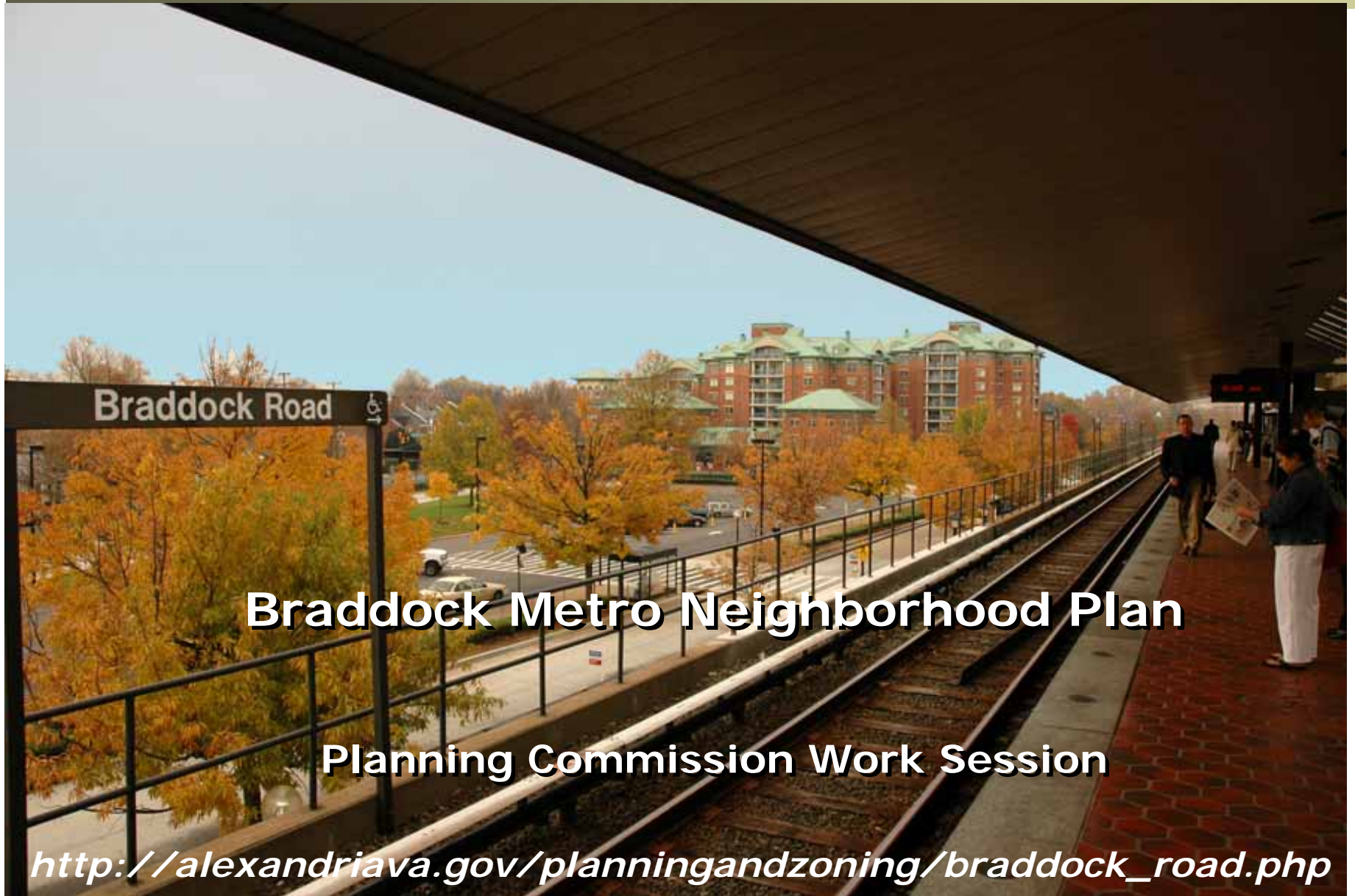


Braddock Metro Neighborhood Plan



Braddock Metro Neighborhood Plan

Planning Commission Work Session

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

December 5, 2006

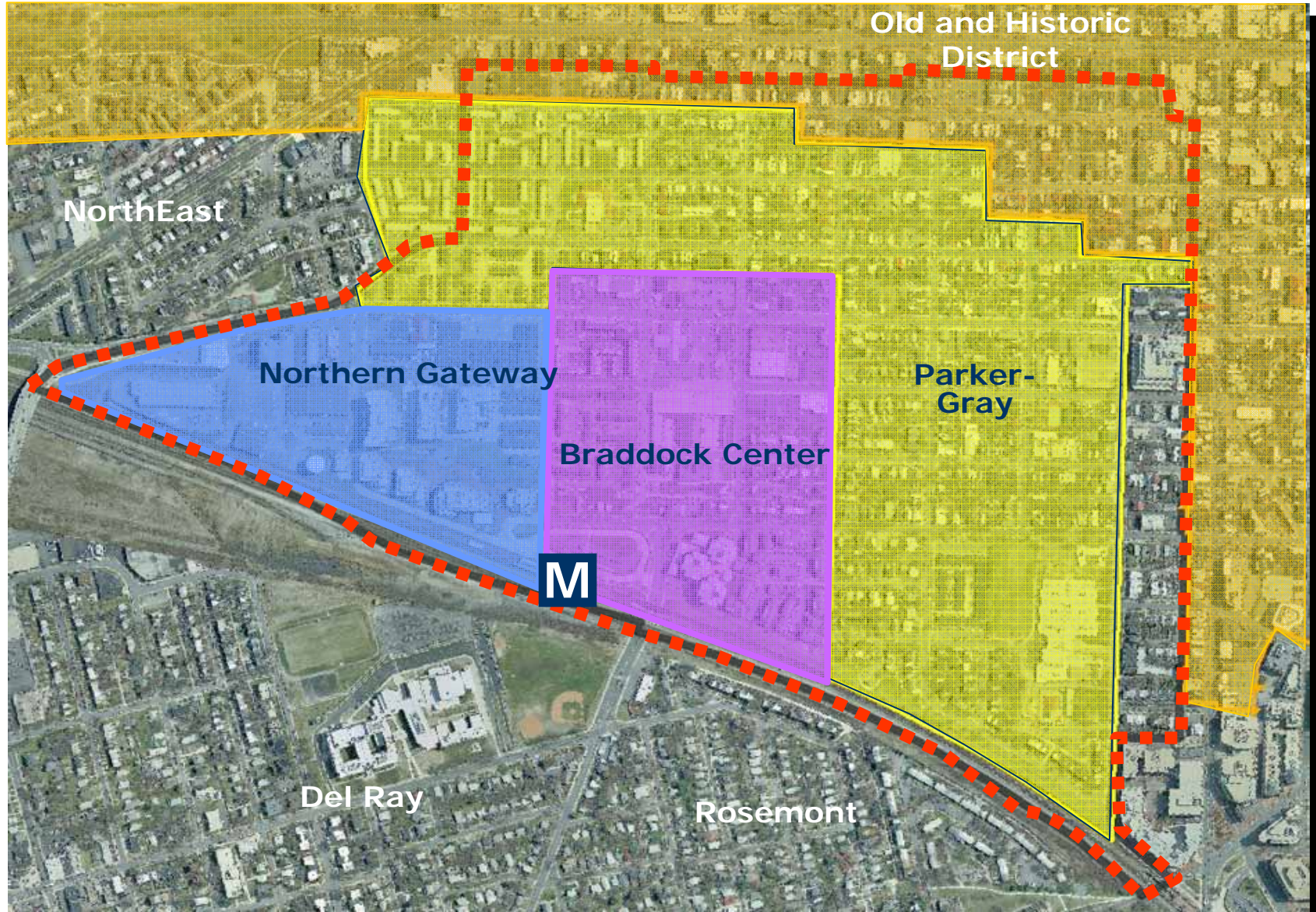
Braddock Metro Neighborhood Plan

- **DRAFT PLAN**
- **RECOMMENDED CHANGES**
- **TRAFFIC STUDY**
- **SCHEDULE**



December 5, 2006

Braddock Metro Neighborhood Plan



December 5, 2006

Braddock Metro Neighborhood Plan

PLANNING PRINCIPLES

- 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

December 5, 2006



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

Medium-Term – 5 – 10 years

- Metro Station
- Metro/East
- Other ARHA Properties

Longer-Term

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



RECOMMENDED CHANGES:

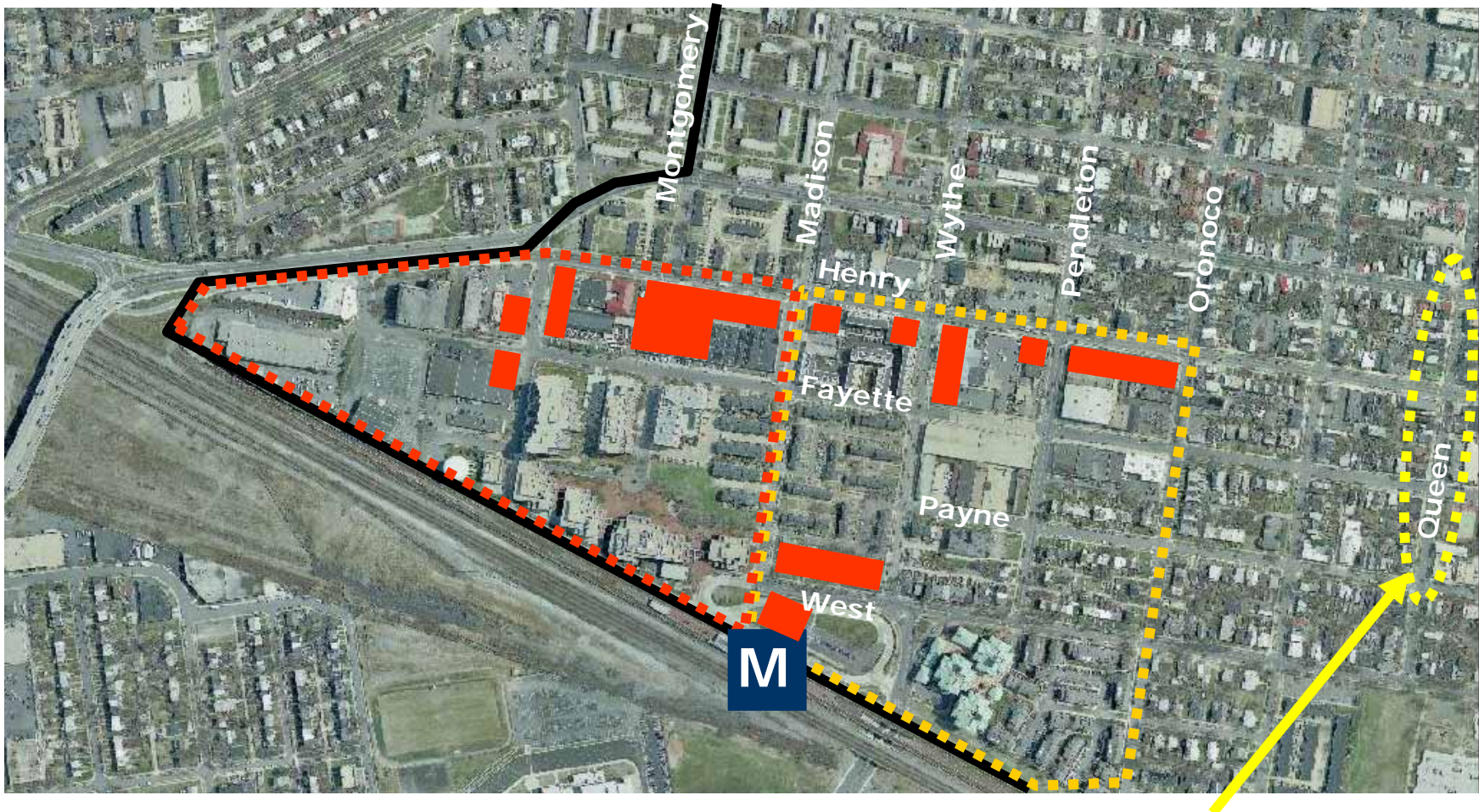
- Braddock Road Overlay Zone
- Retail Overlay
- Building Height
- FAR For New CDDs
- Parking



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

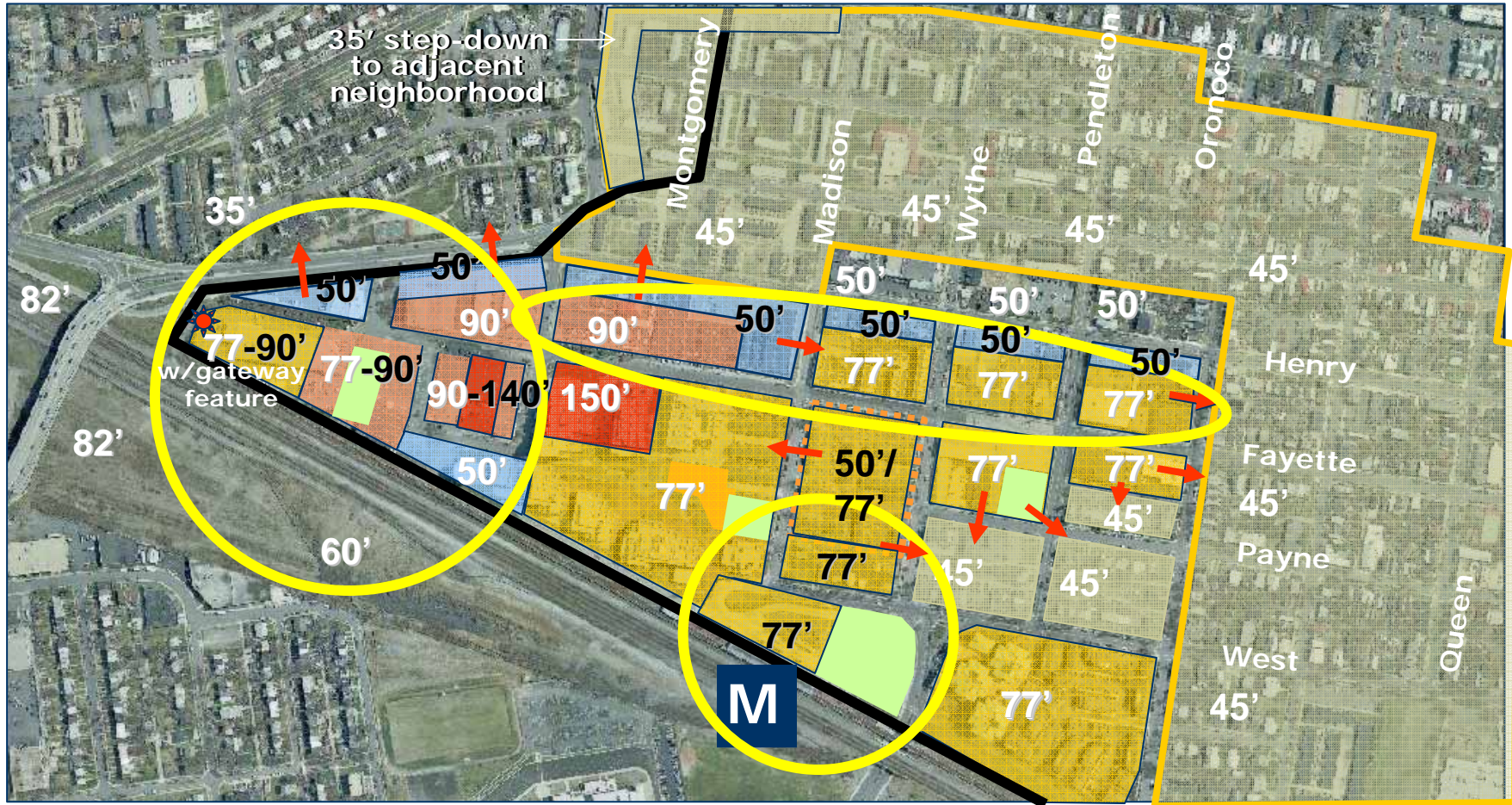


- New retail focus areas requiring retail, personal service and other commercial uses in designated locations
- Administrative Use provision for restaurants, outdoor dining

Enhance existing commercial district

Braddock Metro Neighborhood Plan

ADJUST BUILDING HEIGHTS

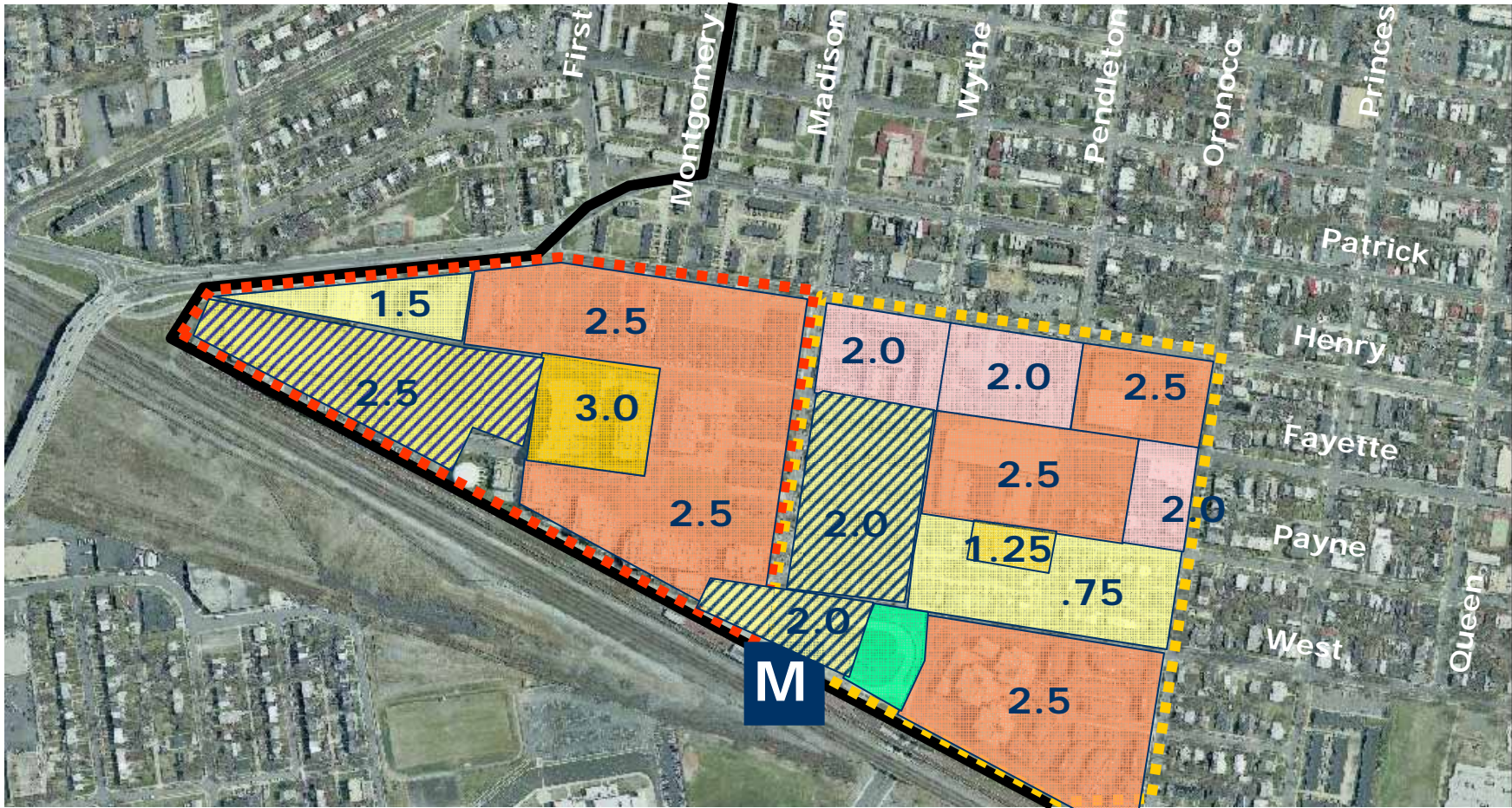


OPEN SPACE
 GATEWAY ELEMENT

77' PROPOSED HEIGHT (IN BLACK)
 STEPDOWN/TRANSITION

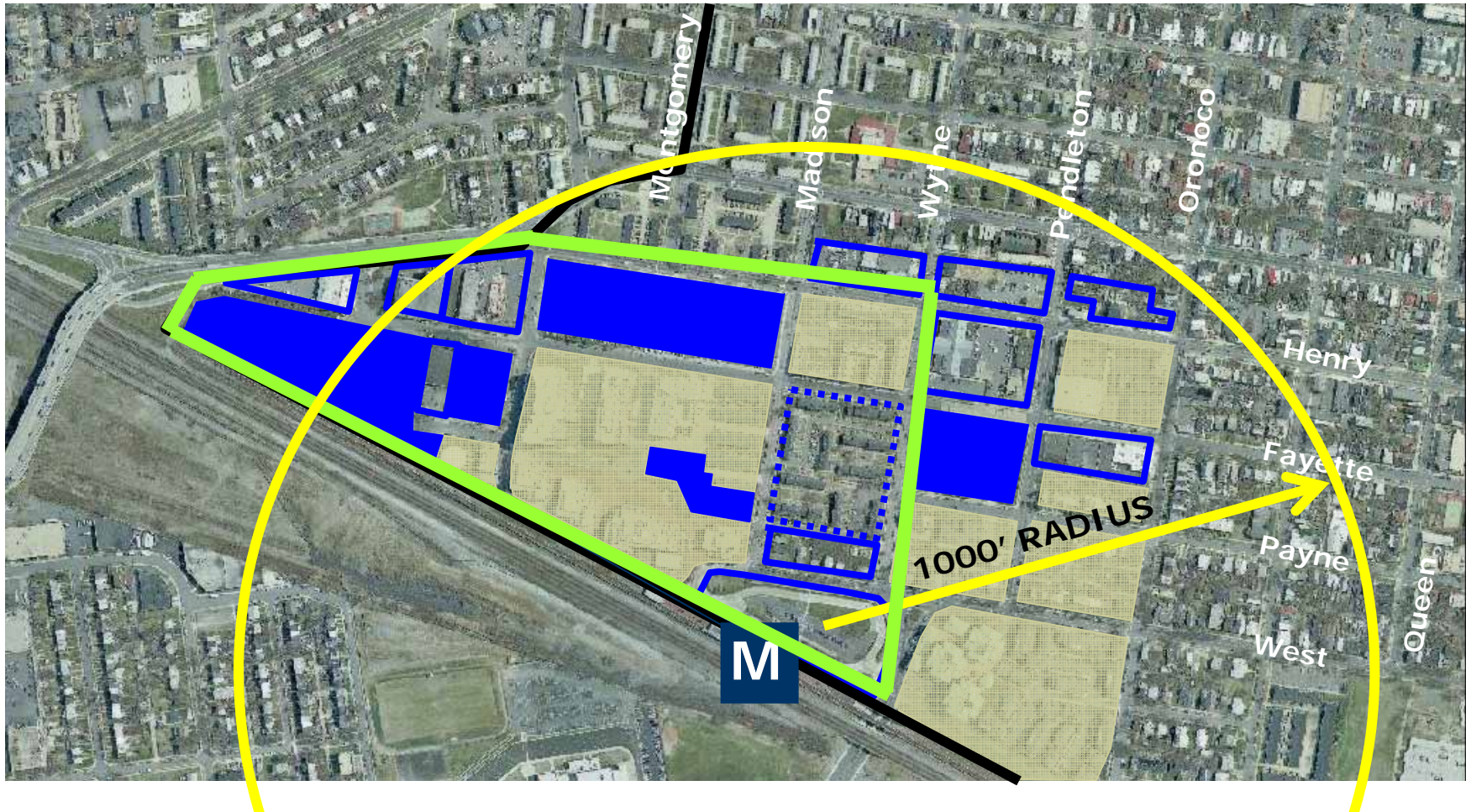
AFFORDABLE HOUSING STRATEGY

Allow density and height bonuses for affordable housing in key locations



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



Residential

***1 space/ 1 bedroom + 15% Visitor Parking
1.5 space/2 bedroom
2 spaces/townhouse unit***

Office

2.5 spaces/1,000 SF

Retail

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

Braddock Metro Neighborhood Plan

TRAFFIC ANALYSIS LOCATIONS



LEVEL OF SERVICE (LOS)

LOS

CONDITIONS

A & B

Low Traffic/Low Delay

C

Moderate Traffic/Low Delay

D

Approaching Capacity

E

At Capacity

F

Over Capacity

ANALYSIS SCENARIOS

- 1. Existing Conditions**
- 2. 2015 w/Existing Development**
- 3. 2015 w/Permitted Density under Current Zoning**
- 4. 2015 w/Proposed Development**

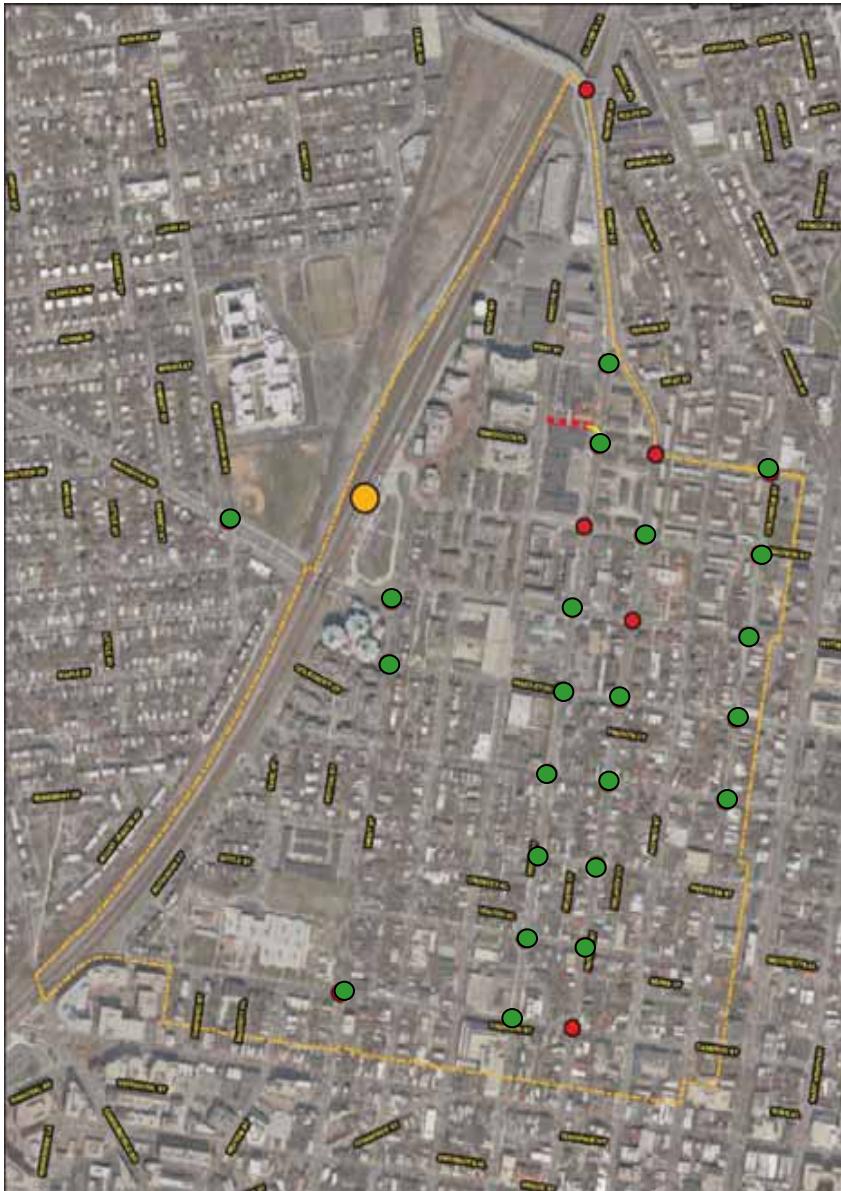
ANALYSIS METHODOLOGY

- **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

SCENARIO	TOTAL AM & PM PEAK HOUR TRIPS
EXISTING CONDITIONS	4,900
2015 PERMITTED DENSITY <i>UNDER CURRENT ZONING</i>	6,100
2015 REDEVELOPMENT <i>W/CONVENTIONAL TDM</i>	6,600
2015 REDEVELOPMENT <i>W/AGGRESSIVE TDM</i>	6,000

INTERSECTION CHALLENGES



- LOS A-D
- LOS E or F

- Route 1 "Portals"
- Route 1 @ Slaters Lane
- Patrick @ Cameron

POTENTIAL ROADWAY IMPROVEMENTS



**ADD SIGNAL – NO
NB LEFT TURN**

**MODIFY
INTERSECTION TO
ELIMINATE EB
LEFT TURN**

NEW ACCESS ROAD

NON-MOTORIZED CHALLENGES

- **Limited infrastructure in northern portion of study area**
- **Multi-use trail connectivity lacking**
- **Lack of consistency in existing facilities (varying widths, lighting, condition)**

NON-MOTORIZED IMPROVEMENTS

- **Extension of King St-Braddock Multi-use trail**
- **Connection to NorthEast**
- **Implementation of standard facility design guidelines**

SUMMARY OF FINDINGS

- **Proposed redevelopment scenario adds only 8% more peak hour trips than permitted density under current zoning scenario. This equates to approximately one-sixth of a lane of traffic.**
- **Potential intersection improvements improve accessibility of redevelopment area.**
- **Implementation of aggressive TDM program will more than offset incremental negative impacts of redevelopment scenario.**
- **Non-motorized improvements will improve mobility and accessibility of pedestrians and bicyclists.**
- **Improved transit service will provide incentives for non-auto travel on Route 1.**

SCHEDULE

- Community Meeting
- City Council Work Session
- Public Hearings



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December 5, 2006