Braddock Road Metro Small Area Plan
CONCEPT WORKSHOPS

WELCOME
SCOPE & PROGRESS
PLAN CONCEPTS
ISSUES & OPTIONS
Q & A
CLOSING
SCOPE & PROGRESS

schedule

SUMMER 2005
Initial Public Workshop
Conditions Assessments
Ideas Workshop
Stakeholder Meetings

FALL 2005
Plan Concepts & Alternatives
Concept Workshops
Land Use & Development (11.10.05)
Transportation & Parking (12.01.05)

WINTER 2006
Preliminary Plan Presentation & Review
Workshops
Plan Refinement & Adoption
At November 10 meeting, we discussed:

Potential for new parks and squares
• Trail connections to link Braddock Metro to adjacent neighborhoods and beyond
• New pocket parks along Wythe Street
• New green in northern Gateway area

Location and Scale of New Buildings
• Conservation in Parker Gray neighborhood
• Lower heights on Henry and Route 1
• Height and mass transitions between new development and existing residences
At November 10 meeting, we discussed:

Retail

• Neighborhood retail center at Fayette Street
• Small clusters in the northern gateway area and by Metro
• Enhance Queen Street businesses
At November 10 meeting, we discussed:

Alternative Proposals for Metro Station site

• Pedestrian and circulation improvements
• Limited development, redesigned circulation allowing large public square; development on block frontage west of station
• Larger development with smaller public square
At November 10 meeting, we reached general agreement on:

Height Transitions for New Buildings
Define Housing Conservation Areas and Protect Existing Housing
Improvements to Existing Housing
Retail Clusters
Review Expansion of Historic District

We have not yet reached agreement on:

Future Development at the Metro Station
Open Space Locations
Retail Clusters

Mount Vernon Avenue

Potomac Greens

Braddock Gateway

Braddock Metro M

Fayette

Queen Street

Washington Street

King Street

Duke Street

Preliminary Retail Clusters
Parks & Squares

Locations to Evaluate for New Parks & Trails

Simpson Stadium Park
George Washington Park & Braddock Field
Braddock/Wythe Open Space Corridor
Oswald Durrant Center
Jefferson-Houston Park
King Street Urban Streetscape

New Midblock Space at the Monarch
Charles Houston Recreation Center Improvement
Washington Street Urban Streetscape
Transportation & Parking Concepts
PLAN CONCEPTS

basis for options

Issues for discussion this evening:

• Traffic/Pedestrian Safety Issues
• Access and Circulation at the Metro Station
• Parking
• Approaches and Options to Address Issues

• Met with WMATA/DASH/T&ES
• Surveyed travel speeds and street-sidewalk conditions
• Conducted parking study
PLAN CONCEPTS

basis for options

EARLY OBSERVATIONS

• Street grid offers significant benefits.
• Conditions for pedestrians generally favorable with a few important exceptions.
• Managing speed is as important as managing volumes.
• Metro use compromised by access challenges.
• Parking and cut-through traffic are central community concerns.
PLAN CONCEPTS

*street grid*

More paths to more places
Link to [Power of Connected Streets](#)
animation
PLAN CONCEPTS

walkability

Put the pedestrian first
Key to making transit work
Reduces parking needs
Helps manage traffic congestion
Creates a safer place
Recreation Walking — For Your Health

vs.

Destination Walking — For Trip from A to B
Destination Walking —
For Trip from A to B
Braddock Road Metro Small Area Plan
CONCEPT WORKSHOP

TheHok Planning Group
Hall Planning & Engineering, Inc.
Retail Compass

Kentlands, MD
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speed and volume

Top 10 Walkability Factors

10. Narrow Streets
9. Street Trees
8. Traffic Volumes
7. Sidewalks
6. Interconnected Streets
5. On Street Parking
4. Lower Traffic Speeds
3. Mixed Land Use
2. Buildings Fronting St.
1. Small Block Size!
Pedestrian Fatalities & Speed

% Fatal to Pedestrians

<table>
<thead>
<tr>
<th>Speed</th>
<th>20 mph</th>
<th>30 mph</th>
<th>40 mph</th>
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<tr>
<td></td>
<td></td>
<td>100</td>
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</table>
Patrick @ King
Avg 26 mph
King @ Patrick
Avg 20 mph
Queen @ Fayette
Avg 20 mph/high 27
7’ 13’ 13’ 7’
40

Cameron
Avg 27 mph
Jefferson-Davis Highway
South of Monroe Av Bridge
Avg 35 mph/high 47
TRANSPORTATION & PARKING

Issues & Options

T&P-1: Traffic Volumes & Speed

Plan strategies focus on mitigating impacts of volumes and controlling speed.
TRANSPORTATION & PARKING

Issues & Options

T&P-2: Crossings of Patrick & Henry

Plan focuses on improving crossing conditions at key intersections.

“Pedestrian Sleeve” concept addresses streetscape conditions at First, Wythe, Oronoco, and Queen.
Existing Condition at Crossings of Patrick & Henry

Existing crossings are poorly marked, front yard parking is present, pedestrian-scaled lighting does not exist, and streetscape designs are inconsistent.
Proposed Plan for Typical Pedestrian Sleeves

- bulb-outs to reduce crossing distances
- improved, highly-visible crosswalk markings
- improved pedestrian-scaled lighting and consistent tree plantings
- buildings defining corners, introducing “eyes on the street,” and minimizing perceived distance of crossings
Typical Commercial Streetscape Proposed Section

Typical proposed section for Patrick & Henry showing 9’ minimum clear sidewalk and 4’ carriage strip for planting and street furniture.
Typical Residential Streetscape
Proposed Section

Typical proposed section for residential streets showing 4’ stoop zone, 5’ minimum clear sidewalk and 4’ carriage strip for planting and street furniture.
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Issues & Options

T&P-3: Metro Station Access & Capacity

Three alternatives for improving pedestrian access and increasing capacity for transit are being evaluated.

1. Consideration of Access from the West
2. Redesign of On-Site Circulation
3. Redesign of Braddock-Wythe Intersection
Context for Options

Options designed to address issues and capitalize on opportunities.

School property limits potential improvements to the west.

Early options calling for a round-about or realignment of Wythe have been discarded due to significant neighborhood impacts.

New Bus Rapid Transit proposed to link Potomac Yard with Braddock and Crystal City Metro.
Access from the West

If right-of-way were available, Main Street could be designed to include kiss-and-ride spaces and shuttle stops in addition to the planned sidewalk and one-way transit drive.

New access to station under tracks would be costly and may be infeasible unless provided as part of joint development of Metro site.
On-Site Circulation

Options assume demand for 8-10 bus bays, two-way bus circulation is acceptable, bus bays have priority access to entry, kiss-and-ride may be relocated to West, and on-site parking is not required unless joint-development occurs.
Existing Condition

Option 1: Compressed Loop with One-Way Flow

Option 2: Two-Way Travel Along West-Side of Site
Braddock-Wythe Intersection

Existing off-set intersection with free right turns is especially difficult to cross by pedestrians and performs poorly for east-west traffic along Braddock and Wythe.
Option 1: Simplified Off-Set

Design improves pedestrian crossings and adds open space but may not perform well for vehicles traveling along Braddock and Wythe. Parking remains along south side of Braddock.
Option 2: Four-Way

Design simplifies intersection geometries, improves pedestrian crossings, and adds new slip road and open space in front of Colecroft shops. Requires right-of-way from Metro and minimal reconfiguration of site.
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Issues & Options

T&P-4: Cut-Through Traffic on Neighborhood

Team is exploring options for traffic calming on residential sections of Fayette and Payne. Improvements may include stepped up enforcement of speed limits or physical improvements such as the installation of bulb-outs at intersections.
Focus area for neighborhood traffic calming.
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Issues & Options

T&P-5: Planning for Future Transit Way on Patrick & Henry

City is in the early stages of exploring alternatives for a new north-south transit way through the city.

With Patrick & Henry as candidates for the new system, the team is exploring alternative street designs.
Existing Conditions

Drawing shows existing section for Henry with parking and 3 southbound lanes.
Proposed Improvements

“Pedestrian Sleeve” improvements call for the addition of bulb-outs at key intersections and a new parking lane on the east side were possible as new development occurs.
Potential Section with Transit Way

Improvements with Transit Way on Henry shows transit vehicle running in curb lane with 2 southbound lanes and parking lane with bulb-outs where possible along east side of street. Additional space on east may be required at stop locations.
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Issues & Options

T&P-6: Availability of Parking is a Growing Concern

Team completed a careful assessment of parking conditions, focusing most closely on the use of on-street spaces in the Parker-Gray neighborhood.
Study identified areas with an apparent undersupply of parking.

Parking Space Usage in Study Area

The diagram shows the percentage of parking spaces used across different days and times in the study area. Each cell represents a specific location (West, Payne, Fayette, Henry, Oronoco, Patrick, Alfred, Columbus) and lists the usage percentages for different time periods:

- **Sunday AM**: 71% usage
- **Sunday PM**: 77% usage
- **Saturday PM**: 85% usage
- **Sat Mid-Day**: 81% usage
- **Wkday PM**: 72% usage
- **Wkday Mid-Day**: 73% usage
- **Wkday PM**: 74% usage
- **Wkday Mid-Day**: 74% usage
- **Queen**: 75% usage
- **Cameron**: 74% usage

The percentages indicate the proportion of parking spaces occupied at different times and locations, helping to identify areas with potential parking shortages.
TRANSPORTATION & PARKING

Issues & Options

Potential Transportation & Parking Strategies

• Allow additional on-street parking where possible
• Determine if parking limitations still fit the context
• Review adjacent land uses
TRANSPORTATION & PARKING

Issues & Options

Potential Transportation & Parking Strategies

• Seek out opportunities for shared off-street parking
• Continue to enhance walkability & make walking, bicycling and transit more attractive options
• Long term—ensure adequate parking is provided as part of new development
CONCLUSION

Q&A
Questions?

For additional information concerning the Braddock Road Metro Small Area Planning Study, please contact:

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Additional information may be found on the City web site at www.alexandriava.gov/planningandzoning.com