December 14, 2006

Braddock Metro Neighborhood Plan

Community Meeting

http://alexandriava.gov/planningandzoning/braddock_road.php
• WELCOME
• PLAN HIGHLIGHTS
• TRANSPORTATION OVERVIEW
• PLAN OPPORTUNITY SITES
• Q&A
PLANNING PROCESS

- 4 Listening Sessions/Community Walk
- 4 Community Meetings, including a 2 Day Charrette
- 5 Work Sessions with Planning Commission, City Council, Parker-Gray BAR
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
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
- ARHA Properties

Medium-Term – 5 – 10 years
- Metro Station
- Metro/East

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

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RECOMMENDED CHANGES:

• Braddock Road Overlay Zone
• Retail Focus Areas
• Building Height
• FAR For New CDDs
• Parking

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

- Administrative Use provision for restaurants, outdoor dining

- Live/Work Opportunities

- Enhance existing commercial district
PROPOSED NEW OPEN SPACE
Braddock Metro Neighborhood Plan

BUILDING HEIGHTS

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GATEWAY ELEMENT

77’ PROPOSED HEIGHT (IN BLACK)

STEPDOWN/TRANSITION
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
<table>
<thead>
<tr>
<th>CDD SITE</th>
<th>Tier 1: Existing allowable FAR $2.00/GSF</th>
<th>Tier 2: Increase in allowable FAR $4.00/GSF</th>
<th>Tier 3: Maximum FAR</th>
<th>Approx. Yield of Affordable Units w/provision of 33% bonus = new afford. units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Braddock Metro (Site F)</td>
<td>.50 (64,849 gfa) 64 units $129,699</td>
<td>1.5 (194,503 gfa) 194 units $778,014</td>
<td>2.0 (259,338 gfa) 259 units</td>
<td>21</td>
</tr>
<tr>
<td>Metro East (Site G)</td>
<td>.75 (144,675 gfa) 144 units $289,350</td>
<td>1.5 (289,350 gfa) 289 units $1,157,400</td>
<td>2.0 (385,800 gfa) 385 units</td>
<td>32</td>
</tr>
<tr>
<td>Northern Gateway (Sites A/B)</td>
<td>1.50 (461,316 gfa) 461 units $922,963</td>
<td>2.0 (615,088 gf) 615 units $2,460,352</td>
<td>2.5 (768,860 gfa) 768 units</td>
<td>50</td>
</tr>
</tbody>
</table>
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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 spaces/1,000 SF

Retail
<5,000 SF, no requirement; >5,000 SF, 3.5 spaces/1000 SF

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<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>
</tr>
<tr>
<td>C</td>
<td>Moderate Traffic/Low Delay</td>
</tr>
<tr>
<td>D</td>
<td>Approaching Capacity</td>
</tr>
<tr>
<td>E</td>
<td>At Capacity</td>
</tr>
<tr>
<td>F</td>
<td>Over Capacity</td>
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</table>
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>
<thead>
<tr>
<th>SCENARIO</th>
<th>TOTAL AM &amp; PM PEAK HOUR TRIPS</th>
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<tbody>
<tr>
<td>EXISTING CONDITIONS</td>
<td>4,900</td>
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<tr>
<td>2015 PERMITTED DENSITY UNDER CURRENT ZONING W/SUP</td>
<td>6,100</td>
</tr>
<tr>
<td>2015 REDEVELOPMENT W/CONVENTIONAL TDM</td>
<td>6,600</td>
</tr>
<tr>
<td>2015 REDEVELOPMENT W/AGGRESSIVE TDM</td>
<td>6,000</td>
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</table>
INTERSECTION CHALLENGES

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

ADD SIGNAL – NO LEFT TURN FROM ROUTE 1 NORTH TO FAYETTE STREET

MODIFY INTERSECTION TO ELIMINATE LEFT TURN FROM FIRST STREET TO ROUTE 1 NORTH

NEW ACCESS ROAD
BICYCLE & PEDESTRIAN CHALLENGES

• Lack of sidewalk and street network in northern portion of study area

• Need for trail connection north of Braddock Metro Station

• Lack of consistent sidewalk widths and lighting
BICYCLE & PEDESTRIAN IMPROVEMENTS

• Extension of King St-Braddock Multi-use trail

• Pedestrian connection to NorthEast at new Route 1/Fayette Street signal

• Provide streetscape improvements (sidewalks, lighting, crosswalks, trees) to promote ped/bike circulation and safety
SUMMARY OF FINDINGS

- Proposed development adds 8% more peak hour trips.

- Recommended intersection improvements increase safety and accessibility.

- Increased Metro ridership will help off-set the traffic impacts of new development.

- Bicycle and pedestrian improvements will provide greater mobility and accessibility.

- Improved transit service will provide incentives for non-auto travel on Route 1.
STREETSCAPE IMPROVEMENTS
STREETSCAPE IMPROVEMENTS

• 14-18 foot wide sidewalks
• New street trees
• Pedestrian-scale lighting
• Highly visible crosswalk markings
• New bicycle racks, benches, trash cans, bus shelters
• Public art
• Wayfinding signage consistent with the City-wide program
STREETSCAPE IMPROVEMENTS

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Braddock Metro Neighborhood Development Standards
Build to the Street
Human Scale
High Quality Buildings
Local Character
Mix of Uses
Building Entrances
Underground Parking
General Building Standards:

- Buildings Parallel to the Street
- Courtyards and Porte Cochères
- Street-Level, Pedestrian Uses
- High Quality Materials Concrete, Stone, Metal etc.
General Building Standards:

**TOP**
- Articulated Skyline
- Strong Cornice, Setback, Etc.

**MIDDLE**
- Façade Articulation
- Multiple Rhythms

**BASE**
- Pedestrian Scaled
- Highly Articulated Façade
General Building Standards:

- Building Step-back of 7-20 FT for Buildings Between 40-60 FT
- Simple Geometric Shapes in Plan and Elevation
- Vertical Fenestration
- Articulated Skyline
- Primary Pedestrian Entrances
General Building Standards:

- Highest Quality Materials and Details at the Pedestrian Level
- Horizontal Expressions - such as Frieze Band are Encouraged
- Balance in the Glass to Wall Predominantly Solid
SITE D

SITE AND DESIGN STANDARDS

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Opportunity Site H

**KEY**
- Small Area Plan Boundary
- Development Opportunity Sites
- Longer-term Potential Development Opportunity Sites

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SCHEDULE

- City Council Work Session
- Public Hearings

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