

Based on conversations with representatives from ACVA, planning staff understands that the market for hotels in Alexandria, especially near the Metro as an opportunity to help solidify Alexandria’s tourism industry.



Fig. 11: Hotels

B. Proposed Restaurants

This application more than doubles the proposed amount of retail space in the project, increasing the retail area from 2,914 sq.ft. to 6,207 sq.ft. The space is primarily occupied by two new specialty restaurants on King Street, each of which requires SUP approval:

Full Service Restaurant: With 106 seats, and occupying 2,834 sq. ft., this facility will be located in the new portion of the development being built at the east end of the King Street frontage. Facing both King Street and the interior courtyard, it will offer full service dining and a full service bar. The applicant has indicated that the hotel will be operated by Kimpton, will bring a well known chef to Old Town, and proposes to be open from 6:00 a.m. to 2:00 a.m. daily.

Wine Bar: This proposed restaurant, with 48 seats and 2,083 square feet, will be located within the preserved historic building at center of the King Street frontage. It will have windows on King Street and will operate in the



Figure 12: First Floor Uses

First Floor Uses Key

Use	Key
Restaurant/Retail/Spa	Orange
Open Space/Courtyard	Green
Hotel	Yellow
Loading/Garage Entrance/ Trash	Gray

evenings serving alcohol and desserts, and may operate during the day, serving coffee and bakery goods. The proposed hours of operation are from 6:00 a.m. to 2:00 a.m. daily.

The combination of the two upscale restaurants along King Street, neither of which can be considered quick service or fast-food, will promote an active street presence, will occupy what had been low activity retail spaces, and will bring energy and vitality to Upper King Street. The proposed restaurants will generate desirable customer activity on the ground floor of the building and will optimize the pedestrian experience for people on street level beyond the typical retail or office hours.

Although supportive, staff is mindful of the need to protect surrounding areas from any negative effects of increased activity on Upper King Street. Standard restaurant conditions have, therefore, been included as part of this application. As to potential impacts, staff notes that the greatest typical impact – parking – is not an issue in this case, because of the proposed valet parking program being proposed. As with other King Street restaurants, the applicant must require that its employees who drive to work use off-street parking. Entertainment and off premises alcohol sales have not been requested, which staff is recommending not be permitted. Finally, staff has included a condition regarding the potential for outdoor dining in the courtyard, which could be a positive, active feature, if located and designed so as not to interfere with the “openness” and public access of the courtyard.

As to the proposed 2:00 a.m. closing hours, staff is recommending that both restaurants close at 1:00 a.m. daily, with customers already in the restaurant who have placed orders being able to be served and remain until 2:00 a.m. This arrangement has been applied repeatedly in recent years to King Street restaurants in order to provide a reasonable dining experience and to be consistent among restaurants, most recently at O’Connell’s (SUP# 2004-0065), Las Tapas (SUP# 2004-0106) and Le Gaulois (SUP# 2006-0107), despite requests for later hours. Staff notes that Casablanca (SUP# 1957A), Stellas (SUP #2002-0105) and Seagar’s Restaurant in the Hilton Hotel (SUP#2001-0098) also include 1:00 a.m. closing times. The only exceptions to this approach remain at a few grandfathered restaurants in the lower King Street area.

C. Day Spa

The proposed day spa is a good addition to the hotel and restaurant mix and will operate as an amenity for hotel guests as well as for public customers. It functions as retail for purposes of promoting pedestrian traffic and activity generally along the street. In fact, in this case, the spa will include approximately 1,300 sq. ft. at ground level, where guests will be greeted and retail spa products will be sold. In addition, the proposal includes approximately 3,250 sq. ft. of below grade space. Services will include massage, facials and other spa services. The use proposes to operate from 9:00 a.m. to 9:00 p.m. daily. As with other day spa applications, the portion of the use which includes massage services requires SUP approval. Staff is supportive of the use, and has included typical massage establishment conditions as part of the approval.

D. Parking

The proposed development is located on King Street where only one lane of traffic travels in each direction, and where public, metered parking spaces are typically fully parked. The proposed hotel project raises a series of issues and challenges if traffic on King Street is not to be obstructed, parking and loading capacity is to be sufficient and the proposed valet parking is to be successful.

This application's valet parking plan is the first proposal in Alexandria to promote valet parking as a solution to a congested area's parking issues. The *King Street Retail Strategy* endorses the concept, recognizing that if the City is to have an energized King Street, including new active uses, creative parking solutions must be part of the King Street corridor's future. Staff supports the idea for this particular case, because it does allow increased efficiency in the off-street garage, and helps provide adequate parking for this particular group of active uses. It also may pave the way for additional, or more organized, valet parking efforts on King Street. At the same time, the concept is not without significant issues that must be addressed.

Underground Parking Garage

The underground garage includes 75 parking spaces to serve the hotel, restaurant and spa uses. The proposed 75 space garage provides fewer than the 100 spaces previously proposed for the residential project. Administrative offices and spa floor area use basement space which had been devoted to parking in the prior development plan.

Dechantel Street, although a public street, functions as a wide public alley, providing access to several other parking garages and service areas behind buildings on King and Prince Streets. When the project was to be condominiums, users of the garage would have been residents who would have become familiar with its hard-to-find location. With the new application for hotel, day spa and restaurant uses, guests arriving for the first time will have difficulty finding the garage if allowed to self-park.



Fig. 13: Dechantel Street

The applicant proposes to address the hidden location of the parking garage by providing mandatory valet parking for all guests arriving at the hotel with their own vehicle.

Parking Capacity/Number of Spaces

The site is located in the King Street Transit Parking District, which allows reduced parking requirements for sites and uses in proximity to the Metro to encourage transit use. Hotels are required to provide 0.7 parking spaces per room. A hotel with 107 rooms is required to provide 75 parking spaces, which is the number of on-site spaces provided with this plan. Elsewhere in the City, hotels are required to provide one space for each hotel room. Retail and restaurant uses are exempt from any parking requirement as an incentive to attract such uses and anticipating that many of the restaurant patrons will also be guests of the hotel. Specifically, no parking is required for the first 10,000 square feet of floor area for retail and restaurant uses when they are ancillary uses to the primary hotel use.

Staff researched the parking capacity of other hotels in Alexandria, as well as hotels in Arlington near Metro. It found that the ratios (number of rooms compared to number of parking spaces) vary widely, and are often affected by many variables including the desire of the operator, location, proximity to Metro, and the other amenities provided such as restaurants, and conference facilities. The parking ratios in Alexandria range from 0.60 to 1.90 parking spaces per room. In Arlington hotels near Metro, the ratios range from 0.14 to 0.99.

**Table 4
Alexandria Hotels**

Hotel	Address	Number of Guest Rooms	Number of On-Site Parking Spaces	Parking Ratio
Embassy Suites Alexandria	1900 Diagonal Rd	267	184	0.69
Hilton Alexandria Old Town	1767 King Street	178	106	0.60
Marriott Residence Inn	1456 Duke Street	240	205	0.85
Old Town Hotel - Holiday Inn	480 King Street	228	204	0.89
Holiday Inn Hotel - Historic District	625 First Street	321	342	1.07
Hampton Inn - Old Town	1616 King Street	80	56	0.70
Morrison House	112 S. Alfred St	51	97	1.90

**Table 5
Arlington Hotels near Metro**

Hotel	Address	Rooms	Parking Spaces*	Parking Ratio*
Ritz Carlton-Pentagon City	1250 South Hayes Street	366	50	0.14
Hilton Garden Inn	1333 N. Courthouse Rd	189	50	0.26
Westin Arlington Gateway	801 North Glebe Road	336	200	0.60
Holiday Inn Arlington at Ballston	4610 N. Fairfax Drive	221	200	0.90
Hyatt Arlington @Key Bridge	1325 Wilson Blvd	302	300	0.99
Residence Inn by Marriott	1651 N. Oak Street	176	130	0.74

* Parking Space Amounts are approximations provided by hotel representatives

The proposed hotel parking, at a ratio of 0.7 spaces per room, with no parking for retail and restaurant space, is consistent with the range of ratios at other hotels in the area, and especially well within the range of Arlington Metro-proximate hotels. In addition, by requiring all patrons arriving at the hotel complex to use valet parking, the applicant will be able to stack vehicles in the garage, achieving increased efficiency and increasing the capacity by approximately 20-25%, or 15-20 additional spaces. This increase would bring the parking ratio up to 0.84 to 0.88 spaces per room.

The applicant anticipates 60 to 80 hotel guests per day with 35% of the overnight guests arriving in their own vehicles and 65% arriving by other means, including taxi, transit, and shuttles. The estimate is consistent with the King Street Hilton's approximation that 70% of its guests arrive by means other than private vehicle. If only 35% of the anticipated guests drive to the hotel, then only 28 of the garage spaces will be required, leaving some 66 spaces for 152 new restaurant customers. Based on this analysis, staff finds that, if the valet service is provided, the garage space is sufficient for the uses proposed.

Employee Parking

Staff is concerned about the necessarily high number of employees associated with the type of uses proposed. The applicant anticipates 50 total hotel employees, with 20 employees per shift, plus five day spa employees, and 15 restaurant employees during each restaurant shift. Because these numbers could negatively affect the capacity levels if a larger than expected percentage of employees drive to work and park in the parking garage. Staff is recommending that the applicant identify the location and arrangements for off-street employee parking for employees.

Valet Parking

The applicant proposes a valet parking area on King Street which including six spaces for valet parking (113 feet), occupying much of the King Street frontage of the development. The applicant proposes to valet park all guests who drive to the hotel for overnight accommodations, and guests who arrive via car to utilize the dining facilities and/or day spa. There will be two, full-time valet service attendants from 7am to 11pm, and one valet service attendant from 11pm to 7am.

Valet Parking Cost

Staff proposes to amend the valet parking plan proposed by the applicant. Staff recommends that the valet parking be provided free of charge for the day spa and on-site restaurant guests. A free service will help to ensure that a fee does not limit the effectiveness of the valet area, especially for restaurant and day spa patrons, who might otherwise avoid the fee and park in the remaining on-street spaces.

Size of Valet

Regarding the size of the proposed valet area, staff is recommending that it be smaller than the applicant proposes to minimize the impact to other businesses on King Street. Specifically, staff's proposal will limit the parking area to a maximum of 60 feet, or the equivalent of three spaces. The remainder of the curb area in front of the development area should remain in metered parking for the public, with three of those parking spaces being designated for 20 minute parking. The staff recommendation allows for three large vehicles at a time awaiting valet service, but no extra space for entering or exiting, which is not part of typical metered, public parking on King Street. It also allows for the possibility that additional spaces may be available for drop off and pick up in the 20 minute spaces, at times when those spaces are free. This arrangement was the solution in front of the nearby Hampton Inn hotel and appears to work well.



Fig 14: Hampton Inn Parking

Location of Valet

The location of the valet parking area is also of concern to staff because if it is in the center of the development frontage it will block the 100 year old building completely. Therefore, staff is recommending that it be moved to the eastern portion of the site, which will also position it at a convenient point for access to the entrance of the hotel.

Sidewalk

Another concern is with the sidewalk area adjacent to the valet parking zone, which must be kept open and clear for pedestrians passing through the area. Although none are proposed, staff has added a condition prohibiting the construction or use of any structure or other device within the sidewalk area in front of the development for the valet service so as not to impede pedestrian traffic on the sidewalk.

E. Loading/Unloading

The applicant is proposing one loading space, and is identical to the prior residential proposal in this respect. The zoning ordinance requires four loading spaces for a hotel and restaurants of this size, rather than the one space required for a residential use. The applicant, therefore, requests a parking reduction to supply fewer loading spaces than required.

The proposed loading space is at ground level, is accessed from the rear from Dechantel Street, and is 30 feet long. However, the change from residential complex, with occasional moving needs of residents, to a hotel complex with meeting rooms, two new restaurants, with a total of 154 seats, and a day spa creates additional loading requirements for the site. Staff finds the single loading space to be insufficient for the proposal.

Staff agrees with the applicant that a reduction in this case is warranted, finding that a full four space requirement is excessive and unnecessary. The zoning ordinance does not distinguish among a variety of non-residential uses, including manufacturing, storage, retail businesses and hospitals. This broad brush approach requires flexibility and a practical approach in particular cases. Staff notes that there have been other SUPs for loading space reductions granted for other hotels in recent years. At the Marriott Suites on Duke Street only one loading space was required, but the



Fig. 15: Hampton Inn Loading Area

hotel includes no restaurant; at the new Marriott in Eisenhower East, only one loading space was required; the Hampton Inn just west of the proposed hotel was granted a reduction but provides two loading spaces.

Staff is recommending that the applicant provide at least two loading spaces in the rear of the building at grade and accessed from Dechantel Street. In addition, staff has included language requiring that the applicant monitor its own deliveries, advising suppliers of the location and requirement to use the rear loading bays. Finally, staff requires that no loading or unloading from the King Street right of way will be tolerated and intends to monitor the location and issue citations if necessary. With the additional loading bay, staff hopes that enforcement efforts can be kept to a minimum.

F. Consistency with *King Street Retail Strategy*

When this development was originally approved, considerable effort was spent ensuring that the proposal was consistent with the *King Street Retail Strategy*, especially as relates to the street front, uses, the design of the building and the open space and pedestrian amenities. Approved just one year ago, the *King Street Retail Strategy* was designed to provide a long term vision for King Street. 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 that corridor, the *Strategy* provides an overall market, design, land use, parking, and transit framework. While much of the street is historic and will not be redeveloped, the *Strategy* also provides guidelines to ensure that care and sensitivity are required for those few sites where redevelopment is possible.

The *Strategy* speaks specifically to the proposed development site at 1514-1600 King Street, identifying it as a prime redevelopment location and citing its proximity to the Metro and extensive King Street frontage as benefits to be featured in any new development on the site.

The development was approved, with an increase in FAR from 2.0 to 2.67, because it achieved a site plan and building mass arrangement with extensive architectural detailing that respected the historic context and met the challenges of a complex site. By arranging the mass on the site into a series of building components, its size is minimized. In addition, by setting the larger section of the building (60 feet/6 stories) away from the street, where it is only minimally visible, the portion of the building that is close to the street and most visible can be smaller (30 feet/3 stories) and similar to the nearby buildings on King Street. In 2005, staff recommended, and Council approved, a revised design, removing a floor from the 1600 King Street portion of the development, and further ensuring a compatible building streetscape and historic scale. The current proposal includes that revision.

The U shaped building surrounds the central courtyard and emphasizes the historic building at 1520 King Street. The proposal provides full building breaks around the existing historic

building and retains its original fabric. The 100 Year Old Building thus becomes the central piece of the development both from King Street and the internal courtyard. In addition, the project is consistent with the King Street Retail Strategy's requirement that new buildings be set back at a ratio of 1 to 1.5 from King Street, thus ensuring that larger buildings do not cast shadows on King Street and also to maintain the relatively modest scale (30-50 feet) of the historical King Street frontage.

G. Expansion of the Historic District

Since the approval of the project, and its BAR review and approval, Council has approved master plan and zoning map amendments which expand the Old and Historic District to incorporate the area of the development. Specifically, on May 20, 2006, the district was expanded along the south side of King Street from South Peyton Street westward to include all of the land through 1614 King Street and 1602 Dechantel Street, stopping short of the Hampton Inn hotel. (MPA #2006-0003, REZ #2006-0001). Remaining structures between the Hampton Inn and the Metro station include late 20th and early 21st century structures. Anticipating redevelopment of sites within the expanded BAR area, the expansion legislation expressly did not change the allowable heights for development, which remain at 77-82 feet under the KR Zone.

The expansion of the District does not affect the subject development inasmuch as its earlier BAR approval (BAR CASE # 2005-0165) approved the exterior design, the materials and the details of the proposed building, and the building

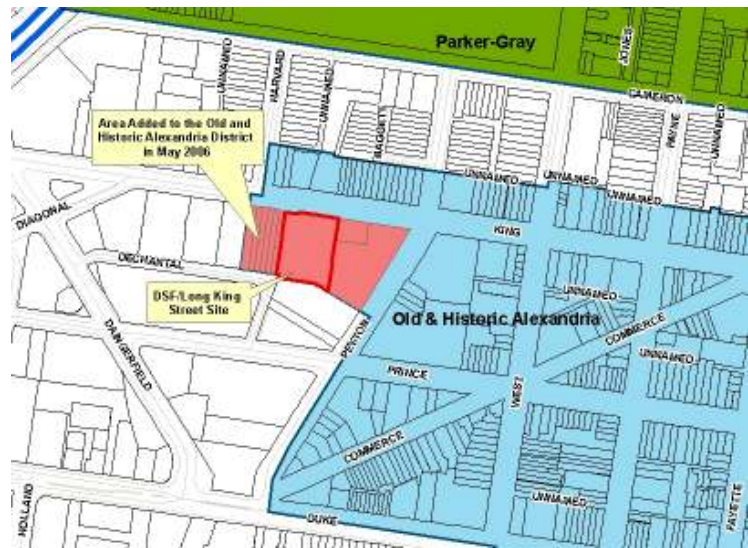


Fig. 16: Expansion Area



Figure 17: Existing Conditions

envelope, footprint and exterior architecture and design is not proposed to be changed. As to demolition, the prior BAR approval (BAR CASE #2005 -0164) reviewed and allowed the removal of a recently added shed addition at the rear of 1520 King Street. As part of the expansion, the building at 1520 King Street will be removed from the 100-Year Old Building List, because it is now located within the boundaries of the District.

Because there has already been BAR approval of both the proposed development and the partial demolition, and because no changes are proposed, the currently valid approval continues to control the development and no additional approval is required. If, as staff recommends, the exterior of the rear of the building changes to accommodate an additional loading space, then BAR approval will be required for that change. If the applicant chooses to make other changes to the exterior, then BAR approval will be required for those changes. Any signage for restaurants, the hotel or other retail uses will also require BAR approval.

Litigation Issues

On July 20, 2005, the Board of Architectural Review (BAR) granted permission to demolish and encapsulate the shed addition attached to the 100 year old listed building located at 1520-1524 King Street (BAR Case #2005-0164). The BAR's action was appealed on August 3, 2005 to the City Council, which upheld the BAR's action at a public hearing on September 20, 2005. On October 20, 2005, Boyd Walker and others filed a petition for judicial review, seeking to overturn the City Council's decision in the BAR case. The project developer intervened in this court proceeding; the matter was settled, and the BAR case was dismissed on June 14, 2006, based on the developer's agreement to contribute \$25,000 to the City for the purpose of surveying properties in pursuit of the expansion of the Old and Historic Alexandria District, and to erect an historically appropriate marker on the site, as approved by the Office of Historic Alexandria. The donation is to be made prior to issuance of the first certificate of occupancy, and the marker erected prior to release of the public improvement bond for the project. These requirements remain.

H. Open Space/Archeology

Open Space

Although there is no open space requirement for the proposed building as hotel, restaurant and day spa, the plan includes 10,538 sq. ft. of open space, or 40% of the site area as was approved with the condominium development. This includes 5,944 sq. ft. with above ground terraces and 4,594 sq. ft. of ground level open space, including the 2,749 sq. ft. courtyard/plaza and 1,129 sq. ft. at the rear of the site along the emergency vehicle easement. Since the exterior of the building or basic site plan is not changing from what is currently approved, the plan still includes the same amount of open space. A requirement of the currently approved plan was for a contribution of \$15,000 to enhance the King Street park.

Archeology

Extensive interest has been generated regarding the history of the site, including whatever artifacts of earlier history might be found beneath the ground. Although one archeological firm's report identified the area as the possible site of a slave-trading establishment from the early 19th century, further research has shown that such a use would probably have been located east of the scope of the development site, and possibly as far east as South Peyton Street. Excavation on the subject property has found no remnants of a slave trading site.

The archeological excavation has uncovered the remains of a water conduit or pipe, indicating that a water recovery and delivery system may have been located on the property. These features may relate to the Civil War use of the site. Staff is requiring that the applicant fund the conservation of the wooden artifacts recovered from the archaeological excavation, including the barrel, pump, and a section of the conduit and recommends that they be incorporated into the proposed development as a reminder of the historic importance of the site.

To ensure continued vigilance in excavation, several conditions related to archeology have been added, including the requirement that an archeological consultant monitor all ground-disturbing activities during the construction process, and that work be stopped if additional discoveries are made at the site until a City archaeologist comes to the site and records the finds.

VI. COMMUNITY

There are some concerns in the community with the proposal, chiefly as relates to the parking and loading and the consequent traffic impacts. Overall, Upper King Street neighbors are pleasantly encouraged by the proposed new uses for their neighborhood. On the other hand, some residents in the Upper King Street Neighborhood Association and Old Town Civic Association felt that they lacked sufficient specific information about the hotel, restaurant and valet parking operation to feel comfortable with the parking proposal.

Several of staff's conditions which attempt to address comments raised by the community. The limitations on valet parking, the continuing review process and the requirement for additional loading all help maintain parking on King Street for the public, minimize the potential for traffic problems and provide a valet parking process in which the neighborhood can take part.

VII. CONCLUSION

Staff recommends approval of the proposed amendment to amend the use to permit a hotel use, two restaurants, day spa and valet parking. Staff's recommendation is subject to the attached list of recommendations.

STAFF: Richard Josephson, Acting Director, Department of Planning and Zoning
Jeffrey Farner, Chief, Development;
Bob Leeman, Principal Planner; and
Kristen Mitten, Urban Planner.

VIII. STAFF RECOMMENDATIONS/CONDITIONS:

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

A. OPEN SPACE - LANDSCAPING:

1. **(REVISED CONDITION)** The central courtyard area shall provide the level of detail and amenities depicted on the final site plan dated July 18, 2005, 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. 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 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)~~ which incorporates a water element 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 open space park.
 - n. The proposed gate and fencing shall be eliminated. ~~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. **(REVISED CONDITION)** 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 ~~final 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 ft. for the shrubs and groundcover and a minimum of 4 ft. 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 ft. 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 CONDITION)** The rooftop open space shall be designed to function as high-quality usable open space for the ~~guests residents~~ of the respective ~~rooms 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 with provisions for irrigation or water source.
- 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 hotel use residential use. (P&Z) (PC)

B. PEDESTRIAN AND STREETScape:

5. **(REVISED CONDITION)** The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the final site plan dated July 18, 2005, 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. Three ~~Two~~ new decorative city standard black metal trash cans shall be provided for the King Street frontage of the property and a one new decorative city standard 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, or the contribution shall be provided to a fund for comparable improvements on King Street to the satisfaction of the Director of P&Z and RPCA.
 - 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) (~~City Council~~)
6. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES) (DSUP #2002-0041)
7. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES) (DSUP #2002-0041)
8. Provide additional spot elevations at the proposed crosswalk along the garage and loading dock entrance. (T&ES) (DSUP #2002-0041)
9. The sidewalk and existing bus stop shall remain open during construction. (T&ES) (DSUP #2002-0041)
10. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES) (DSUP #2002-0041)

C. PARKING:

11. **(NEW CONDITION)** The applicant shall provide a parking/valet management plan which outlines mechanisms to maximize the use of the underground parking garage, ensure efficient use of the valet zone and underground parking by the employees, hotel and restaurant/retail/spa patrons to the satisfaction of the Directors of P&Z and T&ES, which shall at a minimum include the following:
 - a. 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 as generally depicted in Attachment #1.
 - b. The valet parking services shall be provided 24 hours a day seven days a week and shall be provided at no additional cost to the patrons of the retail, restaurant and/or associated uses and the valet service shall be heavily promoted to patrons.
 - c. 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.
 - d. 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.
- e. 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.
 - f. If requested by the Directors of P&Z and T&ES, the valet zone shall be made available for adjoining tenants on King Street for operation of valet parking for adjacent uses.
 - g. The valet parking shall be reviewed within twelve (12) months by the Directors of T&ES and P&Z to determine its compliance with the conditions herein and all applicable codes and ordinances. As part of the initial or annual review 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 fore review by the Planning Commission and City Council.
 - h. 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.
 - i. Employees of the hotel shall be encouraged to use public transportation. Employees who drive to work shall be required to use off-street parking. ~~The retail businesses stipulate that their employees who drive to work to use off-street parking.~~ (P&Z)(T&ES)
12. **(REVISED CONDITION)** The proposal shall be revised to provide two (2) loading spaces in rear of building. The applicant shall depict turning movements for delivery trucks accessing these two loading spaces to the satisfaction of the Directors of T&ES and P&Z. All deliveries for the subject property ~~retail delivery~~ shall occur in the designated loading area accessed from Dechantal Street as depicted on the site plan. (P&Z) (T&ES)
13. 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) (DSUP #2002-0041)

14. **(REVISED CONDITION)** The applicant shall provide a minimum of four (4) bicycle parking spaces for visitors which shall be integrated with the design of the courtyard ~~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 guests within the plaza area to the satisfaction of the Director of T&ES.~~ (T&ES)
15. **(REVISED CONDITION)** 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 for control of pedestrians and vehicles shall be installed by the applicant developer to the satisfaction of the Director of T&ES. (P&Z) (T&ES)

D. MASS TRANSIT INCENTIVES

16. **(REVISED CONDITION)** 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)
17. **(REVISED CONDITION)** A transportation management plan (TMP) account shall be funded annually at a rate of \$0.11 per square foot of occupied restaurant or retail space and \$0.025 per square foot of hotel 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. 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. (P&Z)
18. **(REVISED CONDITION)** 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)
19. **(REVISED CONDITION)** 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)
20. 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) (DSUP #2002-0041)
21. **(REVISED CONDITION)** 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)
22. 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) (DSUP #2002-0041)
23. 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) (DSUP #2002-0041)

24. 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) (DSUP #2002-0041)
25. 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) (DSUP #2002-0041)
26. **(REVISED CONDITION)** The applicant shall participate in any larger Transportation Management Plan and parking efforts for the area and shall coordinate with adjoining transportation management plans at no additional expense beyond the annual TMP contribution to the satisfaction of the Director of T&ES and P&Z. (P&Z)

E. BUILDING:

27. **(REVISED CONDITION)** The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated July 18, 2006, as approved by the Board of Architectural Review February 2, 2005. In addition, the applicant shall also provide additional refinements to the satisfaction of the Director of P&Z that include:
 - a. Condition deleted. (DSUP2002-0041)
 - 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 as generally depicted on the final elevations dated July 18, 2005, 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 hotel 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)
28. **(REVISED CONDITION)** The applicant shall have a LEED certified consultant as a member of the design and construction team. The building shall incorporate sustainable design elements and innovative technologies with the goal of achieving 20 points under the U.S. Green Building Council's System. The architect shall provide a checklist and specific examples of items used in the building prior to the release of an above-grade building permit to the satisfaction of the Director of P&Z and T&ES. (P&Z)(T&ES)
~~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)~~
29. 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.(PC) *Note: [The Deed Vacation and Reservation (which contains Ord # 4425) was recorded as Inst. # 060019262 on 7/20/2006. The Deed of Re-Dedication and Reservation was recorded at Inst. # 060019263 on 7/20/2006.]* (DSUP #2002-0041)

30. **(REVISED CONDITION)** ~~If required by the use, p~~ 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)~~
31. **(REVISED CONDITION)** The amount of retail square footage shall not be reduced from the amount shown on the preliminary site ~~plan~~ January 22, 2007, (9,469 sq.ft.) ~~March 4, 2005 (4,164 sq.ft.)~~ (P&Z) (PC)
32. 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)
33. 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) (DSUP #2002-0041)
34. **(REVISED CONDITION)** The applicant shall control odors (including cooking odors), smoke, and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation and Environmental Services. (T&ES)
35. 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) (DSUP #2002-0041)

F. RETAIL, SPA AND RESTAURANT USES AND SIGNAGE:

36. **(REVISED CONDITION)** The colors and materials of the retail and /or restaurant 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 and shall be approved by the Board of Architectural Review.
 - 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 hotel 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.
 - 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)~~
37. **(NEW CONDITION)** Window signs or posters shall not block the visibility of the interior of the store from the street. Shelving, boxes, coat racks, storage bins, closets, and similar items shall be located where they do not block the windows. All window coverings shall be open as much as possible and provide some interior accent lighting when the business is closed.(P&Z)

38. **(NEW CONDITION)** The proposed restaurant(s) shall be subject to the following:
- a. The special use permit shall be granted to the applicant, DSF/Long King Street LLC, Kimpton Hotel and Restaurant Group, LLC only or to any corporation in which the applicant has a controlling interest. When a new operator is chosen to control the two proposed restaurants, each shall apply for a change of ownership application, to ensure that the operator is bound by these conditions.
 - b. Seating shall be provided in two restaurants for no more than 106 for the full service restaurants and 48 for the café/wine bar.
 - c. If outside dining facilities are provided, the details of the design and seating shall be reviewed and approved by Planning and Zoning under the Outdoor Dining Design Guidelines, with the location and design to ensure that the outdoor seating occupies only a portion of the courtyard, allowing sufficient pedestrian circulation and that the overall courtyard environment remain open and inviting.
 - d. Hours of operation shall be limited to 6:00 a.m.-1:00 a.m. daily.
 - e. Meals ordered before the closing hour may be served, but no new patrons may be admitted, and all patrons must leave by one hour after the closing hours.
 - f. Alcoholic beverages may be sold for on-premises consumption only.
 - g. The applicant shall post the hours of operation at the entrance to the restaurant.
 - h. No food, beverages, or other material shall be stored outside.
 - i. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
 - j. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers.
 - k. The applicant shall (a) advertise the availability of valet parking by including such notice in any advertising; (b) urge patrons who drive to use the service; and (c) post signs at the restaurant directing patrons to the availability of valet parking.
 - l. The Director of Planning and Zoning shall review the restaurant special use permit(s) one year after the use is operational, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed.
 - m. No exterior loudspeakers or amplification shall be permitted on the exterior of the building, and no music or amplified sound shall be audible at the property line.
 - n. Indoor live entertainment shall be permitted to the extent that no amplified sound is audible outside the restaurant. No admission or cover fee shall be charged. All entertainment shall be subordinate to the principal function of the restaurant as an

eating establishment. Any advertising of the entertainment shall reflect the subordinate nature of the entertainment by featuring food service as well as the entertainment. (P&Z) (T&ES)

39. **(NEW CONDITION)** The day spa shall be subject to the following:
- a. The special use permit shall be granted to the applicant, DSF/Long King Street LLC, only or to any corporation in which the applicant has a controlling interest. When an operator is chosen to control the day spa, they shall apply for a change of ownership application, to ensure that the operator is bound by these conditions.
 - b. The applicant shall post the hours of operation at the entrance of the business.
 - c. Only City of Alexandria licensed therapists may provide message services at the facility.
 - d. The Director of Planning and Zoning shall review the special use permit for the Day Spa after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)
40. **(NEW CONDITION)** The applicant shall conduct employee training session on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements, and to provide instruction preventing underage sales of alcohol. (P&Z)
41. **(NEW CONDITION)** The applicant shall contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a robbery readiness presentation for all employees. (Police)
42. **(NEW CONDITION)** The applicant shall contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the business. (Police)
43. **(NEW CONDITION)** All waste products shall be disposed of in accordance with all local, state and federal ordinances or regulations and not be discharged to the sanitary or storm sewers or be discharged onto the ground. (T&ES)

G. SITE PLAN:

44. **(NEW CONDITION)** Upon approval of this amendment, the applicant shall be responsible for amending the final site plan, and/or building permits and all applicable documents to address the conditions contained herein. (P&Z)
45. **(REVISED CONDITION)** 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)~~
46. 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) (DSUP #2002-0041)
47. 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) (DSUP #2002-0041)
48. 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) (DSUP #2002-0041)
49. All existing above grade utilities on the site shall be located below grade. (P&Z) (T&ES) (DSUP #2002-0041)
50. Show all existing and proposed easements, both public and private. (T&ES) (DSUP #2002-0041)
51. 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) (DSUP #2002-0041)
52. 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) (DSUP #2002-0041)

53. **(REVISED CONDITION)** A freestanding ~~hotel, commercial~~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)~~
54. 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) (DSUP #2002-0041)
55. 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) (DSUP #2002-0041)
56. 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) (DSUP #2002-0041)
57. 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) (DSUP #2002-0041)
58. 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) (DSUP #2002-0041)
59. 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) (DSUP #2002-0041)
60. 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 P&Z and T&ES. (P&Z) (DSUP #2002-0041)

61. **(REVISED CONDITION)** 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 construction project and shall provide a phone number for the construction management team for public questions regarding construction of the project. (P&Z)
62. 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) (DSUP #2002-0041)
63. 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) (DSUP #2002-0041)
64. 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) (DSUP #2002-0041)
65. **(REVISED CONDITION)** Provide a lighting plan with the first final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Director of T&ES in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
 - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - c. Manufacturer's specifications and details for all proposed fixtures; and
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties.
 - e. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.

~~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)~~

66. **(REVISED CONDITION)** As part of the request for a certificate of occupancy permit, the applicant shall submit a final location survey and garage location survey to the Department of P&Z for all site improvements. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for each building(s). The certification shall be prepared and sealed by a registered architect or surveyor and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. ~~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)
67. **(NEW CONDITION)** The applicant shall submit a wall check to the Department of Planning & Zoning prior to the commencement of framing for the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z)
68. **(REVISED CONDITION)** The applicant shall contribute \$1.10 per square foot of gross floor area toward the King Street Metro Area Improvement Fund prior to the release of the final site plan. (P&Z) (T&ES)
69. Intake vent is located in pedestrian path and secondary egress path of Stairwell #3. Intake vent shall be designed to accommodate pedestrian traffic. (Code) (PC) (DSUP #2002-0041)
70. 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) (DSUP #2002-0041)
71. 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) (DSUP #2002-0041)
72. **(REVISED CONDITION)** The handicap parking spaces for the proposal condominium units shall remain in the same location(s) as on the approved site plan. If the garage opens up to self park, 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 hotel 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)

H. STORMWATER & ENVIRONMENTAL:

73. Developer to comply with the peak flow requirements of Article XIII of AZO. (T&ES) (DSUP #2002-0041)
74. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES) (DSUP #2002-0041)
75. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES) (DSUP #2002-0041)
76. **(REVISED CONDITION)** 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. Provide justification for all the assumptions used in the calculations and distribution of storm water runoff (i.e., undetained flow and allowable release rate, etc.) (T&ES)
77. Provide details of proposed pumps to be used in conjunction with the proposed detention vault. (T&ES) (DSUP #2002-0041)
78. Expand stormwater management narrative to address quantity as well as quality. (T&ES) (DSUP #2002-0041)
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) (DSUP #2002-0041)
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) (DSUP #2002-0041)

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) (DSUP #2002-0041)
82. **(NEW CONDITION)** Provide the calculations for average day, maximum day, and peak hour sanitary flow; and complete the adequate sanitary sewer outfall analysis.
83. **(NEW CONDITION)** Clearly delineate the location of the sanitary and storm sewer, and water line connections on the plans. (T&ES)
84. 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) (DSUP #2002-0041)
85. 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) (DSUP #2002-0041)
86. **(NEW CONDITION)** The minimum diameter for public sanitary sewer is 10-inches. (T&ES)
87. **(NEW CONDITION)** All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
88. **(NEW CONDITION)** The sanitary and storm water computations will be reviewed at the time of first final submission. (T&ES)
89. **(NEW CONDITION)** Show sanitary sewer in plan and profiles in the first final submission and cross reference the sheets on which the plan and profiles are shown, if plan and profiles are not shown on the same sheet. Clearly label the sanitary sewer plan and profiles. (T&ES)
90. **(NEW CONDITION)** Show storm sewer in plan and profiles in the first final submission and cross reference the sheets on which the plan and profiles are shown, if plan and profiles are not shown on the same sheet. Clearly label the storm sewer plan and profiles. (T&ES)
91. **(NEW CONDITION)** Show water line in plan and profiles in the first final submission and cross reference the sheets on which the plan and profiles are shown, if plan and profiles are not shown on the same sheet. Clearly label the water line plan and profiles. (T&ES)

92. **(NEW CONDITION)** Provide existing and proposed grade elevations along with the rim and invert elevations in the first final submission of all existing and proposed sanitary and storm sewer piping on the respective profiles. (T&ES)
93. **(NEW CONDITION)** Provide existing and proposed grade elevations along with the invert elevations in the first final submission of all existing and proposed water line piping on profiles. Provide rim elevations of gate wells, where applicable. (T&ES)
94. **(NEW CONDITION)** Use distinctive stationing for various sanitary and storm sewers, and water lines in plan and use the corresponding stationing in respective profiles. (T&ES)
95. 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) (DSUP #2002-0041)
96. 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) (DSUP #2002-0041)
97. 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) (DSUP #2002-0041)
98. 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) (DSUP #2002-0041)

99. 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) (DSUP #2002-0041)
100. 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) (DSUP #2002-0041)
101. 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) (DSUP #2002-0041)
102. **(REVISED CONDITION)** 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)
103. 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) (DSUP #2002-0041)
104. 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) (DSUP #2002-0041)

105. 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) (DSUP #2002-0041)
106. 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) (DSUP #2002-0041)
107. 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) (DSUP #2002-0041)

I. AFFORDABLE HOUSING:

108. 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) (DSUP #2002-0041)

J. MISCELLANEOUS:

109. **(NEW CONDITION)** The special use permit shall be granted to the applicant, DSF/Long King Street LLC, Kimpton Hotel and Restaurant Group, LLC, only or to any corporation in which the applicant has a controlling interest. When a new operator is chosen to control the hotel, they shall apply for a change of ownership application, to ensure that the operator is bound by these conditions.
110. **(REVISED CONDITION)** Applicant to provide adequate space for City standard recycling cans to serve ~~the residents of~~ the proposed development. (T&ES)
111. 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) (DSUP #2002-0041)
112. **(NEW CONDITION)** The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
113. 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) (DSUP #2002-0041)
114. **(NEW CONDITION)** The applicant shall provide funding for the conservation treatment of the wooden artifacts recovered from the archaeological excavation, including the barrel, pump, and a section of the conduit. (Archaeology)

115. **(NEW CONDITION)** To insure that significant information is not lost as a result of the current development project, the applicant must hire an archaeological consultant to monitor ground-disturbing activities during the construction process. (Archaeology)

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.

CONDITIONS DELETED FROM DSUP2002-00041:

- Orig #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)~~
- Orig #12 ~~In order to promote teleworking, each of the units will be wired for high-speed and wireless internet access. (P&Z)~~
- Orig #13 ~~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 % parking required by the zoning ordinance for residential use shall be provided for visitors. (P&Z)(T&ES)(PC)~~
- Orig #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)~~

- Orig #69 ~~The ornamental gates within the courtyard shall swing in direction of egress and shall conform to exit requirements of the USBC. (Code)~~
- Orig #70 ~~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)~~

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.
- C-16 **(NEW CODE REQUIREMENT)** Per the Memorandum To Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary.

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 **(FINDING REVISED)** Relocate handicap parking next to elevator lobby. ~~4 additional handicap parking space is required for a total of 5 spaces.~~ The revised parking plan shows a total of 75 parking spaces with only two (2) spaces on G-2 for handicap parking. A total of three (3) spaces are required for the revised parking diagram per USBC 1106.1.
- 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 met.
- 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. Fire flow was approved on 8/16/05.
- 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 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 met, shown as note 14 on Sheet C-10.
- 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. Shown as Note 1 on Sheet C-7.
- C-18 **(NEW CODE REQUIREMENT)** Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1019.1.7.

- C-19 **(NEW CODE REQUIREMENT)** The following code requirements apply where food preparation results in the development of grease laden vapors:
- a. All cooking surfaces, kitchen exhaust systems, grease removal devices and hoods are required to be protected with an approved automatic fire suppression system.
 - b. A grease interceptor is required where there is drainage from fixtures and equipment with grease-laden waste located in food preparation areas of restaurants. Food waste grinders can not discharge to the building drainage system through a grease interceptor.
- C-20 **(NEW CODE REQUIREMENT)** A rodent control plan shall be submitted to this office for review and approval prior to occupancy. This plan shall consist of the following:
- a. Measures to be taken to control the placement of litter on site and the trash storage and pickup schedule.
 - b. How food stuffs will be stored on site.
 - c. Rodent baiting plan.

Health Department:

- C-1 **(NEW CODE REQUIREMENT)** An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 **(NEW CODE REQUIREMENT)** Permits are non-transferable.
- C-3 **(NEW CODE REQUIREMENT)** Permits must be obtained prior to operation.
- C-4 **(NEW CODE REQUIREMENT)** Five sets of plans are to be submitted to and approved by this department prior to construction of any facility regulated by the health department.
- C-5 **(NEW CODE REQUIREMENT)** Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-6 **(NEW CODE REQUIREMENT)** If applicable, pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.
- C-7 **(NEW CODE REQUIREMENT)** Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.

- C-8 **(NEW CODE REQUIREMENT)** Hotels/Motels must comply with State Code 35.1, Hotels, Restaurants, Summer Camps, and Campgrounds.
- C-9 **(NEW CODE REQUIREMENT)** Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.

Police Department:

- R-1 **(NEW RECOMMENDATION)** For the safety of the persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained.
- R-2 **(NEW RECOMMENDATION)** For the safety of the persons using the proposed garage, the walls and ceiling in the garage should be painted white or dyed concrete (white) can be used to increase reflectivity and improve light levels at night. All parking areas and driving lanes should be fully illuminated.
- F-1 **(NEW FINDING)** The applicant is seeking an “ABC On” license only. The Police Department has no objections.

Historic Alexandria (Archaeology):

- F-1 **(REVISED FINDING)** Documentary research on this property has been completed by Thunderbird Archaeology. The work confirmed that the lots served as the site of a slave-trading establishment in the early 19th century. In 1851, Edward Home advertised the establishment of his slave-trading business on upper King Street, adjoining the Virginia House. A later 1851 article states that the property included a frame dwelling and outbuildings with a brick Negro jail immediately behind it. In addition, the Army Quartermaster’s maps from the Civil War period depict a fenced stables complex south and east of these lots. 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.

- F-2 **(NEW FINDING)** Thunderbird Archaeology completed the fieldwork on this project. Although no definite evidence of the slave-trading business was discovered, the consultant did discover a significant water recovery and delivery system on the property. These features may relate to the Civil War use of the site. There is potential that archaeological resources relating to the water system or to the slave jail still remain buried on the property.
- 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 **(REVISED CODE REQUIREMENT)** The statements in C-1 and in the condition pertaining to monitoring (condition #115) must appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including sheeting and shoring and grading) so that on-site contractors are aware of the requirements. ~~The above statement must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement.~~
- C-3 **(NEW CODE REQUIREMENT)** To fulfill the remaining requirements of the Archaeological Protection Code, the applicant must monitor the construction activities, complete documentary research to interpret the wooden water delivery features, turn in the full site report, and complete the outstanding requirements of the Archaeological Scope of Work.
- C-4 **(NEW CODE REQUIREMENT)** Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.
- C-5 **(NEW CODE REQUIREMENT)** The developer will design, write and erect historic markers on the property according to specifications provided by Alexandria Archaeology. The markers will be subject to approval by Alexandria Archaeology, will highlight the historical and archaeological significance of the property, and will be integral to the open-space landscaping condition 1e.
- C-6 **(NEW CODE REQUIREMENT)** The developer will produce a booklet for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology. If requested, the consultant will make a presentation on the results of the project to the Board of Architectural Review.

- C-7 **(NEW CODE REQUIREMENT)** All archaeological work will be carried out in accordance with the *City of Alexandria* Archaeological Standards and is subject to the approval of the City Archaeologist.
- C-8 **(NEW CODE REQUIREMENT)** The applicant should not allow any metal detection or artifact removal to be conducted on the property, unless authorized by Alexandria Archaeology.

DSUP #2006-0036
DSF/LONG KING STREET HOTEL

**REPORT ATTACHMENTS
AVAILABLE IN THE PLANNING AND ZONING OFFICE**