



DEPARTMENT OF PLANNING AND ZONING

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August 29, 2012

Mr. Kenneth Wire
McGuire Woods
1750 Tysons Blvd., Suite 1800
McLean, VA, 22102

Re: Cummings Warehouse Hotel (220 S. Union Street)
DSUP#2012-0019
Concept Plan – Phase 1 & 2

Dear Mr. Wire:

This letter serves to inform you that the concept plan you submitted for the above referenced project has been reviewed by the City. As you know, the concept review process is not required by law and does not constitute any type of regulatory approval – it is a tool for discussing technical and substantive issues related to potential development project(s).

Also, as you know, the proposed project is not consistent with the current zoning for the site. In order to implement this proposed project, there would need to be changes to the Zoning Ordinance to either amend the current zone or create a new zone. Please note that such changes would need to be in place before final action on any DSUP application.

With the background points noted above, please find provided below a number of comments that should be considered as you continue refining your thinking on this potential project. You should plan on submitting an additional concept plan as you further refine the project proposal.

Based on our review, this development will require the following:

- Change to the Zoning Ordinance to amend the current zone or create a new zone
- If a new zone is created, an application for rezoning will be needed
- DSUP for a hotel
- SUP for additional FAR up to 3.0 and additional height above 30 feet in the Potomac River Vicinity Height District
- SUP for a parking reduction, including a reduction in the number of loading spaces
- SUP for a restaurant
- SUP for valet parking
- Encroachment (if applicable)

If you have any questions or would like to set up a meeting to discuss these comments, please contact me at 703.746.3818 or gary.wagner@alexandriava.gov or Katy North at 703.746.3819 or katye.north@alexandriava.gov.

Sincerely,

Gary Wagner
Principal Planner, Development

cc: Faroll Hamer, Planning Director
Gwen Wright, Chief, Development Division
Katy North, Urban Planner, Development Division
Nancy Williams, Principal Planner, Neighborhood Planning Division
Shanna Austin, Site Plan Coordinator, T&ES
Austin Flajser, Carr Hospitality

Planning and Zoning

Site Plan Design and Layout

1. Revise the footprint to eliminate the north section of The Strand elevation to allow for a wider and more inviting opening to the courtyard. Incorporate any comments provided by the BAR at the July 25th meeting. (Development)
2. Please note that a carriageway is not shown on the model. The approved small area plan includes a statement that development proposals should generally conform to the model. While it could be possible to meet the intent of the plan in terms of opening up a passageway to recreate the historic porosity, access to and views of the water in a variety of ways, it's important to acknowledge that the comments at the BAR hearing strongly supported fully opening up the alley with no covering. If a carriageway is proposed, it's important to recall that the carriageway is a historic element that is found in a number of older buildings in the Old and Historic District; however, design of a new carriageway must be treated carefully and appropriately in order to assure that it feels welcoming as a public pedestrian passageway that is inviting and provides views of the waterfront that draw the pedestrian forward. It should be a minimum of 16 feet wide, a minimum of two stories high, and no deeper than 60 feet. Provide a paving material within the carriageway that reinforces the public nature of this connection and coordinate this paving with the internal courtyard. The carriageway and courtyard will be required to have a public access easement connecting through from South Union Street to The Strand. (Development)
3. Explore providing a more inviting entrance from The Strand to the courtyard. The courtyard must read as public space that is accessible to not only the hotel guests, but all members of the public. This may involve providing lower risers and wider treads, along with wrapping some of the stair treads around The Strand face of the structure, or providing 18" high seating steps integrated with the walking steps. Coordinate the design with any stairs into the garage and the location of any utilities or garage intake/exhaust. Consider possible ways to provide handicap access from The Strand to the courtyard and restaurant (possibly under cover in a portion of the building). (Development)
4. Revise the design of the courtyard to be more functional for users as an outdoor gathering space with more options for seating, special paving, lighting and a focal feature such as public art or water feature. The courtyard should be approximately 60% to 80% paving, with the balance in raised planters. Ensure planters are no more than 20" high (seatwall height). Carry consistent paving materials and patterns from the carriageway into the courtyard to express the public nature of this space. Allow for ample seating with movable tables and chairs for both public and private (restaurant-connected) uses. (Development)
5. Eliminate the curb cut on S. Union Street at the carriageway entrance. See related T&ES comment #48. (Development)

6. Clarify the slope of the carriageway at the main entrance. As designed, the carriageway slopes at an 8% grade for approximately 24 feet into the site. This makes for an awkward entrance into the hotel and courtyard and also difficult for handicapped accessibility. The carriageway should be designed to be no more than a 5% slope, and preferably less. (Development)
7. In light of the above comment, please explore moving the main entrance to the hotel further to the south where the grades are higher and would allow an easier transition into the lobby. Alternatively, explore a two-level lobby where the main entrance is at a 10.0 ft. elevation. Such a treatment could offer additional definition of interior spaces in the Union Street side of the ground floor, for example to distinguish between reception and lounge areas. Since this area would be at the base flood elevation, the following would need to be incorporated into the design:
 - Lounge, dining, bar and other lobby functions can exist below elevation 11.0, provided that any associated food storage or preparation areas are at or above elevation 11.0;
 - Any required floodproofing at openings (doors and windows) shall not require human intervention; and
 - All other floodproofing regulations and requirements shall be met (See Section 6-300 of the Zoning Ordinance. Key sections provided at the end of the T&ES comments). (Development)
8. Explore moving the loading dock to the east side of the garage entrance on Duke Street for a variety of reasons: this would allow for a better relationship with the restaurant for both deliveries and trash disposal, it would allow for three parking spaces closer to the intersection of S. Union for taxi staging and/or drop off, and it would visually enhance the building design at the corner of Duke and South Union streets by providing more active, glazed façade treatment along Duke Street running east from Union. (Development)
9. Explore interior functions that would focus more active uses along the mostly-glazed facades facing South Union and Duke Streets: for example, study relocating the business center to a less prominent part of the building, allowing the lobby lounge to occupy the primary corner. (Development)
10. Provide street trees at 30 feet on center in 4' by 8' tree wells along S. Union Street. The trees should be connected by a continuous below grade tree trench and a minimum sidewalk width of 5 feet should be provided. Note: this comment may be modified pending the outcome of the Union Street Corridor Study, currently underway, and designs that may emerge from that study. (Development)
11. Consider providing on-street parking along the north side Duke Street where space is available and does not conflict with garage and loading entrances. Note: this comment may be modified pending the outcome of the Union Street Corridor Study, currently underway, and designs that may emerge from that study. (Development)

12. Identify a drop-off area for hotel guests that will not interfere with traffic patterns or pedestrian circulation. (Development)
13. Label the box north of the stairs on the Strand side of the property to clearly identify what this is. If it is a transformer, it should be relocated to a less prominent location or completely screened. (Development)
14. Show the location and dimension of the proposed canopy on the Site Plan to determine whether it will require an encroachment. Per Section 5-2-29 of the City Code, an encroachment is required for any canopy that extends more than four feet beyond the property line. (Development)
15. Show the location of knock-out panel(s) in the garage which will allow a future garage connection to the property to the north when this property is redeveloped (per Waterfront Plan development guideline #13 – page 102). See related T&ES comment #62. (Development)
16. Show the location of the columns and other structural elements in the garage. (Development)
17. Developer Contributions: The Plan contemplates added density for development sites, including the Cumming/Turner site in the 200 block of The Strand. With that, it also contemplates developer contributions, likely in the form of a financial commitment, to help achieve the off-site public amenities that the Plan envisions for the waterfront. As the Implementation Chapter of the Plan reflects on page 127, an analysis “of the value of the additional density provided in the Plan strongly suggests that, at a minimum, a per square foot developer contribution to off-site amenities of \$9.00 in 2012 is financially feasible. The actual contribution will be determined at the time of development approval.” Comments 18-20 below outline expectations under the Plan that would require a developer contribution. Such requirements would be conditions of the DSUP. (Neighborhood Planning)
18. Streetscape Improvements: The Plan requires that “The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees, and appropriate light fixtures [should be provided along with efforts] to enhance the views of the water, pedestrian access and porosity to reflect the historic orientation of buildings and alleys.” With that, the expectation is that the property owners cooperate with the City on such streetscape improvements in a manner that is generally consistent with the Plan’s illustrative landscape architectural designs for public space within the planning area. (Neighborhood Planning)
19. Art and Park Amenities: Under the Plan, this property is subject to the following requirements regarding the provision of public amenities:
 - Art – Development Guideline #8 (page 102): “Public art should be a prominent feature of the public realm, both on public and private property.”

- Point Lumley Park – Development Guideline #9 (page 102): “Contribute significantly to the public amenities in the new park between the redevelopment block and the Potomac River, including environmental amenities above and beyond the required minimum.” (Neighborhood Planning)
20. Cultural and Historic Amenities: The Plan includes several additional requirements for this and other redevelopment properties within the 100 and 200 block of The Strand relative to the provision of public amenities which support, document, and preserve the historic character of this area. Examples are noted below with further examples included later among comments from the Office of Historic Alexandria.
- The Strand (page 71): “The theme for The Strand is The Working Seaport and the 100 and 200 blocks of The Strand and South Union Street contain the last observable vestiges of Alexandria’s golden maritime era from the last half of the 18th century to the 20th century. This area should evoke the character of the heyday of the waterfront in The Strand and should be used as the Southern Cultural Anchor.” Toward this end, building design and public amenities should be tailored to help achieve this theme.
 - Historic Buildings - Development Guideline #7 (page 102): “Redevelopment of any portion of the block should be coordinated with the restoration and adaptive reuse plans for the historic warehouse buildings in the block...” Since approval of the SAP, several of the historic warehouse buildings in the block have been sold to a separate owner who has begun work on restoring them, but that does not negate coordination between the sites in addressing cultural- and historic-related guidelines in the Plan. (Neighborhood Planning)
21. Remove the stairs along Duke Street from the site plan that appear to be leftover from the existing conditions layer. (Development)

Zoning Requirements

22. Update the Cover Sheet to note the following Special Use Permits, Zoning Modifications, and Waivers that need to be requested, as applicable. Include all of these requests in the applicable applications. Please note that zoning changes would need to be in place before final action on any DSUP application.
- Change to the Zoning Ordinance to amend the current zone or create a new zone
 - If a new zone is created, an application for rezoning will be needed
 - Special Use Permit for:
 - a hotel
 - increase in FAR to 3.0
 - an increase in height from 30 feet to 50 feet in the Potomac River Vicinity Height District (per Section 6-404)
 - a restaurant
 - a parking reduction, including a reduction of the required loading spaces from 4 spaces to 1 space (per Section 8-200(B))
 - valet parking (per Section 8-300)
 - Modification to:

- the vision clearance at the intersection Duke Street and Union Street and Duke Street and the Strand (per Section 7-800)
 - the height to centerline ratio for proposed building facing the Strand (per Section 6-403(A))
 - crown coverage (if applicable) (per Section 11-41-(CC))
 - Waiver to allow access to parking off Duke Street (per Section 8-200(C)(5)(a))
 - Encroachment for canopy (if it extends more than 4 feet over the property line) (Development/Zoning)
23. Provide net and gross floor area computations and an exhibit that shows where floor area deductions are being taken. (Development/Zoning)
 24. Revise the required parking figures on the cover sheet to reflect the current parking requirements in the Zoning Ordinance for hotels in Parking District Number 1 (Section 8-200(A)(21)), which are 0.7 spaces per room and 1 space per 8 restaurant and meeting room seats. The request for the parking reduction SUP should clearly note the reduction requested from this requirement. (Development)
 25. Note that the meeting room will be accessible for on-site guests only as required under the Plan's Policy for Restaurant/Hotel/Commercial Uses. (Development)
 26. Label drive aisle widths in the parking garage and explain how tandem parking will work for patrons. Will the tandem spaces be valet operated by hotel personnel? Label valet parking spaces as tandem spaces on cover sheet of site plan. (Zoning)
 27. Compact spaces are a minimum of 8 feet wide and standard spaces are a minimum of 9 feet wide. Consider reducing the size of the spaces in the garage to the minimum requirements in order to gain additional spaces; coordinate with structural requirements. (Development)
 28. Label loading space dimensions. (Zoning)
 29. One loading space is required for each 20,000 square feet of space. An 80,121 square foot hotel requires four loading spaces. Correct the Zoning tabulations to reflect this requirement. (Zoning)
 30. Provide additional roof detail to confirm compliance with 50 feet building height limit per the definition of height in the Zoning Ordinance (Section 2-154). Staff cannot determine where roof ends and parapet wall starts. (Zoning)
 31. Provide an exhibit that details how the Average Finished Grade is calculated to show it is consistent with the Zoning Ordinance (per Section 2-119). (Development)
 32. Label vision clearance triangle on site plan for the intersection of Duke and South Union Streets and Duke Street and The Strand. (Zoning)

33. Provide details as to how this development will comply with the City's Green Building Policy. As a hotel, the City expects this development to obtain a LEED Silver certification or an equivalent rating. See related T&ES comment #54 (Development)
34. Provide crown coverage calculations. If less than 25%, request a modification to this requirement. (Development)
35. Correct the address for the site to be 220 S. Union Street, not 220 Union Street. Update the cover sheet title, the cover sheet Project Description Narrative, and each sheet title block. (Development)

Historic Preservation

36. The one-story warehouse, which presently fills the entire parcel, was constructed between 1941 and 1958, according to Sanborn Fire Insurance Maps. The 1958 Sanborn Fire Insurance Map describes the building as a concrete-block, brick-faced warehouse used for packing and crating. The block of the subject property — bounded by The Strand, South Union, Prince and Duke Streets — contains at least the core of five historic buildings that have had subsequent additions and alterations.
37. The subject property is located within the Old and Historic Alexandria District which is regulated by the OHAD Board of Architectural Review as outlined in Chapter 10 of the Zoning Ordinance.
38. A Permit to Demolish will be required to demolish the existing circa 1950 warehouse and a Certificate of Appropriateness will be required for any new construction. The applicant should consult the Standards and Additional Standards-Potomac River Vicinity of Chapter 10 in the Zoning Ordinance as well as the Design Guidelines, including Chapter 8: Buildings along the Waterfront.
39. The applicant should continue to meet with BAR staff regarding the proposed design.

Transportation & Environmental Services

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| Finding 1 | Transit has no comments |
| Finding 2 | No comments have been received from DASH. |
| Finding 3 | VAWC has no comments on the Concept submission; they have provided a Water Location Map, attached, for the applicant's information. |
| Finding 4 | Alexandria Renew has no comments. |
| Finding 5 | This property is in the FEMA Zone AE with a Base Flood Elevation (BFE) of 10.2' (NAVD88). (T&ES) |

- Finding 6 This parcel is not located within a Resource Protection Area (RPA) as tagged. (T&ES)
- Finding 7 Green roof technology would be an excellent choice to employ on this particular building. This serves to decrease water pollutants (treats water quality volume) and provide some measure of stormwater management. (OEQ) (Engineering)
- Finding 8 OEQ Parcel Review:
- RPA: No
 - Watershed: Potomac River
 - Marine Clay: No
 - Portions of this property may be in the Historic Swamp Area (Methane Producing)
40. Due to the size of the project and the request for a reduction in parking spaces provided, the City will request that this project participate in the Transportation Management Plan Program. The program would require an on-site staff person to run the program and report to the City. Program elements will include annual reporting and surveys, a fund dedicated specifically to removing single occupancy vehicles using SmarTrip benefits/subsidies, marketing, alternative transportation amenities, carpool formation and other activities that the Director of T&ES may approve. (Transportation Planning)
41. Transportation staff has concerns with the proposed parking reduction. The Hotel Policy in the Waterfront Small Area Plan states in part: "Parking for visitors, customers and employees must be provided on site. Additional parking may be provided by contract with a nearby garage for patrons and/or employees. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels." Provide data that shows the proposed hotel parking ratio is consistent with industry norms for similar hotels. (Transportation/Transportation Planning)
42. A-Series Sheets; add Site Plan Signature Block to the lower right hand corner of each sheet. (Site Plans)
43. Update City Phone Numbers throughout the plan. 703-838-XXXX is no longer a valid extension. (Site Plans)
44. Sheet C3.00; correct the layout of the arrows denoting the direction of traffic flow. Also indicate on the plan that Prince Street is two-way west of South Lee Street. (Engineering)
45. Sheet C5.00; this property is in the FEMA Zone AE with a Base Flood Elevation (BFE) of 10.2' (NAVD88), therefore the proposed finished first floor elevation shall be 11.2 at a minimum. (Engineering)
46. Sheet C5.00; correct the "Flood Plain Elevation" to read 10.2. (Engineering)

47. Sheet C5.00; the proposed 16% slope on the garage ramp is not acceptable. Revise the design to provide a maximum ramp slope of 12%. (Engineering/Transportation)
48. Sheet C5.00; a backing up movement from the lobby entrance curb cut into Union Street will not be supported. Staff recommends removing this curb cut from the design. (Engineering)
49. Sheet C6.00; show the column layout within the garage. The columns shall be excluded from the required parking space area. (Engineering)
50. The below-grade garage area shall be dry flood-proofed to an elevation 1' above the BFE (10.2'). (Engineering)
51. Provide information on what measures will be utilized during the excavation and construction of the garage to ensure the adjacent building is not damaged. This information shall be included on the plan in the construction phasing notes. (Engineering)
52. As listed in the Concept Review Materials Checklist, the Applicant is to provide a comprehensive, project specific narrative describing how the project will comply with both the storm water quantity and quality requirements of Article XIII of the City of Alexandria Zoning Ordinance. (OEQ)
53. The applicant shall comply with all provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria Zoning Ordinance for storm water quality control including both the requirement of pollutant load reduction as well as treatment of the Water Quality Volume Default (WQV), RPA and wetlands issues. (OEQ)

The following would help to meet these requirements:

- Have a primary filtration BMP (sand filter, storm filter, etc.) located at a down gradient point to capture the most impervious area possible.
- Flow-through planter boxes to capture impervious area not directed to the primary BMP are an excellent option for this property.
- Reduce overall impervious areas by utilizing pervious pavement applications for pedestrian walkways and the alley.

Because this area is within the CSS these are not merely suggestions but will be requirements to decrease the amount of stormwater that flows into the combined system.

54. Green/sustainable measures should be planned for and incorporated during the conceptual design phase. Provide specific examples as to how this development will comply with the City's Green Building Policy. These sustainable measures could include low impact development (LID) measures, green roof technology, and energy efficient materials. (OEQ)

55. The Restaurant Policy in the Waterfront Small Area Plan states the following factor shall be considered: “The availability of off-street parking for the restaurant’s patrons and employees, including whether the restaurant has contracted with nearby garages for additional off-street parking for patrons and/or employees.” Provide more details on how parking for the restaurant will be accommodated. (Transportation)
56. Remove the curb cut from S. Union Street. (Transportation)
57. In the parking tabulation, add a row that shows the number of parking spaces provided that are in compliance with zoning ordinance requirements. (Transportation)
58. Provide more details regarding how the valet parking spaces are going to function. If a vehicle is parked in one of the spaces furthest from the drive aisle (Space 45, 46, or 53), where will cars parked in the valet spaces to the north be temporarily located while the vehicle is accessed? What steps will be taken to ensure that access to the general parking spaces will not be blocked while accessing or parking valet vehicles? (Transportation)
59. Provide more details on where the drop-off/pick-up area for the proposed valet parking will be located. The most convenient location would be in front of the lobby entrance on Union Street, however, there is currently no on-street parking on the east side of Union Street on the entire block face, including the area of Union Street adjoining the lobby entrance. (Transportation)
60. Provide more information on how taxi service is anticipated to be provided at the hotel. Provide more details on where a potential taxi stand could be located, if readily available taxi service is anticipated to be provided for hotel guests. (Transportation)
61. Provide more information on where guests arriving in vehicles but not utilizing valet parking will be able to load/unload. This would include hotel guests arriving by taxi or personal vehicle. (Transportation)
62. The Waterfront Plan contains the following development guideline for the Cummings/Turner block: “Both the Cummings and the Turner properties are encouraged to develop jointly under a single scheme and in such a way as to share amenities such as an on-site restaurant or other common space. However, if that does not occur, each site can develop on its own. At ultimate build-out, the underground parking will share a single entrance on Duke Street, with a knock out panel provided between the underground garages.” Show the location of the knock-out panel to be provided between the underground garages with the next submission. Note that any parking spaces in front of this knock out panel will be removed in the future. The parking garage striping layout should be designed to minimize the loss of parking spaces when the knock out panel is removed. (Transportation)

City Code Requirements:

63. The re-development project must comply with the City’s Floodplain Ordinance (No.4715), see Sections 6-306 (B), (G) & (I). (T&ES)

Sections 6-306

- (B)** The elevation of the lowest floor, including the basement for any new nonresidential building or structure and any extension or accessory to a nonresidential building shall be at least one foot above the base flood elevation. Nonresidential buildings located in all A or AE zones may be floodproofed in lieu of being elevated provided that all areas of the building components below the elevation corresponding to the base flood elevation plus one foot are watertight with walls substantially impermeable to the passage of water, and use structural components having the capability of resisting hydrostatic and hydrodynamic loads and the effect of buoyancy. In no event shall any floor below at least one foot above the base flood elevation be used for human or animal habitation, food storage or food preparation.
- (G)** No building permit for the substantial improvement of an existing nonresidential building shall be issued unless the building, together with attendant utility and sanitary facilities, has the lowest floor (including the basement) elevated at least one foot above the base flood elevation. Should this not be feasible, no such permit shall be issued unless the existing structure is watertight floodproofed as described in Section 6-306 in all areas below the base flood elevation to the classification designated by the Director of Transportation and Environmental Services.
- (I)** Wherever floodproofing is utilized within the scope of this Section 6-300, such floodproofing shall be done by approved methods. A registered professional engineer or architect shall certify the adequacy of the floodproofing design to withstand the stresses of the base flood and such plan shall cite the elevation to which the structure is floodproofed. Such certification shall be provided on Federal Emergency Management Agency, National Flood Insurance Program, elevation certificate and/or floodproofing certificate as applicable. Designs meeting the requirements of the approved zone without human intervention technique as outlined in floodproofing regulations of the Office of the Chief of Engineers, U.S. Army, December 15, 1995, shall be deemed to comply with this requirement. The building or code official shall maintain a file of such certifications, including the elevation of the lowest floor for structures that are elevated in lieu of watertight floodproofing.

Future Conditions: (Do not need to be addressed at this time)

1. Energy Star Appliances shall be installed in all multi-family residential units. (T&ES)
2. The applicant will be required with the first final site plan to perform an adequate storm water outfall analysis. The adequate outfall analysis shall be performed on the outfall until the runoff from the site enters into a storm pipe 42 inches or greater in diameter or until the runoff enters into the bed and banks of an open channel. (Engineering)
3. As acknowledged by the applicant on Sheet C2.10 an adequate sanitary sewer outfall analysis will be required with the submission of the first final site plan. (Engineering)

4. The applicant will be required to underground the overhead utilities along the project's South Union Street frontage in addition to ensuring that all utilities serving the site shall be undergrounded. (Engineering)

Office of Housing

64. A voluntary contribution of \$1.50 per gross square foot on commercial development would be consistent with the conclusions of the Developer's Housing Contribution Policy Work Group (DHCPWG) accepted by The Alexandria City Council on June 14, 2005.

Code Administration

"C"=CODE REQUIREMENT, "F"= FINDING

- F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Acting Plan Review Supervisor at ken.granata@alexandriava.gov or 703-746-4193.
- C-1 Demolition, building and trades permits are required for this project. Six sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s)
- C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-3 A soils report must be submitted with the building permit application.
- C-4 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 alternative, a 2 hour fire wall may be provided.
- C-5 A Certificate of Use of Occupancy is required prior to opening. Since this space will contain mixed uses, the certificate must state the purpose for which each space is to be used in its several parts.
- C-6 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.
- C-7 Electrical wiring methods and other electrical requirements must comply with USBC and NFPA 70, 2008.

- C-8 Permission from adjacent property owners is required if access to the adjacent properties is required to complete the proposed construction. Otherwise, a plan shall be submitted to demonstrate the construction techniques utilized to keep construction solely on the referenced property.
- C-9 A wall location plat prepared by a land surveyor is required to be submitted to this office prior to requesting any framing inspection.
- C-10 Where a structure has been demolished or removed, if left vacant the lot shall be filled and maintained to the existing grade (USBC 3303.4).
- C-11 Service utility connections shall be discontinued and capped approved rules and (USBC 3303.6).
- C-12 Provisions shall be made to prevent the accumulation of water or damage to any foundation on the premises or adjoining property (USBC 3303.5).
- C-13 Certification is required from the owners or owner's agent that the building has been inspected by a licensed asbestos inspector for the presence of asbestos.
- C-14 Fixed awnings must be designed and constructed to withstand wind or other lateral loads and live loads required by the USBC. Structural members must be protected to prevent deterioration.
- C-15 Toilet Rooms for Persons with Disabilities:
(a) Water closet heights must comply with USBC 1109.2.2
(b) Door hardware must comply with USBC 1109.13
- C-16 Toilet Facilities for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2).
- C-17 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.
- C-18 The public parking garage floor must comply with USBC 406.2 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 Use Group S-2, public garage.
- C-19 The required mechanical ventilation rate for air is .75 cfm per square foot of the floor area (IMC 404.2).
- C-20 Sufficient toilet rooms must be provided to accommodate the total occupancy load for restaurant staff and the combined indoor and outdoor patron seating capacity (USBC 2902.1).

- C-21 All signs shall conform to VCC Appendix “H” as amended
- C-22 A separate circuit is required for illuminated outdoor signs per NFPA #70, 2008 Section 600.5.
- C-23 All sign shall include;
- Size and type of sign
 - Method of attachment including number and type of fasteners
 - Maximum projection, minimum height above grade, and whether the sign is illuminated or non-illuminated
- C-24 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-25 The proposed space used for outdoor seating with tables must provide a minimum of 15 square feet per person.
- C-26 Any configuration of outdoor seating shall comply with the following conditions:
- Fire Dept. Connections must remain accessible - not be blocked by tables or fixtures.
 - Daily Sweeping/washing of outdoor dining area is recommended to control rodent activity.
 - Fire Hydrants shall not be obstructed by tables, chairs or other fixtures.
 - The configuration of any outdoor seating shall not obstruct or diminish the required egress from the structure or any adjacent structures.
- C-27 Any increase in occupancy must be supported by the required number of restroom facilities within the structure in accordance with the USBC / International Plumbing Code.
- C-28 Any increase in occupancy will only be considered for the exterior of the structure and will not modify the approved interior approved occupant load. At no time shall any approved outdoor seating be incorporated inside due to foul weather or other situations.

Fire Department

F = Finding C = Code Requirement R = Recommendation

- F-1 The following comments are for conceptual review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please

direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.

- F-2 Plans should show location of all fire hydrants in and around site and fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.
- C-1 The developer shall provide a separate Fire Service Plan which illustrates **where applicable**: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to the building; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and 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 width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) the location and size of the separate fire line for the building fire service connection and fire hydrants g) all Fire Service Plan elements are subject to the approval of the Fire Official.
- C-3 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. This information will determine if item C-3 requirements apply.
- C-4 The developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.
- C-5 A Knox Box building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.
- C-6 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet 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 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.

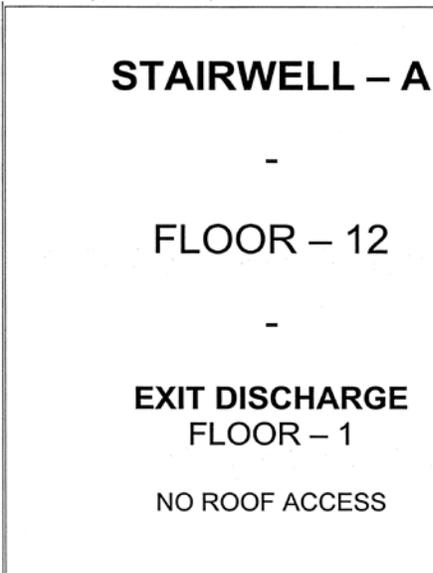
If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are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

- C-7 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 1020.1.6.

Stairway identification signs. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.

Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

Footprint requirements. In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)



Example Stairway Identification Sign

- C-8 A separate fire line is required for the building fire service connection. Show location and line size on plans.
- R-1 To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof.

Archaeology (Office of Historic Alexandria)

- Finding-1 Based on preliminary research for this property, deeply buried wharves may be present that were part of Point Lumley in the eighteenth century. In particular, portions of a public warehouse may have been located on the subject property that was built by John Carlyle in 1752. During the Civil War two large storehouses stood on the lot, used by the Union Army as a commissary. By 1877 a structure of unknown use was located on the corner of South Union and Duke Streets. The lot may have functioned as a lumberyard throughout the last two decades of the nineteenth century. By 1896 the A. Bryant Fertilizer Company occupied the lot. By the 1970s the current structure was built on the lot and used storing and packing by a guns and ammunition company. The site has the potential to provide information about the industrial development of Alexandria from the eighteenth century to the present.
- Finding-2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Open Space/Landscaping

65. The applicant shall hire a professional consultant to integrate aspects of the historic character of the property into the design of open space/landscape for this project and shall provide and erect interpretive signage that highlights the history and archaeology of the site. We encourage the applicant to work on this in conjunction with the Public Arts Committee to explore public art that is informed by the history of the property. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the professional consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.* (Arch)(P&Z)(RP&CA)
66. We encourage the applicant also to integrate the names of historic figures and/or historic activities that have taken place on the property into elements of the hotel such as room names, suite names, floor designations, lobbies, restaurants, and other amenities.
67. Incorporate relevant elements of the Waterfront History Plan into the design for this project. For example, the waterfront plan calls for a delineation of the original shoreline into the design along the waterfront. Include this design element in the plan. Contact Alexandria Archaeology for additional input into historical design elements.

Archaeology Comments

68. To insure that significant information is not lost as a result of the proposed development project, the applicant shall hire an archaeological consultant to complete a Documentary Study. The applicant shall contact Alexandria Archaeology to obtain a scope of work for this investigation. In addition to a background history of the property, the Documentary Study should focus on the archaeological potential of the property, including the possibility of deeply buried resources pertaining to early Alexandria history.
69. If the Documentary Study indicates that the property has the potential to yield significant buried resources, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.
70. The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Demolition, Basement/Foundation plans, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements:
- a. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in

- Section 2-151 of the Zoning Ordinance) or a Resource Management Plan must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 746-4399.
- b. The applicant/developer shall call Alexandria Archaeology immediately (703-746-4399) 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. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.
71. The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place.

Police

- R-1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703-746-1920
- R-2 The proposed shrubbery is to have a maximum height of 36 inches when they are fully mature.
- R-3 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- R-4 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- R-5 The Applicant did not submit a Photometric plan for review; it is recommended that a plan is submitted.
- R-6 Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- R-7 The lighting for the surface lot and all common areas is to be a minimum of 2.0 foot candles minimum maintained
- R-8 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-9 For the safety of the persons using the proposed garage, the walls and ceiling in the garage are to be painted white.

- R-10 The underground garage elevator vestibules should be constructed of transparent/glass panels to allow all around surveillance and provide clear sightlines.
- R-11 It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access.
- R-12 It is recommended that the vehicular entrance to the garage be secured by a coiling gate
- R-13 Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure.
- R-14 The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building. (at least 3 inches high and reflective at night). It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R-15 Delivery vehicles must use the loading dock provided and must not block Union Street and Duke Street.