Planning for Transportation-related Impacts

Braddock Metro Neighborhood Plan Worksession #4
January 7, 2008
David Dixon FAIA, Goody Clancy and Brandon Nevers, Yolanda Takesian and Phill Worth from Kittelson Associates
Tonight’s agenda

• Brief summary of Worksessions #1 – 3
• Development program
• Five key messages to take from this meeting
• Traffic impact assessment
• Overview of Transportation Demand Management (TDM) programs
• Q & A
• Transportation priorities small-group exercise

Worksession #3 on December 13
Developing an Urban Design Framework

Worksessions #1 - 3
Developing an Urban Design Framework

Element 1: A major new neighborhood park

Post Office site
Element 2: A network of “walking streets” (Fayette, West, Madison, Wythe)
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Element 3: “shoulder” buildings along the “walking streets”
Developing an Urban Design Framework

Element 4: Retail and community culture
Developing an Urban Design Framework

Element 5: Planning for mixed-income housing
Developing an Urban Design Framework

Element 6: Height and massing strategy

Strong community support:
• 3-4 story shoulder buildings along walking streets
• Taller buildings that produce more significant public benefits are more appropriate for Jaguar site and Metro
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Element 6: Height and massing strategy

**Community concerns:**
- Mixed feelings about 90’ tall buildings on Adkins block and 120’ tall building on the Metro site
Developing an Urban Design Framework

Element 7: Appropriately-scaled, mixed-income housing

Tent City – Boston, MA
- 269 units (25 % low-income, 50 % moderate-income, 25 % market-rate housing)
- 3 acres
- 89 units/acre
Developing an Urban Design Framework

Element 7: Appropriately-scaled, mixed-income housing

Boston view

Alexandria view??
Developing an Urban Design Framework

Element 7: Appropriately-scaled, mixed-income housing
Development program

HOW DO THESE CONCEPTS TRANSLATE TO A DEVELOPMENT PROGRAM??
## Development program

<table>
<thead>
<tr>
<th></th>
<th>Existing Development</th>
<th>BY-RIGHT 20-year Redevelopment Scenario</th>
<th>DRAFT Plan 20-year Redevelopment Scenario</th>
<th>CURRENT Plan 20-year Redevelopment Scenario</th>
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</thead>
<tbody>
<tr>
<td>Resid. (units):</td>
<td>3,100...plus:</td>
<td>1,200 add’l (replaces &lt;400)</td>
<td>2,100 add’l (replaces &lt;400)</td>
<td>2,400 add’l (replaces &lt;400)</td>
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<tr>
<td>Total (gsf):</td>
<td>3.6 mill...plus:</td>
<td>1.73 mill. add’l (replaces 700,000 gsf, 700,000 gsf, including 148,000 gsf of public housing: Adkins only)</td>
<td>2.67 mill. add’l (replaces 470,000 gsf, 148,000 gsf of public housing: Adkins only)</td>
<td>3.14 mill. add’l (replaces 700,000 gsf, 378,000 gsf of public housing: Adkins, Madden &amp; Bland)</td>
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Five key messages about transportation to take away from this meeting

1. Because of capacity constraints on Rt. 1 and elsewhere, any increase in local traffic volume due to new development helps to “replace” regional traffic
2. In our collective judgments, traffic 10 or 20 years from now will not feel significantly different to most residents
3. Traffic impacts should not be the primary criterion when evaluating development projects
4. Transportation Demand Management (TDM) programs will make a difference and contribute—along with the other proposed amenities—to creating a livable neighborhood
5. The City is committed to monitor the traffic and parking impacts and ensure that the programs designed to mitigate traffic are working as planned
Ground rules for the break out groups

1. One person speaks at a time
2. No side conversations
3. Be brief and to the point (no speeches)
4. Treat each person’s ideas respectfully
5. Be positive and solution-oriented
6. Take responsibility to hear everyone’s views in your group
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