

From: [Lori Cooper](#)
To: [PlanComm](#)
Subject: [EXTERNAL]Rezoning #2025-00001 Development Special Use Permit #2024-10010 126 Longview Drive & 2921 Nob Hill Court - Westridge Towns
Date: Friday, March 21, 2025 6:24:50 PM

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Dear Members of the Planning Commission,

I am a lifelong resident of Alexandria, and am respectful of many changes that the Planning Commission and City Council have made over the years I have lived here. I am writing to request consideration of the issues below concerning the item

Rezoning #2025-00001 Development Special Use Permit #2024-10010 126 Longview Drive & 2921 Nob Hill Court - Westridge Town (on the April 1, 2025 docket):

As a 37.5 year homeowner in the Longview Hill neighborhood, I'm gravely concerned that the proposed rezoning of a double lot which formerly housed one home (with a significant setback) in our community, to support 19 townhomes with 2 car garages, and a single residential home, represents complete disregard for the impact on the neighborhood of increasing the density to more than three times over what current R-8 residential zoning restrictions allow.

The neighborhood currently abuts three affordable housing apartment complexes, and there is significant give-and-take between the apartments and our Longview Hill neighborhood (that includes Knob Hill homes and townhomes, which is zoned for greater density than Longview and Viewpoint), as well as the businesses in the Duke Street Medical Plaza (including Pediatric Associates Clinic) and our neighborhood. For example, the Carydale apartment residents enjoy a certain amount of convenience parking on Longview, and the Comprehensive Autism Partnership Preschool kids enjoy walking (with their teachers and caregivers) around our tree-lined neighborhood twice daily (as they should).

The problem with *this* proposal is that it massively changes the character of the neighborhood with the imposition of a taller, denser mini-community **inside** of our (already) relatively small R-8 neighborhood that features limited common space and parking, but enjoys many mature and flowering trees. The discretionary setbacks and a very limited tree canopy that are part of Westridge Town take away highly valued elements of our neighborhood, and create a different aesthetic. There is a reason that many of us who live here paid for green space around our houses and those of our neighbors. We didn't choose to be in a significantly higher-than R-8 density area, but we are agreeable to a variety of neighbors (i.e. different density) in close proximity.

Beyond that, many of us share concerns about the additional parking required to support adult children, relatives, friends and/or others who will inevitably need parking beyond the capacity of the two car garages in Westridge Town—to visit or to stay. There is further concern that a lack of infrastructure to support these homes will severely impact existing water drainage and flooding problems. These things affect our everyday life.

I'm asking Commissioners who live in R-8 zoned neighborhoods to ask yourselves honestly if you would welcome such a density increase in your own neighborhood? It's not a matter of not keeping up with the times, or not welcoming newcomers to the neighborhood. It's a matter of planning, and the proposal doesn't take into account the true impact on our neighborhood's quality of life, for the current residents, or the new ones.

Thank you for your reconsideration of the need to NOT increase density, to restrict setbacks, ensure infrastructure that addresses flooding, drainage and sewage, and to reduce building height and expand the tree canopy accordingly. These are not accomplished by the current proposal.

I URGE YOU TO NOT APPROVE THIS PROPOSAL of changing the zoning from R-8 to an RA multi-unit zone.

Sincerely,

Lori Cooper
2936 Viewpoint Road
(703) 887-6957

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Planning Commission
 Alexandria City Hall
 301 King Street
 Alexandria, VA 22314

Re: Re-Zoning #2025-00001 Development Special Use Permit #2024-10010 126 Longview Drive & 2921 Nob Hill Court - Westridge Towns

Dear Members of the Planning Commission,

As a member of the Longview Neighborhood, I want to voice concerns about the proposal to revise the zoning for a portion of the 100 Longview Property from R-8 residential to the RA zoning. The request substantially increases the allowed density of the property. The most concerning part of the proposed Westridge Towns development under Special Use Permit 2024-10010 is that the impact will be amplified if the requested relief from the required setbacks is granted. The side setback is as little as 10.5' in the North West corner of the site and the adjacent property in this corner is a single story residence, which will be dwarfed in size compared to the proposed townhouses. The townhouses, while within the allowed height for the zone, are much taller than the typical structure in the neighborhood, and therefore, it is particularly important that setbacks should be maintained in full to preserve some buffer and maintain character of the neighborhood. While there are higher density zones apartments adjacent to the area, those all tie into the Duke street corridor more directly and have a distinctly different character. Full setbacks must be maintained.

I encourage the commission to deny the request that exclusively compact parking be provided. The SUP Application cover sheet lists "*Permit to allow one (1) the parking spaces in the townhouse garages to be a compact sized parking space.*" (Quote edited to correct typos / spelling in the application). Under SUP's parking requirement summary, however, it is requested that 100% of the spaced be compact (13.B of the SUP Form) - this is also shown in the turning movements diagram (Sheet 20 of 22 / 44 of the docket exhibit). For any occupants with 1 non-compact vehicle, this would make parking two cars in the garages unfeasible. Given compact cars account for roughly 10% of new vehicle sales, it is likely most residents would only be able to use one parking spot: effectively above the zoning allowance for up to 1/3 reduction in required parking. All additional parking would be pushed to the adjacent neighborhood, where parking is already a problem due to overflow from existing nearby apartments. The stair bulkhead and proposed garage depth of 18 feet (as shown on 3.00 /docket page 72) would also limit garage use would not accommodate all car types, again pushing parking to Nob Hill Court. The proposed development includes no guest or overflow parking, despite that being one of the primary requests by neighborhood. While I recognize that reduction of parking requirements is allowed within current zoning regulations, this is not an appropriate application of this reduction. I understand that giving development density and parking relief is intended to promote affordable housing, but should this be granted for only 1 proposed unit?

If the planning commissioning is considering parking relief in the context of proximity to bus routes, the bus stops shown in the contextual map are misrepresentative (sheet labeled 2 of 22 / page 26 of the docket exhibit). They indicate that the stops in the ¼ mile radius include 28A, 30 and 29KN service, but in fact only the 30 serves these stops (the other bus lines run along the corridor, but do not use these stops). Additionally, several of these stops are intended to be eliminated as part of the Duke Street in Motion project, including those closest to the development.

Additionally, I am encourage the commission look critically at the proposed tree canopy cover. While the proposed plantings are thoughtful, with good inclusion of native plants, the canopy coverage appears to include coverage outside the property line, as (4) of the (8) proposed trees are the east edge of the property. Given the number of trees being removed, the developer should be held to meet the full 25% lot coverage. The inability to accommodate the required canopy is indicative of the development being denser than appropriate for the site, zone and neighborhood.

I am disheartened by the plan's basis of demolishing the third oldest house in Alexandria and that the Historic Preservation Commission took no steps to protect this property. I hope that there are some requirements to document the historic resource and its unique features & character prior to demolition. I strongly encourage the staff to require modification of the proposed plans, including a reduction of the proposed units by at least two, or as required to meet required setbacks and to right size garages to fully comply with zoning parking requirements without unrealistically assuming 100% compact cars.

Thank you for your consideration,

Julianna von Zumbusch
 2930 Viewpoint Road.

From: [Asa Orrin-Brown](#)
To: [PlanComm](#)
Subject: [EXTERNAL]Letter of support for docket items 4,6, and 7
Date: Sunday, March 30, 2025 7:55:14 AM

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I strongly support creating more multi family housing in Alexandria. As a resident of the Wakefield-Tarleton neighborhood, I have seen numerous friends and neighbors forced out of the city when changes in their circumstances led them to look for 1,2 or 3 bedroom rentals or 3 bedroom homes. As one of the few 2 bedroom multi-family communities we have also seen our home prices skyrocket to over half a million dollars. This makes it almost impossible for teachers, police officers and other public servants to move in to our neighborhood. We need more affordable housing , and market rate affordable housing. Increased supply will help reduce market pressures on all types of housing, and these 3 projects will all help with increasing that supply.

In particular, docket item 7 also importantly helps create the West End Transitway, which is all the more important as car prices skyrocket because of federal tariffs. BRT and multi-use trail networks on the West End are essential to the sustainable development of our community. There is no way to continue to add density to our city without transitioning many people away from inefficient cars to public transit and multi-modal transit.

Thank you for your time and consideration.

Best,
Asa Orrin-Brown

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From: [Ed Olivares](#)
To: [PlanComm](#)
Subject: [EXTERNAL]Support for new housing developments
Date: Monday, March 31, 2025 8:55:37 AM

Hi,

As an Alexandria resident, I am writing to note my support for docket items #4, #6, and #7 in Tuesday's meeting.

More housing is good for all of us, and I hope these projects come to fruition.

Thank you,
Ed Olivares

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1 April 2025

Members of the Alexandria Planning Commission,

As the Alexandria leadership team for YIMBYs of Northern Virginia, we are excited to see three significant housing developments on this month's docket, and we ask you to vote yes on all of them. Together, these developments will add **413** desperately needed homes to our city. These three developments, with a diversity of housing types, price points and locations, are an exemplar of the "all of the above" approach we need to end our housing shortage.

The Westridge Towns development will create 19 net new homes close to the transportation improvements coming with the Duke Street in Motion project, including one committed affordable homeownership opportunity. The development will also benefit its neighbors by improving stormwater management with new infrastructure. Small-scale townhouse developments like this one replacing single-family homes on large lots are a key tool in addressing our housing shortage, and regulations such as setback and parking requirements should be modified to make them easier to build throughout our city. Considering the urgency of adding more committed affordable homes to our city, Section 7-700, which is used in two of today's proposed developments, should also be modified to allow these requests to be approved by Planning Commission, rather than requiring a Council vote.

The Whitley Phase 2 will turn a stalled construction site for a hotel into 49 homes in Old Town North, including 1 committed affordable homeownership opportunity, adding a much-needed increase in supply near the Braddock Road Metro. The development will also benefit its neighbors with sidewalk improvements and street trees.

The Adams Neighborhood development will replace a vacant office building with 345 desperately needed homes, including 35 committed affordable homes, in Alexandria West. The development will also have significant transportation benefits for the community, as it will dedicate land for the West End Transitway and will build a new bike and pedestrian trail providing more connectivity to the neighborhood.

We hope Alexandria will continue to welcome new homes of all types, all price points, and in all parts of our city to address our regional housing crisis and make our city better for everyone.

Phoebe Coy, Alex Goyette, Peter Sutherland, Stephanie Elms and Trip Hook
YIMBYs of Northern Virginia Alexandria leads

From: [Stephanie Elms](#)
To: [PlanComm](#)
Subject: [EXTERNAL]Comments for Tuesday's meeting
Date: Monday, March 31, 2025 10:05:21 PM

Hello. My name is Stephanie Elms and I am an Alexandria resident.

I am writing in support of three housing developments up for Planning Commission review on Tuesday.

Docket Item #4: Westridge Towns will replace one single family home with 19 townhouses and 1 single family home. Given the city's current housing shortage, smaller-scale developments like these that replace single family homes on large lots with multi-family housing are a no brainer (and should be made easier to do.)

Docket Item #6: The Whitley Phase 2 will turn a stalled hotel construction site into 49 condos in Old Town North and add much needed housing near the Braddock Road Metro.

Docket Item #7: Adams Neighborhood will replace a vacant office building with 345 apartments (including 35 much needed committed affordable units). This development has the additional benefit of dedicating land to make the West End Transitway possible and will provide more neighborhood connectivity by building a new bike and pedestrian trail.

I was very heartened to see the diversity in the type of housing, price points and location of these proposed projects and urge you to vote YES on all three.

Thank you.

Stephanie Elms
3 W Mount Ida Ave

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