

# ROYAL STREET WMATA BUS GARAGE AD HOC ADVISORY COMMITTEE

## 600 NORTH ROYAL STREET

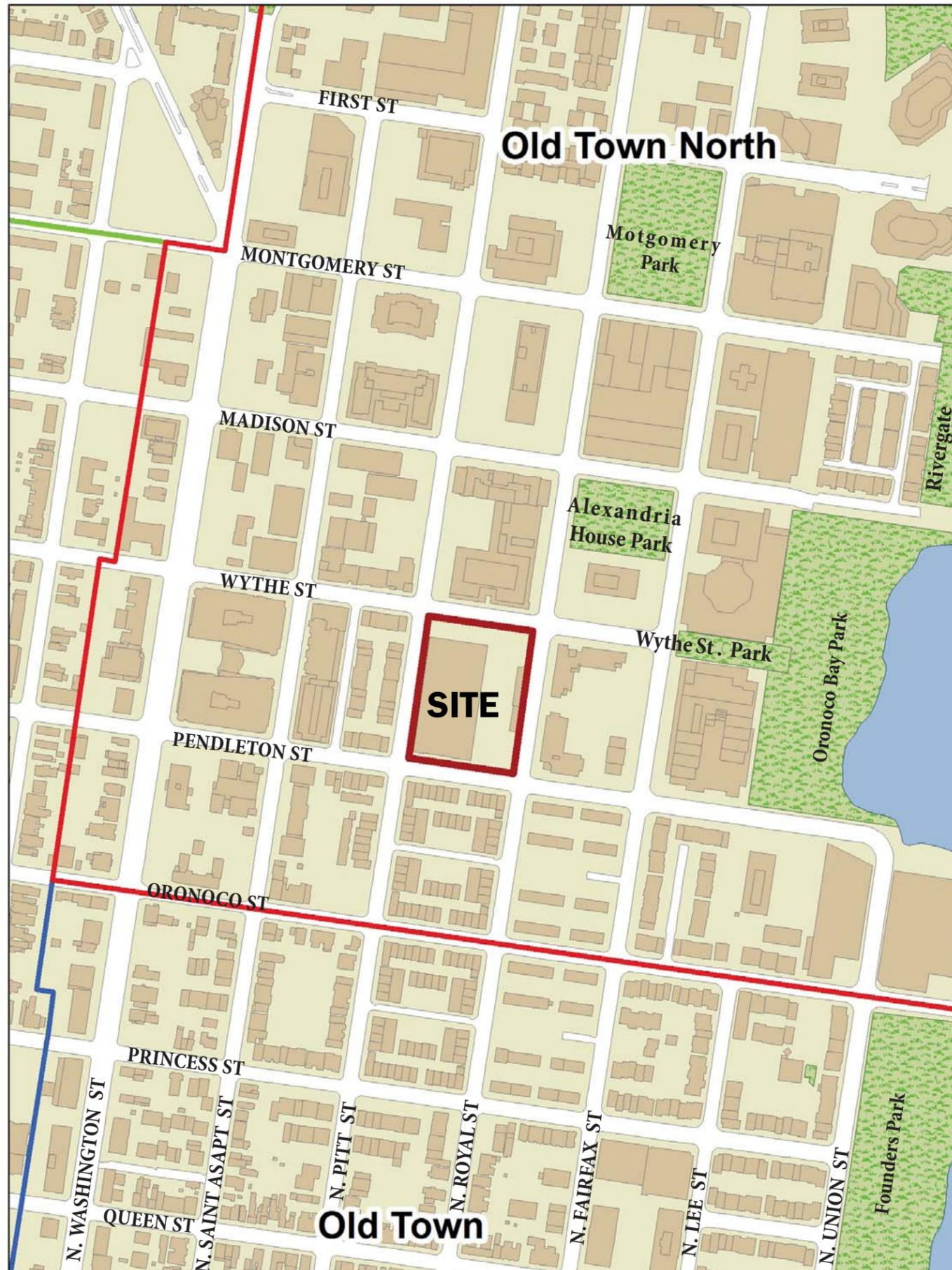


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# SITE CONTEXT



LOOKING NORTH

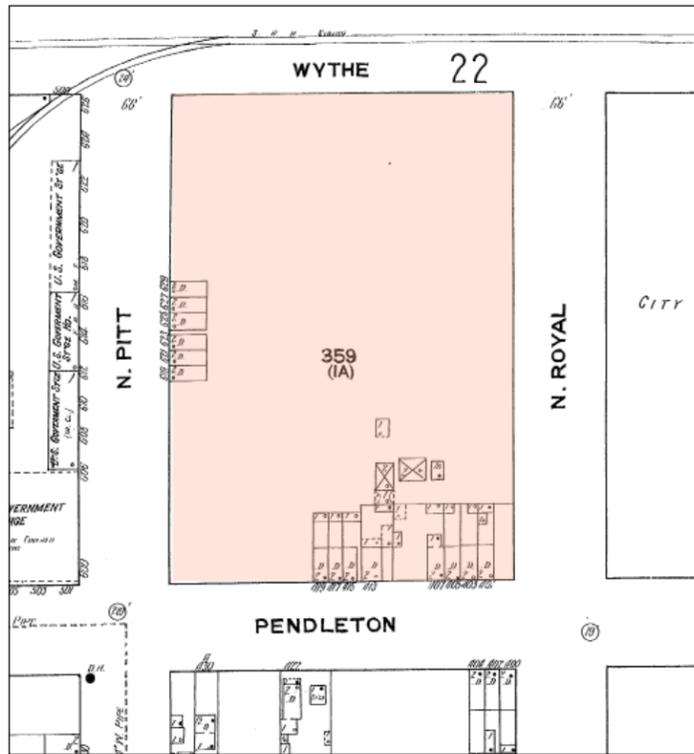


LOOKING EAST

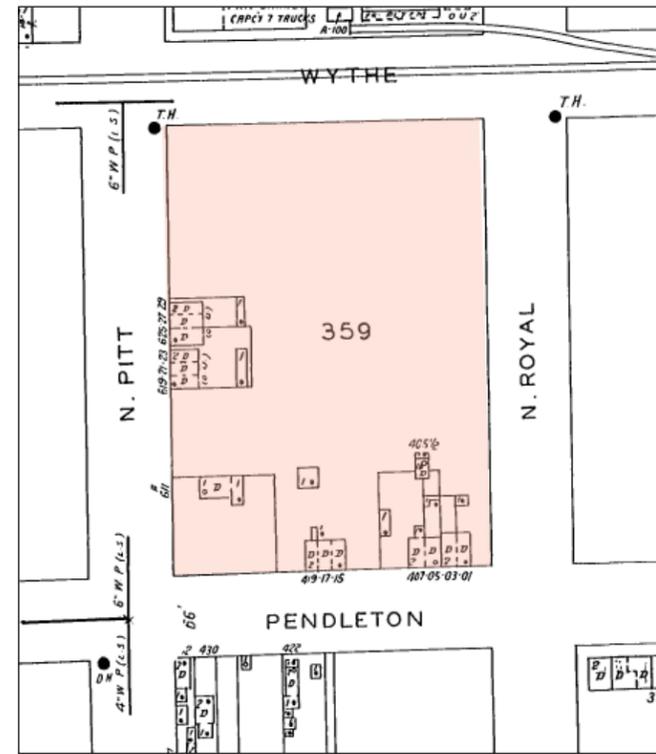


# SITE HISTORY

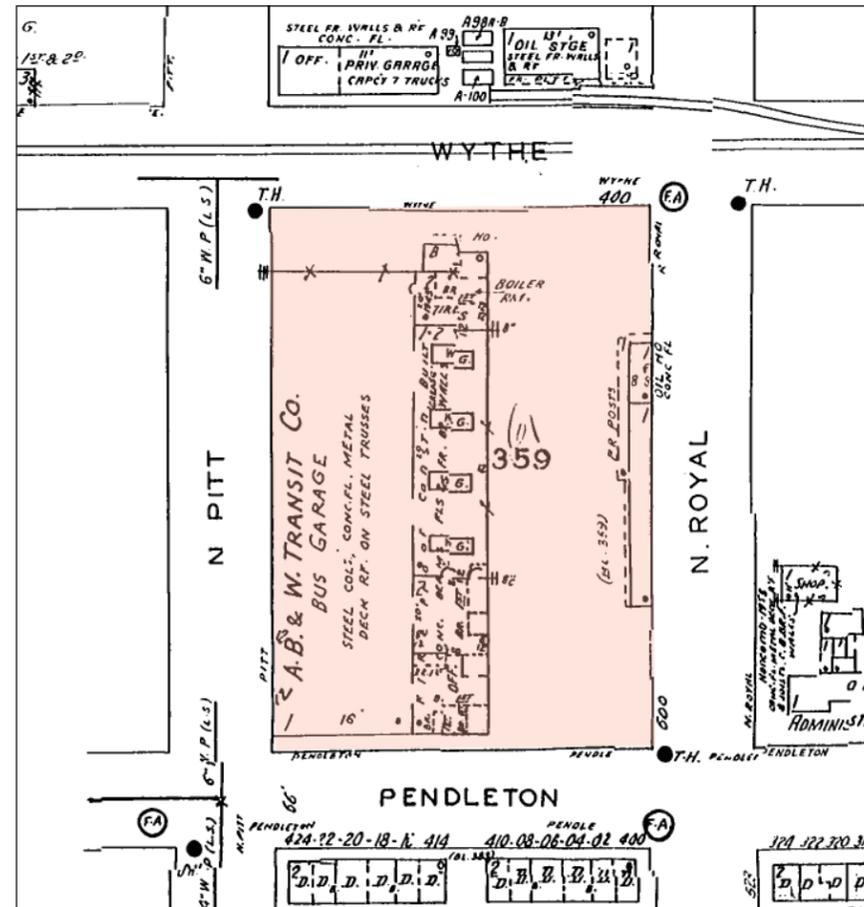
## 600 NORTH ROYAL STREET ROYAL STREET WMATA BUS GARAGE



1921



1941



1958

By 1912, the first time this block was mapped by the Sanborn Map Company, there was a row of eight two-story frame rowhouses on the west side of this block on North Pitt Street. By 1921, the Sanborn map showed eight two-story frame rowhouses with accessory structures on the Pendleton Street side of this block. The 1921 Sanborn Map also showed a railroad spur on the Wythe Street side of the block. The block remained much the same by 1941.

The present buildings first appear on the 1958 Sanborn map which described the building as having steel columns, concrete floor, and a metal deck roof on steel trusses. It was labeled as the A. B. & W. Transit Co. Bus Garage. The map also notes it is of fireproof construction and was built in 1945. In addition to the bus garage, there is a very narrow one-story accessory structure on the eastern boundary of the site with triple sets of glass block windows and a stepped parapet flat roof. This building has minimal ornamentation and while it is not individually architecturally noteworthy it does recall the industrial uses typical of Old Town North in the late 19th and early 20th centuries.

The site is located in the Old Town North Planning Area. The plan had its last comprehensive update in 1992 but has been amended on a number of occasions since that time.

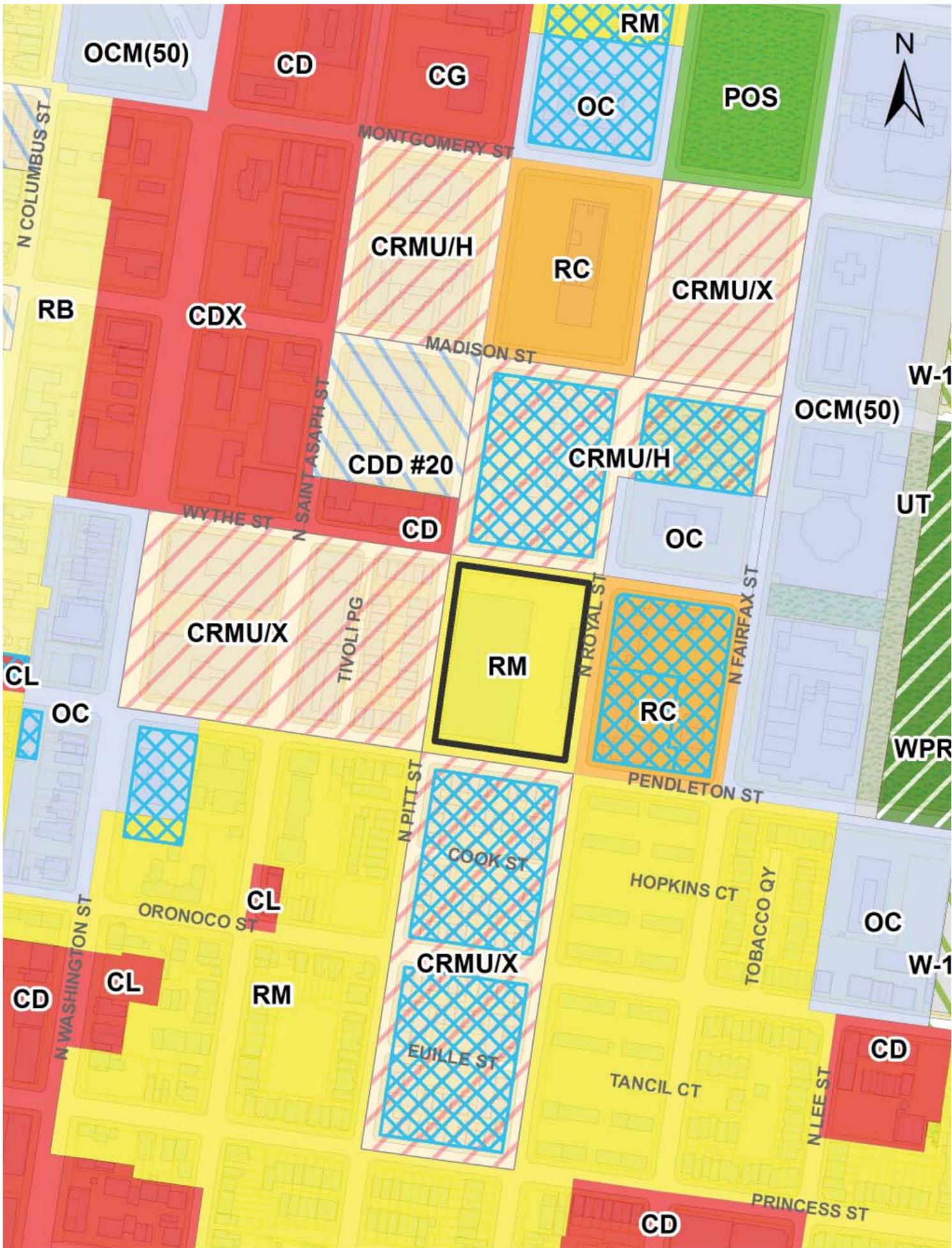
# BACKGROUND & BUILDING ELEMENTS



The WMATA bus garage located at 600 North Royal Street, constructed in 1945, is a two-story brick commercial garage with simplified Art Moderne detailing. The south and north elevations have large double-bay garage openings to accommodate bus access. The west elevation, one-story in height, has a series of louvered vents in punched openings, some with Colonial Revival trim. The east elevation and part of the south elevation, are two-stories and feature square punched window openings with either glass block or combination fixed and awning steel sash industrial windows.

There are clearly expressed bays, brick banding and brick piers that reference the Art Moderne style typical of 1940s industrial and commercial architecture. While not within the historic district and not deemed to be a historic building, this building and the adjacent restored former Portners Brewery building are both reminiscent of the industrial character of this portion of the city.

# EXISTING ZONING & OLD TOWN NORTH SMALL AREA PLAN PROVISIONS



EXISTING ZONING: RM  
 LOT SIZE: 87,173 SF  
 LOT ACREAGE: 2.0 AC  
 EXISTING BUILDINGS: 48,441 SF  
 EXISTING FAR: 0.56

**RM ZONE REQUIREMENTS**  
 MAX HEIGHT: 35 ft. (45 ft. if ridge line of roof is parallel to street and slope of roof is compatible with neighboring buidlings.)  
 OPEN SPACE: 35%  
 DENSITY: MAX 30 D.U. / AC  
 FAR: 1.50

**SMALL AREA PLAN PROVISIONS:** Designated as redevelopment site within the plan area.

1992, zoning changed from I/Industrial to RM. The use of the site seen as “wholly incompatible with residential development existing to north, south, and east. When redeveloped, it should be developed for townhouses at moderate densities.”

# WMATA AND THE RFP PROCESS



In July 2013, the Washington Metropolitan Area Transit Authority Board (WMATA) approved for future sale the Royal Street Bus Garage. The obsolete Alexandria facility will be replaced by a new WMATA bus garage located in Fairfax County. WMATA plans to issue a solicitation for sale of the Royal Street site upon groundbreaking of the new Fairfax bus garage.



In November 2013, WMATA broke ground on its new bus facility site located off Cinderbed Road, in an industrial park in the Newington area of Fairfax County. It will service approximately 150 buses, which is about double the capacity of the Royal Street facility and provide a better and safer work environment for WMATA employees. The new facility also allows WMATA to continue its conversion to a hybrid diesel fleet, as the Royal Street garage was too small to accommodate these larger hybrid buses.

At the request of the City, WMATA has agreed to work with the City and community regarding the redevelopment of the site. Through the Royal Street Bus Garage Ad hoc Advisory Committee, who will formulate redevelopment parameters and design standards, and a community process, these recommendations will be considered by WMATA in the Request for Proposals (RFPs) to be developed and issued by WMATA in consultation with the City.



Rendering of Fairfax County Facility