Braddock Metro Neighborhood Plan

City Council Work Session

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

December 18, 2006
HIGHLIGHTS OF PLAN

TRANSPORTATION OVERVIEW

DESIGN AND DEVELOPMENT STANDARDS
**Braddock Metro Neighborhood Plan**

**PLAN BENEFITS**

- Maximizes Metro and Transit by concentrating new development around the Metro Station
- Creates new affordable housing with redevelopment
- Identifies streetscape improvements to increase pedestrian comfort, safety, walking and bicycling
- Protects historic Parker-Gray District and neighborhoods
- Requires new ground floor retail in key locations
- Provides new consolidated, usable public open space
- Establishes compatible height, form, and mass and sustainability of new development

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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
COMMUNITY CONCERNS

- Traffic
- Density
- Building Heights
- Sidewalk Widths
- Metro Site Development
• 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
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PLAN FOCUS AREAS

Old and Historic District

NorthEast

Northern Gateway

Braddock Center

Parker-Gray

Del Ray

Rosemont

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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
• Parking District
• Building Height
• New CDDs w/ Affordable Housing
• Development and Design Standards
• 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
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BUILDING HEIGHTS

GATEWAY ELEMENT

STEPDOWN/TRANSITION

77' PROPOSED HEIGHT (IN BLACK)

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Three new CDDs recommended:
- Northern Gateway from 1.5/2.5 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
## Affordable Housing

Approximate Number of Housing Units and Affordable Units in CDD Areas

<table>
<thead>
<tr>
<th>CDD SITE</th>
<th>Tier 1: Existing allowable FAR</th>
<th>Tier 2: Increase in allowable FAR</th>
<th>Tier 3: Maximum FAR</th>
<th># of Affordable Units Under Max FAR**</th>
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</thead>
<tbody>
<tr>
<td>Braddock Metro</td>
<td>.50 64 units</td>
<td>1.5 194 units</td>
<td>2.0 259 units</td>
<td>21</td>
</tr>
<tr>
<td>Metro East</td>
<td>.75 144 units</td>
<td>1.5 289 units</td>
<td>2.0 385 units</td>
<td>32</td>
</tr>
<tr>
<td>Northern Gateway</td>
<td>1.50 504 units</td>
<td>2.0 636 units</td>
<td>2.5 768 units</td>
<td>44</td>
</tr>
</tbody>
</table>

*Consistent with Current City Policy

**Plus cash contribution

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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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ANALYSIS SCENARIOS

1. Existing Conditions

2. 2015 w/Permitted Density under Current Zoning w/SUP

3. 2015 w/Proposed Density under CDD Zoning w/conventional TDM

4. 2015 w/Proposed Density under CDD Zoning w/aggressive TDM
<table>
<thead>
<tr>
<th>Scenario</th>
<th>Planning Area</th>
<th>Route 1</th>
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</thead>
<tbody>
<tr>
<td>Existing</td>
<td>4,900</td>
<td>7,200</td>
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<tr>
<td>2015 No Build</td>
<td>5,000</td>
<td>9,600</td>
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<tr>
<td>2015 Current Zoning</td>
<td>6,100</td>
<td>10,000</td>
</tr>
<tr>
<td>2015 Conventional TDM</td>
<td>6,600</td>
<td>10,200</td>
</tr>
<tr>
<td>2015 Aggressive TDM</td>
<td>6,000</td>
<td>9,700</td>
</tr>
</tbody>
</table>

Values Represented are Combined AM and PM Peak.
2015 “Conventional”

AM Peak Hour LOS

PM Peak Hour LOS
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

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BICYCLE & PEDESTRIAN CHALLENGES

- Lack of sidewalk and street network

- Need for trail connection north of Braddock Metro Station

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

• Extend existing King St-Braddock trail north to connect with Potomac Yard/Greens

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

• Provide streetscape improvements to promote ped/bike circulation and safety
SUMMARY OF FINDINGS

Even if no development occurs, Route 1 will continue to be congested.

With mixed use and transit enhancements, proposed development results in 8% more peak hour trips.

Aggressive TDM will off-set the increase in total trips for the proposed CDD zoning.
• Plan anticipates and accommodates planned WMATA and DASH service enhancements at the Metro Station and the proposed Crystal City/Potomac Yard dedicated transit

• Plan considered future dedicated transit on Route 1; additional study and community outreach necessary
POTENTIAL ACCESS IMPROVEMENTS AT METRO STATION

A  Kiss and Ride on street
B  Direct entry to the station from Madison Street
A,C New mixed-use development to support Metro
D  Public open space as a community gathering place
E  Two-way bus travel through station and double the number of bus loading bays
F  Enhanced intersection at Braddock, West & Wythe

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Bicycle and pedestrian improvements provide greater mobility and accessibility
STREETSCAPE IMPROVEMENTS

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

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Sustainable Development:

• “Green & Sustainable Building Checklist”

• Project tracking and reporting

• Strongly encourage LEED or other certification or accreditation
General Building Standards:

• Build to the Street
• Human Scale
• High Quality Buildings
• Local Character
• Mix of Uses
• Building Entrances
• Underground Parking
SITE AND DESIGN STANDARDS
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**SUMMARY**

- Advances City Council Vision – new urban villages with transit-oriented development
- New mixed use place with affordable housing, retail uses
- Pedestrian and bicycle friendly environment with wider sidewalks, street trees, lighting
- Celebrates historic Parker-Gray District and neighborhoods
- New consolidated, usable public open space and enhanced trail connections
- Ensures compatible form, mass and height of new development
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