

Braddock Metro Small Area Plan



Process

- **Planning Commission Work Session**
- **Draft Braddock Concept Plan – Next Week**
- **Community Meeting**
- **City Council Work Session**
- **Public Hearings**



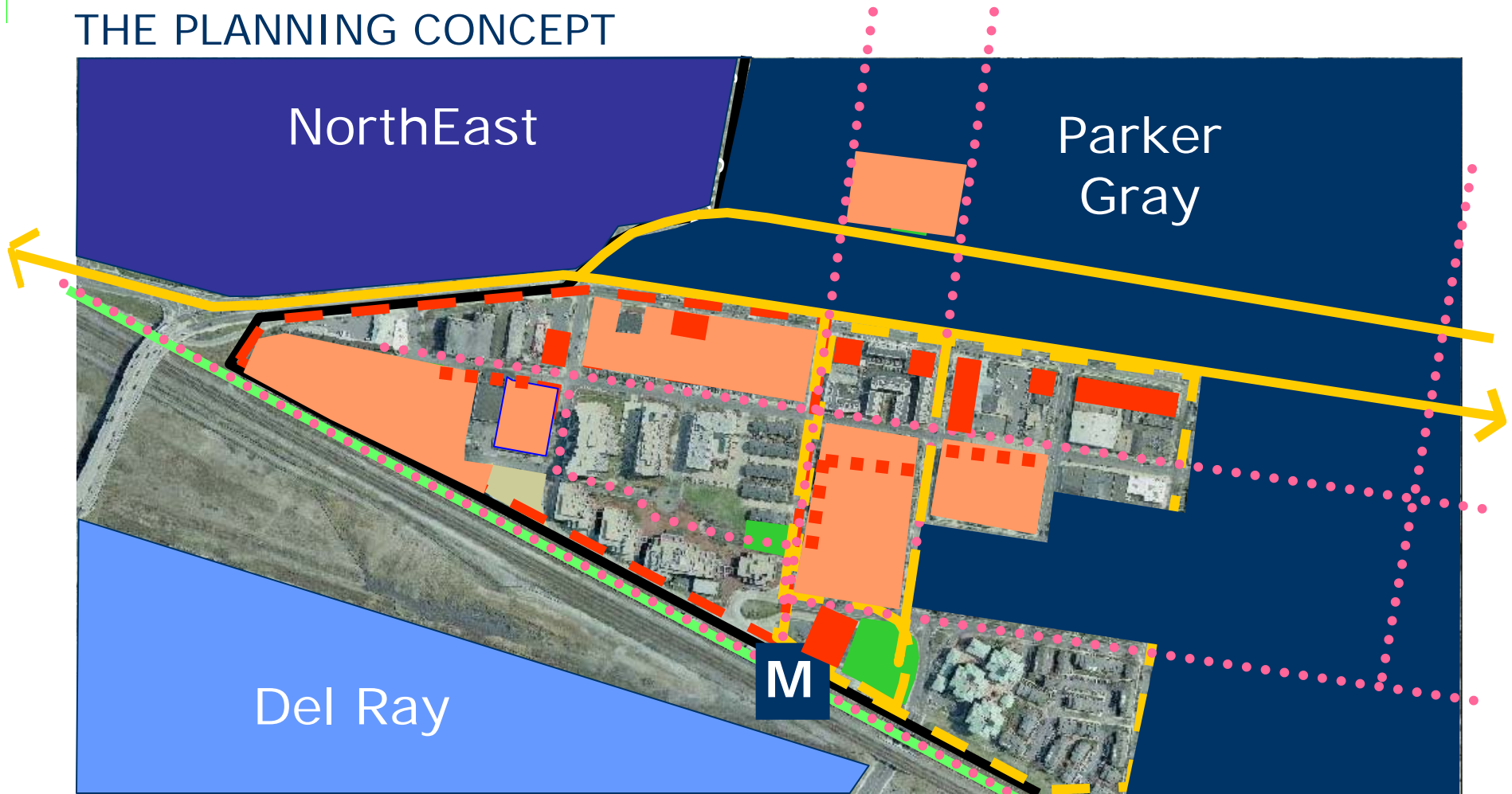
Braddock Metro Small Area Plan

THE PLANNING PRICIPLES

- **Preserve and protect Parker Gray historic neighborhood & surrounding neighborhoods**
- **Optimize the utilization of the Metro Station**
- **Ensure public open space to establish a sense of place**
- **Create vibrant, identifiable, mixed-use neighborhoods**
- **Provide safe walkable environments**
- **Preserve existing and provide new affordable, workforce housing**
- **Improve and enhance Route 1**



THE PLANNING CONCEPT



- Establish Distinct Neighborhoods
- Protect Existing Neighborhoods
- Provide public open space
- Optimize the Metro Rail transit w/ supporting bus transit

- Provide a safe, inviting pedestrian environment
- Provide retail/services
- Guide redevelopment opportunities

Braddock Metro Small Area Plan NEIGHBORHOOD CONSERVATION PRINCIPLES

- Celebrate the history of the Parker Gray District
 - Seek Nomination on National Register of Historic Places
 - Expand historic district boundaries
- Improve the quality of life in the existing neighborhoods
 - Repair the street grid
 - Replace industrial with residential
 - Extend pedestrian network – wider sidewalks
 - Create more public open space
 - Respect existing neighborhood scale with transitions
 - Encourage new retail and commercial uses to meet neighborhood demand
- Prioritize pedestrians over vehicles by making safe, walkable streets
- Integrate new development within established neighborhoods to create a sense of place



Plan identifies:

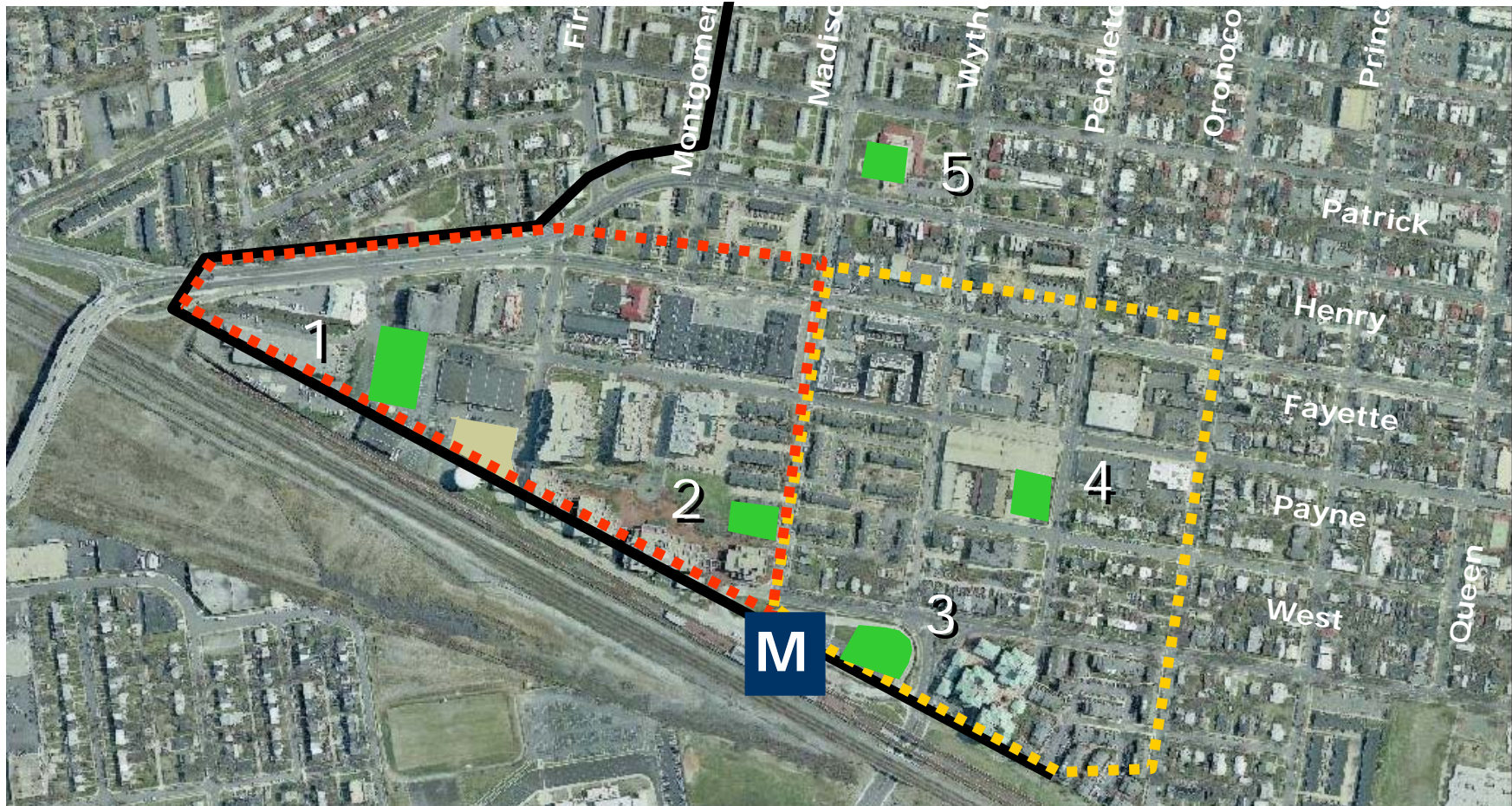
- ❖ Short-Term - within 5 years
 - Northern Gateway
 - The Madison
 - Tony's Auto/Carpenter's Shelter
 - Braddock Place Condominiums
 - Charles Houston Recreation Ctr
 - 600 N. Fayette

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

- ❖ Longer-Term
 - Auto-Oriented Uses on Route 1
 - Post Office and Parking Lot

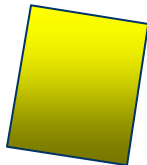
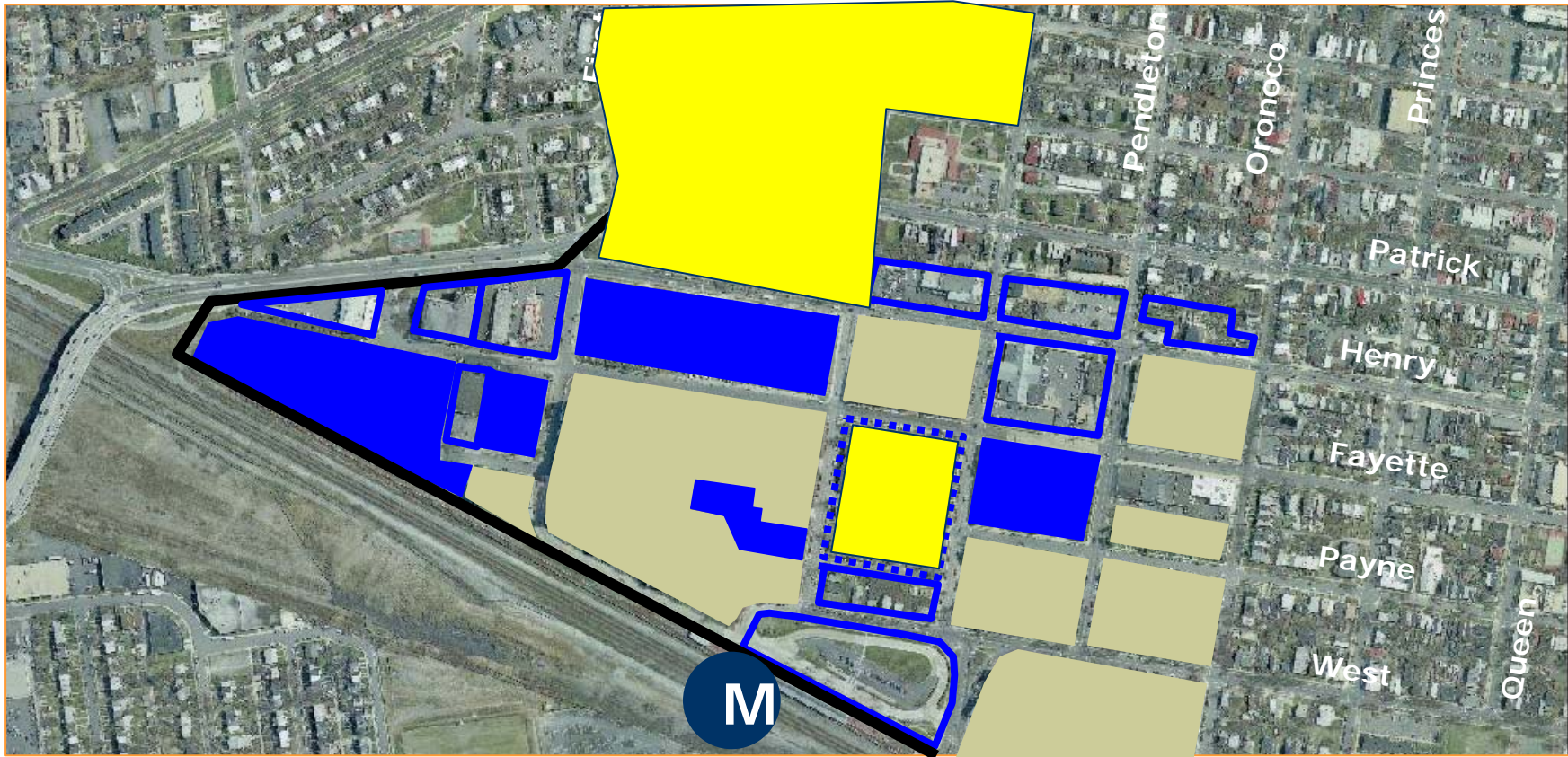


Five locations for urban public parks to provide identity for the neighborhood and create a local gathering place



1. Northern Gateway
2. Braddock Place Condos
3. Metro Station

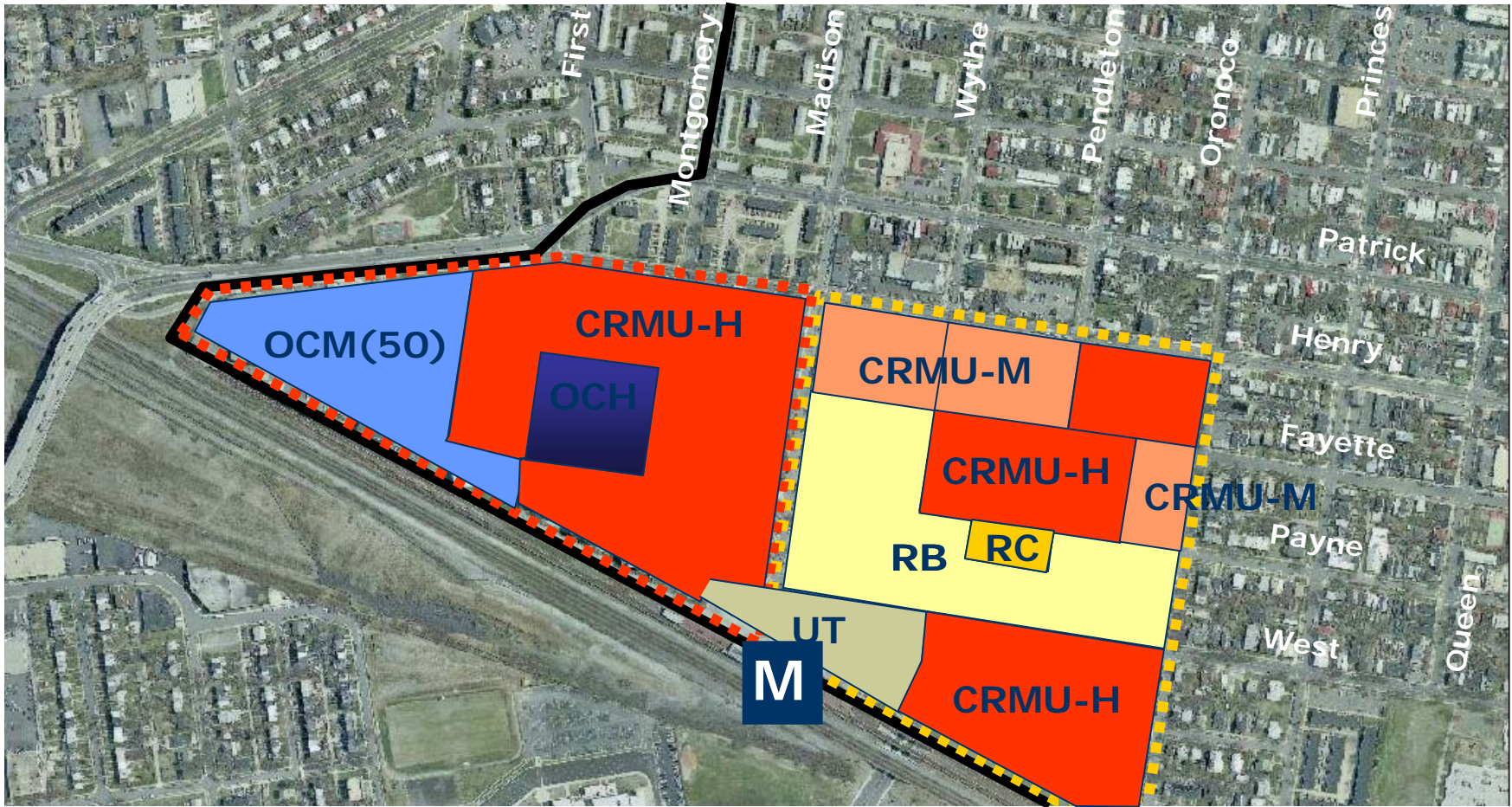
4. Pendleton Green
5. Charles Houston Recreation Center



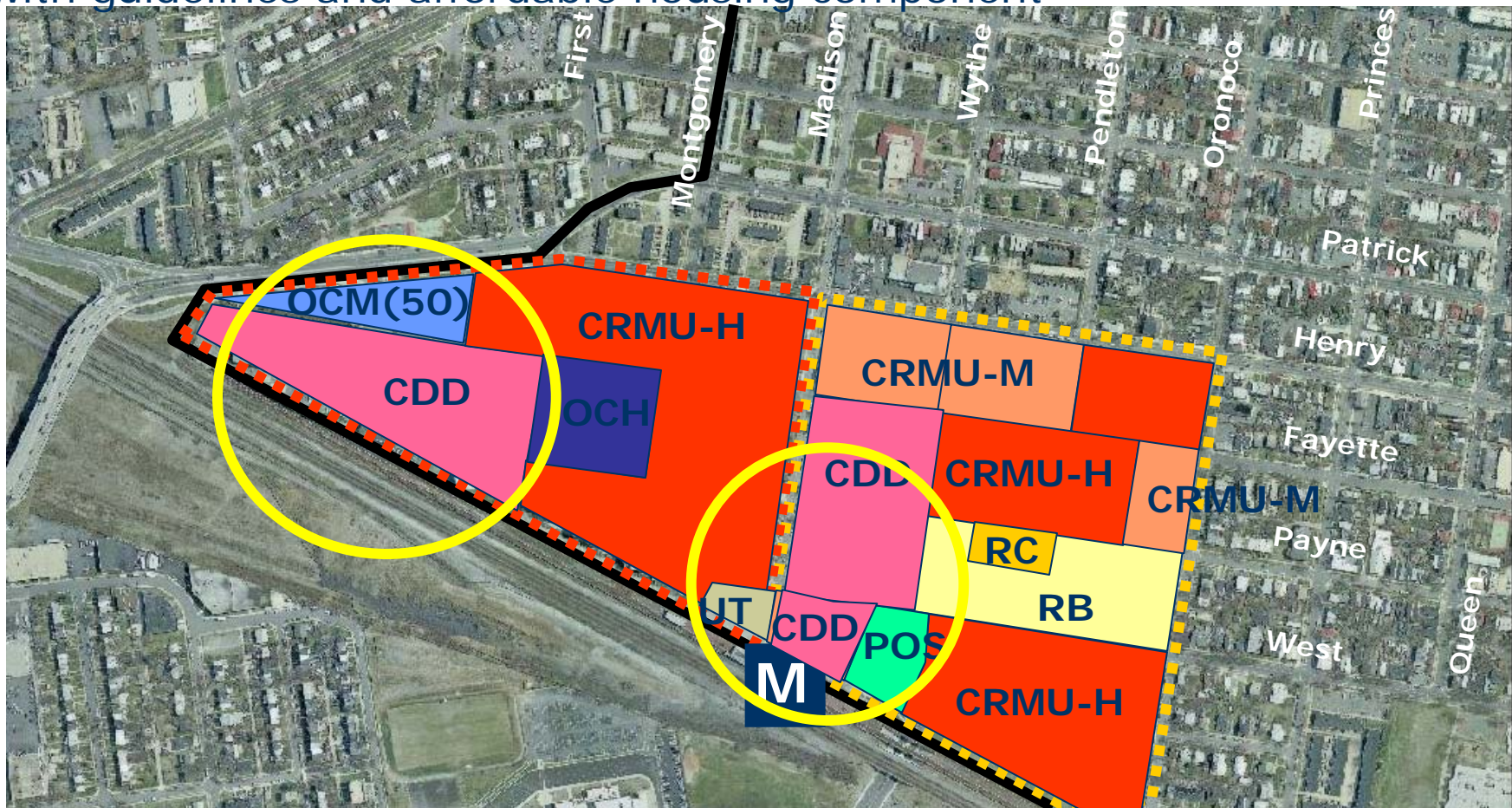
Plan affirms City policy of maintaining existing ARHA housing units

Through CDD, provide density and height bonuses for affordable housing in key locations

If ARHA housing by Metro redevelops in long term, opportunity to redevelop with a mix of housing units (similar to Chatham Square)

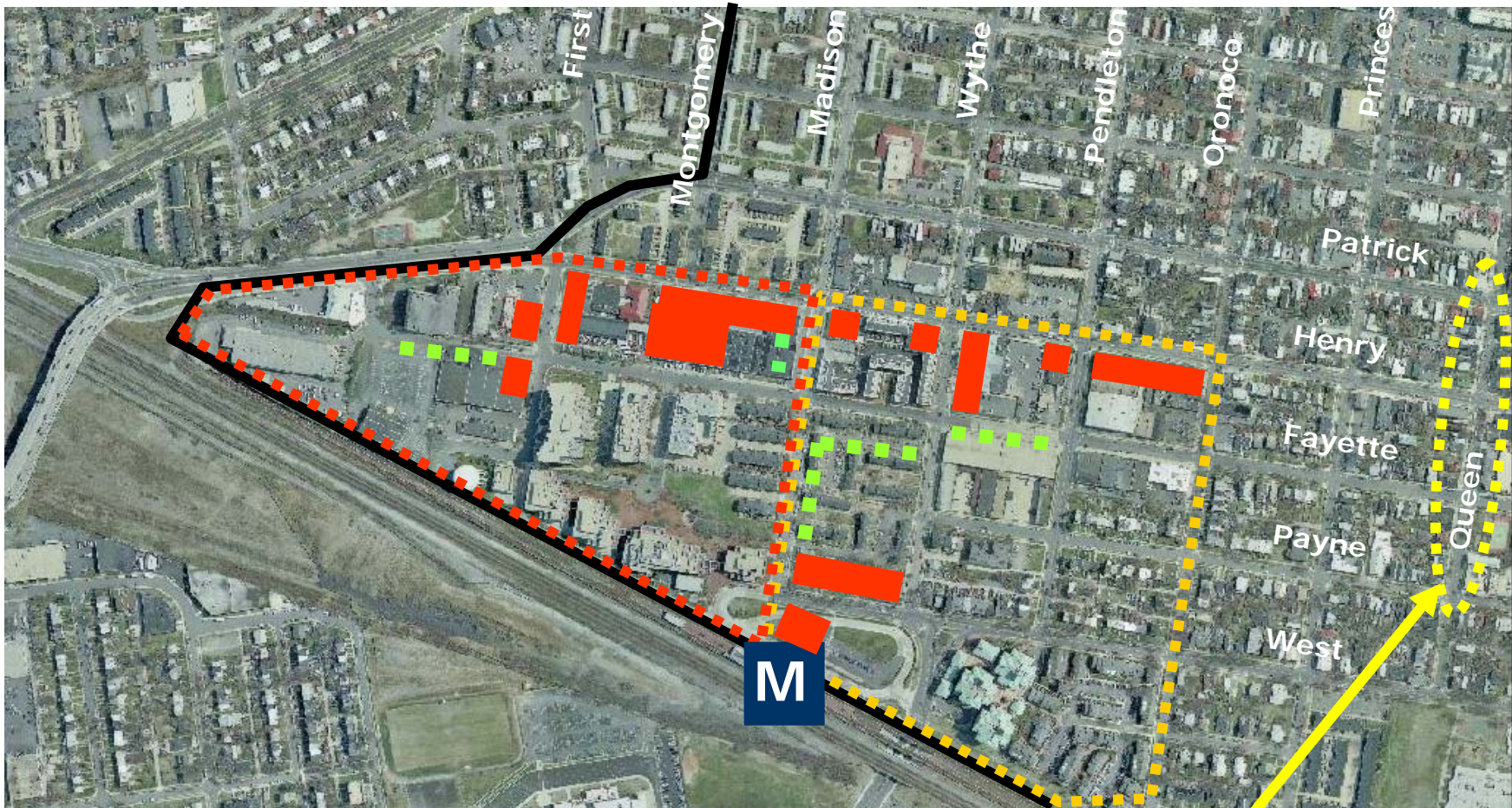


Three areas identified and recommended for zoning change to CDD, with guidelines and affordable housing component



- Northern Gateway to provide flexibility through a concept plan
- Metro station to allow mixed use and public open space
- Block east of Metro Station (including ARHA property should it redevelop)

PLAN ZONING – RETAIL OVERLAY

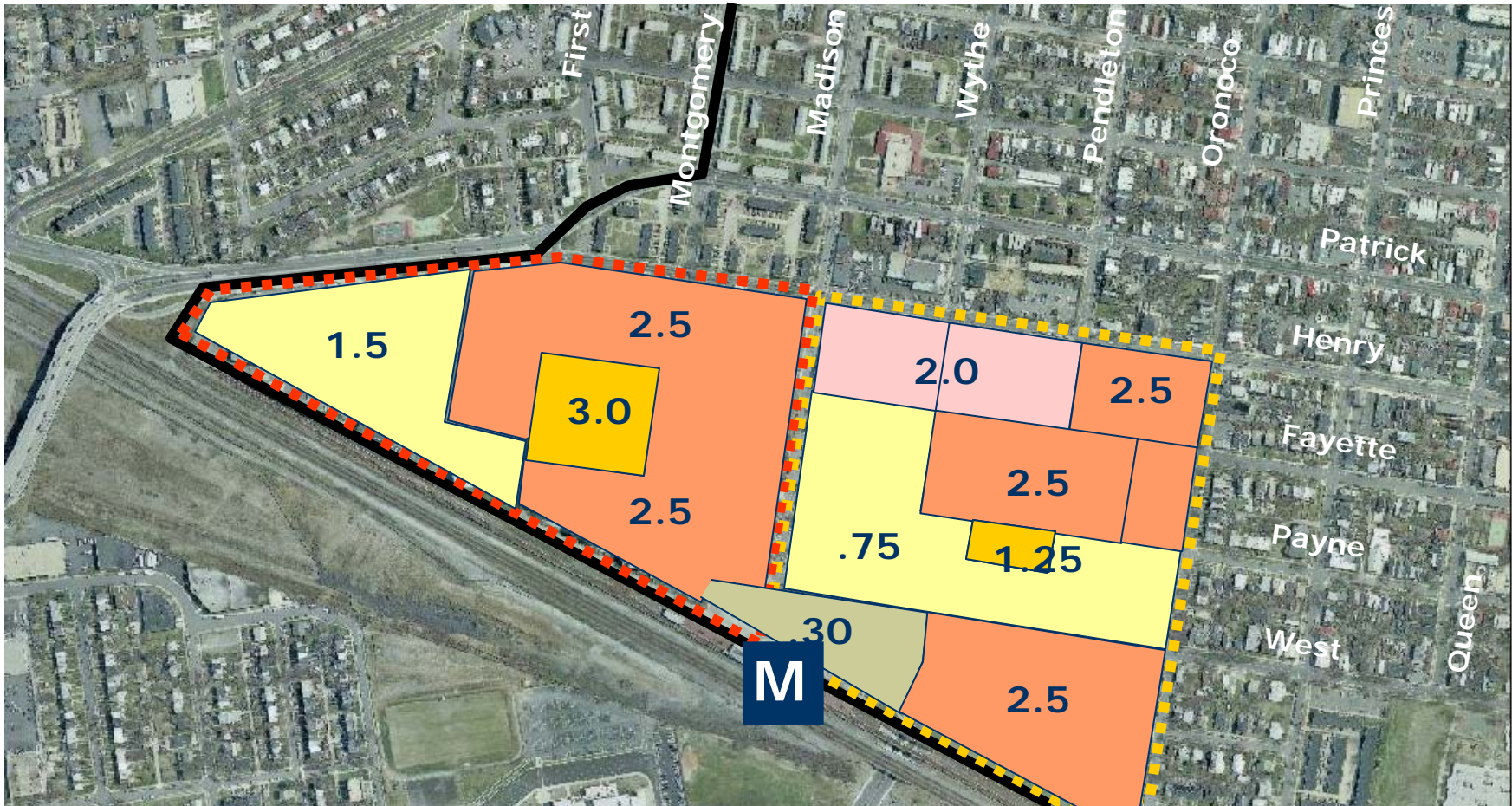


- New retail focus areas requiring retail, personal service and other commercial uses in designated locations

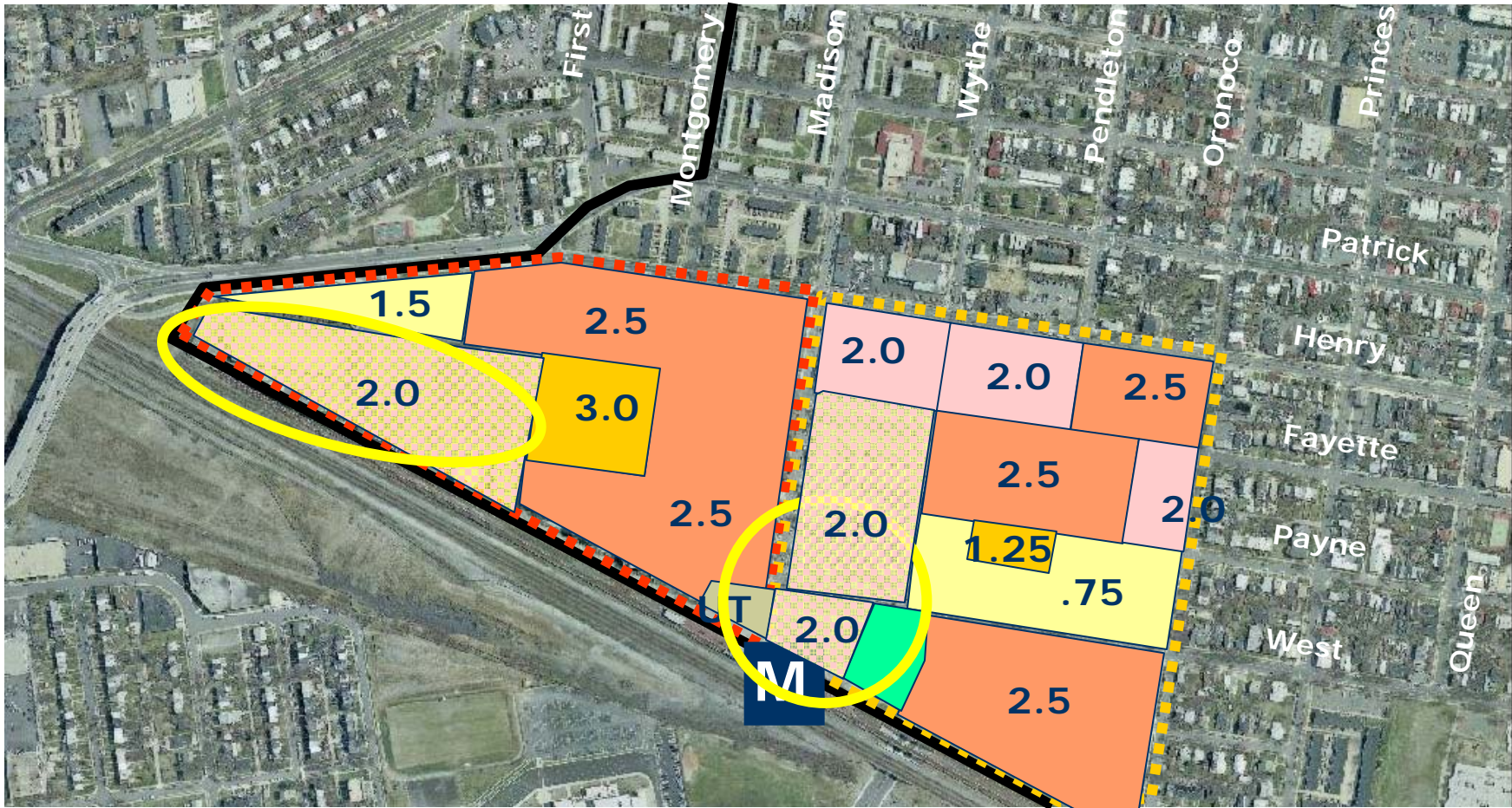
Enhance existing commercial district

- Administrative Use provision for restaurants,

EXISTING FAR



PLAN FAR

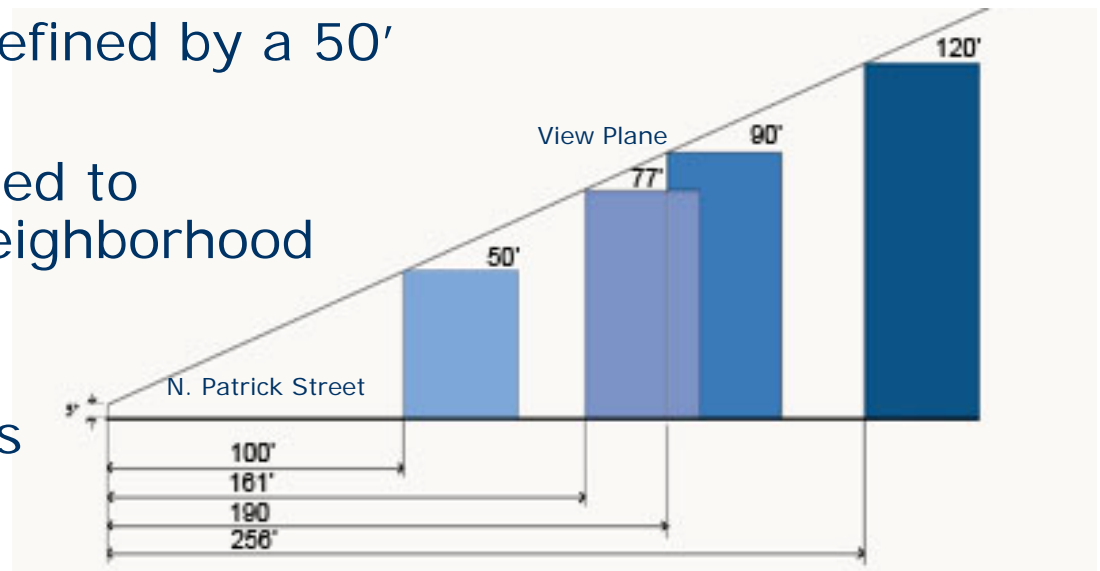


Three areas identified where FAR changes with the zoning

- Northern Gateway from 1.25 to 2.0 FAR
- Metro station from 0.25 for Utility Zone to 2.0 FAR
- Block east of Metro Station, including ARHA, from 0.75 to 2.0 FAR

The Plan permits higher density/taller buildings near Metro Station while assuring that the surrounding neighborhoods are protected from the visual impact

- N. Henry Street is defined by a 50' high streetwall
- View plane established to protect NorthEast neighborhood
- Northern Gateway heights based upon view plane. Buildings shield existing tall buildings
- Braddock Metro Station development is 77'
- Block east of Metro, including ARHA property, is maintained at 45'. Allow range of height 50-77', with step down to adjacent residential scale
- If ARHA property east of Route 1 redevelops, new buildings should step down to 35' adjacent to residential neighborhood



EXISTING ALLOWABLE BUILDING HEIGHTS



PLAN BUILDING HEIGHTS



- View Plane Section
- Open Space
- Gateway Element
- Stepdown/Transition

Future 77' Height

Plan Building Heights

ENHANCE THE METRO RAIL STATION



Planned Station Features

- New Kiss and Ride area
- Direct entry to the station from Madison Street
- New mixed-use development to support Metro
- Two-way bus travel through station
- Double the number of bus loading bays
- Public open space as a community gathering place
- Enhanced intersection between Braddock, West & Wythe

CONSIDER POTENTIAL DEDICATED TRANSIT CORRIDOR

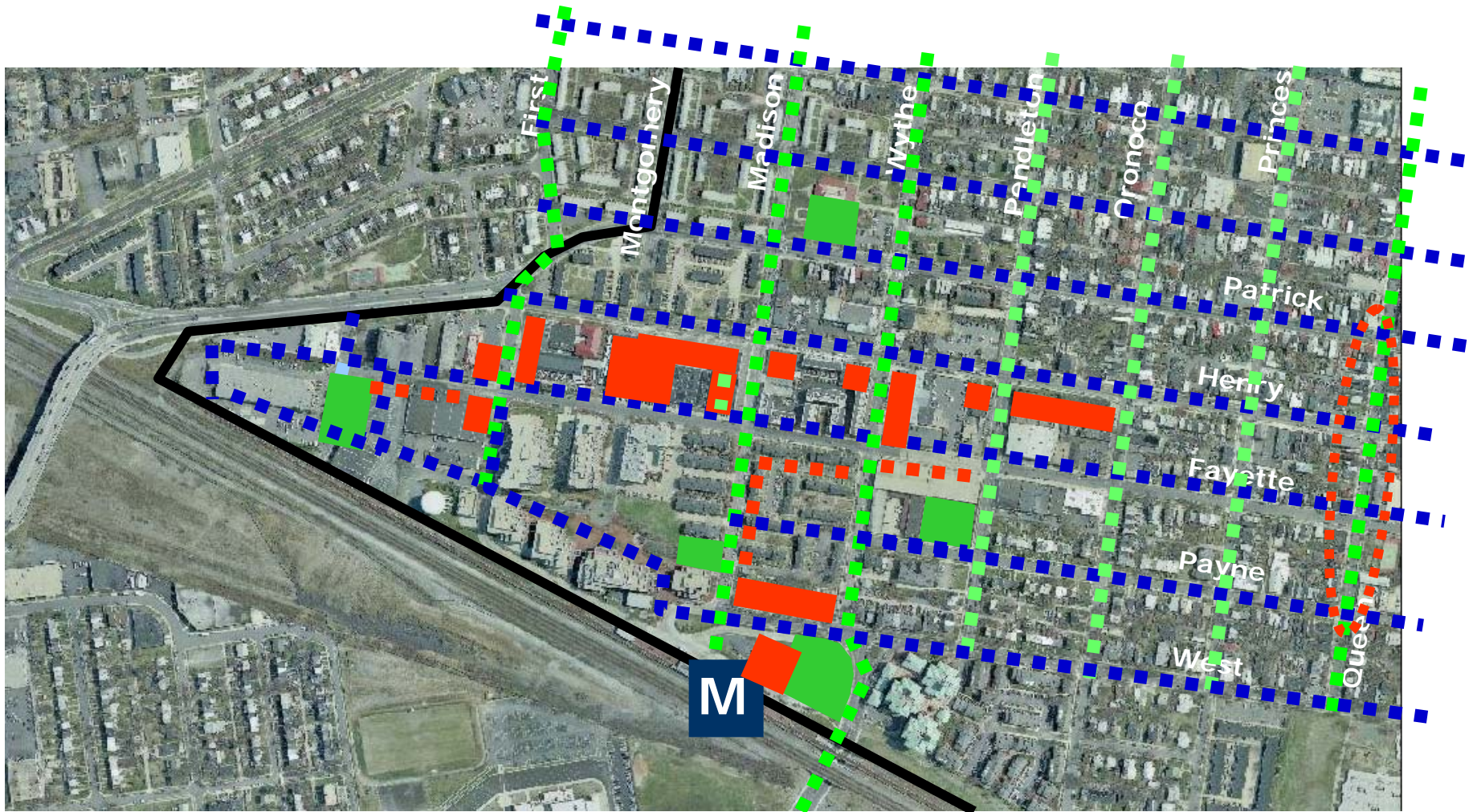


Transportation Task Force has identified Route 1 (Patrick & Henry) as a potential dedicated transit corridor

ESTABLISH A STRONG PEDESTRIAN ENVIRONMENT



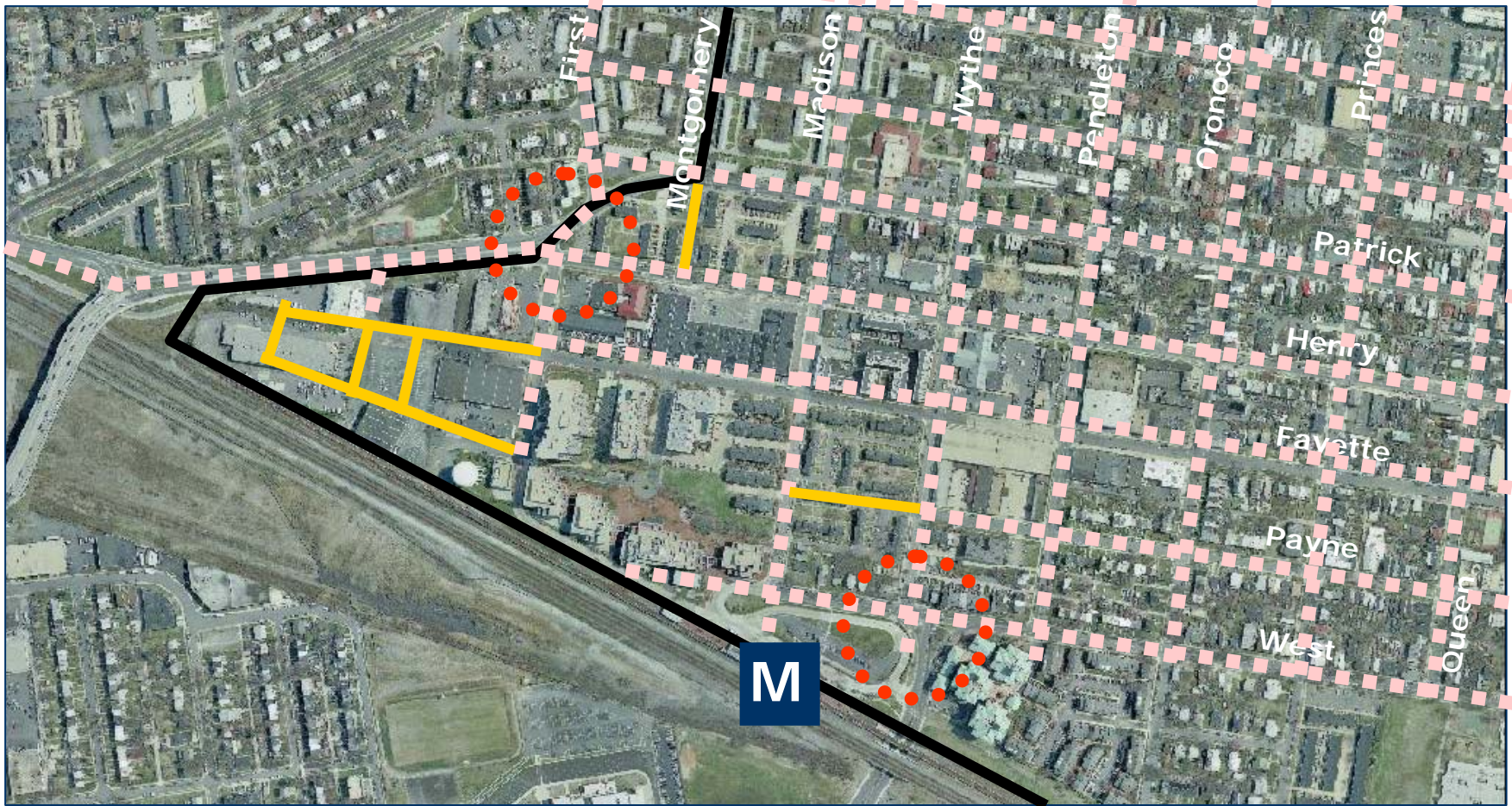
- Small block size
- Adequate sidewalk width
- Buildings that front the street with active ground floor uses
- Interesting places to walk to and from
- Pedestrian level lighting
- A perception of safety and security—eyes on the street
- Pedestrian amenities
- On-street parking to buffer pedestrian
- Well-marked pedestrian crossings



Create a hierarchy of east-west and north-south pedestrian streets coordinated with access to Metro, community services, and retail

- ■ ■ ■ ■ East-West pedestrian streets - First, Madison, Wythe and Queen
- ■ ■ ■ ■ North-South pedestrian streets – West, Fayette,

MAINTAIN/RECONNECT THE GRID



The existing Braddock street pattern is a traditional grid



Intersections to be improved

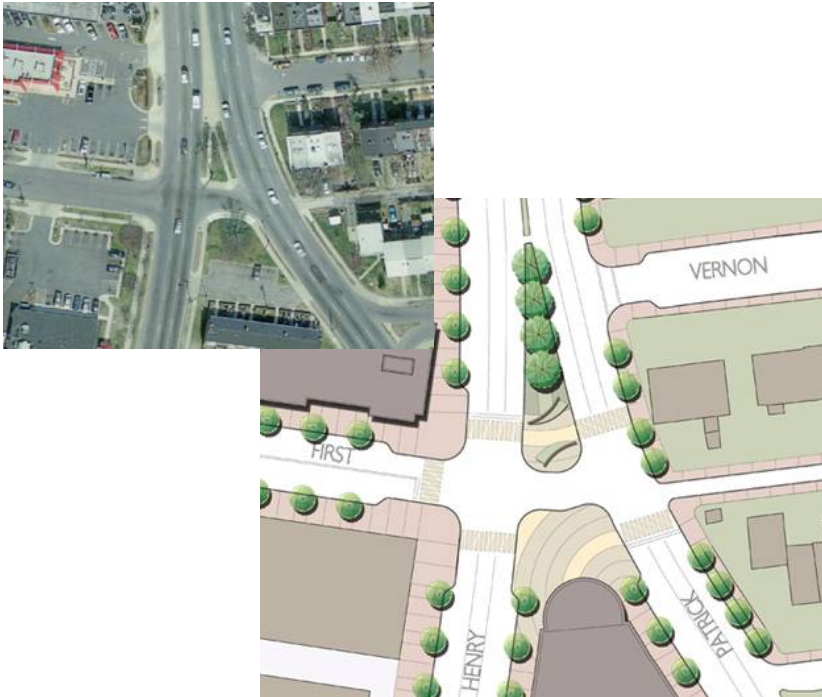


Existing Street Grid



Reconnect Street Grid

INTERSECTION IMPROVEMENTS



FIRST STREET & ROUTE 1

- Improve Route 1 vehicular crossing
- Improve pedestrian crossing
- Create a Route 1 gateway to Braddock
- Slow traffic w/parking and "gateway"

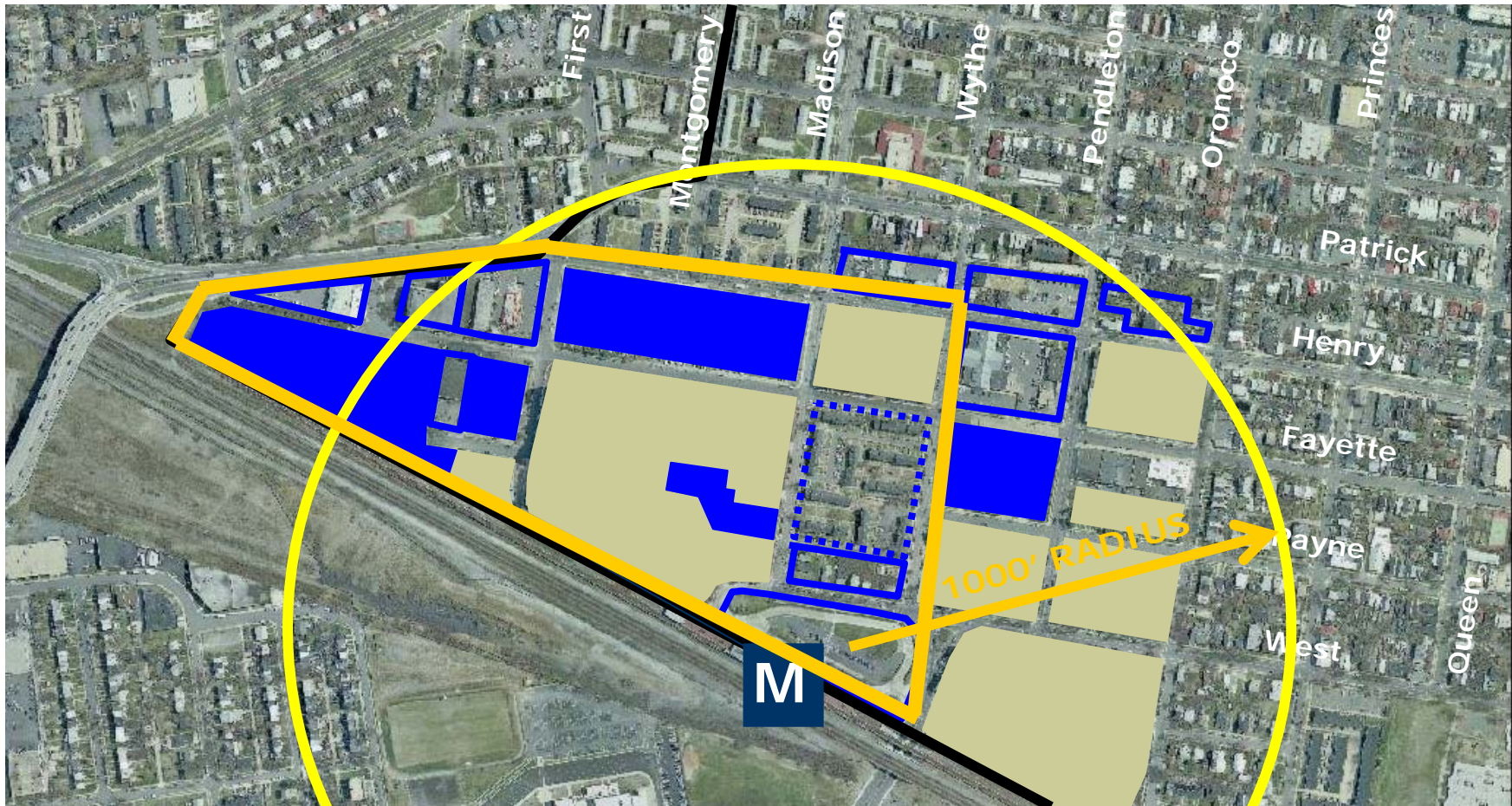


WYTHE STREET & BRADDOCK ROAD

- Align Braddock Road more directly to Wythe Street
- Improve pedestrian crossing
- Enhance the aesthetics of the intersection

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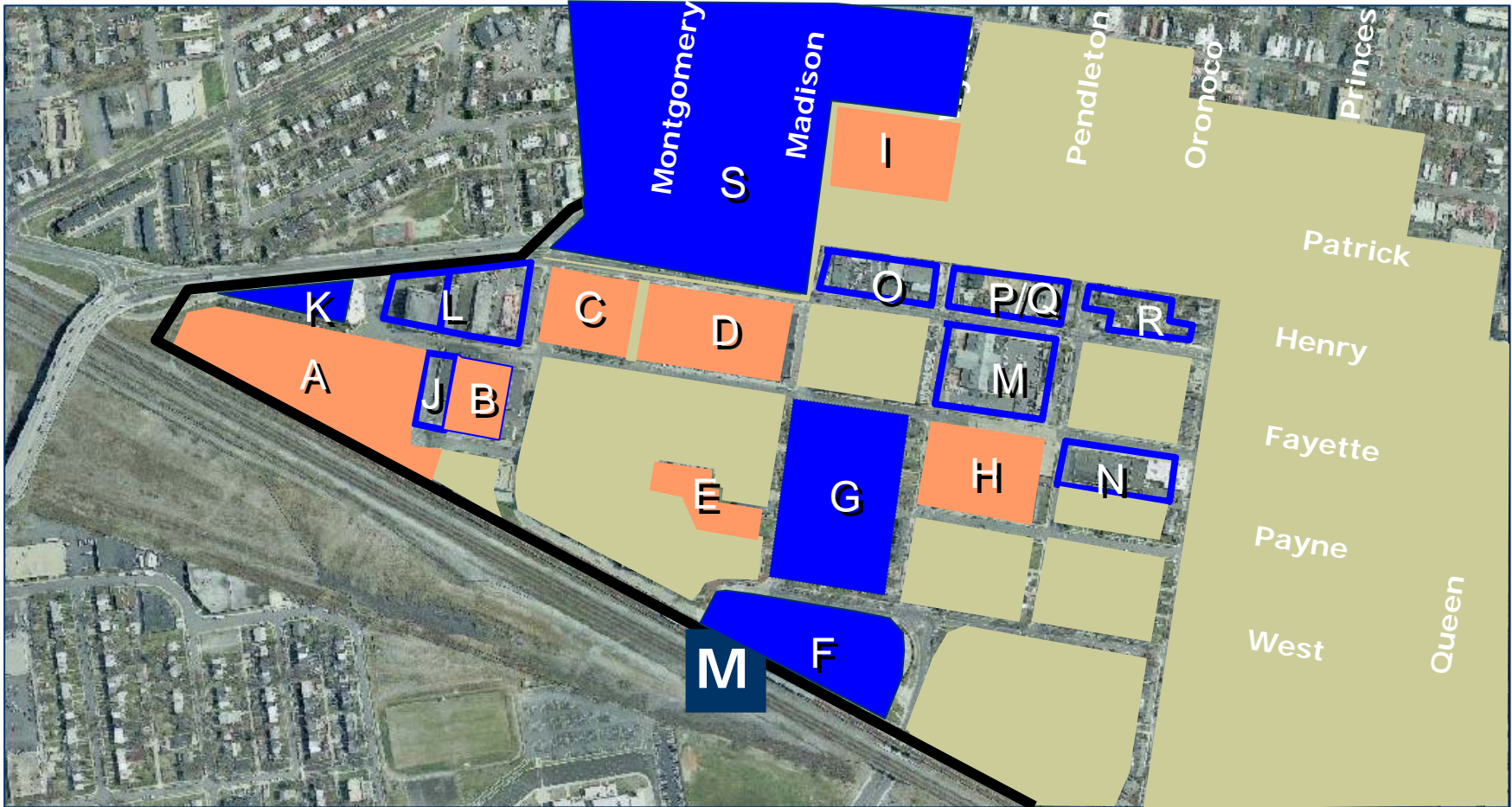
PARKING







- Establish a Braddock Road Metro Station Parking District with reduced parking requirements within 1000' of Metro

<i>Residential</i>	<i>1.5 cars/unit</i>
<i>Office</i>	<i>2.5 cars/1000 SF</i>
<i>Retail</i>	<i>3.5 cars/1000 SF</i>

REDEVELOPMENT OPPORTUNITIES



-  Shorter-Term Development Opportunities
-  Medium-Term Development Opportunities
-  Longer-Term Development Opportunities
-  Existing Development – To be Preserved/Unlikely to Redevelop