



BRADDOCK METRO STATION REDEVELOPMENT

Joint City/WMATA Community Meeting

June 26, 2014

Charles Houston Recreation Center

www.alexandriava.gov/Braddock

BRADDOCK METRO STATION REDEVELOPMENT

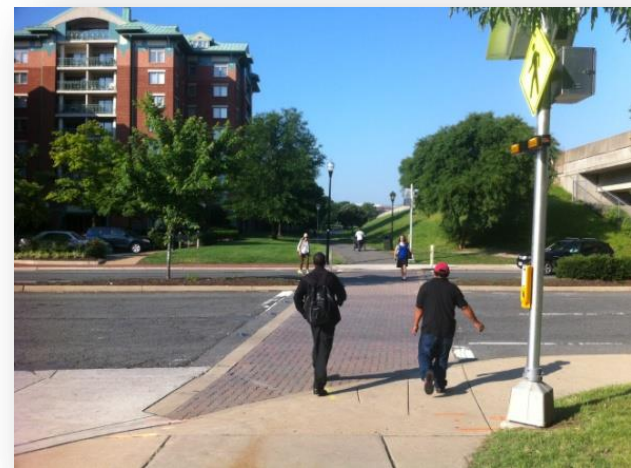


PURPOSE OF MEETING

- Introduce WMATA's Joint Development RFP Process and Transit Needs
- Present Small Area Plan and Implementation Progress
- Obtain Input on Metro Station

Presenters:

- Susan Eddy, City of Alexandria
- Stan Wall, WMATA



TRANSIT ORIENTED DEVELOPMENT

- At Metro sites, WMATA is committed to Transit Oriented Development (TOD):
 - **Density** for high ridership
 - **Mixed Uses** to create origins and destinations
 - **Pedestrian-oriented** to minimize auto dependence



Example: Twinbrook Joint Development

WHAT IS JOINT DEVELOPMENT?

- A creative program that markets property owned by WMATA to commercial, residential or mixed-use developers to create a Transit Oriented Development (TOD).
- Through a competitive joint development solicitation WMATA selects a developer.
- WMATA prefers to enter a long-term ground lease for development of the site.



Example: White Flint Joint Development
Rendering

WMATA JOINT DEVELOPMENT OBJECTIVES

- Integrate WMATA transit facilities
- Foster safe station access
- Promote and enhance transit ridership
- Provide mixed-use development and active public spaces
- Help the City implement Small Area Plan objectives
- Complement existing neighborhoods
- Generate long-term revenues for WMATA



BRADDOCK ROAD METRO JOINT DEVELOPMENT

- Find out whether private development is physically feasible at Braddock Road Metro Station
 - Transit operations
 - Station access
 - Development site
- Develop RFP to protect transit operations and community interests



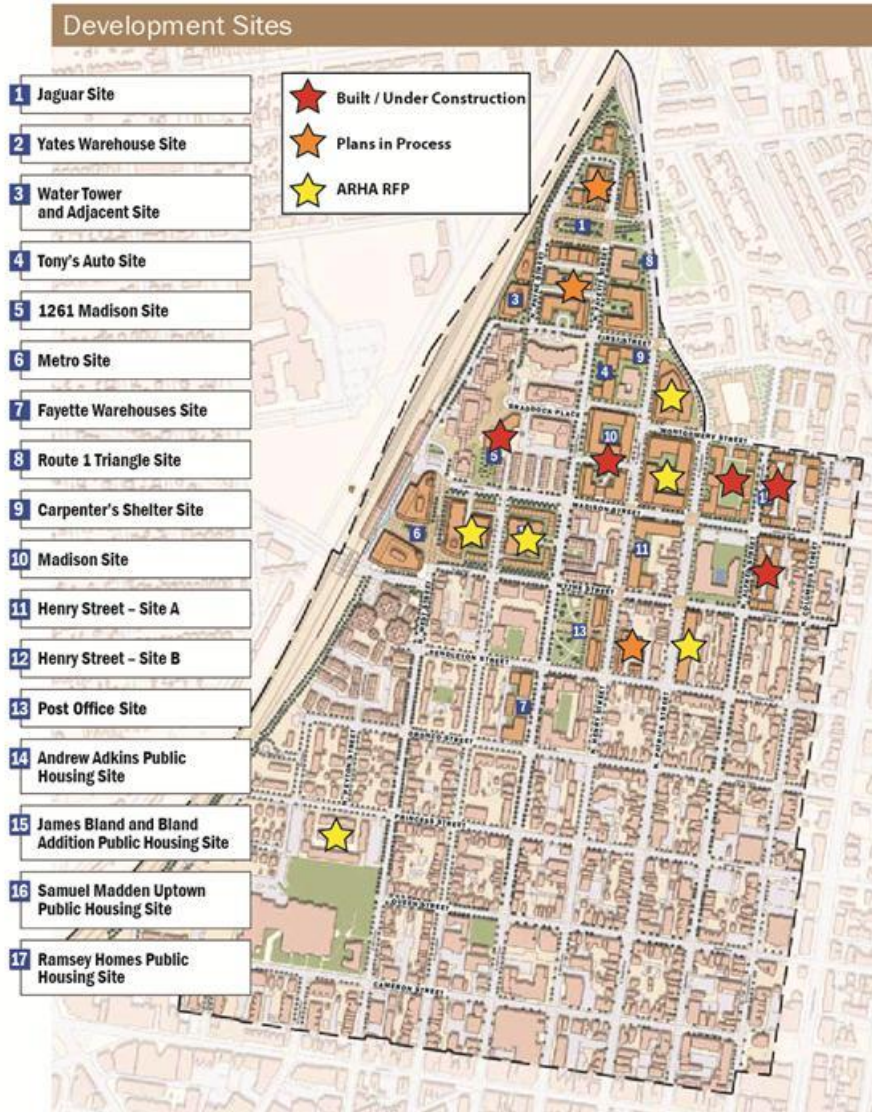


BRADDOCK METRO NEIGHBORHOOD PLAN

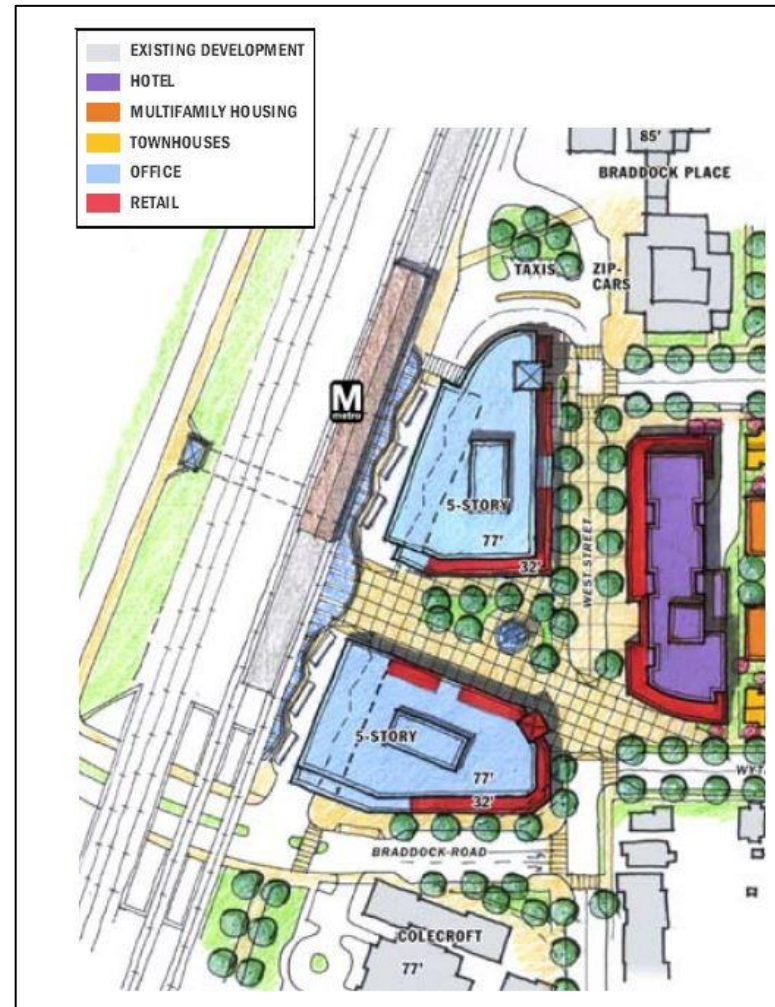
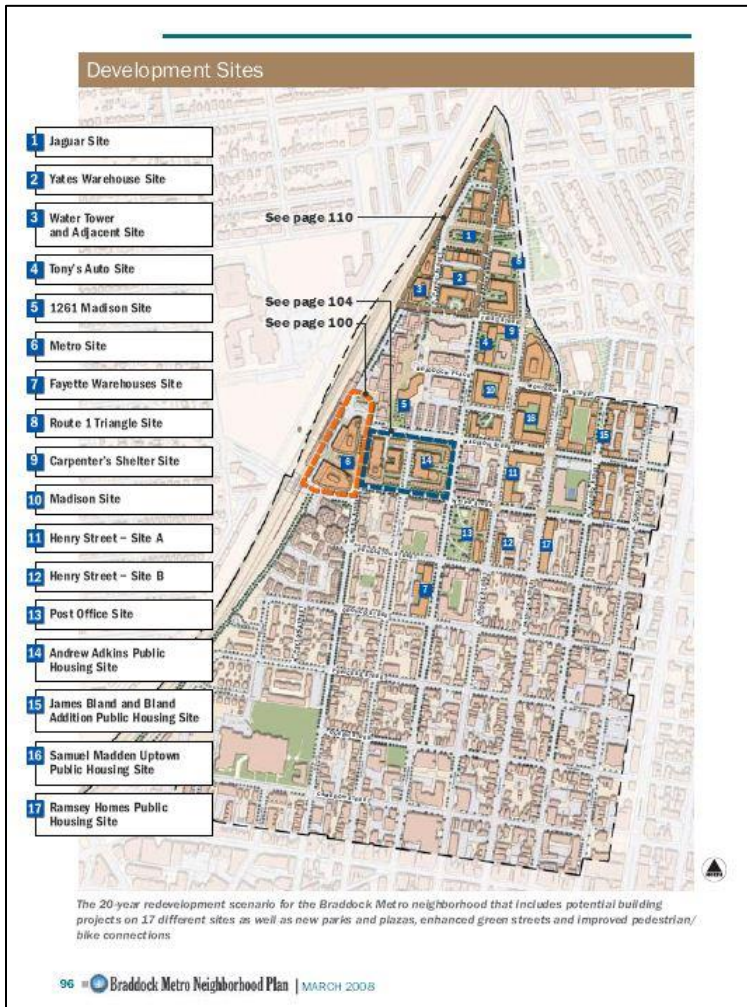
- Approved by City Council in 2008
- Long-range plan to outline the future of the neighborhood's built environment (new development projects, parks, retail, streetscape improvements, pedestrian safety enhancements, etc.)
- Outlined a funding strategy
- Braddock Metro Site identified as a "redevelopment site"



BRADDOCK METRO NEIGHBORHOOD PLAN

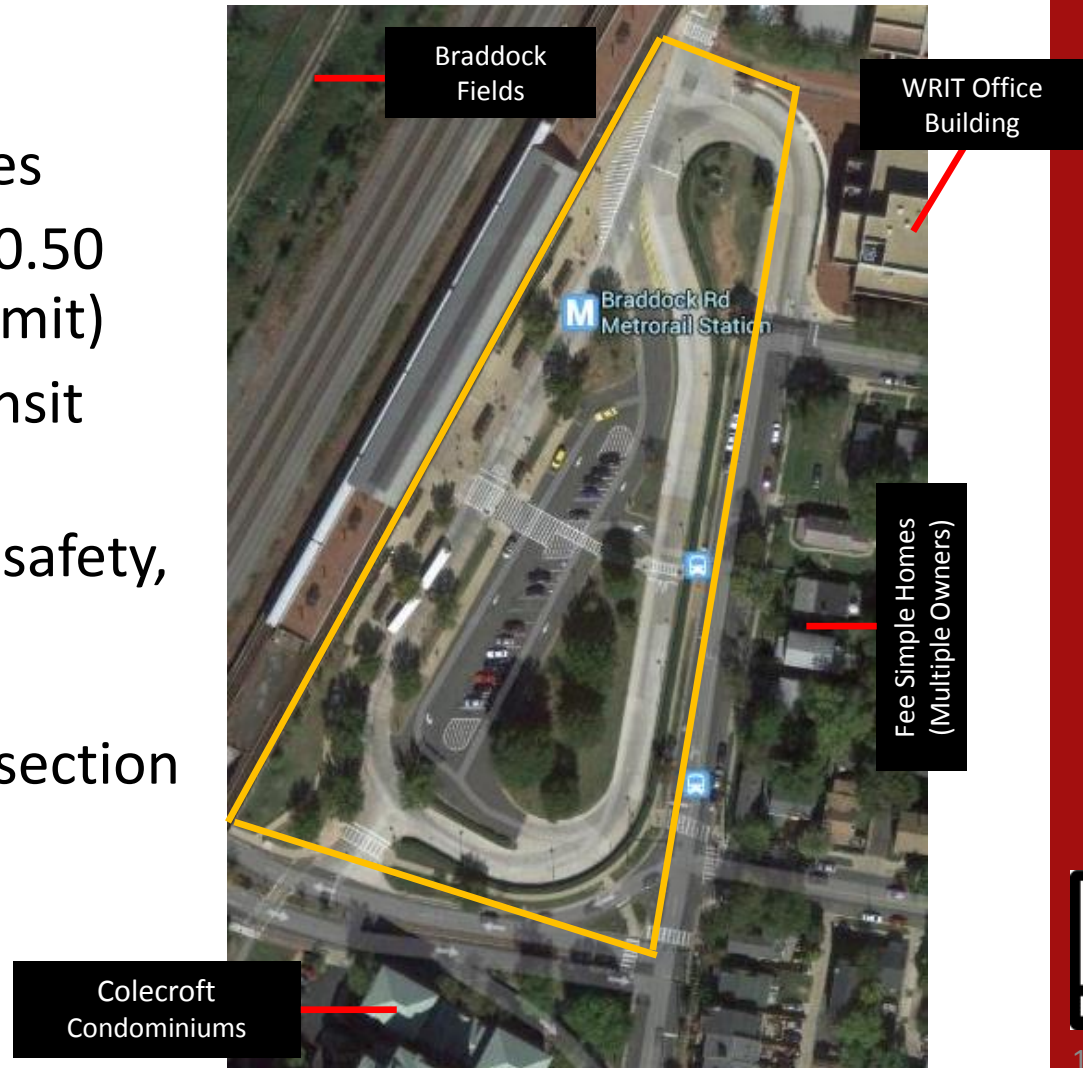


BRADDOCK METRO NEIGHBORHOOD PLAN



EXISTING CONDITIONS & SITE CONSIDERATIONS

- Zoning: UT
- Parcel Area: 3.19 acres
- Allowable FAR: 0.25/0.50 (with Special Use Permit)
- Future Bus Rapid Transit (BRT) station
- Flooding, pedestrian safety, traffic management concerns at West St/Braddock Rd intersection



RECOMMENDATIONS OF THE PLAN

Zoning and Land Use

- Zoning: CDD (Coordinated Development District)
- Land uses: Office, Hotel, Retail
- FAR: 3.0 (417,000sf development)
- Maximum Height: 77ft
- T-Intersection
- Joint Development with ARHA



IMPLEMENTING THE PLAN

Development of Guidelines to Accompany the RFP

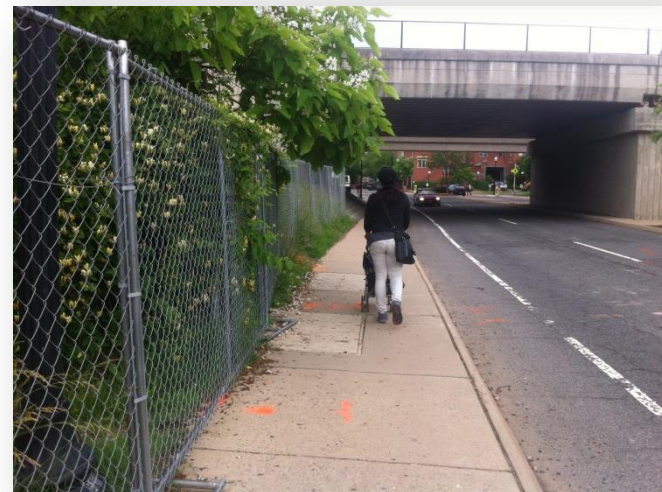
- City to draft guidelines based on the Braddock Metro Neighborhood Plan
- WMATA to study future operational requirements of station and incorporate those into guidelines



METRO STATION

Key Characteristics:

- Weekday Ridership: 4,408
- Customer Arrival:
 - 62% walked
 - 21% by bus
 - 9% dropped off
 - 5% biked
 - 3% drove and parked



METRO STATION: EXISTING TRANSIT AND ACCESS

Bus:

- 5 Bus Bays in Single Array
- 5 Metro Bus Routes
- 5 DASH Routes

Kiss and Ride:

- 21 Spaces
- 4 Taxi Spaces
- 160 Feet of Curbside Space for Pick-up/Drop-off
- 10 Motorcycle
- Carsharing

Bike and Ride:

- 68 Bike Racks
- 12 Bike Lockers
- Bike Share



METRO STATION: FUTURE OPERATIONAL NEEDS

To be developed as part of WMATA Joint Development Study:

- ADA Accessible Transit
- Kiss and Ride
- Bike and Pedestrian
- WMATA and DASH buses
 - Bus Lanes and Turning Movements
 - Vertical Clearance
- Future BRT and Streetcar





DISCUSSION OF WMATA STATION

Are there any existing transit/access issues that we should address?

What's working?

What isn't working?

Is there anything else we should be exploring over the summer?





NEXT STEPS FOR JOINT DEVELOPMENT STUDY

- Stormwater Evaluation
- Operations/Transit Analysis
- Feasibility Study
- Draft *Development Requirements and Guidelines* for joint development solicitation
- Community Meeting (Fall 2014)

PROCESS AFTER JOINT DEVELOPMENT STUDY

- Issuance of Joint Development Solicitation
- Evaluation of Proposals
- Selection of Developer
- Negotiation and Approval of Joint Development Agreement
- Development of Site Plan
- Identification of Future Transit Modifications
- **Compact Public Hearing (Public Input)**

**WMATA
Planning Process &
Developer Selection
(about 18 months)**



PROCESS AFTER JOINT DEVELOPMENT STUDY

- Development Review Site Plan Process
 - Rezoning Request (UT to CDD)
 - DSUP Process
 - Concept Site Plan Review
 - **Community Presentations (Public Input)**
 - Preliminary Site Plan Review
 - **Planning Commission Hearing (Public Input)**
 - Recommendation
 - **Council Hearing (Public Input)**
 - Final Site Plan Review

**City of
Alexandria
Development
Review Process
& Public Input
(about 2 years)**

BRADDOCK ROAD METRO STATION SCHEDULE

- Braddock Road Station included in the 2014 Board approved Metro Joint Development Solicitation

Task	Draft Deliverable Dates
Existing Conditions	June, 2014
Public Meeting	June, 2014
Market Assessment	June, 2014
Future Transit Analysis	July, 2014
Feasibility and Design Guidelines	October, 2014
Public Meeting - Guidelines	October, 2014
Draft Final Report	October-November, 2014