PRINCIPLES

• Preserve and protect Parker Gray historic neighborhood
• Optimize Metro Station
• Ensure public open space
• Create vibrant, identifiable, mixed-use neighborhoods
• Provide safe walkable environments
• Preserve existing and provide new affordable, workforce housing
• Improve and enhance Route 1
DISCUSSION AREAS FOR THE PLAN

*Provide Direction and Guidance on:*

- Neighborhood Definition
- Open Space Opportunities
- Height/FAR
- Retail
- Parking/Transit
- Development Opportunities/Challenges
  - Short and Long Term
NEIGHBORHOODS

Northern Gateway

Braddock Center

Parker Gray

Wythe

Pendleton

Montgomery

First

Madison

Wythe

Pendleton

Oronoko

Princess

Queen

Fayette

Payne

West

Henry

Pendleton

Montgomery

First

Madison

Wythe

Pendleton

Oronoko

Princess

Queen

Fayette

Payne

West

Henry
THE BALANCE – OPEN SPACE & HEIGHT/FAR
EXISTING DEVELOPMENT & OPPORTUNITIES

- Short-Term Development Opportunity
- Long-Term Development Opportunity
- Existing Development – Likely to Remain
- Affordable Public Housing – Assumed to remain long-term
QUALITY PUBLIC SPACES

7.2 acres existing open space (5.5% total land use) – comparable to Old Town North

Potential New Open Space

- Trail extension, Metro Station, Braddock Gateway Park
- Does not include open space provided with new development
OPEN SPACE OPTIONS

John Carlyle 170’ X 300’

McPherson Square 220’ X 400’

Market Square 175’ X 250’
EXISTING BUILDING HEIGHT LIMITS
PROPOSED BUILDING HEIGHT LIMITS

- Gateway Element
- 50’ Transition to Henry Street
- Required Stepdown Transition
STRONG CONNECTIONS- Future Transit

Plan for a new transit way on Route 1 - Bus Rapid Transit

- BRT operates on street like a city bus
- BRT uses separate ROW and HOV to allow rail-like service at a fraction of the cost
- BRT moves more people than regular bus, at a fraction of cost of rail or light rail
- Attractive alternative to automobile use
- Reduces congestion
- Potential to reduce the number of autos
BRT – Curb-Side Bus Route

BRT lane adjacent to curb lane:

- Removes existing on-street parking
- Places buses in close proximity to pedestrians/residences
- Avoids conflicts with parked vehicles
BRT- Adjacent to On-Street Parking

BRT lane adjacent to on-street parking:

- Complements good walkability
- Contributes to pleasant, active public space
- Retains existing on-street parking/supports retail frontage
- Provides buffer for pedestrians and supports retail environment
- Reduces impacts from noise, vibration on residences
• Should Parking be reduced within 1000’ of Metro?
• Should there be a maximum on parking?
RETAIN – Neighborhood Destinations

- Create new Retail Overlay Zone – require retail in certain locations
  - Allow for Administrative approval of outdoor dining, small restaurants
  - Provide Retail Guidelines – retail frontage, storefront design, transparency, retail depth ceiling height
- Enhance Queen Street businesses
RETAIL – Neighborhood Destinations

Retail Overlay Zone

- 3,000 sf
- 65,000 sf
- 15,000 sf
- 4,000 sf (existing)

Map of neighborhood destinations with retail overlay zone highlighted.

Duke Street
- Braddock Shops
- Gateway Corner Stores
- Henry Shops
- Queen Street Shops

Mount Vernon Avenue
Washington Street
King Street

Images of retail areas with people walking and sitting outside shops.
BRADDOCK METRO OPTIONS

Maintain As Is

Consolidate Open Space and Reconfigure Buses/Parking
BRADDOCK METRO OPTIONS

Open Space W/ Some Development

Larger Development with Smaller Open Space
Plan for 20 Year Future - For the foreseeable future existing housing is maintained

- Affordable Housing height/density bonus should be inclusive within SUP height/FAR
CURRENT DEVELOPMENT PROPOSALS

Transitioning from warehouse/service to residential/retail
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Transitioning from warehouse/service to residential/retail

• Guide redevelopment to create vibrant, mixed-use neighborhoods with retail, restaurants and transit while minimizing traffic impacts

• Existing development
  1.1 million sq ft

• Full Build-out under current zoning
  3.1 million sq ft

• Current development proposals
  Just under one million square feet or 49% of potential new development
NORTHERN GATEWAY

- 6 Acre Consolidated Development Site
- Potential Future Addition
- Extend the Urban Street Grid
- Large Public Open Space Park
- Linear Parkway
- Consolidated Development

77’-?
50’
90’
50’ transition
77’-?
90’
77’-?
140’?
OPEN SPACE OPTIONS

60’ X 240’  
14,400 SF

120’ X 240’  
28,800 SF

180’ X 240’  
43,200 SF
BRADDOCK PLACE CONDOMINIUMS

Concern about:
- Height Differential
- Increase in FAR
- Open Space

- 1.12 Acre site
- Zoned CRMU-H
- Construct seven story condominium building – 87 Ft (exceeds SUP max by 10’ for affordable housing)
- 121,605 Sq Ft Total

- 2.5 FAR with SUP
- 122 dwelling units
- 1,658 Sq Ft ground floor retail
- Underground parking: 3 levels, 209 spaces
600 N. FAYETTE

- 1.9 Acre site
- Zoned CRMU-H
- Construct 3 ½ to 6 story building - to 77 ft
- 216,000 gsf

- 2.5 FAR with SUP
- 142 dwelling units
- Surface and Underground parking: 230 spaces
600 N. Fayette

- 35% proposed ground-level open space
- 40% required ground-level open space
- Limited locations in this area for new public open space
DISCUSSION

Provide Direction and Guidance on:

• Neighborhood Definition
  • Are thoughts on neighborhoods appropriate?

• Open Space Opportunities
  • Input on locations for open space

• Metro Station
  • Thoughts on Development v. Open Space

• Height/FAR
  • Input on balance between height/density to open space
DISCUSSION

Provide Direction and Guidance on:

- Parking/Transit
  - Input on approach to parking?
  - Input on BRT section

- Retail
  - Input on locations for retail and retail overlay

- Development Opportunities/Challenges
  - Thoughts?
NEXT STEPS

- Complete Comprehensive Traffic Analysis
- Conduct Community Meeting
- Prepare Draft Plan/Ordinance Changes