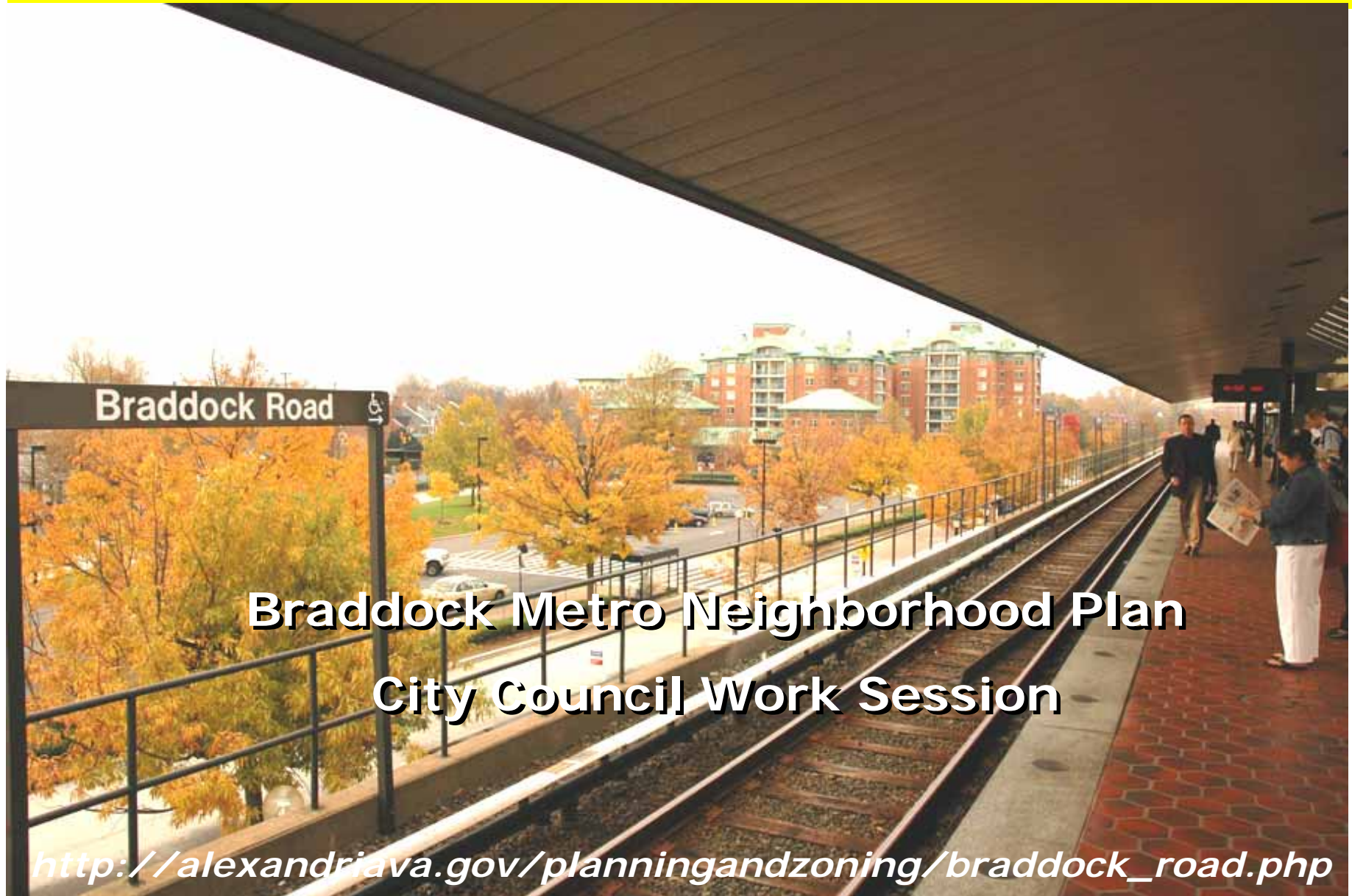


*Braddock Metro Neighborhood Plan*



**Braddock Metro Neighborhood Plan  
City Council Work Session**

[http://alexandriava.gov/planningandzoning/braddock\\_road.php](http://alexandriava.gov/planningandzoning/braddock_road.php)

- **HIGHLIGHTS OF PLAN**
- **TRANSPORTATION OVERVIEW**
- **DESIGN AND DEVELOPMENT STANDARDS**





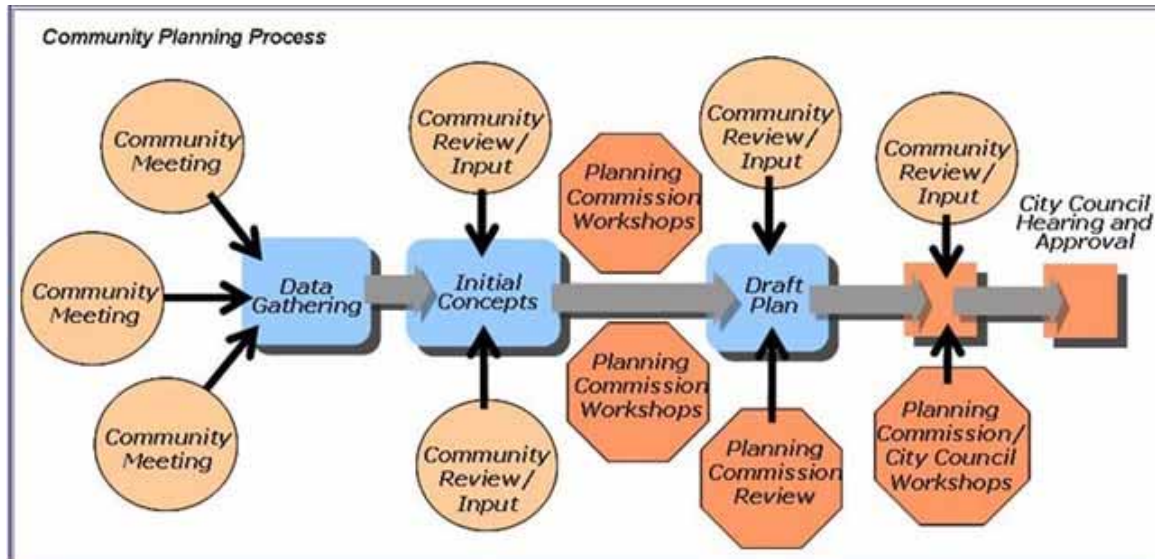
- Maximizes Metro and Transit by concentrating new development around the Metro Station
- Creates new affordable housing with redevelopment
- Identifies streetscape improvements to increase pedestrian comfort, safety, walking and bicycling
- Protects historic Parker-Gray District and neighborhoods
- 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



## Braddock Metro Neighborhood Plan

### 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



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**COMMUNITY CONCERNS**

- **Traffic**
- **Density**
- **Building Heights**
- **Sidewalk Widths**
- **Metro Site Development**

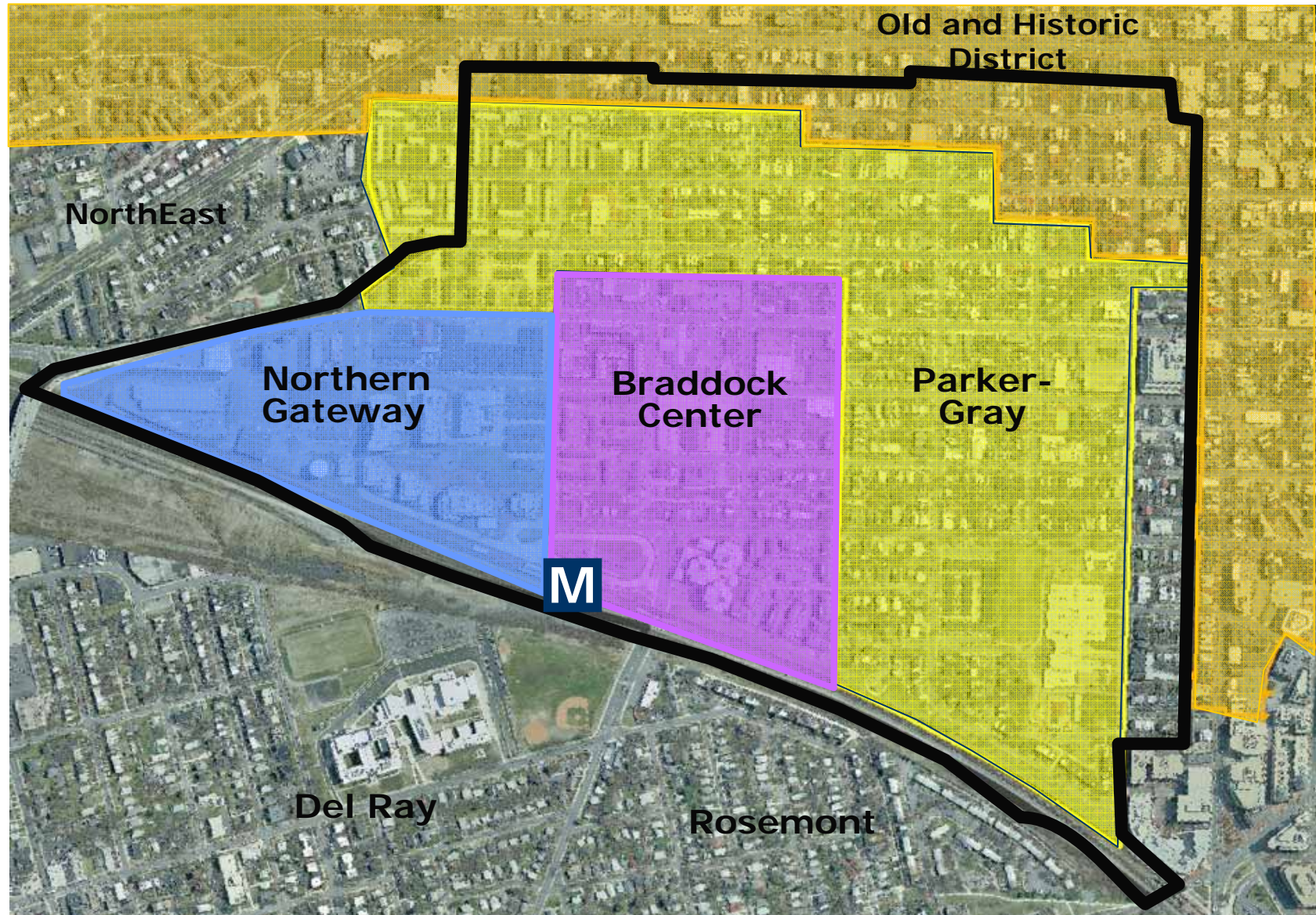




- Preserve and protect Parker-Gray Neighborhood
- Provide public open space
- Optimize Braddock Road Metro Station
- Create vibrant, mixed use neighborhoods
- Provide a safe and secure walkable environment
- Preserve existing and provide new affordable housing
- Improve and enhance Route 1
- Provide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









# 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



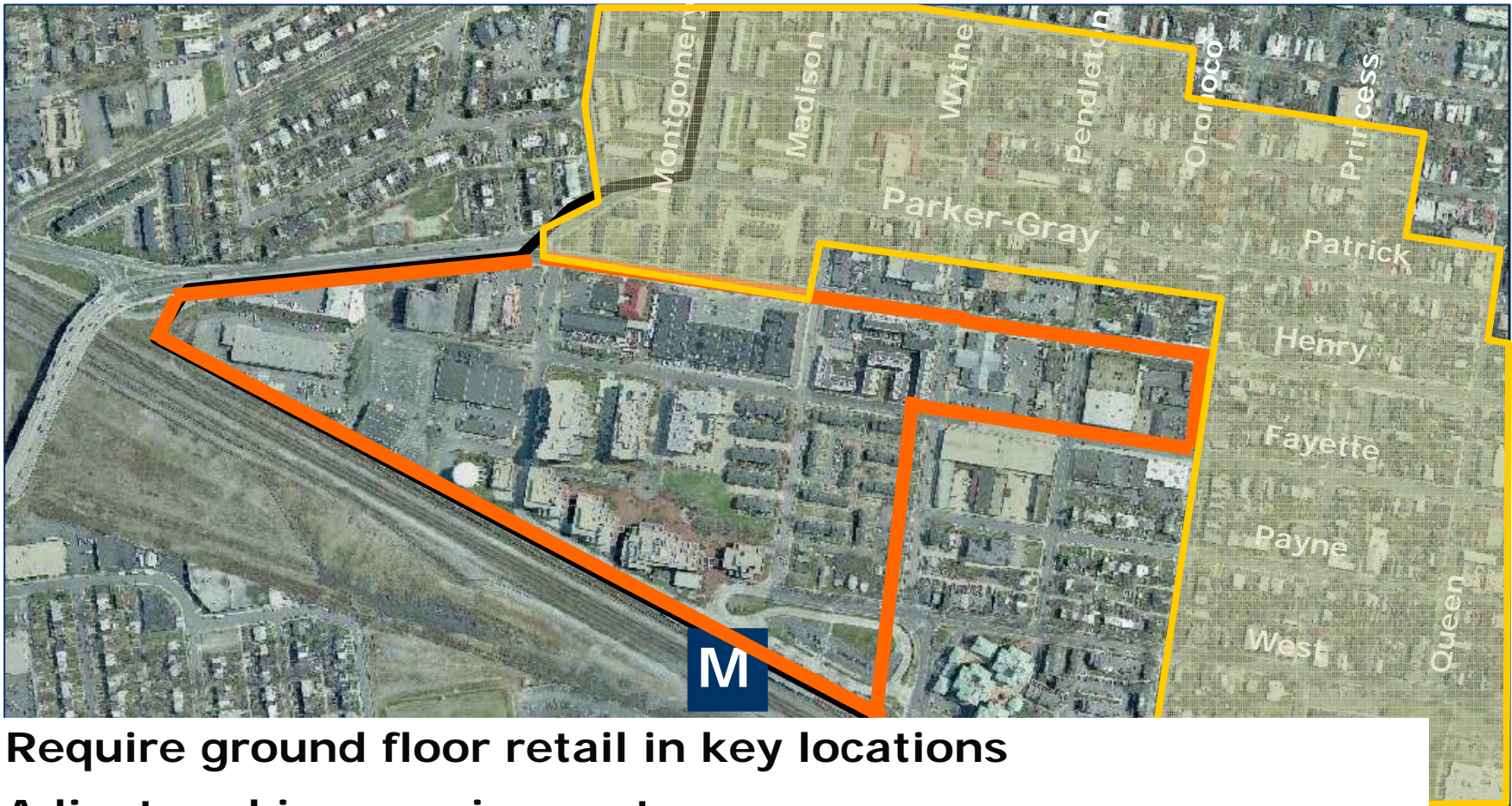


## **RECOMMENDED CHANGES:**

- **Braddock Road Overlay Zone**
- **Retail Focus Areas**
- **Parking District**
- **Building Height**
- **New CDDs w/ Affordable Housing**
- **Development and Design Standards**

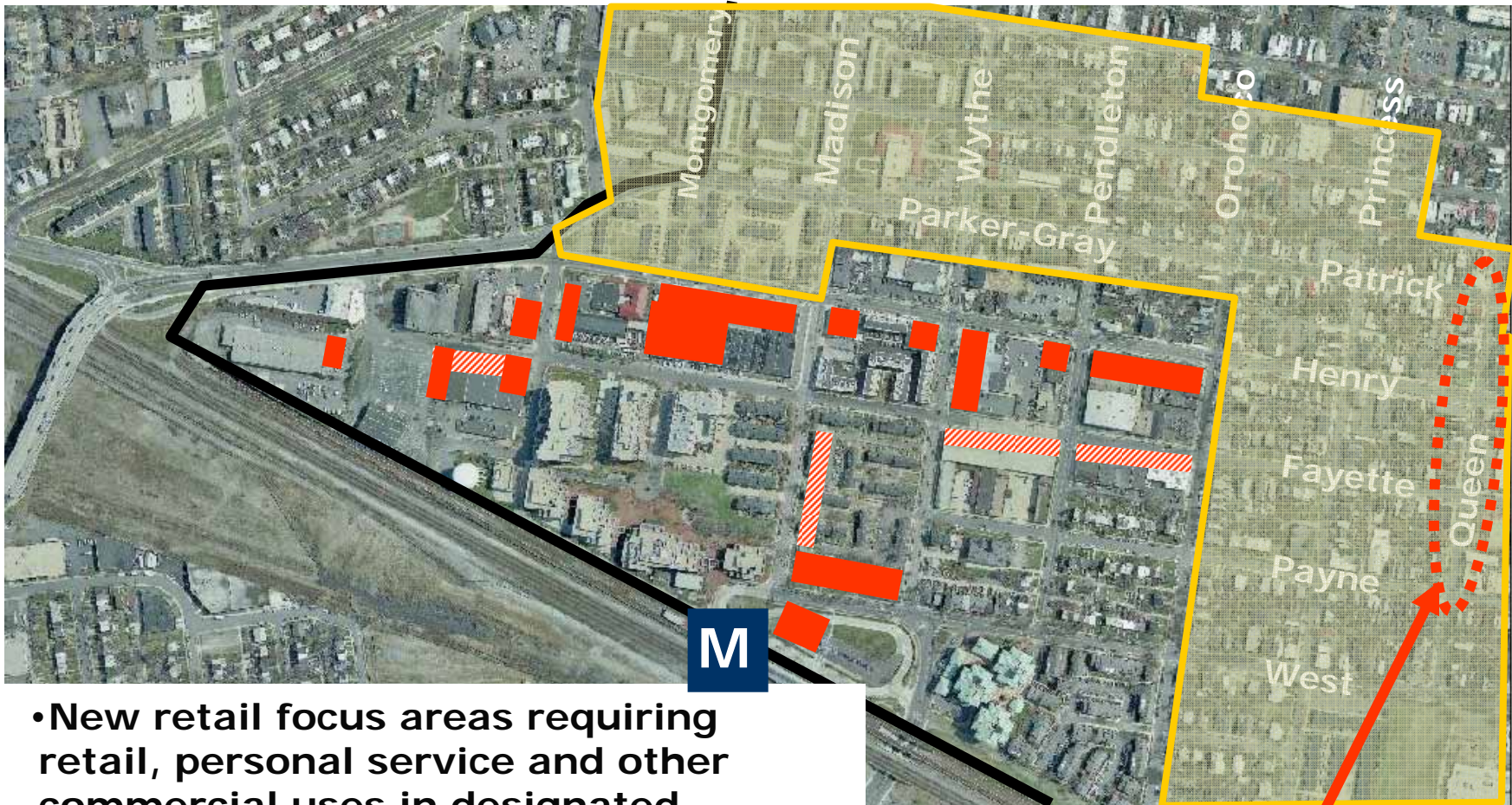


*Braddock Metro Neighborhood Plan* **BRADDOCK ROAD OVERLAY ZONE**



- **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

- Live/Work Opportunities

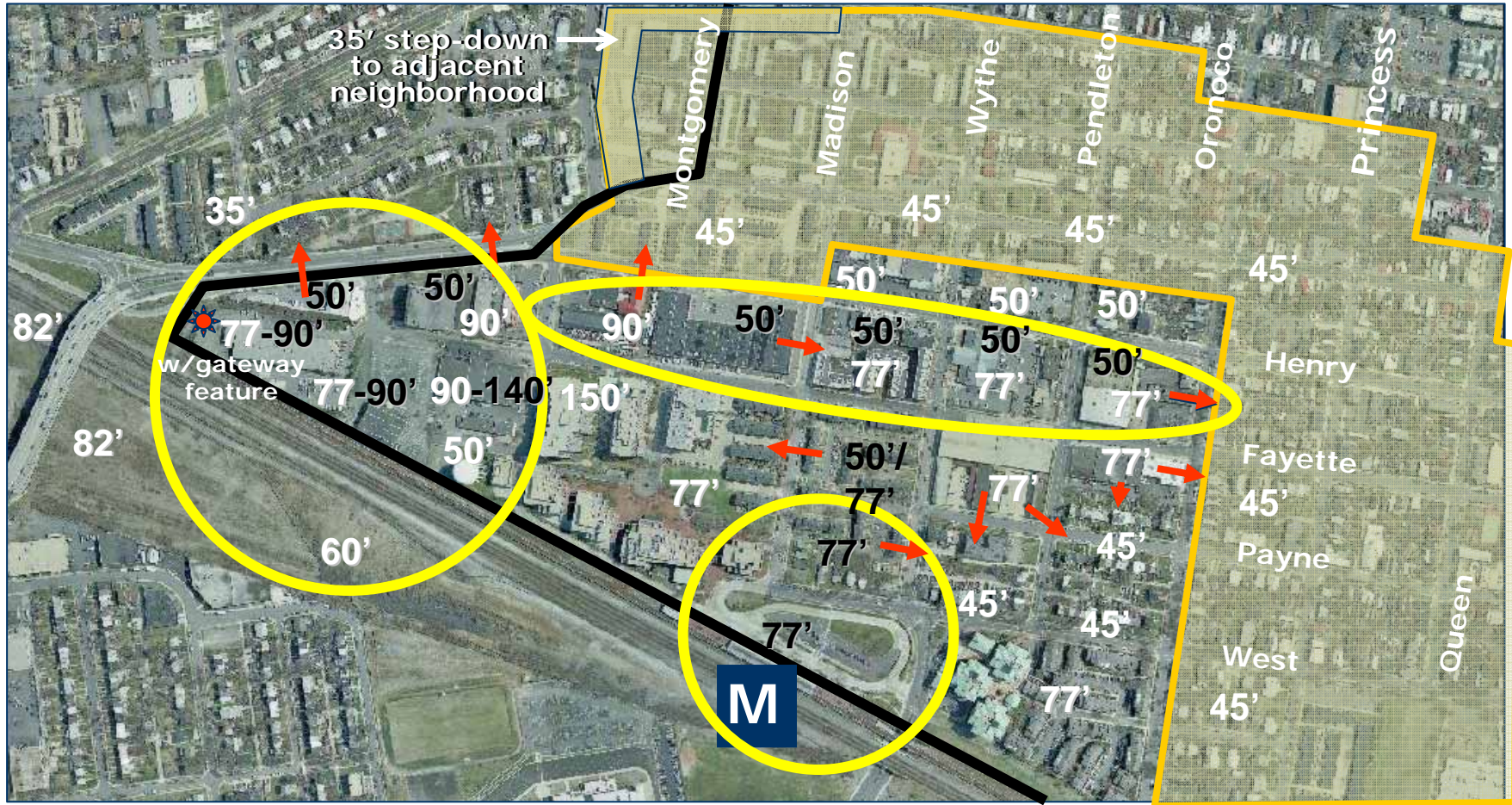
- Enhance existing commercial district





 **PROPOSED NEW OPEN SPACE**



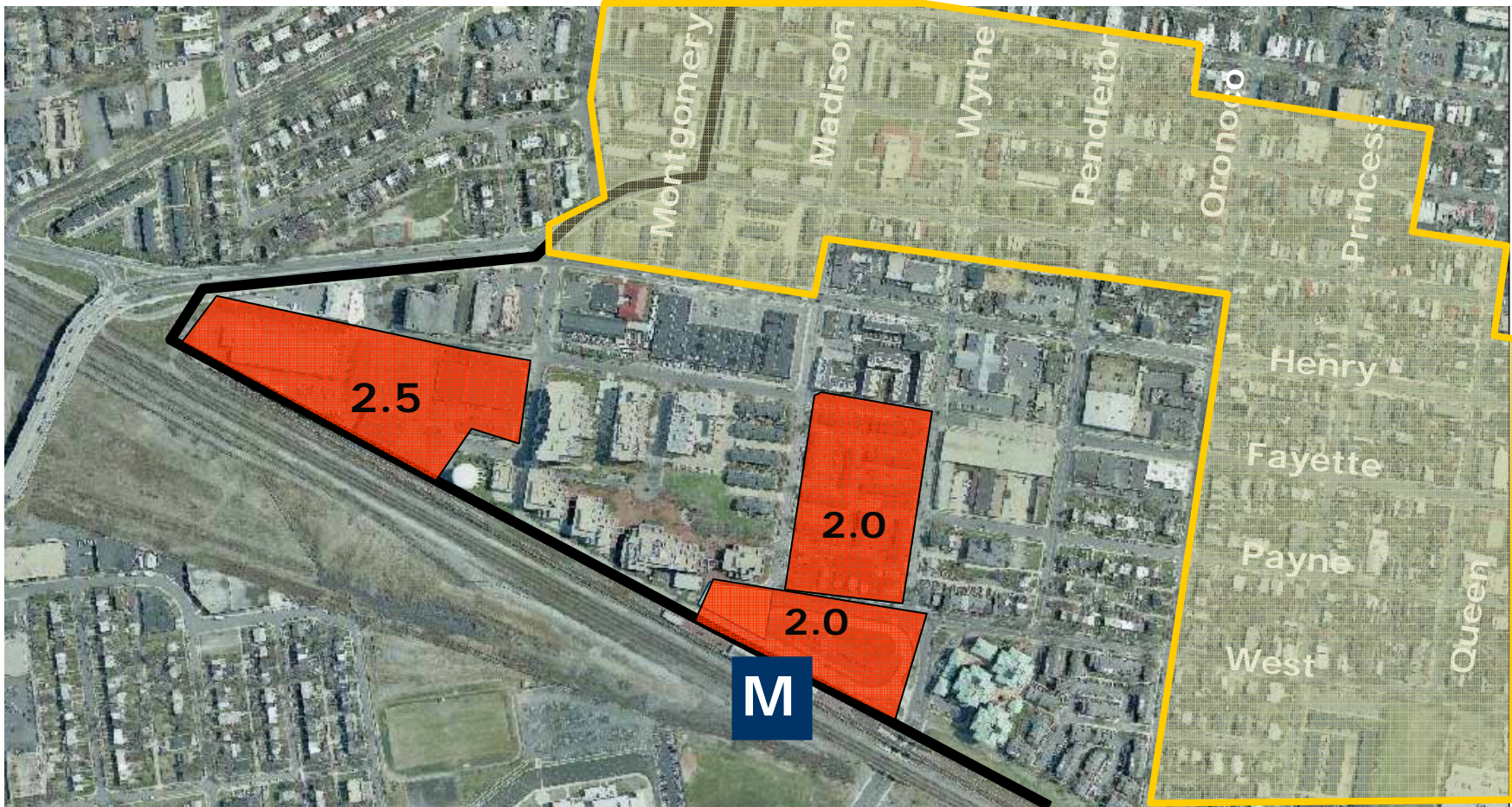


★ GATEWAY ELEMENT

← STEPDOWN/TRANSITION

77' PROPOSED HEIGHT (IN BLACK)





**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



*Braddock Metro Neighborhood Plan* **AFFORDABLE HOUSING\***

**Approximate Number of Housing Units and Affordable Units in CDD Areas**

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

\*Consistent with Current City Policy

\*\* Plus cash contribution



***Residential***

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

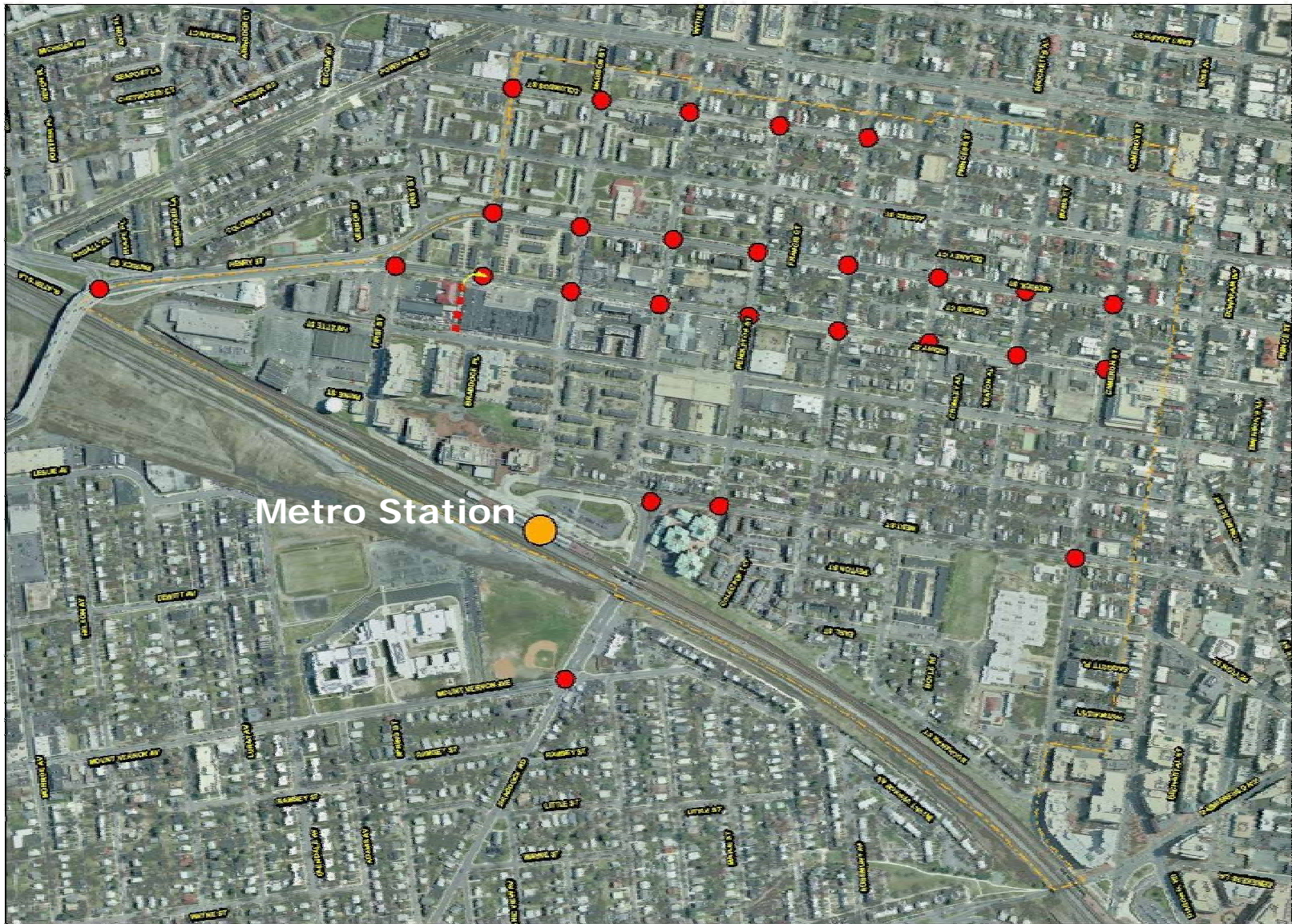
***Office***

***2 spaces/1,000 SF***

***Retail***

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





## **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**



# TRIP GENERATION COMPARISON

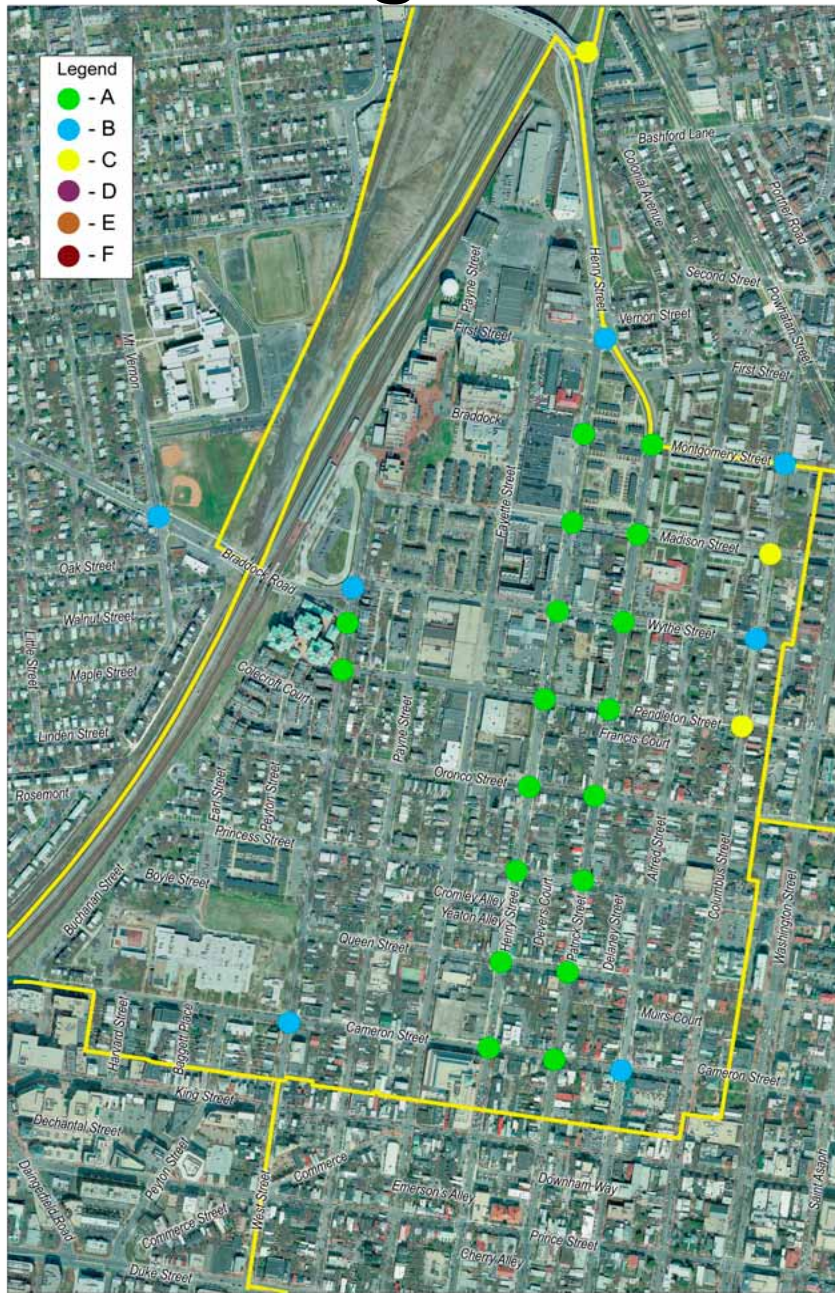


Values Represented are  
Combined AM and PM Peak

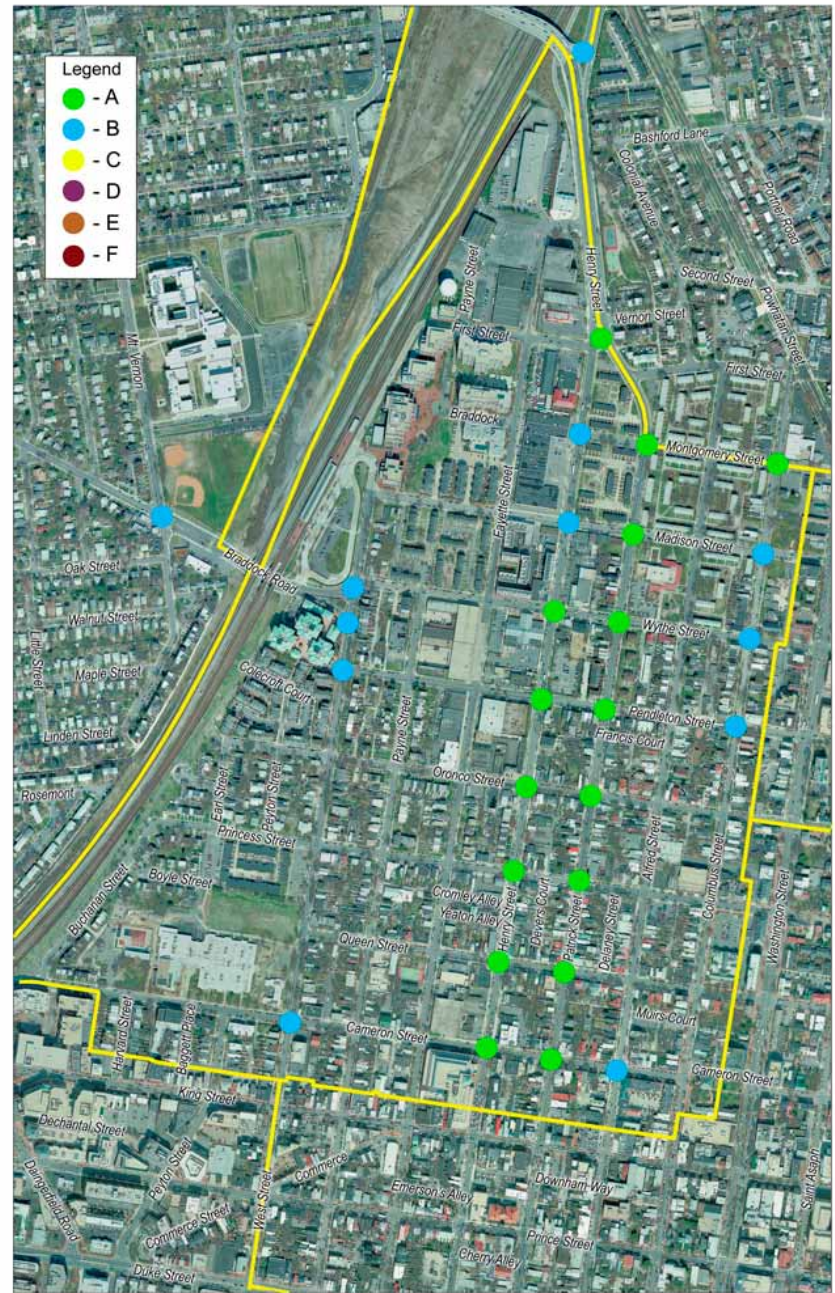
Scenario	Planning Area	Route 1
Existing	4,900	7,200
2015 No Build	5,000	9,600
2015 Current Zoning	6,100	10,000
2015 Conventional TDM	6,600	10,200
2015 Aggressive TDM	6,000	9,700



# Existing AM LOS



# Existing PM LOS



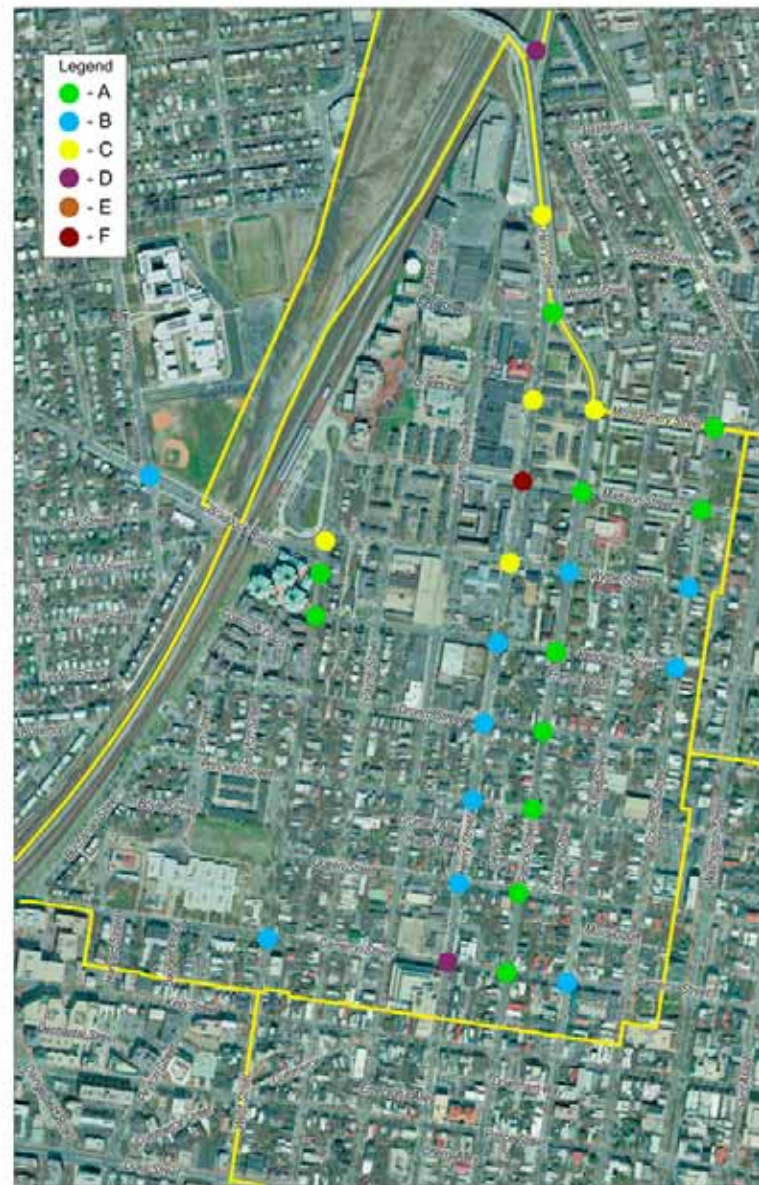


# 2015 "Conventional"

## 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**



## **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



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## **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**

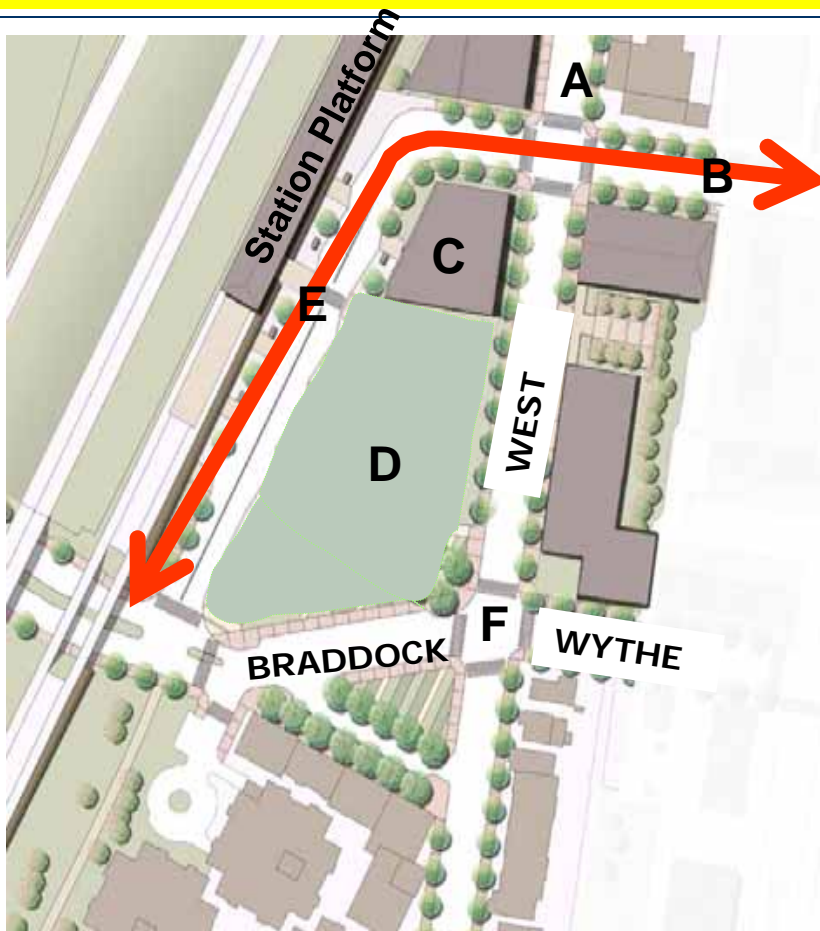
**Aggressive TDM will off-set the increase in total trips for the proposed CDD zoning**

- 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



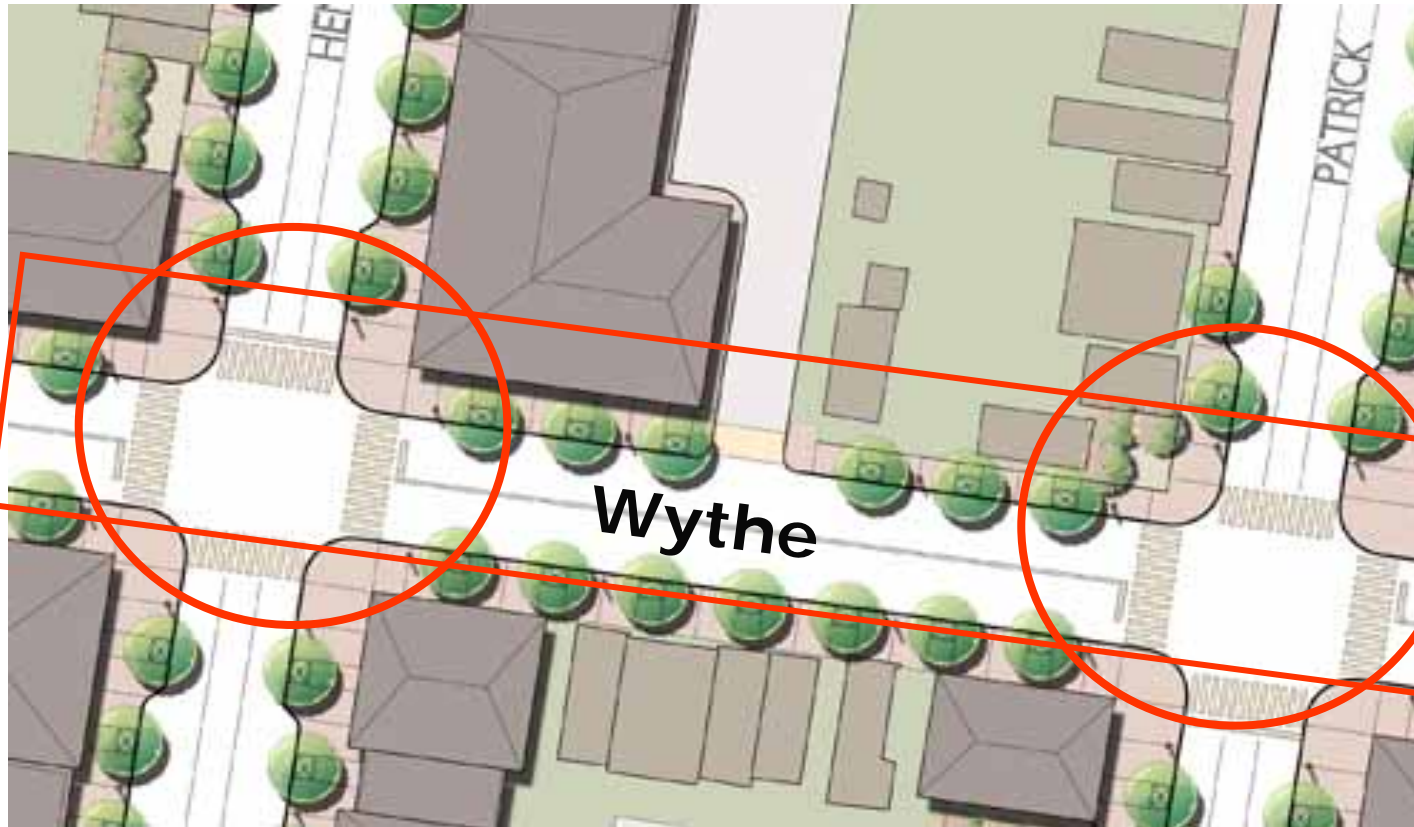


## POTENTIAL ACCESS IMPROVEMENTS AT METRO STATION



- 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**



- 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



# Development Standards





## Sustainable Development:

- “Green & Sustainable Building Checklist”
- Project tracking and reporting
- Strongly encourage LEED or other certification or accreditation

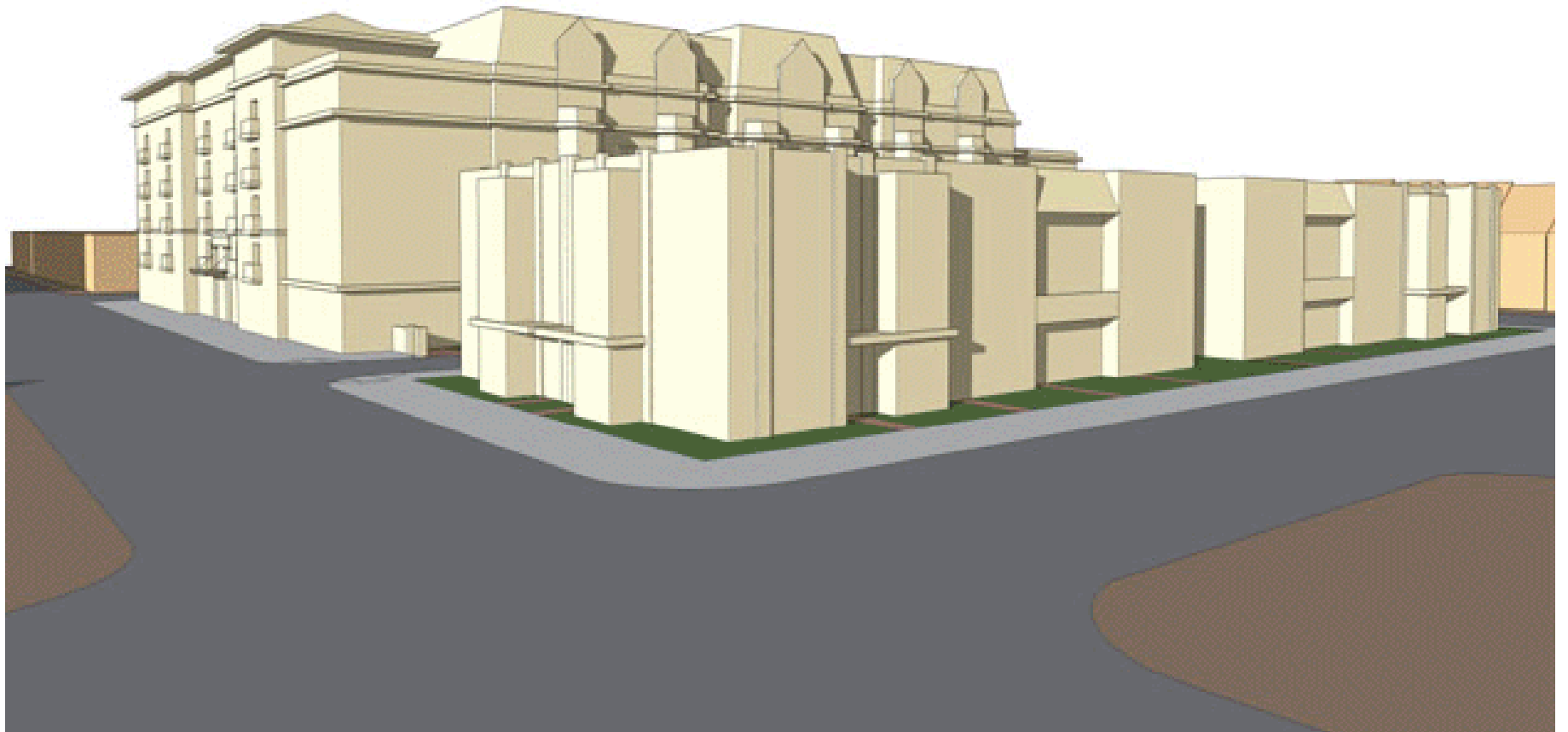
A screenshot of the City of Alexandria, VA Green and Sustainable Building Checklist - Tracking form. The form includes fields for Project Name, Date, and Address. It is divided into two main sections: 'Sustainable Site Planning' and 'Sustainable Building Construction'. Each section contains a list of criteria with corresponding checkboxes and progress indicators (green boxes). The 'Sustainable Site Planning' section includes items like 'Site Location (Sustainable)', 'Site Access (Sustainable)', 'Site Design (Sustainable)', 'Site Planning (Sustainable)', 'Site Construction (Sustainable)', 'Site Maintenance (Sustainable)', 'Site Restoration (Sustainable)', 'Site Security (Sustainable)', 'Site Safety (Sustainable)', and 'Site Compliance (Sustainable)'. The 'Sustainable Building Construction' section includes items like 'Energy Efficiency (Sustainable)', 'Water Efficiency (Sustainable)', 'Indoor Air Quality (Sustainable)', 'Materials (Sustainable)', 'Waste Management (Sustainable)', 'Construction Waste Management (Sustainable)', 'Construction Safety (Sustainable)', 'Construction Quality (Sustainable)', 'Construction Cost (Sustainable)', 'Construction Schedule (Sustainable)', 'Construction Safety (Sustainable)', 'Construction Quality (Sustainable)', 'Construction Cost (Sustainable)', and 'Construction Schedule (Sustainable)'. The form is dated 10/17/06.

## General Building Standards:

- **Build to the Street**
- **Human Scale**
- **High Quality Buildings**
- **Local Character**
- **Mix of Uses**
- **Building Entrances**
- **Underground Parking**







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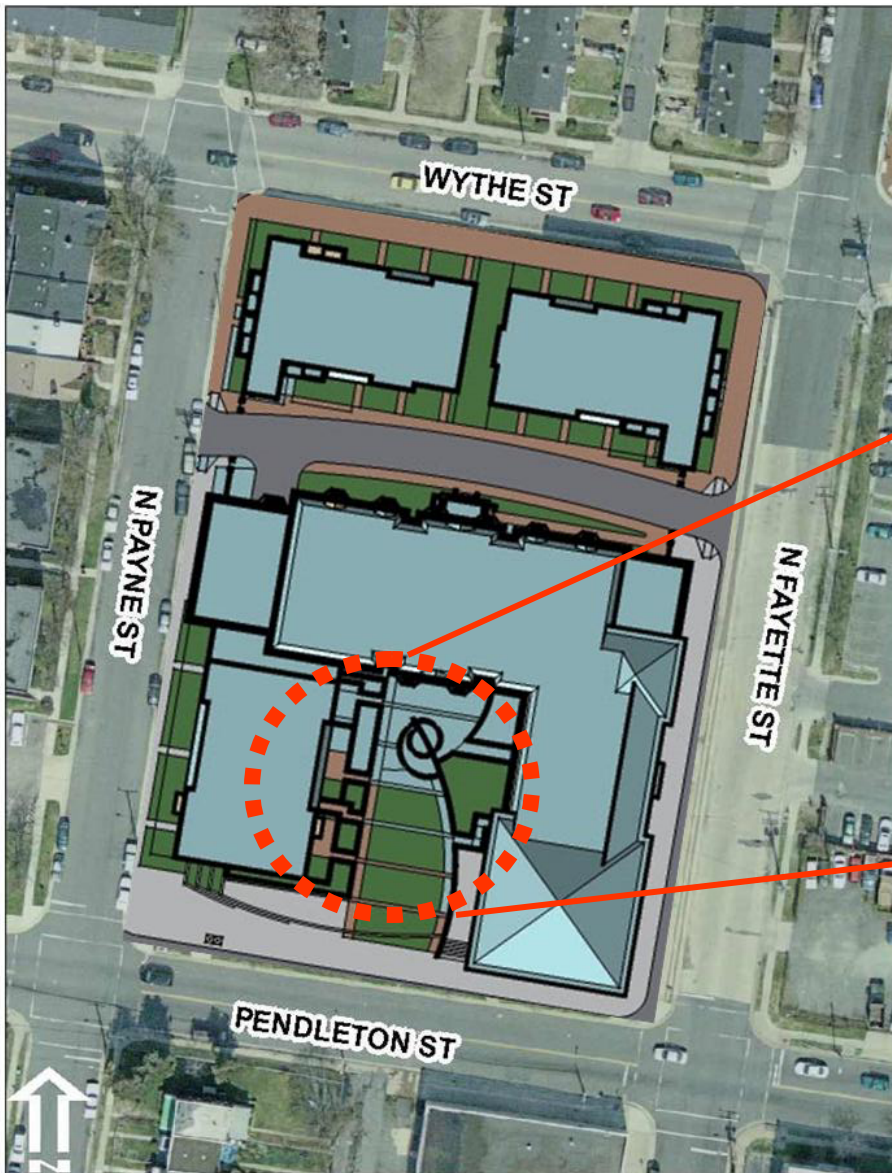
# SITE AND DESIGN STANDARDS



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# SITE AND DESIGN STANDARDS



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- **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**





## *Braddock Metro Neighborhood Plan*



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