



# **Braddock Metro Neighborhood Plan**

City of Alexandria, Department of Planning & Zoning  
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## LAND USES AND DENSITIES WEST OF THE BRADDOCK METRO STATION

Good questions were raised during last Saturday's walking tour about the future uses and densities that will occupy the land west of the Braddock Metro Neighborhood study area. Although much of the area is already developed and stable, there are some development parcels where development or redevelopment will occur in the future.

### ***Residential Neighborhood***

The area west of the Braddock Metro study area is for the most part already developed with single family, two family, apartment and townhouse residential development. It is zoned RB, RA and R-2-5 and is part of the Potomac West small area plan. It is similar to much of the Braddock Metro study area, where there is no intent to tear down and rebuild an existing stable residential neighborhood.

### ***George Washington Middle School and Playfields***

Immediately west of the Braddock Road Metro Station lies the historic George Washington Middle School and its track and playing fields. It is one of two middle schools serving the City, and together with Hammond Middle School, which serves the western half of the City, feeds into T.C. Williams High School. The entire school site was the subject of close analysis, expansion and redesign approximately six years ago, in order to maximize this important public community feature. The recent redevelopment of the school - a large public investment - included a redesign of the track and playing fields which are a heavily used recreation asset for both school children and community athletes.

### ***Potomac Yard***

Part of the Potomac Yard development site is located immediately adjacent to the WMATA and Amtrak tracks running along the western border of the study area. Known as Landbay L, this wedge shaped property, owned by Potomac Yard Development, LLC, is of higher density than the other Potomac Yard parcels due to its proximity to the Braddock Road Metro Station. The development approval allows up to 310 multi-family units, 48 townhouses, 10,000 square feet of retail and 473,000 square feet of office. The typical building types in this parcel are apartment and office buildings. Two blocks of buildings up to 82 feet in height are permitted, and the remaining blocks of buildings are

not to exceed 60 feet in height with a variety of heights required. If townhouses are built, the height limit is 45 feet. All buildings must have their major bulk on South Main Street (and Monroe Avenue) and step down towards the existing neighborhood. Parking for this parcel is planned to be primarily underground. The proposed density in Landbay L is surpassed only by the proposed Town Center in Landbay G, which is in the detailed design stage now, and the redeveloped shopping center, where Target is, which will also redevelop at significant densities in the future.

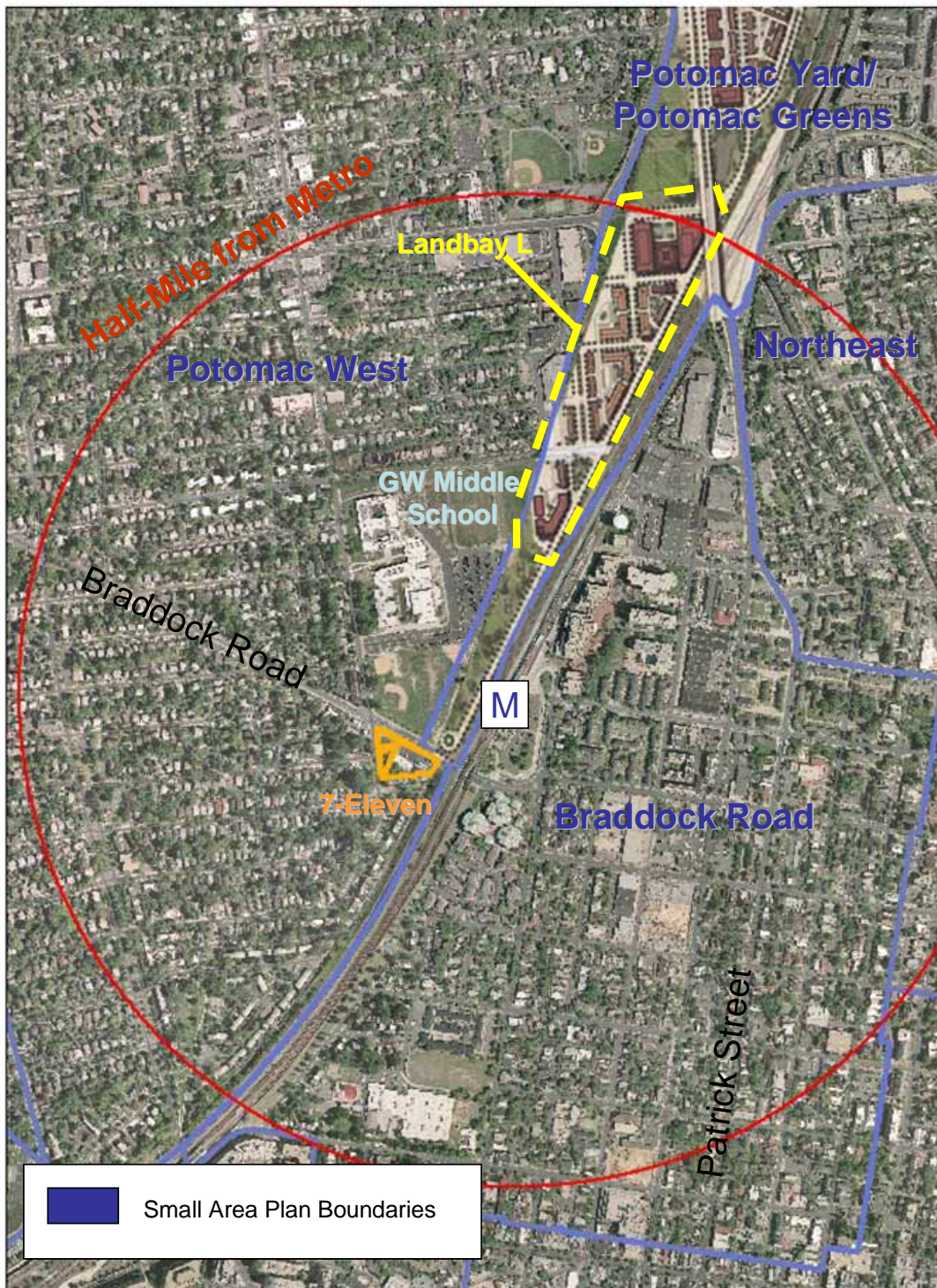
### ***7-11 site on Braddock Road***

Another potential development site is the parcel of land immediately west of the Braddock Road Metro station on the south side of Braddock Road, which today contains a 7-11, a Subway restaurant and a hair salon. Adjacent to that site, which is owned by Southland Corp., is an industrial building owned by the owner of the gas station at Mount Vernon and Braddock Road, and a small piece of land owned by the City. The three parcels together could be redeveloped with a commercial development at a density consistent with location adjacent to both a Metro station and a residential neighborhood. The City has encouraged Southland to consider land assembly and redevelopment.

### ***Small Area Plan Boundaries***

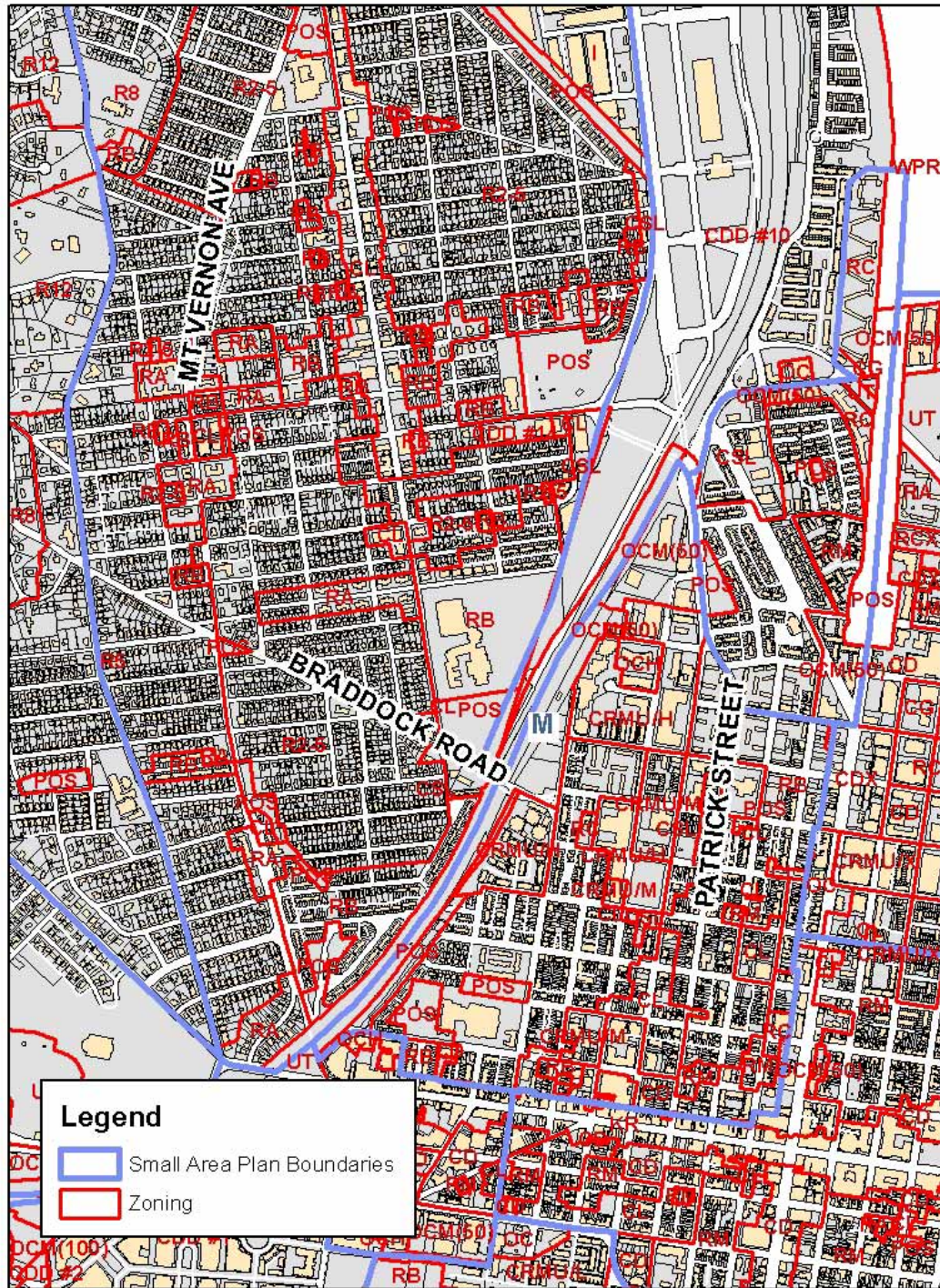
For planning purposes, the City has long been divided into fourteen small areas. See attached map. The land area to the west of the Braddock study area is in either the Potomac West or Potomac Yard small area planning areas, each of which has been the subject of planning work within the past ten years. Both the Arlandria and Mount Vernon Avenue Business Area Plans are partial updates of the Potomac West Plan. The extensive Potomac Yard CDD, with its planned and approved land bays is developing as planned. The boundaries of those small area plan areas will not be changed. Their context however is important to the work of the Braddock Metro Neighborhood Plan

# Braddock Metro Neighborhood Context

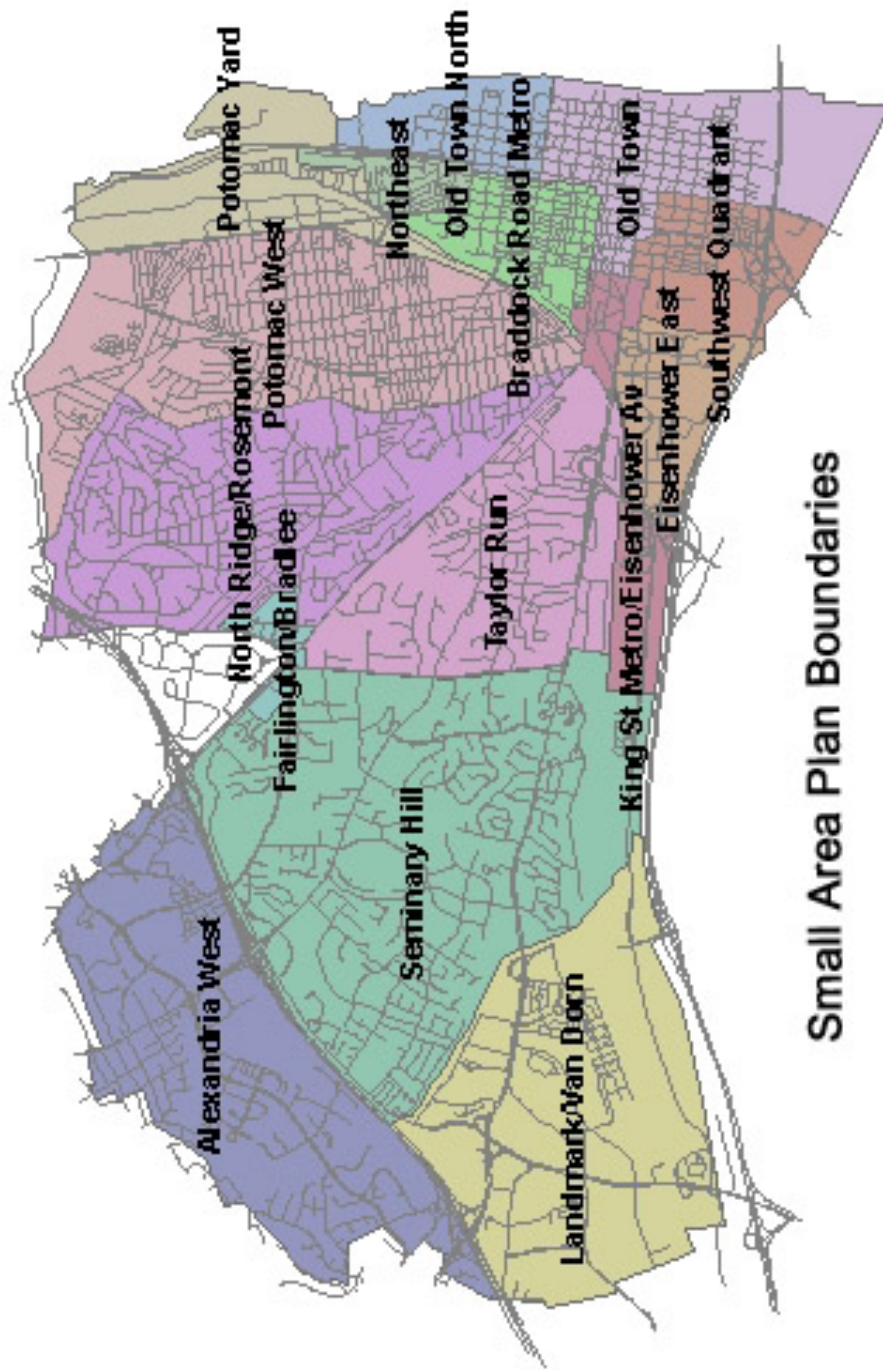




# Zoning for Braddock and Surrounding Areas







Small Area Plan Boundaries

**Parcel L**

**The Neighborhood**  
 Parcel L, approximately 17 acres, is located between the newly extended Monroe Avenue and Braddock Road. It is of higher density than the other parcels due to its proximity to the Braddock Road Metro Station. South Main Street provides the main vehicular access and address for this parcel. Parking for this parcel shall be primarily underground. Since this parcel borders existing properties of multiple ownerships, street linkage and block integration to the existing neighborhood is particularly important.

**The Street and Block Plan**  
 The streets in this parcel shall be orthogonal to the newly extended Monroe Avenue, providing the potential for future connections to Monroe Avenue and other local streets such as Nelson, Alexandria, Lurray, and Glendale Avenues through other properties. The eastern terminus of east-west streets shall always be Potomac Yard Park. The newly extended Monroe Avenue shall meet South Main Street as a T-intersection near or underneath the new Route 1 Bridge. No streets shall dead-end except for future off-site connections and South Main Street which ends in a cul-de-sac near Braddock Road. South Main Street shall be continuous from Parcel J.

Blocks shall be no more than 1,200ft in total perimeter frontage and no more than 360ft in any one direction. At least 50% of the block perimeter shall abut a street. In each block, there may be multiple lots.

**The Neighborhood Parks**  
 There shall be a minimum of 22,000sf (1/2 acre) of park space located in this parcel. It can be located at one or more locations. The primary purpose of these parks is to provide an attractive address for the development in this parcel.

**The Buildings**  
 All of the building guidelines for Parcel H, I, and J apply to this parcel except for height. In addition, all buildings are required to set back from the western property line a minimum of 30 feet. The setback area shall be landscaped and follow the guidelines for pedestrian through-block connections. The typical building type in this parcel are apartment buildings and medium office buildings. Two buildings up to 50ft in height are permitted, and the remaining buildings shall not exceed 50ft in height with a variety of heights provided. All buildings shall have their major bulk on South Main Street (and Monroe Avenue) and step down towards the existing neighborhood.



## Summary of Parcel Development Criteria

|                                       | Parcel A<br>Peterson Graves                                     | Parcel C<br>Potomac Plaza | Parcel G<br>Town Center  | Parcel H  | Parcel I  | Parcel J   | Parcel L  |
|---------------------------------------|---|---------------------------|--|---|---|--|---|
| General Land Use                      | Residential   | Primarily open space      | Mixed-use office, retail, residential and hotel                    | Primarily residential with mixed-use                                | Primarily residential with mixed use                                | Mixed-use office and residential with retail                 | Mixed-use office and residential with retail              |
| Total Area                            | 33.6 Acres  | 3.1 Acres                 | 20 Acres   | 134 Acres   | 22.6 Acres  | 16 Acres   | 17 Acres  |
| Min. % Open Space Required            | 56%   | 50 % (app. 1.5 acres)     | 7% (including Town Green (app. 1.5 acres))                         | 6% (including Finger Park (app. 0.25 acres))                        | 7% (including Finger Park (app. 0.5 acres))                         | 4% (including Howel Finger Park (app. 0.75 acres))           | 5% (app. 0.85 acres)                                      |
| Max. Block Perimeter                  | n/a   | n/a                       | 1250ft   | 1480ft  | 1450ft  | 1400ft   | 1250ft  |
| Max. Block Dimension in one direction | n/a   | n/a                       | 400ft  | 500ft   | 500ft   | 450ft  | 350ft   |
| General Building Height               | 45ft with a 500ft of GAP<br>55ft max. variety of heights 35-55' | 50ft max                  | 60ft-80ft generally<br>110ft for 7 buildings<br>variety of heights | 55ft max variety of heights 35-55'                                  | 55ft max<br>65ft max on Pl. 1 variety of heights 35-55'             | 60 ft max<br>80ft max for 5 bldgs with top floor setback 10' | 60ft max<br>82' for 2 bldgs. variety of heights           |
| General Building Type                 | Townhouses and stacked townhouses                               | Small office              | Office, hotel, and various residential                             | Townhouses, stacked townhouses, mixed-use small office or apartment | Townhouses, stacked townhouses, mixed-use small office or apartment | Mixed-use office, small office, and various residential      | Mixed-sized office, small office, and various residential |

Prototypical Development Program

As in any large and complex development, the unpredictable real estate market over time necessitate flexibility in the development program. The table below illustrates one of many ways the maximum floor area and residential units for the overall site can be developed.

|                         | Parcel A  | Parcel C  | Parcel F   | Parcel G   | Parcel H  | Parcel I   | Parcel J   | Parcel L   | Total        |
|-------------------------|-----------|-----------|------------|------------|-----------|------------|------------|------------|--------------|
| Office                  |           |           |            | 800,000 sf | 60,000 sf | 104,000 sf | 463,000 sf | 473,000 sf | 1,900,000 sf |
| Hotel                   |           |           |            | 625 rooms  |           |            |            |            | 625 rooms    |
| Multi-Family            |           |           |            | 374 units  |           |            | 110 units  | 310 units  | 794 units    |
| Stacked Townhouse       | 70 units  |           |            | 40 units   | 150 units | 225 units  | 130 units  |            | 605 units    |
| Townhouse               | 174 units |           |            |            | 62 units  | 162 units  | 42 units   | 48 units   | 528 units    |
| Retail                  |           | 15,000 sf | 600,000 sf | 80,000 sf  | 5,000 sf  | 10,000 sf  | 15,000 sf  | 10,000 sf  | 735,000 sf   |
| Total Residential Units | 244 units |           |            | 414 units  | 232 units | 407 units  | 272 units  | 359 units  | 1,327 units  |