Braddock Metro Neighborhood Plan

Planning Commission Work Session

http://alexandriava.gov/planningandzoning/braddock_road.php

December 5, 2006
Braddock Metro Neighborhood Plan

- DRAFT PLAN
- RECOMMENDED CHANGES
- TRAFFIC STUDY
- SCHEDULE
PLANNING PRINCIPLES

• Preserve and Protect Parker-Gray Neighborhood

• Provide public open space

• Optimize Braddock Road Metro Station

• Create vibrant, mixed use neighborhoods

• Provide a safe and secure walkable environment

• Preserve existing and provide new affordable housing

• Improve and enhance Route 1

• Provide for sustainable development

December 5, 2006
DEVELOPMENT OPPORTUNITY SITES

Short-Term - within 5 years
- Northern Gateway
- The Madison
- Tony’s Auto/Carpenter’s Shelter
- Braddock Place Condominiums
- Charles Houston Rec. Center
- 600 N. Fayette

Medium-Term – 5 – 10 years
- Metro Station
- Metro/East
- Other ARHA Properties

Longer-Term
- Auto-Oriented Uses on Route 1
- Post Office Block
RECOMMENDED CHANGES:

- Braddock Road Overlay Zone
- Retail Overlay
- Building Height
- FAR For New CDDs
- Parking
BRADDOCK ROAD OVERLAY ZONE

- Require ground floor retail in key locations
- Adjust parking requirements
- Adjust heights
- Provide development standards
- Allow density/height bonus by CDD for affordable housing
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**RETAIL OVERLAY**

- New retail focus areas requiring retail, personal service and other commercial uses in designated locations

- Administrative Use provision for restaurants, outdoor dining

Enhance existing commercial district
ADJUST BUILDING HEIGHTS

OPEN SPACE

GATEWAY ELEMENT

PROPOSED HEIGHT (IN BLACK)

STEPDOWN/TRANSITION
AFFORDABLE HOUSING STRATEGY

Allow density and height bonuses for affordable housing in key locations

Three new CDDs recommended:
- Northern Gateway from 1.5 to 2.5 FAR
- Metro Station from 0.5 to 2.0 FAR
- Block east of Metro Station, including ARHA, from 0.75 to 2.0 FAR
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**PARKING DISTRICT**

**Residential**
- 1 space/1 bedroom + 15% Visitor Parking
- 1.5 space/2 bedroom
- 2 spaces/townhouse unit

**Office**
- 2.5 spaces/1,000 SF

**Retail**
- <5,000 SF, no requirement; >5,000 SF, 3.5 spaces/1000 SF
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TRAFFIC ANALYSIS LOCATIONS
<table>
<thead>
<tr>
<th>LOS</th>
<th>CONDITIONS</th>
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<tbody>
<tr>
<td>A &amp; B</td>
<td>Low Traffic/Low Delay</td>
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<tr>
<td>C</td>
<td>Moderate Traffic/Low Delay</td>
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<tr>
<td>D</td>
<td>Approaching Capacity</td>
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<tr>
<td>E</td>
<td>At Capacity</td>
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<tr>
<td>F</td>
<td>Over Capacity</td>
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ANALYSIS SCENARIOS

1. Existing Conditions
2. 2015 w/Existing Development
3. 2015 w/Permitted Density under Current Zoning
4. 2015 w/Proposed Development
ANALYSIS METHODOLOGY

• Background Through Trip Growth
  • 3 % / year on Route 1
  • 2 % / year on Braddock-Wythe

• Trip Reduction Factors
  • 30 % transit/non-SOV mode
  • 10 % internal capture
## TRIP GENERATION COMPARISON

<table>
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<tr>
<th>SCENARIO</th>
<th>TOTAL AM &amp; PM PEAK HOUR TRIPS</th>
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<tr>
<td>EXISTING CONDITIONS</td>
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<tr>
<td>2015 PERMITTED DENSITY UNDER CURRENT ZONING</td>
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<td>2015 REDEVELOPMENT W/CONVENTIONAL TDM</td>
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<td>2015 REDEVELOPMENT W/AGGRESSIVE TDM</td>
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INTERSECTION CHALLENGES

- LOS A-D
- LOS E or F
- Route 1 “Portals”
- Route 1 @ Slaters Lane
- Patrick @ Cameron
POTENTIAL ROADWAY IMPROVEMENTS

ADD SIGNAL – NO NB LEFT TURN

MODIFY INTERSECTION TO ELIMINATE EB LEFT TURN

NEW ACCESS ROAD
NON-MOTORIZED CHALLENGES

- Limited infrastructure in northern portion of study area
- Multi-use trail connectivity lacking
- Lack of consistency in existing facilities (varying widths, lighting, condition)
NON-MOTORIZED IMPROVEMENTS

• Extension of King St-Braddock Multi-use trail

• Connection to NorthEast

• Implementation of standard facility design guidelines
SUMMARY OF FINDINGS

• Proposed redevelopment scenario adds only 8% more peak hour trips than permitted density under current zoning scenario. This equates to approximately one-sixth of a lane of traffic.

• Potential intersection improvements improve accessibility of redevelopment area.

• Implementation of aggressive TDM program will more than offset incremental negative impacts of redevelopment scenario.

• Non-motorized improvements will improve mobility and accessibility of pedestrians and bicyclists.

• Improved transit service will provide incentives for non-auto travel on Route 1.
SCHEDULE

- Community Meeting
- City Council Work Session
- Public Hearings

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