



Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Changes to Transit Facilities at Takoma Metro Station
Washington, DC
Docket R23-01

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 Takoma Metro Station in Washington, DC as follows:

Hearing No. 645

Tuesday, January 17, 2023

Open House 6 p.m. **Public Hearing 6:30 p.m.**
Takoma Elementary School - Auditorium
7010 Piney Branch Rd NW
Washington, DC 20012

This hearing will also be conducted virtually and testimony can be provided via phone or video (see below). The hearing can be viewed online at:

wmata.com/plansandprojects or youtube.com/metroforward

To listen via telephone: 855-925-2801, Meeting Code 4773

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

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 the Board Corporate Secretary 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/plansandprojects



PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the environmental report and general plans for changes to transit facilities at the Takoma Metro Station, Washington, D.C. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and 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: Individuals wishing to provide testimony in person during the hearing are encouraged to pre-register by emailing speak@wmata.com or calling (202) 962-2511 by 10 a.m. on Tuesday, January 17, 2023. Please submit only one speaker's name per request. Advance registration to provide in-person testimony is not required.

By videoconference: Individuals wishing to provide testimony during the hearing via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to speak@wmata.com by 10 a.m. on Tuesday, January 17, 2023. Please submit only one speaker's name per request.

By telephone: Individuals should call (855) 925-2801 during the hearing and enter Meeting Code 4773. Advance registration to provide testimony via telephone is not available.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING

Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Options to submit testimony online include completing a survey, providing written comments or uploading letters or other documents. Online submission will begin at 9 a.m. on Saturday, December 17, 2022 and will close on Friday, January 27, 2023 at 5 p.m. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Corporate Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390. All comments must be received by the Office of the Secretary by 5 p.m. on Friday, January 27, 2023 to be included in the public record.

The comments received by the Office of the Board Corporate Secretary, along with the online submissions and public hearing comments, will be presented to the WMATA Board of Directors and will be part of the official public hearing record. Please note all statements are releasable to the public and may be posted on WMATA's website, without change, including any personal information provided.

WHAT IS PROPOSED

WMATA proposes changes to the Takoma Metro Station (“Metro Station”) to enable a joint development project (“Project”). The Project’s site plan is consistent with Washington, DC’s future land use vision for the area.

The Project includes the following modifications of WMATA facilities:

- Relocation of the bus loop and Kiss & Ride
- Addition of one alighting bus stop
- Removal of 144 Kiss & Ride spaces
- Addition of a traffic signal on Carroll Street NW at the WMATA bus loop and Kiss & Ride entrance

Because the Project includes a modification of WMATA facilities and facility access, an Environmental Evaluation (EE) has been prepared 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 in Table 1.

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

Table 1 Project Environmental Impacts

| Environmental Feature | Permanent Impacts | Construction-Related (Temporary) Impacts | Minimization & Mitigation Efforts |
|------------------------------|---|--|--|
| Transportation | Improved busway configuration with additional capacity and safer access. Daily parkers at Takoma Metro Station will be encouraged to use the Fort Totten Park & Ride facility | Disruption to pedestrian, bicycle, and vehicular traffic during construction | Establish interim operations plan to maintain access during construction for motorized & non-motorized (bike/ped) traffic to the station |
| Stormwater | None – total impervious areas of transit facilities to be reduced | Minor sediment or erosion risk | Controls to be applied per District of Columbia requirements for construction operations |
| 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 transit facilities at the Takoma Metro Station. These documents are available online at wmata.com/plansandprojects and may be inspected during normal business hours at the following location:

WMATA
Office of the Board Corporate Secretary
300 7th Street, SW
Washington, D.C. 20024
202-962-2511
(Please call in advance to coordinate)

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 Fairfax County 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.