



# Braddock Metro Neighborhood Plan

February 28, 2008

Dear Braddock Road Metro Community Stakeholder:

I apologize for providing incorrect development numbers in the version of the Braddock Metro Neighborhood Plan that was issued last week. There is a chart on page 97 of the plan that lists potential new development sites in the community. The chart shows square feet of existing development, square feet of development allowable under current zoning, and square feet of development allowable under proposed zoning. As you can see from the columns, some of the sites have the same FAR in both categories but different development numbers, based on failing to differentiate between development with and without and SUP. The numbers are now consistent, and indicate maximum densities with an SUP. We have reviewed all of the parcel sizes and the development square footage numbers, and revised them to conform to the FARs. None of the proposed FARs increased. The new (replacement) chart is attached.

*The most important number is the comparison between what can be developed by-right and the additional development proposed by the plan. As you can see from the last line at the bottom of the first chart, the total increase over the by-right zoning in the Braddock Metro plan is 515,000 square feet. (As an example, one block of Chatham Square is about 200,000 square feet.)*

*Even without the plan, a total of 1.8 million square feet could be built under the current by-right zoning. With the proposed plan, a total of 2.3 million square feet could be built, or expressed as a net number (subtracting existing development) a total of 1.9 million square feet.*

The sites proposed for increased density are the Metro station, the Jaguar/Northern Gateway site, and the small water tower and adjacent site. The Metro station site is proposed for a 3.0 FAR (based on a net site area of 97,000 square feet, not the gross site area of 139,000 square feet) and would increase by 221,500 square feet; the Jaguar site would increase by 273,500 square feet, and the water tower site would increase by 20,000 square feet. The Metro site also includes a pedestrian plaza of ½ acre at the entrance to the station (half the size of Market Square).

We moved the development numbers for the public housing sites to the bottom of the chart, to graphically indicate that proposed heights and densities will not be approved as part of this plan, but as part of the Braddock East process. We are providing a range of estimates of how they might need to redevelop in order to pay for themselves. Also, we needed to generate some estimates in order to create the worst-case scenario for transportation planning. The real numbers will come out of the Braddock East plan.

I hope you find this information helpful.

Yours,

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