



**Braddock Metro Neighborhood Plan
Planning Commission/Community Meeting**

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



Welcome

Plan Overview

**Response to Community
Comments from March 20
meeting**

Group Discussion

Conclusion/Next Steps

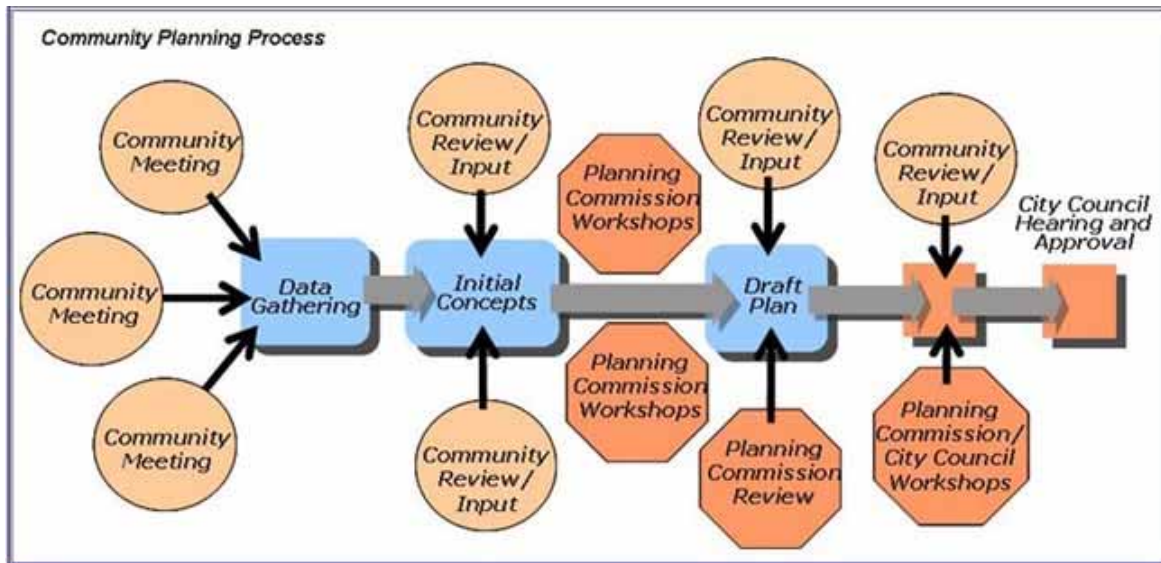


- **To Create a Vision and Guidelines to Achieve Quality Design, Mixed Use Place that Community Desires, While Protecting Historic Character of Parker-Gray Neighborhoods**
- **To Ensure Provision of Public Benefits that Maximizes Transit, Pedestrian, and Bicycle; Creates New Usable Open Space; New Streetscape, Including Trees, Lighting, Wider Sidewalks**
- **To Provide Zoning Tools to Achieve Coordinated Development of Large Parcels, Concentrated Retail, Admin Approval for Certain Uses**



PLANNING PROCESS SINCE JUNE 2005

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

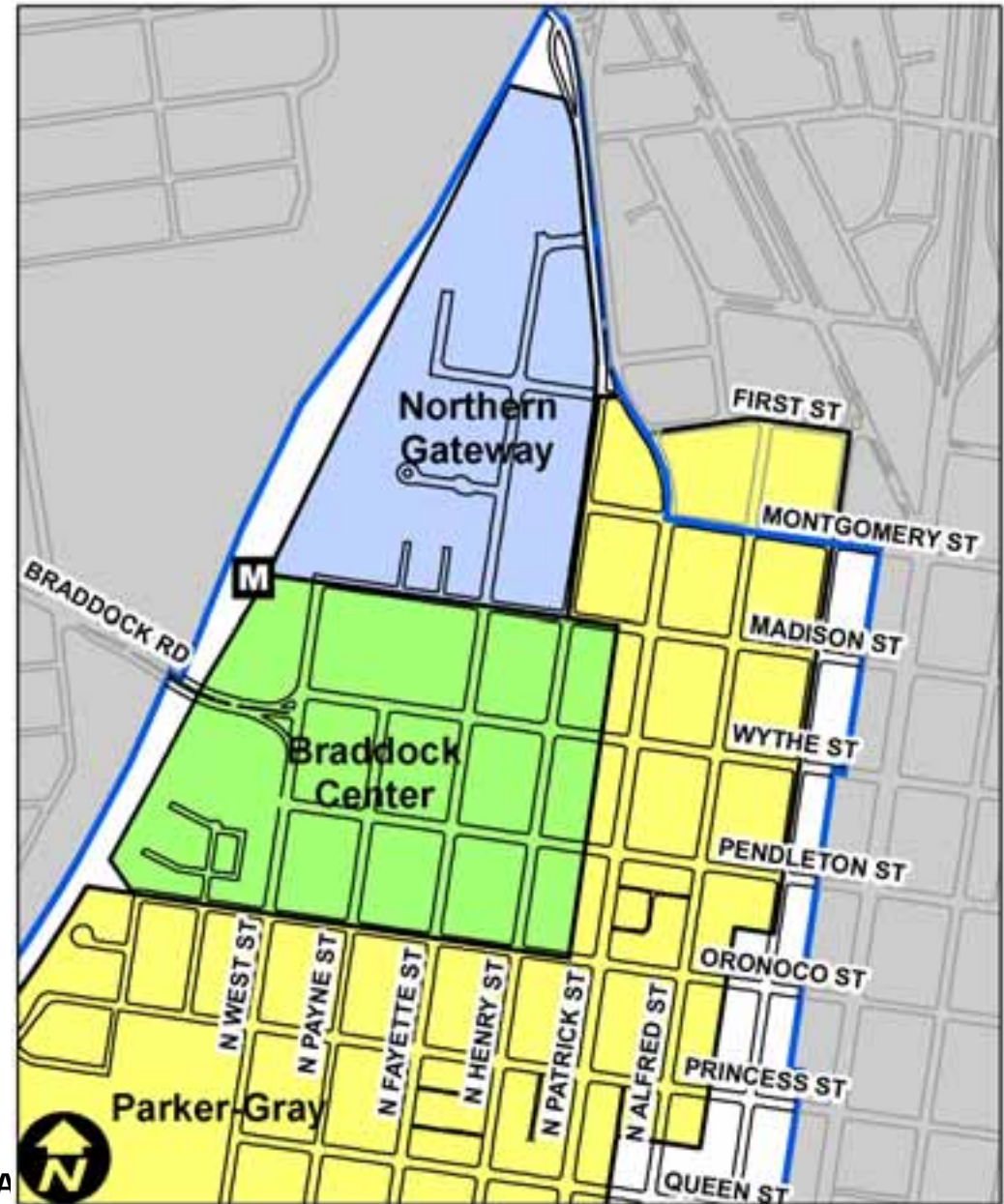


- Preserve and protect Parker-Gray Neighborhood
- Provide public open space
- Optimize Braddock Road Metro Station
- Create vibrant, mixed use neighborhoods
- Provide a safe and secure walkable environment
- Preserve existing and provide new workforce housing
- Improve and enhance Route 1
- Provide for sustainable development



PLAN OVERVIEW AND RECOMMENDATIONS:

- Plan Concept Map
- Retail Focus Areas
- Parking District
- Building Height
- Open Space
- New CDDs
- Development and Design Standards

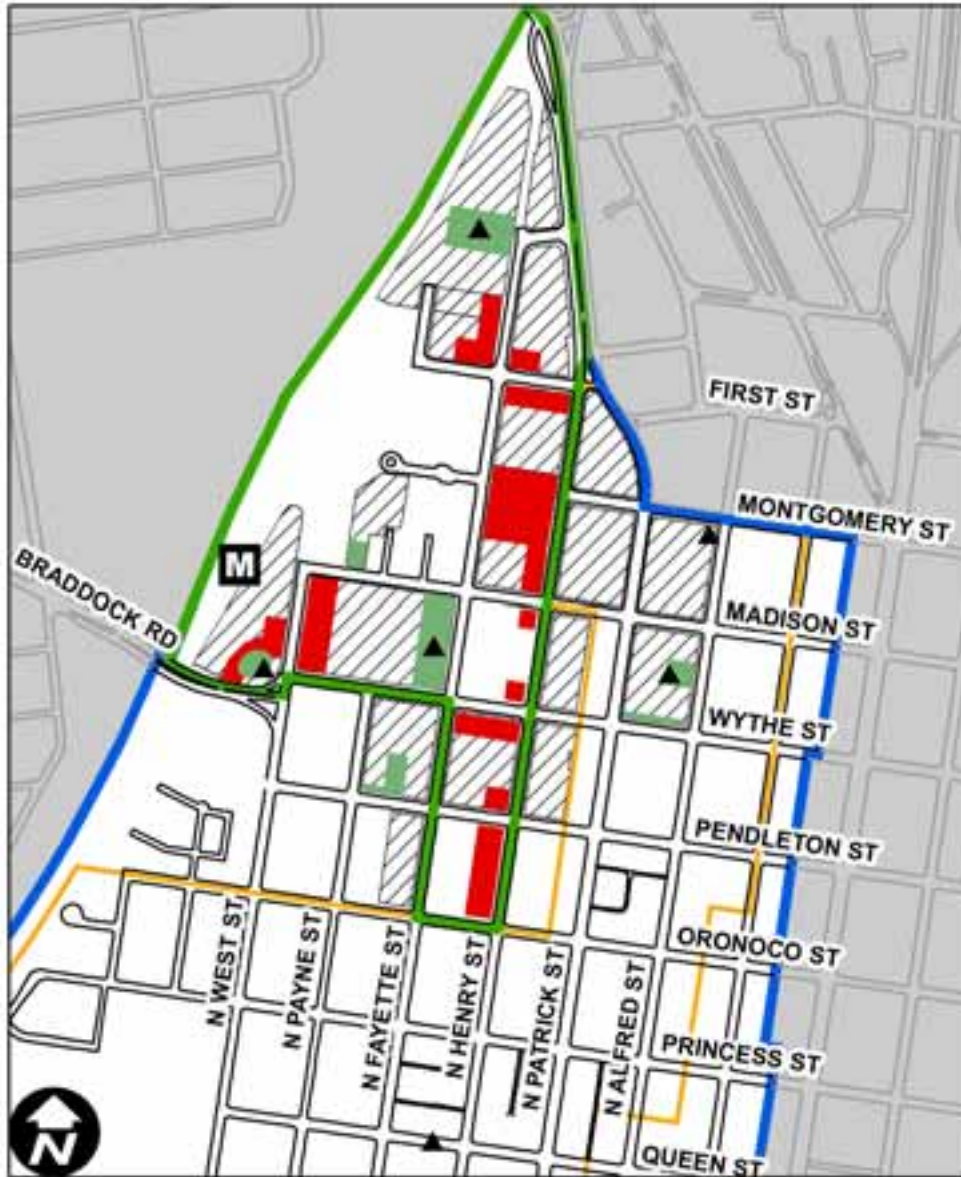


NEIGHBORHOOD CONSERVATION

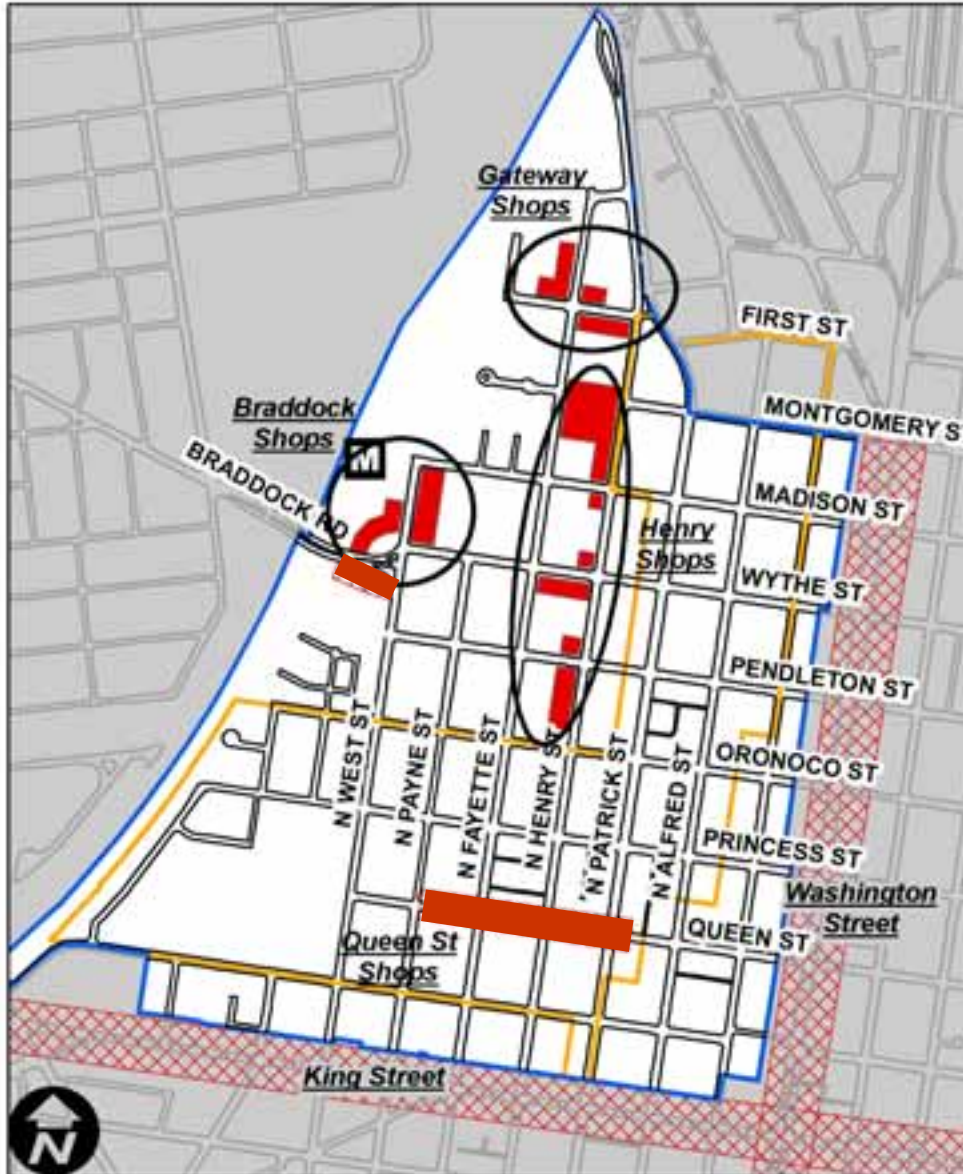
- **Improve the Quality of Life**
 - Encourage new retail and neighborhood services
 - Prioritize Pedestrians by Extending the pedestrian/bicycle network – new sidewalks, crosswalks, trails
 - Create more open space
 - Respect the existing neighborhood scale
- **Celebrate the History of Parker-Gray District**
- **Integrate New Development to Create a Place**



PLAN CONCEPT MAP



- Require ground floor retail in key locations
- Provide new consolidated, publicly accessible open space
- Adjust heights
- Propose new CDDs for compact development adjacent to Metro
- Adjust parking requirements
- Provide development standards



- Braddock Metro area can support 80,000 sf of new retail
- 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 Queen Street commercial district

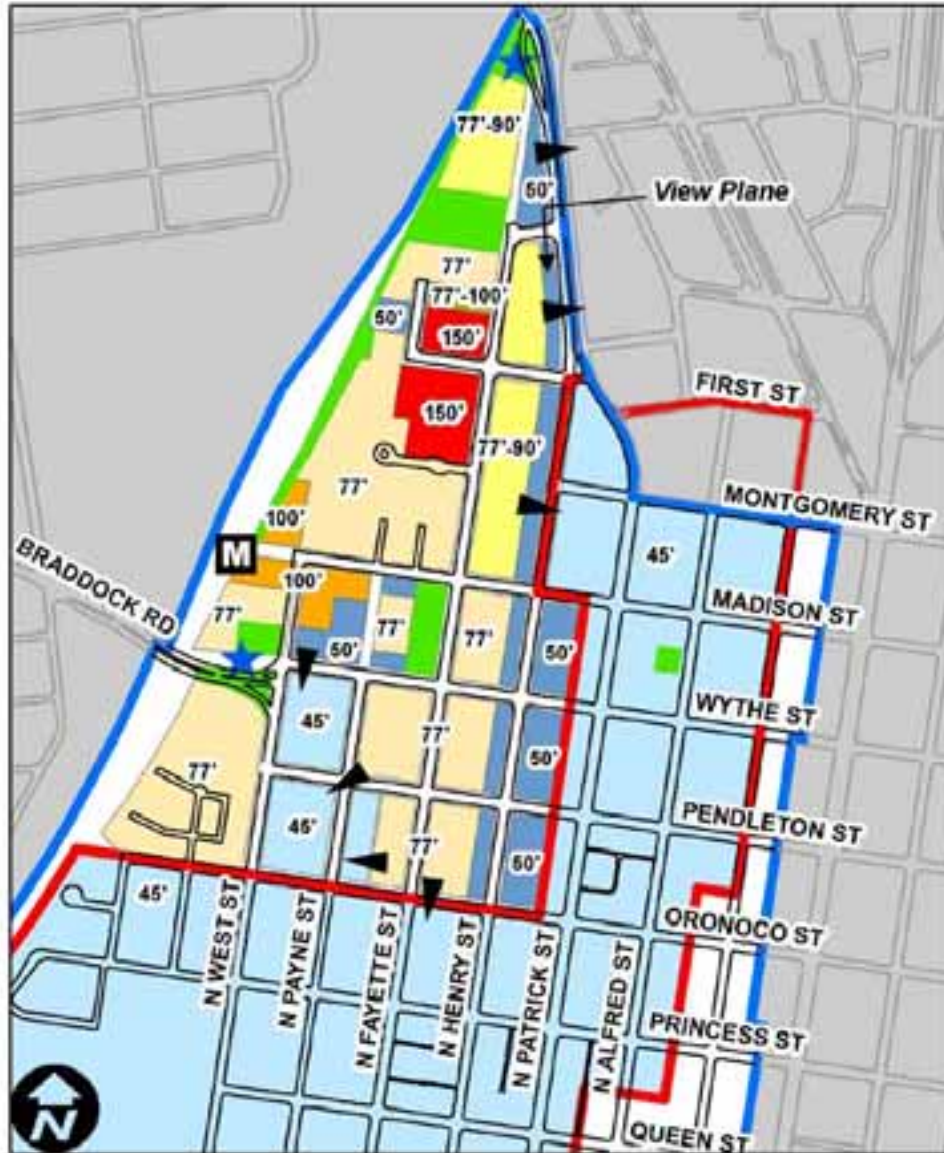
RECOMMENDED OPEN SPACE



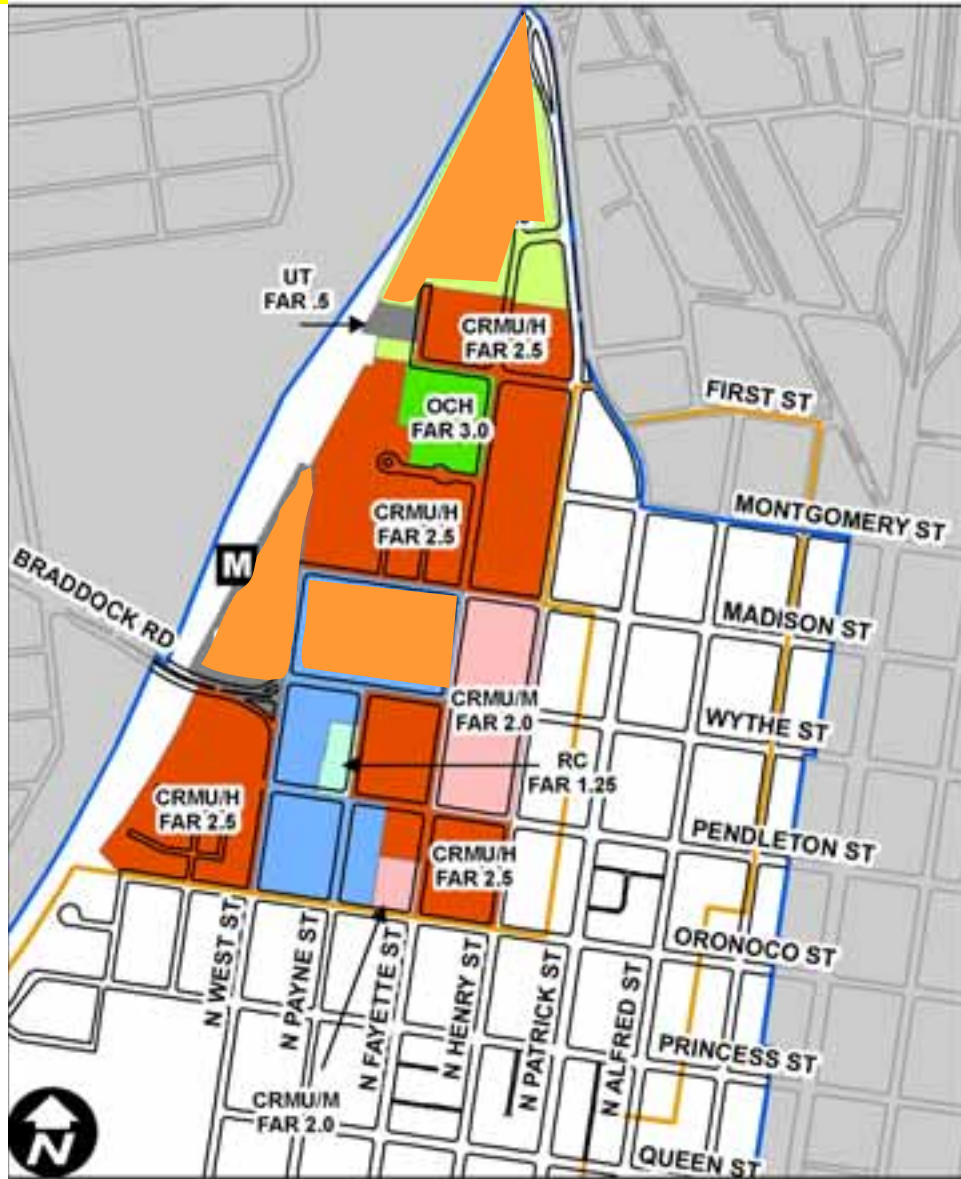
- Northern Gateway- $\frac{3}{4}$ acre
- Metro Station- $\frac{1}{2}$ acre
- Metro East- $1 \frac{1}{2}$ acres
- Braddock Place- $\frac{1}{4}$ acre
- Payne Street- $\frac{1}{3}$ acre
- Charles Houston- $\frac{1}{2}$ acre
- New Trail Connection



Braddock Metro Neighborhood Plan PROPOSED BUILDING HEIGHTS








- Reduce height along West Side of Henry Street from 77-90 to 50'
- Higher height adjacent to Metro Station, ranging from 77-100' and the Northern Gateway from 77-150', with approval of DSUP and REZONING applications

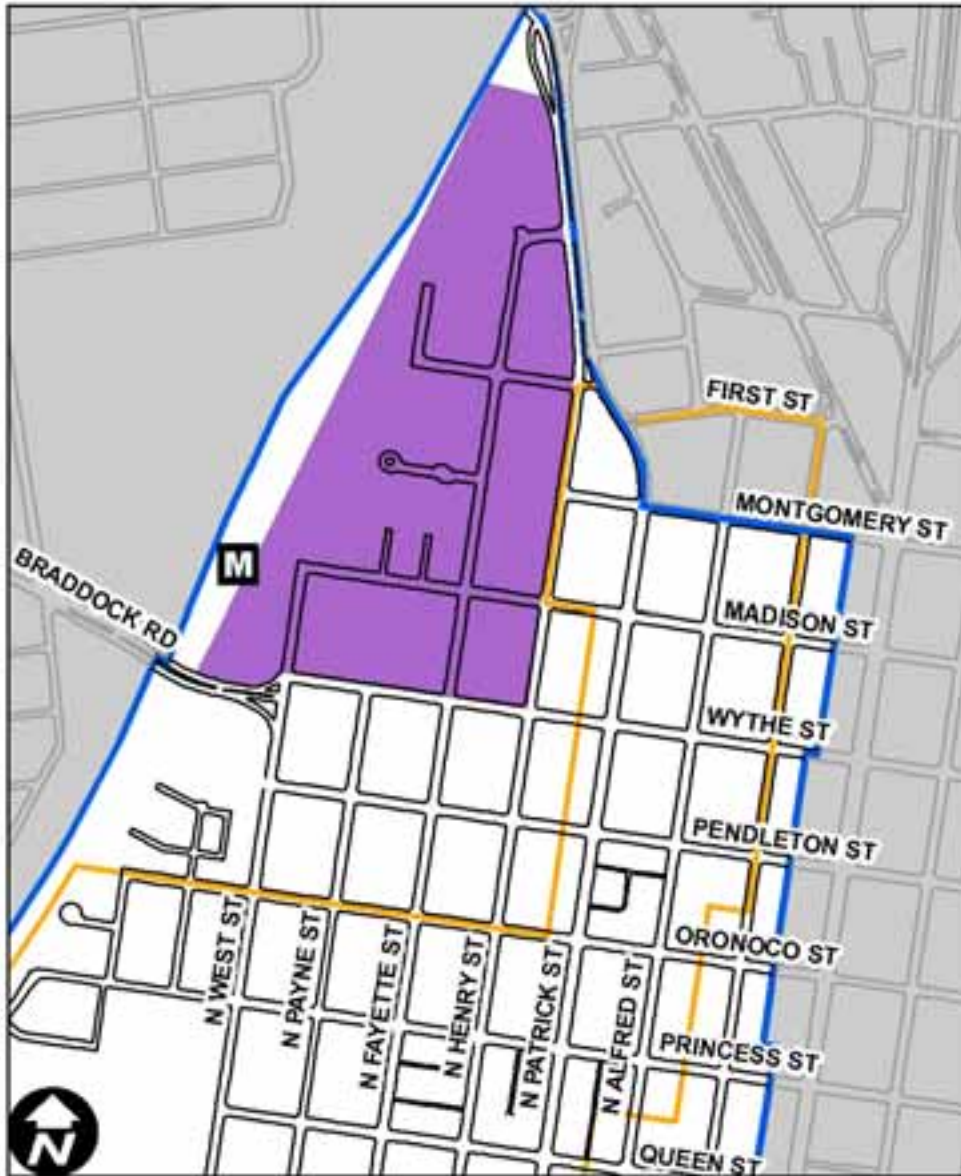


EXISTING & PROPOSED ZONING

KEY

-  Small Area Plan Boundary
-  Parker-Gray Historic District Boundary
- Existing Zoning**
-  CRMU/H
-  CRMU/M
-  OCH
-  OCM(50)
-  RB
-  RC
-  UT





Residential:

1 sp/1 bedrm

2 sp/townhouse

15% Visitor Parking

Office: 2.0 sp/1,000 sf

Retail: No parking for first 10,000 sf of floor area provided retail occupies less than ¼ of total floor area

Live/Work:

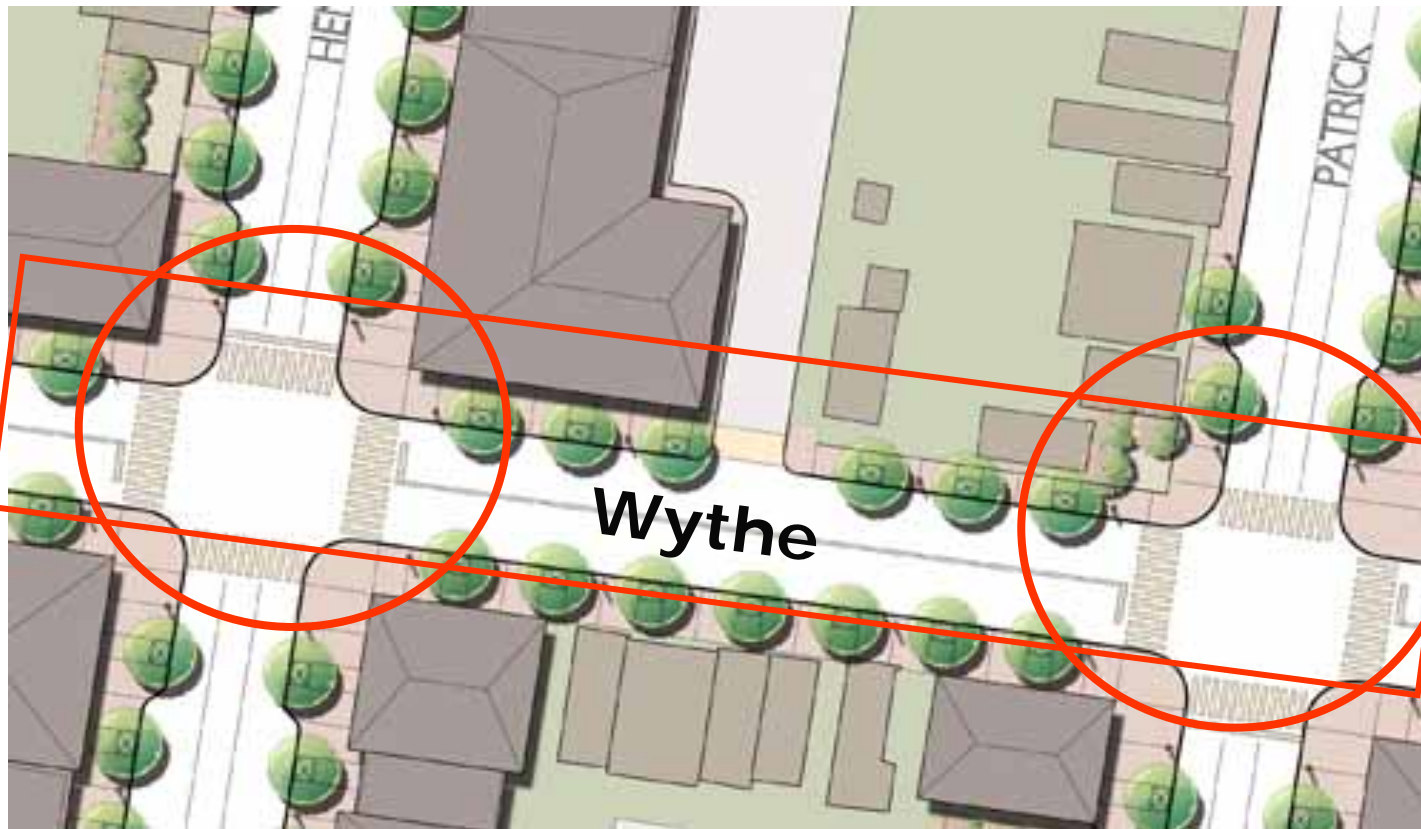
Provide residential parking; no parking for work space

- **Create New Opportunities for Affordable housing in CDD areas**
- **Tiered Approach:**
 - **Existing Density ~ Voluntary Contribution**
 - **Maximum Density ~ Bonus Units with Affordable Component**



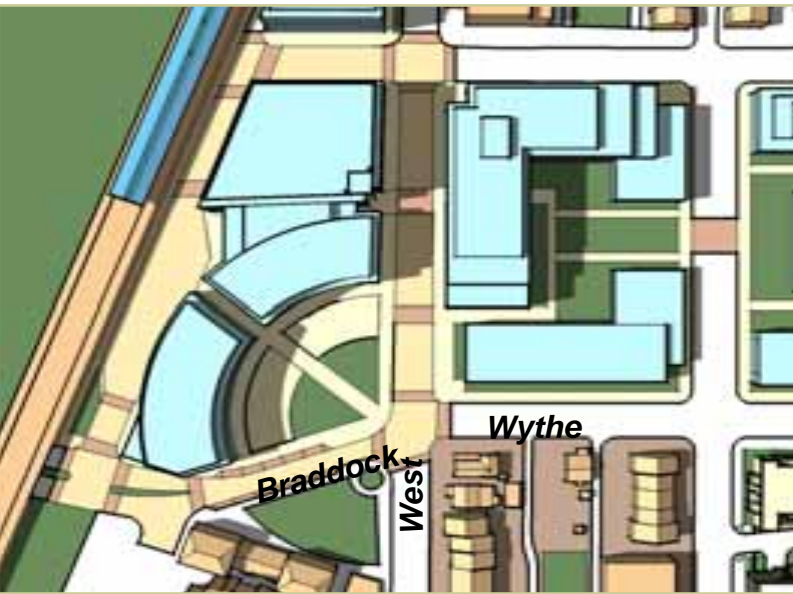
- 14-18 foot wide sidewalks with street trees
- Pedestrian-scale lighting
- Highly visible crosswalk markings
- Public art
- Bicycle racks, benches, trash cans, bus shelters
- Wayfinding signage consistent with the City-wide program





Bicycle and pedestrian improvements provide greater mobility and accessibility

POTENTIAL ACCESS IMPROVEMENTS AT METRO STATION



- Kiss and Ride on street
- Direct entry to the station from Madison Street
- Public open space as a community gathering place
- Two-way bus travel and more bus loading bays
- Enhanced intersection at Braddock, West & Wythe, with new on-street parking, crosswalk improvements, open space at Colecroft



Development Standards



April 12, 2007



General Building Standards:

- Buildings Defining The Street
- Pedestrian Scale
- High Quality Buildings
- Local Character
- Mix of Uses
- Building Entrances
- Underground Parking
- Sustainable Development



General Building Standards:

- **Buildings Parallel to the Street**
- **Courtyards and Porte Cocheres**
- **Street-Level, Pedestrian Uses**
- **High Quality Materials
Concrete, Stone, Metal
etc.**



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**

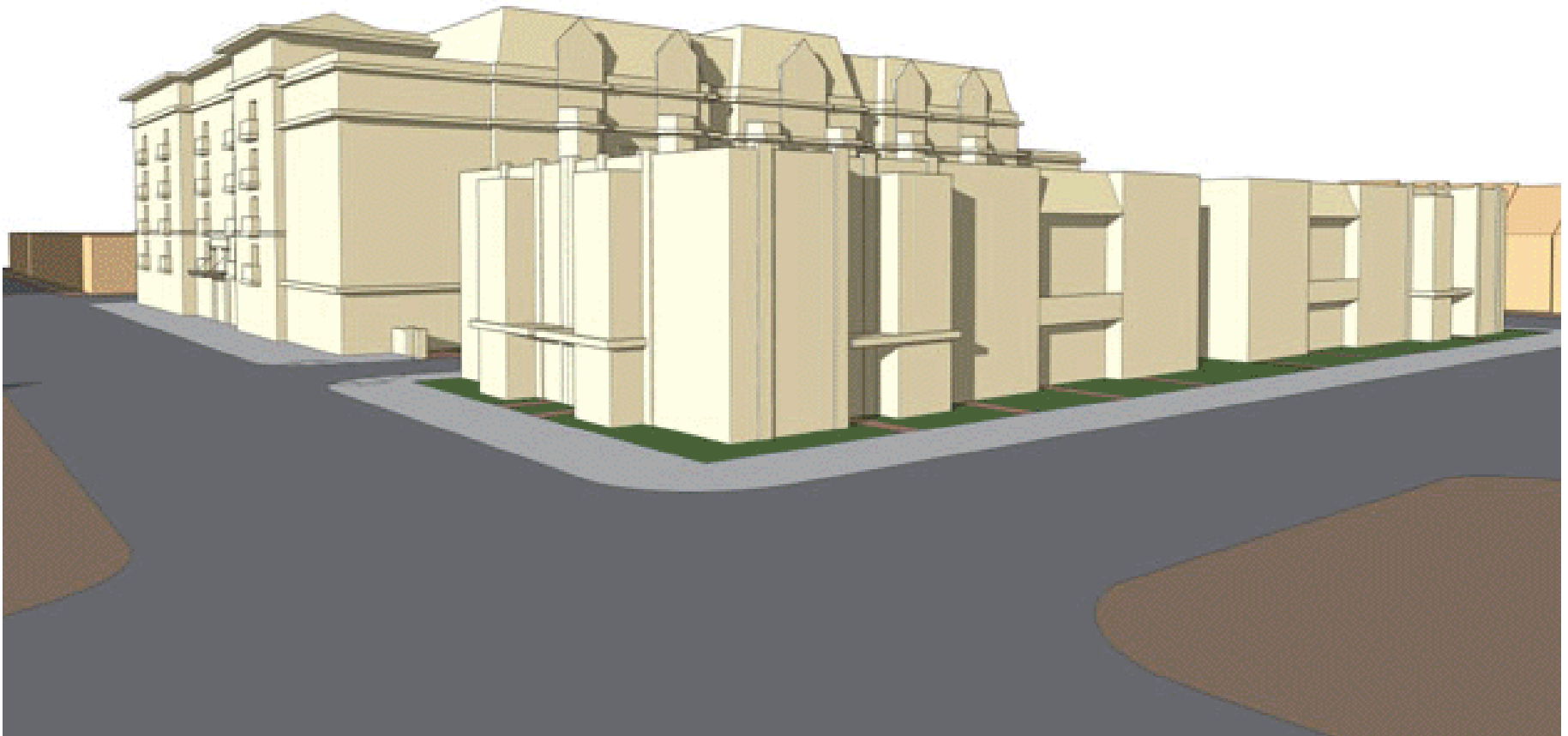


OPPORTUNITY SITES

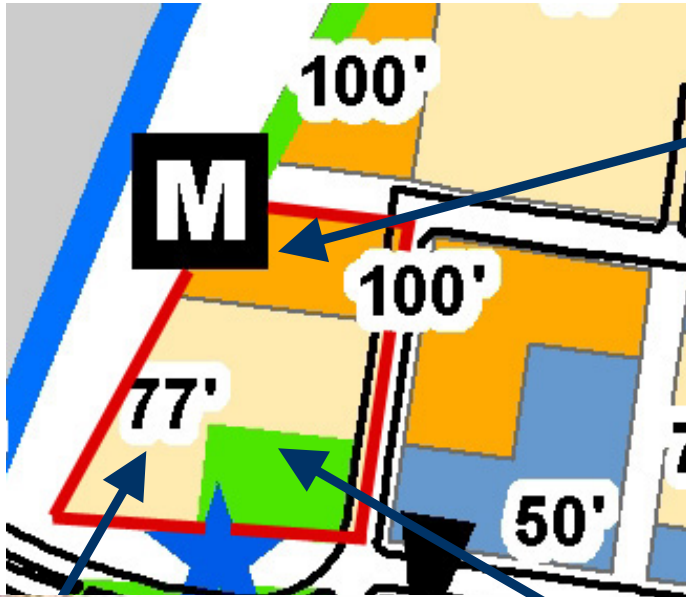


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- Celebrates historic Parker-Gray District and neighborhoods
- Ensures compatible form, mass and height of new development
- New consolidated, usable public open space and enhanced trail connections
- Pedestrian and bicycle friendly environment with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



- **Crime**
- **Public Housing**
- **Infrastructure**
- **Metro Capacity**
- **Metro Site Development**
- **Density**
- **Transportation**
- **Open Space**
- **Retail**
- **Historic Preservation**



CRIME

Perception that neighborhood is unsafe

Crime associated with public housing

Statistical Snapshot

- **Violent crime decreased in 2006 by 14.6%**
- **20% increase in nuisance crime from 2005-2006**
- **Crime in Andrew Adkins and James Bland**

Police Resources

- **2 Community Police Officers assigned full-time to James Bland (1 RPO) and 1 Community Police Officer assigned to Andrew Adkins**



PUBLIC HOUSING

Question about future of Andrew Adkins and James Bland Homes

ARHA

- **Considering redevelopment of existing public housing units with mix to include market units, as part of its overall plan to replace older units**
- **ARHA is evaluating the potential redevelopment of James Bland homes**
- **Meetings with the community, ARHA, and City will be held to discuss the future of public housing units**



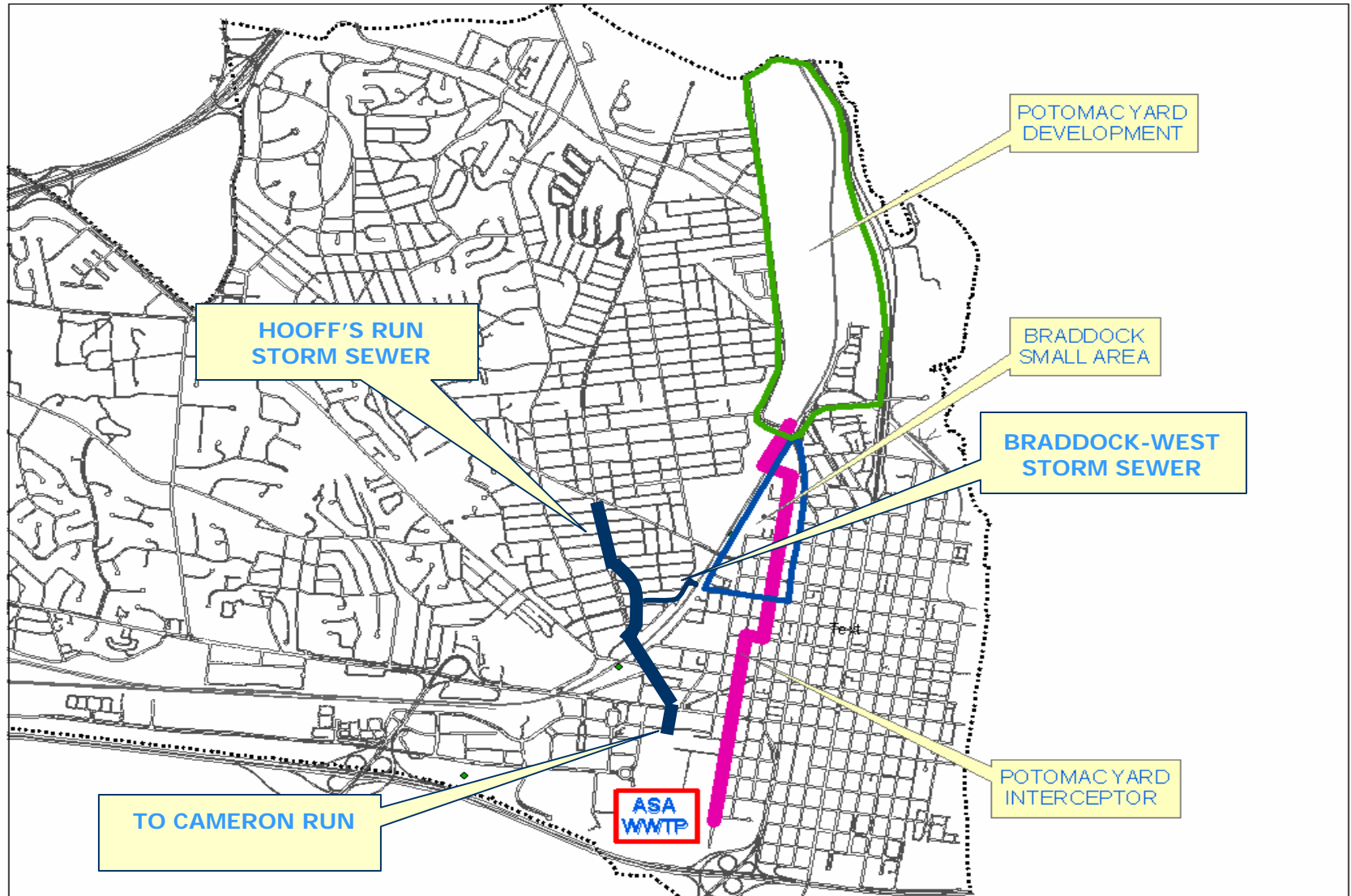
INFRASTRUCTURE

Infrastructure capacity with anticipated level of redevelopment in the Braddock Metro area

Stormwater and flooding problem at Braddock and West intersection

- **Development projects are not permitted to increase amount of stormwater runoff leaving the site**
- **Development projects will be evaluated during the site plan review process to determine if stormwater outfall is adequate**
- **Sanitary sewers will be connected to the Potomac Yard trunk sewer that was built with significant excess capacity for this purpose**





- **The storm sewers at the intersection of Braddock and West Street are inadequate to relieve the frequent flooding**
- **Several options to mitigate the flooding are currently being evaluated**
- **A total of \$450,000 is budgeted to further analyze and design a solution. Additional funding will be required to complete the project**
- **Project includes the following phases:**
 - **Phase 1: Study & Alternative Evaluation (Completed Dec 2007)**
 - **Phase 2: Design (TBD)**
 - **Phase 3: Construction (TBD)**



METRO CAPACITY

Question about current and future capacity of Metrorail System

WMATA

- **Capacity exists today and will be provided in the future based on projected ridership growth on both Yellow and Blue Lines**
- **Off-peak and reverse commuting capacity is also available**
- **New rail cars for both lines will be provided**
- **Modernizing Metrobus corridors, with better information for riders, infrastructure improvements to increase efficiency**



METRO SITE DEVELOPMENT

Concern that development of the site will impede future transportation service/operations

Why so much density at the Metro?



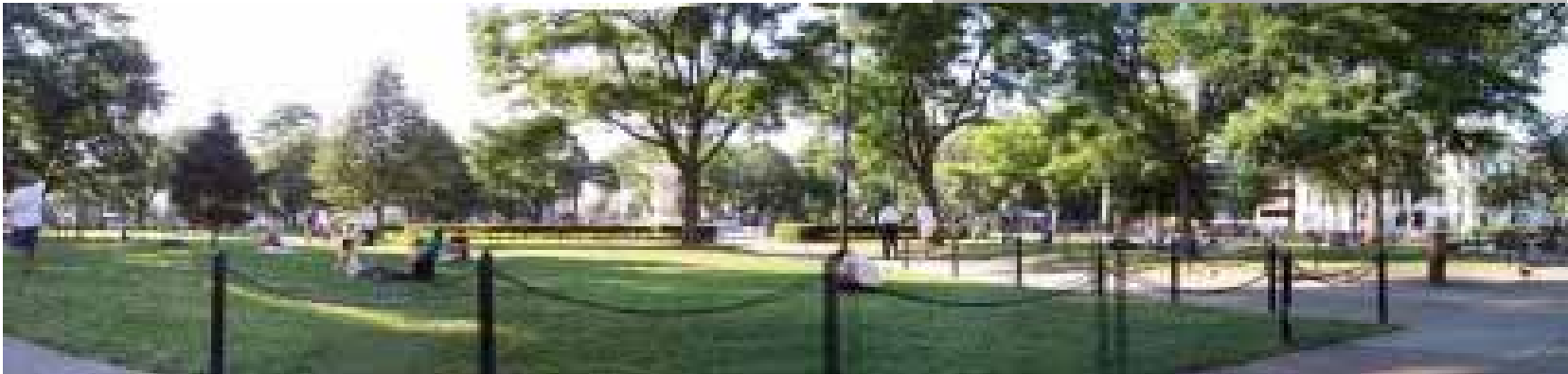
WMATA

- **Concept for station site can address need for additional bus bays, maintenance of Kiss & Ride facilities, and improvements for station access**
- **Redevelopment of the Metro site through collaborative community planning process will create an active, safer environment with the goal of providing open space, new active retail uses, and an enhanced pedestrian environment**



DENSITY

- **Height and Open Space**
- **Environmental benefits – increased transit ridership reduces traffic congestion and improves air quality**
- **Housing choice**
- **Mix of Uses – Retail Vibrancy**



TRANSPORTATION

Concern about BRT on Route 1

Concern about increased traffic in neighborhood and congestion on Route 1

- **Plan does not depend on BRT; references to BRT in Plan have been removed**
- **Plan promotes alternative forms of transportation: biking, walking, car sharing, transit**
- **Plan recommends wider sidewalks, lighting, street trees, benches, bicycle racks**
- **Transportation study findings**

April 12, 2007



Initiatives Noted in the Plan

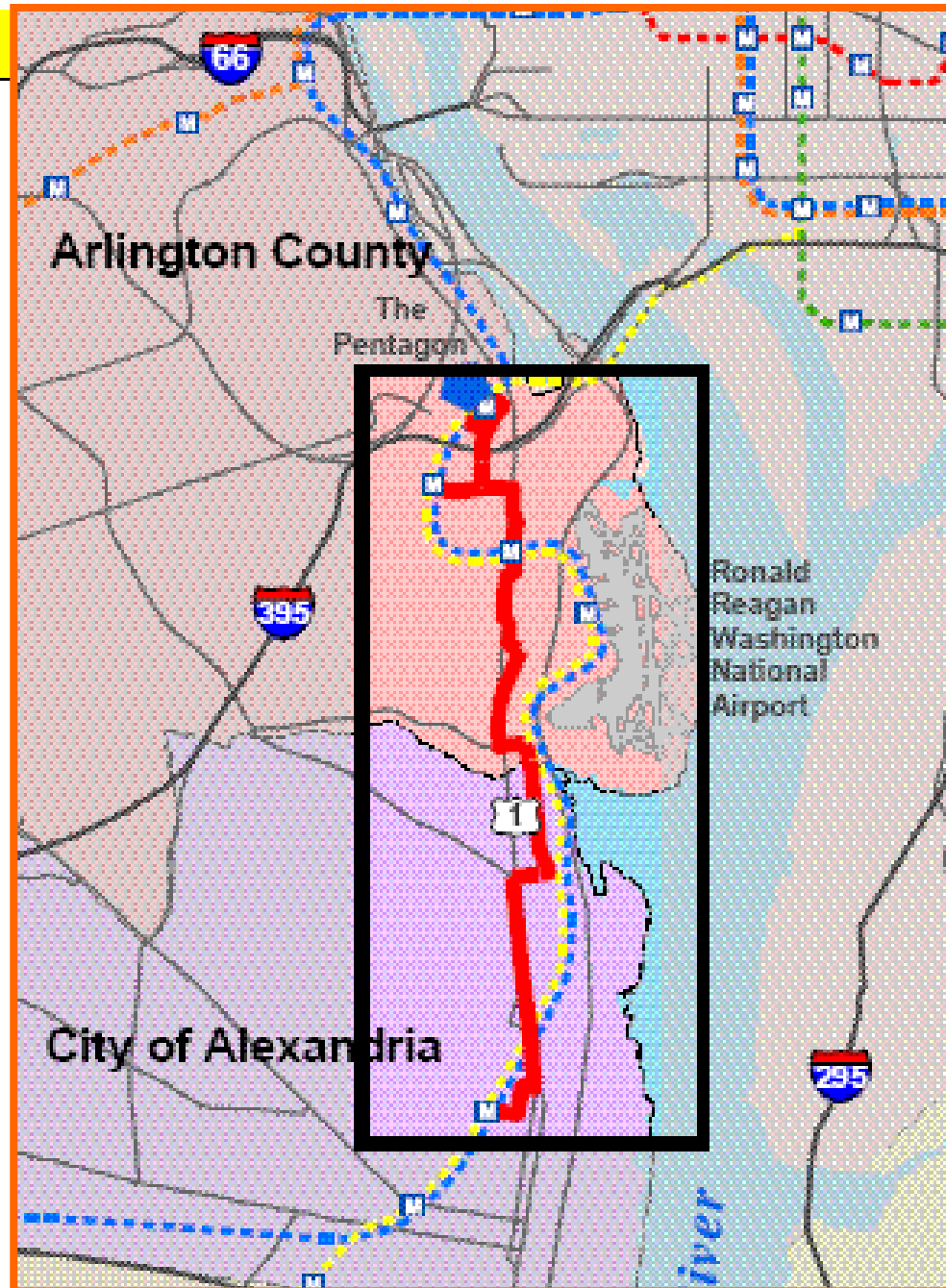
- ◆ Crystal City / Potomac Yard Transit Corridor
- ◆ Special Tax District
- ◆ Transportation Task Force Proposal for Dedicated Transit Corridors



Crystal City/Potomac Yard Transit Corridor

Goal:

Develop a high-quality, high-capacity transit alternative for travel in the Crystal City/Potomac Yard area



Crystal City/Potomac Yard Transit Corridor

Crystal City/Potomac Yard Area Transportation Study (SJR 406, HJR 567), October 1999

Crystal City/Potomac Yard Corridor Transit Alternatives Analysis, March 2003

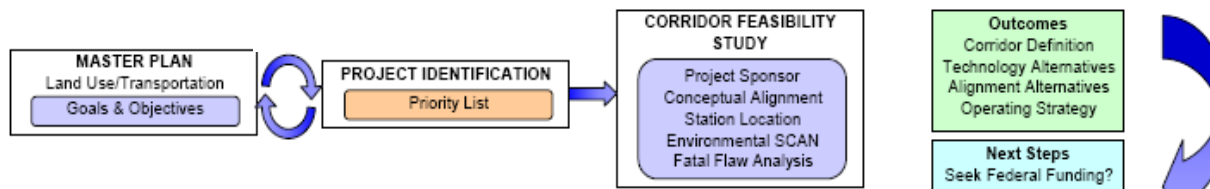
Crystal City/Potomac Yard Corridor Interim Improvement Project, December 2005

Crystal City/Potomac Yard Transit Improvements Environmental Review, January 2007

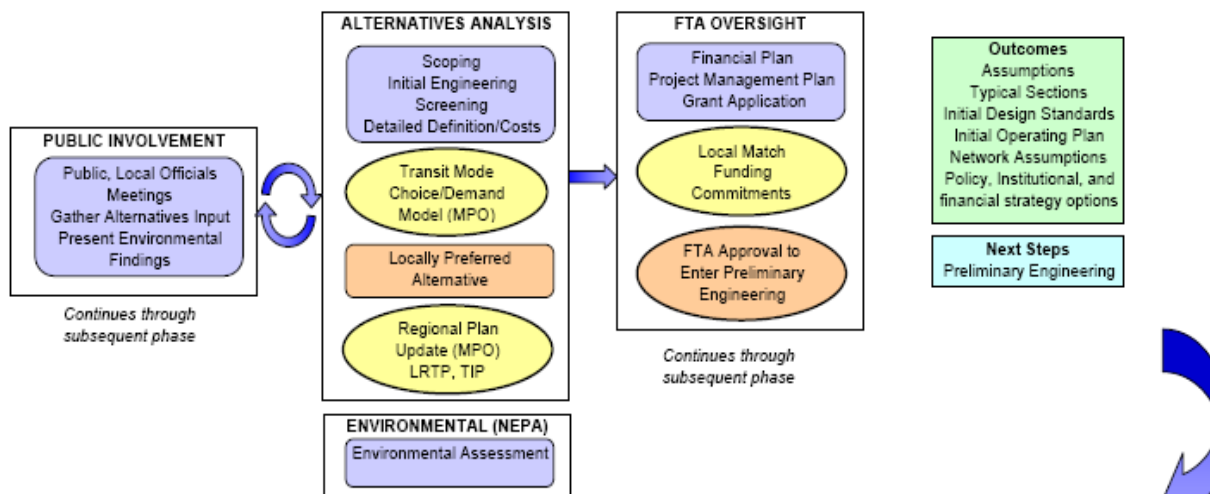
http://alexandriava.gov/tes/development_studies.html

Project Development Process

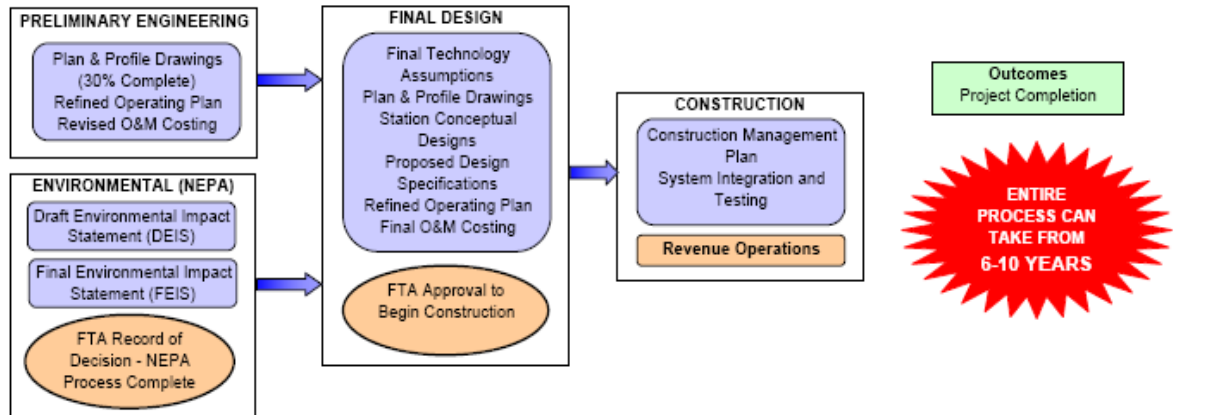
Phase I: Concepts



Phase II: Planning & Development



Phase III: Engineering, Refinement & Delivery



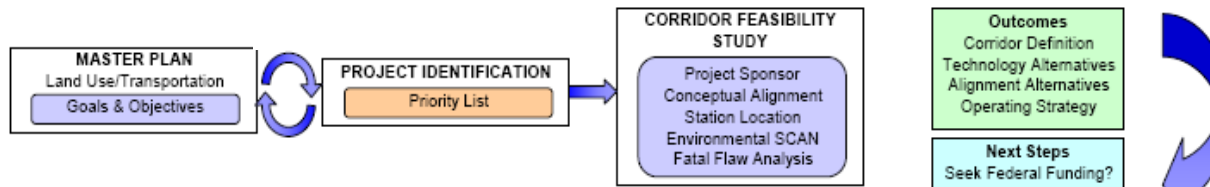
- One way to fund public improvements and/or services that specifically benefit included properties
- The possibility of a special tax district to help fund increased transit services has been included in the Potomac Yard CDD since its adoption in 2003
- A special tax district for Potomac Yard is being planned, but has not yet been proposed or adopted
- The possibility of expanding this district to include some redevelopment properties in the Braddock area has been discussed, but is not yet included in the proposal
- Establishing a special tax district requires legislative action by Council. Process includes public meetings and input, followed by consideration and adoption of the enabling ordinance



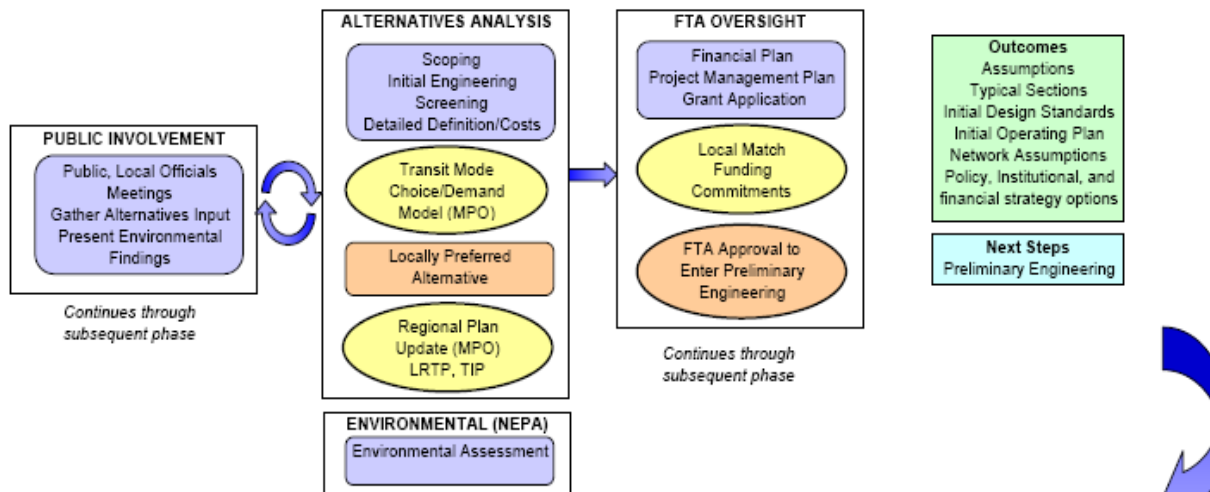


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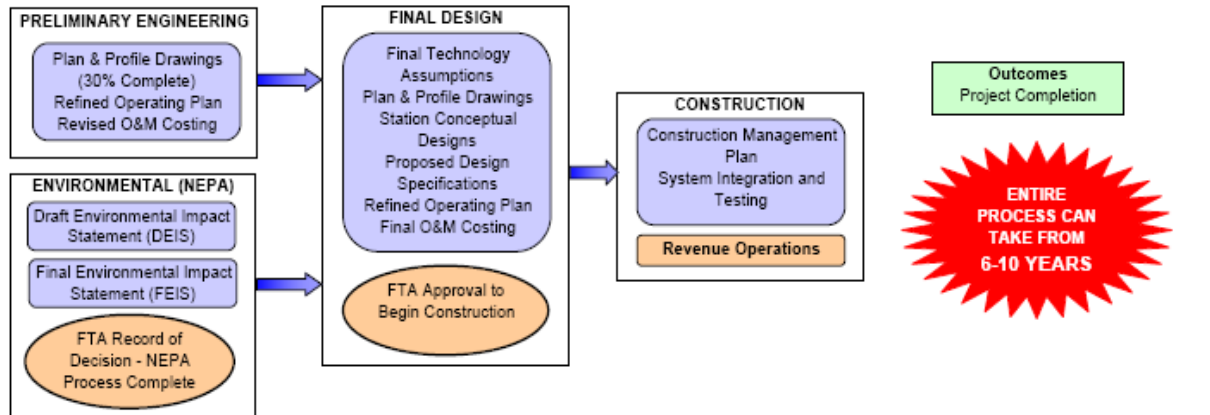
Phase I: Concepts

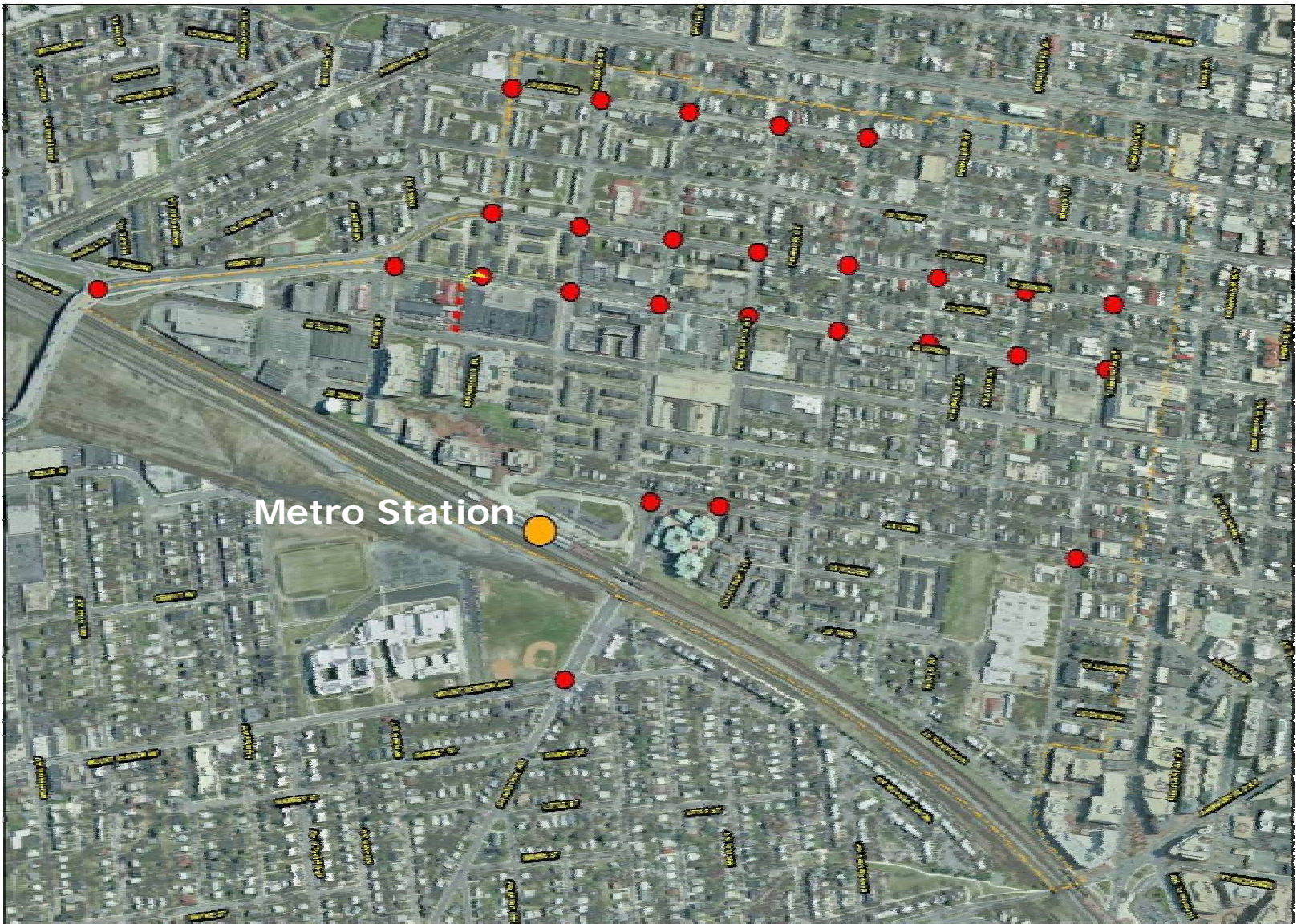


Phase II: Planning & Development



Phase III: Engineering, Refinement & Delivery





ANALYSIS SCENARIOS

- 1. Existing Conditions**
- 2. 2015 No Build**
- 3. 2015 w/Permitted Density under Current Zoning w/SUP**
- 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



Scenario	Planning Area	Route 1
Existing	4,900	7,200
2015 No Build	5,000	9,600
2015 Current Zoning	6,100	10,000
2015 Conventional TMD	6,600	10,200
2015 Aggressive TMD	6,000	9,700



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
- 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/ NorthEast
- Create pedestrian connection to NorthEast at new Route 1/Fayette Street signal
- Provide streetscape improvements to promote ped/bike circulation and safety



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SUMMARY OF FINDINGS

- **Proposed development adds 8% more peak hour trips.**
- **Recommended intersection improvements increase safety and accessibility.**
- **Increased Metro ridership can 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.**





Plan too low on open space

Developers should contribute to fund

Preserve 1261 Madison Street as open space

- **Approximately 4 new acres of open space proposed in Plan; more than 4 football fields**
- **Quality open space – passive and active spaces for all users**
- **Seek opportunities for new pocket parks in Parker-Gray neighborhood**
- **City does not have resources to acquire 1261 Madison Street as open space**



RETAIL

Focus on more retail activity, longer hours, to increase activity and safety

Is Harris-Teeter dead?

- **Plan requires retail in key areas to create a critical mass**
- **Continue community discussion and input on desired retail uses**
- **AEDP to market neighborhood to retail brokers**
- **Harris-Teeter decided not to pursue a store; other grocers have expressed interest; staff and AEDP working to get a grocery store in neighborhood**



HISTORIC PRESERVATION

Why isn't Parker-Gray on the National Register of Historic Places?

Why isn't Samuel Tucker home listed as a historic site?

- **Nomination process is underway**
 - **Initial community meetings held to explain and announce study**
 - **Survey of 1600 structures completed; 80% entered into State database**
 - **Large community meeting will be scheduled in June to give an update on the progress of the nomination**
- **Samuel Tucker home in existing PG Historic District; will be evaluated as part of National Register nomination process**



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



COMMUNITY INPUT

Provide your comments on Plan recommendations related to:

- Pedestrian and Safety Improvements
- Retail
- Programming New Public Open Space



NEXT STEPS

Public Hearings in May

- Planning Commission – May 1, 2007 at 7:30 PM
- City Council – May 12, 2007 at 9:30 AM



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