

ALEXANDRIA HOUSE COUNCIL OF CO-OWNERS
400 MADISON STREET
ALEXANDRIA, VIRGINIA 22314
703 548-5002



June 4, 2014

Mayor William D. Euille
Vice Mayor Allison Silberberg
Councilman John T. Chapman
Councilman Timothy B. Lovain
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg
Councilman Justin Wilson
The City Council for Alexandria
Alexandria, Virginia
Department of Planning and Zoning,
Alexandria, Virginia

Mayor, Vice Mayor, Council and Planning:

The Alexandria House Council of Co-Owners Board of Directors wants to express our appreciation for the opportunity to have a representative on the City's Bus Barn Advisory Committee. We also appreciate the time and effort the City Planning Staff, as well as, the other members of the Advisory Committee put into this effort. Additionally, please be aware that this document represents the opinion of the Alexandria House Council of Co-Owners Board of Directors and is not a representation of individual owners within Alexandria House.

With the near completion of the Kingsley / Harris Teeter (Kingsley) building we are cautiously waiting to see how the overall planned impact to the neighborhood will be versus the actual impact. There were times during the Kingsley construction where both North St. Asaph and North Pitt Streets were blocked and the traffic diverted to N. Royal Street became a challenge for everyone. We are very interested to see how the new traffic patterns develop, how they may impact emergency responses to nearby buildings and pedestrian safety. We hope the City will give due consideration to the overall impact of the Kingsley building when reviewing bus barn proposals.

Overall we believe the Design Principles will ensure that any development will enhance the Old Town North neighborhood and Alexandria.

With more than 50% of the bus barn property surrounded by tall, majority residential buildings, we appreciate that Design Principle #5 includes a provision for roof top mechanical equipment screening and noise abatement. However, we are not supportive of the proposed FAR of up to 2.5 in Design Principle #2 and the maximum height to be considered at 70 feet in Design Principle #5.

We would like to remind the City that while Alexandria House is over 200 feet tall, the portion of the Alexandria House complex on Wythe Street adjacent to the bus barn is only about 35 feet high which is lower than the neighboring town homes. Design Principle #5 provides consideration of the neighboring townhome heights and while we do not expect the same consideration to be extended to the Wythe Street side of the property, we are recommending that the design principles be modified as follows:

Design Principle 2 – a maximum of 2.0 FAR

Design Principle 5 – a maximum height not to exceed the height of the Kingsley building. Therefore, replace the 70 feet with the height of the Kingsley building.

Again, we believe the Bus Barn Advisory process has been a significant improvement over the process the City employed on the recent Kingsley project, we fear the result of both projects will cause over density right in the center of Old Town North which will be detrimental to all residents.

Respectfully submitted,



Herb Harmon

President

Alexandria House Council of Co-Owners Board of Directors

**TO: City of Alexandria Department of Planning and Zoning
Attn.: Jeff Farner; Jessica McVary**

FROM: Old Town Civic Association

SUBJECT: Design Principles for Redevelopment of the Royal Street Bus Garage

DATE: June 6, 2014

The Old Town Civic Association Board of Directors is pleased to submit comments on the Design Principles drafted by the Royal Street Bus Garage Ad Hoc Advisory Committee with regard to the redevelopment of one square block in Old Town North to be offered for sale by the Washington Metropolitan Area Transit Authority. We understand that the design principles approved by the Ad Hoc Advisory Committee and the comments of the organizations which have been asked to review them will guide WMATA in preparation of a Request for Proposals from property developers.

This letter starts with a brief summary of our major disagreements with certain design principles drafted by the ad hoc committee. That is followed first by a list of those design principles with which we agree. Second, we address those principles with which we are in partial agreement but about which we have concerns. Third, we discuss in detail the reasons for our disagreement with specific principles. Finally, we propose an additional principle regarding provision of adequate off-street parking.

Summary of Disagreements:

- * We disagree with the option for inclusion of nonresidential uses on this site (Principle 3). We recommend that this block be all residential as specified in the small area plan;
- * We disagree with rezoning from RM to the high-density CRMU and the 2.5 FAR that presumes granting a Special Use Permit (Principle 2). We advocate retaining RM zoning;
- * We disagree with permitting a section of the site to be built to a height of 70 feet (Principle 5). We would limit height to 50 feet as allowable in the present RM zone and as called for in the small area plan now in effect; and
- * We disagree with restriction of parking to only two configurations, garage or under-ground. We also disagree with the determination that the committee not include a design principle for provision of on-site, off-street parking including visitor space (Principle 6).

Agreement:

Principle 4: *The development should appear as composed of a variety of separate, individual structures.*

Principle 7: *All utilities shall be located below ground.*

Principle 8: *The development should have pedestrian-oriented streetscapes with variation in architectural details, appropriate landscaping, and good walkway access to the river.*

Principle 9: *The developer shall provide resources for improvements to open space located away from this redevelopment site. However, we recognize that this requirement may not be appropriate for a townhouse, residential development compatible with current zoning.*

Principle 10: *The developer will provide various elevations, drawings, and plans in order to facilitate citizen understanding of the details of the overall project.*

Agreement, with qualification:

Principle 1: *The development must be compatible with the goals recommended in the Old Town North Small Area Plan of 1992 and the Urban Design Guidelines developed to govern Old Town North.* We whole heartedly agree with this principle. However, we have two concerns: First, other Principles set forth by the ad hoc committee are actually *not compatible* with the goals of the Small Area Plan, as we discuss below. Second, it is not clear that the ad hoc committee members were familiar with the concepts and nuances of the 1992 plan. Staff never gave the committee a comprehensive briefing on the plan, including the concepts underlying the placement of certain uses, heights, and densities and the rationale for how these features are intended to flow from one block to the next and in relation to the whole of Old Town North. The 1992 plan has guided the highly successful development of Old Town North from what had been a largely disjointed commercial area with little promise for residential development into a vibrant community with a robust residential component. The WMATA block is in a section of Old Town North specified in the 1992 plan for concentration of low rise, residential townhouses and we strongly urge WMATA and the city to follow the vision of the plan.

Principle 3: *Development shall be predominantly residential and may include retail, personal service, or community serving use.* We agree that the development should be residential, but it should be totally residential. We disagree with including the other uses listed because: 1) these nonresidential uses are inappropriate for imbedding in a low density residential block in an area of Old Town North targeted for residential development; 2) there are adequate sites in Old Town North that are designated for these uses and that are within easy walking distance of the WMATA block; 3) inappropriate location of such uses can result in unsuccessful businesses and empty spaces; and 4) these uses would require major accommodations for parking and traffic that would be incompatible with provision of adequate and convenient parking for residents of the block.

Disagreement:

Principle 2. *Rezoning to a CRMU zone and an FAR of 2.5.* The Old Town North Small Area Plan zoned the WMATA block RM, residential medium, which is the “standard” Old Town, townhouse zone, with a maximum FAR of 1.5. The 1992 Plan states as follows: “This area is viewed as an extension of the low-scale townhouse character of Old Town...” The plan called for changing the zoning from an industrial zone (I-1) to RM, saying further, “The WMATA bus barn... is wholly incompatible with residential development existing to the north, east, and south. When the site is redeveloped, it should be developed for townhouses at moderate densities. The adjacent RM zoning is the appropriate zone for this parcel.”

The WMATA block is part of the neighborhood south of Wythe St. designated for concentration of low rise residential use. Accordingly, pursuant to the 1992 plan, the block to the west (on N. Pitt St.) was redeveloped post-1992 under zoning that changed the use from low commercial buildings into single family residential townhouses.

The block immediately south of the WMATA site (Pendleton St.) was formerly old, low public housing that was redeveloped in 2002-2005 to remain residential. However, the zoning was changed to CRMU only to accommodate a density level that would permit replacing on-site a certain number of subsidized housing units in addition to market rate housing. Were it not for the unique requirements of the site, the CRMU zone would not have been approved. The CRMU zone was designed specifically for Old Town North, and it was intended to be used where high density was intentionally sought in that community, preferably for a mix of uses; the all-residential option was included in the zone to prevent a low-density project from taking away development where the plan called for higher density concentrations. The WMATA block is not

in an area of Old Town North for which high density is sought, and it is not appropriate for mixed uses for reasons stated above. Moreover, as adjacent subsidized housing in the area of the WMATA block is marketed for sale in the near future, the zoning placed on the Chatham Square blocks should not be considered an iron clad precedent.

Principle 5. *The design principles would allow heights up to 70 feet on the northeast corner of the block. A height of 50 feet would apply on block-faces adjacent to townhomes.* Because we think the overall development should be not only residential but also townhouse in design, OTCA strongly believes that a 70-foot height would be inappropriate. The concept for redevelopment of areas in Old Town North set forth in the small area plan for sites south of Wythe St. and between St. Asaph and Fairfax Sts., is that the low-rise, residential development of Old Town to the south should carry north to blend the old and new residential areas. The idea was to preclude the commercial, high density, high-rise character of some areas of Old Town North from moving south into residential blocks. The existence of tall buildings in the 600 block of N. Fairfax St. (long pre-dating the 1992 plan) should not be the controlling determinant of the heights of new, post-1992 development. The plan seeks to reduce concentrations of taller buildings. Moreover, we are concerned about creation of a canyon effect between tall buildings on both sides of this block of North Fairfax St.

Principle 6. *All parking shall be either below-grade or in rear-load garages and accessed from an internal alley.* We disagree because there is no reason to require that all proposals for townhouses include garage parking, thereby precluding what might be a more creative project design. For example, consider incorporation of resident parking spaces behind townhouses such as provided for residents of Bullfinch Square in Old Town North (between N. Pitt, Princess, and N. St. Asaph Sts.) and at the Middleton now under construction on the corner of N. Royal and Princess Sts. Moreover, garage parking in townhouses has proven problematic for residents who own large SUVs and trucks. Finally, the principles as drafted by the ad hoc committee would not ask developers to include on-site (off-street) visitor and guest parking. OTCA would add a new design principle to address parking.

New Principle:

Off-street, on-site parking shall be provided for residents' cars and trucks and off-street, on-site space shall be provided for visitors to those residents. One of the most critical components of a residential development is provision of adequate off-street parking for residents and their visitors. We are extremely concerned that the ad hoc committee did not address parking in a substantive way, although our representative on the committee sought to do so. We point out that incidental visitors can, under current street parking rules, park on the street for up to three hours on weekdays and on weekends. However, recent disputes regarding parking for Chatham Square (the new development immediately south of the WMATA site) should serve as a bright warning beacon to WMATA as it fashions the requirements of an RFP. Not only should the RFP specify that the project include adequate off-street parking for the cars (including SUVs and trucks) of households who will eventually live on the site, but it should also require that the project provide off-street parking for vehicles of visitor who stay longer than allowable on the street. Finally, as noted above, we urge that developers not be limited to only two parking configurations (garage and underground). Giving developers more flexibility in meeting the parking requirements will be in WMATA's interest because they will get more design options.

17 June 2014
Mayor William D. Euille
Members of Council

Re: Design Principles for Royal Street Bus Garage Site

Dear Mayor and Members of Council,

Please accept the following concurrence with the Royal Street Bus Garage Site Design Principles, on the part of the Portner's Landing Condominiums. We hope that this document will be useful in your deliberations on how the Bus Barn site on Royal Street will be re-developed.

I participated in meetings of the Royal Street Bus Garage Ad hoc Advisory Committee, as an involved neighborhood representative, and contributed to development of the final draft "Design Principles" agreed upon by the Committee and prepared by the Department of Planning and Zoning.

First off, let me thank you for the very skilled and hard-working City of Alexandria Planning Department professionals, who put a great deal of effort into working with the Committee and provided us with skilled and insightful guidance.

Additionally, we were impressed with WMATA's voluntary request for input on the part of WMATA before they even list the property for sale. They are going an extra mile to involve all of us in the City and the area, well before any decisions are made on what happens with this property, and it is very much appreciated.

This was a good set of meetings, with frank, meaningful and civil discussions and a good deal of back-and-forth and re-considerations of positions. I'm particularly impressed with the ability and cooperation of the City planners, but the appointed representatives from local builders, businesses, residents, and civic groups were all very capable and made significant contributions.

Please note that most of the recommendations were unanimous; the rest were agreed upon with only one or two dissenting opinions. This document is a broad consensus of what those of us on the Committee, in our community, and at Portner's Landing Condominiums, would like to see at the site. I personally think this is a very good set of guidelines for the site, that will result in a good usage for our neighborhood while allowing developer(s) the flexibility to come up with a creative and attractive property.

The "Design Principles" were reviewed and discussed by interested members of our Association, and in general our membership agrees with both the existing zoning of the site and the Committee's Principles for development.

Our membership is concerned that off-street delivery space (for any commercial use) be adequate and that the development not add to on-street parking requirements, and we trust that Council and the City will give these two needs priority and a thorough analysis.

Additionally, while we understand that the Principles' 70-foot maximum for some small portion

of the site would only be implemented with a corresponding reduction in height on some other portions of the site, and this option is intended to give developers leeway to come up with creative and attractive designs, a number of our members would prefer to keep the 60-foot height limit for the entire project.

We appreciate the opportunity to be part of this evaluation and advisory process, and once again thank you for the excellent work and great effort from the Department of Planning and Zoning. We are fortunate to have them overseeing our city development, and it is a compliment to the City administration that they have assembled such a fine team.

Please let me know if there is anything else I can do to help you on this.

Richard C.L. Moncure
Portner's Landing Condominium Association

moncure@ieee.org

The Townes at Portner's Landing

506 Wythe Street
Alexandria, Virginia 22314

9 June 2014

The Honorable William D. Euille
The Honorable Allison Silberberg
The Honorable John T. Chapman
The Honorable Timothy B. Lovain
The Honorable Redella S. Pepper
The Honorable Paul C. Smedberg
The Honorable Justin Wilson
City Council Chambers
City Hall
Alexandria, Virginia

RE: Design Principles for Royal Street Bus Garage Site RFP

Dear Mr. Mayor, Madame Vice Mayor, and Members of the Council:

Having served as a member of the Ad Hoc Advisory Committee for the redevelopment of the Royal Street Bus Garage site, I am pleased to apprise you that the residents of the Townes at Portners Landing support the design principles developed by the committee.

We had several personal and electronic communications with our homeowners during the development of the design principles and those principles were circulated to all residents for comment. They were discussed again last night at an open meeting of our HOA board of directors. Our residents concur that, if adhered to, these design principles will inform the development of a highly desirable addition to our north Old Town community.

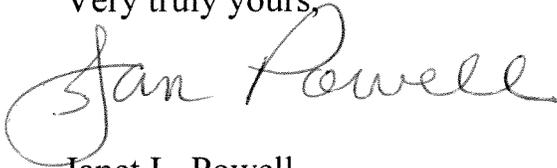
Since our town home community is directly across the street from the bus garage site, our residents expressed particular support for design principle 5, which would provide that heights adjacent to townhomes shall be no higher than 50 feet. Therefore, were the ultimate plan for this site to deviate from this design principle, and, instead, include the location of higher structures directly across from us on N. Pitt Street, we would oppose it.

*Townes at Portner's Landing
Royal Street Bus Garage site design principles
9 June 2014
page 2*

Our residents also expressed enthusiastic support for design principles 4 and 8, which provide for quality architectural exteriors, and pedestrian-friendly walkways with Wythe Street establishing a linkage to the river.

On behalf of the Portner's Landing homeowners, we thank you for the opportunity to provide early input into this RFP process and we look forward to remaining engaged in the upcoming rezoning and the ultimate replacement of the outdated bus garage facility with a vibrant new neighboring development in north Old Town.

Very truly yours,

A handwritten signature in cursive script that reads "Janet Powell". The signature is written in black ink and is positioned above the typed name.

Janet L. Powell
President
Homeowners' Association

Chatham Square Homeowners Association Resident Response

Design Principles for Redevelopment of the Royal Street Bus Garage

As Developed by the Royal Street Garage Ad hoc Advisory Committee

Chatham Square residents commend the members of the Royal Street Garage Ad hoc Advisory Committee and the Department of Planning and Zoning for their early citizen engagement, diligence and foresight in developing a set of design principles that represent a solid first step in the Royal Street Garage redevelopment.

Due to the close proximity of the Bus Garage to the Chatham Square community, we will be directly affected by its redevelopment and have a keen interest in the redevelopment's impact on Chatham Square residents as well as the larger North Old Town community.

We concur with the broad principles described in the Ad hoc Advisory Committee's Design Principles for the Redevelopment of the Royal Street Bus Garage and look forward to its earliest possible closure. We reserve the right to address more detailed concerns not addressed in the Design Principles as the redevelopment process proceeds.

Although we support the Design Principles, we emphasize the points below.

- We envision the potential rezoning of this site from RM to CRMU-zone as an enabler of more innovative design alternatives for residential housing and support only very limited retail space at the northeast corner of the site.
- We stand firm that building heights should not exceed 50' along Pendleton and Pitt Streets.
- We strongly urge the City to maintain redevelopment focus on an inviting, pedestrian-oriented streetscape with adequate set-back that precludes the "canyon" effect and encourages and contributes to the "walkability" of North Old Town.
- As Pendleton Street is delineated in the Old Town North Small Area Plan as a primary collector street, we recommend that internal parking access to the new development be accomplished from streets other than Pendleton Street.

Again, we thank the Committee and Department of Planning and Zoning for its efforts and look forward to a continuing dialogue.

Kara Fast
President,
Chatham Square Homeowners Association

James M. Doll
Committee Member,
Royal Street Garage
Ad hoc Advisory Committee

Stephen L. Goodman
532 North Pitt Street
Alexandria, VA 22314

May 30, 2014

Mayor William D. Euille
Vice Mayor Allison Silberberg
Councilman John T. Chapman
Councilman Timothy B. Lovain
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg
Councilman Justin Wilson
The City Council for Alexandria
Alexandria, Virginia

Re: Design Principles for Bus Garage RFP

Mayor, Vice Mayor and Council:

I served as a member of the Ad Hoc Advisory Committee for the re-development of the WMATA Bus Garage representing the Garrets Mill homeowners, who are diagonally across the street from the garage. I had numerous discussions with the other homeowners over the last several months during the period the Ad Hoc Committee was deliberating, and I also circulated the Committee's recommended design principles to each of the homeowners. The feedback I received was entirely positive in support of the proposed design principles. The Garrets Mill homeowners look forward to replacing the bus maintenance facility with primarily residential neighbors, and believe that if the recommended design principles are applied, the new construction will be a vast improvement over the current use of that property.

On behalf of the Garrets Mill homeowners, I wanted to express our gratitude for the opportunity to provide input into this process. Please let me know if you have any questions, or if I can provide any further assistance.

Sincerely,



Stephen L. Goodman

NANCY J. APPLEBY

**635 First Street
Unit 203
Alexandria, Virginia 22314
(202) 577-5655
nancy@applebylawpllc.com**

June 5, 2014

Mayor William D. Euille
Vice Mayor Allison Silberberg
Councilman John T. Chapman
Councilman Timothy B. Lovain
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg
Councilman Justin Wilson
The City Council for Alexandria
Alexandria, Virginia

Re: Design Principles for Bus Garage RFP

Mayor, Vice Mayor and Council:

I am writing to you in my capacity as an at-large member of the City of Alexandria Royal Street Bus Garage Ad Hoc Advisory Committee (Advisory Committee).

The Advisory Committee worked for several months in conjunction with City of Alexandria staff (Staff), engaging in sometimes spirited, but always thoughtful, well-intentioned and collaborative discourse, to reach consensus on several design principles (Principles) that will be incorporated into WMATA's Request for Proposals (RFP) for sale and redevelopment of the Royal Street Bus Garage site (Site).

I am a resident of North Old Town and an Old Town business owner. While I do not represent a particular constituency in North Old Town, I have discussed generally the Committee's work and draft the Principles with a number persons in my residential neighborhood.

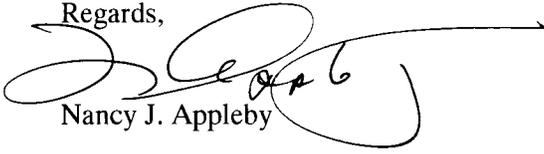
The consensus among those with whom I have spoken is that redevelopment of the Site is a welcome change to North Old Town. While some concern was expressed about building height (specifically the 70 foot high limitation), generally, persons with whom I spoke were positive about, and supportive, of redevelopment that is primarily residential.

Personally, I support the Principles. I urge the Staff and leadership to give their consideration to, and to ensure that redevelopment of the Site reflects, the Principles. I applaud WMATA and the City for affording the opportunity for citizen input before WMATA solicits bids for the Site. I also applaud the diligence and professionalism of Staff, which was key to ensuring the success of the process.

Design Principles for Bus Garage RFP
June 5, 2014
Page 2 of 2

Thank you for the opportunity to participate on the Advisory Committee. Please let me know if I can be of further assistance.

Regards,

A handwritten signature in black ink, appearing to read 'Nancy J. Appleby', with a long horizontal flourish extending to the right.

Nancy J. Appleby

pc: Advisory Committee Members
Jeffrey Farner
Jessica McVary
Carrie Beach
Robert Kerns
Richard Lawrence



Commissioners:

Merrick Malone, *Chairman*
Daniel Bauman, *Vice Chairman*
Christopher Ballard

Melvin Miller
Carter Flemming
Brett Libresco

Chyrell Bucksell
Karl Sandberg

Roy Priest, Chief Executive Officer

June 10, 2014

Ms. Faroll Hamer
Director Planning & Zoning
301 King Street
Alexandria, VA 22314

RE: Royal Street Bus Garage Ad hoc Committee

Dear Ms. Hamer:

It was my pleasure to serve on the Royal Street Bus Garage Ad hoc Advisory Committee and participate in the community outreach process for establishing Design Principles (“Principles”) for the site. The meetings were informative and well facilitated by your staff. Overall, we are agreeable to the Principles but wanted to highlight certain aspects that were important to ARHA. Specifically,

Design Principle 8. We would like to emphasize that if Wythe Street is designed as a special streetscape that emphasizes a linkage to the Potomac River, that the design elements used to accomplish this be extended to North Washington Street or some other major travel route and that they not extend from this site only, to the Potomac River.

Design Principle 10. ARHA was the opposing vote to this Principle which requires that as part of any rezoning and development special use permit process for the Royal Street Bus Garage site, a review of the proposed concept plan will be conducted by the Urban Design Advisory Committee; and, in order to properly conduct its review, an ‘integrated urban design concept plan’ as set forth in the Principles will be required for any submission.

ARHA is a leader in the provision of safe, sanitary, modestly appointed but high quality affordable housing. Our funding sources have initiated cost containment policies as a threshold requirement meaning, if our Total Development Costs (“TDC”) fall outside of the established limits, our project will not even be considered. Multiple reviews by Commissions and Committees could potentially have significant cost impacts on the TDC of our affordable housing projects and could cause our projects to fail for lack of funding. In order for affordable housing development to be successful, layers of review must be minimized.

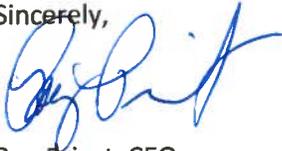
More generally, and related to, the floor area ratio (“FAR”) and maximum height, I would like to state that, while we ultimately and reluctantly agreed with these Principles for this site, it is our hope that the City will consider the seven sites in ARHA’s current published solicitation for Developer Partners to be a unique planning situation that will need to be reviewed separate and apart from these Principles. ARHA would like to support Principles that are distinctive to and inclusive of affordable housing in order to meet ARHA’s

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long term vision to build our replacement units back on our land but with enough market rate product to create a sustainable community.

Finally, we are disappointed that there was no inclusion of affordable housing in the construct of the Design Principles. Given the significant loss of affordable units in the City, we believe that any new development opportunity put forth for consideration should be viewed as an opportunity to replace the lost units in order to achieve those goals set forth in the City's Housing Master Plan.

Sincerely,



Roy Priest, CEO
Alexandria Redevelopment & Housing Authority

cc: ARHA Board of Commissioners
Connie Staudinger



June 4, 2014

Memorandum

TO: Jessica McVary, AICP, LEED AP, City of Alexandria, Department of Planning and Zoning

FROM: Martha Marks, President

RE: Royal Street Bus Garage Design Principles

Thank you for including NAIOP Northern Virginia in the Royal Street Bus Garage Ad Hoc Advisory Committee. This is an important conversation for the City of Alexandria and we appreciate having the opportunity to be involved.

NAIOP Northern Virginia is a regional association which represents the commercial real estate development and ownership industry. The majority of the commercial property owners in Alexandria are members of NAIOP. Our members play an important role in the economic success of the City of Alexandria, the Northern Virginia region and the Commonwealth of Virginia.

The NAIOP members who participated in the Ad Hoc Advisory Committee have shared and reviewed the design principles. We are supportive of the design principles as proposed. These principles will allow the density and height necessary to ensure economically viable urban redevelopment of the property and provide the basis for a high quality and detailed design compatible with the neighborhood. We look forward to continued involvement in this important topic.

Please let me know if you have any additional questions.

NOTICe

North Old Town Independent Citizens Civic Association

May 29, 2014

TO: City of Alexandria Department of Planning and Zoning
ATTENTION: Jeffrey Farner, Jessica McVary

FROM: Tom Soapes, President, NOTICe

SUBJECT: NOTICe Review of Draft Design Principles for WMATA Property

Members of NOTICe received copies of the Draft Design Principles developed by the ad hoc advisory committee for the WMATA Bus Garage Property. On May 22, 2014, NOTICe held a widely-publicized member meeting to discuss these principles. What follows is a report of the views expressed by members of NOTICe at that meeting.

The primary concerns expressed related to the increased density permitted by rezoning to CRMU, a FAR of 2.5, and the provision for up to 70 feet in height. Opposition to the latter provision was intense and uncompromising. One member said that building to that height and density would make Alexandria look like Rosslyn and substantially change the neighborhood's character. Also of concern to residents of Alexandria House in attendance is that a structure this tall would obstruct or change the character of their views of Old Town to the south; this change would reduce enjoyment of their property and, they fear, adversely affect their property values. Further, the opinion was expressed that construction at this height will, when combined with the Harris-Teeter development, begin the "canyonization" of North Old Town. They also raised questions about the environmental impact of construction that requires underground garages, fearing that this would produce damaging water runoff. Another concern raised was the increase in traffic produced by commercial spaces and dense residential construction. One resident emailed the comment that she did not want to see a restaurant as a part of this development because of the odors associated with that kind of enterprise.

There were other voices in the room that feared by-right development would limit the ability of the community to affect what is built on the site. While not unmindful of the risks of greater heights and density, they were willing to consider CRMU zoning. Proponents of the views outlined in the paragraph above rejected this view, believing that a by-right development will have a less-harmful impact on the community than a development allowed under CRMU zoning. Another viewpoint expressed was the belief that residential-only development would be costly to the city, as tax revenues from residential properties are often less than the cost of the required city services.

Principle 10 generated some hope that following the requirements of that principle would make for timely and impactful input from the community, which attendees were vocal in saying did not occur in the development of the Harris-Teeter property. Other principles generated little comment.

A few members expressed concern that the principles failed to address the need for affordable housing and the desirability of creating a community of diverse incomes.

Those members critical of the draft principles called for outright rejection of the 70 foot height limit and the increased allowable density. Many in the community believe that this issue deserves further analysis. To meet this need, a development proposal requesting rezoning and the height and density contemplated by these draft principles must include an analysis of how the proposed project's impact on traffic, viewscales, and neighborhood ambiance converges with the impact of the Harris-Teeter development on traffic, viewscales, and neighborhood ambiance on the residences surrounding the property.

Developers must be aware of the sincerely and deeply felt concerns of the community. Concern over the impact of increased density and height was expressed even by many who supported the higher allowances. Key to gaining community support for development will be design that meets the standards outlined in the vision statement adopted earlier this year by NOTICE. For this site, the most relevant points of that statement are

1. New structures shall be compatible with existing structures in scale and architecture.
2. Building matrix should form a coherent tapestry rather than a disconnected array. All new buildings should reflect superior architectural design.
3. Structures should not create canyon-like appearances.
4. Design of new developments shall keep the area alive and active at night and on weekends.

Attention to these principles and concerns and cooperation between the developer and the North Old Town community from the beginning of the design process are essential ingredients for a successful project that will be welcomed by North Old Town residents.

P.O. Box 25571 Alexandria, VA 22313

www.notice-alexandria.org

Ph. 703-684-1547

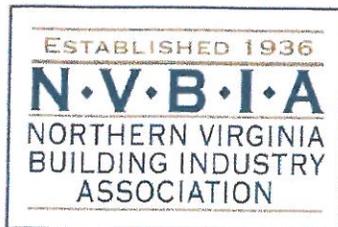
From: velator smith <velator9@hotmail.com>
Sent: Wednesday, June 04, 2014 2:33 PM
To: Jessica McVary
Subject: RE: Royal St Garage

Greetings Jessica,

The residents of the Annie B. Rose House had no further input in regards to the Design Plan. However several residents did comment that an actual picture would give them a better understanding of the design being proposed. They look forward to future updates.

Sincerely,

P. Velator Smith
Representative for Annie B. Rose House



June 5, 2014

Jessica McVary, AICP, LEED AP
Urban Planner, Development
City of Alexandria, Department of Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314

RE: Royal Street Bus Garage Design Principles

Dear Jessica,

Thank you for including the Northern Virginia Building Industry Association (NVBIA) as part of the Royal Street Bus Garage Ad Hoc Advisory Committee. This is an important conversation for the City of Alexandria and as stakeholders in the community, we appreciate having the opportunity to be involved and to help frame the conversation.

NVBIA's Fairfax-Alexandria-Arlington chapter, which participated on the committee, has shared the design principles both with the chapter and our association.

Following an internal discussion and review of the proposal, NVBIA is pleased to offer its support of the Royal Street Bus Garage Design Principles.

Again, we appreciate the City of Alexandria including NVBIA in the process and we look forward to working with the city and our fellow stakeholders as this important issue continues to move forward.

Please do not hesitate to let me know if our association can be of any further assistance.

Sincerely,

A handwritten signature in blue ink that reads "Jon W. Lindgren". The signature is written in a cursive style.

Jon W. Lindgren
Executive Vice President
NVBIA



URBAN DESIGN ADVISORY COMMITTEE

Marie Tavernini
Roger Waud
Bruce Machanic, Co-Chair
Daniel Straub, Co-Chair & Secretary

28 May 2014

FINAL

Mayor William D. Euille
Vice Mayor Allison Silberberg
Councilman John T. Chapman
Councilman Timothy B. Lovain
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg
Councilman Justin Wilson
The City Council for Alexandria
Alexandria, Virginia

Re: Design Principles for Bus Garage RFP

Mayor, Vice Mayor and Council:

The Urban Design Advisory Committee (UDAC) appointed one of its co-chairs to represent UDAC on the Ad Hoc Advisory Committee for the re-development of the WMATA Bus Garage. The Advisory Committee worked for several months in conjunction with Staff to prepare several Design Principles that will be used in preparing the Request for Proposals (RFP) for the project. These principles were then forwarded to UDAC for review, evaluation and comment.

Several questions were raised by members of UDAC about a) the maximum floor area ratio (FAR) that could be allowed in any re-zoning, b) the proposed maximum height that could be allowed in any re-zoning, and c) measures to ensure the implemented quality of any approved concept proposal. After explaining the Advisory Committee's process and procedures, the co-chair confirmed that there were no objections to the Design Principles subject a formal vote at the next quarterly meeting of UDAC. As a general procedure, the UDAC strongly endorses Design Principle #10 which requires that as part of any rezoning and development special use permit process for the Bus Garage site, a review of the proposed concept plan will be conducted by the Urban Design Advisory Committee; and, in order to properly conduct its review, an 'integrated urban design concept plan' (as explained in the Design Principles) will be required for any submission.

Respectfully submitted,

The Urban Design Advisory Committee