

Washington Metropolitan Area Transit Authority (WMATA)

Compact Public Hearing Staff Report

Braddock Road Metrorail Station Reconfigure Transit Facilities

Staff Analysis of the Public Hearing and Staff Recommendations

Hearing No. 675
Docket No. R26-01

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Appendices

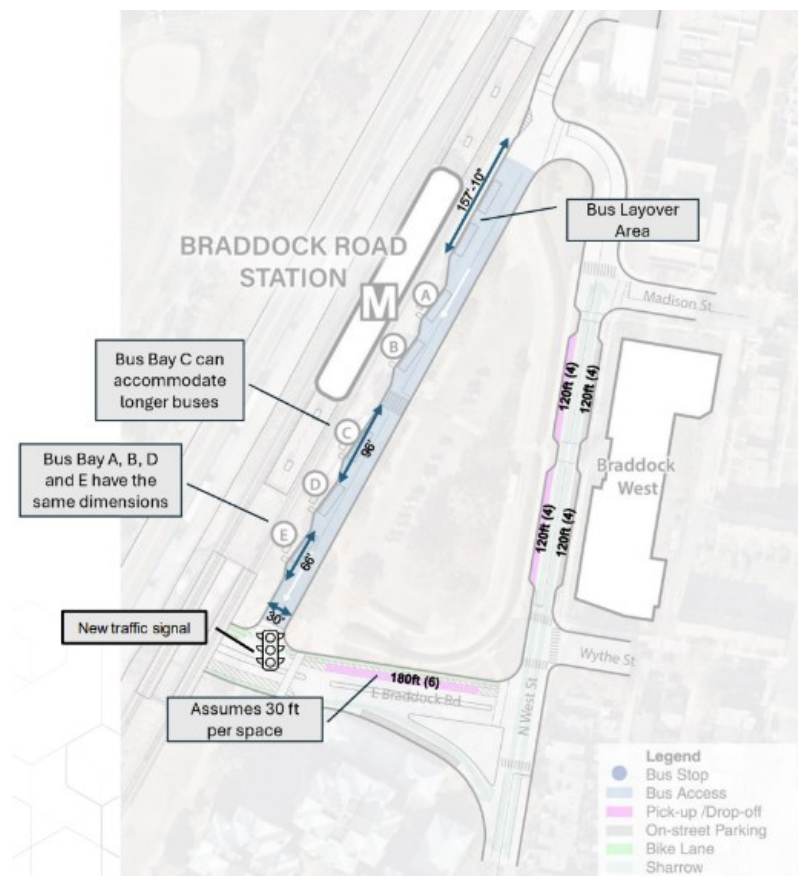
APPENDIX A: Notice of Public Hearing
APPENDIX B: Public Hearing Stakeholder List
APPENDIX C: Public Hearing Presentation Materials
APPENDIX D: Public Hearing Script
APPENDIX E: Survey Results and Comments
APPENDIX F: Environmental Evaluation
APPENDIX G: General Concept Plan
APPENDIX H: Notice of Public Hearing Staff Report
APPENDIX I: Comments Received on the Public Hearing Staff Report

1.0 Introduction

1.1 The Project

Metro proposes changes to the transit facilities at the Braddock Road Metro Station (“Metro Station” or “Braddock Road Station”) to improve multimodal access to the station and support improved bus operations with new bays for layovers and a traffic signal, while also enabling joint development and increasing ridership. The Project involves modifications to Metro Station facilities and facility access (“Changes” or “Modifications”). An illustration of the proposed modifications and reconfigured transit facilities and potential joint development locations are shown in Figure 1 below and in Appendix G of this report. The modifications to the transit facilities will be designed in the future. The subject of this report is limited to the proposed modifications of the transit facilities.

Figure 1. Proposed Transit Modifications



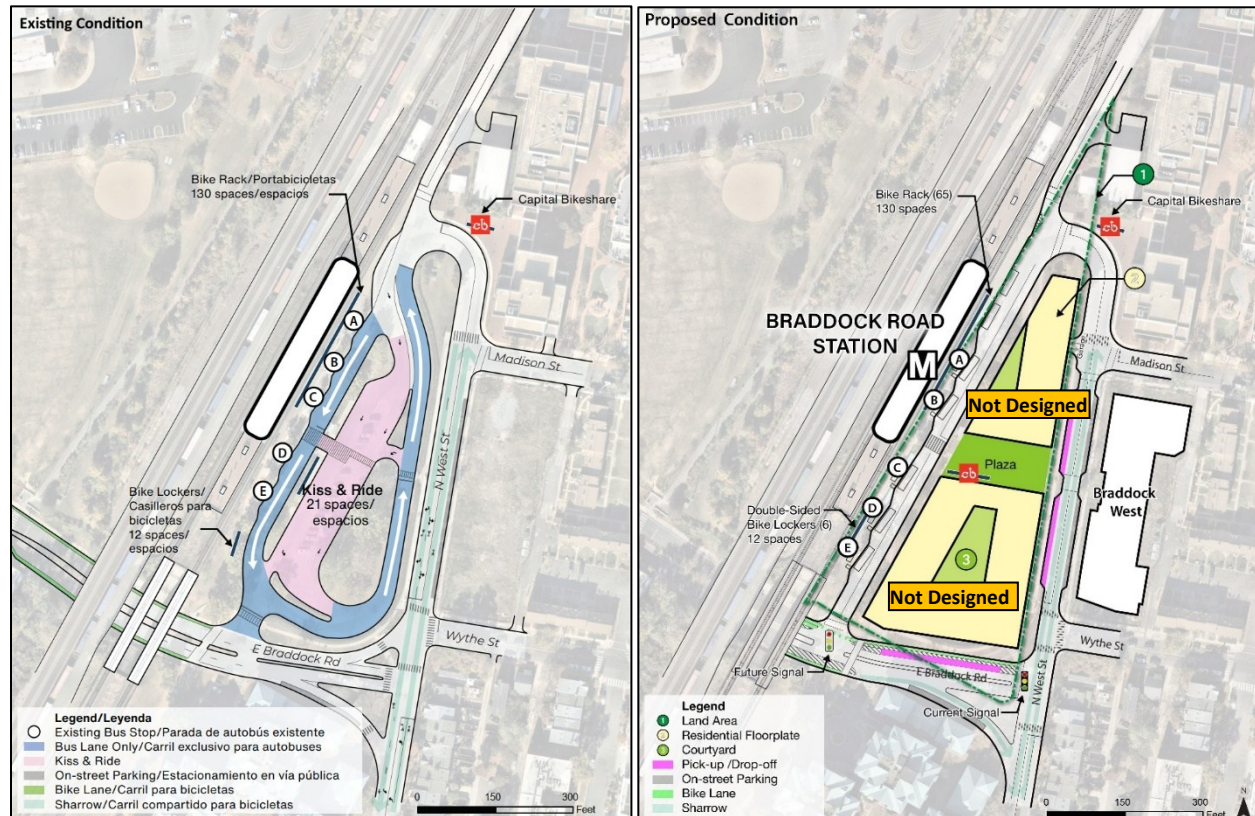
Metro obtained public input on the following proposed Modifications from March 21, 2026 through April 30, 2026:

- Reconfiguration of the bus loop; and
- Closure of the off-street Kiss & Ride facility.

Braddock Road Metrorail Station – Reconfigure Transit Facility Changes

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Figure 2. Existing and Proposed Transit Facility Conditions



compares existing and proposed transit facilities at Braddock Road Metrorail Station. The existing condition includes an off-street Kiss & Ride lot with 21 angled parking spaces and an on-site bus recirculation lane. The proposed condition eliminates the Kiss & Ride lot in favor of on-street pick-up/drop-off spaces, a new plaza, relocated bike racks and bike lockers, and land available for future joint development.

The Notice of Public Hearing, Environmental Evaluation, and the General Plan were available online at on the [Braddock Road project website](#) beginning March 21, 2026 and are included in Appendices A, F, and G, respectively, of this document. Of specific interest to Metro customers are the changes to the transit facilities, station access, and circulation in the vicinity of the Braddock Road Station, which were presented at a public hearing on April 20, 2026.

These documents were also available for review during normal business hours at the following location:

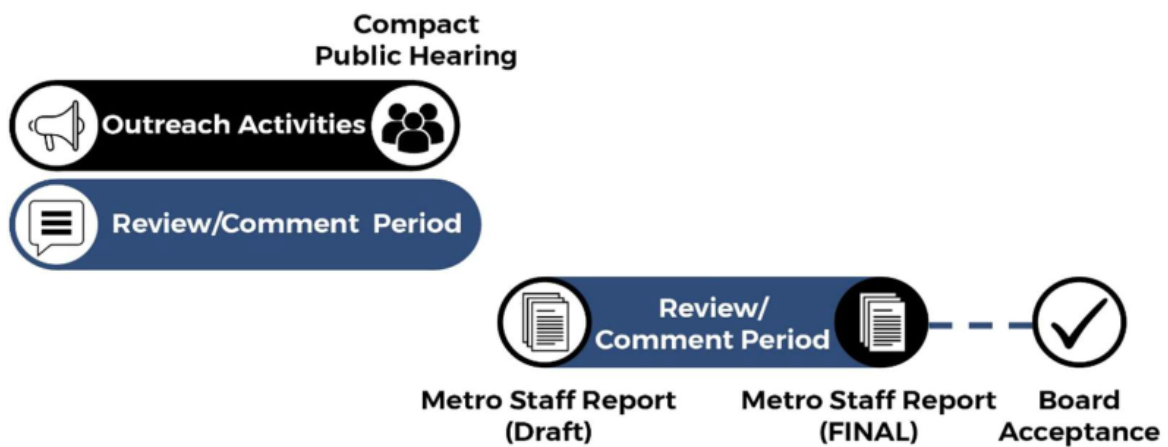
Washington Metropolitan Area Transit Authority
300 7th Street SW, Washington, DC 20024

1.2 Public Hearing Staff Report

As required by the WMATA Compact, Metro's organizational document, the public was provided with the opportunity to comment on the proposed changes to transit facilities. Following the guidelines established by WMATA's Board-approved [Public Participation Plan](#), this Public Hearing Staff Report provides a summary of Metro's public outreach efforts, the Project's public hearing, comments that were received, and Metro's response to questions and issues raised by the public about the Project.

The following is a summary of the current public participation process. This draft report is shared with the public on the [project webpage](#) for review and comment for ten (10) days. Following that review, the report will be finalized and presented by staff to Metro's Board of Directors, where the Board will make a determination on whether the proposed Modifications will be accepted as an amendment to Metro's Mass Transit Plan. The activities and actions Metro takes to prepare and finalize the Public Hearing Staff Report are shown in Figure 3.

Figure 3. Staff Report Process



2.0 Communications and Outreach to the Public

2.1 Overview

Communications and outreach were guided by the requirements for WMATA Compact Public Hearings and Metro’s federally mandated, Board-approved Public Participation Plan (PPP).

Beyond meeting basic requirements for a Compact Public Hearing, Metro followed its PPP guidelines to create a targeted communications plan. The plan was designed to collect feedback inclusively and collaboratively with a focus on engaging minority, low-income, and Limited English Proficient (LEP) populations.

Outreach efforts outlined in this report occurred during the official public comment period timeframe (March 21, 2026 through April 30, 2026).

The final communications and outreach plan included the following efforts:

- Stakeholder communication
- Targeted marketing and media
- In-person outreach
- In-person and virtual Compact Public Hearing

Feedback was collected from the following sources during the public comment period:

- Written comments received online and through the online survey tool
- Oral testimony received at the In-Person and Virtual Compact Public Hearing
- Letters submitted by email

The comments received can be found in Appendix E of this report.

2.2 Stakeholder Communication

Metro distributed 1,000 project brochures in English and Spanish to customers entering and exiting Braddock Road Station across two outreach days. Metro Ambassadors were deployed during morning and evening peak periods on Wednesday, April 15 and Monday, April 20, 2026, passing out brochures and promoting both the public hearing and the online survey. The brochures provided the date and location of the public open house and hearing, a link and QR code to WMATA's Plans and Projects website, and a general overview of the proposed changes (Figure 4).

Additionally, Metro sent a targeted stakeholder email on April 15, 2026, to 92 recipients, including representatives from 21 community-based organizations and 71 community leaders, businesses, and city officials. Recipients were invited to provide feedback and attend the public hearing, and the email included a link to the online survey. A summary of the survey findings can be found in Appendix E of this report. The list of stakeholders who received the targeted email can be found in Appendix B.

Figure 4. Project Handout (English and Spanish)



2.3 Targeted Marketing and Media

To obtain wide reach, Metro used targeted marketing, in-person outreach, and media campaigns to increase awareness and encourage public feedback.

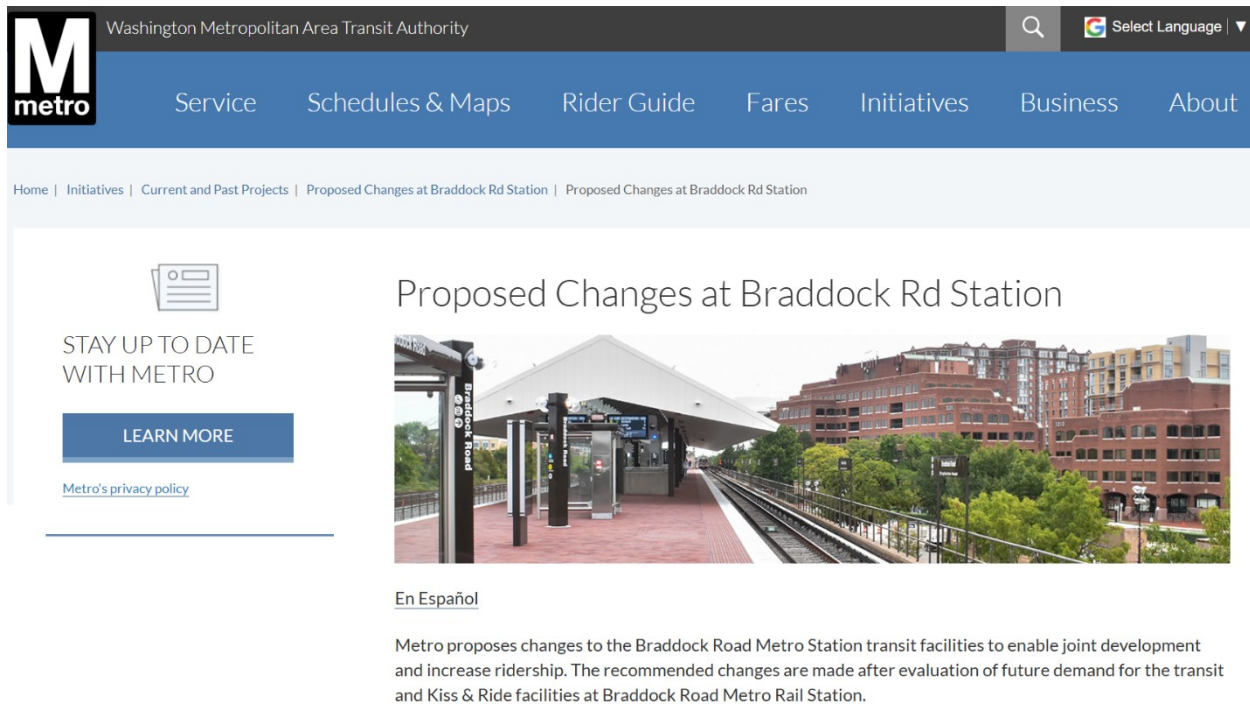
2.3.1 Project Webpage

The [project webpage](#) served as the information hub and the primary channel for collecting public feedback (Figure 5). Information was presented in both English and Spanish. A variety of content was available for the public to review, including the environmental evaluation and conceptual site layout of the proposed changes. Metro’s public hearing was also streamed live on the project webpage and on [YouTube](#).

During the public comment period, the project webpage received 1,758 total views from 1,328 users in English, and 10 total views from nine unique users in Spanish. This webpage will remain online for the duration of the Project to serve as a resource for the public.

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Figure 5. Project Website



2.3.2 Social Media

Metro leveraged its social media following to inform the public about the Project across a variety of channels (Facebook, X, and LinkedIn). In total, Metro's social media posts generated 36,559 total interactions across all platforms, comprising 17,385 in reach (the estimated number of people who saw the content), 17,706 impressions (the number of times the content was displayed on a user's screen, regardless of whether it was seen, clicked, or engaged with), and 1,468 engagements, such as likes, comments, and shares (Table 1). Examples of social media content are shown on the following page.

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Table 1. Social Media Engagement Summary

Media	Date	Details
Facebook	23-Mar	9,531 reach, 632 total engagements
	30-Mar	4,039 reach, 166 total engagements
	20-Apr	3,815 reach, 202 total engagements
X	23-Mar	4,335 impressions, 202 total engagements
	30-Mar	3,645 impressions, 142 total engagements
	20-Apr	3,213 impressions, 124 total engagements
LinkedIn	23-Mar	Impressions: 2,396
	30-Mar	Impressions: 2,604
	20-Apr	Impressions: 1,513

Social Media Examples

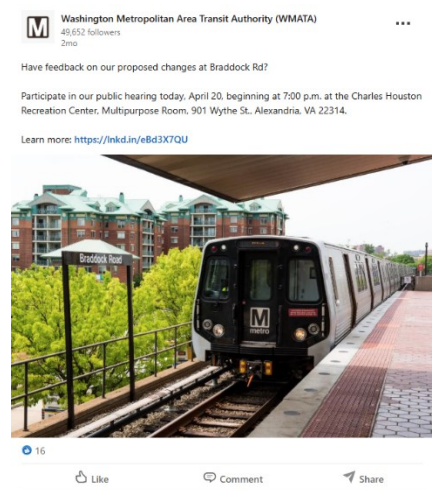
Facebook



X



LinkedIn



2.3.3 Print Advertising

A legal notice was placed in *The Washington Post* prior to the public hearing. Table 2 lists the advertisement dates. A copy of the public notice can be found in Appendix A of this report.

Table 2. Summary of Print Advertisements

Publication	Language	Run Date(s)	Total Est. Impressions
The Washington Post	English	03/21/26	153,276
The Washington Post	English	03/28/26	153,276

2.3.4 Signage and Flyers

Information was posted in English and Spanish in and around the Braddock Road Station to reach rail, bus, and parking customers.

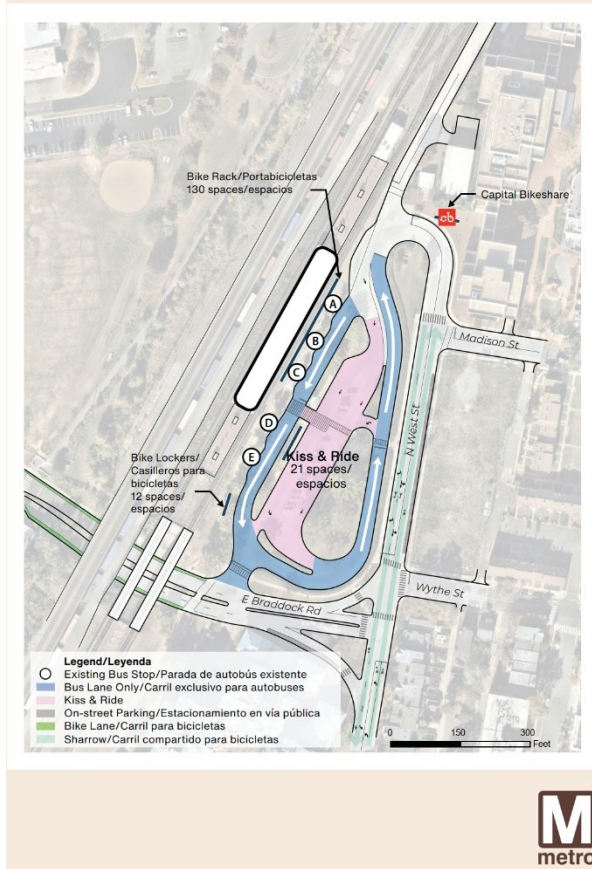
- Signs (Figure 6) were posted at each bus shelter at Braddock Road Station, each platform shelters, inside the elevator, and at entrances to the station.
- Two A-frame signs were placed inside the station.
- Project handouts (Figure 4) were distributed to the station manager and throughout the station.
- Display boards were exhibited at the April 20, 2026 public hearing.

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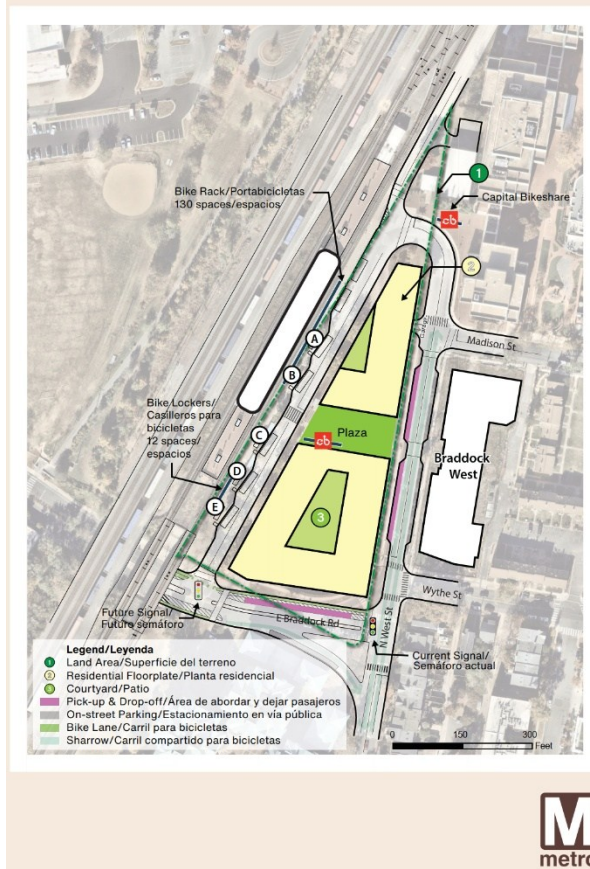
Compact Public Hearing Staff Report

Figure 6. Station Signage (English and Spanish)

existing conditions/condiciones actuales



proposed conditions/condiciones futuras



2.3.5 Media Relations

Metro issued press releases on March 23, 2026, to generate earned media coverage and encourage public feedback on the project (Table 3, Table 4, Figure 7).

Table 3. Press Release Summary

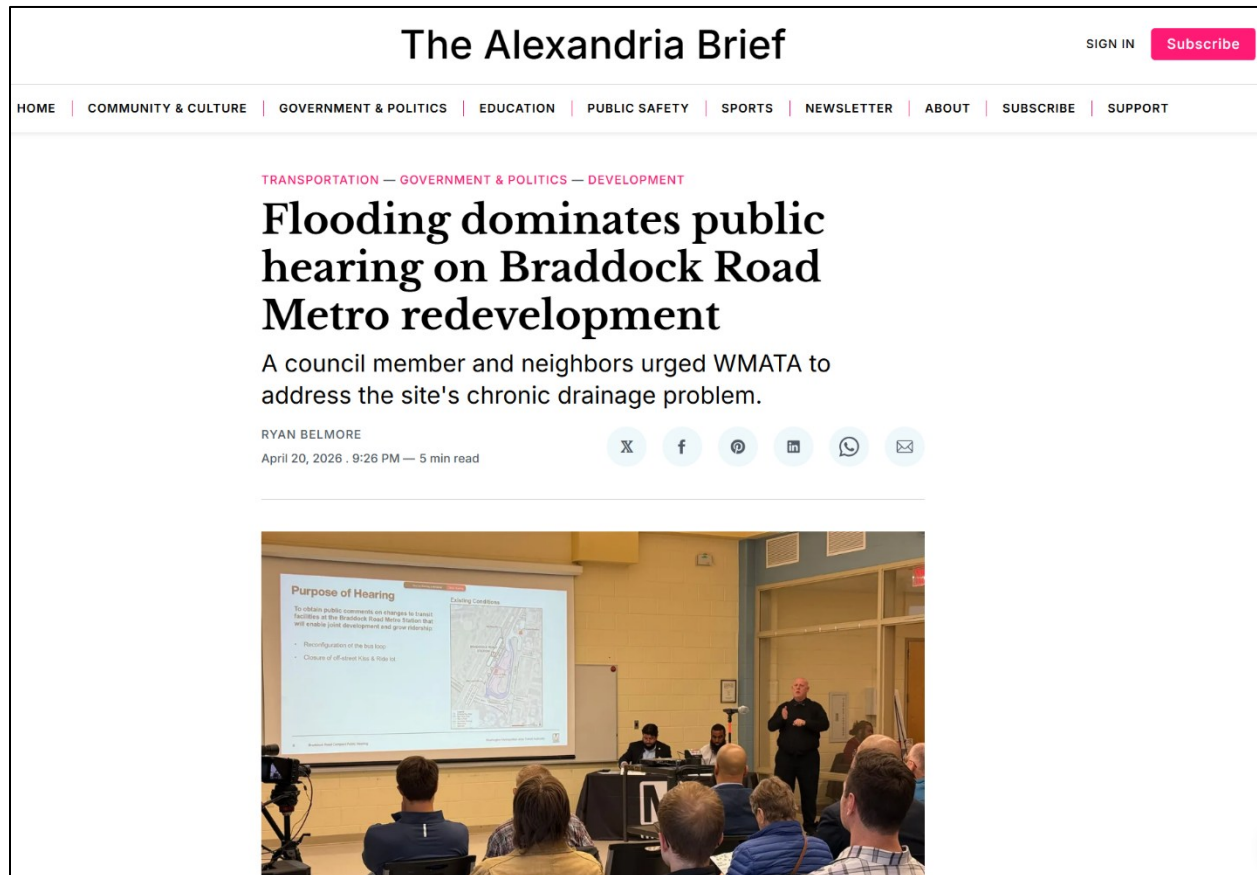
Date	Title	Details
03/23/26	Metro seeks public comment on proposed changes at Braddock Road Station	Metro seeks public comment on proposed changes at Braddock Rd station

Earned Media Coverage

Table 4. Earned Media Summary

Media	Details
Washington Business Journal	Metro proposes closing Braddock Road surface lot to make way for development
The Alexandria Brief	Flooding dominates public hearing on Braddock Road Metro redevelopment
Alexandria Now (ALXnow.com)	Braddock Road Metro kiss-and-ride overhaul heads to public hearing next week
The Alexandria Brief	Metro proposes closing Braddock Road Kiss & Ride to make way for development

Figure 7. Earned Media Examples

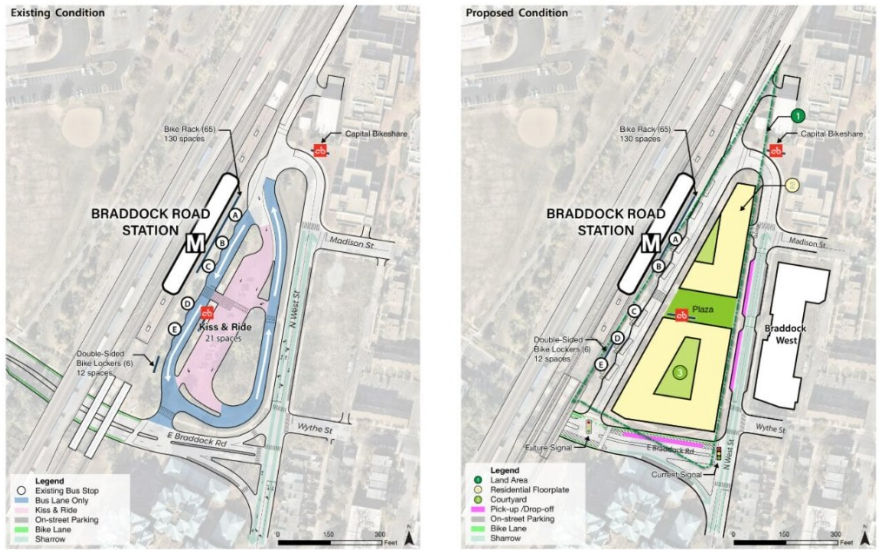


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Braddock Road Metro kiss-and-ride overhaul heads to public hearing next week

By **Emily Leayman**
Published April 16, 2026 at 10:30AM | Updated April 21, 2026 at 1:26PM



Existing Condition

Proposed Condition

BRADDOCK ROAD STATION

Kiss & Ride

Double-Sided Blue Lockers

Bike Rack

Capital Bikeshare

Madison St

Wythe St

Braddock West

Legend

- Existing Bus Stop
- Bus Lane Only
- Kiss & Ride
- On-street Parking
- Bike Lane
- Sharrow

Braddock Road Metro station proposal (via WMATA)

The proposed redesign of the kiss-and-ride area at the Braddock Road Metro to accommodate future redevelopment is heading to a public hearing Monday, April 20.

2.3.6 In-Person Outreach

Metro Ambassadors worked together at Braddock Road Station to actively engage customers on the mezzanine and distributed 1,000 project brochures. Staff were positioned at the Braddock Road Station mezzanine, bus loop, and Kiss & Ride lot to inform customers and residents about the proposed changes and public hearing. Members of the outreach team encouraged customers to provide comments via the online survey and at the public hearing. In-person outreach at Braddock Road Station took place on the following days and times:

- Wednesday, April 15, 2026
 - 7:30 a.m. – 9:30 a.m. (1 Metro Ambassador)
 - 4:30 p.m. – 6:30 p.m. (2 Metro Ambassadors)

- Monday, April 20, 2026
 - 7:30 a.m. – 9:30 a.m. (1 Metro Ambassador)
 - 4:30 p.m. – 6:30 p.m. (2 Metro Ambassadors)

The days and times for the outreach at Braddock Road Station were selected at times of high ridership to reach the maximum number of customers and to coincide with the public hearing to help get customers from the station to the public hearing location.

2.4 Public Input Results

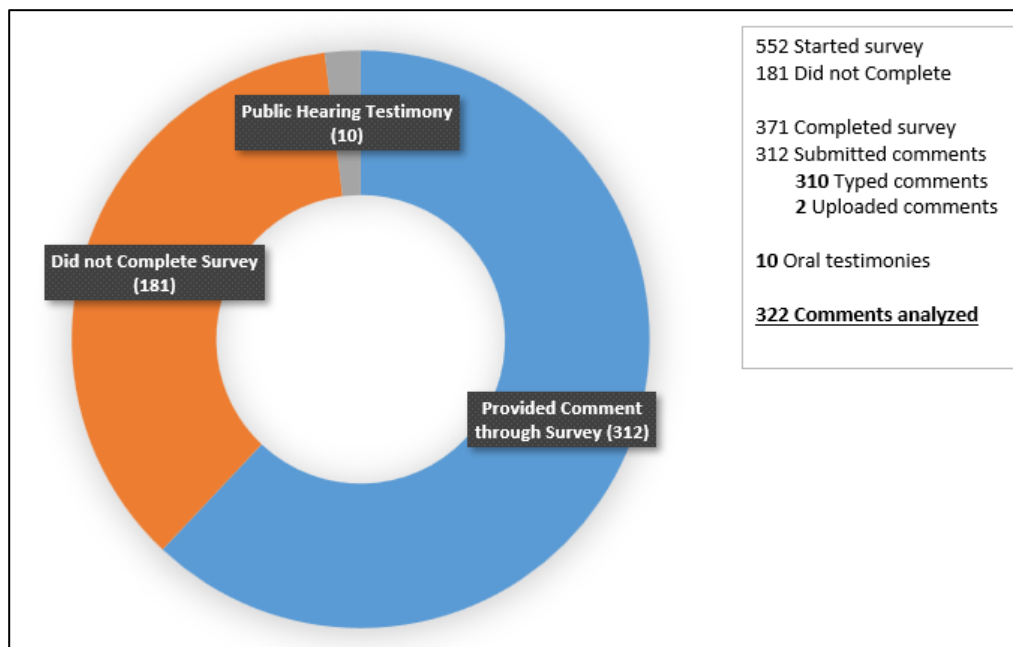
Metro collected public input during the public comment period via an online survey and through in-person and virtual participation at the Compact Public Hearing.

The online survey was available on Metro’s webpage. During in-person outreach events the outreach team had iPads available that people could use to fill out the survey on the spot and also had a QR code that people could scan to take the survey on their phones.

The online survey was completed by 371 people; 312 respondents provided written comments, either by typing directly into the survey (310) or by uploading a document (2). Combined with 10 additional oral testimonies presented during the public hearing, and after discarding blank entries, incomplete entries, and similar exclusions, this resulted in a total of 322 comments retained for analysis.

Figure 8 summarizes how people provided feedback. The public comment period was open from 9:00 a.m. March 21, 2026 through 5:00 p.m. April 30, 2026.

Figure 8. Public Input Methods



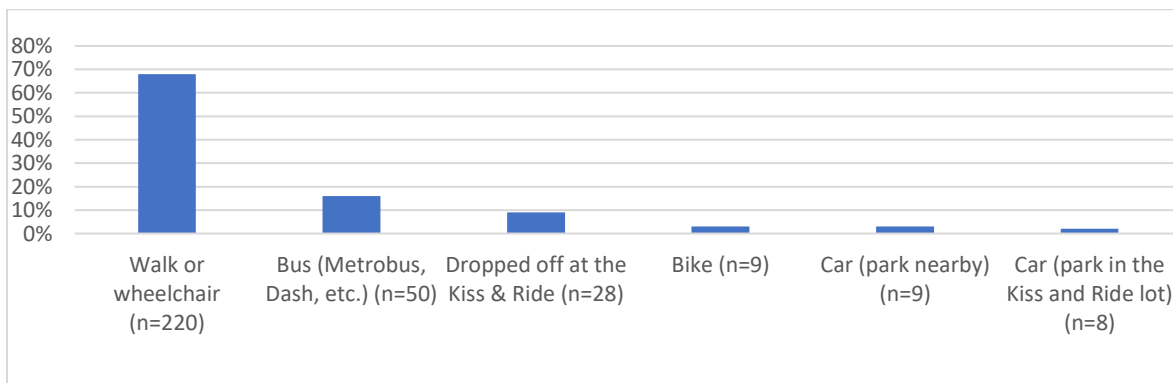
2.4.1 Facilities Used at Braddock Road Station

The survey asked respondents which facilities they typically used at Braddock Road Station (Table 5 and Figure 9). It is important to note that most riders reported walking to Braddock station and only nine percent reported using Kiss & Ride for drop-off or parking.

Table 5. Facility Usage at Braddock Road Station

Facilities Used at Braddock Station	n=326
Walk or wheelchair (n=220)	68%
Bus (Metrobus, Dash, etc.) (n=50)	16%
Dropped off at the Kiss & Ride (n=28)	9%
Bike (n=9)	3%
Car (park nearby) (n=9)	3%
Car (park in the Kiss & Ride lot) (n=8)	2%

Figure 9. Facility Usage at Braddock Road Station



2.4.2 Survey Demographics

Table 6 shows the percentage breakdown of survey demographics. The majority of survey respondents resided in the City of Alexandria, at 90 percent, followed by the District of Columbia and Arlington County at 3 percent each. The majority of respondents identified as White, at 78 percent, followed by Asian at 5 percent. 4 percent each identified as Black or African American and Hispanic or Latino, and 1 percent identified as American Indian or Alaska Native. Most respondents lived in two-person households, at 43 percent, followed by three- and four-person households at 16 percent each. Household incomes were concentrated in the upper ranges, with 24 percent reporting incomes of \$250,000 or more and 21 percent reporting incomes between \$175,000 and \$249,999. 23 percent preferred not to answer the income question.

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Table 6. Survey Demographics

Residence (n=312)	City of Alexandria	90%
	District of Columbia	3%
	Arlington County	3%
	Fairfax County	2%
	Other Virginia	1%
	Prince George's County	1%
	City of Fairfax	0%
	Loudon County	0%
Race (n=292)	American Indian or Alaska Native	1%
	Asian	5%
	Black or African American	4%
	Hispanic or Latino	4%
	Middle Eastern or North African	1%
	Native Hawaiian or Pacific Islander	0%
	White	78%
	Other (please specify):	5%
Household Size (n=323)	1	13%
	2	43%
	3	16%
	4	16%
	5	5%
	6 or more	1%
	Prefer not to answer	5%
Household Income (n=310)	Less than \$40,000	1%
	\$40,000 to \$59,999	2%
	\$60,000 to \$79,999	4%
	\$80,000 to \$99,999	5%
	\$100,000 to \$124,999	8%
	\$125,000 to \$174,999	12%
	\$175,000 to \$249,999	21%
	\$250,000 or more	24%
	Prefer not to answer	23%

3.0 Summary of the Public Hearing

In-Person and Virtual Compact Public Hearing

The Compact Public Hearing was held on Monday, April 20, 2026, with an Open House at 6:30 p.m. and the Hearing commencing at 7:00 p.m. Mr. Canek Aguirre, Alternate Director representing Virginia on the WMATA Metro Board of Directors and member of the Alexandria City Council, served as the Hearing Officer. He was joined by Mr. Andrew McCray, Project Manager in the WMATA Office of Real Estate and Development, who delivered the evening's presentation. The hearing was a hybrid meeting where staff hosted 36 attendees in-person at the Charles Houston Recreation Center, Multipurpose Room, 901 Wythe Street, Alexandria, VA 22314. (Figure 10 and Figure 11). Others had the opportunity to participate via Teams or by phone or watch a simultaneous live-stream of the hearing on Metro's website and YouTube page [Metro Forward](#) (

Figure 12). The hearing was viewed on YouTube 137 times, and the recording remains available for reference on Metro Forward. There are currently no comments on the video's webpage.

In keeping with Metro's policy to ensure that a hearing is accessible to as many parties as possible, participants were also able to dial-in by phone and the hearing included live American Sign Language interpretation. The hearing's recording on YouTube provides captions. The contracted professional bilingual outreach staff were also tasked to install signs from the station to the public hearing and assist Metro staff with various tasks and with any customer language needs at the public hearing.

Following an opening statement by Mr. Aguirre, Mr. McCray described the proposed transit facility changes. Ten people provided oral testimony at the hearing in-person. The staff presentation and script of the public hearing can be found in Appendices C and D of this report.

Figure 10. Braddock Road In-Person Public Hearing



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Figure 11. Braddock Road Public Open House Prior to Public Hearing



Figure 12. Screenshot of Braddock Road Virtual Public Hearing

Shared content | Braddock Road Compact Public Hearing

Proposed Changes

Bus

- Straighten busway to be more parallel to the tracks
- Maintain five bus bays, including one for longer articulated buses
- Add two new bus layover spaces near the busway entrance
- Install traffic signal at new busway exit
- Increase busway exit distance from N. West Street signal

Kiss & Ride

- Closure of existing off-street lot
- Creation of new curbside parking lanes for pick-up/drop-off activity
- Curb line changes will result in a reduction of travel lanes on N. West Street, improved bicycle/pedestrian space, and removal of slip lane

Future Conditions

The Future Joint Development building footprints are conceptual for illustrative purposes only

Braddock Road Compact

Apr 20, 2026
07:06:28:PM

4.0 Comments Received for the Record

Comments to be considered for the record as part of this process were received through the online survey tool and oral testimony at the public hearing. The public comment period ran from 9:00 a.m. March 21, 2026 through 5:00 p.m. April 30, 2026.

A total of 322 people responded to Metro’s request for comment. Of those, 310 people provided comments through the online survey, two uploaded written testimony, and ten individuals provided oral testimony at the public hearing. Table 7 and Figure 13 show the respondents’ primary opinions on the project.

Table 7. Summary of Respondent Opinions

	Number	Percentage
Support	142	44%
Neutral	42	13%
Oppose	138	43%
TOTAL	322	100%

Figure 13. Respondent Opinions

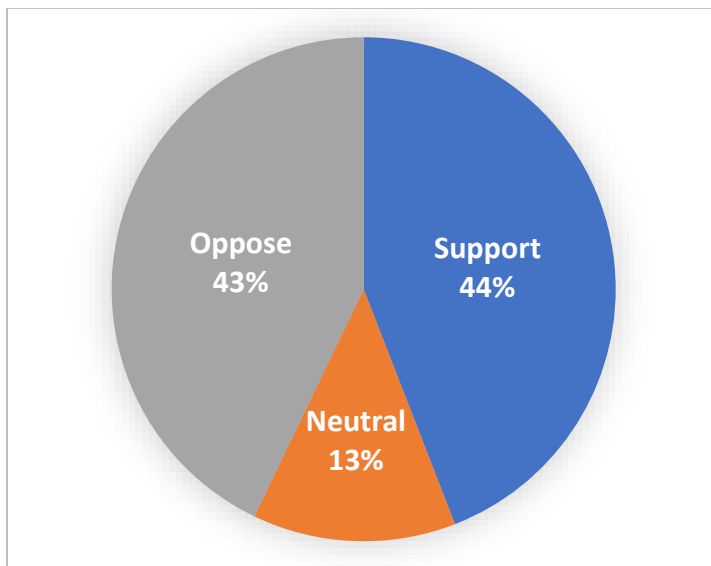


Table 78 provides a breakdown of the comments by topic. Because individual comments often addressed multiple topics, a single comment could be counted under more than one category. As a result, the sum of comments across all categories exceeds the total number of comments received. Comments made for the public record are provided in Appendix E.

Table 8. Summary of Comments by Topic

Topic	Frequency	Overview
General Support for the Project	142	Comments expressed support of the project.
General Opposition to the Project	138	Comments expressed opposition to the project.
Traffic & Congestion	109	Comments expressed concern that existing traffic congestion will worsen with development, citing rush-hour delays, safety conditions at the E Braddock Road/N West Street/Wythe Street intersection, and declining safety for all road users.
Housing, Density & Land Use	105	Comments supported greater housing density, optimized land use, and transit-oriented growth near the station, including calls for increased affordability and mixed-use development.
Pedestrian, Cyclist & Safety Concerns	75	Comments were mixed, with supporters welcoming improved walkability and bike infrastructure, while many raised concerns about vehicle-cyclist conflicts, such as cars pulling into curbside bike lane space, risking cyclists being doored. Others cited accessibility concerns for seniors and individuals with disabilities, noting that relocating the Kiss & Ride would lengthen the walk from drop-off to the station entrance (with one commenter citing this as their reason for avoiding Potomac Yard Metro), and questioned whether on-street parking would be comparably convenient.
Flooding	14	Comments raised concerns about existing flooding vulnerabilities at the N West St & Wythe St intersection, urging that stormwater management and flood mitigation be prioritized before any high-density redevelopment proceeds.
Other Comments	11	Other comments included requests for detailed peak-hour traffic modeling, clearer communication on construction timelines and service disruptions, and added specifics on building height, unit counts, and parking capacity. Commenters also urged preserving mature trees, questioned the plaza's purpose and design, and asked WMATA to secure binding developer financial commitments before altering the station layout etc.

Of the 11 questions included in the online survey, three required respondents to provide written comments. The majority of comments, 322 in total, were submitted in response to the question asking whether respondents were in favor of the proposal. The remaining two open-

ended questions also received public responses: 18 responses were received for the question "If you would like to provide written comments about Metro's proposed changes, please do so," and 197 responses were received for the question "Please let us know any additional comments or suggestions you have regarding the project." The responses to these two questions are categorized and presented in Table 9, which provides a breakdown of the comments by topic. Because individual comments often addressed multiple topics, a single comment could be counted under more than one category. As a result, the sum of comments across all categories exceeds the total number of comments received. Comments made for the public record are provided in Appendix E.

Table 9. Written Comments on Metro's Proposed Changes

Topic	Frequency	Overview
Kiss & Ride / Drop-Off Concerns	11	Comments opposed eliminating the existing kiss-and-ride, citing safety, lack of alternatives, delivery/rideshare conflicts, and increased on-street congestion.
Traffic Flow & Congestion	9	Comments warned that the analysis underestimated peak-period traffic impacts, citing concerns over congestion and safety of lane-changing at the Braddock Road & West Street intersection, double parking and delivery/shuttle conflicts along the relocated curbside pick-up and drop-off area, and a general lack of supporting data and traffic modeling in the report.
Pedestrian, Bicycle & Station Access Improvements	6	Comments favored stronger pedestrian and bicycle access, calling for additional station entrances, safer and raised crosswalks, traffic calming, and better neighborhood connectivity.
Support for Housing & Transit-Oriented Development	5	Comments supported more housing and transit-oriented development near the station, citing the need for walkability, an increased supply of housing options, and sustainable growth.
Accessibility & Disability Concerns	4	Comments highlighted the need for safe and accessible drop-off areas for individuals with mobility or disability needs, questioning how accessibility would be maintained if the kiss-and-ride area is removed.
Flooding, Environmental & Open Space Concerns	3	Comments raised concerns about flooding, stormwater drainage, environmental impacts, tree and open space loss, and the need to resolve stormwater infrastructure deficiencies prior to further development.

Table 10. Additional Comments and Suggestions

Topic	Frequency	Overview
Kiss & Ride, Parking & Accessibility	44	Respondents opposed eliminating or relocating the Kiss & Ride and parking facilities, citing their importance for riders with disabilities, seniors, and families, and warned that shifting pick-up/drop-off to the street would increase double-parking, jaywalking, and loss of accessible access; several requested accessible parking, ADA compliance, and compensation for displaced users.
Traffic, Intersection & Bus Operations	36	Comments raised concerns that the proposed one-way bus loop would worsen congestion at the already-strained Wythe Street/Braddock Road/North West Street intersection, add delay to bus travel times, relocate stops farther from the entrance, and create a bottleneck for buses turning during peak periods; many urged redesigning the intersection and coordinating with the City's roadway plans.
Opposition to Development / Density Concerns	33	Respondents expressed general opposition to the project, ranging from blunt rejections to concerns that the parcel is too small for development, would worsen congestion and school-area safety, or that nearby vacant lots would be better suited; several urged WMATA to preserve the station's current multimodal function rather than pursue revenue-driven housing.
Public Space & Retail	26	Comments supported high-quality streetscape and plaza design, including seating, landscaping, food vendors, art, and destination character, alongside requests for ground-floor retail and grocery access to serve the walkable Rosemont/Del Ray area; some questioned whether a plaza alone would meaningfully serve transit riders.
Pedestrian & Bicycle Safety/Infrastructure	26	Comments requested improved, signalized crosswalks near the 7-Eleven/bridge area and Braddock Place, expressed concern that removing dedicated Kiss & Ride would increase pedestrian/vehicle conflict where buses exit the reconfigured loop onto Braddock Road, and supported retaining or expanding bike racks, protected bike lanes, and bike-and-ride facilities comparable to Potomac Yard.

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Housing Density, Affordability & Unit Mix	20	Respondents advocated maximizing height and density given the site's transit-oriented location and revenue potential, with some urging no compromise on density; a related group called for guaranteed affordable or family-sized units, while at least one comment favored market-rate housing over designated affordable units.
Station Access, Environment & General Sentiment	42	Comments requested a second station entrance or pedestrian tunnel from the Del Ray/west side to shorten walking distance, raised concerns about tree loss, flooding, and stormwater capacity, and voiced safety concerns that an open plaza could invite loitering; the group also includes brief general endorsements, survey-methodology complaints, and miscellaneous off-topic remarks.
Community Engagement & Construction Sequencing	15	Comments called for more visible public outreach and civic association engagement, closer design coordination with the City's parallel Braddock Road corridor project, and sequencing this project after the vacant lot across the street is developed, while maintaining uninterrupted station access during construction.

5.0 Comments and Responses to Comments Received

The 322 total comments received through the online survey (310 comments), written testimony (two submissions), and oral testimony (10 testimonies) were categorized into broader, recurring themes. WMATA staff provided responses to the overall concerns and themes expressed below. Additional information is provided in the following sections to include representative comments (see Appendix E for full comment details).

5.1 General Support for the Project

Nearly 44 percent of all respondents (142 comments) expressed support for the Modifications at the Braddock Road Metro Station. Of those, 7 percent of respondents (22 comments) supported the project generally with suggestions for improvement, and 37 percent of respondents (120 comments) explicitly supported the Modifications and the potential for development at the site.

Representative Comments

- *My name is William. I am honored to live in del ray. This is fantastic. I have a fairly common physical issue: I don't see well. As such, I drove as little as possible as it is not safe. I haven't owned a car in 20 years. I am tired of how much of our city and Metro is for the sake of cars when so many cannot use them. The removal of the kiss n ride parking lot is a great first step towards allowing more people to live without needing to drive. Turning a bus turn around into housing is a fantastic step towards allowing more people to live without a car.*
- *This land is vastly underutilized and retail/housing at this location would be perfect. Make it as tall and dense as possible!*
- *It's about time! The space around Braddock Metro has been utterly wasted for ages. Every Metro station should be a hub of dense housing an shops. This proposal is a no-brainer!*
- *We need as much housing as possible, especially near transit! This is good for housing affordability, for the environment, for Alexandria local businesses, and for metro ridership*
- *More housing is good for everyone. More housing close to metro is even better for everyone with fewer people buying and needing cars. This is a very walkable neighborhood that needs more housing right now. I cannot tell you how in favor I am of this and more! Make it 20 stories tall! Make it have no parking on site! first floor retail! everything! Lets go!*
- *Yes yes yes yes yes*
- *We need more transit oriented development! Housing, commercial, and activated public spaces in *immediate* proximity to transit.*
- *I want to live in this location, and having more transit-oriented housing options would make it more realistic for me! Also, free parking is a scourge on our planet. I'd support this proposal if you were upgrading this asphalt wasteland to almost anything else: a park, a graveyard, a paid parking garage, etc. But to be clear, the mixed-use housing development is my favorite option!*
- *I strongly support the improvements to safety at Braddock and West, the improved transit flow around the station, and the mixed use redesign for the nearby area. These improvements are desperately needed.*

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- *Build baby build! I fully support WMATA helping to 1. Develop more needed housing and 2. Create a customer base right next to their product. 3. Currently most of the lot is for parking but it's unclear for who since it's not usable by the public. Keep it coming WMATA!*
- *Yes to shops, Yes to less parking. Yes to more neighbors. I live here and want all of this. It will make using this my main metro station instead of Potomac yard. I hate getting off metro and having to navigate parking lots to get anywhere. I took metro to not have to deal with parking lots.*
- *I live across the street from Braddock road in Colecroft condominiums. I've always felt the bus loop and parking lot was a tremendously wasteful use of prime space. Proximity to public transportation is the single biggest selling point for many young professionals, including myself. Within .5 a mile of a metro stop should be prioritizing creating as much high density housing as we can. The area near Braddock station also sorely needs more retail, coffee shops, and restaurants. Even if housing is not pursued, the egregious waste of space must be fixed. The bus loop and parking lot are far too large for their purpose.*
- *I am ENTHUSIASTICALLY in favor of improving Braddock Rd. I use this station regularly and it feels forgotten about and outdated. Green space would be AMAZING. I have no concerns for traffic and strongly support this measure*
- *This is incredibly valuable land that mostly goes to waste now. Alexandria is a growing city with severely constrained housing, and this is the perfect opportunity to increase the housing stock on a brownfield site. This also offers genuine affordability, as tenants could easily live car-free lives, with the hub of the Metro and bus networks at their doorstep. This development will also provide an adequate tax base to offer improved services in Alexandria; there is literally no reason not to do this.*

Staff Response: Metro appreciates the support for the transit facility modifications at Braddock Road Metro Station, which presents an opportunity to improve transit operations, customer experience, and increase ridership in support of Metro's [Transit Oriented Development](#) and [Joint Development](#) policy objectives. The proposed transit changes and future plans for joint development also align with the City of Alexandria's planning goals. The [City's Alexandria Mobility Plan](#) and the [Braddock Road Trail Access and Corridor Improvements Project](#) envision concentrating development along major corridors and transit stations, improving multimodal access, and directing growth to transit-served locations, all of which the proposed Braddock Road station modifications are intended to support.

5.2 General Opposition to the Project

Of the 322 total responses received, approximately 43 percent of respondents (138 comments) expressed opposition to the proposed modifications to the Braddock Road Metro Station. Of those, 30 percent of respondents (98 comments) expressed general opposition to the project, primarily citing the elimination of the on-site Kiss & Ride lot, traffic impact of the shift to curbside pickup along E. Braddock Road and N. West Street, impacts to accessibility for elderly and disabled riders, and flooding risks at the proposed drop-off locations. Three (3) percent of respondents (9 comments) expressed strong opposition, characterizing the proposal as prioritizing developer revenue over rider needs. The remaining 10 percent of respondents (31 comments) raised concerns or took conditional positions, with many willing to support redevelopment only if an on-site pickup facility were retained or if Metro pursues additional opportunities for expanding bicycle storage.

Representative Comments

- *It will make the metro harder to use as pick up and drop off will be more difficult. Just leave things the way they are. It's one thing in the city that actually works well and that you can count on. Is it too much to ask to have one small area in the city that's not developed???? Absolutely do not change the metro layout.*
- *Terrible idea. This will only make rush hour traffic worse in an already messy area. Not helpful to the people who live in the neighborhood and use this station.*
- *Completely unnecessary and craven cash grab. If you remove the Kiss and Ride, you will cause traffic issues. What is going to be the value of a home sitting on an active train track? The set up is perfect as it is now; don't mess with a good thing.*
- *Adding greater density at a time the huge lot across from the Metro station that is designated for development is short-sighted. Also, the area is prone to flooding and we residents are already paying higher and higher stormwater fees to counter flooding. Finally, the construction will make it harder for the elderly--a growing percentage of the population--and the handicapped to be dropped off and picked up from the Metro station. This is a really BAD idea.*
- *This is a terrible idea to fix a problem that does not exist. As it stands, traffic is awful in this corridor already, and removing the dedicated traffic lanes will further increase congesting and traffic in a high-traffic area.*
- *This plan only makes using Braddock Road Metro more inconvenient. I will no longer use Metro daily if it is implemented. By removing the kiss and ride and leaving only small curb spaces on the far side of proposed housing, you are removing the ability to use private transportation to get to and from the station in the event of inclement weather. Furthermore, placing housing here removes a vital greenspace in an increasingly dense area. And for what purpose is this being planned? There are simply few or no benefits when weighed against the obvious resulting inconveniences.*
- *Please do not do this. The temporary parking and kiss and ride are value adds. They reduce traffic and ensure normal flow. Please do not do this terrible money grab. Please do not impose WMATAs financial woes on the Alexandria community.*

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- *Too much to be added for already busy intersections (Braddock and West, West and Wythe, crosswalk across Braddock) that can be fraught for pedestrians. The area (Braddock, West, and Wythe) is already flood prone.*
- *I feel that as the city of Alexandria is about to change Braddock Road significantly to put in bike lanes leading to this station then you should be adding MORE bike storage lockers. Do you not even talk to the city officials of where you are trying to get passengers from? Possibly the city has not reached out to you with its plans. Regardless it's insane that the city is going to change Braddock road to add bike lanes - you are about to change the entire station front -/and not add more bike lockers. What a wasted opportunity you have here.*
- *The elimination of parking and designated drop off areas will materially impair access to public transportation and disproportionately affect those who rely on these accommodations. In particular, individuals with mobility limitations frequently depend on proximate drop-off and pick up access to transit stations. The removal of such infrastructure without providing alternatives could even constitute a failure to ensure equal access to public services. Moreover the proposed development appears to prioritize revenue generation over established community needs. Overdevelopment risks congestion, reduced safety, and diminished usability of the station for its primary purpose-public transportation!! I urge WMATA to immediately halt and reconsider this.*
- *My teen-age son commutes to school in DC via Metro and I pick him up in my car at Braddock Road, thanks to the elimination of the temporary parking spaces at the King Street Metro. The city of Alexandria needs at least one metro stop inside the heart of the city where users can safely, and easily, pick up Metro riders in their cars, and Braddock is our only option.*
- *The loss of the off-street kiss and ride is a deal breaker for me. The proposed kiss and ride on the streets is going to end up being used by services (Like Uber Eats and Amazon) for the nearby building which means it will not be available for picking up a passenger. In addition to this the existing kiss and ride allows for a pedestrian to walk to one place and see all the vehicles waiting. If a kiss and ride was constructed in the garage under the buildings similar to what is done at Wiehle-Reston I would support this.*

Staff Response: Metro appreciates the public taking the opportunity to share their concerns. These transit modifications are proposed to improve transit operations, customer experience, and increase ridership in support of Metro's policy objectives. The proposed transit changes and future plans for joint development also align with the City of Alexandria's planning goals. The [City's Alexandria Mobility Plan](#) and the [Braddock Road Trail Access and Corridor Improvements Project](#) envision concentrating development along major corridors and transit stations, improving multimodal access, and directing growth to transit-served locations, all of which the proposed Braddock Road station modifications are intended to support.

Regarding pick-up/drop-off, the proposed closure of the existing 21-space off-street Kiss & Ride lot will be offset by approximately 14 to 18 new on-street curbside pick-up/drop-off spaces along the west side of N. West Street and the north side of E. Braddock Road. This is an amount consistent with observed peak hour demand and will accommodate future pick-up/drop-off usage based on projected rail ridership growth. Curbside pick-up/drop-off, rather than an off-street surface lot, is consistent with Metro's approach in urban areas and stations with space

constraints. The majority of stations in the Metrorail system do not have dedicated off-street Kiss & Ride parking lots. While the walk may be a little further, the proposed curbside areas will give customers the opportunity to pull over out of a lane of traffic in a convenient location with ADA accessible paths provided via the public and Metro property sidewalk networks to the station entrance. Metro will also work with the City to install ADA parking spaces in the new curbside lanes.

For additional data and analysis conducted by Metro regarding the use of curbside parking lanes for pick-up/drop-off, please see the [Environmental Evaluation](#) document.

5.3 Traffic & Congestion

Approximately 34 percent of respondents (109 comments) raised concerns about worsening traffic congestion and intersection operations around the Braddock Road Metro Station, including 19 percent of respondents (61 comments) stating traffic is already bad and would worsen, 5 percent of respondents (17 comments) focused on rush-hour traffic and intersection operations, and 10 percent of respondents (31 comments) specifically addressing worsening intersection congestion. Many respondents argued that relocating Kiss & Ride activity and bus circulation onto surrounding streets would create additional backups, unsafe circulation patterns, double-parking, and conflicts between vehicles, pedestrians, cyclists, and buses at the already congested Braddock Road/West Street and Wythe Street intersection. Some residents recommended maintaining an on-site Kiss & Ride loop or redesigning the intersection to better accommodate all users and improve safety.

Representative Comments

- *This proposal worsens the already poor intersection of Braddock Road/West Street/Wythe Street. This proposal appears to be in conflict with the recently adopted bike lane plan for Braddock Road. This proposal adds a traffic light to the already congested Braddock Road corridor.*
- *Terrible idea. This will only make rush hour traffic worse in an already messy area. Not helpful to the people who live in the neighborhood and use this station.*
- *Leave it open and leave it alone. too much traffic in the area already. We need housing solutions not more apartment crammed near metro that are not affordable. Metro doesn't care what your city looks like or if it benefits everyday commuters with this plan.*
- *This will ultimately increase congestion on the Braddock Road, N. West intersection, which already has issues handling the traffic and safety of pedestrians.*
- *This is not needed and will not increase ridership in this neighborhood. The added light you want to add is going to back up traffic more on Braddock Rd.*
- *This is a terrible idea to fix a problem that does not exist. As it stands, traffic is awful in this corridor already, and removing the dedicated traffic lanes will further increase congesting and traffic in a high-traffic area.*
- *Will cause increased congestion on surrounding streets.*
- *This proposal would create more congestion while negatively impacting the ability of the community to access the station. People will double park to do kiss and ride creating traffic backups and dangerous situations for pedestrians. Why not invest in creating additional pedestrian access on the Mt Vernon/Main Line Blvd sides. Please do not do this!*
- *This would likely cause great congestion along the intersection of East Braddock and North West Streets. Anyone on Wythe Street would increase the bottleneck on that intersection. More investment should be for small parks, not more mixed living spaces. They cause more congestion on the areas near the Metro station.*
- *I have been a resident in this area for 24 years. I am not understanding why do the metro need to close. This proposal is going to bring more traffic to West street or have more traffic using the*

alley way on the Andrew Adkins property. There are lots of children in that community and we don't want anyone to get hurt. Concerned resident.

- I disagree with the report statement on page 13 'The existing conditions indicate negligible traffic congestion on the roadways adjacent to the Braddock Metro Station.' East bound traffic on Braddock road during the morning and evening rush hours regularly backups up from the light at West Street past the light at Mt Vernon Avenue to a point at least half way to Commonwealth Avenue. The resulting gridlock increases traffic on the non-primary residential streets and delays Metro, Dash and school buses serving the area. The City of Alexandria's plan to reduce turn lanes will only increase these delays and the added traffic light at the new bus exit will require a pedestrian timing segment for metro users and students to cross safely which will increase the vehicle traffic delays.*
- Recommend allowing additional building footprint in the area designated for the 'plaza' in exchange for additional room at the south end of the site to make improvements to the Braddock/West/Wythe intersection (align Braddock and Wythe, reduce pedestrian/vehicle crossing points, etc.) and better integrate the new traffic light at the south end of the bus bays. Make the bus stop area two direction (instead of one way) to minimize the number of buses that will need to make laps around the site on Braddock and West streets to access the bus lanes from routes arriving from the west on Braddock and from the south on West or departing buses that need to head north or east.*

Staff Response: The proposed transit changes are anticipated to have minor impacts to traffic flow and congestion. There will be a small number of additional bus trips on the roadway network that will shift from using the recirculation lane, vehicular traffic will have to stop at a new traffic signal at the busway exit to E. Braddock Road, and pick-up/drop-off activity will occur in new curbside lanes on the west side of N. West Street and the north side of E. Braddock Road outside of the travel lanes. While the new traffic signal may result in an increase in travel time for vehicles on the roadway network, it will provide bus operators a predictable way to exit the busway that will help facilitate recirculation of buses around the block. This additional travel time for buses will be mitigated by the installation of layover spaces at the top of the busway so that the longer recirculation movement will be completed before picking up passengers. Buses will wait in the layover spaces and then pull forward to the assigned bay at the scheduled pick-up time.

Additionally, there will be vehicle trips generated by the future joint development project. Associated traffic impacts and potential mitigations will be analyzed and reviewed in more depth once a specific development program is proposed and goes through the City's development review process. The City's review process will also include an opportunity for the public to weigh in on the future development proposal. Metro anticipates the adjacent roads will be able to handle joint development traffic based on current Annual Average Daily Traffic volumes (AADT) of both streets (6,000 on N. West Street and 13,000 on E. Braddock Street in 2025), which are significantly below the Federal Highway Administration (FHWA) threshold of 20,000 vehicles per day to be reduced to two (2) through lanes.

Many of the changes are proposed to enhance pedestrian and bicycle comfort and safety, including removal of the slip lane at N. West Street and E. Braddock Road, wider sidewalks with tree boxes and streetlights on N. West Street, and new bike lanes along E. Braddock Road. These are intended to support more efficient multimodal travel while maintaining acceptable roadway operations despite the roadway reconfigurations. Metro will continue a close dialogue with the City's Department of Transportation as the project moves into design to consider all the feedback heard from the public regarding congestion, safety, and operations.

For additional data and analysis conducted by Metro regarding the busway changes and road diet of N. West Street, please see the [Environmental Evaluation](#) document.

5.4 Housing, Density & Land Use

Thirty-three percent of respondents (105 comments) supported greater housing density, optimized land use, and transit-oriented development at the Braddock Road Metro Station, including strong support for replacing the underutilized surface parking lot with mixed-use residential and retail development. Many respondents emphasized the need for additional housing, particularly affordable housing, while highlighting related benefits such as increased Metro ridership, reduced car dependence, environmental sustainability, and a more vibrant and walkable neighborhood. In contrast, 9 percent of respondents (29 comments) expressed concerns about excessive density and overdevelopment in the area as it currently exists.

Representative Comments

- *Love more housing near the metro!*
- *This land is vastly underutilized and retail/housing at this location would be perfect. Make it as tall and dense as possible!*
- *I am in favor of more housing for our community and reducing our dependence on cars. Provided that an adequate amount of units in the new development are kept affordable to working class I support this project*
- *It's about time! The space around Braddock Metro has been utterly wasted for ages. Every Metro station should be a hub of dense housing and shops. This proposal is a no-brainer!*
- *We need more housing in the region (especially affordable housing) and that would be a better use of the space.*
- *We need as much housing as possible, especially near transit! This is good for housing affordability, for the environment, for Alexandria local businesses, and for metro ridership*
- *More housing is good for everyone. More housing close to metro is even better for everyone with fewer people buying and needing cars. This is a very walkable neighborhood that needs more housing right now. I cannot tell you how in favor I am of this and more! Make it 20 stories tall! Make it have no parking on site! first floor retail! everything! Let's go!*
- *No reason to have so much wasted space for cars here*
- *The transit-oriented mixed-use development will improve the neighborhood, contribute to critical housing inventory, and support multiple transit systems.*
- *I support the proposal because it encourages new housing near the station, improves street safety, enhances bike infrastructure, and upgrades bus amenities, all while maintaining reliable rail service. These changes make transit safer, more efficient, and more accessible for the community.*
- *The land around the Metro station is underutilized. I'm thrilled to see this proposal for transit-oriented development.*
- *We need more transit-oriented development! Housing, commercial, and activated public spaces in *immediate* proximity to transit.*
- *As a resident using Braddock Road station most mornings the parking lot is currently under-utilized and the area would benefit greatly economically from more development adjacent to the Metro station. The proposal would also increase green space and benefit surrounding property values.*

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- *Redevelopment of the site provides highest and best use for the improved property.*
- *Housing is crucial and the redevelopment fits the area well.*
- *This area needs more housing, and this is an appropriate location.*
- *More homes and shops are good for the neighborhood.*
- *Build baby build! I fully support WMATA helping to 1. Develop more needed housing and 2. Create a customer base right next to their product. 3. Currently most of the lot is for parking but it's unclear for who since it's not usable by the public. Keep it coming WMATA!*
- *I strongly support transit-oriented development with more homes and retail, including full use of WMATA land at Metro Stations.*
- *I commute to and from the Braddock Rd station every day for work. I would strongly prefer the space currently used as above-ground parking be changed to residential development. We need more housing (especially affordable housing) in Alexandria, and it would be wonderful to see Metro gain significant revenue by providing the space for that development.*
- *This is a terrific location for a dense building that will allow people to commute by Metro and make better use of the Metro line.*
- *The area has a lot of wasted space right now, so I'm happy to see it go to better use. I'd love to see more housing and mixed-use development in such a good location.*
- *This area is in desperate need of more housing. This will allow housing to be built while continuing to provide world class transit and bike access.*
- *I want to see more transit-oriented development near Braddock Rd and a diversification of abilities to get there! I enjoy seeing new developments spring up as a result of Metro.*
- *I think shops and housing is a better use of the land than parking*
- *More housing is needed.*
- *Generates more housing and a much friendlier space to disembark the train when heading into downtown Alexandria. Additional tax revenue for the city from new tax payer homes.*
- *This city needs more housing and this is a great place to put it. There is continued over development in the area. Building in this area will give a constrained, closed in feel to the area by the station.*
- *Over development and insufficient infrastructure.... The metro should also concentrate on commuters and providing services for them. - not plan development of their sites. Parking for commuters should be the priority.*

Staff Response: The comments reflect broad recognition that transit-oriented development near Metro stations addresses regional housing needs, reduces environmental impacts, and strengthens ridership. The Modifications at Braddock Road Metro Station present an opportunity to increase ridership in support of Metro's [Transit Oriented Development](#) and [Joint Development](#) policy objectives. The proposal also aligns with the City of Alexandria's planning goals. The [City's Alexandria Mobility Plan](#) and the [Braddock Road Trail Access and Corridor Improvements Project](#) envision concentrating development along major corridors and transit stations, improving multimodal access, and directing growth to transit-served locations, all of which the proposed Braddock Road station modifications are intended to support.

5.5 Pedestrian, Cyclist & Safety Concerns

Of approximately 23 percent of respondents (75 comments) addressing pedestrian, cyclist, and safety impacts, roughly 8 percent of respondents (25 comments) expressed support while the majority raised significant concerns. Supporters welcomed improved walkability and protected bike infrastructure, noting the current station environment is already unsafe for active transportation users. However, most respondents argued that relocating Kiss & Ride functions to E. Braddock Road and N. West Street would create dangerous conflicts among vehicles, cyclists, and pedestrians in an already congested corridor. Specific concerns included the risk of cyclists being struck by car doors opening into the proposed bike lane, unsafe pedestrian crossings near George Washington Middle School, and inadequate access for individuals with mobility limitations.

- *Resources should be focused on the reconfigured bus loop and improving the 'last-mile' experience for pedestrians and cyclists, rather than subsidizing short-term parking for private cars... I urge the Board to approve these changes and move forward with the solicitation of a joint developer who shares this vision for a dense, walkable, and transit-aligned Alexandria.*
- *The residential floorplate is much better land use than the infrequently-used kiss and ride surface parking. Enabling living and working near transit makes our cities better. Maintaining and improving bike access at this station is critical.*
- *I support the proposal because it encourages new housing near the station, improves street safety, enhances bike infrastructure, and upgrades bus amenities, all while maintaining reliable rail service. These changes make transit safer, more efficient, and more accessible for the community.*
- *I'm glad the project suggests a protected bike lane on Braddock alongside the property (although there should be more discussion as to whether a protected lane should also run down west from Madison).*
- *I usually avoid this station because of how un walkable and hard to bike it can be. This would make me choose this closer station vs Potomac yard.*
- *This proposal I would hope would also make this safer for pedestrians trying to get around the station as currently drivers go way too fast and are not often paying attention at crosswalks in this area.*
- *This proposal would create more congestion while negatively impacting the ability of the community to access the station. People will double park to do kiss and ride creating traffic backups and dangerous situations for pedestrians. Why not invest in creating additional pedestrian access on the Mt Vernon/Main Line Blvd sides. Please do not do this!*
- *All those extra vehicles on the road (due to the proposed on-street parking and bus looping) will make things worse for pedestrians and bikers, of which there are many in the area. I also think the addition of a new traffic light there will exacerbate the issue.*
- *Huge impacts to traffic and density in this area which already has a huge middle school and lots of pedestrians. This intersection is a major thoroughfare in the city and buses should not be looping on the city streets.*
- *This will ultimately increase congestion on the Braddock Road, N. West intersection, which already has issues handling the traffic and safety of pedestrians.*

- *Having drop off on Braddock Rd will be a disaster adding congestion to an already congested area. Very unsafe not to mention the traffic it will cause.*
- *This is not safe, in addition to unnecessarily causing car congestion that can be alleviated by using the full area for pickup, as it is being utilized now. The proposed pedestrian plaza covering the better part of a city block is a gross waste of space, and does not help pedestrians.*
- *This is already a deeply congested area and removing the kiss and ride and bus areas will reduce pedestrian safety.*
- *I'm having trouble envisioning how the street side kiss and ride on Braddock will be safe with the new bike lane. It seems there is high potential for bike riders to be doored.*
- *Will these changes make getting to the metro any safer? Right now I could be run over in 5 directions.*
- *Moving two bus stops and the pickup and drop-off areas farther from the station entrance is clearly a disincentive to ridership. Curbside Kiss and Ride lanes will reduce safety and add to congestion as those making a quick stop are likely to park improperly or even double-park in the traffic lanes of N. West St. or Braddock Road.*
- *For 40+ years, the Braddock Road Metro station has provided safe and convenient connections from Metrorail to buses, taxis, ride-share and personal pickups and drop offs. It ain't broke, and doesn't need to be fixed.*

Staff Response: Metro shares the same urgency as the public regarding bicycle and pedestrian safety and access to the station. Through Metro's forthcoming developer solicitation and subsequent design reviews with the City, bicycle and pedestrian safety and access will be the primary focus. These facilities will be accessibly designed in accordance with Metro's *Station Area Planning Guide* and applicable City of Alexandria design guidance, which put bicycle and pedestrian safety as the top priority. As currently planned, pedestrian and cyclist access will be improved with upgraded bicycle parking, wider sidewalks, new protected bike lanes along E. Braddock Road, and removal of the slip lane at the N. West Street and E. Braddock Road intersection. These collectively will create a safer and more welcoming approach to the station.

Metro is also exploring ways to improve the quality of service with bicycle storage at the station through the joint development project. These improvements may include the potential to cover the bicycle racks or deploy security measures to monitor bike parking areas. In the past year, Metro has already deployed new secure bike lockers, smart racks, and a repair station at Braddock Road station.

5.6 Flooding

Four (4) percent of respondents (14 comments) expressed significant concern about existing and worsening flooding conditions around the Braddock Road, West Street, and Wythe Street intersection. Respondents emphasized that the area already experiences severe flooding during major rain events and questioned whether additional high-density development would further exacerbate stormwater and drainage issues.

Some respondents also raised concerns about underground parking, impacts to the water table, and climate change-driven increases in heavy rainfall, while urging that flood mitigation measures be prioritized before redevelopment proceeds.

- *This area floods all the time. (corner of West & Braddock) Do you think the proposed “Braddock West” development and now this proposed development will not make this issue much worse? Conceivably you will have go beneath the water table for parking and footings? No mention of how many floors these two structures will be. With retail on the ground floor, my guess is over four. No mention of how many units will be housed in these two structures. If you do make a garage underground this will cause further displacement of the water table making the problem worse. If you don’t have underground parking, this will further the issues of parking in the area. Not sure if you are aware of a proposed changes to Braddock Rd and doing any with well over 100 parking spaces. Mostly due to the city council’s view that there are throngs of bicyclists just clamoring to ride their bikes all over the city. (sarcasm). This is a terrible idea,*
- *Too much to be added for already busy intersections (Braddock and West, West and Wythe, crosswalk across Braddock) that can be fraught for pedestrians. The area (Braddock, West, and Wythe) is already flood prone.*
- *Adding greater density at a time the huge lot across from the Metro station that is designated for development is short-sighted. Also, the area is prone to flooding and we residents are already paying higher and higher stormwater fees to counter flooding. Finally, the construction will make it harder for the elderly--a growing percentage of the population--and the handicapped to be dropped off and picked up from the Metro station. This is a really BAD idea.*
- *I guess the City didn't bother to tell Metro that when it rains heavily, that intersection of E. Braddock and West street floods and turns into something akin to a lake. That's the area of pick up and drop off. Probably Metro will get blamed for it once everything is built. It's unclear what 'Braddock West' is. Is that a huge building?*
- *There will not be enough space to easily accommodate people getting dropped off or picked up in the proposal. Further, locating some of the drop-off spaces on Braddock Road will add to traffic congestion on an already-busy stretch of Braddock Road. Those spaces also will be located in an area known for flooding in heavy rains, adding to a potentially dangerous situation for cars and people.*
- *I am also a little bit concerned about that flooding that happens on Wythe and North West. It's pretty bad. Need to make sure that that's gets taken care of. Maybe a proffer by a developer that's happy about the site is going to be a good way to do that.*
- *It will be adding so much more traffic to the area that already floods during every major storm. I use the kiss-n-ride almost ever day picking up my family members from working in DC.*

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Compact Public Hearing Staff Report

- *This makes it harder for commuters to be picked up and dropped off by car and will depress metro usage by those in the neighborhood. This particular area also suffers severe flooding from rain and adding more dense housing will exacerbate the issue*
- *Having consulted with the membership, the West Old Town Citizens Association, acting through its board of directors, submits the following additional remarks: Flooding in this area is a serious and growing problem which should be remediated before high-rises are constructed. Climate change is anticipated to bring heavier precipitation — making an already unacceptable situation worse. The city government's hesitance to include or prioritize the Braddock Road Metro area for flood remediation complicates any development of the sort WMATA contemplates because over 50 square blocks of Old Town drain into the Braddock Road, West and Wythe Streets intersection, flooding it to a depth of several feet.*

Staff Response: Metro appreciates these insightful comments and takes these concerns very seriously. Prior to the hearing, the City of Alexandria had already begun to advance its plans to address the existing flooding occurring in the right-of-way. Since this is an existing issue within the public right-of-way, the City is taking the lead on an infrastructure project to improve stormwater capacity along E. Braddock Road. In the latest update Metro has received from the City, funding for further study and design has been included in the 2027-2036 Capital Improvements Plan (CIP).

It is noted that the Metro station site does not contribute to the intersection flooding issue under existing conditions. It is anticipated that the new development and changes to the transit infrastructure present an opportunity to introduce design measures on Metro property and within the future streetscape to minimize the project's impact on the existing stormwater system.

5.7 Other Comments

In addition to the issues raised in the sections above, 3 percent of respondents (11 comments) focused on concerns and requests that did not fall within the primary categories. These included requests for additional project details regarding traffic impacts, construction timelines, Metro service disruptions, bus operations, and pickup/drop-off configurations, as well as concerns about preserving mature trees and maintaining environmental benefits. Respondents also suggested potential project recommendations such as a new pedestrian tunnel for improved station access, emphasized the importance of affordable housing and equity considerations, and expressed uncertainty regarding future development plans and design outcome.

Representative Comments

- *How will it support those with greatest challenges to equity? Or is this simply a new tax base? Affordable housing, period.*
- *I don't want the station to close down for the construction as it is my primary station for getting to work. I also don't know how I will feel about the developer once decided upon and what changes they will actually want to make.*
- *More information is needed regarding how traffic flow will be impacted on Braddock with the removal of one westbound lane for the new parking*
- *Need more information regarding timeline, disruption to metro service during construction, and what the plaza could entail.*
- *lack of detail*
- *Are the pickup/dropoff lanes dedicated, or shared space with traffic lanes?*
- *I want a pedestrian tunnel from the west side to the station. Make it easier/faster for those of us on the other side of the neighborhood to get to the station and then we get something out of this too. Right now we have to walk all the way to Braddock go under the bridge and backtrack to the station entrance. You could build a tunnel to the other side that would connect with the existing station and it would be amazing.*
- *I don't think enough information has been given.*
- *I am very concerned that the lovely trees in that area of the property be PRESERVEED. I cannot tell from the proposal what the plan is for these. We have heat island and climate change issues and it makes no sense to remove mature trees providing shade and absorbing lots of CO2. Planting new little trees in their stead does not do the job.*
- *Not enough details are provided to be able to determine whether the proposed changes are in the best interest of the community. For example, how exactly will the bus routes be affected? How will pedestrian traffic be affected? What is 'Braddock West'?*

Staff Response: Metro appreciates the public taking the time to submit thoughtful comments. Some of these comments are outside the scope of this Compact Public Hearing, but will be shared with the appropriate Metro departments and City of Alexandria agencies for consideration as the project moves forward.

6.0 Responses to Comments Received on the Draft Public Hearing Staff Report

On August 10, 2026, the draft public hearing staff report was sent to all individuals who previously provided comments or testimony with a deadline for submitting corrections by August 20, 2026. The announcement is included in Appendix H. Metro did not receive any corrections from members of the public regarding how their comments were characterized in this report.

Metro did receive a follow-up email from the West Old Town Citizens Association, included in Appendix I, who responded to the original survey and provided testimony at the April 2026 Compact Public Hearing (both in Appendix E). The Citizens Association reiterated their concern regarding the existing flooding within the intersection of E. Braddock Road and N. West Street and their opposition to development in the area until the street drainage issue is resolved. Their email included photographs of the flooded intersection which are also provided in Appendix I.

Upon receipt of these new comments and photos, Metro staff met with staff from the City of Alexandria Stormwater Section on August 20, 2026 to discuss the Citizens Association's concerns and photos. City staff stated that the flooding shown in the photos was from a once in a 5-10 year storm that has a 10% chance of occurring in any given year. In a large rainfall event that causes that level of flooding, the City's drainage system is able to process the water within a few hours, thus only impacting Metro's bus and pick-up/dropoff (PUDO) operations for a relatively short period under worst-case flooding. Smaller amounts of rain or flooding, that are more typical, drain substantially quicker and are even less disruptive. City staff added that while the long-term investments in new underground vaults are likely years away, they do have a smaller drainage improvements project slated to start in late 2027 that will increase the size of drain inlets along the corridor and should meaningfully help.

Metro staff appreciates the West Old Town Citizens Association taking the time to submit thoughtful comments and provide testimony at the hearing on this topic. Staff reiterates its response from Section 5.6 that it's an issue primarily within the City's right-of-way and, given the infrequency of significant flood events, Metro staff does not believe more typical rainfall events will be substantially disruptive to bus and PUDO activities prior to a City-led stormwater capacity-increasing project. Metro seeks to be a good neighbor in the community and with the City and looks forward to continuing the dialogue through the City's development review process on how development on Metro property can minimize stormwater impacts and introduce design features that can contribute positively.

7.0 Other Information for the Public Record

No other information has been provided.

8.0 Staff Recommendation

The following are the proposed changes to Metro facilities at the Braddock Road Metrorail Station:

- Reconfiguration of the bus loop; and
- Closure of the off-street Kiss & Ride facility.

Staff finds there should be no revisions to the two (2) proposed transit facility changes as a result of the Compact Public Hearing and staff report analysis.

Metro did receive many insightful comments from the public highlighting their priorities and offering suggestions on how to further improve the project design. Metro staff appreciates all the comments and will consider them during design of the joint development integrated with transit facilities and informed by operational improvements.

Staff recommends that the Metro Board approve this Compact Public Hearing Staff Report and accept an Amendment to the Mass Transit Plan to implement these facility changes on the west side of the Braddock Road Metro Station.

APPENDIX A: NOTICE OF PUBLIC HEARING

Continued on Next Page



Washington Metropolitan
Area Transit Authority

300 7th Street, SW
Washington, DC 20024
wmata.com

Notice of Public Hearing

Washington Metropolitan Area Transit Authority Proposed Changes to Braddock Road Metro Station Alexandria, Virginia Docket R26-01

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed changes to transit facilities at the Braddock Road Metro Station as follows:

Open House 6:30 p.m.

Hearing No. 675
7:00 p.m., Monday, April 20, 2026
Charles Houston Recreation Center
901 Wythe Street
Multipurpose Room
Alexandria, VA 22314

Please note that this date is subject to the facility's cancellation policy. In the event of a cancellation, Metro will post information about a new hearing on wmata.com.

The location for this public hearing is wheelchair accessible. Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in this public hearing, or who requires these materials in an alternate format, should contact the Office of Board Affairs at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information, please visit wmata.com/braddockhearing.



In accordance with the requirements of Section 15 of the WMATA Compact, Metro will conduct a public hearing at the location listed in this notice. Information on this hearing will be provided in nearby Metrorail stations, and online at wmata.com.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to this docket will be afforded the opportunity to present their views, make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

Individuals can provide testimony at the hearing in one of three ways:

In person: Those wishing to testify in person are encouraged to pre-register by emailing speak@wmata.com or calling **(202) 962-2511** by **12 p.m. on the day of the hearing**. Only one speaker's name should be submitted per request. Individuals may also sign up at the hearing; advance registration is encouraged but not required.

By videoconference: To testify via videoconference, individuals must submit their name and organizational affiliation (if any) in writing to speak@wmata.com by **5 p.m. the day before the hearing**. Only one speaker's name should be submitted per request. Advance registration to provide video testimony is required.

By telephone: To testify by phone, individuals should call **(206) 899-2028** during the hearing and enter the **Meeting Code 280 083 041#**. Advance registration is not available for telephone testimony.

HOW TO SUBMIT TESTIMONY NOT AT A PUBLIC HEARING

You may submit testimony regarding this proposal online via survey at wmata.com/braddockhearing. This survey will open by **9 a.m. on Saturday, March 21, 2026** and close at **5 p.m. on Thursday, April 30, 2026**. It will also allow you to upload documents and provide written comments. This option is in addition to the opportunity to speak at a public hearing.



If you do not have access to a computer or the internet, you may mail your testimony to:

Office of Board Affairs, SECT 2E

Washington Metropolitan Area Transit Authority

P.O. Box 44390

Washington, DC 20026-4390

All mailed comments must be **received by 5 p.m. on Thursday, April 30, 2026** to be included in the official record. Please reference **“Braddock Road”** in your correspondence.

All comments submitted—whether online, by mail, or at the public hearing—will be provided to the Board and included in the official public hearing record. Please note that all statements are releasable to the public upon request and may be posted on WMATA’s website, without change, including any personal information provided.

For those without internet access, a complete copy of the docket may be requested by calling **202-962-2511** or inspected in person during regular business hours at Metro’s Headquarters:

Washington Metropolitan Area Transit Authority

300 7th Street SW

Washington, DC 20024

Please call **202-962-2511** in advance to schedule an appointment.

WHAT IS PROPOSED

Metro proposes changes (“Modifications”) to the Braddock Road Metro Station (“Metro Station”) transit facilities to enable joint development and increase ridership. The recommended changes are made after evaluation of future demand for the transit and Kiss & Ride facilities at Braddock Road Metrorail Station.



The Modifications include:

- Reconfiguration of the bus loop; and
- Closure of the off-street Kiss & Ride facility.

The changes to the transit facilities will be constructed in coordination with Metro's future joint developer, which will be selected through a future solicitation.

In accordance with the WMATA Compact, the Modifications require an Environmental Evaluation ("EE") to assess the potential effects of this action on the human and natural environment in terms of transportation, social, economic, and environmental factors.

Impacts identified in the EE are summarized below in Table 1.

For more information, please refer to the provided Environmental Evaluation.

Table 1. Environmental Impacts of Modifications

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization & Mitigation Efforts
Transportation	The on-site bus recirculation lane will be removed. This will add 1.0 to 2.5 minutes to bus travel times circulating around the block, depending on time of day. The Kiss & Ride lot will be permanently closed.	Disruption to pedestrian, bicycle and vehicular circulation during construction.	Interim locations for bus services, pick-up/drop-off, and bicyclist and pedestrian access will be maintained at all times during construction. Busway will be realigned and will include two (2) new bus layover spaces and a



	Short-term pick-up/drop-off parking will be relocated to on-street.		longer bus bay for articulated buses. New curbside lanes will be created along N. West Street and E. Braddock Road with approximately 14-18 spaces for pick-up/drop-off activity.
Stormwater	None – proposed modifications will not increase the overall amount of impervious surfaces at the site.	Minor sediment or erosion risk.	Controls to be applied per Virginia and City of Alexandria requirements.
Air Quality and Noise	No impacts resulting from changes to transit facilities.	Dust or noise from construction-related equipment and operation.	Cleaning, minimizing night-time work, noise control measures.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report, and general plans for the proposed changes to the Braddock Road Metro Station. These documents are available online at wmata.com/braddockhearing and may be inspected during normal business hours at the following location:



WMATA, Office of Board Affairs
300 7th Street, SW
Washington, DC 20024
202-962-2511
(Please call in advance to coordinate)

You can also request to have these materials mailed to you by calling the Office of the Secretary at 202-962-2511.

WMATA COMPACT REQUIREMENTS

WMATA's Compact requires that the Board, in amending the mass transit plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes the City of Alexandria and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

The environmental report and general plans for the project are available for public review at the locations identified in the reference materials section above.

The work and changes depicted in this information package constitute the proposed amendment to the Mass Transit Plan for purposes of the WMATA Compact.

APPENDIX B: PUBLIC HEARING STAKEHOLDER LIST

Continued on Next Page

Map ID	Facility Name	Type of Community	Address
1	George Washington Middle School	School	1005 Mt Vernon Ave, Alexandria, VA 22301
2	Alexandria City Public High School	School	3330 King St, Alexandria, VA 22302
3	St. Joseph's School	School	721 N Columbus St, Alexandria, VA 22314
4	Northeast Skies Montessori Preschool	School	697 N Washington St, Alexandria, VA 22314
5	American Day School	School	501 N Henry St, Alexandria, VA 22314
6	Potomac Crescent Waldorf School	School	424 N Washington St, Alexandria, VA 22314
7	Jefferson Houston Pre-K IB School	School	1501 Cameron St, Alexandria, VA 22314
8	Commonwealth Academy	School	1321 Leslie Ave, Alexandria, VA 22301
9	The Goddard School of Alexandria	Day Care Center	1245 N Fayette St, Alexandria, VA 22314
10	Alexandria Black History Museum	Museum	902 Wythe St, Alexandria, VA 22314
11	St. Joseph's Catholic Church	Place of worship	711 N Columbus St, Alexandria, VA 22314
12	New Pentecostal Church	Place of worship	801 Pendleton St, Alexandria, VA 22314
13	Russell Temple CME Church	Place of worship	507 N Alfred St, Alexandria, VA 22314
14	Third Baptist Church	Place of worship	917 Princess St, Alexandria, VA 22314
15	Ebenezer Baptist Church	Place of worship	909 Queen St, Alexandria, VA 22314
16	Antioch Church of Christ	Place of worship	1120 Queen St, Alexandria, VA 22314
17	United House of Prayer	Place of worship	324 N Henry St, Alexandria, VA 22314
18	Mount Jezreel	Place of worship	317 N Payne St, Alexandria, VA 22314
19	Alexandria Church of Christ	Place of worship	111 E Braddock Rd, Alexandria, VA 22301
20	Commonwealth Baptist Church	Place of worship	700 Commonwealth Ave, Alexandria, VA 22301
21	Redeemed Church of Christ	Place of worship	4 E Oak St, Alexandria, VA 22301
22	Nova Patient Care	Healthcare	526 N Henry St, Alexandria, VA 22314
23	Patrons Healthcare	Healthcare	950 N Washington St, Alexandria, VA 22314
24	Proven Healthcare Resources	Healthcare	1727 King St Suite 118, Alexandria, VA 22314
25	Morning Glory Healthcare	Healthcare	1727 King St 3rd floor, Alexandria, VA 22314
26	Charles Houston Rec Center	Recreation Center	901 Wythe St, Alexandria, VA 22314

APPENDIX C: PUBLIC HEARING PRESENTATION MATERIALS

Continued on Next Page

Compact Public Hearing

R26-01

Braddock Road Station



Washington Metropolitan Area Transit Authority
April 20, 2026

Agenda

- Purpose of Public Hearing
- Background
- Proposed Changes to Metro Facilities
- Public Comments
- Next Steps

Para recibir información sobre este proyecto, sírvase llamar a la línea de servicio al cliente de Metro al 202-637-1328.

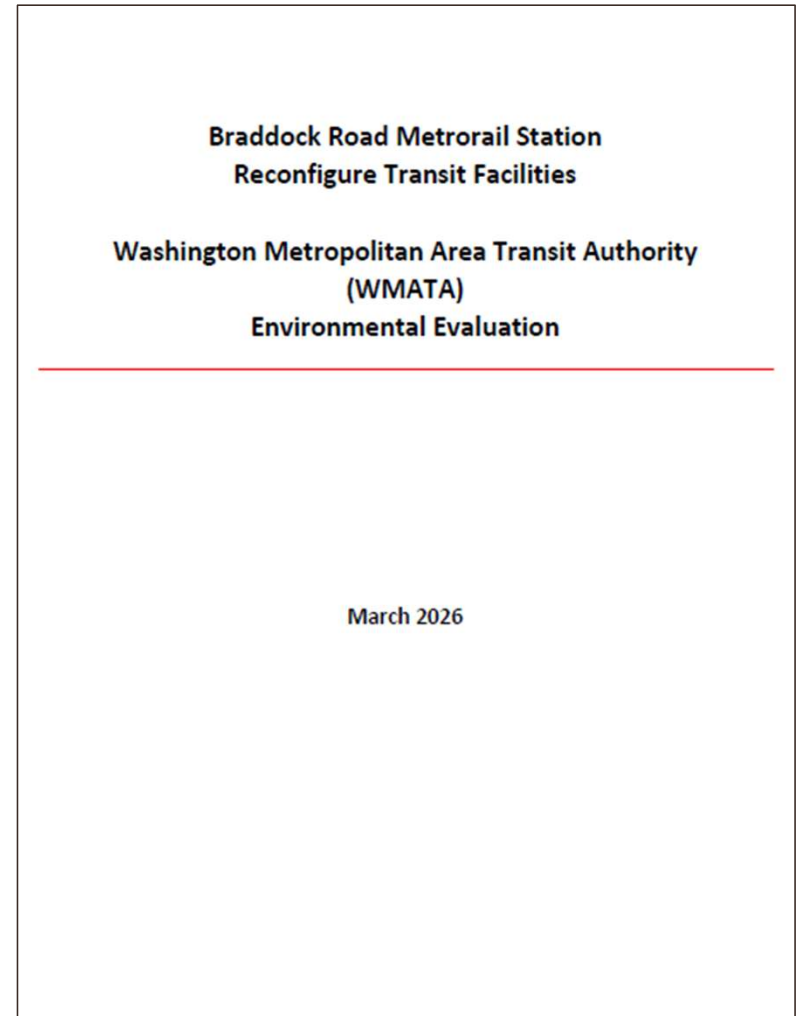
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想要获取该项目的更多信息，请致电地铁客户服务热线 202-637-1328。

想要獲取有關此項目的其他信息，請致電地鐵客戶服務專線 202-637-1328。

Reference Materials

- General Plans
- Environmental Evaluation
- Project website: wmata.com/braddockhearing



Providing Testimony at Hearing

1. Call (206) 899-2028 and enter code 280 083 041#
2. Press *5 to be added to the speakers' queue

Allotted speaking time (In Person or by Phone)

- Public Officials: 5 minutes each
- Private Citizens: 3 minutes each

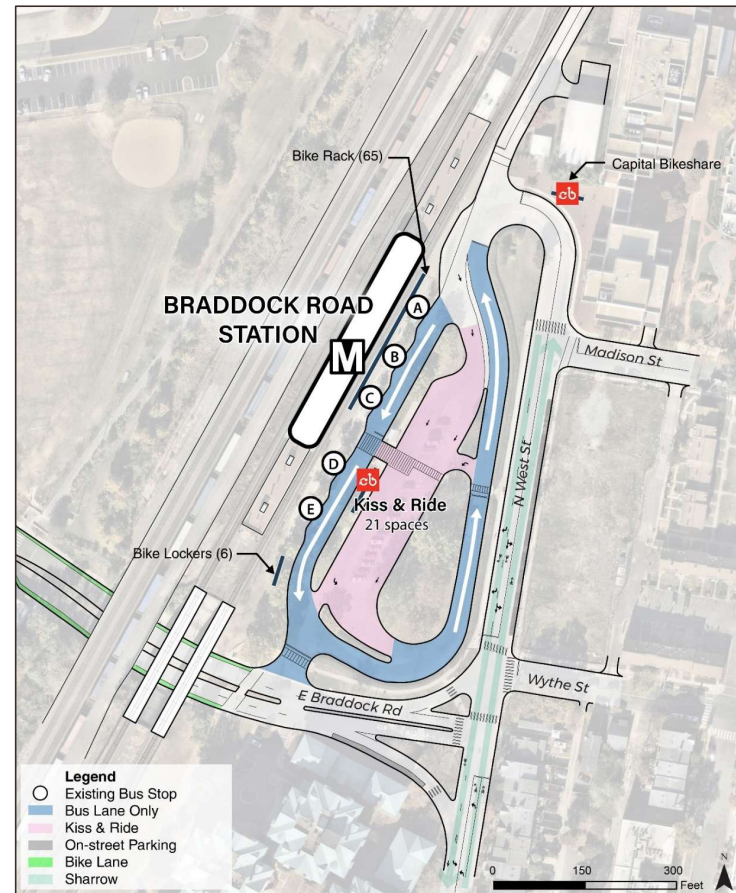
Yielding of time by one speaker to another speaker is not allowed

Purpose of Hearing

To obtain public comments on changes to transit facilities at the Braddock Road Metro Station that will enable joint development and grow ridership:

- Reconfiguration of the bus loop
- Closure of off-street Kiss & Ride lot

Existing Conditions



Background

- **1983:** Station opens
- **2008:** Braddock Metro Neighborhood Plan originally recommends site be developed with primarily office and retail uses
- **2021:** Braddock Metro Neighborhood Plan amended to recommend site be rezoned to promote high-density mixed-use development near stations
- **2022:** Braddock Road identified as priority station in *Metro's 10-year Strategic Plan for Joint Development*
- **2025:** Progress report reaffirms Braddock Road as priority station for joint development
- **2025:** Metro Board authorizes holding a public hearing for transit changes at Braddock Road



Braddock Rd Station - November 1979 Credit: Paul Myatt

Proposed Changes

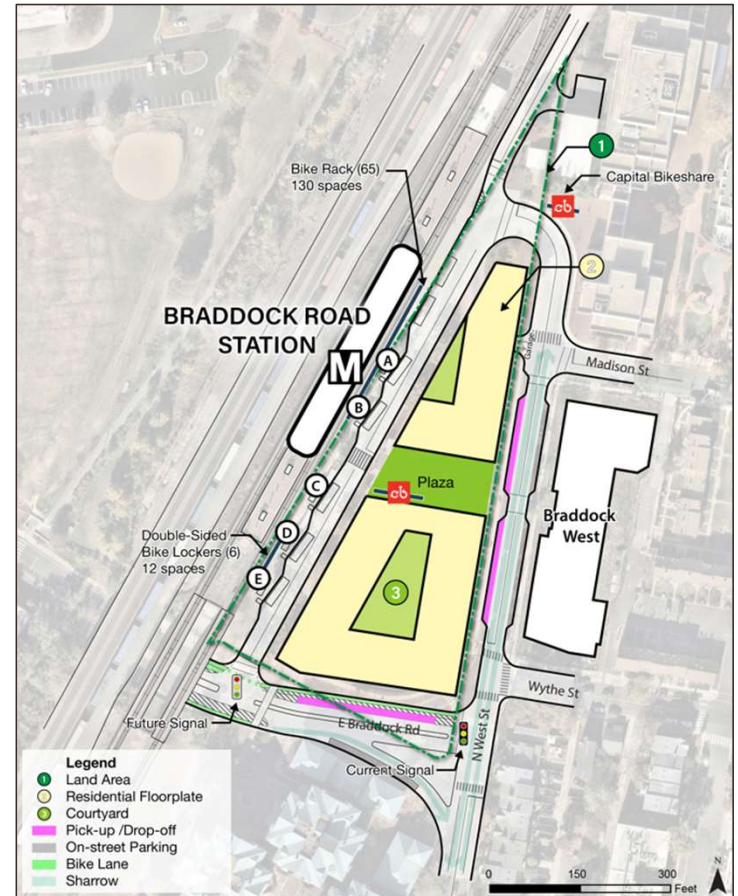
Bus

- Straighten busway to be more parallel to the tracks
- Maintain five bus bays, including one for longer articulated buses
- Add two new bus layover spaces near the busway entrance
- Install traffic signal at new busway exit
- Increase busway exit distance from N. West Street signal

Kiss & Ride

- Closure of existing off-street lot
- Creation of new curbside parking lanes for pick-up/drop-off activity
- Curb line changes will result in a reduction of travel lanes on N. West Street, improved bicycle/pedestrian space, and removal of slip lane

Future Conditions



The Future Joint Development building footprints are conceptual for illustrative purposes only

Environmental Analysis

An Environmental Evaluation (EE) for the transit facility changes has been provided as part of the Docket. Likely environmental impacts are summarized in the table below.

Environmental Features	Permanent Impacts	Temporary Impacts Construction-related	Minimization & Mitigation Efforts
Transportation	The on-site bus recirculation lane will be removed. This recirculation will add 1.0 to 2.5 minutes to bus travel times circulating around the block, depending on time of day. The Kiss & Ride lot will be permanently closed. Short-term pick-up/drop-off parking operations will be relocated to on-street in the public right-of-way.	Disruption to pedestrian, bicycle, and vehicular circulation during construction.	Interim locations for bus services, pick-up/drop-off, and bicyclist and pedestrian access will be maintained at all times during construction. Busway will be realigned and will include two (2) new bus layover spaces and a longer bus bay for articulated buses. New curbside lanes will be created along N. West Street and E. Braddock Road with approximately 14-18 spaces for pick-up/drop-off activity.
Stormwater	None – proposed modifications will not increase the overall amount of impervious surfaces at the site.	Minor sediment or erosion risk.	Controls to be applied per Virginia and City of Alexandria requirements.
Air Quality & Noise	No impacts resulting from changes to the transit facilities.	Dust or noise from construction-related equipment and operation.	Cleaning, minimizing night-time work, noise control measures.

Testify at Hearing

How to provide testimony

1. Call (206) 899-2028 and enter code 280 083 041#
2. Press *5 to be added to the speakers' queue

Allotted speaking time

- Public Officials: 5 minutes each
- Private Citizens: 3 minutes each

Yielding of time by one speaker to another speaker is not allowed

Written Comments

Comments must be received by 5 p.m. on April 30, 2026

Option 1

Submit online at:

www.wmata.com/braddockhearing

- You can comment anonymously or give your name
- You can write your comment or upload a document

Option 2

Submit by mail to:

Office of Board Affairs, SECT 2E
Washington Metropolitan Area Transit Authority
P.O. Box 44390
Washington, DC 20026-4390

- Reference “Braddock Public Hearing” in the subject line

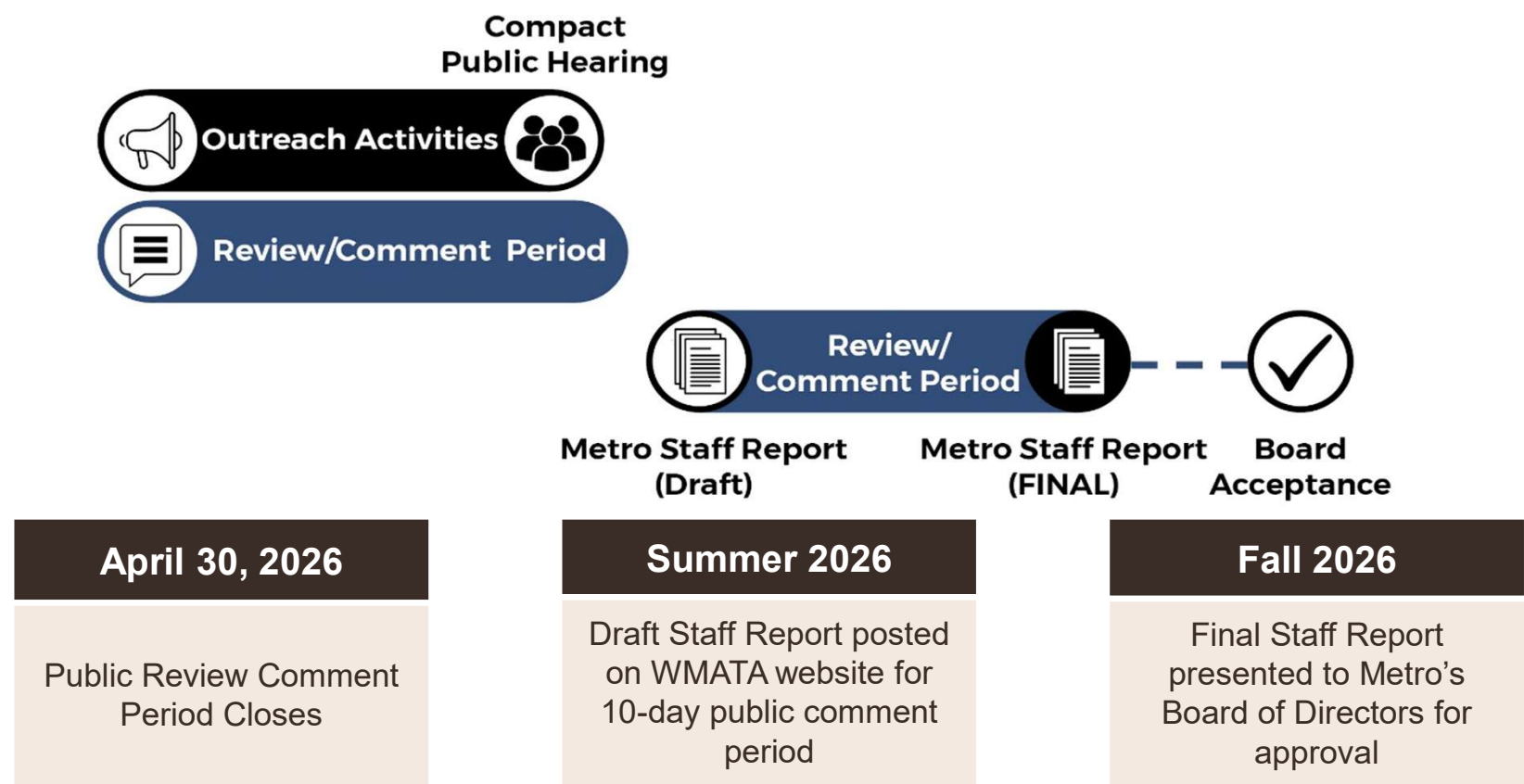
Things Outside the Purpose of this Hearing

Not within the scope of this hearing are, for example:

- Size, mix or design of buildings or future joint development projects
- Land use matters
- Service complaints
- Fares

Any matters raised outside the scope of this hearing cannot be resolved as part of this hearing process

Next Steps



Thank you for your participation!

Written Comments

Comments must be received by 5 p.m. on April 30, 2026

Option 1

Submit online at:

www.wmata.com/braddockhearing

- You can comment anonymously or give your name
- You can write your comment or upload a document

Option 2

Submit by mail to:

Office of Board Affairs, SECT 2E
Washington Metropolitan Area Transit Authority
P.O. Box 44390
Washington, DC 20026-4390

- Reference “Braddock Public Hearing” in the subject line

APPENDIX D: PUBLIC HEARING SCRIPT

Continued on Next Page

Braddock – WMATA Compact Public Hearing – April 20, 2026 7:00 PM

MR. AGUIRRE

SLIDE 1 – COVER SLIDE

- I call this meeting to order.
- Good evening and welcome. I'm Canek Aguirre, an Alternate Director on the Metro Board as well as a member of the Alexandria City Council.
- With me tonight is Jennifer Ellison, Metro's Chief Board Affairs Officer, and
- Andrew McCray, Project Manager in the WMATA Office of Real Estate and Development, who will be giving tonight's presentation.
- [skip, unless there are any elected leaders in the audience] I'd also like to recognize that we're joined this evening by City of Alexandria Councilmember xxxx. Welcome, Councilmember xxxx.

SLIDE 2 - AGENDA

- This hearing is convened by the Metro Board of Directors to gather public comments on proposed changes to the Braddock Road Metro Station located in the City of Alexandria.
- This is our Agenda today; We will begin with some background information and the purpose of the hearing, then move to describing the proposed transit facility changes, followed by an overview of the protocol for commenting. We will then hear public comments and discuss next steps.

SLIDE 3 – REFERENCE MATERIALS

- The General Plans and Environmental Evaluation for this project are available online at the link in the presentation. Two copies are also available in the hallway **at the registration table.**
- Notice of this hearing was made by publication in the Washington Post in March. The hearing notice was also sent to all local governments and other organizations within the Compact Zone, as well as posted on wmata.com and provided to nearby libraries.

SLIDE 4 – PROVIDING TESTIMONY AT HEARING

- There are three ways to provide comments at this evening's hearing: in-person, via Teams, or over the phone.
- If you're with us in person and would like to provide testimony, please see the staff at the registration table if you have not already put your name on the list of speakers.
- If you've pre-registered to provide testimony via video, we ask that you remain muted with your camera off until you're called on to speak.
- And those of you participating via telephone – if you'd like to provide testimony, please press *5. This will put you in the speakers' queue and let us know you'd like to provide comments.
- Elected public officials will be allowed **five** minutes and everyone else will be allowed **three** minutes each.
- Extra time will be given for translation, if needed.
- If you have copies of your testimony to distribute, please hand them to Staff at the registration table.

- I'd also like to note that tonight's hearing is being broadcast live via YouTube on the MetroForward YouTube channel and will be archived there after the hearing concludes.

I now call on Mr. McCray for the staff presentation.

ANDREW

SLIDE 5 – PURPOSE OF HEARING

- Thank you, Board Member Aguirre.
- The Purpose of the Hearing is to obtain public input on the following changes to the transit facilities at the Braddock Road Metro Station:
 - Reconfiguration of the bus loop, and
 - Closure of the off-street Kiss & Ride lot.
- Overall, the goal of the project is to improve the customer experience, enable joint development, and grow ridership.

SLIDE 6 – BACKGROUND

- Before discussing the changes further, let me give some context for background about how we got to this meeting today.
- The Braddock Road Metro station opened in December 1983.
- In 2008, the City of Alexandria released the Braddock Metro Neighborhood Plan, which initially recommended the site be developed with primarily office and retail uses.

- However, in 2021, the City amended the plan to recommend Metro Station property be rezoned to promote high-density mixed-use development.
- A year later, in 2022, Metro released the *10-year Strategic Plan for Joint Development*, identifying Braddock Road as a priority location for Joint Development. Joint development is a program to bring mixed-use, transit-oriented development to Metro-owned property adjacent to transit.
- In June 2025, Metro released the 10-year Strategic Plan for Joint Development Progress Report. The progress report reaffirmed Braddock Road as a station prioritized for joint development solicitation by 2028.
- In November 2025, the Metro Board authorized staff to hold a Compact Public Hearing for the transit changes proposed at Braddock Road.

SLIDE 7 – PROPOSED CHANGES

- Regarding the changes to the transit facilities, we'll cover aspects of capacity, access, and configuration. But first, I'd like to note that the buildings shown in the graphic on the screen are *illustrative* only. A developer has not yet been selected nor has a specific design been developed. However, the scale of buildings will be similar to recently proposed developments in the neighborhood.
- For the bus facilities, Metro proposes reconfiguring the bus loop and five bus bays at a 1 for 1 replacement with one of the bus bays able to accommodate longer, articulated buses. The new busway will be one-way southbound and include two new bus layover spaces.

- The bus recirculation lane, currently on Metro property, will be eliminated. This change will result in buses recirculating on the public street network in the future. The inclusion of layover spaces at the top of the busway will allow bus drivers to perform turning movements around the block, wait in the layover space, and then pull forward to pick up passengers, minimizing the additional delay on the customer experience.
- A traffic signal is planned to be installed at the busway exit to help facilitate bus turning movements and create a safe bicycle and pedestrian crossing.
- For Kiss & Ride, Metro proposes closing the existing off-street lot and relocating pick-up/drop-off activity to new on-street parking lanes created along E. Braddock Road and N. West Street.
- Shifting to curbside pick-up/drop-off is consistent with Metro's approach in more urban settings – in fact most of Metro's 98 rail stations have some form of curbside pick-up/drop-off.
- The total number of new on-street spaces will likely range from 14 to 18 spaces and will depend on factors such as final location of the new curb line on E. Braddock Road, sizes of curb extensions on N. West Street, locations of loading and parking for the future development, and other multi-modal amenities in the streetscapes.
- This amount of curbside space is expected to accommodate peak demand for pick-up/drop-off from projected rail ridership growth through 2040. Metro and the future developer will coordinate with the City of Alexandria as a design progresses to determine the exact number of pick-up/drop-off spaces that can fit within the parking lanes within the public right-of-way.

- As part of the future development's streetscape improvements, the northern curb line on E. Braddock will be consistent with the City's bicycle and pedestrian vision and to create a new row of parking that does not exist today. This will also result in removal of the existing 'slip lane' on the northwest corner of North West Street and East Braddock Road.
- Additionally, a 'road diet' is proposed on North West Street from three travel lanes to two lanes (or one in each direction), similar to the previous lane reduction that eliminated a travel lane to create parking on the opposite side of the street. This change will allow for the restriping of the curbside lane for parking and pick-up/drop-off.
- N. West Street currently carries approximately 5,500 vehicles per day, which is far below the commonly accepted threshold of 15,000-20,000 vehicles per day to be road dieted to two travel lanes. As such, a reduced N. West Street is expected to be able to handle existing traffic volumes, addition of bus circulation, and any traffic generated by future developments on both sides.
- Traffic impacts associated with the future joint development will be analyzed through the City of Alexandria's development review process, once a developer has been selected and site plan developed.

SLIDE 8 – ENVIRONMENTAL ANALYSIS

- Finally, as part of the Compact Public Hearing, staff has prepared an Environmental Evaluation for the project to assess any permanent or temporary impacts and to identify opportunities to minimize or mitigate them.
- This analysis identifies whether there are impacts to transportation, stormwater, open space, and air quality and noise as a result of the

changes to the transit facilities. This analysis does not evaluate impacts related to the private development, which are subject to review and approval through the City of Alexandria's entitlements and approval process.

- Removal of the bus recirculation lane will add a small amount of time to bus travel times and operations, estimated at 1 to 2 ½ minutes per bus depending on the time of day. To mitigate this, Metro proposes installing a traffic signal at the busway exit and to locate two layover spaces at to the top of the busway so that buses can perform turning movements around the block prior to picking up passengers in the bus bays.
- Closure of the Kiss & Ride lot and replacing it with new on-street parking lanes will allow for more convenient pick-up/drop-off locations for customers. However, the walking distance to the station entrance may be a little longer depending on the parking space location.
- During the reconstruction of the transit facilities and road network, an interim operations plan—sometimes called a Maintenance of Traffic plan—will be established to ensure access for all travel modes at the Braddock Road Station is always provided throughout the project.
- Finally, regarding air quality, noise, and stormwater, there are also no permanent impacts anticipated as a result of the transit facility changes, however there may be some minor temporary impacts during construction, like dust, equipment noise, or sediment and erosion. These will be mitigated by using typical construction mitigation techniques and following Virginia and City of Alexandria requirements.

- Metro is aware there is often flooding within the intersection of E. Braddock Rd, N. West Street, and Wythe Street following rainfall. Metro will look for ways to improve flood management around the station per Virginia code and coordinate the joint development project with the City's efforts to resolve the flooding.
 - This slide concludes my presentation on the project. I'll turn the floor back over to **Board Member Aguirre** to go over the procedures for tonight's hearing.
-

MR. AGUIRRE

SLIDE 9 – TESTIFY AT HEARING

- Thank you, Mr. McCray. Briefly, I will cover the procedures that we will follow during the hearing.
- **[if there is no one on Teams]** As there are no participants registered through TEAMS, we will proceed by alternating between comments in person and by phone.
- For those of you here in person, you can start making your way towards the podium once your name is called. However, if you need a microphone brought to you, please wave your hand when your name is called so we can see you, and we'll bring one to you.
- And those of you participating via telephone – if you'd like to provide testimony, please press *5. This will put you in the speakers' queue. When it's your turn to speak, we'll announce your phone number and you'll receive an automated message that it is your turn to speak.

- Elected public officials will be allowed **five** minutes and everyone else will be allowed **three** minutes each.
- Extra time will be given for translation, if needed.
- We have a timer that will count down how much time you have left to speak. It will give you a warning beep when you have 20 seconds left and will beep continuously when your time is up.
- We ask that you stay within your allotted time to ensure that we can hear from everyone who wants to provide testimony.

SLIDE 10 – WRITTEN COMMENTS

- In addition to the opportunity to speak at this evening's hearing, Metro also welcomes written comments on the proposed changes. We will cover these options again after everyone has testified.
- Your comments will become part of the public record that will be reviewed by the Metro Board of Directors.
- Additional changes to the project that was presented here tonight may be proposed by Metro in response to testimony received and subsequent staff analysis.

SLIDE 11 – THINGS OUTSIDE THE PURPOSE OF THIS HEARING

- I want to take a moment to recognize that this is where *we* listen to *you*.
- This is your opportunity to comment on the proposal, and we are here to listen, so we won't be able to answer questions during your testimony.

- I will note that this public hearing process is unable to address any comments outside the scope of the proposed transit facility changes. Those include comments on size, mix or design of buildings or future joint development projects; land use matters; service complaints; and fares.

SLIDE 12 – NEXT STEPS

- As previously noted, the public comment period will close on April 30, 2026. Staff anticipates releasing the draft staff report to the Metro website this coming summer.
- Once the staff report is released to the public, those of you who provided comments will have the opportunity to review the report to ensure that we captured your comments accurately. That review and comment period will close two weeks after the draft staff report is posted.
- Staff anticipates that the Final Staff Report will be submitted to the Metro Board of Directors for acceptance in the Fall of 2026. The public will have another opportunity to comment on these transit changes in person at the future Board meeting.
- The public will also have opportunities to review and comment on a future joint development project through the City of Alexandria's development review process.

SLIDE 13 – THANK YOU FOR YOUR PARTICIPATION

- Now that we have all the background out of the way, it's time to call the first witness.
- Before you begin your remarks, please state your name and the organization you represent, if any.

- Please note that all statements, including any personal information such as name, e-mail address, address, or telephone number you provide in the statement, are releasable to the public upon request, and may be posted on Metro's website, without change, including any personal information provided.
- For those providing testimony that may be watching the hearing on another device, please make sure that device is muted when you're giving testimony to avoid feedback.
- We'll begin with those joining in person and via phone, until everyone who wants to provide testimony has had that opportunity. Our first speaker is _____.

Read the names from the speakers list to be provided to you in advance. Additional speakers will be put into the speakers queue from the phone line. Staff will announce the phone numbers of those in the speakers queue.

After all the speakers in person and on the phone have spoken:

- Is there anyone present in this room who wishes to provide testimony? Please approach the mic.
- Is there anyone else on the phone who wishes to provide testimony tonight? If so, please press *5 to be put in the speakers' queue. (Wait 20-30 seconds to see if anyone joins speakers' queue.) If not, this hearing is now concluded.

SLIDE 14 – WRITTEN COMMENTS (DUPLICATE SLIDE 10 TO CLOSE CPH)

- We'll be accepting written testimony online or by mail until 5 p.m. on April 30, 2026.

- Testimony can be submitted online at: [W-M-A-T-A.com *forward slash* braddockhearing](https://W-M-A-T-A.com/forward/slash/braddockhearing) (all one word).
- Testimony can also be sent via U.S. Mail to: Office of Board Affairs, SECT 2E, Washington Metropolitan Area Transit Authority, PO Box 44390, Washington, DC 20026.
- All written testimony must be received (not postmarked), by 5 p.m. on April 30, 2026
- As a reminder, a video recording of this hearing will be posted on YouTube at YouTube.com/MetroForward, if you'd like to view it to help with developing written testimony.
- Thank you again for participating in this evening's hearing. Have a good evening.

APPENDIX E: SURVEY RESULTS AND COMMENTS

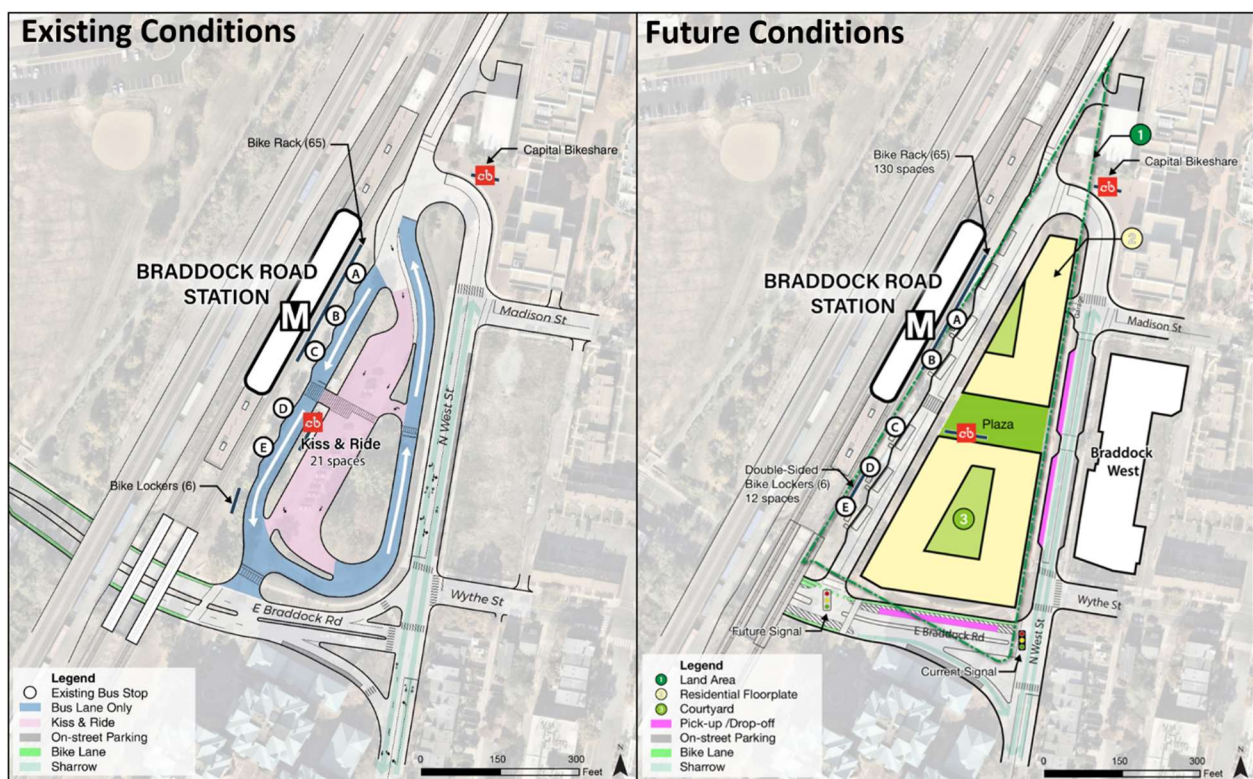
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Proposed Changes at Braddock Road Metrorail Station

Metro is proposing changes to Braddock Road Station's transit facilities to increase ridership and enable joint development, which could include housing and retail.

The proposed changes include:

- Reconfiguration of the bus loop; and
- Closure of the off-street Kiss & Ride facility.



Q1. How would you like to provide feedback to Metro on the proposed changes?

1. Answer a survey (preferred)
2. Provide written comments
3. Upload a document

Q2. Describe the document that you uploaded in the box below:

Q3. If you would like to provide written comments about Metro's proposed changes, please do so in the box below:

Summary of Comments...

Public comments on WMATA's proposed Braddock Road Metro Station reconfiguration were largely critical, with the dominant concern being the removal of the off-street Kiss-and-Ride facility (11 comments), which respondents argued would create dangerous on-street drop-off conditions and disproportionately impact riders with disabilities. Traffic congestion and the adequacy of peak-period analysis were the second most cited concern (9 comments), with residents and the West Old Town Citizens Association warning that relocating pick-up and drop-off to Braddock Road and N. West Street would worsen an already heavily loaded corridor. While a smaller group (5 comments) expressed support for the housing and transit-oriented development components, most commenters conditioned any approval on retention of the Kiss-and-Ride, stronger traffic analysis, improved pedestrian and bicycle infrastructure, and resolution of longstanding flooding issues at the Braddock Road/West/Wythe intersection.

Q4. Overall, are you in favor of the proposal?

	(n=322)
Yes	44%
No	43%
Don't Know	13%

Q5. Please explain the reasons for the answer above:

Summary of Comments...

Community Support for Transit-Oriented Development: Based on public comments, approximately 44% of respondents (142 comments) support the proposed modifications at Braddock Road Metro Station. Supporters most frequently cite the opportunity to create much-needed housing near transit, make productive use of underutilized Metro-owned Kiss-and-Ride land, reduce car dependence, and introduce new retail and commercial space to the area. A subset of supporters conditioned their endorsement on retaining adequate pedestrian safety measures, weather-protected station access, and meaningful public open space within the proposed plaza.

Primary Concerns Opposing Station Modifications: Opponents, representing approximately 43% of respondents (138 comments), are primarily concerned about the elimination of the on-site Kiss-and-Ride loop and the shift to curbside pickup along already congested E. Braddock Road and N. West Street. Specific objections include safety and accessibility impacts on elderly and disabled riders, flooding risks at proposed on-street drop-off locations, and the absence of rigorous peak-period traffic modeling. Nine commenters characterized the proposal as prioritizing developer revenue over rider needs, while a further 31 took conditional positions, many willing to support redevelopment only if an on-site pickup facility were retained and concerns around bike storage expansion and traffic analysis were adequately addressed.

Q6. How do you usually get to Braddock Metro station? (Select the primary way you access the station)

Facilities Used at Braddock Station	n=326
Walk or wheelchair (n=220)	68%
Bus (Metrobus, Dash, etc.) (n=50)	16%
Dropped off at the Kiss & Ride (n=28)	9%
Bike (n=9)	3%
Car (park nearby) (n=9)	3%
Car (park in the Kiss and Ride lot) (n=8)	2%

Q7. Please let us know any additional comments and suggestions you have regarding the project:

Summary of Comments...

Opposition to Kiss-and-Ride Removal and Parking Loss

The most frequently cited concern across additional comments was the loss of the off-street Kiss-and-Ride and adjacent parking (54 verbatims). Commenters emphasized that the existing facility serves a multimodal ridership base, particularly residents west of the tracks in Del Ray, Rosemont, and Braddock Heights who are close to but not within comfortable walking distance of the station. Opponents argued that relocating drop-off to Braddock Road and N. West Street would invite illegal double-parking, create dangerous conflicts with pedestrians and cyclists, and effectively render the station inaccessible for elderly riders, people with disabilities, and families with children who depend on car-based drop-off.

Support for Dense Development, with Calls for Rider-Focused Priorities

Forty commenters expressed support for high-density, transit-oriented housing at the site, with many urging WMATA to maximize building height and unit count, incorporate ground-floor retail, and implement parking maximums rather than minimums. However, a parallel theme across 38 comments raised traffic congestion and pedestrian safety concerns, particularly at the already-complex Braddock/West/Wythe intersection, with calls for rigorous traffic modeling before any approvals. An additional 24 commenters redirected focus toward improvements they considered higher priority, most notably a second station entrance or pedestrian tunnel connecting the Del Ray side, while 14 others called for meaningful streetscaping, community open space, and ground-floor retail as non-negotiable elements of any development agreement.

Proposed Changes at Braddock Road Metrorail Station

Q8. Where do you live? Please select one option.

City of Alexandria	282
District of Columbia	10
Arlington County	8
Fairfax County	6
Other Virginia	2
Prince George's County	2
City of Fairfax	1
Loudon County	1

Q9. What is your race and/or ethnicity? Select all that apply

American Indian or Alaska Native	3
Asian	15
Black or African American	13
Hispanic or Latino	12
Middle Eastern or North African	4
Native Hawaiian or Pacific Islander	1
White	229
Other (please specify):	15
Total	292

Q10. How many people, including yourself, live in your household? (Please include children as well as adults in your count.)

Answer	Count
1	43
2	140
3	52
4	53
5	16
6 or more	3
Prefer not to answer	16
Total	323

Q11. Which of the following best describes your annual household income? Please select one.

Answer	Count
Less than \$10,000	1
\$10,000 to \$19,999	0
\$20,000 to \$29,999	0
\$30,000 to \$39,999	1
\$40,000 to \$49,999	5
\$50,000 to \$59,999	2
\$60,000 to \$69,999	8
\$70,000 to \$79,999	5
\$80,000 to \$89,999	8
\$90,000 to \$99,999	7
\$100,000 to \$124,999	24
\$125,000 to \$149,999	16
\$150,000 to \$174,999	22
\$175,000 to \$199,999	25
\$200,000 to \$224,999	20
\$225,000 to \$249,999	19
\$250,000 or more	75
Prefer not to answer	72
Total	310

24 April 2026

Good morning,

I am writing in opposition to the proposed changes at the Braddock Road Metro station, at this time.

This project is being pursued in reverse order. First, WMATA needs to secure binding commitments from developers seeking to build on station property. These agreements need to be reviewed and approved by the City of Alexandria and stipulate the necessary changes to the station layout be paid for, in full, by the developer. Only after securing such agreements and financial commitments should WMATA consider compromising the proven layout of the Braddock Road Metro station forecourt.

The current rider-friendly configuration supports all modes of travel and encourages use of public transport. That should be a non-negotiable goal. Moving two bus stops and the pickup and drop-off areas farther from the station entrance is clearly a disincentive to ridership. Curbside Kiss and Ride lanes will reduce safety and add to congestion as those making a quick stop are likely to park improperly or even double-park in the traffic lanes of N. West St. or Braddock Road.

The horrendous Potomac Yard station, where customers must walk long distances over two walkways (one uphill) just to reach the station entrance and then discover there are no “down” escalators to the platforms should not be the model for Braddock Road or any other Metro stations.

For 40+ years, the Braddock Road Metro station has provided safe and convenient connections from Metrorail to buses, taxis, ride-share and personal pickups and drop offs. It ain't broke, and doesn't need to be fixed.

Thanks very much.

Bob Gronenberg

Chair

Parkfairfax Transportation and Land Use Committee

PS. Braddock Road Metro is served by four DASH and three Metrobus routes, yet I didn't see any DASH representation at the 20 April Public Hearing!

Comments Received as Free-form Text

1

At the April 21, 2026 WMATA hearing on development plans for the Braddock Road metro station site, the West Old Town Citizens Association raised objections to substantial development proximate to an area subject to flooding and reserved the right to submit further comments after consulting with association membership. Having consulted with the membership, the West Old Town Citizens Association, acting through its board of directors, submits the following additional remarks: Flooding Flooding in this area is a serious and growing problem which should be remediated before high-rises are constructed. Climate change is anticipated to bring heavier precipitation — making an already unacceptable situation worse. The city government's hesitance to include or prioritize the Braddock Road Metro area for flood remediation complicates any development of the sort WMATA contemplates because over 50 square blocks of Old Town drain into the Braddock Road, West and Wythe Streets intersection, flooding it to a depth of several feet. Will potential developers have to require tenants to sign liability waivers due to the flooding potential? Any plan for the Metro lot must moreover require all building entrances to be elevated above recurrent flooding. West Street Congestion Serious consideration must be given to the impact of the proposed traffic rerouting along Braddock Road and West Street for pick-up and drop-off congestion. This is especially critical as not only is this area heavily traversed with cut-through traffic between Interstate-395 and the Beltway, which will be even worse with the elimination of turn lanes on Braddock Rd to accommodate bicycle lanes, but is part of emergency routing for fire and police response, and evacuation. WMATA's proposal will generate a continuous stream of delivery vehicles, ride-sharing pick-ups and drop-offs, food deliveries, and other short-term traffic — the kind of activity that has produced chronic double-parking and severe congestion elsewhere in the city. How can WMATA's plan to relocate pick-up and drop-off to street-side possibly coexist with sharply increased pick-up and drop-off traffic? The Crystal City metro station bus bays have a building built above them, accommodating two sidewalks, bus shelters, and three lanes of roadway. Instead of moving the pick-up and drop-off to Braddock Road and West Street, WMATA should consider accommodating a pick-up and drop-off lane alongside the bus lane and, if needed, build the building above it. Respectfully, Dino Drudi, President West Old Town Citizens Association



Dear WMATA staff,

The Bicycle and Pedestrian Advisory Committee (BPAC), a nonprofit which promotes walking and bicycling in Alexandria, appreciates your agency's proposal to redevelop an underused kiss & ride at the Braddock Rd Metro station into much needed housing. However, by its own admission, your project offers no major modifications to pedestrian and bicycle access or facilities and as currently proposed, severely limits future opportunities for bicycle and pedestrian access. We offer some potential solutions to make your project a better fit in our growing city.

The city is currently [considering](#) upgrading and extending the Braddock Rd bike lanes. The city's Complete Streets work plan ([page 5](#)) proposes to add bicycle infrastructure on Madison St, linking the Braddock Rd Metro to the Mount Vernon Trail. Your agency proposes no bicycle infrastructure to connect the two projects.

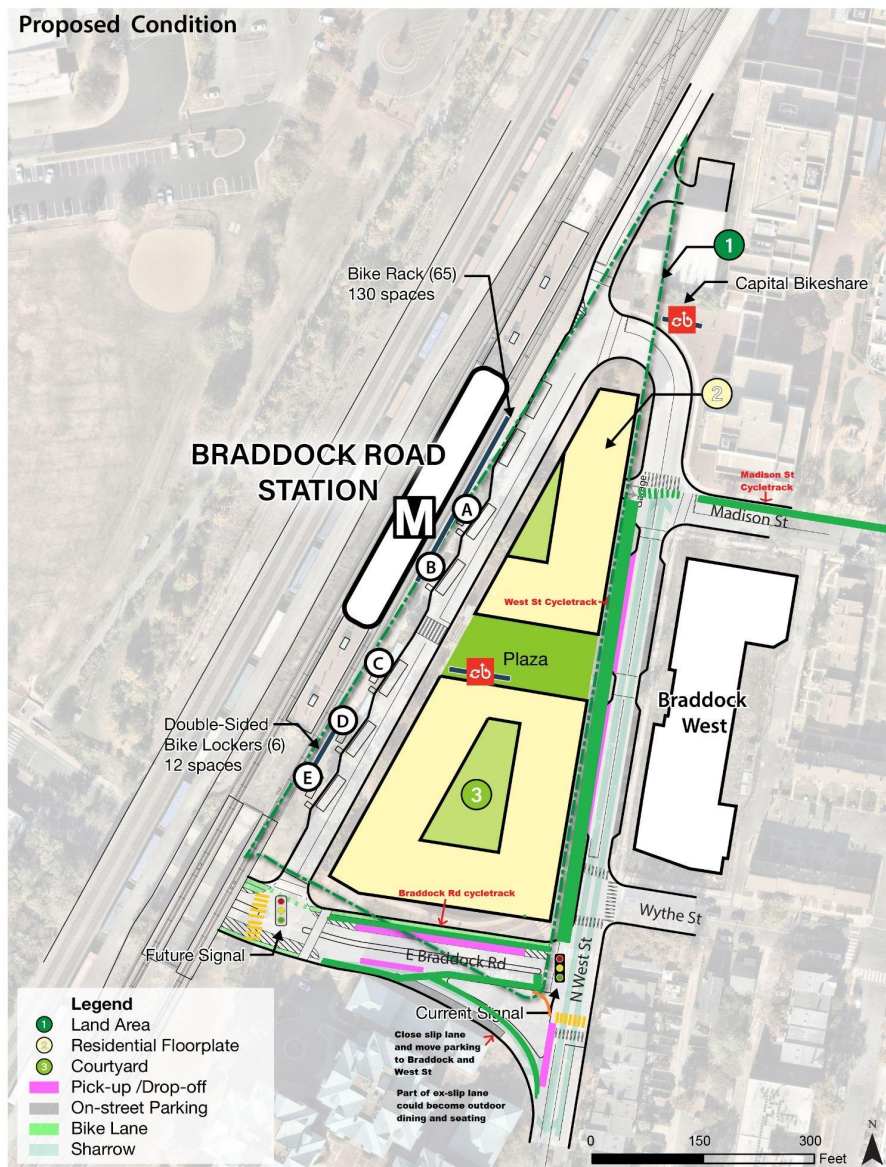
BPAC requests that bicycle infrastructure such as a cycletrack be included along West St between Madison St and Braddock Rd to connect the two proposed projects, even at the expense of kiss & ride parking bays (see green line in Figure 1). While Metro proposes a garage entrance at Madison St, the entrance should be shifted north of Madison St to allow for a cycletrack to run unimpeded to Madison St. A traffic light or rapid flashing beacon could be added to help people walking and biking cross West St at Madison St. Kiss & ride spaces could be shifted north of the Madison St intersection.

Similarly on Braddock Rd, your agency only proposes a one-way protected bike lane between West St and the Metro Linear Trail. A cycletrack should be extended to West St. The existing sharrows on West St are not bicycle infrastructure, traffic volumes are too high for people biking (especially children and older adults), and with drivers pulling in and out of the proposed kiss & ride parking bays, are a significant downgrade and safety hazard.

At the Metro Linear Trail intersection, your agency proposes to move the existing crosswalk to the east side of the intersection. This forces people walking and riding to cross Metro's driveway to access the station entrance, replacing today's direct route that avoids it. BPAC requests that the existing crosswalk be left in place and widened to accommodate the high volume of users (see Figure 1's yellow highlight). The proposed traffic light will increase delay for people walking and biking across Braddock Rd so we encourage WMATA to use the existing traffic lights at Mt Vernon Ave and West St to facilitate bus left turn movements.

Consider a traffic circle at West St, Wythe St and Braddock Rd instead of a traffic light.

Figure 1: Metro's proposed site plan with BPAC edits in green



While we are delighted Metro proposes to remove the slip lane from West St onto Braddock Rd, we request the slip lane onto West St be removed as well. The existing six street parking spaces could move to Braddock Rd and West St. The bike lane could be extended to the West St intersection and along the former slip lane to southbound West St. The remaining space in the slip lane could be used for outdoor dining and seating for the adjacent tea shop and Mexican restaurant.

Braddock Rd Metro has long been one of the most popular stations for people biking and riding and if the city's proposed Braddock Rd bike lanes are constructed, its popularity will only increase. However, the existing bicycle parking facilities do not serve current demand very well. We request that WMATA repurpose an underused portion of the station interior for a secure

bicycle parking room similar to the space at the Potomac Yard Metro (see Figure 2 and the yellow space in Figure 3).

Figure 2: Interior station space ideal for a secure bicycle parking room

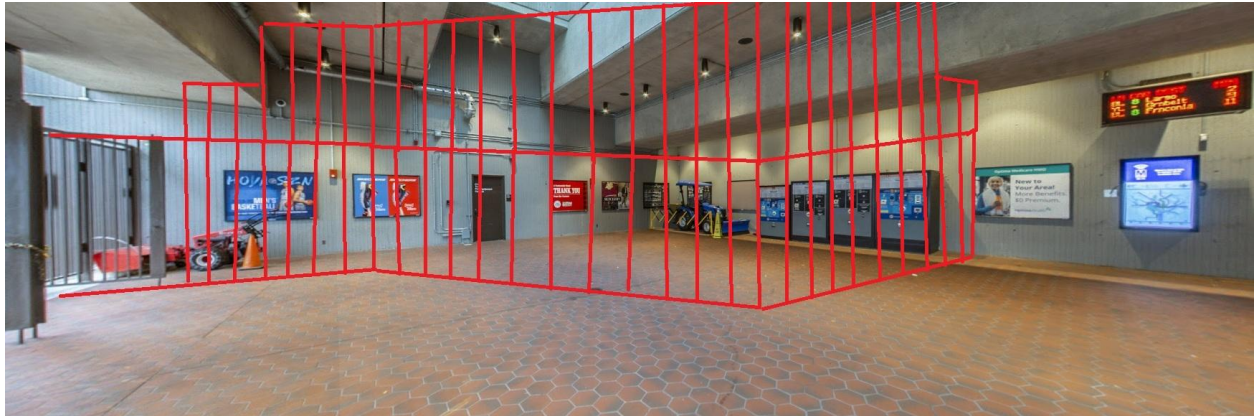
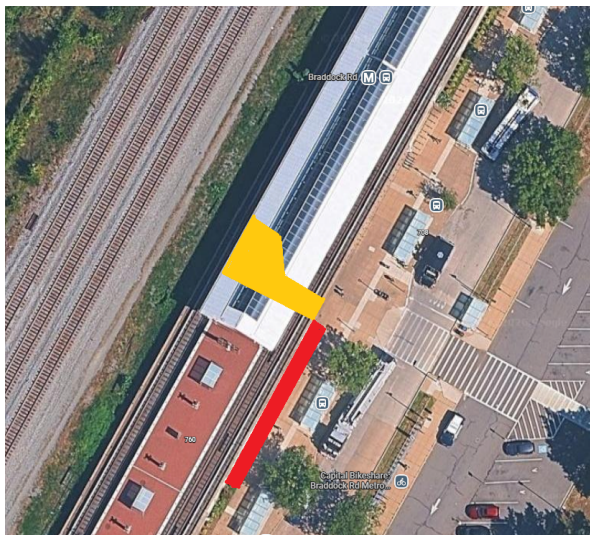


Figure 3: aerial photo of Braddock Rd Metro



WMATA proposes no improvements to Capital Bikeshare and the proposed new location for the bikeshare is likely too shady for the equipment to function. BPAC requests that the station be relocated along the wall of the station (see red box in figure 3), allowing more convenient access to the Metro entrance, and that WMATA connect it to its electrical grid to power the equipment as the new building will likely create too much shade for the solar-powered station type to function. Electrification would allow electric CaBi bicycles to charge in the docking station, reducing both operating costs and environmental impacts.

The Braddock Metro Neighborhood and Braddock East Master Plans include a [tunnel](#) or bridge to connect the Braddock Rd Metro directly with the Potomac Yard Trail. The housing project should work to advance that project such as funding more detailed design studies, preliminary engineering work or even construction of the facility itself.

Regarding housing, Metro should consider proposals with zero off-street parking for residents. There are numerous underused nearby garages that could be used to accommodate the low demand for car parking by residents choosing to live near Metro. WMATA should also consider extending the building over the bus loop itself to provide additional housing and make the parcel more attractive to potential developers.

Sincerely,

Ken Notis
Chair, Bicycle and Pedestrian Advisory Committee

Comments Received Through Metro's Online Portal

Response to Online Survey Question 5. Please explain the reasons for the answer above:

1	I think it will be good to expedite buses through the station. I often see drivers confuse the current bus lane for the kiss and ride entrance and so it would be good separate the two facilities, with pick up and drop off somewhere else.
2	Love more housing near the metro!
3	This land is vastly underutilized and retail/housing at this location would be perfect. Make it as tall and dense as possible!
4	I live very close and love that we can repurpose a barely used parking lot with sight lines that are bad for pedestrians into businesses and homes to benefit the neighborhood.
5	I am in favor of more housing for our community and reducing our dependence on cars. Provided that an adequate amount of units in the new development are kept affordable to working class i support this project
6	It's about time! The space around Braddock Metro has been utterly wasted for ages. Every Metro station should be a hub of dense housing and shops. This proposal is a no-brainer!
7	We need more housing in the region(especially affordable housing) and that would be a better use of the space.
8	We need as much housing as possible, especially near transit! This is good for housing affordability, for the environment, for Alexandria local businesses, and for metro ridership
9	More housing is good for everyone. More housing close to metro is even better for everyone with fewer people buying and needing cars. This is a very walkable neighborhood that needs more housing right now. I cannot tell you how in favor I am of this and more! Make it 20 stories tall! Make it have no parking on site! first floor retail! everything! Lets go!
10	No reason to have so much wasted space for cars here
11	The transit-oriented mixed-use development will improve the neighborhood, contribute to critical housing inventory, and support multiple transit systems.
12	I support the proposal because it encourages new housing near the station, improves street safety, enhances bike infrastructure, and upgrades bus amenities, all while maintaining reliable rail service. These changes make transit safer, more efficient, and more accessible for the community.
13	I live in the neighborhood and take Metro every day. The existing parking lot sits mostly empty and is a big waste of space in the neighborhood
14	The existing traffic pattern is confusing and the existing lot seems very underused. This will be a great reuse
15	The kiss and ride, parking lot, and current bus route are a waste of space that could be replaced with much needed housing, and the reduction in bus bays is fine as the current ones don't seem to be anywhere near capacity.
16	The land around the Metro station is underutilized. I'm thrilled to see this proposal for transit-oriented development.
17	This is the right location for development in the area, in addition to generating much needed revenue for WMATA. Much future will be needed to ensure the new development meets the needs of the area, but this is the correct location!
18	Yes yes yes yes yes

19	We need more transit oriented development! Housing, commercial, and activated public spaces in *immediate* proximity to transit.
20	As a resident using Braddock Road station most mornings the parking lot is currently under utilised and the area would benefit greatly economically from more development adjacent to the Metro station. The proposal would also increase green space and benefit surrounding property values.
21	I've worked by this Metro station for 25 years will be great to see more positive development. However your proposal has a risk to cause congestion so please be thoughtful about what you're taking away.
22	Redevelopment of the site provides highest and best use for the improved property.
23	Housing is crucial and the redevelopment fits the area well
24	This area needs more housing, and this is an appropriate location.
25	More homes and shops are good for the neighborhood
26	I love the idea of doing away with the bus recirculation lane. I dislike removing all kiss n ride spaces from within easy access. Those spaces are in use all the time during rush hour, especially during bad weather. Local hotels also have shuttles that pick up from the kissnride.
27	I want to live in this location, and having more transit-oriented housing options would make it more realistic for me! Also, free parking is a scourge on our planet. I'd support this proposal if you were upgrading this asphalt wasteland to almost anything else: a park, a graveyard, a paid parking garage, etc. But to be clear, the mixed-use housing development is my favorite option!
28	I think that most people who use this metro walk here from their homes. I think it would be beneficial to have more shops in the area to make it a better destination as well as to make it easier to enter from Madison street. It does not make sense that when you walk in from madison you spend a lot of time walking around the fence to get to the metro entrance
29	The space is being underutilized and could be a great space for improving urban fabric. Just needs to be affordable housing, not luxury.
30	I strongly support the improvements to safety at Braddock and West, the improved transit flow around the station, and the mixed use redesign for the nearby area. These improvements are desperately needed.
31	The space isn't currently being used well. As a nearby resident, I'd like to discuss proposals to update the space. I don't know if apartments is the right call given how close it is to the tracks, but would like to discuss!
32	Build baby build! I fully support WMATA helping to 1. Develop more needed housing and 2. Create a customer base right next to their product. 3. Currently most of the lot is for parking but it's unclear for who since it's not usable by the public. Keep it coming WMATA!
33	I strongly support transit-oriented development with more homes and retail, including full use of WMATA land at Metro Stations. My primary question is how the bus stops on East Braddock will interact with plans for improved bike lanes on East Braddock. Will there be room for the bike lanes to extend from West Street toward the Metro overpass? Is that in the Alexandria plans and are you coordinating the street design with Alexandria?
34	I commute to and from the Braddock Rd station every day for work. I would strongly prefer the space currently used as above-ground parking be changed to residential development. We need more housing (especially affordable housing) in Alexandria, and it would be wonderful to see Metro gain significant revenue by providing the space for that development.

35	This is a terrific location for a dense building that will allow people to commute by Metro and make better use of the Metro line. It would be great if it brought amenities -- like restaurants or stores -- to the neighborhood and station users. Consider adding a new, northwest exit to the metro station as part of the project that would reduce travel distances to the heart of Del Ray by several hundred yards.
36	Helps increase metro-accessible housing supply & housing supply in general. Increases retail near stations to stop at. I am in favor of transit-oriented development. Better looking areas with mixed use buildings + plaza + wider sidewalks.
37	The area has a lot of wasted space right now, so I'm happy to see it go to better use. I'd love to see more housing and mixed use development in such a good location.
38	This area is in desperate need of more housing. This will allow housing to be built while continuing to provide world class transit and bike access
39	I want to see more transit-oriented development near Braddock Rd and a diversification of abilities to get there! I enjoy seeing new developments spring up as a result of Metro.
40	I want more developments, I love having a plaza right outside a metro station, it makes more spaces and boosts support of using transit
41	There should be as much housing as possible close to Metro stops in order to increase ridership and decrease traffic. People living here will likely take the Metro a lot and not cause traffic. This is also a perfectly reasonable neighborhood for dense housing, as there are several multistory buildings nearby already.
42	The existing layout uses a lot of space for the bus loop and parking, which should absolutely be reconfigured to create opportunity for TOD closer to the station!
43	The off-street Kiss & Ride lot is unnecessary, as there is ample curbspace and little traffic on N West Street. The site design, including traffic and pedestrian movements provide good circulation and access for all modes while also eliminating conflicts. Metro should work with developers to maximize building density & height right at the station. This is a good opportunity for TOD, to generate more housing units AND more revenue for Metro.
44	Please use this wasted surface parking space to build homes that Alexandria is desperately short on
45	Yes to shops, Yes to less parking. Yes to more neighbors. I live here and want all of this. It will make using this my main metro station instead of Potomac yard. I hate getting off metro and having to navigate parking lots to get anywhere. I took metro to not have to deal with parking lots.
46	We need more housing near metro stations and this is a prime spot to do so. The parking is underutilized and this neighborhood needs more options. Ground floor retail will also make it a more vibrant, lively area.
47	I live across the street from Braddock road in Colecroft condominiums. I've always felt the bus loop and parking lot was a tremendously wasteful use of prime space. Proximity to public transportation is the single biggest selling point for many young professionals, including myself. Within .5 a mile of a metro stop should be prioritizing creating as much high density housing as we can. The area near Braddock station also sorely needs more retail, coffee shops, and restaurants. Even if housing is not pursued, the egregious waste of space must be fixed. The bus loop and parking lot are far too large for their purpose.
48	This is a great use of the space!
49	ba

50 I support this proposal because a strong, sustainable mass transit system ensures that working people, particularly people who cannot afford to own a car, can get to work. Our Metro system is essential for limiting the use of fossil fuels, a major cause of climate change. Affordable housing and shops next to the Braddock Station will benefit people, grow community, and is a step in the right direction towards healing the planet. My one concern is that the housing built is affordable for middle and low-income families. I am a student at Virginia Theological Seminary. If the seminary did not provide housing for me, there is no way that I could afford to live in Alexandria. Thank you!

51	I think shops and housing is a better use of the land than parking
52	More housing is needed
53	The parking lot and kiss & ride are from another time. It's high time to modernize the area to comport with the current use of the metro station, to which the majority of users walk, bike, scooter or bus. I favor the use of existing land for housing or retail, while maintaining some green space.
54	It would make the Braddock stop more interesting and vibrant
55	The kiss and ride is mostly empty when I go to this station and development on this side would be an incredible glow up for that area, which is currently starkly sadder than the Lena's area of braddock
56	Generates more housing and a much friendlier space to disembark the train when heading into downtown Alexandria. Additional tax revenue for the city from new tax payer homes.
57	I am ENTHUSIASTICALLY in favor of improving Braddock Rd. I use this station regularly and it feels forgotten about and outdated. Green space would be AMAZING. I have no concerns for traffic and strongly support this measure
58	Allows for greenspace in an urban area
59	This city needs more housing and this is a great place to put it
60	This is incredibly valuable land that mostly goes to waste now. Alexandria is a growing city with severely constrained housing, and this is the perfect opportunity to increase the housing stock on a brownfield site. This also offers genuine affordability, as tenants could easily live car-free lives, with the hub of the Metro and bus networks at their doorstep. This development will also provide an adequate tax base to offer improved services in Alexandria; there is literally no reason not to do this.
61	I think Alexandria and the DC region would benefit from development around Braddock Road metro. I live in a building in walking distance to King Street Metro and can count the number of times I've driven my car to DC in 18 years on my fingers. I'd love more more neighbors to get around ALX and DC with WMATA and DASH plus having retail and more restaurants there.
62	Density at Metro is good. Please include retail.
63	Current configuration leaves valuable land underutilized and limits demand for additional services near the station, such as a grocery store.
64	We have a housing crisis in Alexandria, and providing density housing near public transit is a huge opportunity to both create more housing supply as well as decrease dependence on cars.
65	I live nearby and the lot appears to get low traffic throughout the workweek. If the town invests in a comprehensive transit solution for those that currently commute to the train, I see no reason to not remove the lot and build higher density housing there.
66	We need more retail/businesses in the area. The station sits on a lot of land that is under utilized.
67	That land is too valuable to be used for parking

68	More homes and shops are good!
69	My name is William. I am honored to live in del ray. This is fantastic. I have a fairly common physical issue: I don't see well. As such, I drove as little as possible as it is not safe. I haven't owned a car in 20 years. I am tired of how much of our city and Metro is for the sake of cars when so many cannot use them. The removal of the kiss n ride parking lot is a great first step towards allowing more people to live without needing to drive. Turning a bus turn around into housing is a fantastic step towards allowing more people to live without a car.
70	The recirculation lane is awkward. Kiss and drop not used a ton. More green space would be nice.
71	The current lot is underutilized and the whole neighborhood would benefit from these changes.
72	The residential floorplate is much better land use than the infrequently-used kiss and ride surface parking. Enabling living and working near transit makes our cities better. Maintaining and improving bike access at this station is critical.
73	I love transit oriented development
74	Housing is good! The area around the station has continued to get more dense (as it should) so a large surface parking lot is a waste of space.
75	More opportunities for more housing is always a plus.
76	That parking lot is always empty and the space is underutilized
77	The current design is a waste of space. Spots are largely unusable given their restrictions, and the parking lot is unsightly. This proposal would allow for more useful use of the space, gives more density and safety in numbers for those who are afraid to be in the area at night. My only thought would be to have a more visible solution for pick ups and drop offs. We all know car centric people will throw a fit without something, but it would also be helpful for anyone taking the metro with luggage (who may not want to walk or bus).
78	Yes! Now do Van Dorn please!
79	Maximize housing on metro property!
80	It would be awesome to live literally next to the metro.
81	Increased density by metro stations helps with housing affordability and is good housing policy. Also encourage 1st floor retail to create a vibrant streetscape.
82	Yes, overall. It seems much safer and drop off areas are more clear and easier to navigate. It seems safer for pedestrians and cyclists. The parking on West should be drop off on both sides, with the drop off on Braddock removed for safety. Love the idea of developing this spot.
83	I am 100% in favor of reducing car dependency and improving walkability.
84	I am all for transit oriented development since I loved living near this Metro myself . The parking lot is largely not used so this seems fine
85	Condos would be great
86	Density is good for people, good for Alexandria, and good for Metro.
87	More mixed-use housing that is transit accessible is what old town needs!
88	The large parking lot is wasted space. This is a better use of the real estate.
89	I couldn't phrase it any better than WMATA did: this is a slam-dunk opportunity to reduce reliance on only fares or subsidies while creating transit-oriented development in a popular area
90	would be a nicer look than what's currently there.
91	Better use of land, improved crossing at Braddock if light is installed.

92	More efficient use of the land, transit oriented development, and generates more revenue for Metro. Make sure it's higher density and a unique design.
93	My yes is conditional. I am overwhelmingly in favor of transit oriented development, and thus am strongly in support of adding dense, mixed use development next to the metro station. Strong request for first floor commercial space to be considered in any final projects (restaurants, shops, etc. not just apartments) With the overall changes taking place in this area (single lane traffic on Braddock and addition of bike lanes), my only concerns with this proposal are related to ensuring that buses and cars for pickups continue to move through this area without creating unreasonable congestion or safety issues. My wife and I most often walk to this station, occasionally take the bus to/from the station, occasionally drop off/pick up in car from the station, and sparingly bike/scooter to the station. Thus, we're invested in making sure all options remain available, safe, and convenient. We strongly encourage WMATA to work with the City to ensure that drop off/pick up remains available and convenient, without blocking bike lanes or buses ability to navigate the area. When weather is bad or I'm picking my wife up late at night, being able to reliably pick her up in the car allows us to more frequently use WMATA knowing that we have that option, we'd be disappointed if these changes made it more difficult.
94	The area immediately around a rail stop is best suited for development. It will allow residents to ride public transport, walk and bicycle to many places. It will be important to have mixed use (i.e. retail on the first floor and maybe doctor's offices, etc. as well.
95	We need more walkable development next to transit stations. Please include a lot of retail!
96	Improves density directly in front of what should be an urban station. Improves walkability by shortening blocks, making sidewalks wider, adding more crossings, and introducing the transit plaza (as long as the plaza remains fully car free). Ideally whatever is developed on the site should include ZERO onsite parking and I hope WMATA fights hard and is able to get around the onsite parking minimums. This development is too valuable and too close to reliable transit, on site parking would truly be a waste of valuable and important real estate.
97	Increased housing (near transit no less) on an otherwise underutilized space; increased pedestrian safety crossing Braddock to the Metro station
98	the parking lot is very underutilized. This is an area with nearby schools, housing, and businesses. A plaza that includes uses other than an empty parking lot would be a better use of this space for the community.
99	I think the areas around metro stations should definitely be denser; the amount of space in front of Braddock is a big waste given how dense everything around it is.
100	Better use of the space
101	Smart development

As a frequent visitor to the Braddock Road area, I am writing to express my strong support for the proposed transit facility changes at the Braddock Road Metro Station. The current configuration, specifically the surface Kiss & Ride lot, represents an outdated and inefficient use of high-value land immediately adjacent to a primary transit node. In a region facing a significant housing shortage and rising infrastructure costs, prioritizing vehicle storage over people-centric development is no longer sustainable. I support this proposal for the following reasons: - Optimized Land Use: Transitioning 3.6 acres of Metro-owned land from asphalt into a potential mixed-use development will increase ridership and create a more vibrant, 'eyes-on-the-street' environment that improves station safety. - Prioritizing Transit Over Private Vehicles: The closure of the off-street Kiss & Ride facility is a logical step. Resources should be focused on the reconfigured bus loop and improving the 'last-mile' experience for pedestrians and cyclists, rather than subsidizing short-term parking for private cars. - Climate and Connectivity: By enabling joint development, WMATA is helping Alexandria meet its climate goals by placing more residents within walking distance of the Blue and Yellow lines, directly reducing regional VMT (Vehicle Miles Traveled). As someone who often visits and patronizes businesses near the station, I believe these modifications will transform the station from a mere pass-through point into a true community anchor. I urge the Board to approve these changes and move forward with the solicitation of a joint developer who shares this vision for a dense, walkable, and transit-aligned Alexandria.

103	We need more dense housing near transit!
104	Makes productive use of an underutilized parking lot to provide housing in a transit accessible area of the city
105	It is a better use of the land, and that parking lot often has very few vehicles in it.
106	This land is valuable and should be used for development. Development will provide riders to metro. Development will support nearby business. This neighborhood has grown out of needing a kiss and ride and we should expect differently from a metro station this close to the center of the region. I'm glad the project suggests a protected bike lane on Braddock alongside the property (although there should be more discussion as to whether a protected lane should also run down west from Madison). I'm not 100% sure the plaza is in the right place, because it's not like a metro station entrance has to be a focal point— people are using it anyway. The plaza COULD be located for instance on the south side of the parcel so it can face the retail across Braddock and maybe retail could be focused along it facing Braddock, again to create more of a hub. City designs for under the railroad tracks are even considering pedestrianizing the underpass on the north side, which could directly connect to a plaza if it were located at the south end of the metro parcel. overall important to move this forward but design details still need a lot of work.
107	I'm in favor, however, I do think it is important to avoid shaving off as little of the sidewalk in front of the metro entrance as possible; as the area already can get crowded around peak commuting hours
108	Housing next to transit is critical for the region
109	I do approve of this proposal because with less parking, people would think that it is easier to drive which means more cars, but if there is less parking, people would think that it is harder to drive which means less cars on the road which also means less traffic and less pollution.
110	good for metro, space across from parking lot could be used better

111	We need more housing in Alexandria. We also need more metro riders and people that chose to live close to a metro station are more likely to use transit. The parking lot is lightly used and won't be missed.
112	As a resident of the neighborhood with a direct view of the kiss and ride from my window, I wholeheartedly support the redevelopment plan of the Braddock Road Station. Those of us from the neighborhood are well aware that the space as it currently exists is not optimal and only provides a public good to very few people, with only a handful of cars parked there at any given time. To put it bluntly, the space is an underutilized eyesore that adds little value to the neighborhood. A new development with housing is a fantastic proposal for the space. Two to three new buildings will add more residents who primarily rely on riding the Metro to and from their destinations, helping reduce the number of cars on the road and lessening gridlock in the area. Providing NOVA residents with housing near public transit is also a fantastic way to fight climate change, as newcomers to the neighborhood will primarily chose less carbon intensive methods of transportation. This is an excellent proposal, and I commend WMATA for thinking big about ways to improve their service and our community at large.
113	We should be investing in walkability and improving our community. Adding new developments near the metro station will serve to make the area more healthy and vibrant.
114	Makes she station more urban. Like the idea of Metro getting revenue from more diverse places.
115	The current land use is a terrible waste. This property should be opened up to intense development so more people can take advantage of our nation-leading transit system.
116	I usually avoid this station because of how un walkable and hard to bike it can be. This would make me choose this closer station vs Potomac yard
117	The current layout of the station lot/kiss and ride really doesn't make a lot of sense.
118	This is my primary station and the parking lots are almost always empty and we really could use additional housing and commercial options in this area. Additionally this proposal I would hope would also make this safer for pedestrians trying to get around the station as currently drivers go way too fast and are not often paying attention at crosswalks in this area.
119	More transit-accessible housing=more neighborhood vibrancy, lower rents, less traffic, and less ugly parking in core areas. I use Braddock metro every day--100% support.
120	I think this is great. The parking lot is a waste of space! Please consider getting us a grocery store!
121	More apartments in the area will support more amenities in the neighborhood.
122	there needs to be dev. at metro stations. not parking lots. don't let this be another missed opportunity like at king st. please!!! do it!
123	The metro parking lot is a huge waste of prime real estate space. I would encourage metro to also look at adding a western entrance to connect Braddock to the bike path and sync with the city of Alexandria's plans for Braddock's redevelopment. I also strongly encourage Metro to find a developer who will actually move forward with development, to avoid the long-stalled Braddock West development issues. We do not need vacant lots long-term.
124	We need more housing. Rent prices continue to rise, the the demand for housing outstrips the supply.
125	Would make the area more accessible - no need for that much parking when other street parking is available

126	I support removal of the kiss and ride. I support the PUDO spaces on West St adjacent to the property. I support the bus service solution. I suggest no PUDO on Braddock Road due to potential for conflicts/backups. I suggest looking into whether another bulbout would be helpful on the northernmost crosswalk across west.
127	It would promote transit oriented development to boost metro and bus ridership, vitalize the local neighborhood, boost housing supply, increase the tax base for the city, and could potentially be used as a Segway for local infrastructure upgrades. The kiss and ride doesn't seem to be well used and the space could surely be used for something more productive.
128	Braddock Road and West St are already extremely busy during rush hour. Putting Drop off spaces on the street will make this even worse.
129	Why do you need to build more there? Don't people need parking when they go to work? There's barely any parking in the area as it is. I think this is going to make it tight there for no reason.
130	An increasing number of people need to use the metro to commute to their jobs. Making the area less accessible will seriously degrade people's ability to exist in the area.
131	This idea was proposed before and was not viable. The density that would be needed is not appropriate.
132	I do Not like the elimination of the existing Parking ? spaces
133	This proposal would create more congestion while negatively impacting the ability of the community to access the station. People will double park to do kiss and ride creating traffic backups and dangerous situations for pedestrians. Why not invest in creating additional pedestrian access on the Mt Vernon/Main Line Blvd sides. Please do not do this!
134	The metro is fine as is. I don't want the station to be closed for long periods of time to accommodate construction
135	Eliminating Kiss & Ride for on-street pick-up and drop-off spaces will create danger for the people being picked up and dropped off; adding residences directly on top of the outdoor, above-ground station will increase congestion while erasing open-air space (remember it's right next to a school, trail, and public fields); shifting pick-up zones to N. West Street and East Braddock Road will erase parking while increasing congestion on two streets that are already narrow. The transit plaza *should* be reworked: Add pedestrian access under the tracks directly to the trail. Straighten the busway. Do not overbuild the station.
136	It will make the metro harder to use as pick up and drop off will be more difficult. Just leave things the way they are. It's one thing in the city that actually works well and that you can count on. Is it too much to ask to have one small area in the city that's not developed???? Absolutely do not change the metro layout
137	I have been a resident in this area for 24 years. I am not understanding why do the metro need to close. This proposal is going to bring more traffic to West street or have more traffic using the alley way on the Andrew Adkins property. There are lots of children in that community and we don't want anyone to get hurt. Concerned resident
138	I use the kiss and ride often and see many other people use it each time I am at the metro. I fear the new drop off area will be blocked by people illegally parking in that area and people dropping off and picking up will have to do so in the main travel lanes, which will then hold up traffic.
139	This proposal worsens the already poor intersection of Braddock Road/West Street/Wythe Street. This proposal appears to be in conflict with the recently adopted bike lane plan for Braddock Road. This proposal adds a traffic light to the already congested Braddock Road corridor.

140	Traffic in this area is already terrible at several times of day, and having drop on street drop off parking and busses looping the streets will just increase the problems. Additionally, all those extra vehicles on the road (due to the proposed on street parking and bus looping) will make things worse for pedestrians and bikers, of which there are many in the area. I also think the addition of a new traffic light there will exacerbate the issues I discussed above.
141	When driving east on Braddock road how does one access the pickup or drop off locations? It seems you'd have no easy or safe way to do to this.
142	This is change for the sake of change. Current configuration works well for buses, cars, pedestrians and all users. What is the goal of these changes?
143	It will be adding so much more traffic to the area that already floods during every major storm. I use the kiss-n-ride almost ever day picking up my family memebers from working in DC.
144	Huge impacts to traffic and density in this area which already has a huge middle school and lots of pedestrians. This intersection is a major thoroughfare in the city and buses should not be looping on the city streets.
145	The kiss and ride spots are heavily utilized by residents to pick up loved ones from the station. Where would they pick them up, on the street, causing congestion and being dangerous for people crossing the street. Leave it the way it is, please, for the love of all mighty!
146	This will both decrease Metro accessibility and increase traffic. I might support it if there were plans to add access to the station on the other side, where the baseball field and trail is. That would provide sufficient access.
147	While I agree that the current arrangement is not a great use of space, the proposed modification would put pick-up and drop-off spaces pretty darned far from the entrance, seriously disadvantaging people with limited mobility. I can also see serious traffic issues on West St. and (worse) Braddock Road. I have yet to see a rationale or use case for the plaza (what need does it fill?).
148	There is no reason to build a large courtyard that will only incentivize those loitering individuals that never leave the bus stop area. There is a constant presence of those individuals that harass people actually using the transit services. This plan will make the area less safe for residents that live in the area at the taxpayers expense.
149	Forcing pick-up/drop-off traffic onto the streets creates much more traffic congestion in the area around the metro station that WMATA indicates. Pick-up/drop-off onto the street also effects people who are disabled from being able to fully utilize the station. Additionally, the development of the area for retail/office space does absolutely nothing to enhance the surrounding community. It adds motor traffic to the already overburdened streets of Old Town Alexandria, and will provide 2 additional buildings to sit empty while they attempt to charge egregious rents. The only win of this proposal is for the big developers that want the site.
150	The kiss and ride is important to many many users of this station, more so than other local stations. The new drop off areas are not usable for people dropping off and picking up by way of Braddock Road.

151	I formally object to the proposed closure of the parking Kiss & Ride at Braddock Road station to accommodate residential development for metro to generate revenue. This proposal raises serious concerns regarding accessibility, equity and the responsible land use planning. The Braddock Road Metro Station currently operates as a critical transportation hub designed to serve a broad and diverse population, including commuters, local residents and individuals with disabilities. The elimination of parking and designated drop off areas will materially impair access to public transportation and disproportionately affect those who rely on these accommodations. In particular, individuals with mobility limitations frequently depend on proximate drop-off and pick up access to transit stations. The removal of such infrastructure without providing alternatives could even constitute a failure to ensure equal access to public services. Moreover the proposed development appears to prioritize revenue generation over established community needs. Overdevelopment risks congestion, reduced safety, and diminished usability of the station for its primary purpose-public transportation!! I urge WMATA to immediately halt and reconsider this.
152	Terrible idea. This will only make rush hour traffic worse in an already messy area. Not helpful to the people who live in the neighborhood and use this station.
153	I don't think WMATA is considering the needs of the community and it would be terribly congested. WMATA is only concerned with revenue and it's not responsible planning on WMATA's part. It's not what this community needs. We need parking for pick ups and drop offs and we don't have enough parking spaces as it is.
154	This seems benefit real estate developers and large apartment/hotel chains, not your average commuter. I understand the intent to promote building of more goods/services closer to the metro, but may overpopulate an already crowded metro spot while reducing park & ride spots and extending bus circulation time.
155	Leave it open and leave it alone. too much traffic in the area already. We need housing solutions not more apartment crammed near metro that are not affordable. Metro doesnt care what your city looks like or if it benefits everyday commuters with this plan.
156	I am neither in favor for homes and shops to be built next to the station nor in favor of the new curbside spaces. As a resident in the area, there is already a lot of traffic and people congestion. The planned changes will make it worse and possibly lead to people getting hit by vehicles.
157	I am not in favor of reducing publicly accessible land and greenspace in order to accomodate construction of new residential or commercial facilities.
158	And those with handicaps will lose 2 more spaces in the addition to the ones lost at the King Street station Hmmm.
159	We use the kiss & ride and the parking on a regular basis. We go to Braddock Metro Station on purpose even though the King Street station is closer. Why? Because the King Street Metro got rid of kiss & ride and its parking and now it is quite inconvenient and we avoid it. Don't ruin the Braddock Street Metro Station. Thank you.

160 This area floods all the time. (corner of West & Braddock) Do you think the proposed "Braddock West" development and now this proposed development will not make this issue much worse? Conceivably you will have go beneath the water table for parking and footings? No mention of how many floors these two structures will be. With retail on the ground floor, my guess is over four. No mention of how many units will be housed in these two structures. If you do make a garage underground this will cause further displacement of the water table making the problem worse. If you don't have underground parking, this will further the issues of parking in the area. Not sure if you are aware of a proposed changes to Braddock Rd and doing any with well over 100 parking spaces. Mostly due to the city council's view that there are throngs of bicyclists just clamoring to ride their bikes all over the city. (sarcasm) . This is a terrible idea,

161	This proposal will clog up traffic on Braddock, which already gets backed up. Additionally, it does not provide space to drop off and pick people up from the metro.
162	More homes and shops will make an already crowded area more crowded.
163	This sounds like it will add a ton of bus and drop off traffic to West street and Braddock road. These streets are already very crowded, adding several buses and people doing drop offs will make it a nightmare.
164	Traffic is already debilitating during rush hour that this kiss and ride solution not only is unhelpful but it's dangerous. This needs to be addressed and replanned. Additionally the environmental impact due to the traffic and bus time outweighs any benefit that WMATA might find here.
165	Seems to me that WMATA is selling out to private developers and shifting the burden of parking to the neighborhood they are supposed to be serving. The proposal to make dedicated curbside parking does nothing to address the future parking needs of the proposed development, and wpukd take away street parking for existing residents. WMATA should be looking at ways to actually serve the public, not line the pockets of developers looking for prime real-estate in Alexandria.
166	The drop off & pick up area will be interfering with the traffic pattern, right now then drop off/pick up area does not interfere with traffic or pedestrian start compared to the Kingst metro, the drop off/pick up area is difficult to reach and cars often stop traffic to drop off at the other entrance. The Braddock road metro as it stands now really allows for the local commuter to use with ease
167	The kiss and ride lot is larger than it needs to be, but it is widely used. Removing the circular traffic pattern will be terrible for dropping people off at the metro. The proposed design only allows for offloading passengers in a westbound direction with no easy way to turn around without driving into Del Ray. I would much rather see half of the kiss and ride used for something other than parking (commercial space, etc) and retaining an area for passenger pick up and drop off. The proposed drop off zones are also very small and often you have to wait 3-5 mins for your partner to arrive on the train. There definitely isn't enough space for waiting cars and drop offs in the current design.
168	I frequently use the kiss and ride when I do take the metro so its elimination is not great. This also adds density right next to a main thoroughfare.
169	The proposed footprint is too large and needlessly impacts the current road layout at the intersection of Braddock Road and N West Street I will not support any modification to the Braddock Road Metro that does not include a bridge over the freight tracks to make the station more quickly accessible to Del Ray and Rosemont.

170	Has WMATA tracked the number of drop offs and pickups at this station? Is this # exceptionally low? Kiss and Ride enables those with limited disability, including Alexandria's growing elder population, to take short walks to and from Metro. I do not use the Potomac Yard Metro because I can't walk the long distance from drop off to the Metro train. It is already hard for seniors to use Metro. Taking away this resource in order to accomodate a nearby development's needs is counter to Metro's accessibility promises.
171	I use the kiss and ride every day and it make commuting convenient. If you get rid of it, commuting would be a lot more difficult and it would cause traffic in the area.
172	Completely unnecessary and craven cash grab. If you remove the Kiss and Ride, you will cause traffic issues. What is going to be the value of a home sitting on an active train track? The set up is perfect as it is now; don't mess with a good thing.
173	This will ultimately increase congestion on the Braddock Road, N. West intersection, which already has issues handling the traffic and safety of pedestrians.
174	I believe the area is already over commercialized and this is a stupid idea. I make use of the kiss and ride and bus features already in place.
175	This proposal will simply add more cars to the area without any corresponding infrastructure upgrades to deal with them. Despite the fantasy that some in the development and urbanist communities tell themselves about multimodal transit, one of those modes will continue to need to be cars, and adding a bunch of new residents in this area will simply lead to more congestion. The DMV area public transportation network is just not expansive enough to avoid this outcome in a suburb like Alexandria. Additionally, this will likely lead to more students in an already overcrowded school system. Until there are upgrades to the infrastructure and school system to accommodate these changes, I will oppose them.
176	Too much to be added for already busy intersections (Braddock and West, West and Wythe, crosswalk across Braddock) that can be fraught for pedestrians. The area (Braddock, West, and Wythe) is already flood prone.
177	Eliminating the Kiss & Ride loop will back up traffic in an already crowded intersection, slowed by pedestrian crossings. Kiss & Ride with a few pickup spaces is essential for a metro stop, and MATA already eliminated K&R at King Street, and failed to install one at Potomac Yard. Alexandria is suburbia; many people will stop using Metro if there is not an option to access p/u & drop off via dedicated car waiting areasz
178	It's chaotic enough at the metro station! Why on earth would you get rid of the only places to calmly drop off passengers in the Kiss & Ride. Everyone know the city can't make any promises about how things will run on the overcrowded streets. There's no place for pick up and drop off on west and east braddock. what on earth is the city thinking prioritizing things like bikes and shops when we need more schools, roads to drive our cars on and parking spaces in which to park!
179	Not the best re use of the existing services needed
180	Moving the pick-up/drop-off location to an active street (N West Street) will make the whole setup a hazard for both stopped vehicles and pedestrians alike, especially with thru-way vehicles driving down N West and E Braddock. This can become an even bigger hazard in the afternoons when people are being picked up from Braddock Metro by cars waiting in the main roads rather than waiting in the parking lot where they are out of the way of thru-traffic.

181	Adding greater density at a time the huge lot across from the Metro station that is designated for development is short-sighted. Also, the area is prone to flooding and we residents are already paying higher and higher stormwater fees to counter flooding. Finally, the construction will make it harder for the elderly--a growing percentage of the population--and the handicapped to be dropped off and picked up from the Metro station. This is a really BAD idea.
182	I feel that the crime in the area should be reduced first before adding new additions. The area would also be too congested.
183	Having drop off on Braddock Rd will be a disaster adding congestion to an already congested area. Very unsafe not to mention the traffic it will cause. Someone need a to produce an ROI for this project. I don't see any upside.
184	The parking lot is needed including handicap parking. There in not available on street parking.
185	Alexandria City is already planning for safety improvements along E. Braddock Rd from N. West St to Russel Rd which includes the new proposed 'pick up/drop off' spaces. Eliminating the Kiss & Ride lot will not improve safety. Adding a stoplight to this very busy section of E. Braddock Rd will only add excessive traffic to a very heavily used portion of this road not to mention what the city will do to negatively impact traffic.
186	Will make getting there inconvenient and create more vehicle traffic
187	The site cannot accommodate urban development. Traffic, drainage, shortchanging the handicapped.
188	Keep the kids/ride space close to the station. I find the new plan confusing. I use Braddock instead of King St because it's easier.
189	This is not needed and will not increase ridership in this neighborhood. The added light you want to add is going to back up traffic more on Braddock Rd. Have you taken into account the changes the at the city of Alexandria is proposing to make to Braddock Road? Between the changes you are suggesting and what they are suggesting- getting through this intersection will be an absolute nightmare. If the city puts in bike lanes down Braddock Rd to the station you are going to need more bike racks or bike lockers. I'm not seeing any change for that. You say that putting in a plaza will increase ridership. My guess is this is going to become an area that you have problems with and people will avoid the station and avoid riding because of it.
190	The revised plan does not provide access for persons with disabilities, or handicap parking spaces. In addition, the congestion on West Street will not allow for adequate pick up and drop off and waiting for your rider to leave the metro station to pick up and drop off spots will simply become park spaces for people not using the Metro
191	First, The project eliminates safe pickup and drop off locations for commuters for the metro station. Between King, and Potomac yard metros this is the only station that I can safely pickup and drop off riders. Second, the project increases density such that it will take much more time to traverse through this important artery. With the tremendous buildout of north old town there is too much density already in this neighborhood. Third, this is a neighborhood transit area not a restaurant and shopping destination. This project creates more issues than it solves.

Eliminating the Kiss & Ride lane and the 21 temporary parking spaces will force pickup traffic onto the street on Braddock and West, an already crowded intersection. The plan shows 'pickup areas' in a congested pedestrian corridor. This is not safe, in addition to unnecessarily causing car congestion that can be alleviated by using the full area for pickup, as it is being utilized now. The proposed pedestrian plaza covering the better part of a city block is a gross waste of space, and does not help pedestrians. My teen-age son commutes to school in DC via Metro and I pick him up in my car at Braddock Road, thanks to the elimination of the temporary parking spaces at the King Street Metro. The city of Alexandria needs at least one metro stop inside the heart of the city where users can safely, and easily, pick up Metro riders in their cars, and Braddock is our only option. Eisenhower/Van Dorn stations are on the far periphery of town. Furthermore, the proposed pedestrian plaza has no utilitarian use. It would not make this Metro station any more usable or this area any safer. In fact, adding stopped cars to the side of the road on West & Braddock in the designated 'pick up areas' being proposed would make the area MORE dangerous to pedestrians and drivers alike.

193	I have given extensive written commentary
194	Additional on street parking in parking district 5 will affect parking in the surrounding neighborhoods.
195	The kiss and ride area is used often to drop off and pick passengers up. Will there be enough spaces on West to accommodate? The new traffic stop will also potentially add gridlock being so close to the traffic light at Braddock and West unless the lights are synced to allow traffic flow onto and off of Braddock efficiently. Will the new proposed development create more traffic in the area? Will there be enough parking to support the developments on each side of West in front of the Metro station. It feels like this project will make the area less walk and bike friendly for most Alexandrians who travel through this area.
196	I disagree with the on-street parking. It will make traffic considerably more difficult as riders attempt to park on street while traffic maneuvers around them. Additionally, the off-street kiss-and-ride is frequently utilized, and to remove that and shift it for the creation of "residential floor plate" is entirely unnecessary and such a plaza will rarely be used, unlike the existing parking/drop offs.
197	There is too much traffic and limited street parking to get rid of the kiss and ride and allow curbside

198 At the open house before the 20 Apr 2026 public hearing, it didn't appear that WMATA had done simulation and modeling studies for every hour from 12:01 am Sunday to 11:59 pm Saturday to see the car, truck, vehicle (including bicycles and scooters), bus, riders, and pedestrian traffic flow. This proposal may work when there is minimal traffic flow, say at night, midday, and weekends. But I see problems, especially during rush hour. With a single direction U-loop vs the current S-backtracking, I see a 'single point of failure' as Metrobuses and Dash buses exit at the driveway onto Braddock Rd with buses being backed up, waiting for vehicular traffic to pass by on Braddock Road even with a new traffic light. I see pedestrians being put a higher safety risk as they try to cross the driveway. With the expectation of a 1 to 2 minute longer bus travel time, I see more bus riders getting off at the Metrobus stop pass the bridge, by the walking trail and 7-11 store on the south curb of Braddock Road and then attempting to cross Braddock Road to get to the station rather than ride the loop, thus increasing safety risk. In addition, the proposed changes are near George Washington Middle School can increase safety risks to students walking to school - <https://www.washingtonpost.com/dc-md-va/2026/04/27/pedestrian-accidents-dc-schools/> , <https://ggwash.org/view/103154/transit-school-decisions-are-putting-dc-students-in-danger> . Enhanced street and ambient lighting has not been addressed as well as an improved pedestrian signal crossing for bus riders and pedestrians trying to cross Braddock Road pass the bridge, near the walking trail and 7-11 store (the current 'press the button to start the flashing lights' to warn car and vehicle drivers is inadequate). Please go back to the drawing board. Thank you.

199	The kiss and ride is useful for easy access to the metro station.
200	Kiss and ride needs to be better.
201	It is already such a densely populated area and Braddock Road already has extreme traffic issues at certain times of day.
202	Please do not eliminate the parking spaces that exist for parking at the Braddock Road metro. Street parking near there is only 2 hours and is often full. The parking spaces at the metro stop are necessary.
203	These changes will make even more congestion in a location that is already over built with more units coming on line.
204	Harder to walk to Metro
205	I am in partial favor. But I believe the proposed pick-up and drop-off locations are too far from the station and are likely to impede traffic (especially along Braddock road). I would be in favor if a partial kiss-and-ride was maintained (by, for example, only putting up one instead of two residential buildings.)
206	There is continued over development in the area. Building in this area will give a constrained, closed in feel to the area by the station.
207	More development creates more congestion and traffic. There is no need for additional development. Just around the corner are vacant retail spaces. More development changes the character of an area that doesn't need it. Lights that support safety/security on the retaining wall is the only addition needed.
208	The money could be used in developing a pedestrian tunnel to increase ridership with communities on the other side of the rail tracks. Getting to braddock Metro is currently inconvenient for those living on the mt vernon ave. side of the tracks as they must walk fully around the station. Rather then creating more buildings and increasing congestion, shortening commute times for existing neighbors would encourage ridership. There are so many apartments on the mt vernon ave side of the metro.

209	I guess the City didn't bother to tell Metro that when it rains heavily, that intersection of E. Braddock and West street floods and turns into something akin to a lake. That's the area of pick up and drop off. Probably Metro will get blamed for it once everything is built. It's unclear what 'Braddock West' is. Is that a huge building?
210	I live in old town and this station is the one I park at when every time I go to dc in the evening. It has been very convenient for me. This project will increase traffic and there won't be nearby free parking spaces available.
211	There is already an issue with vagrancy, loitering and harassment around the bus stops where grown men drink and smoke with little enforcement. Adding an open plaza without enforcement will not solve this issue. The kiss and ride is the only nice place in the area where you easily wait to pick someone up from the metro without having to fight for parking. This doesn't exist at Potomac Yard or King Street and provides a dedicated area to wait in a neighborhood that has multiple reported shootings every year.
212	Sounds like a giveaway for a housing developer. What your riders want instead is a pedestrian tunnel to the Mt Vernon side to cut several minutes off the walk to this station. Please listen to riders, not developers.
213	The faster you can access the metro tracks, the more likely you are to use it. This makes metro access slower. It's a 20' minutes drive from Alexandria to city, if metro takes 25-30 minutes it's worth it; if it starts to take 40' minutes you drive. Minutes matter in usage. Stop stealing our minutes by making us walk farther to get to the tracks. As an example, Braddock and Potomac yard are equal distance to my house. I used to bus to Braddock all the time, hopped off bus, up escalator, on platform. When the re routed bus to Potomac, I stopped - the buses are less frequent and it's a 10 min walk to the tracks. I still get dropped off by my spouse all the time at Braddock because it's right in front, but if it's 5 minutes away this makes me more likely to not bother. Please stop adding time to my commute.
214	This is a terrible idea to fix a problem that does not exist. As it stands, traffic is awful in this corridor already, and removing the dedicated traffic lanes will further increase congesting and traffic in a high-traffic area.
215	The proposed dropoff locations only favor traffic moving clockwise. Traffic moving counterclockwise will simply stop on West and Braddock to unload passengers. That's what happens at King Street Metro. Wide lane bike cutthrough lanes on the plaza would assist those using scooters and bicycles. Forcing that traffic into the roads is poor. Your new plaza can accommodate a bike lane. Metro stations need a BATHROOM FACILITY. The underpasses smell like pee. It's horrible. I know it's expensive but that's the kind of social good people need.
216	It looks like it makes the distance from drop off/pick up much further, which is particularly challenging for mobility impaired people, and the on street parking is less convenient than the kiss and ride lot. It also does not specify how many on street spaces there will be. Finally, the space for housing looks small and inconsistent with other Alexandria urban planning.
217	Will cause still more congestion as people will be shunted into ever narrower paths. Also, it will have negative spillover effects on immediate nearby traffic.
218	The existing kiss & ride is still new. The plaza doesn't add any value and removes the value provided by the turnaround. I'd like to see data on the usage of the existing bike lockers and parking spaces. I'd rather see a project better connecting Braddock Road station to the nearby Del Ray area: perhaps between the station & the school parking lot.
219	Leave as is.

220 I feel that as the city of Alexandria is about to change Braddock Road significantly to put in bike lanes leading to this station then you should be adding MORE bike storage lockers. Do you not even talk to the city officials of where you are trying to get passengers from? Possibly the city has not reached out to you with its plans. Regardless it's insane that the city is going to change Braddock road to add bike lanes - you are about to change the entire station front -/and not add more bike lockers. What a wasted opportunity you have here.

221 I am in favor of redevelopment of the existing parking lot. However, the schematic design shown only increases the confusion for pedestrians and pick-up/drop-off, requiring some users to drive through the neighborhood or make a u-turn in the street. Please directly connect Braddock Rd. to Wythe to reduce the number of signals and time pedestrians must stand in the rain to cross the intersection. Remove the hot right on N West St.

222 The overdevelopment of the Braddock metro area is out of hand. There have been multiple condo and apartment buildings thrown up over the last 8 years and three more buildings will only further congest traffic and overcrowd our neighborhoods. Why not put green space or commercial use buildings along this corridor that would actually serve the neighborhood rather than further congesting it?

223 I think this will be a big mistake for the bus route only having them exit into Braddock. It will decrease ridership and cause more traffic issues.

224 The current configuration works very well for pick up of visitors using metro. There is a direct visual link between visitors arriving at the station's single exit and the person in the car waiting to pick them up. This reduces possible confusion (it is obvious where the person is who is picking them up) and increases confidence and a feeling of safety for the visitor. Please do not change this.

225 Not seeing any access to drop-off/pick-up from eastbound E Braddock Road and no vehicular turn-around for same to head back westbound. Also cars pulling into and out of the drop-off/pick-up spaces during peak traffic hours will be a nightmare -road rage and accidents waiting to happen.

226 Oppose forcing buses to circulate on Alexandria Streets following removal of the loop contained within the property. This impacts traffic on those adjacent streets causing more congestion and delays and impacting quality of life.

227 Lack of easy access for individuals with mobility issues. Moving the pick up and drop off adds quite a bit of distance from vehicles and the Metro entrance.

228 This plan only makes using Braddock Road Metro more inconvenient. I will no longer use Metro daily if it is implemented. By removing the kiss and ride and leaving only small curb spaces on the far side of proposed housing, you are removing the ability to use private transportation to get to and from the station in the event of inclement weather. Furthermore, placing housing here removes a vital greenspace in an increasingly dense area. And for what purpose is this being planned? There are simply few or no benefits when weighed against the obvious resulting inconveniences.

229 It works great. It's convenient for commuters and it needs to stay a commuter space. Building towering apartments does not make sense for the commuters and doesn't take into account what commuters need in this town.

230 Why in the world would you get rid of kiss n ride lot and limit the drop-off/pick-up options? It is almost impossible to exactly time when one's ride is picking them up after they get off the train so there is almost always waiting involved. When we pick up family members during prime commuting hours, the lot is well-used with many people waiting and the new plan does not provide the same capacity - meaning that you are going to end up creating traffic hassles for all, including the many pedestrians in the area with more cars moving about rather than just staying in place and waiting in the kiss and ride lot. Not to mention that the changes to the bus schedule last year made the bus not an option for some of us who were previously taking the bus to the Pentagon. Bus routes in my neighborhood greatly decreased and we are now dependent on getting rides to/from metro. Not everyone can live right next door to a metro stop and the harder you make it for the rest of us to use metro, you turn off your riders.

231	Do not want kiss and ride to move/change
232	There will not be enough space to easily accommodate people getting dropped off or picked up in the proposal. Further, locating some of the drop-off spaces on Braddock Road will add to traffic congestion on an already-busy stretch of Braddock Road. Those spaces also will be located in an area known for flooding in heavy rains, adding to a potentially dangerous situation for cars and people.
233	This makes it harder for commuters to be picked up and dropped off by car and will depress metro usage by those in the neighborhood. This particular area also suffers severe flooding from rain and adding more dense housing will exacerbate the issue
234	The current system works just fine and with plenty of spaces. We do not need another building with long construction that disrupt everything.
235	I use the kiss and ride every day, twice a day, to drop off and pick up my son who takes the metro to DC for school. The current kiss & ride area is heavily used, efficient and there always seems like there is enough space for drivers and pedestrians in the kiss and ride lot. I do not want to have to park in a bike lane on Braddock Road or several blocks away on West to use the kiss and ride, which seems very unsafe for everyone involved.
236	What happens when riders are in cars arriving from westbound on Braddock Road? There is no place to let them out and there is no way for them to turn around to drop the metro rider off on the north side of Braddock road where the drop off spaces are located. Since Braddock road will only have one lane heading east then due to the bike lane changes of the city of Alexandria people will stop in the remaining eastbound lane to let riders off adding to the traffic challenges on Braddock road near the station
237	This will make a chaotic intersection even worse, especially after the city adds those stupid bike lanes on Braddock Road.
238	At rush hour, traffic to get to this station is very bad. It will be worse after the city of Alexandria adds bike lanes on Braddock Road. The proposed changes will make it more difficult to drop off or pick up riders at the station.

239	I have been using this station since it opened I used it to drop off and pick up my husband for decades to his position at first to McPherson Square and then later the SW center both am and pm Used the waiting area for the very inconsistent arrival of yellow and blue lines. I have picked up foreign visitor coming to the middle areas and WestEnd schools and hotels and host families for various events - when the city Dash or Metro buses going west were scared after rush hour schedules or routes passengers for and additional trip east through old town before heading out on a huge circle to arrive 40 minutes later near Seminary and Beauregard as Braddock Road being the (so far only) east west route in the City as King Street and soon Duke Street being relatively efficient and available Also eliminating the circular route to bendable the turn around of the many self funded comp shuttles of businesses and hotels (not of regular schedules) eliminates customers for Metro riding that is counter productive to increased ridership! Lastly, that intersection of East Braddock, West and Whyth Street is a mess only slightly tolerable because of the circular route. When it rains heavily it becomes a 2ft + semi passable area, which will only get worse if the ling delayed construction approve on West and Whyth ever get funding for that black hole of investment. You have already been able to reconstruct the King Street Station for 5 to 6 long years making it useless for passengers walking to or from the station - emphasizing getting on rows of Idling buses - kids and ride is one of the MOST handicapped unfriendly stations that I have seen in the system although Van Ess UDC is a close runner up.
240	It will make the traffic even worse
241	Develop Braddock West Parcel first.
242	I commute in yellow line daily M-F. In the event of nasty weather, how far will I have to walk to be picked up? The location of Kiss and Rosa is very convenient and fast right now. To have packing places will not matter as I am not parking but being picked up or dropped off.
243	The street pickups and drop off spaces are not a good idea. The traffic on those roads is already bad and adding pickup and drop off spaces will make it worse. Also the spaces are nowhere near the entrance to the metro entrance and they don't seem like they will be accessible. Also people turning right off of Wythe will have no good place to drop off passengers with this configuration. And east Braddock road is already busy and dangerous - street pickup and drop offs there is a bad idea.
244	The traffic pattern in the area is already chaotic and confusing, especially at the intersection to the south as the light backs up Braddock road traffic significantly. This combined with upcoming changes on Braddock road and potential real estate development across the street is going to create a perfect storm of nightmare driving behaviors in an area that is already one of the few passageways from old town to west Alexandria. Additionally, if you reduce the amount of space for the buses to stage and take their breaks, they will just sit in the flow of traffic like they already do at the Potomac Yard Shopping Center. I understand there is an ideal flow, but we have to be realistic and leave room to work around all of the buses, Ubers, and deliveries that already sit and block traffic constantly around the metro station. Finally, the importance of green space cannot be underestimated. There are plenty of studies that show it is vital to sustaining lower temperatures, urban wildlife, and the local population's health. Please please please do not chop down some of our few remaining beautiful old trees in the area.
245	This will overwhelmingly affect traffic negatively in an already backed up intersection. It will also eliminate much needed green-space for limited benefit.

246	It will make the braddock road metro more dark and crowded having apartments right on top of it. It will be a mess with people pulling in and out of apt parking with pedestrians and cyclists close by. Now it's bright and has trees. Buses dropping off on the street will also cause more congestion.
247	The kiss and ride is really helpful. Removing will negatively impact our community options and access to the station. The alternative is not adequate
248	I opposed eliminating the kiss and ride pickup
249	I am not in favor of this for 3 reasons. 1) We would be losing a really nice green space with older, mature trees to impervious buildings and hardscape. 2) There are too many housing projects going right now and the market is saturated. In addition, I'm personally opposed to increasing the density further as it decreases the overall quality of life and value of the Alexandria community. If we wanted to live in Rosslyn, we would. 3) This is the only metro parking on this side of the tracks in Alexandria. I use it often for going into town for events. Making it drop off and pick up only would reduce my desire to choose the metro as my preferred method of transportation Thank you for your consideration..
250	I don't see the need for it, especially adding 1-3 minutes to the bus routes. I also don't think the disruption from the construction is worth the gain of a small park. People aren't going to want to picnic next to metro tracks. It is going to cost more to maintain as people walk all over the grass. And street drop off is going along with additional bus traffic to loop around the area is just going to snarl traffic at an intersection that is already clogged.
251	Will unnecessarily increase population/building density in an already overpopulated and overcrowded city. Will cause increased congestion on surrounding streets. Open spaces should be preserved for the enjoyment and convenience of current residents. Citizens of Alexandria should not bear the burden of WMATA mismanagement and inefficiency. Alexandria citizens should not be forced bear the burden to subsidize DC and Maryland metro customers due to lack of financial support from those governments. Safety is also a concern in this historically higher crime area. The open space and clear sight-lines of the current property promote safety and deters crime.
252	I think safety and traffic issues may be negatively impacted at the location and on the streets nearby if the current proposal is adopted. I think a less radical repurposing of the space would be better, and think more time should be given for public input.
253	Removing parking and the kiss & ride will impact my use of metro. Adding housing here seems to increase density. I worry about increased demand for parking and worse traffic in Alexandria.
254	This would likely cause great congestion along the intersection of East Braddock and North West Streets. Anyone on Wythe Street would increase the bottleneck on that intersection. More investment should be for small parks, not more mixed living spaces. They cause more congestion on the areas near the Metro station. Also, is there any plan to keep parking around? This would cause more confusion and frustration for drivers using the Braddock Road station.
255	This is already a deeply congested area and removing the kiss and ride and bus areas will reduce pedestrian safety. Moving all drop off and bus pick up to the main roads will only enhance congestion and become a public nuisance. The proposed changes are not visually appealing and will not enhance nor improve any part of the neighborhood.
256	We use the parking area and the Kiss and Ride. The handicap spaces in particular.

257	No I am not in favor because it will be a nightmare for pedestrians trying to access the metro with people getting dropped off and picked up on N West St. we do not need a plaza. Instead I would spend money to open another entrance to Braddock metro for our neighbors in Del Ray to more easily access the metro stop.
258	Adding one to two minutes of commute time is completely unnecessary and unacceptable. This is not an improvement. Metro complains about lack of funding and then propose this projects like this. The modification at King Street is a prime example of a project that was completely unnecessary. Doing this at Braddock Road as well does not benefit metro train or bus riders in anyway. It especially does not benefit those who are not on a metro bus route and use the station parking lot in order to access Metro trains. I encouraged Metro to not go forward with this project.
259	Please do not do this. The temporary parking and kiss and ride are value adds. They reduce traffic and ensure normal flow. Please do not do this terrible money grab. Please do not impose WMATAs financial woes on the Alexandria community.
260	I think the Kiss and Ride is useful. I dont like the idea of eliminating it.
261	All of the other nearby metro stations are too dense and congested. This is the best metro station for pickup in our neighborhood.
262	A. The population is too dense in the area already without proper infrastructure to support it. B. More large buildings detract from the appeal of the area- blocking out sun and reducing green/open space.
263	Moving kiss and ride to the street will increase congestion at the already poorly timed/implemented Braddock intersection and create additional traffic congestion to the thoroughfares in the surrounding neighborhood. Traffic is already a major concern near this station, which is something the city of Alexandria is already considering in a major proposal before local residents. Most importantly, it is unclear how this proposal will benefit travelers, as they will now have longer times to transit between kiss and ride, buses and/or metro, as well as lengthening overall trip times if unable to quickly catch an arriving bus/train after visually spotting the arrival.
264	Corporate-owned residential complexes inevitably marketed as 'luxury' accomodations detract from neighborhood values, cohesion, and aesthetics. Increasingly unaffordable single-unit housing pushes the bulk of riders who rely on public transit away from Metro-adjacent properties. If WMATA insists on selling transit property for income, lots should be dedicated to family/multifamily housing.
265	bus changes will mess up car and bike traffic
266	I'm not in favor of getting rid of the kiss and rides around the DMV. I think they are a valuable part of an effective transportation network. Furthermore, I appreciate when cities have some open spaces that aren't crowded by buildings. I'm concerned about WMATA pushing to fill in developments on their open-air land and take away valuable public space. Even if taken up by bus bays, the land still provides a visual relief and sense of openness. It also allows the sounds of the buses to dissipate better than bouncing between tight buildings, and I believe open spaces in front of the metro stations discourage crime and makes people feel safer since it's harder to hide and surprise people. Clean sight lines are undervalued, and open spaces have an important place in our metro areas.
267	This is nothing more than the City politicians trying to pack even more people into Alexandria to increase the tax base. The Kiss-and-Ride is currently very safe with easy access. There is no reason to change it other than greed.

268 The loss of the off street kiss and ride is a deal breaker for me. The proposed kiss and ride on the streets is going to end up being used by services (Like Uber Eats and Amazon) for the near buy building which means it will not be available for picking up a passenger. In addition to this the existing kiss and ride allows for a pedestrian to walk to one place and see all the vehicles waiting. If a kiss and ride was constructed in the garage under the buildings similar to what is done at Wiehle-Reston I would support this.

269 Our company in Old Town North utilizes this station's Kiss & Ride parking area to pick up co-workers who use Metrorail to commute to our office. The station is not walkable from our office, and our employees are not comfortable walking through the Wythe Street corridor that has been the scene of too many crimes in the last few years. The potential for K&R carpooling is what makes our intern program viable - and is a major attractant to younger hires. The Kiss & Ride parking lot and loop drive are essential components of our employee recruiting. Doing pick up on the s trees, as is in this plan only cause traffic backups for regular citizens picking up friends and relatives. It seems like it is a solution only suited to ride-share drivers, and even then it is not conducive to traffic. Also, the loss of 12 trees in our tree canopy seems to run counter to WMATA's long commitment to the environment. There are at least 6 mature trees on this site - as noted in the Environmental Impact Statement - that are carbon banks and provide cooling to the heat island that the rest of the transit station is. Losing these trees so that Metrorail's development partner can make a profit on condos in what is already an over-built part of Alexandria seems to be a violation of WMATA's environmental stewardship mandate.

270 It reduces the number of parking spaces for kiss and ride (drop off and pick up) and the new location for short-term parking, proposed along the street, will be used primarily by people going into and out of the new development at Braddock West, since they will be very convenient to that new development. I can see the value of a staging area for busses, but it would seem to make more sense to add this within the existing Kiss and Ride, even if that means eliminating 3-4 spaces for cars.

271 Over development and insufficient infrastructure.... The metro should also concentrate on commuters and providing services for them. - not plan development of their sites. Parking for commuters should be the priority.

272 WMATA seems oblivious and perhaps antithetical to Alexandria's own plans for the difficult and important intersections around Braddock and West. There is NO room for more on-street parking on East Braddock.

273 How will it support those with greatest challenges to equity? Or is this simply a new tax base? Affordable housing, period.

274 Love the concept but really concerned how the pick up and drop off would work. If it's like King St metro, I kind of get it. But would be concerned about traffic and congestion. It's already a tight space.

275 I don't want the station to close down for the construction as it is my primary station for getting to work. I also don't know how I will feel about the developer once decided upon and what changes they will actually want to make.

276 I love being able to park at Braddock in the evenings to metro into DC.

277 More information is needed regarding how traffic flow will be impacted on Braddock with the removal of one westbound lane for the new parking

278 It might be harder to drop people off at the metro if the kids and ride street parking is only one side of the street. If you are coming from the other direction, you would have to turn around somewhere first. A parking garage on one of the lots might be useful and generate revenue. Otherwise, I like the idea of having more development in the area and eliminating the recirculating loop.

279	Happy to see redevelopment and better usage of the footprint. Concern is with the pick up and drop off zone along Braddock Road. It's already a bit chaotic with pedestrians crossing the street in a couple areas between West Street and Mt. Vernon Avenue. And also the flow of traffic turning into Braddock from West Street. All that is without additional people and traffic based on the redevelopment plans. Would recommend that traffic lights are put in on Braddock to help regulate traffic and also shift the drop off and pick up to only be located on West Street.
280	I'm having trouble envisioning how the street side kiss and ride on Braddock will be safe with the new bike lane. It seems there is high potential for bike riders to be doored.
281	Adding mixed used development next to the station is a benefit, but do not like the impact to northbound busses that currently use the turnaround lane. Two minutes to turn around using roadways seems very optimistic for the additional time estimate given additional stoplights and a probable increase in traffic.
282	I want Metro to develop the property, so support that aspect of the proposal, but any modification of that area MUST include bringing Braddock Road into alignment with Wythe Street in order to simplify and improve traffic movement at the intersection with North West Street. The proposal entrenches the traffic problems for bus riders and other road users alike, and, for bus riders like me, worsens travel times through the Braddock Metro Station. So I really want both the development and a fix to the road network.
283	Will these changes make getting to the metro any safer? Right now I could be run over in 5 directions.
284	If you don't fix the traffic issues on Braddock West and Wythe, I see no point in the project.
285	Please see my written comments about the location of curbside pick-up/drop-off spaces only supporting traffic flowing in one direction. With no easy place to turn around or make a loop, this set up makes it very difficult for people to drop off if traveling eastbound on Braddock Road or northbound on N. West Street. Thank you.
286	I disagree with the report statement on page 13 'The existing conditions indicate negligible traffic congestion on the roadways adjacent to the Braddock Metro Station.' East bound traffic on Braddock road during the morning and evening rush hours regularly backups up from the light at West Street past the light at Mt Vernon Avenue to a point at least half way to Commonwealth Avenue. The resulting gridlock increases traffic on the non-primary residential streets and delays Metro, Dash and school buses serving the area. The City of Alexandria's plan to reduce turn lanes will only increase these delays and the added traffic light at the new bus exit will require a pedestrian timing segment for metro users and students to cross safely which will increase the vehicle traffic delays.
287	The pick-up and drop-off on Braddock is just begging to be a pinch point for drivers. I also am curious about the cars going 'straight' from Wythe onto Braddock and how that will work. Will the cars heading south on N West St that want to turn onto Braddock get a No Turn on Red sign? Because the intersection looks like it will get even wider with this reconfiguration and the potential for crashes could increase. The new crosswalk locations are great and long overdue.
288	Pickup area on Braddock seems like a terrible idea. But N West street could work
289	Need more information regarding timeline, disruption to metro service during construction, and what the plaza could entail.

290	Having a pick-up/drop-off area at that spot on Braddock Rd is not good. Cars routinely blow through the crosswalk at speed while pedestrians are crossing. Adding confusion in that area will only make that problem worse. Keep the pick-up/drop-off on N West but do not add one on Braddock Rd or you will have issues with pedestrians getting hit by cars. I use that crosswalk 5 days a week, sometimes more. I have come extremely close to being hit more times than I can count.... By cars and bikes.
291	I have some concerns about northbound traffic making U-turns on West St.for the Pick-up/drop-off spots.
292	It is unclear what will happen to Braddock Road where the proposed pickup/dropoff area is located. The intersection of Braddock/West/and Wythe is already problematic.
293	Concern over how area residents may use the pick-up parking spots as longer term parking not allowing for easy pick-up/drop-off. I use the kiss & ride for getting to work and have used it for uber pick up as Braddock is my closest metro station with a kiss & ride (Potomac Yard does not) and do not live in walking distance. Additionally the Braddock & West St intersection is already a traffic nightmare during rush hour leading to excessive traffic going further up Braddock.
294	Recommend allowing additional building footprint in the area designated for the 'plaza' in exchange for additional room at the south end of the site to make improvements to the Braddock/West/Wythe intersection (align Braddock and Wythe, reduce pedestrian/vehicle crossing points, etc.) and better integrate the new traffic light at the south end of the bus bays. Make the bus stop area two direction (instead of one way) to minimize the number of buses that will need to make laps around the site on Braddock and West streets to access the bus lanes from routes arriving from the west on Braddock and from the south on West or departing buses that need to head north or east.
295	I understand the thought process and Need for diversifying income for metro. However, I feel that the area is too small to erect potentially to residential buildings on that triangle of land. I could potentially see the larger square becoming a residential area however, I think these smaller square on the northern end of the proposed area could be better suited to add parking for people using the metro that commute in from other places in Alexandria. While the initial area is very walkable, it is one of the easier metro stations to park on the street and walk to the metro. A parking lot with meters would allow for extra income while meeting needs of commuters.
296	I like the fact that parking is being replaced with development, but I'm less sure about the removal of the bus bay and the increased bus travel time that will add for some routes + the lack of additional bike infrastructure as a part of this redesign.
297	lack of detail
298	Where will the pick-up drop off spaces on Braddock road be located? There is not currently enough room to add spaces there.
299	Are the pickup/droppff lanes dedicated, or shared space with traffic lanes?
300	I am concerned about traffic congestion at E. Braddock and West Street. The plan includes pickup and dropoff on Braddock Road, while the city is proposing to reduce traffic lanes on that section.
301	I have not seen results from a traffic study on the new traffic patterns and lights. This change may cause additional back up in the area during morning and afternoon rush hours. Before proceeding, a traffic study should be conducted and the complete results posted for review.

302	I want a pedestrian tunnel from the west side to the station. Make it easier/faster for those of us on the other side of the neighborhood to get to the station and then we get something out of this too. Right now we have to walk all the way to Braddock go under the bridge and backtrack to the station entrance. You could build a tunnel to the other side that would connect with the existing station and it would be amazing.
303	1. Drop off/pick up area on E Braddock not realistic - creates unsafe area for all modes of use. 2. Needs closer drop off/pick up for individuals with disabilities.
304	I don't think enough information has been given.
305	Lost signal at Potomac Yard, so reanswering. Confused why is bit at least mixed use and wish you would add covered bicycle parking
306	Kiss and Ride is only convenient for drivers from the East. Drivers coming from the West on Braddock don't have an easy way to gets the spots that service only south or east bound traffic. Is there a taxi stand to shelter riders from the weather while they wait?
307	Where is the disabled parking and accessible features including bathroom?
308	I am very concerned that the lovely trees in that area of the property be PRESERVEED. I cannot tell from the proposal what the plan is for these. We have heat island and climate change issues and it makes no sense to remove mature trees providing shade and absorbing lots of CO2. Planting new little trees in their stead does not do the job.
309	Not enough details are provided to be able to determine whether the proposed changes are in the best interest of the community. For example, how exactly will the bus routes be affected? How will pedestrian traffic be affected? What is 'Braddock West'?
310	I am in favor of TOD however I would prefer to see commercial space available in either or both of those buildings. When presented with an opportunity to add a residential building directly next to a metro station, have commercial below residential units. These buildings will be there for decades if not longer.

Comments Received Through Metro's Online Portal

Response to Online Survey Question 3. If you would like to provide written comments about Metro's proposed changes, please do so in the box below:

1	I need a safe drop off place. If you close the kiss & ride, what's the alternative spot to drop off?
2	I am not opposed to the overall project but I would like to understand how the additional densification from this project impacts other proposed projects like the Braddock Rd corridor project where projected growth was minimal and therefore congestion was not seen as a significant issue. When these projects are looked at in isolation, it can be hard to ensure the engineering teams have the whole picture understood and can propose the best design. Not everyone who chooses to live in these areas can utilize public transit as their main method of transportation and there will be additional cars on the road if there are more people in the city. There are a lot of things that bring people to live in Alexandria and Publix transportation is just one of those things. Please take this under consideration when reviewing design options and evaluating alternatives.
3	Please do not make these changes. Please do not remove the kiss and ride. Currently temporary parking and the kiss and ride are outside of traffic flow. Please do not add to traffic and congestion on the surrounding roads by adding an unnecessary plaza. The businesses in the immediate area of the metro already do poorly. There are no indications businesses in that space would do well. They will be empty store fronts surrounded by bad traffic. Please do not do this.
4	I am completely opposed to building residences at the property. It will cram too much into the space and clearly jeopardizes the lovely trees growing there. Have we not learned that these trees and others like them are essential to the quality of life in the city and provide us with both cooling and CO2 absorbing gifts?
5	Housing is a constant issue in this neighborhood. Rent prices are high, let alone property prices. As such, we need more housing of all sorts, including apartment buildings. I think this project is much needed and will serve the community much better than an unused parking lot
6	Off street kiss and rides are much safer. If this change did not remove the off street kiss and ride i would support it. Because the proposed on street kiss and ride being in the same spaces services occupy (Like Uber Eats and Amazon) for the proposed residential buildings these spaces will not be available for picking up passengers.
7	The Braddock Road station neighborhood is in desperate need of housing options. I moved to Alexandria in 2022 and my main criterion of where to live was proximity to Old Town. Old Town was unaffordable. Eisenhower Ave was unaffordable. And Braddock Road was unaffordable. While I'm happy to have wound up in Huntington, future Alexandria residents should absolutely have more housing options so that they can live in their first choice neighborhood. We need to build more projects like this one. It should be approved yesterday.

I am writing to express my strong support for the proposed reconfiguration of the transit facilities at the Braddock Road Metrorail Station. As nearby resident and frequent user of DASH and Metro via the Braddock Road station, I believe this project represents a vital opportunity to align our transit infrastructure with the future needs of the City of Alexandria. This proposal is a clear path toward 'smart growth' that benefits stakeholders at every level:

1. City of Alexandria & Housing Affordability By enabling higher-density development on this site, the City can meaningfully address the housing crisis. Utilizing this land for housing rather than parking maximizes the value of our existing transit infrastructure and public infrastructure. This project will generate essential tax revenue for the City, strengthening our fiscal health without requiring the extension of new public infrastructure or services.
2. Local Neighborhood & Economic Vitality Increasing the number of residents adjacent to the station provides a built-in customer base for our local businesses, encouraging long-term economic stability. Furthermore, I urge the City and WMATA to leverage this development to address lingering environmental concerns, specifically using developer proffers to mitigate local flooding issues. This is an ideal mechanism to turn a capital improvement project into a multi-faceted neighborhood benefit.
3. Metro System Sustainability Transit-oriented development is the most effective way to increase ridership and, by extension, fare revenue. By placing residents directly at the station, we reduce reliance on car travel and cultivate a reliable, sustainable base of daily riders. This is a common-sense strategy for the long-term health of the Metrorail system.
4. Resident Experience & Car-Free Living The future residents of this site will be positioned to adopt a car-free or car-light lifestyle. By removing the need for a personal vehicle, we significantly reduce the cost-of-living burden for these households, making the area more accessible and equitable.

Proposed Mitigation and Safety Considerations While I strongly support the development, its success depends on prioritizing the safety and comfort of those accessing the station. To ensure this project successful, I suggest that the following be included in the planning:

- Weather-Protected Access:** Given the relocation of the Kiss-and-Ride facilities, the pedestrian path from the street to the Metro station entrance must be fully covered. This is essential for encouraging transit use during inclement weather.
- Proactive Pedestrian Safety:** In light of the recent severe and fatal traffic incidents in our neighborhood, 'safety by design' is non-negotiable. I urge the inclusion of raised mid-block crosswalks and neckdowns at all station-adjacent intersections. These are proven interventions to calm traffic, reduce crossing distances, and ensure that new density does not come at the cost of public safety.

Thank you for your commitment to improving our transit facilities. I look forward to seeing this project move forward in a way that serves the entire Alexandria community.

9	At the April 21, 2026 WMATA hearing on development plans for the Braddock Road metro station site, the West Old Town Citizens Association raised objections to substantial development proximate to an area subject to flooding and reserved the right to submit further comments after consulting with association membership. Having consulted with the membership, the West Old Town Citizens Association, acting through its board of directors, submits the following additional remarks: Flooding Flooding in this area is a serious and growing problem which should be remediated before high-rises are constructed. Climate change is anticipated to bring heavier precipitation — making an already unacceptable situation worse. The city government's hesitance to include or prioritize the Braddock Road Metro area for flood remediation complicates any development of the sort WMATA contemplates because over 50 square blocks of Old Town drain into the Braddock Road, West and Wythe Streets intersection, flooding it to a depth of several feet. Will potential developers have to require tenants to sign liability waivers due to the flooding potential? Any plan for the Metro lot must moreover require all building entrances to be elevated above recurrent flooding. West Street Congestion Serious consideration must be given to the impact of the proposed traffic rerouting along Braddock Road and West Street for pick-up and drop-off congestion. This is especially critical as not only is this area heavily traversed with cut-through traffic between Interstate-395 and the Beltway, which will be even worse with the elimination of turn lanes on Braddock Rd to accommodate bicycle lanes, but is part of emergency routing for fire and police response, and evacuation. WMATA's proposal will generate a continuous stream of delivery vehicles, ride-sharing pick-ups and drop-offs, food deliveries, and other short-term traffic — the kind of activity that has produced chronic double-parking and severe congestion elsewhere in the city. How can WMATA's plan to relocate pick-up and drop-off to street-side possibly coexist with sharply increased pick-up and drop-off traffic? The Crystal City metro station bus bays have a building built above them, accommodating two sidewalks, bus shelters, and three lanes of roadway. Instead of moving the pick-up and drop-off to Braddock Road and West Street, WMATA should consider accommodating a pick-up and drop-off lane alongside the bus lane and, if needed, build the building above it. Respectfully, Dino Drudi, President West Old Town Citizens Association
10	I wonder if while this project is being considered if thought could be given to improving the zig zag intersection of Braddock rd and Wythe street.
11	Parkfairfax EV Charger 2026 Offline 08 Jan Rebooted 20 Feb, Offline 26 Feb Rebooted Troubleshooting and Reboot 05 March Offline 08 March Rebooted 09 March Offline 22 March Reset 24 March ~ 1300
12	I am a bit concerned about where one might drop off if traveling eastbound on Braddock Road or northbound on N. West Street. Currently, it appears as though the only pick up/drop off options are for westbound traffic on Braddock Road or southbound on N. West Street. There is no easy place/loop for one to turn around to access these drop off areas. Please consider adding drop off (at a minimum) on the east side of N. West Street (in front of the building currently labeled as 'Braddock West' on the proposed changes map). Thank you.

13	I am very much in favor of the proposed development at Braddock, and think this will be excellent transit-oriented development. I hope that there will be space for retail and restaurants included in this development, and I also hope that in the course of this development a western entrance or southern entrance to the Braddock Road Metro station can be added; accessing the station from the Del Ray side takes several minutes longer than needed considering the station's location due to the requirement to walk under the tracks south of the station and back up. Adding an entrance either at the bridge or a tunnel under the CSX tracks to the Potomac Yard trail would solve this issue.
14	I live across Braddock Road from the Braddock Road station and am intimately familiar with the traffic here as pedestrian, bicyclist, and automobile driver. I have read the initial report on the proposed development. Even as a conceptual document it lacks rigor and strikes me as informed primarily by wishful thinking in its assertions about traffic.. Any future efforts will need to provide significantly more data and analyses in order for me to give them credence. I have a particular concern about the proposal to move Kiss and Ride spaces outside of the station to Braddock Road. Contrary to the description in the report, this area is not lightly or gently used by automobiles. Lane-changing is frequent and fraught, Adding a large number of spaces parallel to the run of traffic will create many odd movements. Peak-period traffic is not addressed in the initial report and peak-period traffic would be mightily affected. I call attention to the situation on westbound Montgomery Street between Piit and St. Asaph, Negotiating that block can be nightmarish when cars are parked or standing in the right lane or are awaiting a parked vehicle to leave and then to parallel park. This kind of activity would occur with the new configuration. The initial report ignores the fact that there are few east-west routes linking the areas major north-south corridors to Alexandria neighborhoods. Peak loads are very high. A rigorous analysis of peak periods is required. The initial report relies in its projections on the implementation of currently proposed traffic capacity reduction on Braddock road between Mount Vernon and Russell. There is no certainty that those plans will be implemented. If they are they are likely to exacerbate peak loading issues at the Braddock Road-West Street intersection. Flooding at West Street and Braddock Road is acknowledged in the report. In the special permit process for the proposed Braddock West development rather blithe suggestions were made that it either would not increase runoff or that runoff would be channeled to reconfigured wastewater disposal systems. Rigorous analysis of the combined effects fo that already-permitted development and this proposed development is necessary before any persuasive case can be made that flooding. The current reality is unacceptable. Nothiing should be permitted to exacerbate it.
15	The removal of kiss and ride area makes no sense. All the upgrades are nice to have only if they can continue to provide an area for kiss and ride that is not at the intersection of the road. If the only place you can pickup someone would be at the intersection that would cause major traffic and also dangerous intersections. Another reconfiguration needs to be developed to include a kiss and ride and the upgrades for more bus connections. This is crucial to the safety of Fairfax county residence using the metro bus system, the kiss and ride and the regular traffic at the intersection. Please, the safety of our citizens should be the number one priority. Thank you Carmen Garcia

16

I would like to emphasize that I, and many other individuals I know, frequently utilize the off-street Kiss-and-ride and parking within the bus loop. Getting rid of the parking for a plaza and residential floor plate would eliminate the ability for metro riders to park their car while they travel for work or other activities. Additionally, removing the kiss-and-ride will not "increase ridership," in fact, it will make it more difficult to quickly drop off and pick up riders who rely on the metro system.

17

Dear WMATA Board of Directors: I strongly support efforts to redevelop the Braddock Road Metro Station Kiss and Ride and short term parking lot. The station is in an urban neighborhood and is an appropriate place for mixed use transit oriented development. The project also provides an opportunity to improve pedestrian and cycling access to the station. I ask that you work closely with the City of Alexandria to ensure: --There's protected space for pedestrians and cyclists on N. West and E. Braddock Road. I'd like to know more the measures that will be taken to minimize conflicts between pedestrians and cyclists and vehicles using N. West and E. Braddock for dropoff and pickup --Both slip lanes at N. West and E. Braddock are removed instead of just one. This has been a long time goal of the City and the surrounding neighborhood in order to restore the urban form of this intersection and improve safety --Creation of a new midblock pedestrian crossing along N. West between Madison and Wythe --Improve safety at the crossing to station at E. Braddock and the Metro Linear Trail --The new plaza provides much needed and inviting neighborhood open space with shade, seating, and the opportunity to host small events. Will the shaded area labeled as the future joint development site also be landscaped and planned as an interim park use? --Coordinate with the City and DASH on the amount of bus layover parking needed at the station. Thank you for the opportunity to comment. I'm excited after 22 years as a user of the Braddock Road Metro Station to see WMATA undertaking this project. David Kaplan 418 Queen St. Alexandria, VA 22314

I have a family member who has mobility issues, yet has taken the Metro into work rather than drive. Part of why this has worked is because I can take them to the kiss-and-ride and pick them up. The Braddock Metro Station has been one of the ideal ones for this logistically, especially after what they've already done and what they plan to do at King Street. This family member does not have a realistic option to consistently get on a bike or extensively walk for work, nor might using some other mode of public transportation for the connecting part to the Metrorail seem workable. That's particularly after post-shutdown changes to many of the stops that had previously worked. This is where we may start to get into the largely unspoken part amongst those purported to be so concerned about the "net zero" and "walkability" priority, which may end up ignoring or even steamrolling those with various levels of disabilities and mobility issues. Does anyone think the limited resources of Metro Access are likely to step in and fill the gap of a weekday commuter? What seems to be a true resource is the ability for people who want to use the majority of their commute utilizing the public transportation system, just with a practical mitigating aspect which helps people with varying circumstances do so. All they may need to do in this case is keep the kiss-and-ride at one station where the stations on either end either don't have one (Potomac Yard) or may have severely limited them in recent times (King Street). Because of the King Street, example, I can speak to skepticism of actual improvements at Braddock Road. This is as a Metrorail rider, a bus user who has used the previous and redesigned layout, a driver, and a pedestrian who has lived five blocks away from the King St., Metro station. The station seemed to have had a very practical layout for kiss-and-ride, and even limited parking. There seemed to be room for improvement as far as crossing Diagonal Road as well as King Street near the overpass. However, the "improvements" may have seemed to unintentionally promote pedestrian disorganization, and practical encouragement for crossing against lights. Part of that may have occurred in part because of the evidently narrowed, staggered, and generally impeded new traffic pattern implemented at the station. Rather than have the dedicated kiss-and-ride section separating the Metro riders and pick up drop off from the main traffic, there's now a comparatively limited and narrowed strip where people are adjacent to an already heavily-traveled one lane road connecting two major roads. Moreover, this limited space can also be further limited by double-parked truck-sized delivery vehicles and commercial/hotel, private shuttles, making it practically useless and potentially unsafe at times for people dropping off and picking up. It seemed frustrating enough hearing the supposed appeals to practicality and improvement with the King Street plan, only to see it go the way that it predictably went. As someone who has walked to the station and also used buses, this did not seem to measurably improve my experience. On the contrary, having even more of a traffic snarl may have made for even more impatient cut-through commuter traffic drivers with which I have to contend on the surrounding streets. It seemed to make the station as a kiss-and-ride aspect largely a nonstarter and leave Braddock Road as the sole practical option for many in the city of Alexandria. (And forcing people in the surrounding area of Braddock Road to use Eisenhower Avenue instead seems problematic, especially since it doesn't even service the Blue line.) Yet now, this remaining safe and practical kiss-and-ride option appears to be in jeopardy. This may push many (especially when helping those with accessibility issues) into more driving and not less because of the very real narrowing of options. And for what actual benefit, again bearing in mind what already happened at King Street? More double-parked trucks and private shuttles? I recall one of the recent articles with a comment from someone in WMATA management arguably seeming to justify this by appearing to indicate that a narrow street parallel kiss-and-ride is the way it is with most metro stations. That hardly seems a reasonable or practical justification from taking away a beneficial design element that currently exists — something that there might not have been the opportunity to do at many other stations. In the absence of any other concrete rationale, why do anything on such a questionable and dubious basis as far as a possible cookie cutter approach that

would not seem to be beneficial, but a potential detriment to driving and pedestrian use? There seem to be sufficient fields, parks, and green spaces nearby that the purported benefit of that may not remotely appear apparent. Why even spend the money and planning time to fix something that doesn't seem broken, potentially just to do some matchy-matchy bureaucratic streamline? Again, the main issue may be that most stations already have that, including ones on this end of the line. It seems to make sense to let one station maintain its current capacity that does not appear to be negatively impacting anyone. That's especially if a redesign would necessitate more double-parking of multiple types of vehicles that could serve as a detriment to everyone. That could include pedestrians and cyclists when vehicles may often be illegally double-parked and blocking visibility at crosswalks and paths as a consequence of the new constrained redesign. It would be one thing if the Braddock Road kiss-and-ride infrastructure was never there to begin with as in some locations. People in that case would have to deal with the elimination of practical space used as it is currently. However, there's the examples of me, my family member, and others who have greatly benefited from the existing space and ability to utilize this system in the most practical way possible for us. The current design was presumably envisioned because of its utility and practicality – with a corresponding reduction of station-specific and general road burden for regular commuters and others traveling in the region. This seems to be a real quality of life issue again for many with disabilities and accessibility and mobility challenges, whose voices it may be a challenge to be amplified in such processes and upon whom this figures to have a disparate impact. It actually may seem pernicious as far as the systematic way that priorities of developers as well as planners potentially operating on a "less is more" premise may discount quality of life issues. Again, why not leave well enough alone rather than eliminate this for no significantly apparent rationale for betterment, especially when it might instead negatively impact people with accessibility and mobility issues? Thank you for your consideration.

Comments Received Through Metro's Online Portal

Response to Online Survey Question 7. Please let us know any additional comments and suggestions you have regarding the project:

1	I recommend it is highly considered how frequently riders utilize the current offstreet kiss-and-ride and adjacent parking.
2	This station currently works as designed. There are not long term parkers at the Kiss & Ride lot usually. There is room for DASH buses to circulate and pick up passengers and there is room for Metro riders to be picked up in cars. While the city is adding dense housing to the east of this station, the neighborhoods to the west of the station are single family housing. Thousands of people live in Del Ray, Rosemont, Beverly Hills and Braddock Heights, but are not quite in comfortable walking distance of the Metro station (which I know is a 6 block standard according to realtors). My home fits this category - close but not quite walkable. This Metro station should be viewed as OUR Metro station too, and not just belonging to the high rise residents on the east side of the tracks. To serve the maximum number of people in Del Ray, Rosemont, Braddock Heights and Beverly Hills, and encourage us to use Metro for pickup/dropoff, we need the Kiss & Ride lanes. Bus service, infrequent in this part of the city, is always going to be a non-option for most people. People move to this part of Alexandria with cars, but willing to use Metro. This proposal will make Metrorail less desirable for most of the people west of the tracks. Metro should embrace users who combine it with cars - and not pretend that most Metrorail users want to walk to the station, or can.
3	1. Prioritize maximizing residential density from the outset. Experience shows that local opposition will push to reduce unit counts regardless of the starting point, so it is important to begin with a proposal that fully reflects the site's potential. 2. Metro should coordinate with the City of Alexandria to evaluate and pursue a realignment of Wythe Street to improve overall site functionality and connectivity. 3. Eliminate proposed Metro-related kiss-and-ride spaces and instead dedicate that area to enhanced pedestrian and bicycle infrastructure. In practice, kiss-and-ride zones often lead to double parking and blocked roadways, creating safety risks and increasing travel delays. These impacts outweigh the limited convenience they provide, particularly given the availability of alternative options such as DASH, Metrobus, and planned improvements to bicycle infrastructure along Braddock Road.
4	I live in this neighborhood. i am a daily jogger/pedestrian & a daily driver both at this intersection. I pick my son up from his commute from school here. The city is already squeezing Braddock Road down, which will cause traffic. Removing K&R lot will add more traffic. Keep this Metro station multi-modal, which means NOT decreasing access for users arriving/leaving by car.
5	Please DO NOT take away the kiss & ride we all use daily. We don't need more shops and housing. We need more PARKING and SCHOOLS.
6	My husband takes the bus in the morning to the station then gets picked up on the way home- it is a free flowing non traffic impeding safe pick up location-
7	The intersections around Braddock Road metro are already congested and filled with many walking commuters getting to the metro. The addition of kiss and ride lanes on the street will absolutely add to that chaos, especially during rush hour. There is a legitimate concern that more pedestrians will be hit as a result of this new construct. I am also not in favor of utilizing this land for privately owned residential buildings.
8	Plan for a separate kiss and ride area as well as a shorter bus route in order to move this project forward

9	Strongly against removal of the kiss & ride area for building development.
10	Kiss and Ride users should be compensated for this. Also, a 130 space bike rack is wishful thinking.
11	The parking for kiss and ride was not convenient for people going into DC for the whole day, but an underground parking garage on part of the lot would bring more commuters who would otherwise not take the metro to work. It could also generate revenue for the city.
12	The Kiss & Ride is important. There is a shelter there. If it is replaced by curbside pickup, you need to take into account rainy days, and people with limited mobility.
13	The Potomac yard station makes more sense for a kiss and ride than this one honestly.
14	Please reconsider your survey structure and allow respondents to select all of the ways they access the station. I access Braddock Road multiple ways - Dash bus, walking, and utilizing kiss and ride to pickup family. But I just picked car.
15	The new drop off/parking areas along the streets effectively mean there will be none. Adequate parking needs to be provided in whatever buildings are constructed for the residents/visitors/employees.
16	How do we safely access the drop off point on the north side of Braddock (when driving east) without making illegal or cross traffic turns?
17	Having a segregated kiss and ride (ie, not on a street) is a safer way for travelers to get dropped off/picked-up for metro. Travelers are not required to deal with crossing speeding traffic or the inability to get into a vehicle due to illegal longer-term parking, which will absolutely happen knowing the area. Overall, as someone who uses this station daily, please don't "fix" something that isn't already broken. There are plenty of issues with Metro (security, upgrades of escalators and outside areas, etc.), but Braddock Road's kiss and ride/bus access is not on that list.
18	This project should be scaled back to preserve at least 10 Kiss & Ride parking spaces for residents and local businesses to wait on property to pick up people commuting to North Alexandria on Metro. The office capacity in the north part of the city is not clustered around the station - it stretches from the GW Parkway and Canal Center and Slaters Lane all the way to the station. This is the Metro that services this growing part of town. The station should intentionally accomodate automobile pickup and not just aim at pedestrians. There are other Metro stations where pedestrians make up the bulk of the passengers, but that is not true in the north end, and it may never be true. This station is convention to several car thoroughfares (Rt. 1, Parkway, Braddock, Mt. Vernon Avenue). Keep the station friendly to people who arrive or depart via a vehicle owned by co-workers, friends or family.
19	This project does not benefit bus or metro riders, especially if Metro is proposing, adding one to two minutes to commute times for certain routes as they would be moving some bus stops. The loss of the parking space is at Braddock Road is also detrimental for those who do not live on a metro bus route and use the parking lot and kiss and ride area. Going forward with this project should be discouraged and I hope Metro will not go forward with it.
20	Elimination of kiss and ride spaces will make options for pick up and drop off more difficult.
21	Keep the kiss and ride dropoff. Parking is extremely challenging in the area as is
22	Soliciting feedback from kiss and ride users over a period of time.

23	Kiss and ride should be on N West, both sides of the street to catch cars from both directions. This would reduce interaction with cyclists and pedestrians on Braddock - no drop off there. This seems much safer for my kids who use transit and walk a lot in this area.
24	Putting any kiss and ride or drop off on the main street of Braddock Rd will create a congestion nightmare.
25	The proposal does not provide passenger drop off locations for cars arriving from the south or west. This will force cars to stop in random locations along Braddock and West St to drop passengers, disrupting traffic.
26	I walk to the station and I also use the DASH bus. Using a car, I use the station to pick up and drop off visitors who are new to this area and it is very reassuring to have, as we currently do, a convenient, easy to describe, and safe way to do this.
27	Trying to pick up arriving passengers will be confusing if they are standing in the rain at night on a different street and they will jaywalk when the car is on the opposite side of the street.
28	Doing away with all protected parking and drop off zones will also make the station more dangerous for pedestrians and less handicap accessible for our neighbors who need the space to maneuver.
29	How I get to the station is different than how I pick up people at the metro. I use kiss and ride to pick up senior friends
30	This is wrong to turn a commuting space into an apartment complex. Does nothing for commuters who rely on pick ups
31	I drive my son (who is not old enough to drive) and pick him up from the kiss and ride lot.
32	Please don't do this. Alexandria is already taking ill advised actions to make Braddock Road harder to traverse. Moving the kiss and ride to Braddock Road, even with a cut out from the travel lane, will not help an already congested stretch between West St. and Mt. Vernon Avenue.
33	It's a great use of space to build new homes while still enabling multimodal access (including car pickup/drop off). The development would also help make the station area safer especially at night.
34	You can add some green area before the buses so they don't loop but still keep the passenger drop off where it is which maybe less parking spots. Maybe even a few benches and a food truck or some ice cream vendor if you want people to use this station more. Could be waiting in in the green area having a snack while waiting for the metro buses which are always late or the dash to old town. I like the bike storage idea. But residential building will increase traffic around the station and make it difficult to access.
35	Needs a better kiss and ride.
36	Please don't work with developers who don't care about Alexandria residents
37	This is a terrible idea.
38	This proposal is in direct opposition to the developing needs of working people in the area.
39	You can invest in enhancing the quality of the area without introducing more real estate. The courtyard and other beautification ideas are nice.
40	leave it alone and rent out office space you already have that always looks empty
41	Please don't do this.
42	I am against this project

43	Please coordinate closely with Alexandria City Planning Staff to make sure the design of the transit improvements is most aligned with the safety improvements planned for braddock road, and the needs of the neighborhood.
44	This is a waste of of Metro funds Making Potomac Yard better (getting rid of Bustransit way othe Carlyle Station more welcoming and easier to figure out without getting hit by car, truck or buses!!
45	I also take the bus there
46	Don't water it down for neighbors. Build for your future neighbors
47	This is a terrible idea
48	Please do this!
49	Actually look at the area as a whole system and don't ruin the system by trying to optimize a single component.
50	Nothing else.
51	Please push this forward.
52	I'm going to start biking to the metro and love that the racks will stay
53	The prior question is misleading for people that use multiple modes of transportation regularly. I wanted to select most of those options, but as I could not, I did not answer to give a false impression.
54	Make no compromises with NIMBYs. None, zero. There's no satisfying them, so there's no point trying.
55	I'm pretty sure you got my gist. Terrible idea.
56	I'd love to see investment in that vicinity to be cleaner and to promote safety!
57	The sp2ce would be better used as a public park or other community amenity rather than a hand-me-out to private developers who have no incentive to help the community.
58	Good luck!
59	I also arrive to Braddock metro as often as I walk there by Metro from a different station.
60	This is one of the biggest steps in improving the Braddock road area, thank you for pursuing it!
61	Kill it now.
62	minimize the time and impact to the overall effort. Keep the station open and available
63	What sort of development exactly is proposed?
64	Is the weed filled lot across from Metro part of the plan? It been vacant for years.
65	It's a terrible idea
66	Add an entrance at Northern end of station
67	Not impressed with this plan.
68	Please do not do this
69	There is no real need for the plan. Please use the money to fix the potholes on the roads in old town.
70	Need to integrate this effort with City of Alexadria efforts to address Braddock Rd. between West and Russell Road.
71	I would love to see the future residential developments be taller than the existing green-roofed condos. Our region desperately needs dense housing near transit.
72	Alexandria needs more housing close to metro!
73	A few housing units is not worth this.
74	great idea! more housing near transit!

75	Build as many apartments as possible. And see if you can add shopping/restaurants on the ground floor
76	Advocate for market rate housing rather than designated affordable housing. The area is unfortunately somewhat affected by concentrated poverty and could be better balanced by mixed income residents.
77	Please focus on the quality of the place making and street scaping. We have too many parts of the city that have added good density but made very bland streetscapes. Don't miss the opportunity to make the station area feel like a unique destination
78	The site should maximize housing, building to or beyond allowed height and density
79	Please preserve the unique identity of Alexandria by decreasing the development of faceless corporate run residential complexes lacking character or neighborhood cohesion. WMATA riders are best served by access to public meeting spaces or local organizations that support and vitalizes neighborhood ambience, which in turn drives interest in travel and ridership.
80	If this is about money for WMATA, maybe you could sell to the city and have them maintain it as a public park and park and ride lot. But please do not sell it to a developer to put up more mid to high rise residential.
81	I'm excited to see it move forward! The bus loop has seemed like a great opportunity to densify the area around the station and improve pedestrian/bike access.
82	Make sure to support mixed use and very tall residential if possible in the project
83	Volume of housing (more housing) and revenue generation to Metro should be balanced with affordable housing needs.
84	Maximize the amount of housing on the site
85	Development at the station would be a huge benefit to the neighborhood and increase density exactly where it should be increased. I applaud WMATA's efforts to do this.
86	I used to live within 2 blocks of Braddock Metro and have been concerned by how long it has taken to move forward. Given the cost of development on this site and the proximity to Metro, bus, bike and walk options to services, I hope that the joint development project will minimize parking, and use tools like separating the price of parking from the units and marketing to people who want car-free lifestyles. The building heights should be a minimum of 8 stories and ideally 10 to 12.
87	If possible it would be best for the station adjacent residential buildings to include spaces for ground floor retail.
88	I think the project is a good idea provided that this is affordable housing units and there's access in Mount Vernon and old town sides of the station. Alexandria doesn't need more luxury apartments. It needs a place where middle class people would live. And the developers need to be smart about retail unit sizes and rent because too many places in DC, Arlington and Alexandria sit empty because businesses can't survive with the oppressive rents.
89	Make the buildings as tall as you can to fit more housing. I do like the plaza element in the project design and I hope it makes it into the final phase. A green space / through way like that will be pleasant for residents and others in the neighborhood
90	I fear this project creates more issues than it solves. In fact, you could begin these density projects by involving the community up front rather than forcing these disasters upon our community.

91	The square footage, FAR, and height of the building should be maximized. This is a fantastic opportunity to provide more housing for the neighborhood as well as more customers for metro and local businesses. The land should be maximized to provide as many units as possible to bring the maximum amount of vibrancy to the area and allow metro a solid revenue source.
92	Will the trees be replaced? Will the pedestrian crossings be adequately marked and signaled? How much did ridership increase since the new apartment buildings were built? (Platform and Grayson)
93	how many units in the housing adjacent to metro? low, mid or high income housing?
94	Are you trying to build housing here?
95	The area probably can't handle the storm runoff for another large project. Also doubtful that the infrastructure is there to handle the added residential density.
96	Make them sold condos
97	Overall I like the idea of adding residential and business at transit stations
98	I would like there to be an addition of some below-market rate/affordable housing to be included as part of the added residential units for lower-income residents to be able to live there reasonably comfortably too.
99	My observation is that a lot of traffic may find it difficult to navigate from Wythe St to E Braddock
100	Alexandria's "road diets" have made traffic worse, have not increase bicycle usage, and are overwhelmingly opposed by local residents, who are affected by taking away parking and getting stuck in traffic. Furthermore, Alexandria is not truthful about stats or reasons for the road diets and refuses to accept that we'll never be Amsterdam or Paris where people live on their bikes and there is loads of public transportation. Too many working families need to get kids to and from school under tight schedules and older people aren't going to bike or scooter. I have neighbors who didn't have cars for years, relied on public transit, and now are so much happier with cars.
101	Eventually, the city is going to build something in that braddock West spot which will cause even more congestion. Don't add to the chaos by turning Braddock Rd metro into a dense residential area full of apt bldgs. Turn a section of the parking lot into a park, with natural plants and you could lease some space to a coffee truck as there's no good coffee options besides the sbucks but the post office. That would keep the area pretty and get metro some money. A park and one residential space would keep the area balanced.
102	Please work with the City of Alexandria to create improvements to the traffic flow, which I understand may reduce the lot size available to develop, but I promise to advocate with my elected officials to ensure Metro gains development rights which offset any lot size reductions.
103	This is an ill-advised plan which does not consider the traffic or pedestrian impact to the local area by building on what is a very small plot of land. There are already numerous lots which could be built upon but are stalled and this would severely disrupt both traffic and the locals living in the area.
104	I would rather see metro spend money to make the trains run more frequently. Or at least time them better. No major city transit system makes people wait 8 to 10 minutes during rush hour, then runs 3 trains in 4 minutes.
105	See earlier comments - glad to see redevelopment plans moving forward. Just need to watch out how you're handling Braddock Road impacts between West Street and Mt. Vernon Avenue. Even with current levels there's concerns with pedestrian crossings and vehicular traffic - with added pedestrians and lane restrictions, it could make it a mess.

106	I firmly oppose. It's not what we need as a community trying to get to work. Cutting off access or making it difficult doesn't work. The congestion off Braddock would be awful.
107	See comments above. I hope more time will be given to reviewing this proposal and urge Metro to consider a less-radical repurposing of the property. I believe the proposed change will increase traffic congestion and reduce safety for Metro riders, bicyclists, pedestrians and drivers.
108	Please do not develop this property to add even more congesting to a road that the City of Alexandria is already making smaller with their proposed braddock rd changes.
109	Again, while I understand the need for investment, more mixed living spaces to sacrifice parking spots would create greater congestion on East Braddock and North West streets.
110	I'm also concerned about what accessibility there will be to the Braddock Road station during construction and what the traffic impact will be if the project moves forward.
111	I feel that the area is not big enough for homes. It would become too congested for the people living in the area or use it during their daily commute. The intersections the area are already congested around commuting time and when school is letting out. The area itself has been experiencing some crime with children and other residents in Alexandria. There are plenty of apartments a block away that have been recently built.
112	I'd like a safer way to get to the station by bike. Right now I go down first Street to avoid car traffic, but the road leading to the station is barren and imposing. Also the sidewalk is tiny there, so people have to step into the street to walk by each other.
113	I think that some work with the City to address the odd intersection is necessary. Also, the proposed stoplight at the bus exit will be an issue for travelers heading east who have limited visibility due to the bridges.
114	The intersection between Wythe St, Braddock Rd, and N West St is a mess. As a driver, there are blind spots created by parked cars. Also GPS Navigation like Google Maps often struggles to give good lead-time for directions, resulting in drivers making last-minute/poorly signaled lane changes. As a pedestrian, there is high-speed motor traffic with all the slip lanes. All the slip lanes and turn lanes could possibly be better served with a traffic circle/traffic peanut with single lane approaches. I would more readily support a project like that, aiming to improve transportation rather than a sterile plaza which serves nobody.
115	I have some concerns about busses turning left out of the station (eg A1X northbound) particularly during heavy traffic periods such as the end of the school or work day. If there are ways to mitigate potential delays there via signaling or some other infrastructure, that would further improve the project. I would love to see bike-and-ride added to the station similar to the facility at Potomac Yard or an expansion of the existing bike lockers with access for bike-and-ride users. Do King Street Next ;)
116	If it is possible to improve the intersection next to the station where Braddock road meets Wythe that would be incredible.

117	As Metro and the eventual joint developer move forward, I urge you to prioritize the following elements to ensure this project serves as a model for sustainable urban growth: - Maximize Residential Density: Given the station's proximity to Old Town and its high transit frequency, this site is a prime candidate for maximum allowable density. We should not settle for "mid-rise" if the transit capacity and demand support more. High-density housing here is the most effective way to maximize WMATA's long-term farebox revenue. - Prioritize Family-Sized Units (3+ Bedrooms): To build a true community and ensure long-term stability, the development should include a significant percentage of multi-bedroom, family-sized apartments. Alexandria needs "missing middle" and larger-format rental options that allow families to remain car-light or car-free as they grow. - Implement Strict Parking Maximums: Rather than meeting traditional parking minimums, this project should utilize parking maximums. Excessive on-site parking induces traffic and drives up the cost of construction—and by extension, the cost of rent. I suggest a "decoupled" parking model where residents pay for parking separately from their rent, encouraging a shift toward the Metro, biking, and walking.
118	Consider realigning Braddock Road to connect directly with Wythe Street instead of jogging at West Street. On the southwestern corner we if the project, there should be a crosswalk across Braddock on the west side of the entrance to the bus lane. Otherwise, Metro passengers are forced to cross the bus lane before reaching the crosswalk to cross Braddock. On the bus lane, position bus stops on both sides of the lane to facilitate bus movements rather than forcing all buses to enter from the north. Design should feature mixed use development with retail in the ground floor to support an urban neighborhood.
119	Advance the development across West from metro first to better understand the need for this proposal as well as traffic impacts once that development is complete.
120	This project does not include any improvements related to the traffic at N West St and E Braddock Rd. This project as designed will create an even greater chance of dangerous pedestrian, bike and vehicle interactions. The existing residents along N. West St near the intersection have not been considered at all in this design.
121	This is a terrible project and will negatively impact traffic in the area
122	Traffic on Braddock road at that intersection is already very bad. Use N West street instead
123	Metro should work with the City of Alexandria to make the E Braddock and Wythe intersection a standard 4 way intersection. This would greatly improve the pedestrian and bike safety in this area and improve vehicle movements
124	I appreciate the effort to improve the Braddock Road Metro Station area. In addition to supporting the proposed changes, I would encourage Metro to: Prioritize pedestrian safety – Ensure crosswalks, sidewalks, and traffic signals are designed for visibility and accessibility for all users, including seniors and people with disabilities. Enhance bike facilities – Consider protected bike lanes leading to the station and secure, weather-protected bike parking to encourage safe cycling. Maintain transit efficiency during construction – Clearly communicate temporary changes and ensure bus and rail service remains reliable throughout the project. Incorporate green and community spaces – Where possible, include landscaping, seating, and shaded areas to make the station area welcoming for residents and visitors. Engage the community throughout design – Keep local residents, commuters, and businesses informed and involved in final design decisions to ensure the project meets community needs.

125	I live on the Del Ray side of the neighborhood. Is this an opportunity to add an access point to that side of the station, so pedestrians do not need to walk all the way around? (Also, can we add more bike racks to the Potomac Yard station south entrance?)
126	Hope the bike lanes are protected
127	Make sure the crosswalk near the 7/11 has flashing lights so people dont get run over
128	Think carefully on street enforcement and bus routes. It be nice if there's us still a good non sidewalk option to bike north
129	Please continue to provide bike parking at the station. Maybe consider opening the station on the other side towards Del ray as well (underneath the railroad).
130	We want a pedestrian tunnel instead of this project no one asked for that will not improve rider access to the station. If you did this I would walk to this station instead of needing to take the bus.
131	Please make sure pedestrian crossings are improved with signal - so dangerous now to cross
132	WMATA and the city of Alexandria should seriously consider adding a second entrance and a pedestrian bridge so residents coming from Del Ray can enter the station without having to walk all the way around and under the tracks.
133	I also bike to the station occasionally via capital bike share. Making the station easier to access via bike would be a welcome change
134	Please only consider developer proposals that include retail or restaurants. Other than Yates Corner, Rosemont Cellar, and the few businesses on the corner of Braddock and West, there are no retail or restaurants in Rosemont. It would be great to have other closer walkable options without having to go into Del Ray or Old Town.
135	There are a few good notions in this plan, because the transit plaza could be reworked. Add pedestrian access under the tracks directly to the trail. Straighten the busway. Do that without overbuilding the station.
136	The project should prioritize pedestrian access and include a raised crosswalk between Braddock Place and the new development.
137	Any way to tunnel on the north side of the station to the bike path on the west side of the tracks? Up near where West and first street meet?
138	Do no listen to the few loud mouths that say no to every change. If you compromise they will just complain about that too. Just do not give in at all. Look at all those who are complaining about a bike lane going to this metro station. It will be the same folks, They are bad for the community.
139	This proposal seems more oriented around revenue generation tha.transit service provision. The parking loop at Braddock.Stn is awkward and poorly used. But please dont assume more parking spill-over to adjacent streets. We need those to improve bike and pedestrian safety while maintaining tradfic flow through this choke point.
140	The proposed changes will add safety risks to pedestrians.
141	This is a terrible idea. Did you consult the city who is wasting hard earned money on changing Braddock Road right now to remove lanes and add bike lanes. Horrible and no one asks what residents who use this area everyday think.
142	Mixed-use development across from the station would be wonderful. the parking lot is under utilized and the empty lot across from the station should be developed.
143	Please make it as dense as possible. Retail would be great here and make the neighborhood more dynamic.
144	Ground floor commercial space big enough to support a grocery store the size of Aldi or Trader Joe's would be a great asset to the community.
145	Prioritize public transit users, not shoppers and retail stores

146	Add commercial space.
147	I appreciate the interest in changing the confusing layout but adding a plaza does not serve the people who use the metro.
148	Make sure the building has good sound insulation because the train are rather noisy at night.
149	If you Kate going to put a park in then maybe out in seating areas for people
150	Add art and uniqueness to the development.
151	Consider sharing different layouts for the parcel that place the plaza in different orientations. Please do not overpark the buildings on this site, since they are on top of metro.
152	Permeable surfaces are important for the site because of Alexandria's flooding problems.
153	There is also a well documented history of flooding at N. West and E. Braddock and any development must address flooding in the area.
154	Fix the flooding in the area and create more 2 hour free parking spaces.
155	Id love safety to be taken into consideration using CPTED (Crime Prevention Through Environmental Design). Dog park, farmers market, retail, cafes+restaurants, or a "little parkway" at street level, you ensure there are people present at different times of the day.
156	Please reconsider this project. There is empty land across the street from the Metro that hasn't been developed. Development in of the station would make the area too dense. People need to breathe.
157	See my comments about preserving the trees. This is very important!
158	If we wanted to be especially ambitious, N West street could be made into a bus-only extension of the Metroway BRT line on Route 1, which would be extremely useful for those of us using the A1X to get to Braddock Road more quickly
159	Please allow for a more direct entrance from Madison street to the entrance of the metro. The long walk along the fence to get to the metro stop doesn't make sense
160	As a female, i feel safe walking alone at night bc the current parking lot is open and well lit. Buildings may obstruct views to have safe routes back to the Madison St neighborhoods LEED certified project please. Public transportation helps our earth so let's not lose sight of associated projects also being environmentally net positive
161	I hate that you'll be cutting down those old oak trees, I wish there was a way to preserve them but also understand the need to reinvent this whole property.
162	I do not support it.
163	Don't do it!
164	This is very good and welcome. Now do Potomac Yard.
165	Build it asap
166	Do it!
167	Great idea
168	Do not do it!!!
169	Please work with the city to mitigate the impacts before pursuing this idea.
170	You really need to work with the city as they are proposing to make changes to Braddock Road and the local residents are upset. Your proposal doesn't seem to have much public awareness about it. Maybe you need to come up and speak to the local civic associations.
171	Don't listen to the NIMBYs. Some people hate any form of progress even if it benefits them too.

172	Please do good community engagement! Neighbors need to be included in the planning.
173	Please engage the community early and often.
174	What development is planned? How tall with the buildings be? How will this impact the surrounding area? (e.g., will it include its own underground parking?)
175	Just leave it as is and refocus on making the park and ride a clean, safe, space
176	Adding parking for long term trips off hours (an evening or weekend trip downtown) would be nice for when buses aren't running or taxis hard to come by.
177	Please work to find a developer to actually build something in the vacant lot. Also, that developer will likely need to put in utilities, parking garage, etc., so metro spending funds now to make a "nice" lot seems like a waste of money.
178	Want more people to use Alexandria metro stations? Add parking. Also add better faster bus service.
179	The number of paid parking spaces at the metro should not be decreased.
180	Build a bridge over the freighto better connect the station to Del Ray and Rosemont.
181	WMATA would be remiss to omit some kind of access to the station from the northwest. I have heard suggestions of a tunnel. I don't know whether that is best, but the neighbors toward Del Ray have a long walk all the way around the station to the south to enter on the east side. That adds at least 5 minutes on a good day. Please focus on addressing this. Perhaps WMATA can use the lease/sale proceeds to fund this project.
182	We need a second entrance to the station, either from the west or from the south. Most people walking to Braddock are coming from the neighborhood and spend at least 2 extra minutes navigating around the station to get to the entrance.
183	Build a tunnel for those of us in Del Ray!
184	This is a RETARDED idea and it should be abandoned. This will make Braddock Road as inaccessible as the white elephant station at Potomac Yards. It's like you people don't actually want people to ride Metro.
185	We need parking spaces to remain for people that cannot walk home due to disabilities or mobility issues. It is neither reasonable or appropriate to compromise a functional and accessible facility for the sake of increased revenue. You are not thinking of community needs at all.
186	Any changes to The Braddock Metro that make it prettier and still accessible, I'm in favor of.
187	I would like the design to reconsider where accessible parking is located so that it can be closer to the station entrance. I have known people with disabilities related to lung conditions (one with lung cancer, one with cystic fibrosis) who could not walk very far.
188	Will be contacting the Dept. of Justice for violating the ADA.
189	Needs disabled parking, accessible features and handicapped bathrooms
190	The lot and bus routes work really well right now. Please don't mess up a good thing.
191	An alternative would be to widen the bus lane a little and make it two sided: one for buses and one for cars. Similar to the loading zone at the airport, but much narrower.
192	Why are bus stops being shifted to the south?. This puts DASH 103/104 stop a longer walk from the station entrance. Currently bus bays are centered at station entrance. That's good.
193	Any plan that creates a large open public space will be used by those that already loiter in the vicinity to the station and drink alcohol and consume drugs. These plans will create a public safety issue.

194 DMV governments should adequately fund metro. This proposed plan is not a long term solution but will have long term consequences. This plan is shortsighted and counterproductive. Alexandria will suffer in order to subsidize transit for the citizens of other recalcitrant governments.

195 Abandon it. Understand the need for funds but not everything must be monetized.

196 This is short sighted and was obviously developed by developers.

Metro Hearing #675

Docket R26-01: Proposed Changes to Braddock Road Metro Station

Alexandria, Virginia

April 20, 2026

Welcome: Canek Aguirre – Hearing Officer

Alright, I am officially calling this meeting to order.

Good evening everyone. My name is Canek Aguirre. I'm one of the Alternate Directors representing Virginia on the WMATA Metro Board as well as a member of the Alexandria City Council. Tonight with me we have Jennifer Ellison, our Metro Chief Board Affairs Officer, and Andrew McCray, Project Manager in the WMATA Office of Real Estate and Development, who will be giving tonight's presentation.

I do want to recognize I believe my colleague, Councilman Elnoubi, is hiding in the back somewhere. And just as customary, former school board member Chris Lewis is here as well. Hey, you never lose the honorable in front of your name. So...

Let's see...can we get to the next slide? Thank you. Here's our agenda for tonight. This hearing is convened by the Metro Board of Directors to gather public comments on proposed changes to the Braddock Road Metro Station located here in the City of Alexandria.

We'll begin with some background information and the purpose of the hearing, then move to describing the proposed transit facility changes, followed by an overview of the protocol for commenting. We will then hear public comments and discuss next steps.

Next slide, please.

So, the reference materials, our general plans and environmental evaluation for this project, are available online at the link in the presentation. Two copies are also available just out here in the hallway at the registration table. Notice of this hearing was made by publication in the Washington Post in March. The hearing

notice was also sent to all local governments and other organizations within the Compact Zone as well as posted on wmata.com and provided to nearby libraries. Next slide, please.

There are three ways to provide comments at this evening's hearing. In person, thank you all for coming to spend time with us here; via Teams; or over the phone. If you would, if you're with us in person and would like to provide testimony, if you've not already signed, please see the staff at the registration table just outside this door, if you have not already put your name on the list of speakers. Or if you're moved to speak later on as we continue through, just wander out there, sign up, and we will get you in the queue.

If you're pre-registered to provide testimony via video, we ask that you remain muted with your camera off until you're called on to speak. And those of you participating via telephone, if you'd like to provide testimony, please press star five. This will put you in the speakers' queue and let us know you'd like to provide comments.

Elected public officials, if they so choose, but they already have a big enough platform, will have five minutes to speak. And everyone else will be allowed three minutes each. Extra time will be given for any translation or interpretation needs, and if you have copies of your testimony to distribute, please hand them to staff at the registration table and we'll be sure to get that into the record.

I'd also like to note that tonight's hearing is being broadcast live via YouTube on the MetroForward YouTube channel and will be archived there after the hearing concludes. Now I'll turn to Mr. McCray for our staff presentation. Mr. McCray.

Presentation by Andrew McCray – Real Estate Project Manager

Thank you, board member Aguirre.

The purpose of the hearing is to obtain public input on the following changes to the transit facilities at the Braddock Road Metro Station. One, reconfiguration of the bus loop and two, closure of the off-street Kiss and Ride lot. The goal of the project is to improve customer experience, enable joint development, and grow ridership.

Background. Before discussing the changes further, let me give you some context of background about how we got to this meeting today.

The Braddock Road Metro station opened in December of 1983. And in 2008, the City of Alexandria released the Braddock Road Metro Neighborhood Plan, which initially recommended the site be developed with primarily office and retail uses.

However, in 2021, the City amended the plan to recommend Metro Station property be rezoned to promote high-density mixed-use development. A year later, in 2022, Metro released a 10-year strategic plan for joint development, identifying Braddock Road as a priority location for joint development.

Joint development is a program to bring mixed-use transit oriented development to Metro-owned property adjacent to transit. And in June of 2025, Metro released a 10-year strategic plan for joint development progress report. The progress report reaffirmed Braddock Road as a station prioritized for joint development solicitation by 2028.

And lastly, in November 2025, the Metro board authorized staff to hold a Compact public hearing for the transit changes proposed at Braddock Road.

And in terms of proposed changes regarding the changes to the transit facilities, we'll cover aspects of capacity, access, and configuration.

But first, I'd like to note that the buildings shown in the graphic on the screen are illustrative only. A developer has not yet been selected, nor has a specific design been developed. However, the scale of buildings will be similar to recently proposed developments in the neighborhood.

For the bus facilities, Metro proposes reconfiguring the bus loop and five bus bays at a one-for-one replacement with one of the bus bays adding to, excuse me, being able to accommodate longer articulated buses. The new bus bay will be one-way southbound and include two new bus layover spaces.

The bus recirculation lane, currently on Metro property, will be eliminated. The change will result in buses recirculating on the public street network in the future.

The inclusion of layover spaces at the top of the busway will allow bus drivers to perform turning movements around the clock and then, excuse me, around the block, and wait in layover space and then pull around to pick up passengers minimizing the additional delay of the customer experience.

A traffic signal is planned to be installed at the busway exit to help facilitate bus turning movements and create a safe bicycle and pedestrian crossing. For Kiss and Ride, Metro proposes closing existing off-street lot and relocating pickup/drop off activity to new on street parking lanes created along East Braddock Road and North West Street. Shifting to curbside pickup/drop off is consistent with Metro's approach in other urban areas and settings.

In fact, most of Metro's 98 rail stations have some form of curbside pickup/drop off. The total number of new on-street spaces will likely range from 14 to 18 spaces and will depend on factors such as final location of the new curb line on East Braddock Road,

sizes of curb extensions on North West Street, locations of loading and parking for future development, and other multimodal amenities in the streetscapes.

This amount of curbside space is expected to accommodate peak demand for pickup/drop off from projected rail ridership growth through 2040. Metro and the future developer will coordinate with the City of Alexandria as design progresses to determine the exact number of pickup/drop off spaces that can fit within the parking lanes within the public right of way.

As part of the future development streetscape improvements, the northern curb line on East Braddock will be consistent with the city's bicycle and pedestrian vision and to create a new row of parking that does not exist today. This will also result in removal of existing slip lane on the northwest corner of the north, North West street and East Braddock Road.

Additionally, a road diet is proposed on North West Street from three travel lanes to two lanes, or one in each direction. Similar to the previous lane reduction that eliminated a travel lane to create parking on the opposite side of the street. This change will allow for the re-striping of the curbside lane for parking and pickup/drop off.

North West Street currently carries approximately 5,500 vehicles per day, which is far below the commonly accepted threshold of 15,000 to 20,000 vehicles per day to the road dieted to two travel lanes. As such, a reduced North West street is expected to be able to handle existing traffic volumes. Addition of bus circulation, any traffic generated by future development on both sides.

Lastly, traffic impacts associated with the future development will be analyzed through the City of Alexandria's development review process once a developer has been selected and site plan developed.

Now, we move on to the environmental analysis. As part of the compact public hearing, staff has prepared an environmental

evaluation for the project to assess any permanent or temporary impacts, and to identify opportunities to minimize or mitigate them. This analysis identifies whether there are impacts to transportation, stormwater, open space, and air quality as noise and as a result of the changes to the transit facilities.

This analysis does not evaluate impacts related to private development, which are subject to review and approval through the City of Alexandria's entitlement and approval process.

Removal of the bus recirculation lane will add a small amount of time to bus travel times and operations estimated to one to two-and-a-half minutes per bus depending on the time of day. To mitigate this, Metro proposes installing a traffic signal at the busway exit, and to locate two layover spaces at the top of the busway so that buses can perform turning movements around the block prior to picking up passengers in the bus bays.

Closure of the Kiss and Ride lot and replacing it with the new on-street parking lanes will allow for more convenient pickup drop off locations for customers. However, the walking distance to the station entrance may be a little longer depending on the parking space location.

During the reconstruction of the transit facilities and road network, an interim operations plan, sometimes called a maintenance of traffic plan, will be established to ensure access for all travel modes at the Braddock Road station is always provided throughout the project.

Finally, regarding air quality, noise and storm water, there are also no permanent impacts anticipated as a result of the transit facility changes. However, there may be some minor temporary impacts during construction like dust, equipment noise, or sediment and erosion. These will be mitigated by using typical construction mitigation techniques and following Virginia and City of Alexandria's requirements.

Metro is aware that there's often flooding within the intersection of East Braddock Road, North West Street, and Wythe Street following rainfall. Metro will look for ways to improve flood mitigation around the station per Virginia code and coordinate the joint development project with the city's efforts to resolve the flooding.

This slide concludes my presentation on the project. I'll turn the floor back over to Board member Aguirre to go over the procedures for tonight's hearing.

Testimony Process: Canek Aguirre – Hearing Officer

Thank you, Mr. McCray. So, just want to go over the procedures for tonight really quickly. Double checking nobody on Teams still? All right. So, we're going to skip Teams.

For those of you here in person, well, actually, we haven't even started calling a list, but as I call your name, you can start lining up at the podium. If you're unable to get up to the podium, we can provide a mic to you.

And then if you are participating via phone, if you'd like to provide testimony, please press star five. This will put you in the speakers' queue, and when it's your turn to speak, we'll announce your phone number, and you'll receive an automated message that it is your turn to speak. Do we have anybody on the phone right now? Okay, nobody on the phone right now, so it looks like it's going to be mainly just whoever's in the room.

Friendly reminder, elected public officials will be allowed five minutes. Everyone else will have three minutes. Extra time given for translation or interpretation if needed.

We have a timer that will countdown how much time you have left to speak. It will give you a warning beep when you have 20 seconds left and will beep continuously when your time is up. We ask that

you stay within your allotted time to ensure that we can hear from everyone who wants to provide testimony tonight.

Written comments. So, in addition to the opportunity to speak at this evening's hearing, Metro also welcomes written comments on the proposed changes. We will cover these options again after everyone has testified. Your comments will become part of the public record that will be reviewed by the Metro Board of Directors. Any additional changes to the project that was presented here tonight may be proposed by Metro in response to testimony received and subsequent staff analysis.

All right, one more.

I do want to take a moment to recognize that this is where we listen to all of you as the public. This is your opportunity to comment on the proposal and we are here to listen. So, we won't be able to answer questions during your testimony.

I will note that this public hearing process is unable to address any comments outside of the scope of the proposed transit facility changes. And those include comments on size, mix, or design of buildings or future joint development projects, land use matters, service complaints and fares. Next slide.

Really quickly on next steps, as we noted previously, the public comment period will close on April 30th. Staff anticipates releasing the draft staff report to the Metro website this coming summer. Once the staff report is released to the public, those of you who provided comments will have the opportunity to review the report to ensure that we captured the comments accurately. That review and comment period will close two weeks after the draft staff report is posted.

Staff anticipates that the final staff report will be submitted to the Metro Board of Directors for acceptance in the fall of 2026. So, this year. The public will have another opportunity to comment on these transit changes in person at the future Board meeting, and this is the future WMATA Board meeting that is held

at WMATA headquarters in DC right next to the L'Enfant Metro station.

The public will also have opportunities to review and comment on a future joint development project through the City of Alexandria's development review process.

So again, there's the WMATA process that goes through, but it will still always have to come back through the locality and in this case through Alexandria for the development review process. Next slide.

So, now that we have all the background out of the way, we're going to go to our first commenters. Before you begin your remarks, please remember to state your name and to state any organization that you may represent, if any. Please note all statements including any personal information such as name, email, address, or telephone number provided in the statement are releasable to the public upon request and may be posted on Metro's website without change, including any personal information provided.

For those providing testimony that may be watching the hearing on another device, please make sure that device is muted when you're giving testimony to avoid feedback. We don't have to worry about that. Nope. We don't have anybody on the phone.

So, let's go ahead and take a look at our speaker list. So, first up, we're going to have James Clarke, then Jennifer Williams, then Kyle, and my apologies if I mispronounce your name, Siefring, David A, and then Anderson V., do we have James Clarke? Come on up.

James Clark
Inaudible

Canek Aguirre – Hearing Officer

So, you're only going to get three minutes no matter which way you put it.

James Clarke

Inaudible

Canek Aguirre – Hearing Officer

Even if you go last, it's not like you get extra time. You get three minutes and that's it. And one more thing, James, just so you know, even if you do have more questions at the end, we were happy to take them later on, too. And then it'll still get recorded. So, if something new pops up, you come talk to us at the end.

Testimony

James Clarke

Perfect, thank you. My name is James Clarke, I'm a freelance writer. And I am local to the community.

Good evening. Thank you for coming tonight. I'd just like to take this opportunity to ask a few questions after a brief statement.

I am a Metro super fan. When WMATA launched its semi-centennial merch store, I was elated and I bought way too much for my husband's liking. Despite me gifting him this bottle, which is really cool because you can put a sticker for every station that you visited, all 98.

I'm happy to pay what I think is a reasonable commuting fare to support the agency's finances in solidarity with those of us who depend on the Metro's success for our own livelihood. Which is why I was confused when I read in the Alexandria Brief that WMATA proposed to develop the land it owns at the Kiss and Ride.

I didn't know that WMATA is authorized to be a property owner of otherwise privately held stores and apartments or condos or whatever. I wasn't aware that the agency can collect taxed revenue from such property and people. I would assume that this is the

purview of the City's government to collect revenue associated with property taxes.

But the more questions I asked, the fewer answers seemed satisfactory. So, I think it's best to ask them here now when public officials are present and in front of the community, they seek to permanently inexorably alter, for some of whom may wonder the same questions I do.

So, the first question is, does WMATA think that this is the best possible solution for this particular space and what alternatives have been considered?

Canek Aguirre - Hearing Officer

So, again we're not answering questions tonight. What will happen is that your questions will be recorded and then we'll be responded to in written format and you'll be able to look at the report that is going to be sent to the Board of directors. That's the way this is set up tonight.

James Clarke

So, I can't ask you questions.

Canek Aguirre - Hearing Officer

You could ask me all the questions you want, but I'm not going to give you an answer.

James Clarke

Thank you.

Canek Aguirre - Hearing Officer

Thank you, Mr. Clarke. Jennifer Williams.

Jennifer Williams

Hi, my name is Jennifer Williams and I live at... Hi, I'm Jennifer Williams and I live at 601 North Fairfax Street in Alexandria. And I'm here tonight in opposition to the proposed changes.

So, when my husband and I use the Kiss and Ride, instead of walking or taking the DASH Bus to get to the Metro station, we do so for one of three reasons: Either the weather is truly horrible, like raining, sleeting, freezing; or one of us has an illness or an injury or a temporary disability and we're going to or from our doctor's offices in DC; or three, it's a timing issue. Either the buses aren't coming at a time that would get us there, or we very much well, we're running late. We need to get on a certain Metro train to get to an appointment downtown.

So, in all three of those instances, moving the Kiss and Ride farther from the Metro entrance diminishes the value of the drop off option for us and potentially makes us say, "Oh, to heck with it. I'll just drive you downtown."

So, for those reasons, you know, we don't want to walk in the rain more. We don't wanna... My husband comes home visually impaired sometimes a little bit and I don't want him to be out in the bright sunlight and there just not as workable to move it.

And it's not just a little bit away under those circumstances. There's I dashed through the rain for 40 feet, and I had to make it half a block or a block. There's a lot of difference in how wet [laughter] or how painful it is if you're hurt.

And I wish to point out one other thing. The traffic situation around that whole area with Braddock and West and Wythe is fairly dicey already and adding parallel parking...I don't know if you've watched your fellow citizens parallel park recently, but it's not always universally perfect. And having parallel parking there with the buses rotating there and the regular traffic seems to me like a pretty big traffic mistake, and makes me a little surprised traffic engineers approved that.

So, thank you for this opportunity to comment.

Canek Aguirre – Hearing Officer

Thank you, Miss Williams. Next up we have Kyle Siefring.

Kyle Sieftring

So, I am not exactly excited about some of the bus changes. I've generally noticed that on the, you know, going into the stations or leaving them, it's generally been slow. I think that like King Street, it's pretty.. some buses that are fine and then slow.

I think more could be done. I think that more prioritization could be done to make the buses more; I think that there could be more that could be done to make the buses smooth, smoother through either just more money. I mean something, I don't know.

I'm kind of just spitballing here, just saying, like maybe you could have a second lane that goes under the building. Like a like busway and you have two directions. I don't know. It seems like that wouldn't work because I was probably the way it is for a reason, but yeah... (Pause) I'm sure that that you know doing something that would be expensive, but I mean I think that there is a lot more could be done to just move in that direction.

Because I think the buses do, haven't been prioritized as much as they should and I think as the system improves, like the automation or whatever as it gets faster it'll matter more relatively speaking.

Okay, that's all I have.

Canek Aguirre - Hearing Officer

All right, thank you. Yeah, bus prioritization. Thank you, Kyle. And then we have next David A.

David Anspach

My name is David Anspach. No affiliation. Live near the station. I just want, I'm a staunch, I call myself a staunch YIMBY maniac - Yes In My Backyard. I strongly support dense and intense development near Metro stations and feel like things like property

values, view as an open spaces are privileges and should be enjoyed in the countryside near Metro.

My only concern, if they're not going to provide parking for this development near the Metro and they're concerned about traffic that they consider advertising the residents, you know, the residences there for those who do not own cars, consider a car-free development for those who live near the Metro station. But otherwise, I have no problem with this development.

Thank you very much.

Canek Aguirre – Hearing Officer

Thank you, Mr. David. Next up we have Anderson V.

Anderson Vereyken

I'm really excited about this project. More housing right by transit is exactly what we need. If we're going to get more apartments in the city, better that they're right by a Metro station so folks are walking instead of driving or taking the bus.

The thing that I'm here for is like a super nitpicky complaint, and it's because I live right close to this Metro station, this is my Metro station. And I live on Madison and the place where West intersects with Madison, which is depicted on like the little plan, you currently have like a garage spitting out right by that intersection. It can be pretty dicey right there, especially if you're taking a left.

Street parking means that it's often difficult to see cars when you're getting ready to make that turn. It sounds like there's going to be some remediation ideas like move the curb forward, improve line of sight, and that's all really great. It also sounds like the traffic count is pretty low there. That's nice, too.

But I really want to emphasize that if we want to make sure that nobody gets hurt after this gets built, we really need to make sure that that spot where Madison is intersecting with North West is carefully planned and carefully designed so that folks can see

when people are driving from the left when they're getting ready to make that left turn onto North West and in general can understand how having a garage spit out there is going to change what they need to do when they're turning right or left.

Aside from that, I am also a little bit concerned about that flooding that happens on Wythe and North West. It's pretty bad. Need to make sure that that's gets taken care of. Maybe a proffer by a developer that's happy about the site is going to be a good way to do that.

And lastly, you know, I'm sure that there's going to be folks who don't like this, and those opinions are valid. My only thing would be instead of killing this project entirely, if it looks like the community really opposes this, I encourage just thinking about how to redesign or rethink it to take into account those complaints, because this is really a special opportunity to put housing right where it's needed and not somewhere else where it's going to bug neighbors or something like that.

So, that's all. Thank you.

Canek Aguirre - Hearing Officer

Before you go, if you don't mind, you didn't introduce your name.

Anderson Vereyken

Oh, sure. First name Anderson, last name Vereyken. I live on Madison Street here in Alexandria.

Canek Aguirre - Hearing Officer

Thank you so much, Mr. Anderson. Next up we're going to have Mr. Dino Drudi.

Dino Drudi

Thank you, council member. I'm Dino Drudi. I'm president of West Old Town Citizens Association, which has not yet had an opportunity to consider these changes.

But, no change should be made in this area until there is, and WMATA has to be part of this, until there is a plan to remediate the severe flooding at the Braddock Road and West Street intersection, which in its worst times is up to here.

Emergency vehicles have been, have drowned in the flooding. There is a severe problem here and it is mitigated only by the fact that there aren't many people living here.

But if you're going to pack more people into this space and have more activity and more people using the Metro station, and especially renters who may not be familiar with the idiosyncrasies of that intersection the way the homeowners are, then WMATA has to include in its plan and has to do it now before it starts building, or letting developers build, a retention pond or something that will relieve the flooding in that intersection which drains 55 acres of Old Town into that intersection. The flooding is too severe for you to do any kind of building there until you fix it.

Thank you.

Canek Aguirre – Hearing Officer

Thank you, Mr. Drudi. And I did want to just take a quick moment of privilege. I did speak with WMATA staff and bring to the attention that we do have severe flooding at this intersection.

And taking off my WMATA hat and just putting on my council member hat, I don't want to speak for all my colleagues, but I do believe that as a body, the council is very much aware of the flooding.

And, I want to take this moment also to acknowledge my other colleague, Councilman Chapman, who joined us recently. And he has

been a big proponent of the storm water ad hoc committee that we have. And so we are taking that very seriously and we'll be trying to address it as a city as well.

Thank you.

Next up we have Miss Margaret Janikowski. Janowski, excuse me.

Margaret Janowsky

Hi, my name is Margaret Janowsky and I live on West Braddock Road, not far from the Metro Station, and we have recently been talking about some Braddock Road improvements that the City is proposing and as part of that conversation, this intersection was delayed for planning by the Trans, T&ES because something was coming, something else was coming.

So now we know what the something else is, but we still don't see that there have been accommodations for all users. The pick-up and drop off, Kiss and Ride, whatever, it's not going to be called Kiss and Ride because WMATA doesn't want to own it, is going to be a disaster.

It's going to be like going to the airport during rush hour, and everyone's going to be trying to get in and out and in and out and the traffic's already horrible at that intersection. So really WMATA needs to keep the Kiss and Ride on site on their site, not on the streets of Alexandria.

And there's opportunity where they currently are showing a plaza to create a traffic circle which creates easy access in and out. And it's not on the streets that are already overburdened by not 5,000, but we've been told as much as 13,000 cars in traffic, that intersection any one day.

So, my observation is if you're going to build on this site, which I don't personally object to, you need to accommodate all the users and that's the bus riders, the people being dropped off and picked up, obviously at peak traffic times during rush hour. Thank you.

Canek Aguirre – Hearing Officer

Thank you. we have one more speaker, I believe. It's Mr. Chapman. Councilman Chapman, welcome to the mic.

Councilmember John Chapman

Just wanted to kind of get it on the record. First of all, thank you to WMATA for kind of finally getting to us. I know it's been a process. I've been on council for quite some time and we've been having dialogue with WMATA about looking at development, in some of our sites, and so we're excited, to broach this one.

I would only suggest as you consider developers for this site. Please let them know that they will need to be creative with what they do on this site as you've heard some of the concerns from this community.

Understand also as a member of council, and I would suggest that you find a developer that can financially handle developing in Alexandria. It costs.

And as we've talked about, Mr. Drudi is a member of that, that storm water committee as well. There are significant infrastructure issues that need to be addressed. And so not every developer can develop what needs to be done on this site. Somebody that has the resources and connections to get that done. So it is a quality project and handles the issues that are already there, we know historically on that site.

And so please, as you consider a developer and a development team or partners or whoever, please let them know about some of the big concerns for infrastructure and know that they are going to need to be creative and well-funded.

Canek Aguirre – Hearing Officer

Thank you Councilman Chapman. Random Smith?

Ransom Smith

Auto correct. Ransom, like the note, but yeah.

Canek Aguirre – Hearing Officer

Apologies. Ransom Smith, please go ahead.

Ransom Smith

No problem. I live in the area as well, Old Town West. I use the Braddock Metro Station just about every day to get to work. I just want to say thanks to the WMATA staff for proposing this, for coming, for hearing us, for putting all the comments together.

I'm excited about the development. Agree with, I mean, yeah, excited about the development. Looking forward to seeing where this is going.

I did scratch my head a couple times about funneling all of our bus traffic through one south entrance that's immediately adjacent to the Metro Linear Trail and just a 100 yards or so away from where it connects the Mount Vernon Trail on the other side of the tracks. And so, funneling all of those bus line bus departures into one gives me some concern about creating a choke point where we have a lot of multimodal transit and then people crossing as well, you know on foot. If there's a way to preserve a northbound bus loop, perhaps, you know, building over a bus driveway, Crystal City has done it. I know that could be challenging, but if that's something to be looked into, I think that's worth looking into.

Allowing some of those bus departures to go north on West Street or eastbound on Madison like they do now might spread out some of that bus traffic, some of that flow in a way that it could be better for a lot of the users coming on wheels, scooters, kids going to the school next door, people walking, that kind of a thing.

Otherwise, I'd also had a little bit of concern about mitigating that with a third traffic light on that same block. There's a traffic light at West Street, a traffic light at Commonwealth, but a third one right there like 100 yards away at the Metro Linear Trail. I'm sure you could do some good stuff with timing. That's a lot of traffic lights for a road that's about to get a road diet

or at least that's what's being proposed. And you know, I hope Alexandria is able to make those improvements as well.

So again, thanks very much for coming. I appreciate it. I'm excited about making better use of the trail. But I would, I'd ask that we look into maybe preserving a couple of other options for buses being able to leave the station.

Thank you.

Canek Aguirre – Hearing Officer

Thank you, Mr. Smith.

One last check for online Teams or calling in.

Anybody moved in the room to speak? Going once, going twice. Got a taker. Go ahead and come up and, introduce yourself, ma'am.

Susan David Cerevic

I'm Susan David Cerevic. I've lived in Alexandria for twenty plus years. I live in Mount Vernon Avenue and Braddock Road Metro is my metro station.

Thank you very much for putting together this proposal and for listening to us. I really like the proposal and what I see on it. It belongs to the attractiveness of this area and the walkability of it. I think it is a safer design to be able to come out and actually go through a plaza and not have to worry about cars coming through that could potentially hit people coming out of Metro Station.

If there are concerns about parking, one potential option to look at is you have a parking garage that is going up. If there's a reserved section that could potentially be used for park and ride as a part of that plan for one of those buildings, that might be a solution that would be an easier place to park that wouldn't interrupt traffic.

Another idea that I would really love it if you could consider is potentially also putting a tunnel under the tracks that connect to the Mount Vernon Trail so that you can reach Metro from the other side as well and not have to go all the way around.

Thank you very much.

Canek Aguirre – Hearing Officer

Thank you, Mr. Davis. I, I think to Councilman Chapman's creative point, that might be one right there, too.

Anyone else in the room?

Oh. Oh, we have someone that called in. All right.

José Reyes – Board Program Manager

Speaker 7192.

Canek Aguirre – Hearing Officer

If you've called in, go ahead and start speaking.

Phone participant

Hello.

Canek Aguirre – Hearing Officer

Go ahead. We can hear you. But now we can't if you're speaking.

Do they need to push anything to unmute themselves?

Phone participant

Hello? Hello? Hello?

Canek Aguirre – Hearing Officer

Okay, we can hear you now.

Phone participant

Hello.

Canek Aguirre – Hearing Officer

Are we capturing their audio or is it this the only way to capture the audio off of there?

Ma'am, do you want to keep on speaking even if you're just.. because we can barely hear you.

Phone participant

Hello?

Canek Aguirre – Hearing Officer

Okay, there you go. Now we can hear you. Go ahead.

Phone participant

Hello?

Canek Aguirre – Hearing Officer

Go ahead.

Phone participant

I'll hang up and try again.

Canek Aguirre – Hearing Officer

Technology is great.

Closing Remarks: Canek Aguirre – Hearing Officer

Okay. Good, you got the written comments up. I think that is all our speakers for tonight. We will be accepting written testimony online or by mail until 5:00 pm on April 30th, 2026. As you can see up here on the slide, this is where you can go online. And of course, we still take mail through the post office.

Oh, we have our speaker back on the phone. Go ahead, ma'am.

Phone participant

Hello?

Canek Aguirre – Hearing Officer

Go ahead. We can hear you.

Phone participant

Hello.

José Reyes – Board Program Manager

We can hear you.

Phone participant

Hello?

José Reyes – Board Program Manager

We can hear you. You can go ahead and speak.

Phone participant

Okay. Thank you. Amazing. We're just making sure we're connected. We're listening in. Thank you.

José Reyes – Board Program Manager

Will you provide comments? Ma'am?

Phone participant

Excuse me.

José Reyes – Board Program Manager

Were you providing comments?

Phone participant

Excuse me. Hello. No, sorry. I thought this was a line to join in on the hearing and, and listen to what's going on.

José Reyes – Board Program Manager

Okay, we're about to wrap up, but you can listen to the conclusion. Thank you.

Phone participant

I appreciate it. Thank you.

Canek Aguirre – Hearing Officer

Okay, with that remind everybody testimony can be submitted online at wmata.com forward slash Braddock hearing – all one word. Testimony can also be sent via US mail to Office of Board Affairs, SECT 2E, Washington Metropolitan Area Transit Authority, PO Box 44390, Washington DC 20026. All written testimony must be received by 5:00 p.m. April 30th, 2026. Received, not postmarked.

And as a reminder, a video recording of this hearing will be posted on YouTube at youtube.com/metroforward if you'd like to view it to help with developing any written testimony.

Thank you all again tonight for participating in this hearing and have a wonderful evening.

Thank you everyone.

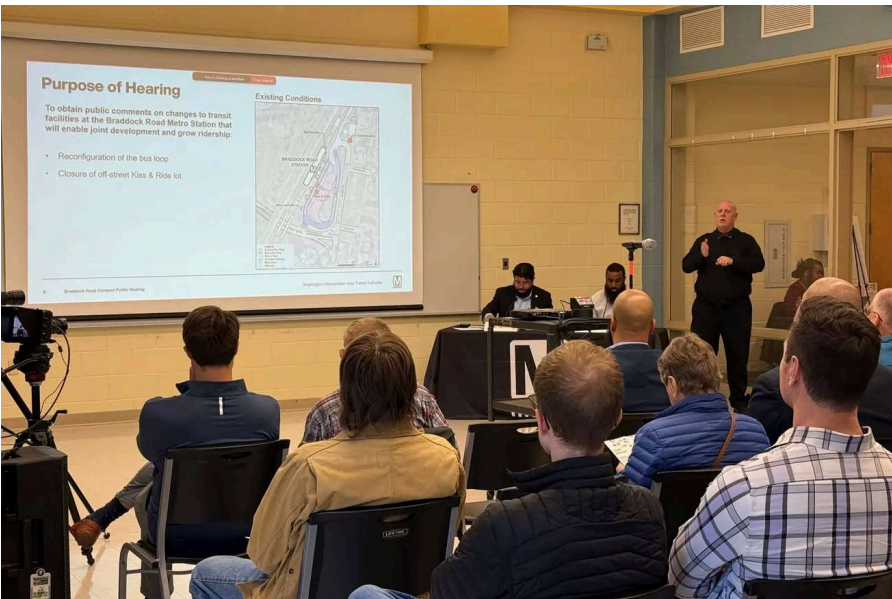
TRANSPORTATION — GOVERNMENT & POLITICS — DEVELOPMENT

Flooding dominates public hearing on Braddock Road Metro redevelopment

A council member and neighbors urged WMATA to address the site's chronic drainage problem.

RYAN BELMORE

April 20, 2026 . 9:26 PM — 5 min read



About 35 residents packed into Charles Houston Recreation Center, where Alexandria City Councilman Canek Aguirre — who also serves as an alternate Metro board director — presided over the hearing. (Ryan Belmore/The Alexandria Brief)

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ALEXANDRIA, Va. — Concerns about chronic flooding dominated Monday's public hearing on Metro's [proposal to close](#) the Braddock Road station's Kiss & Ride lot and reconfigure its bus loop to enable joint development, with multiple speakers warning the agency not to add density to the area until a longstanding drainage problem is resolved.

About 35 residents packed into Charles Houston Recreation Center, where Alexandria City Councilman Canek Aguirre — who also serves as an alternate Metro board director — presided over the hearing. Andrew McCray, project manager in WMATA's Office of Real Estate and Development, walked the room through the proposal. Councilmen Abdel Elnoubi and John Chapman were in the audience; Chapman was one of ten speakers who took the mic.



A poster at the public hearing showed the proposed changes. WMATA reminded those in attendance that these are conceptual and for illustrative purposes only. (Ryan Belmore/The Alexandria Brief)

Flooding

Dino Drudi, president of the West Old Town Citizens Association, said the intersection of E. Braddock Road, N. West Street, and Wythe Street drains 55 acres of Old Town and that floodwaters have reached knee height. He said emergency vehicles have been impeded and warned that adding residents without fixing the drainage first would put newcomers at risk.

"No change should be made in this area until there is a plan to remediate the severe flooding," he said, calling on WMATA to include a retention pond or comparable solution before any development begins.

Chapman, speaking as both a council member and a member of the city's stormwater committee, expressed excitement about the development opportunity but urged Metro to be deliberate about which developer it selects, saying the site's infrastructure challenges demand someone with serious resources and creativity.



Councilman John Taylor Chapman speaks during the public hearing (Ryan Belmore/The Alexandria Brief)

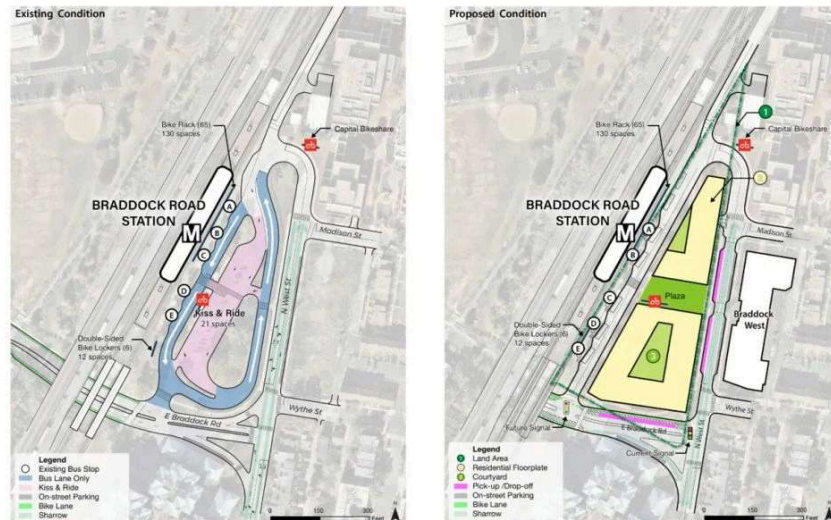
"Council has worked for quite some time to have dialogue with Metro about looking at development on some of our sites, and so we're excited to approach this one," Chapman said. "I would only suggest that as you consider developers for this site, please let them know that they will need to be creative with what they do here."

He said the flooding and infrastructure issues are significant and well-known, and that not every developer will be equipped to handle them.

"Not every developer can develop what needs to be done here," Chapman said. "Somebody that has the resources and connections to do a quality project — handles the issues that are already there. So please, as you consider a developer or development team, please let them know about some of the big concerns for infrastructure."

Chapman also noted that elevated construction costs on the site would require a financially capable partner, adding that the right developer would need to know going in that the job is more complicated than a typical transit-adjacent project.

Aguirre acknowledged the concern from the dais, noting Chapman has been a leading council voice on stormwater. McCray, for his part, said during the presentation that Metro is aware of standing water at the intersection following rainfall and would coordinate with the city on mitigation as the project moves forward.



Existing (left) and proposed (right) conditions at Braddock Road Metro station. The Kiss & Ride lot, shown in pink inside the bus loop, would be eliminated and replaced with a transit plaza. The yellow areas on the right show the conceptual joint development footprint. (WMATA Environmental Evaluation, March 2026)

Traffic figures conflict

Margaret J., a West Braddock Road resident, challenged Metro's traffic analysis, saying the intersection carries as many as 13,000 vehicles per day. Metro's environmental evaluation uses a figure of 5,500 — well below the 18,000-to-20,000-vehicle threshold the agency cited to justify a road diet on N. West Street.

She also opposed moving the Kiss & Ride off Metro's property, comparing curbside drop-off on E. Braddock Road to airport rush-hour congestion. She proposed a traffic circle in the area designated for the transit plaza.

"WMATA needs to keep the Kiss and Ride on site — on their site, not on the streets of Alexandria," she said.

Jennifer W., a N. Fairfax Street resident, said she and her husband rely on the Kiss & Ride during bad weather, medical appointments, and scheduling gaps with buses. Moving drop-off farther from the entrance, she said, would create a real hardship for riders with temporary or permanent disabilities.

Bus routing concern

Ransom S., an Old Town West resident and daily rider, said funneling all bus departures through a single southern exit — right alongside the Metro Linear Trail and near its junction with the Mount Vernon Trail— risks creating a choke point for cyclists, pedestrians, and students from the school next door.

(Editor's Note - While the person did say Mount Vernon Trail, I believe they meant the Potomac Yard Trail)

"If there's a way to preserve a northbound bus loop, perhaps by building over a bus driveway as other cities have done, I think that's worth looking into," he said.

He also questioned whether adding a third traffic signal on the same block — on a road already slated for a lane reduction — would create more problems than it solves.

Bus delay discrepancy

In his presentation, McCray told the audience the reconfiguration would add 1.0 to 2.5 minutes to bus circulation times, consistent with Metro's legal notice. The agency's environmental evaluation, released simultaneously in March, puts that figure higher — at 1.5 to 3.0 minutes. Monday's handout used the lower number. The Alexandria Brief first reported the discrepancy in March.



The Compact Public Hearing at Charles Houston Rec Center on April 20. (Ryan Belmore/The Alexandria Brief)

Supporters

Not everyone came to raise concerns. Anderson B., a Madison Street resident, called the project "exactly what we need" and urged the board to redesign rather than scrap it if opposition grew. David A., a transit-oriented development advocate, asked that if no parking is provided, the units be marketed explicitly to car-free households. Suzanne, who lives nearby, proposed reserved park-and-ride spaces in any future parking garage and suggested Metro study a pedestrian tunnel under the tracks connecting to the Mount Vernon Trail.

James C., a freelance writer who said he first read about the proposal in The Alexandria Brief, questioned Metro's authority to own income-producing property and asked whether alternatives had been studied. Under the hearing format, Metro officials did not respond to speakers; all questions will be addressed in a written staff report.

Watch the public hearing



Watch on

Next steps

The public comment period closes at 5 p.m. Thursday, April 30. Comments can be submitted at wmata.com/braddockhearing or mailed to Office of Board Affairs, SECT 2E, P.O. Box 44390, Washington, DC 20026-4390. Reference "Braddock Public Hearing" in the subject line. Anonymous comments are accepted.

Metro will post a draft staff report in summer 2026 with a 10-day public comment period before it is finalized. The final report goes to the Metro Board of Directors for approval in fall 2026, when the public will have a further opportunity to comment at WMATA headquarters in Washington.

Comments 3



Related

APPENDIX F: ENVIRONMENTAL EVALUATION

Continued on Next Page

**Braddock Road Metrorail Station
Reconfigure Transit Facilities**

**Washington Metropolitan Area Transit Authority
(WMATA)
Environmental Evaluation**

March 2026

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1.0 Introduction

The Washington Metropolitan Area Transit Authority (WMATA or Metro) proposes changes to transit facilities at the Braddock Metrorail Station (“Metro Station”) to enable joint development and increase ridership. This action involves several modifications to Metro Station facilities and station access (“Project”). The Project Site is an approximately 3.6-acre, Metro-owned property on the east side of the Metro Station, located within the City of Alexandria, Virginia. Figure 1 on the following page shows the Project’s location.

The site includes a five-bay bus loop and a 21-space Kiss & Ride lot. There are 65 bicycle racks, 12 bicycle lockers, and a Capital Bikeshare station on-site. There is no existing Park & Ride facility.

The Project includes the following modifications, consistent with the November 2025 Metro Board authorization to conduct a Public Hearing:

- Reconfiguration of the bus loop; and
- Closure of the off-street Kiss & Ride facility.

Metro’s vision for the Project Site, which includes a realigned busway, new transit plaza, and the potential for development, is compatible with the City’s Zoning and Land Use plans as outlined in the City of Alexandria Master Plan and corresponding small area plans that promote higher density and mix of uses near transit stations. Given the amount of new development in the area, Metro anticipates this area around the station will continue to grow with more mixed-use developments.

In accordance with the WMATA Compact, specifically Section 14(c)(1), the Project’s modifications require an assessment of the potential effects on the human and natural environment in terms of transportation, social, economic, and environmental factors. This Environmental Evaluation (EE) has been prepared to assess the potential effects of these transit modifications.

The plans shown in this EE are intended to be conceptual. Metro has not selected a developer, and a site plan has not been proposed. Future development proposals will be reviewed by the public through the City of Alexandria’s development review process.

Figure 1. Project Site



Source: Google Earth, 2022

2.0 Transportation Elements – Existing, Proposed, and Impacts

The Braddock Road Metrorail Station is on the western leg of Metro’s Blue and Yellow Lines between the Potomac Yards and King Street/Old Town Metrorail stations. It is an above-grade station with a center platform. The existing transit facilities are shown on Figure 2 and proposed changes on Figure 3. The following sections describe the existing conditions for each mode, the proposed changes, and anticipated impacts.

2.1 Pedestrian and Bicycle

Customers may access the station from the south side on E. Braddock Road or from the north side on N. West Street and Madison Street. Continuous designated pedestrian facilities are available in and around the station area. Sidewalks are available on both sides of all roadways adjacent to the site. The south side of the station has bike racks for short term bike parking and leasable bike lockers for long-term parking. There is one (1) Capital Bikeshare station on-site and another north of the station across the street. There is a total of 65 bike racks for 130 bikes and 12 bike lockers, all with adequate capacity for the amount of existing and projected demand.

The Project proposes no major modifications to pedestrian and bicycle access or facilities. However, there will be enhanced connections to E. Braddock Road and N. West Street via a new plaza, as well as aesthetic improvements and improved accessibility where needed. No additional racks, lockers, or bikeshare stations are proposed with this project, but these facilities may be relocated in the vicinity of the transit plaza as the project goes under design. It is noted that Metro is planning to upgrade the bicycle lockers in summer 2026. Additionally, the realignment of the busway exit on E. Braddock Road with a new traffic signal will necessitate shifting the existing crosswalk.

Metro will work with the City of Alexandria and future developer to incorporate new and upgraded bicycle and pedestrian amenities into the joint development project’s streetscapes. These will include wider sidewalks with tree boxes on the west side of N. West Street, bike lanes or bike trail on the north side of E. Braddock Road, and removal of the existing slip lane on the northwest corner of E. Braddock Road and N. West Street. Because there may be disruptions to bicycle and pedestrian access during construction, interim operations plans will maintain access to the Braddock Road Metro Station.

Figure 2. Existing Transit Facilities

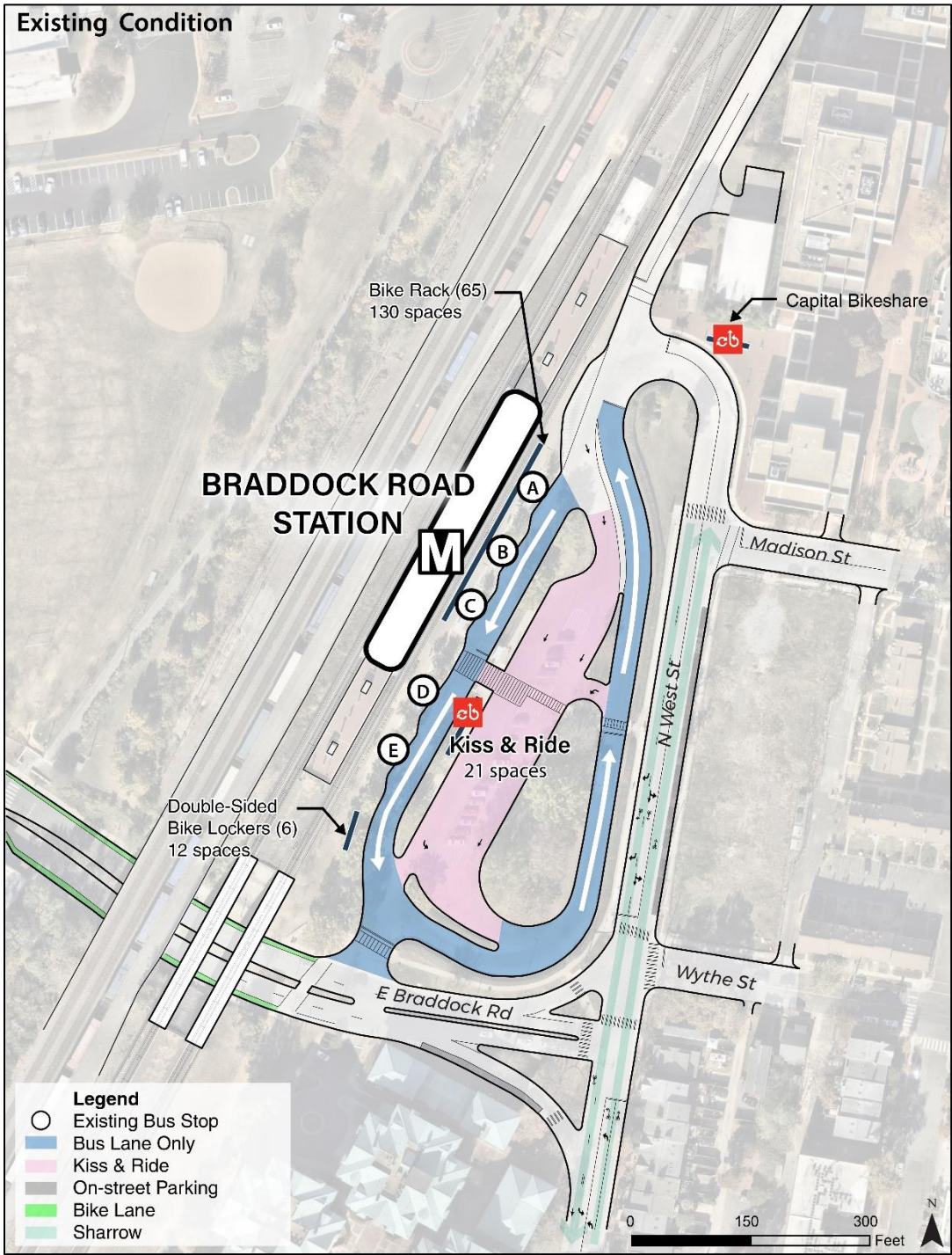
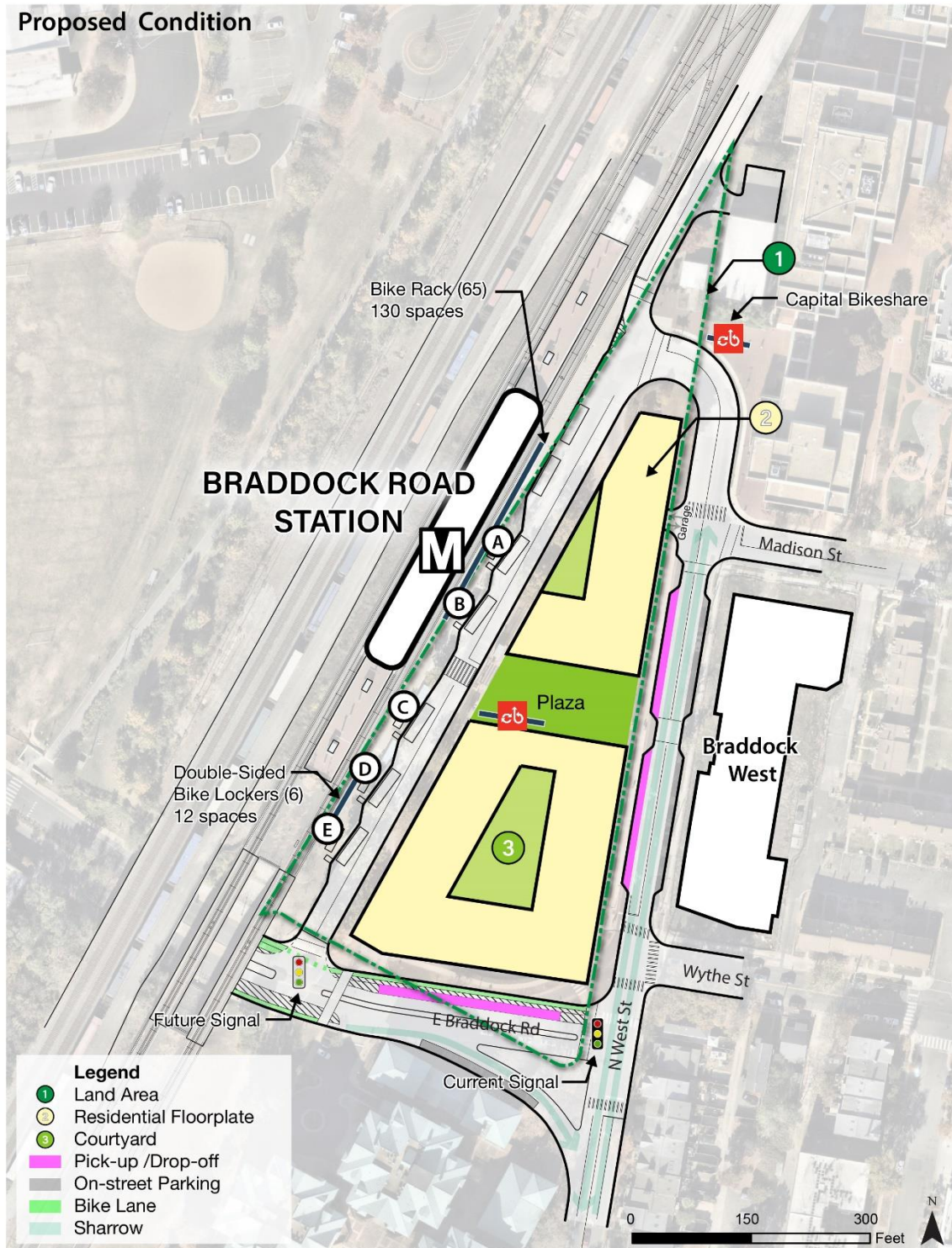


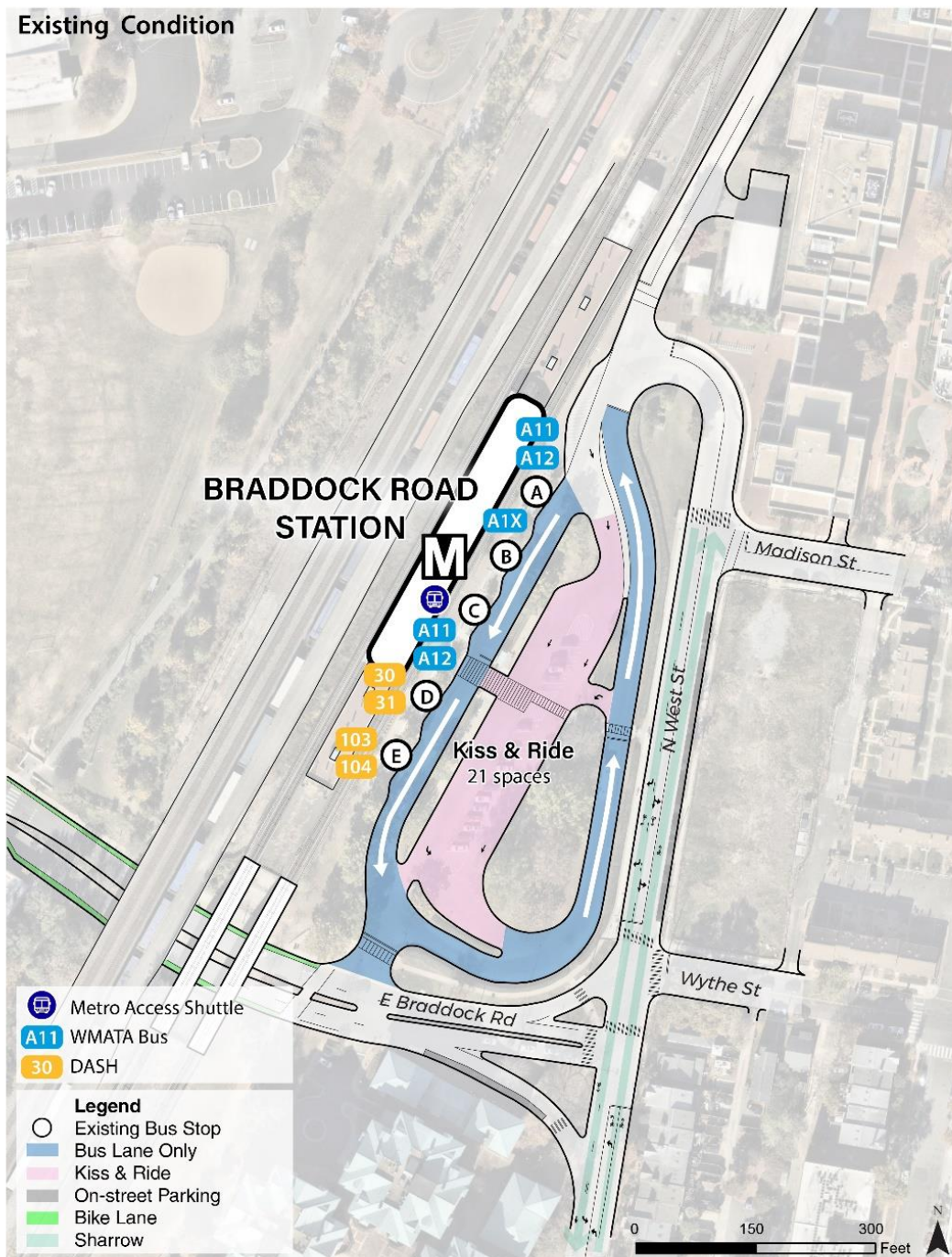
Figure 3. Proposed Condition



2.2 Bus Access and Providers

The station's existing busway has five (5) bus bays with shelters and an on-site recirculation lane, but no bus layover spaces. Figure 4 shows the bus bays, their route assignments, and the circulation of bus routes serving the station. All routes serving the station are terminating routes except for Metrobus Routes A11 and A12 (northbound and southbound).

Figure 4. Current Bus Routes, Assignments, and Circulation



As part of improvements from Metro's Better Bus Network redesign, which launched in June 2025, there are three (3) new Metrobus routes replacing similar Metrobus routes. New Metrobus Route A11 replaces Route 10A, while new Metrobus Route A12 route replaces Route 10B. New Metrobus Route A1X replaces the Metroway (MW1) running between Braddock Road and Pentagon City. All of the new Metrobus routes match the 2024 levels of frequency and operating hours.

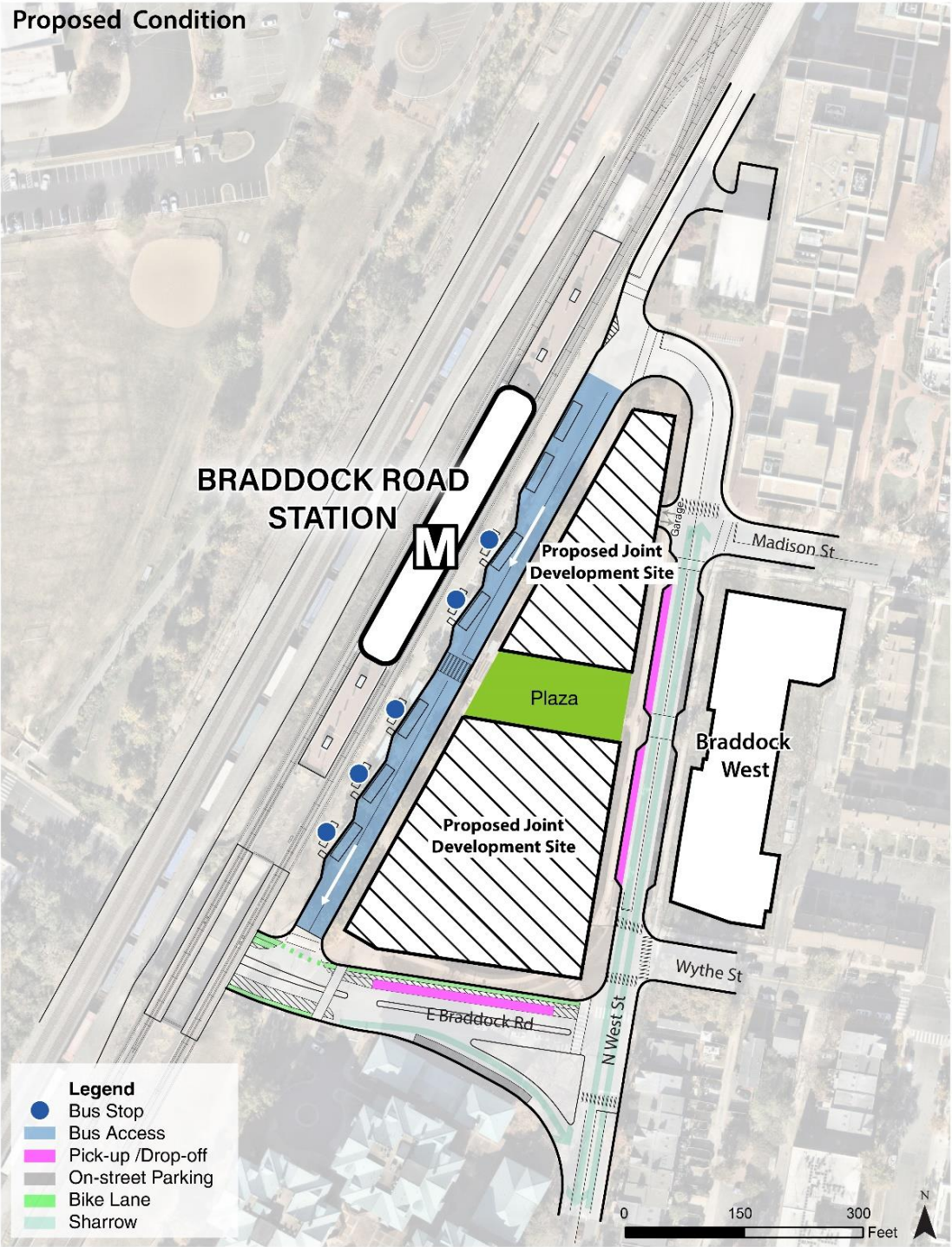
In 2021, the City of Alexandria's bus system, DASH, launched the "New DASH Network," including the new Old Town Circulator route which combines DASH Routes 30 and 31 trips and are coordinated so that they arrive at King Street Metro in even intervals to create 5 to 15 minutes headways.

Proposed changes with the proposed Project consist of a reconfigured bus loop that will be straightened to be more parallel to the tracks and increase the exit's intersection spacing on E. Braddock from the traffic signal at N. West Street. There will be five (5) operational bus bays integrated into the busway and two (2) new bus layover spaces near the busway entrance. One (1) of the sawtooth bus bays and one (1) layover space will be large enough to serve longer articulated buses. The layover spaces are designed so they could become operational for standard and larger buses at a later time, if needed.

It currently takes buses approximately 30 seconds to recirculate on-site. Removal of the bus recirculation lane and rerouting of buses onto public streets will add approximately 1.5 to 3.0 minutes to bus circulation times, depending on time of day, due to the longer travel distance and delays from stopping at traffic signals. As mitigation, Metro is proposing to locate the layover spaces at to the top of the busway so that buses can perform turning movements around the block before picking up customers and wait there prior to pulling forward to the assigned bay when the route is scheduled to start. Additionally, a traffic signal is proposed at the busway exit to facilitate left-turns out for buses. The proposed layout is shown in Figure 5.

During construction, there may be some temporary disruptions to bus operations and pedestrian access to the bus bays. Therefore, interim operations plans will be developed to maintain access to the buses and the Metro Station during construction.

Figure 5. Bus Loop Modifications



2.3 Kiss & Ride

The Kiss & Ride facility is currently off-street, inside the bus loop, and has 21 existing angled short-term parking spaces, including several ADA-compliant accessible spaces. Ten of the spaces allow for 45 minutes of metered parking. The remaining spaces do not have meters and are signed with 15-minute parking restrictions. The facility shares a one-way entrance and exit with the bus loop between N. West Street at the north end and E. Braddock Road to the south. Figure 2 and 3, earlier in this document, show the existing Kiss & Ride facility and proposed pick-up/drop-off spaces, respectively.

The proposed changes consist of eliminating the current off-street Kiss & Ride lot and replacing it with on-street pick-up/drop-off spaces within the newly created parking lanes on the west side of N. West Street (8-10 spaces) and north side of E. Braddock Road (6-8 spaces). The total number of curbside pick-up/drop-off spaces along the perimeter of the site will range between 14 and 18 spaces, depending on a number of factors such as loading/parking for the future development, size of future curb extensions, design flexibility for realignment of E. Braddock Road, and other multi-modal improvements in the streetscape. This amount of proposed on-street spaces is consistent with a review of existing 2025 and projected 2040 demand for pick-up/drop-off activity.

To ensure vehicles traveling in multiple directions can access on-street pick-up/drop-off spaces with minimal need for making a mid-block U-turn, both sides of N. West Street and just the north side of E. Braddock Road are proposed to be signed for this activity. This will also allow for curbside needs on both sides of the street (e.g., Metro station, Metro joint development, and Braddock West projects) can be met. The east side of N. West Street will provide an additional 8-10 on-street curbside spaces once curb extensions and a mid-block crossing are installed.

2.4 Metrorail

The proposed transit changes will not affect station access and will not alter Metrorail service. The future joint development, which is not the subject of this EE, will result in an increase in ridership at Braddock Road Metro Station. The station has sufficient capacity to accommodate projected increases in ridership resulting from development enabled by these modifications.

For an order of magnitude, if the site is developed with a hypothetical building of 375 residential units and 20,000 SF retail uses, such a project could generate approximately 175 new daily and 52,000 new annual rail trips. Note that a developer has not been selected, nor has a specific development program been developed. The hypothetical example is based on basic assumptions about the size of developable area, height of building, and needed space for upgraded bus and pedestrian facilities.

2.5 Traffic

Modifications to the Metro station's transit facility will not cause significant impacts to traffic on the roadway network. The existing conditions indicate negligible traffic congestion on the roadways adjacent to the Braddock Metro Station. The proposed transit modifications will not inherently generate additional buses or pick-up/drop-off activity, but there will be a small amount of additional bus trips on the localized roadway network making the counterclockwise circulation movement around the site due to the elimination of the recirculation lane.

Metro is proposing to remove the existing 'slip lane' on the northwest corner of N. West Street and E. Braddock Road, as well as implement a road diet from three (3) through travel lanes to two (2) lanes (one in each direction) on N. West Street along the block adjacent to the station. These will create the new rows of curbside parking along both sides of the Metro station site. This is consistent with the previous lane reduction that eliminated a through travel lane to create the parking lane on the opposite side of N. West Street. The lane reduction and slip lane removal may result in a small increase in vehicular delay at the traffic signal. However, the impacts are expected to be minor since N. West Street is a low volume road. Additionally, the City of Alexandria is proposing to road diet E. Braddock Road from four (4) through travel lanes to two (2) lanes in order to expand bicycle and pedestrian facilities on the north side of the street to connect to nearby trails. The City will study the multi-modal impacts through their public process that is currently underway.

As a future joint development project progresses, more detailed multimodal transportation analysis will be conducted through the City of Alexandria's development review process. This analysis will inform changes to signage and traffic control at this intersection. During construction, there may be disruptions to vehicular traffic along these blocks. Therefore, maintenance-of-traffic (MOT) plans will be developed to maintain station access during construction.

3.0 Community and Environmental Elements

This section evaluates the potential environmental impacts of transit facility modifications described in Section 2.0. Metro reiterates that a developer has not been selected, and a site plan has not been proposed, so the impacts of private development are not evaluated in this EE. Once a developer is selected and has proposed a design, the development impacts will be assessed through the City of Alexandria's development review process.

Metro's future joint developer will construct the changes to the transit facilities in conjunction with their development. Metro expects to own and maintain the transit plaza and new busway. The curbside lanes for future pick-up/drop-off activity are located within City of Alexandria's roadways and right-of-way and will continue to be maintained by the City.

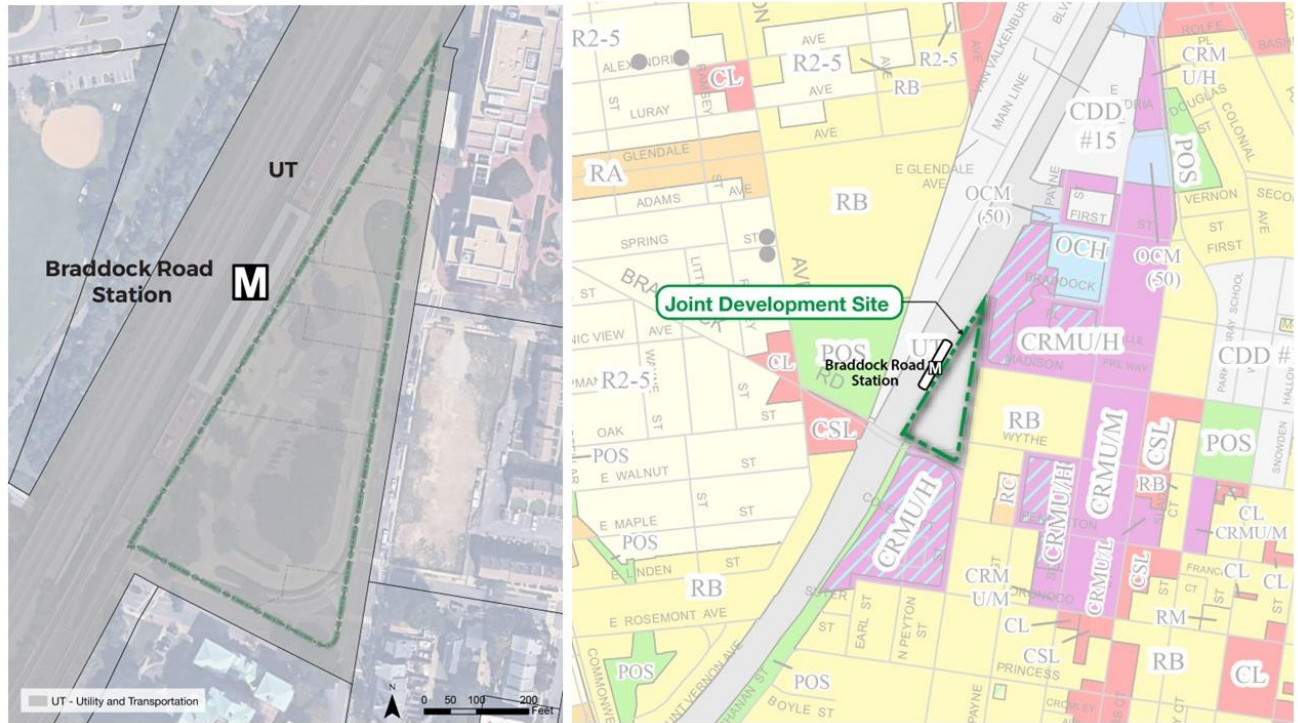
3.1 Land Acquisitions, Displacements, and Dispositions

The future developer is anticipated to establish a ground lease with Metro for up to 99 years, which will require relocation/modification of the Metro facilities as described in Section 2.0. It will not be necessary for Metro to acquire any privately owned land to implement the transit changes discussed in this EE. However, Metro may convey a small portion of land to the city near the intersection of E. Braddock Street and N. West Street as part of closing the existing slip lane and expanding bicycle and pedestrian space.

3.2 Zoning and Land Use

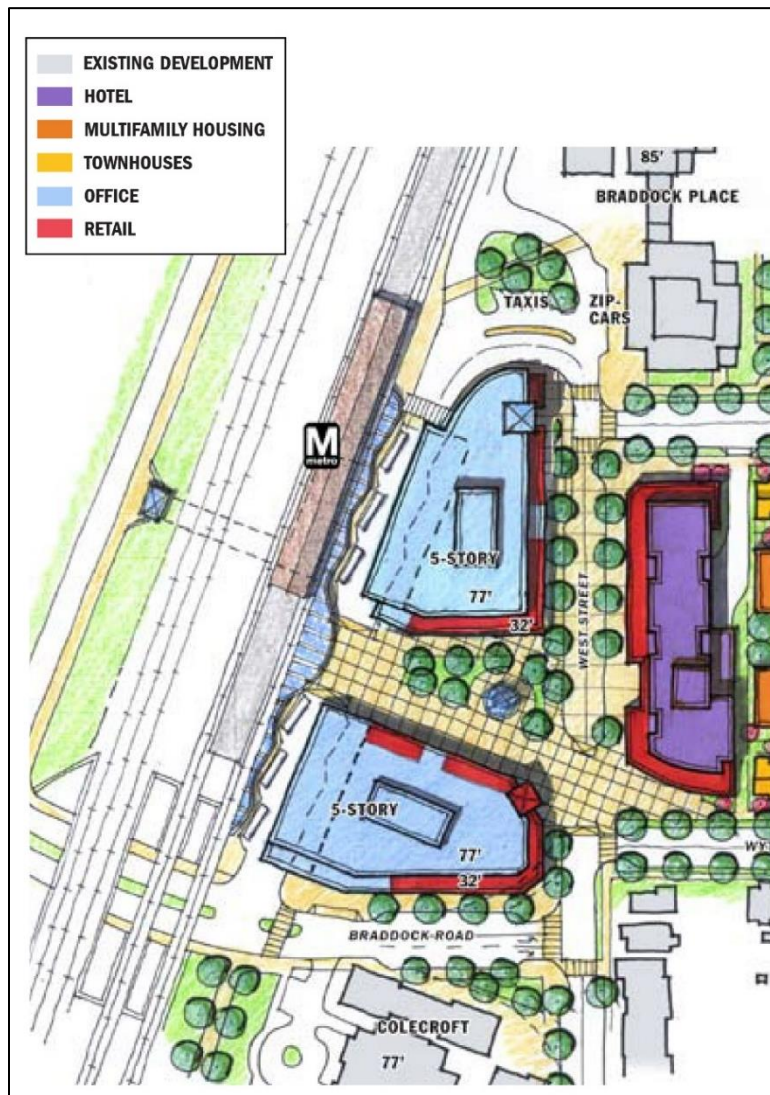
As shown in Figure 6, the current zoning for the Metro parcel is Utility and Transportation (UT), which is not supportive of Transit Oriented Development (TOD). It will be necessary to rezone the Project site in order to accommodate the proposed joint development, as proposed and recommended in the 2008 Braddock Metro Neighborhood Plan. CRMU-H is a potential zone for the site that is designed to promote high-density mixed-use development near Metro Rail Stations. Metro and the future developer will coordinate with City staff on the rezoning as a site plan for the property is advanced. These will be reviewed by the public through the City's development review process.

Figure 6. Existing Zoning Map



The Project Site is identified in the 2008 Braddock Metro Neighborhood Plan, which envisions the Braddock Road Metro Station area be developed with primarily office and retail uses. The Plan, shown below in Figure 7, identifies the need to coordinate future development and land use guidelines following the planning process for the development east of N. West Street, and after further discussion with Metro.

Figure 7. 2008 Braddock Metro Neighborhood Plan



Source: 2008 Braddock Metro Neighborhood Plan

3.3 Planning Consistency

Table identifies applicable local plans and evaluates the Project's consistency with these plans.

Table 1. Planning Consistency

Plan	Description	Author	Date	Inconsistencies
Braddock Metro Neighborhood and Braddock East Master Plans	Small Area plans adopted and included in the City of Alexandria Master Plan (see below)	The City of Alexandria Planning Department	2008	None
City of Alexandria Master Plan	Made up of Small Area Plans covering neighborhoods throughout the city, as well as topical chapters of citywide relevancy, such as Historic Preservation, Urban Design, Transportation, and Open Space	The City of Alexandria Planning Department	2008	None
Alexandria Mobility Plan	Focused on expanding high-quality transportation choices so transportation in Alexandria continues to serve the needs of residents, businesses, and visitors as the region grows and new technology impacts the ways we get around.	The City of Alexandria Planning Department	2021	None
Alexandria Transit Vision Plan	This plan fundamentally re-imagined the city's bus network from scratch. The plan was an unconstrained, data-driven future bus transit network that reflected the needs and priorities of city residents, workers and visitors.	The City of Alexandria Planning Department	2022	None

3.4 Neighborhood and Community Facilities

The Braddock Road Station area contains primarily residential and commercial land uses at a variety of scales. To the west of the station and tracks are mostly single-family detached residences. East of the tracks, the station area is made up of both attached town homes and multifamily mixed-use mid- and high- rise residential buildings. North of Madison Street, several development projects have occurred since 2013, including the Platform Alexandria and 1111 Belle Pre Apartments. A trail system also runs west of the tracks (and east of the tracks after E. Braddock Road), linking the area to more developments north of the station area such as Potomac Yards. Across the street on the east side of N. West Street the planned Braddock West development is anticipated to be constructed in the coming years.

There is significant residential development west and northwest of the station, with commercial and some residential to the east. Within a half-mile radius of the Project site, there are numerous schools, places of worship, and several locally and regionally significant healthcare institutions.

Figure 8 and Table 2 show community facilities within a half-mile boundary around Braddock Metro Station.

Figure 8. Neighborhood and Community Map

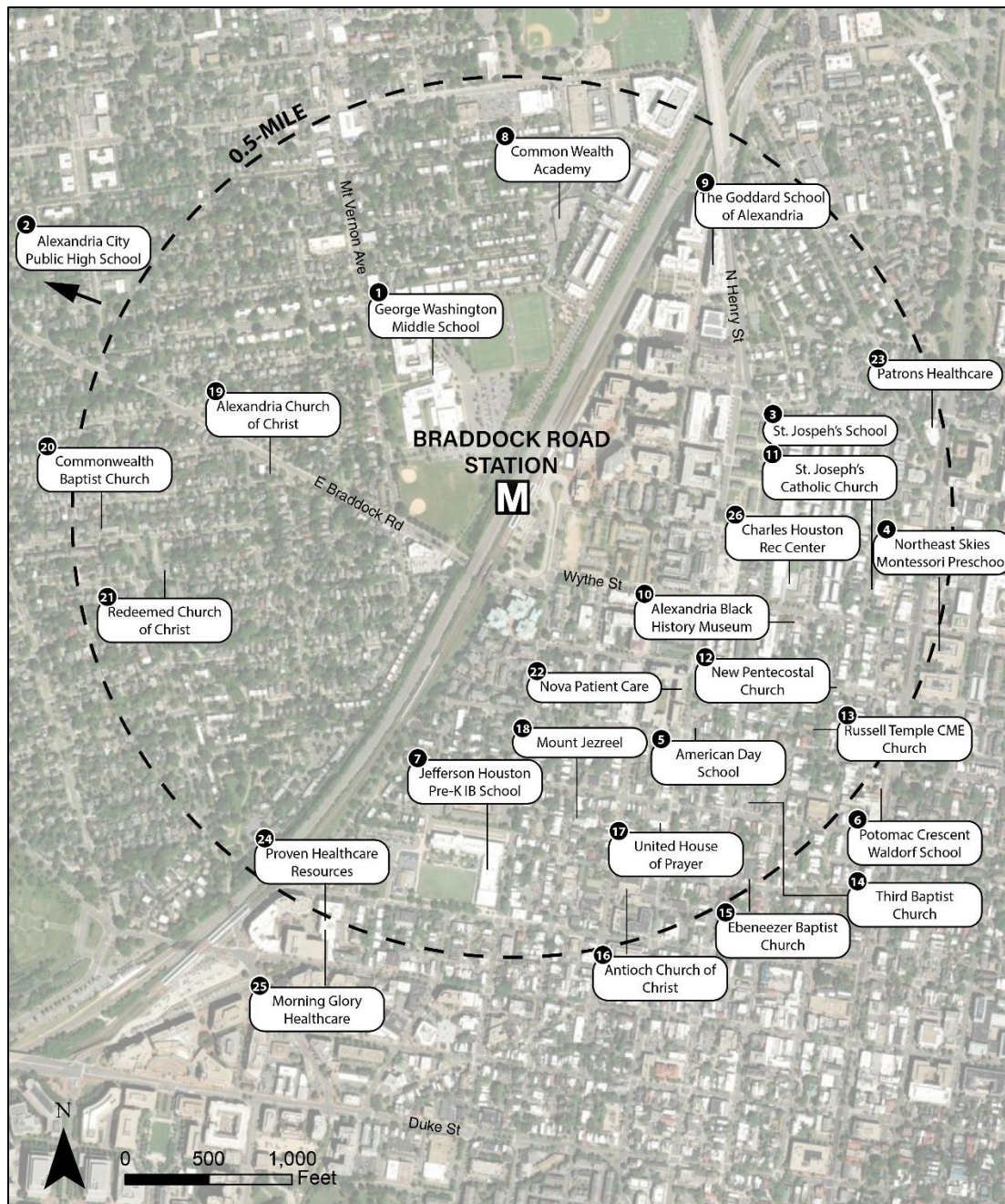


Table 2. Community Facilities within Half-Mile of Project Site

Map ID	Facility Name	Type of Community Facility	Address
1	George Washington Middle School	School	1005 Mt Vernon Ave, Alexandria, VA 22301
2	Alexandria City Public High School	School	3330 King St, Alexandria, VA 22302
3	St. Joseph's School	School	721 N Columbus St, Alexandria, VA 22314
4	Northeast Skies Montessori Preschool	School	697 N Washington St, Alexandria, VA 22314
5	American Day School	School	501 N Henry St, Alexandria, VA 22314
6	Potomac Crescent Waldorf School	School	424 N Washington St, Alexandria, VA 22314
7	Jefferson Houston Pre-K IB School	School	1501 Cameron St, Alexandria, VA 22314
8	Commonwealth Academy	School	1321 Leslie Ave, Alexandria, VA 22301
9	The Goddard School of Alexandria	Day Care Center	1245 N Fayette St, Alexandria, VA 22314
10	Alexandria Black History Museum	Museum	902 Wythe St, Alexandria, VA 22314
11	St. Joseph's Catholic Church	Place of worship	711 N Columbus St, Alexandria, VA 22314
12	New Pentecostal Church	Place of worship	801 Pendleton St, Alexandria, VA 22314
13	Russell Temple CME Church	Place of worship	507 N Alfred St, Alexandria, VA 22314
14	Third Baptist Church	Place of worship	917 Princess St, Alexandria, VA 22314
15	Ebenezer Baptist Church	Place of worship	909 Queen St, Alexandria, VA 22314
16	Antioch Church of Christ	Place of worship	1120 Queen St, Alexandria, VA 22314
17	United House of Prayer	Place of worship	324 N Henry St, Alexandria, VA 22314
18	Mount Jezreel	Place of worship	317 N Payne St, Alexandria, VA 22314
19	Alexandria Church of Christ	Place of worship	111 E Braddock Rd, Alexandria, VA 22301
20	Commonwealth Baptist Church	Place of worship	700 Commonwealth Ave, Alexandria, VA 22301
21	Redeemed Church of Christ	Place of worship	4 E Oak St, Alexandria, VA 22301
22	Nova Patient Care	Healthcare	526 N Henry St, Alexandria, VA 22314
23	Patrons Healthcare	Healthcare	950 N Washington St, Alexandria, VA 22314
24	Proven Healthcare Resources	Healthcare	1727 King St Suite 118, Alexandria, VA 22314
25	Morning Glory Healthcare	Healthcare	1727 King St 3rd floor, Alexandria, VA 22314
26	Charles Houston Rec Center	Recreation Center	901 Wythe St, Alexandria, VA 22314

3.5 Cultural Resources

The Parker-Gray Historic District is located to the south of the Project Site. No cultural resources in this district are anticipated to be impacted by the proposed transit changes at Braddock Metrorail Station.

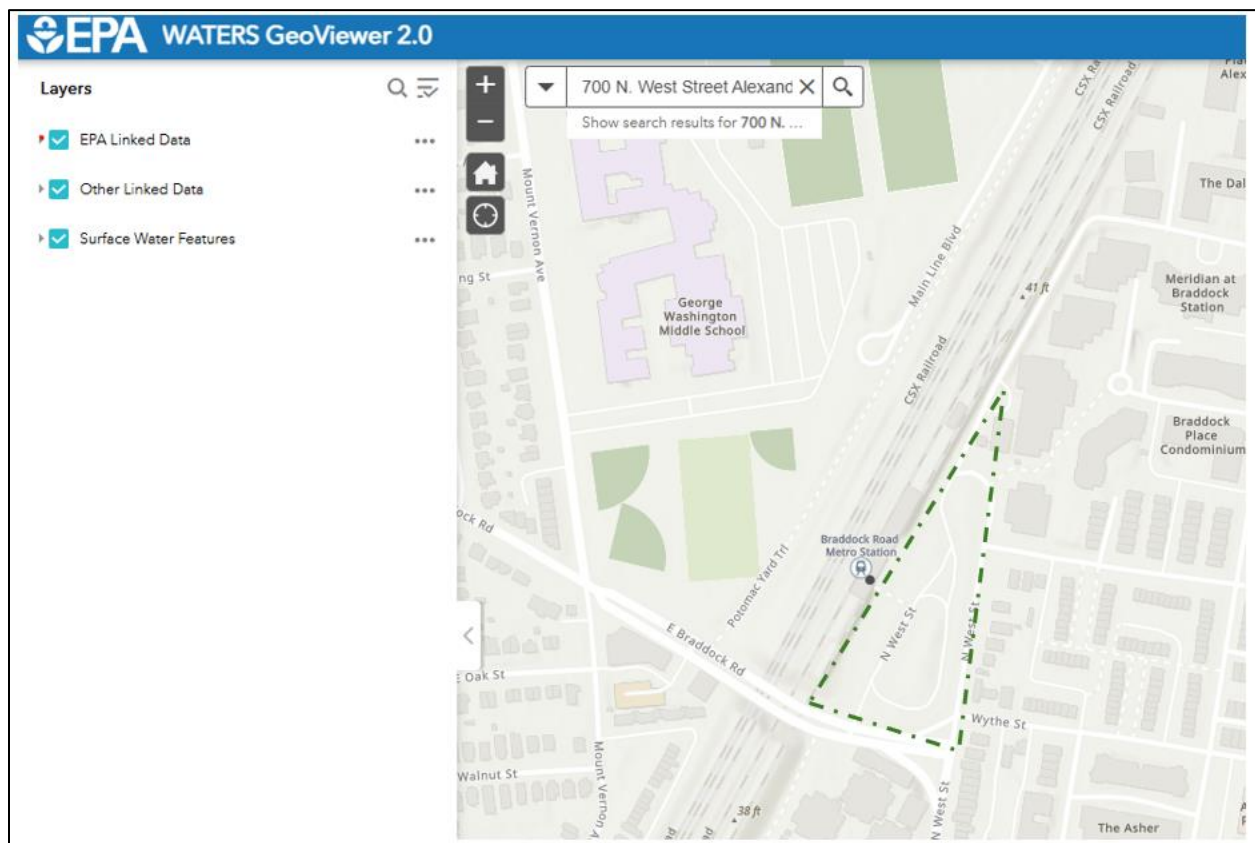
3.6 Public Parklands

No public parklands are located within a half-mile of the Project Site. Note that the ball fields immediately to the west are part of George Washington Middle School and not considered public parklands for this document.

3.7 Wetlands and Waters of the U.S.

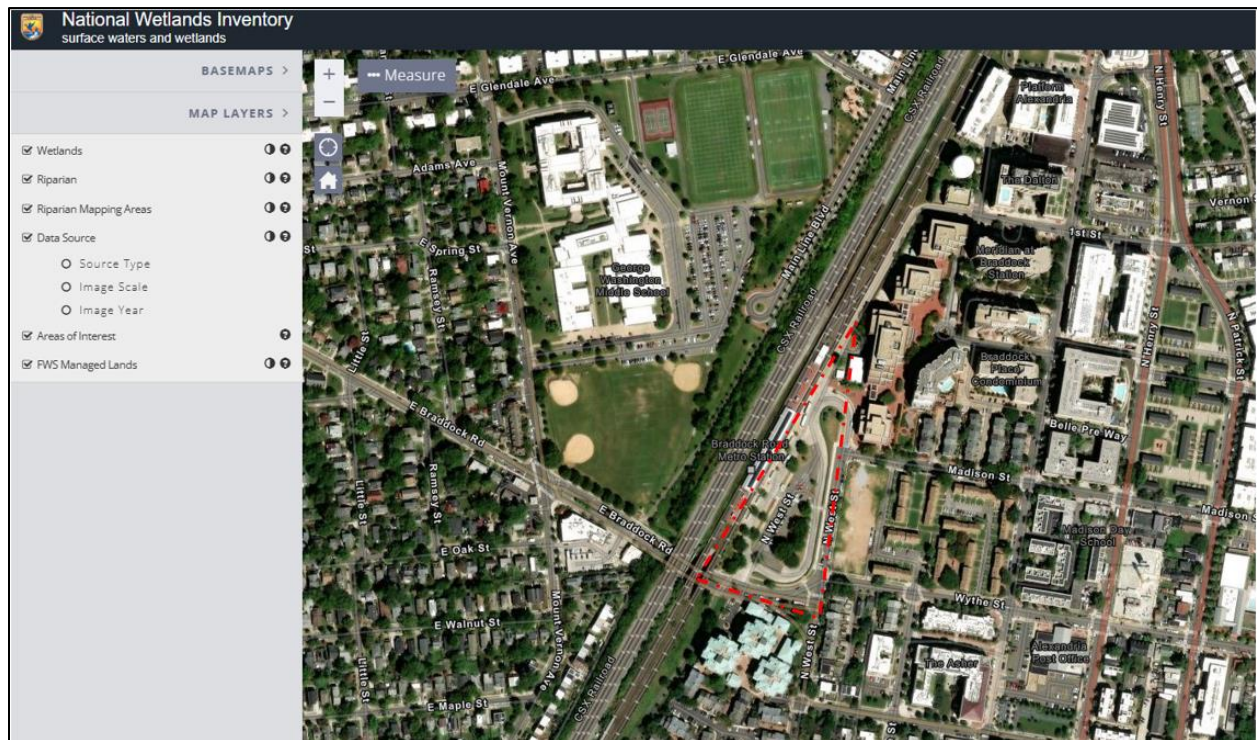
According to the U.S. Environmental Protection Agency (EPA) and the U.S. Fish and Wildlife Service there are no identified Wetlands or Waters of the U.S. at or near the site (Figures 9 and 10). Since there are no bodies of water at or adjacent to the Project Site, Metro does not anticipate any impacts to wetlands.

Figure 9. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

Figure 10. National Wetlands Inventory Map



Source: U.S. Fish and Wildlife Wetlands Inventory

3.8 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps 5155190033F, 5155190041F, effective January 11, 2024, show that existing facilities at the Braddock Metro Station do not occupy the current 100-year or 500-year floodplain (Figure 11).

Note that FEMA floodplains are only one indicator of flood risk. The future developer of the site north of the transit plaza will be required to analyze interior stormwater flood risk per the guidance in Metro's Manual of Design Criteria, Chapter 4 Resilience.

Figure 11. FEMA Floodplain Mapping



Source: FEMA Flood Map Service Center

3.9 Stormwater and Drainage

The proposed modifications will not increase the overall amount of impervious surfaces at the project site. The Project is not expected to negatively impact stormwater management or drainage.

3.10 Water Quality

Metro does not anticipate the proposed modifications to transit facilities will affect water quality. The Project Site is currently a paved parking lot with an impervious surface. If there is subsequent development, storm water management facilities will be constructed in accordance with local, county, and state regulations. The developer would be solely responsible for obtaining all required permits and will request extensions of approved permits, as necessary.

No negative permanent impacts to water quality are anticipated resulting from the changes to the transit facilities because the total number of impervious areas will be reduced. During construction, there may be minor construction-related sediment or erosion risk. To minimize the impact, the project team will employ construction-operations controls.

3.11 Air Quality

The Project Site is in the City of Alexandria, Virginia, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area.

The area is currently designated as a moderate nonattainment area for 8-hour ozone (O₃) and is in moderate attainment with all other EPA National Ambient Air Quality Standards, including carbon monoxide (CO), particulate matter less than 2.5 microns (PM_{2.5}) and 10 microns (PM₁₀), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

The transit modifications are not anticipated to have any impacts on air quality. The Project will abide with Metro's clean air framework by following the goal of reducing its transportation-related carbon footprint at the Project Site. During the construction phase, air monitoring stations will be set up around the perimeter of the site to take measurements of the air, with the intent of limiting debris and dust from leaving the Project Site. To minimize such impacts, the project team will employ dust-mitigation measures including wetting soils and cleaning equipment.

3.12 Urban Forestry

Metro does not anticipate that the Project will affect any notable trees or historical conservation areas. Development in Alexandria is subject to the city's Registry of Notable Trees and identified Historic Conservation Easements.

The City of Alexandria's Urban Forestry Program maintains a registry of Notable Trees and the Alexandria Historical Restoration and Preservation Commission maintains a registry of historic easements that may include trees and forest stands. The project area does not contain any notable trees, nor is any part of the project area under a conservation easement.

Though the proposed modifications at Braddock Metro Station will impact street trees and existing trees on Metro property that appear mature. The Project will be designed in a way to preserve and install as many new trees as possible, either on-site or in the streetscapes, and a final tree plan will be developed as the design progresses.

3.13 Threatened and Endangered Species

Metro does not anticipate any impacts to federally protected species or habitat as a result of the Project. An official species list of potential threatened and endangered species from the U.S. Fish and Wildlife Service IPaC online application was reviewed for the Project Site. The Northern Long-eared Bat (Endangered Status), Tricolored Bat (Proposed Threatened), and the Monarch Butterfly (Proposed Threatened) are the only species identified in the official species list for the Project Site. No critical habitats were identified.

3.14 Utilities

Metro does not anticipate the Project to permanently affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services. Any temporary impacts to utilities will be coordinated in the design and permitting phases of the Project.

3.15 Safety and Security

Metro will be responsible for providing a police/security presence at Metro-operated facilities during operating hours. Because the agency is currently responsible for providing safety and security services at the Metro Station, no significant impact on Metro-operated facilities or operations are anticipated. The new transit plaza and busway will include additional new lighting and security cameras.

3.16 Hazardous and Contaminated Materials

In October 2022, a Phase I Environmental Site Assessment (ESA) was prepared for the site consistent with the requirements of the American Society of Testing and Materials (ASTM) E1527-13, Standard Practice for Environmental Site Assessments: Phase I ESA Process and EPA Standards and Practices for All Appropriate Inquiries contained in CFR Part 312.

The Phase I ESA did not identify any Recognized Environmental Conditions (RECs), controlled RECs, or historical RECs. De minimis staining was observed throughout the parking lot and bus rapid transit stops and during site reconnaissance, and a trailer-mounted emergency generator with a 430-gallon diesel sub-base tank was identified in the central portion of the Study Area in front of the metro station. No leaks, spills, stressed vegetation, or staining was observed in the general vicinity of the sub-base tank.

The future developer will be solely responsible for any required permits or other documentation related to hazardous and contaminated materials. The Project will follow proper permitting processes if testing is conducted, and remediation required.

3.17 Noise and Vibration

Metro does not anticipate any impacts on existing noise-sensitive receptors. The existing local bus and rail transit operations will continue to operate as they currently do, with no increase or decrease in service anticipated. The Metrorail tracks would continue to function as they do now, and the existing bus routes would continue to serve the Metro Station.

The future developer will be responsible for quantifying and mitigating noise and vibration impacts from the private development project. The developer will also be responsible for constructing the joint development in a manner that mitigates potential noise and vibration impacts from rail, mass transit, and Station-related sources on the new residences and commercial uses.

There will be no permanent impacts resulting from the changes to the transit facilities. The Project will generate noise levels typical of construction-related processes and will abide by City of Alexandria noise ordinances. Mitigation activities could include minimizing nighttime work and utilizing noise control measures. Metro does not anticipate any unusual noise to be generated by the Project.

3.18 Secondary and Cumulative Impacts

3.18.1 Secondary Impacts

Metro does not anticipate any adverse secondary impacts as a result of the Project. However, the increase in permanent residents and workers at the Project Site from future development would result in secondary impacts. The joint development's housing and retail uses would increase the overall employee and residential population of the area and would contribute to a marginal increase in economic activity in the project vicinity, including foot traffic, pick-up/drop-off activity, and the demand for goods, services, and housing. The impacts of future development will be evaluated through the City's development review process once a developer has been selected and specific project proposed.

3.18.2 Cumulative Impacts

Metro does not anticipate any adverse cumulative impacts as a result of the changes to transit facilities, and it would contribute minimal incremental effects to natural resources, socioeconomics, and transit conditions.

3.19 Construction Impacts

Construction of the Project will not close the Metro Station to passengers at any time. During construction, all modes of access would be maintained or accommodated to ensure a high-quality customer experience. The developer will prepare and submit a maintenance of traffic (MOT) plan to Metro and the City of Alexandria for approval and will be communicated to the public. The Project will be phased to minimize the impact on Metro operations.

Construction dust and noise may be a concern to surrounding neighborhoods. The developer and contractor will be responsible for ensuring that all construction activities adhere to air quality and noise control regulations as established in the City of Alexandria's noise ordinance and Metro design criteria. Construction will be managed per Metro, local, and federal regulations. Proper planning and proactive measures will be carried out to minimize construction impacts on the surrounding environment and community.

4.0 Public Involvement

Metro will keep the public informed about the Project's modifications through public outreach. In accordance with the WMATA Compact, a public hearing will be held to provide the public with the opportunity to comment. A Notice of Public Hearing will be published in the Washington Post, as required by the WMATA Compact, and through other means. The Project's webpage will include general information, the public hearing presentation, an opportunity to provide feedback, and a link to a dedicated project webpage in Spanish.

The public hearing will address the following topics:

- Reconfiguration of the bus loop; and
- Closure of the off-street Kiss & Ride facility.

Metro staff will develop a report that summarizes comments received at the public hearing as well as staff responses. This report will be made available for public review and comment online, in hard copy at Metro headquarters, and in libraries in the Project's vicinity.

Metro will collect comments from the public via the following:

- Online at wmata.com/initiatives/plans
- Written comments mailed to: Office of the Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390
- A public hearing that allows for participation in-person or virtually via telephone or videoconference

All comments must be received by the date and time stated in the Notice of Public Hearing to be included in the public record.

Appendix A: References

IPaC information for Planning and Consultation

<https://ipac.ecosphere.fws.gov/location/ANYWN5J7JBGC3N5SG6E7J2AD2E/resources#endangered-species>

EPA WATERS GeoViewer Results

<https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=074cfede236341b6a1e03779c2bd0692>

FEMA Flood Map Service Center

<https://msc.fema.gov/portal/search>

WSP (2022). Phase I Environmental Site Assessment, Final, Braddock Road Metro Station, Alexandria, VA.

The City of Alexandria Planning Department (2008). [City of Alexandria Master Plan](#).

The City of Alexandria Planning Department (2021). [Alexandria Mobility Plan](#).

The City of Alexandria Planning Department (2022). [Alexandria Transit Vision \(ATV\) Plan](#).

U.S. Census Bureau (2020). *Hispanic or Latino, and Not Hispanic or Latino by Race 2020 Decennial Census*. Retrieved from [census.gov](https://www.census.gov).

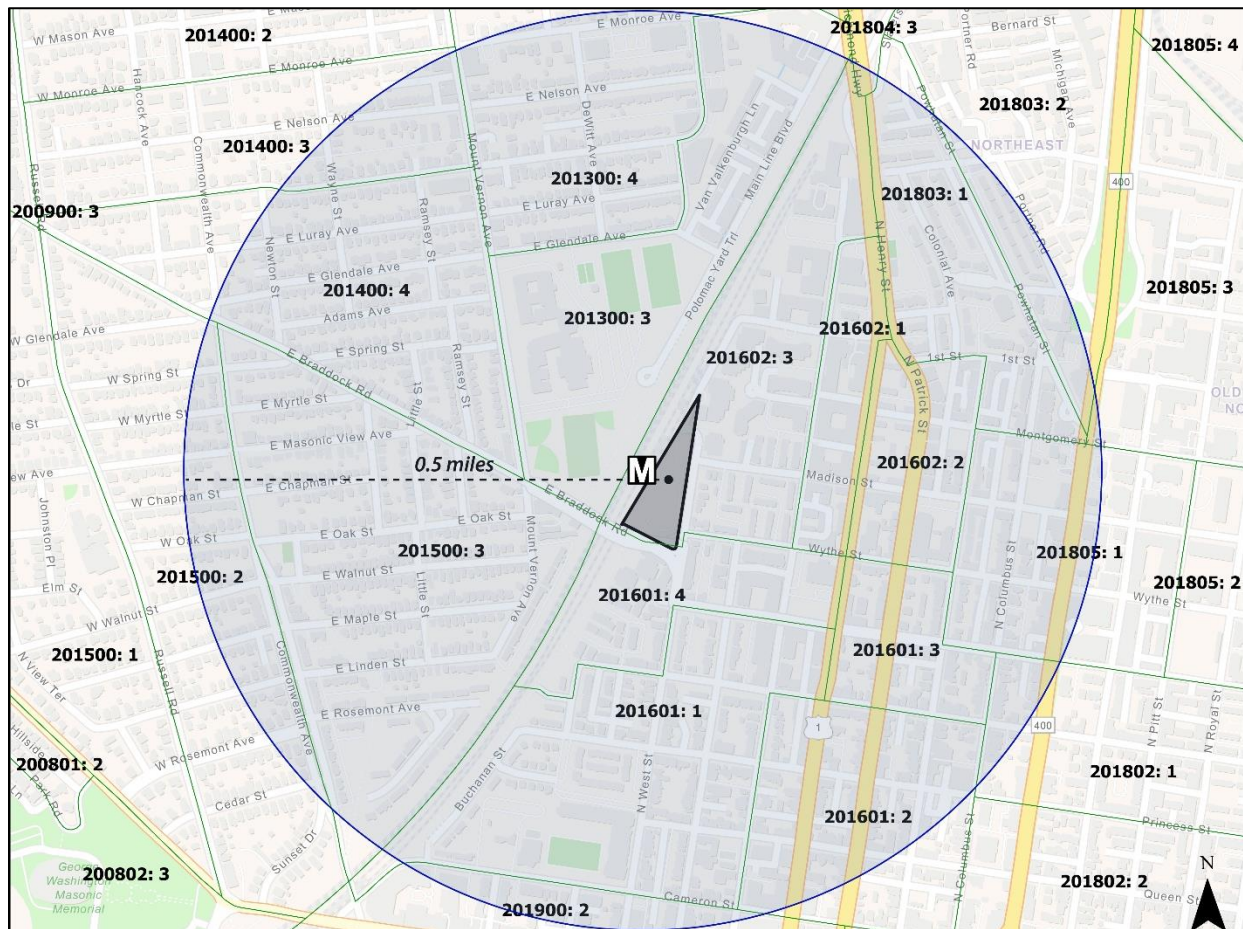
U.S. Census Bureau (2020). *Household Income in the past 12 Months (in 2020 Inflation-Adjusted Dollars) 2016-2020 American Community Survey 5-Year Estimates*. Retrieved from [census.gov](https://www.census.gov).

U.S. Census Bureau (2020). *Median Household Income in the past 12 Months (in 2020 Inflation-Adjusted Dollars) 2016-2020 American Community Survey 5-Year Estimates*. Retrieved from [census.gov](https://www.census.gov).

Appendix B: Census Project Study Area Demographics

To better understand the community's demographics, this document looks at the half-mile radius around the Project Site (Census Project Study Area). All U.S. Census block groups—and any portions of block groups—that fall within the Census Project Study Area were included. The figure below shows the study area and applicable block groups.

Census Project Study Area with Block Groups



The tables below show a breakdown of the Census Project Study Area by age and sex.

Census Project Study Area Male Population by Age

Census Tract (Block Group)	Male							Total
	Under 18	18-24	25-34	35-44	45-54	55-64	65+	
201300 (3)	88	17	83	143	43	15	11	400
201300 (4)	168	31	95	148	47	79	69	637
201400 (4)	29	56	53	40	62	50	238	518
201500 (3)	271	18	192	242	133	78	53	1,007
201601 (1)	65	0	84	86	119	26	43	427
201601 (2)	0	9	61	6	124	53	26	279
201601 (3)	4	0	56	68	47	26	0	201
201601 (4)	54	8	117	46	12	28	39	304
201602 (1)	0	8	181	211	49	57	0	506
201602 (2)	11	2	45	25	100	59	16	258
201602 (3)	113	54	140	223	152	45	29	810
201803 (1)	14	0	25	91	58	44	58	290
201900 (2)	88	60	94	69	63	56	65	492
Total	905	263	1226	1398	1009	616	647	6129
Census Area (%)	14.8	4.3	20	22.8	16.5	10	10.6	100

Census Project Study Area Female Population by Age

Census Tract (Block Group)	Female							Total
	Under 18	18-24	25-34	35-44	45-54	55-64	65+	
201300 (3)	121	6	155	265	57	20	7	476
201300 (4)	96	0	101	261	92	32	68	561
201400 (4)	65	13	24	57	101	76	53	389
201500 (3)	227	30	272	230	169	35	47	1,010
201601 (1)	157	0	88	213	27	62	133	680
201601 (2)	0	90	98	22	88	19	88	405
201601 (3)	52	0	52	74	8	26	47	212
201601 (4)	14	66	198	80	47	62	0	486
201602 (1)	25	0	231	169	60	3	19	488
201602 (2)	4	12	14	45	129	59	0	393
201602 (3)	62	58	232	170	32	136	130	736
201803 (1)	107	8	22	81	84	33	46	388
201900 (2)	57	20	145	94	86	57	132	595
Total	987	303	1632	1761	980	620	770	6819
Census Area (%)	14.5	4.4	24	26	14.4	9.1	11.3	100

Sources (both tables): U.S. Census Bureau, American Community Survey 5-Year Estimate (2023).

Population by Ancestry

Group	Project Study Area		Alexandria, VA	
	Number	Percentage of Total Population	Number	Percentage of Total Population
<i>Black/African American</i>	*	*	31,903	20.0
<i>American Indian/ Alaska Native</i>	*	*	1,004	0.6
<i>Asian</i>	*	*	11,354	7.1
<i>Native Hawaiian or Other Pacific Islander</i>	*	*	94	0.06
<i>Two or More Races</i>	*	*	17,177	10.8
<i>Other</i>	*	*	15,750	9.8
Minority Populations (Race) Total	*	*	77,282	48.5
<i>Not Hispanic or Latino</i>	*	*	78,519	49.2
<i>Hispanic or Latino</i>	*	*	29,372	18.4
<i>White Alone</i>	*	*	82,185	51.5

Source: U.S. Census Bureau, Decennial Census (2020).

Minority and Low-Income Population by Block Group

Census Tract (Block Group)	Minority Population			Low-Income Population		
	Total Population	Minority Population	Percent	Total Households	Low-Income Households**	Percent
201300 (3)	*	*	*	*	*	*
201300 (4)	*	*	*	*	*	*
201400 (4)	*	*	*	*	*	*
201500 (3)	*	*	*	*	*	*
201601 (1)	*	*	*	*	*	*
201601 (2)	*	*	*	*	*	*
201601 (3)	*	*	*	*	*	*
201601 (4)	*	*	*	*	*	*
201602 (1)	*	*	*	*	*	*
201602 (2)	*	*	*	*	*	*
201602 (3)	*	*	*	*	*	*
201803 (1)	*	*	*	*	*	*
201900 (2)	*	*	*	*	*	*
Alexandria, VA	159,467	77,342	48.5	77,282	5,487	7.1

Sources: U.S. Census Bureau, Decennial Census (2020) & American Community Survey 5-Year Estimates (2023)

*Some income and minority population data were not available at the block group level in some of the Census Project Study Area.

APPENDIX G: GENERALCONCEPT PLAN

Continued on Next Page

BRADDOCK ROAD STATION

M

A

B

C

D

E

Bus Layover Area

Bus Bay C can accommodate longer buses

Bus Bay A, B, D and E have the same dimensions

New traffic signal

Assumes 30 ft per space

Madison St

Braddock West

Wythe St

N West St

180ft (6)
E Braddock Rd

120ft (4)
120ft (4)
120ft (4)
120ft (4)

Legend

- Bus Stop
- Bus Access
- Pick-up /Drop-off
- On-street Parking
- Bike Lane
- Sharrow

Proposed Condition

BRADDOCK ROAD STATION

Bike Rack (65)
130 spaces

1

Capital Bikeshare

cb

2

Garage

Madison St

M

A

B

C

D

E

Double-Sided
Bike Lockers (6)
12 spaces

Plaza

3

cb

Braddock
West

Wythe St

E Braddock Rd

N West St

Future Signal

Current Signal

Legend

- 1 Land Area
- 2 Residential Floorplate
- 3 Courtyard
- Pick-up /Drop-off
- On-street Parking
- Bike Lane
- Sharrow

0 150 300 Feet

N

APPENDIX H: NOTICE OF PUBLIC HEARING STAFF REPORT

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Washington Metropolitan
Area Transit Authority

300 7th Street, SW
Washington, DC 20024
wmata.com

Public Hearing Staff Report

Docket R26-01:

Proposed Changes to Braddock Road Metro Station

DRAFT PUBLIC HEARING STAFF REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Public Hearing Staff Report on the Proposed Changes to Braddock Road Metro Station is available for review and comment from **August 10, 2026 – August 20, 2026**. The document addresses comments on the proposal received at the public hearing held on April 20, 2026, as well as comments received during the public comment period. This comment period on the Public Hearing Staff Report is your opportunity to make sure your comments were accurately characterized in the Staff Report and send clarification if desired. Comments on the Public Hearing Staff Report will be accepted until 5 p.m. on **August 20, 2026**. The report is available online at wmata.com/braddockhearing and during business hours at the following locations:

WMATA
Office of Board Affairs
300 7th Street SW
Washington, DC 20024

Please call 202-962-2511 in advance to schedule an appointment.

HOW TO SUBMIT WRITTEN COMMENTS ON THE PUBLIC HEARING STAFF REPORT

Written statements and exhibits must be received by 5 p.m. on **Thursday, August 20, 2026**, and may be emailed to WMATAHearingReport@wmata.com, or mailed to the Office of Board Affairs, Washington Metropolitan Area Transit Authority, 300 7th Street SW, NW, Washington, D.C. 20024. Please reference “**Braddock Road**” in your submission. All comments received become a part of the public record, which may be made available to the public and may be posted, without change, to www.wmata.com, including any personal information provided.

APPENDIX I: COMMENTS RECEIVED ON THE PUBLIC HEARING **STAFF REPORT**

Continued on Next Page

From: Dino Drudi <dino.drudi@gmail.com>

Sent: Tuesday, August 18, 2026 12:12 PM

To: WMATAHearingReport <WMATAHearingReport@wmata.com>

Cc: Reyes, Jose <JReyes2@wmata.com>; John Chapman

<john.taylor.chapman@alexandriava.gov>; john.chapman@alexandriava.gov; Canek, Aguirre

<canek.aguirre@alexandriava.gov>; W Old Town Citizens Assn <WOTCAalexandria@gmail.com>

Subject: <External>West Old Town Citizens Association's official response to draft Staff Report on Proposed Changes to Braddock Road Metro Station

Firstly, the West Old Town Citizens Association would like to protest the short turnaround for comments during August, a traditional vacation month. The deadline should be extended until Sept. 21. The short turnaround and timing during a traditional vacation month suggests WMATA staff's preference for as few comments as possible.

In the West Old Town Citizens Association president's oral statement at the April 20 hearing, I concluded with the statement, "**The flooding is too severe for you to do any kind of building there until you fix it.**" This remains the core of the citizens association's position.

The staff report contains "flood" 85 times, acknowledging this issue's importance for this site. While the staff report acknowledges WMATA's responsibility to not contribute to flooding at the site, including from WMATA's desired development, the staff report reveals a failure to comprehend the Association's and many others' concerns, summarized in the sentence concluding the Association president's statement: "**The flooding is too severe for you to do any kind of building there until you fix it.**" The report seems designed to purposefully ignore this statement's plain meaning: You cannot do any development until the flooding situation is fixed. You certainly **cannot move pick-up and drop-off spots into places prone to flooding**, which WMATA proposes to do.

One of the Association's board members provided two excellent photo-images, included below, of the flooding which actually occurs at this location. The staff report contains "flood" 85 times, acknowledging how severely flooding impacts this site. Consequently, WMATA should incorporate into the staff report these two photo-images, illustrative of the flooding hazard.

The Association's formal written remarks, approved by its board of directors and submitted several days later, raise concerns about moving pick-up and drop-off to streetside:

Serious consideration must be given to the impact of the proposed traffic rerouting along Braddock Road and West Street for pick-up and drop-off congestion. This is especially critical as not only is this area heavily traversed with cut-through traffic between Interstate-395 and the Beltway, which will be even worse with the elimination of turn lanes on Braddock Rd to accommodate bicycle lanes, but is part of emergency routing for fire and police response, and evacuation. WMATA's proposal will generate a continuous stream of delivery vehicles, ride-sharing pick-ups and drop-offs, food deliveries, and other short-term traffic — the kind of activity that has produced chronic double-parking and severe congestion elsewhere in the city. How can WMATA's plan to relocate pick-up and drop-off to street-side possibly coexist with sharply increased pick-up and drop-off traffic?

WMATA's draft staff report's response to the Association's concerns, echoed by numerous other commenters, amounts to wishful thinking.

WMATA should not make any changes to the bus loop and parking layout at this time because WMATA can only gauge what changes would be appropriate once WMATA has selected a developer and the developer sets forth the building(s), amenities, and features the developer intends for addressing the site's complexities to which Alexandria City Councilmember Chapman's statement referred. The Association's comments specifically endorsed "consider[ing] accommodating a pick-up and drop-off lane alongside the [current] bus lane [location] and, if needed, build[ing] the building[s] above it" like at the Crystal City station (the Friendship Heights station is another example of a building built above a bus station). The draft report should address, not ignore, this comment.

Respectfully submitted,

Dino Drudi, President

West Old Town Citizens Association



