

ORDINANCE NO. 2696

AN ORDINANCE to amend and reordain Section 7-6-75, Division 1, Article E, Chapter 6, Title 7 of The Code of the City of Alexandria, Virginia, 1981, as amended; which Title 7 relates to PLANNING AND DEVELOPMENT, which Article E relates to OFF-STREET PARKING AND LOADING, which Division 1 relates to GENERAL PROVISIONS and which Section 7-6-75 relates to KING STREET TRANSIT PARKING DISTRICT.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Section 7-6-75, Division 1, Article E, Chapter 6, Title 7 of The Code of the City of Alexandria, Virginia, 1981, as amended, be and the same hereby is amended and reordained to read as follows:

Sec. 7-6-75. King Street transit parking district.

(a) The King Street transit parking district is hereby defined as being that area described as follows: Beginning at the intersection of the centerline of King Street and the centerline of Peyton Street; thence southwesterly with the centerline of Peyton Street to the centerline of Duke Street; thence easterly with the centerline of Duke Street, 140 feet to a point opposite the northeast corner of the land of Haridge properties and the northwest corner of the DIP commercial site; thence southerly 33 feet to the corner of Haridge and DIP; thence with Haridge and DIP, 352 feet to the northern side of the land of Southern Railway System; thence westerly with the northern side of Southern Railway System, 1,040 feet to the land of RF&P Railway System; thence with the northern side of RF&P, 1,550 feet to the land of Guiffre and WMATA; thence northeasterly with Guiffre and WMATA through several courses totaling 816 feet to the northeast corner of Guiffre and the south side of Duke Street; thence northerly and perpendicular to the Duke Street centerline, 96.4 feet to the centerline of Duke Street; thence westerly with the centerline of Duke Street, 530 feet to the centerline of Callahan Drive; thence northeasterly with the centerline of Callahan Drive to the centerline of King Street; thence easterly with the centerline of King Street to the centerline of Commonwealth Avenue; thence northerly with the centerline of Commonwealth Avenue to the centerline of Cameron Street; thence northeasterly with the centerline of Cameron Street, 750 feet to a point opposite the northeast corner of Alexandria Management Corp. and the west side of a 12-foot public alley; thence southerly 33 feet to the northeast corner of Alexandria Management Corp. and the alley; thence (parallel to Harvard Street) with the alley and the properties of Alexandria Management Corp., Cassedy and Chapin and Scott, 105.7 feet (passing the end of the alley at 52.85 feet) to the northeast corner of Edwards and the north side of a 10-foot public alley; thence southerly with Edwards and the west side of

the 10-foot alley, 124 feet to the northwest corner of Kane and the south side of the 10-foot alley; thence easterly and parallel with King Street with the south side of the alley and the properties of Kane and Mendleson, 137.2 feet (passing Kane's corner at 91.2 feet) to the west side of Harvard Street and the northeasterly corner of the land of Mendleson; thence with the same line 30 feet to the centerline of Harvard Street; thence southerly with the centerline of Harvard Street, 270.16 feet to the centerline of King Street; thence easterly with the centerline of King Street to the point of beginning.

(b) Within the King Street transit parking district, the following regulations shall apply to off-street parking:

(1) Office buildings, including commercial, government and professional, shall have one (1) parking space for each 530 square feet of floor area; provided, however, that the required parking may be reduced to not less than one (1) parking space for each 665 square feet of floor area when the applicant, at the time of site plan approval, demonstrates through a parking study to the planning commission, or to the city council on appeal, which appeal may be filed within the time and in the manner prescribed by section 5-5-19 of this Code, except that any aggrieved party may appeal, that the off-street parking provided is adequate for the site, and that there will be no unreasonable adverse effect on the surrounding residential neighborhoods.

(2) Single-family, two-family, row and multi-family dwellings shall have one (1) parking space per dwelling unit.

(3) Freestanding retail and service operations shall have one (1) parking space for each 500 square feet of floor area.

(4) Freestanding restaurant shall have one (1) parking space for each ten (10) seats; except that for carry-out restaurants there shall be no requirement.

(5) Automobile service stations shall have one (1) parking space for each service bay; except that for self-service operations, there shall be provided one (1) parking space for each employee.

(6) Hotels shall have seven-tenths of a parking space for each guest room.

(7) Amusement enterprise shall have one (1) parking space for each 200 square feet of floor area.

(8) Hotel or office building project with retail, restaurant or amusement enterprises as ancillary uses. No parking shall be required for the first 10,000 square feet of floor

area for restaurants, for the first 10,000 square feet of floor area for retail uses and for the first 1,000 square feet of floor area for amusement enterprises; provided, that such uses occupy not more than 25 percent of the total floor area of the mixed use building project. Parking for the excess floor area for such ancillary uses above 25 percent shall be provided at one (1) space for each 1,000 square feet of floor area.

(c) Valet parking. By utilizing valet parking as defined in section 7-6-1 of this Code, the area of space in any parking area or parking lot as measured in square feet may be reduced by no more than 40 percent, subject to review of the director of planning and community development and the director of transportation and environmental services to ensure compliance with the following regulations:

(1) The number of parking spaces required by subsection (b) above shall not be reduced; however, the requirements of subsection 7-6-72(4) of this Code relating to aisles and striping shall not apply.

(2) All required parking shall be located only in a structured parking area or structured parking lot.

(3) Kiosks, fare gates, walkways, customer waiting areas and all other facilities necessary to accommodate valet parking shall be shown on the site plan.

(4) Attendant parking service shall be available for the days and hours required by the director of planning and community development and the director of transportation and environmental services as specified in site plan approval.

(5) No vehicle shall be parked or temporarily stored by an attendant on streets or alleys, including sidewalks, abutting the structured parking area or structured parking lot.

(6) Failure to institute valet parking upon the occupancy of the building for which valet parking is provided or cessation of valet parking after occupancy has commenced as required by subsection (4) above shall constitute a violation of this chapter.

(7) No site plan for a structured parking area or structured parking lot designated for valet parking shall become effective unless and until the owner covenants and agrees, on behalf of itself and its successors in interest, to provide valet parking in accordance with the requirements of subsection (4) above in an executed contract to be attached to the approved site plan and kept in city records.

(d) Within the King Street transit parking district, all off-street parking shall conform to the following parking design

standards to the satisfaction of the director of planning and community development:

(1) No less than 75 percent of the parking provided shall be in a structure, unless a special use permit is obtained as specified in sections 7-6-191 to 7-6-195 of this Code.

(2) That part of a building fronting directly on a public street, sidewalk, plaza or other public area shall not be used for off-street parking except entrance/exit to the parking facility, except in those cases where the planning commission finds it to be physically impossible.

(3) Any surface parking area shall be landscaped.

(4) Open space shall contain such improvements as benches, walkways and other natural and man-made amenities for the use and enjoyment of residents, visitors and workers.

Section 2. That the title of and an informal memorandum explaining this ordinance shall be published in a newspaper of general circulation published in the city not later than five days following its introduction together with a notice containing the time and place for a public hearing. The city clerk shall have the full text of this ordinance printed in sufficient numbers to supply copies to meet request. The city clerk shall note the date of introduction and first reading, the date of publication, the date of the public hearing, and the date of the second reading and final passage in the minutes of the meeting. This ordinance shall become effective the date of its final passage.

CHARLES E. BEATLEY, JR.
Mayor

Final Passage: June 12, 1982