

ORDINANCE NO. 4752

AN ORDINANCE to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment heretofore approved by city council to Braddock Metro Station Small Area Plan and the Northeast Small Area Plan Chapters as Master Plan Amendment No. 2011-0008 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment.

WHEREAS, the City Council of the City of Alexandria finds and determines that:

1. In Master Plan Amendment No. 2011-0008, the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on December 6, 2011 of an amendment to the Braddock Metro Station Small Area Plan and the Northeast Small Area Plan Chapters of the Master Plan of the City of Alexandria, by amending the Braddock East Master Plan to revise the height designated on the northern multifamily block to allow one multifamily building to have a maximum height of sixty (60) feet, which recommendation was approved by the City Council at public hearing on December 17, 2011;
2. The said amendment has heretofore been approved by the Planning Commission and city council after full opportunity for comment and public hearing.
3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That pages 5, 42, 46, 47 and 58 of the Braddock East Master Plan included in the Braddock Metro Station Small Area Plan and the Northeast Small Area Plan Chapters of the Master Plan of the City of Alexandria, be, and the same hereby are, amended by adding the asterisk (\*) and note stating "Except that one multi-family building may be increased to 60 feet in the northern multi-family block adjacent to Patrick Street" on the stated pages as shown on the sketch plan entitled "Braddock East Master Plan – Amended Pages", attached hereto and incorporated fully herein by reference.

Section 2. That the director of planning and zoning be, and hereby is, directed to record the foregoing master plan map amendments, as part of the Braddock Metro Station Small Area Plan and the Northeast Small Area Plan Chapters of Master Plan of the City of Alexandria, Virginia.

Section 3. That all provisions of the Braddock Metro Station Small Area Plan and the Northeast Small Area Plan Chapters of the Master Plan of the City of Alexandria, Virginia, as may be inconsistent with the provisions of this ordinance be, and same hereby are, repealed.

Section 4. That the Master Plan of the City of Alexandria, as amended by this ordinance, be, and the same hereby is, reordained as the Master Plan of the City of Alexandria, Virginia.

Section 5. That the city clerk shall transmit a duly certified copy of this ordinance to the Clerk of the Circuit Court of the City of Alexandria, Virginia, and that the said Clerk of the Circuit Court shall file same among the court records.

Section 6. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE  
Mayor

Final Passage: February 25, 2012

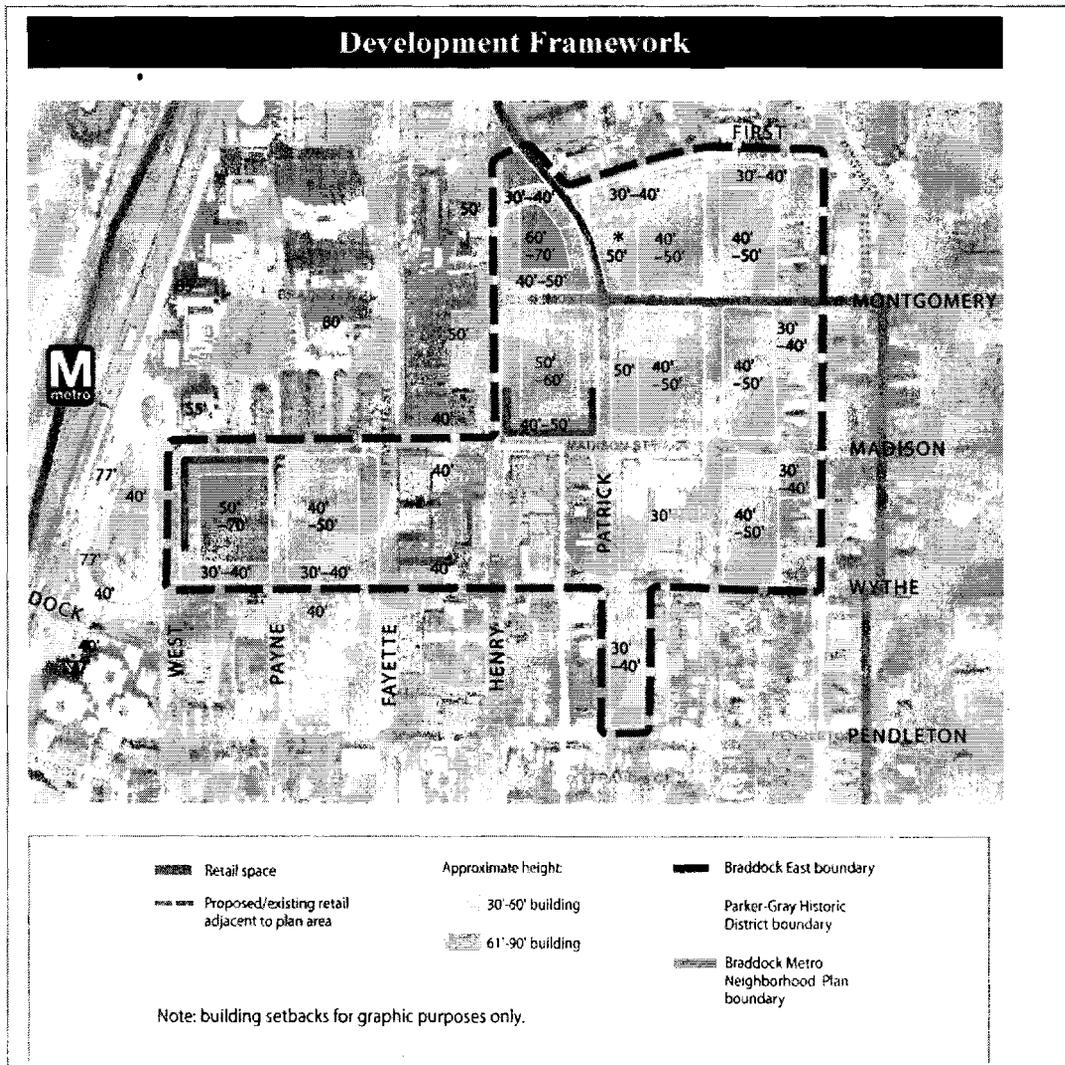
**Land Use**

A mix of public housing and market-rate housing and, where possible an element of affordable and/or workforce housing is recommended. The precise ratio for this mix should be determined through the development planning process, as it will be influenced by the funding available at that time.

Ground floor retail uses are recommended to contribute to the walkability and security of key walking streets in the neighborhood. A grocery store is identified as a potential use for the Samuel Madden blocks. The retail uses should be neighborhood serving and should meet the needs of the whole community.

Office use is recommended as a potential use for the western half of Adkins and the northern Samuel Madden block in order to help balance the overall mix of residential and retail uses within the plan area. A hotel use is recommended for the West Street frontage, opposite the Metro station, which includes the land currently occupied by privately owned single-family properties.

The provision of improved community facilities/supportive services as part of any redevelopment plan is encouraged. The location and programming of such facilities will be determined by an analysis of resident needs and should complement the Recreation Center program.



\*Except that one multi-family building may be increased to 60 feet in the northern multi-family block adjacent to Patrick Street.

## SITE DESIGN GOALS

Appropriate building scale and massing is important to character in the Braddock area and was the primary focus of the Community Design Charrette held during this planning process.

City Staff and consultants combined the results of the charrette into a composite plan that best represented the collective ideas of the group. This was then further refined to reflect more closely the over-arching themes emanating from the charrette, the BMNP urban design guidelines and other City design criteria and planning objectives. The resultant designs goals for each public housing site are described below

### James Bland

This site lies within the Parker Gray Historic District and it is bounded on three sides primarily by two to two and a half story historic townhomes. Its fourth side abuts Patrick Street, which forms part of US Route 1. To the south is the proposed Charles Houston recreation center.



View of James Bland from Alfred Street

The proposed redevelopment plan described on page 24 depicts townhomes of a scale that complements the surrounding neighborhood to the north and east, increasing in scale to the west, with four-story multi-family buildings fronting US Route 1.

To reflect the current development proposals, this Plan recommends heights of 30-40 feet along First Street and Columbus Street, rising to 40-50 feet toward the center of the site and up to 50 feet along Patrick Street. \*

Open space has been planned to contribute to the urban character of the area as well as provide recreation space for residents. Because of the size of the redevelopment area of James Bland, the Plan recommends open space on each block and a minimum of one centralized and consolidated public open space.

This Plan also recommends that Alfred Street be added to the list of “walking streets” established in the BMNP. On these “walking streets”, priority is given to the pedestrian and measures are recommended to improve the quality and security of the walking environment, such as deeper front yards, porches and bay windows.

### Samuel Madden

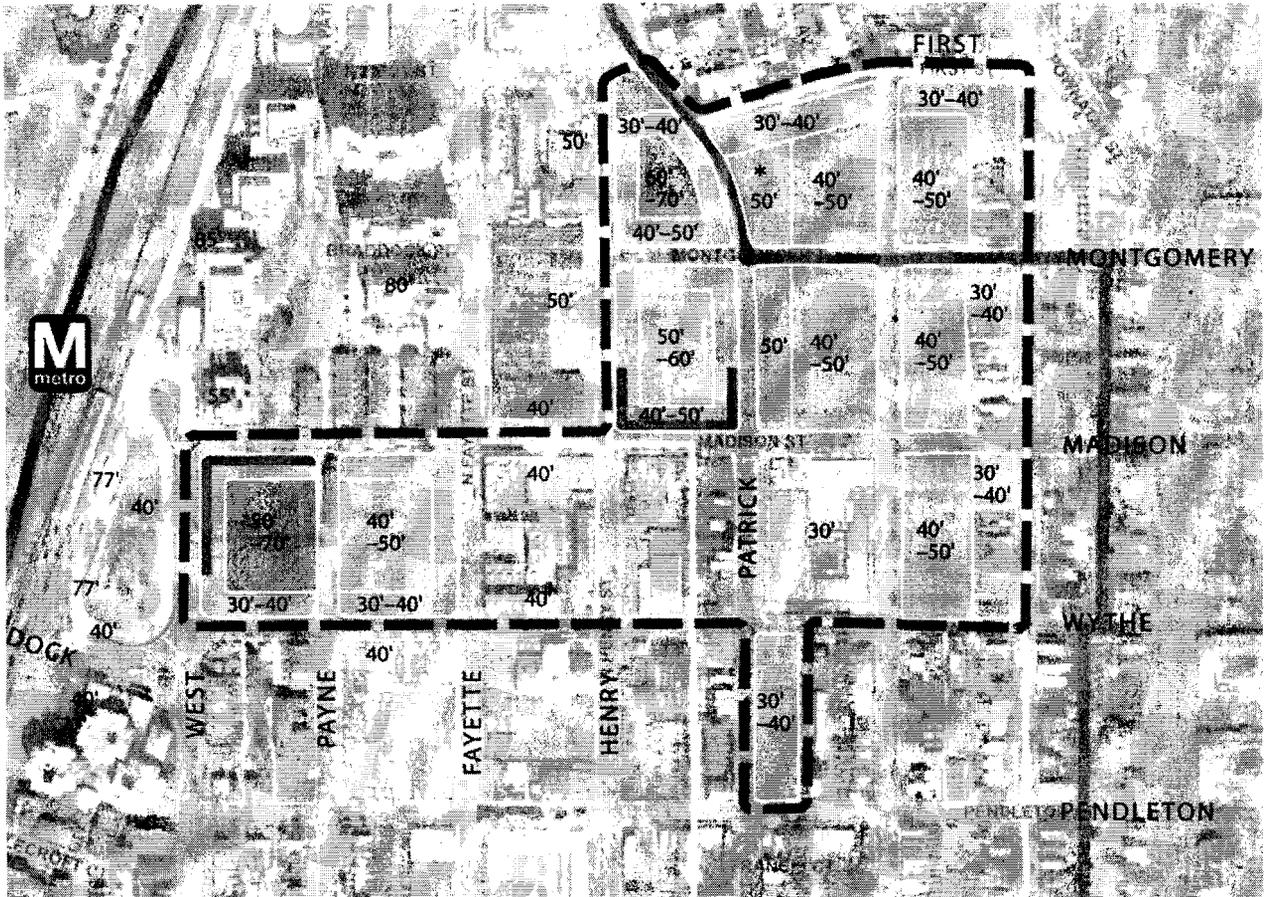
Although this site is on the edge of the Historic District, its primary context is provided by Patrick Street to the east and Henry Street to the west, both of which are one-way legs of US Route 1. These streets meet at the northern apex of the site. To the east is the proposed four-story multi-family element of the James Bland redevelopment. To the west are proposed commercial buildings, with 50 feet height limits to the south. Smaller scale



Samuel Madden

\*Except that one multi-family building may be increased to 60 feet in the northern multi-family block adjacent to Patrick Street.

# Development Framework



-  Retail space
-  Proposed/existing retail adjacent to plan area
-  Approximate height: 30'-60' building
-  61'-90' building
-  Braddock East boundary
-  Parker-Gray Historic District boundary
-  Braddock Metro Neighborhood Plan boundary

Note: building setbacks for graphic purposes only.

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Table 5: DEVELOPMENT FRAMEWORK

Site	EXISTING PARCEL						PROPOSED DEVELOPMENT				
	Net Parcel Area		Existing Development	Existing Housing Units	Current Allowable FAR	Current Allowable Height	Current Allowable Development	Max. Total Development	Approx. Range of Housing Units	Max. FAR	Max. Height
	sf	acres	sf			feet	sf	sf			feet
James Bland	370,000	8.49	200,000	194	0.75	45	277,500	647,500	400	1.75	50*
Andrew Adkins	196,000	4.50 <sup>(1)</sup>	148,000	90	0.75	45	147,000	332,500	200-250	2.50	70 west of Payne St. 50 east of Payne St.
Samuel Madden	150,000	3.44	64,000	66	0.75	45	112,500	300,000	165-225	2.00	70
Ramsey Homes	31,000	0.71	14,000	15	0.75	45	23,250	21,000	15-30	1.40	45
<b>TOTAL</b>	<b>747,000</b>	<b>17.14</b>	<b>426,000</b>	<b>365</b>			<b>560,250</b>	<b>1,301,000</b>	<b>780-905</b>		

(1) Includes privately owned single family homes between Adkins and West Street

## IMPLICATIONS FOR THE FUTURE OF BRADDOCK EAST

Taking into account the recommended height limitations, open space requirements and other design considerations, the resulting densities, expressed as a Floor Space Ratio (FAR), are up to 1.75 on James Bland, up to 2.5 on the Adkins site, up to 2.0 on the Madden site and up to 1.5 on Ramsey. This is generally consistent with the density recommendations in the BMNP for the key redevelopment sites at the Metro (FAR 3.0) and Northern Gateway (FAR 2.5).

These FARs are the maximum that is likely to be supportable on these sites. The ranges identified in Table 5 are indicative of the wide variety of potential scenarios that could be viable on these sites.

In the event that density considerations and market conditions at the time of redevelopment indicate that it is unlikely that all of the public housing can be relocated on the sites within the Plan area then, under Resolution 830, it will be necessary to replace some of the public housing units elsewhere in the City.

The retention of existing public housing in the Braddock East area will be contingent upon:

- constraints on the overall density and height on each individual site;
- open space, parking and urban design requirements;
- the market conditions that prevail at the time of redevelopment;
- the public funding available at the time of redevelopment ; and
- the availability of secured sites elsewhere in the City to accommodate the replacement units.

This has been demonstrated by both the Chatham Square and James Bland redevelopments. Approximately one-third to one-half of the existing public housing units on these sites were/are to be relocated off-sited. This is due to constraints on the development of these sites, such as the need for open space, the limitation on heights and the need for compatibility with adjacent neighborhoods, as well as the available funding and market conditions, which are different in each case.

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Recommendation 7: A variety of open spaces should be provided to meet the needs of the residents of the new mixed-income communities. These open spaces should complement the programmed activities at the new Charles Houston Recreation Center.

Recommendation 8: The exterior facades of public and/or affordable housing in the new development should be designed to be indistinguishable from the market rate housing.

Recommendation 9: The public housing units should be integrated throughout the new development, and not concentrated in any one location.

Recommendation 10: The following recommendations relate to the design goals for the **James Bland site**:

Recommendation 10A: A shoulder of 30-40 feet is recommended along First Street and Columbus Street, rising to 40-50 feet toward the center of the site and up to 50 feet along Patrick Street.\*

Recommendation 10B: Open space should be located on each block and there should be a minimum of one centralized and consolidated public open space.

Recommendation 10C: Alfred Street should be added to the list of “walking streets” established in the BMNP, where priority is given to the pedestrian.

Recommendation 11: The following recommendations relate to the design goals for the **Samuel Madden site**:

- Recommendation 11A: An open space/focal point is recommended at the apex of Samuel Madden at First Street. This should be designed as an attractive entrance at this gateway to the City and as a transition with the surrounding neighborhood.

- Recommendation 11B: The northern portion of any future building should highlight this gateway location with a memorable form, shape and/or materials.
- Recommendation 11C: Building heights up to 60-70 feet are recommended for the northern block of Samuel Madden, with 30-40 foot shoulders. Particular attention should be given to the relationship with existing residential townhomes to the northeast. There should be variation in building height across the block to mitigate the massing effect of the new structure.
- Recommendation 11D: Building heights up to 50-60 feet are recommended for the southern block of Samuel Madden, with 40-50 foot shoulders.
- Recommendation 11E: Any retail edges along sidewalks should be transparent, include entrances, and otherwise contribute to the pedestrian realm.

Recommendation 12: The following recommendations relate to the design goals for the **Andrew Adkins site**:

- Recommendation 12A: Building heights up to 70 feet with 30-foot shoulders are recommended along the “walking streets” of Wythe, West and Madison. There should be variation in building height across the block to mitigate the massing effect of the new structure and retain existing views where possible.
- Recommendation 12B: The continuation of Payne Street axis through the Andrew Adkins site is recommended to reconnect the street grid and reflect the scale and character of the surrounding blocks.

Recommendation 12C: Building heights of up to 50-70 feet with a 30-40 feet shoulder

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