

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

☒ Action ☐ Information

MEAD Number:  
202009

Resolution:  
☒ Yes ☐ No

**TITLE:**

Deanwood Compact Public Hearing Staff Report

**PRESENTATION SUMMARY:**

Metro held a Compact public hearing on proposed changes to Metro facilities at the Deanwood Metrorail Station. Public comments strongly support Metro's proposal to change to the General Plans and the Adopted Regional System, also known as the Mass Transit Plan, to remove the 194-space Park & Ride surface lot to make way for a joint development project.

**PURPOSE:**

Request Board approval of:

- Compact Public Hearing Staff Report about the proposal to remove 194-space Park & Ride to facilitate a joint development project at Deanwood Metro Station
- Amendment of the General Plans and the Adopted Regional System (also known as the Mass Transit Plan) to remove the 194-space surface Park & Ride lot without replacement

**DESCRIPTION:**

**Key Highlights:**

Metro conducted a public hearing on proposed changes to WMATA facilities at Deanwood Metrorail Station on June 20, 2018.

- At the public hearing and during outreach about the hearing, Metro received comments from 146 individuals and organizations that were overwhelmingly in favor of redeveloping the underutilized Park & Ride lot.
- Those who questioned or opposed the Park & Ride closing stated concerns about parking convenience, walking safely home at night, parking for the disabled, and spillover parking on neighborhood streets, which concerns can be addressed.

**Background and History:**

Metro had twice in the last 22 years offered the Deanwood Metro Station site for joint development to create a mixed-use, pedestrian friendly environment that would make better use of the Metro station and provide more benefit to the local community. No proposals were received to either joint development solicitation.

To advance joint development and better understand the priorities of the local

community, Metro prepared a station access improvement study in 2013 to suggest improvements that could make the station more attractive to the Deanwood neighborhood, Metro customers and potential developers. The study at the time assumed to replace 150 Park & Ride spaces in an above-ground garage. Metro's study was undertaken shortly after the District of Columbia published the 2008 Small Area Plan for the surrounding neighborhoods.

Metro wants to advance joint development at Deanwood Metro Station, in part because the station has one of the lowest ridership counts in the Metrorail system and mixed-use development could contribute to some ridership gains. Parking utilization at Deanwood Metro Station is very low (36% utilization in the last half of 2017 or 70 parkers per day), so Metro conducted a survey of its parking customers in June 2017 to determine what customers would do if Metro removed the Park & Ride altogether. The results were:

- Most parkers said that they would find other means of getting to a Metrorail station.
- Only 18.5% (or 13 individuals) indicated they would not likely use Metrorail if the Deanwood Park & Ride lot were closed, which potential loss in revenue would be replaced with new ridership resulting from joint development.

The findings of the parking customer survey support staff's recommendation not to replace Park & Ride spaces in a future joint development. The Board of Directors approved a Compact Public Hearing on the proposal, which was conducted on June 20, 2018.

### **Discussion:**

Metro staff created a Public Participation Plan and conducted extensive public outreach to generate awareness of the proposed changes prior to the public hearing being conducted. This outreach included:

- Two pop-up events at the Metro station, during which bilingual brochures in English and Spanish were distributed to Metro riders and placed on every car in the Park & Ride lot;
- Stakeholder communication through distribution of the brochures to local institutions, community-based organizations and nearby residents, as well as presentations at local civic association meetings;
- Marketing to encourage public feedback through advertisements, legal notices, an on-line feedback form on Metro's webpage, and social media; and,
- An open house and information session immediately before the public hearing.

The public hearing was held on June 20, 2018 and was attended by 42 people along with Metro, District of Columbia government, and Advisory Neighborhood Commission representatives. At the public hearing 11 of 13 people testifying spoke in favor of redeveloping the lot, and nearly 70% of those commenting on a feedback form supported redevelopment.

Those supporting closing the parking lot stated that the mostly vacant lot was a detriment to the community and favored redeveloping the lot with uses that would benefit the community, such as housing, retail services (specifically, grocers, cafes and

restaurants, higher education outreach facilities), and other neighborhood-serving uses. Public input indicated that local residents did not prefer, for the most part, development that would draw traffic to the neighborhood. Public opinions on the type of housing ranged from affordable to market rate. Some stated that redevelopment would increase safety with more people in the area.

In accordance with the Compact's requirements when revising the Mass Transit Plan, WMATA made presentations to and/or coordinated with the following entities regarding the proposed changes to the Deanwood Metrorail Station: the District of Columbia's Deputy Mayor for Planning and Economic Development; staff of the Ward 7 Council Member (in which Deanwood is located); the DC Office of Planning; the Advisory Neighborhood Commission 7D (with commissioners of ANC 7C also in attendance); the Deanwood Citizens Association, which includes leadership from area civic/neighborhood associations; and the Joint Coordinating Committee, which is comprised of jurisdictional technical staff representatives. This matter was also addressed by the Board's Finance and Capital Committee. The Public Hearing Staff Report describes other measures taken in accordance with the Compact's Mass Transit Plan requirements, such as data utilization, coordination with other plans and programs and outreach.

There were no formal comments from the Government of the District of Columbia. However, the D.C. Office of Planning had also recommended redevelopment of vacant lots such as the station site in its 2008 Small Area Plan, and current staff have been supportive of potential redevelopment.

Two people testified and 25 people provided written comments which either opposed or questioned closing the Park & Ride lot. Of those who opposed, a number cited the parking lot's convenience. For example, a transit rider noted that parking at Deanwood Metro Station provided her a lower Metrorail fare because it was closer to her destination. Another responder questioned the removal of all-day parking for persons with disabilities. Several wondered if closing the Park & Ride lot would lead to Metro riders parking on neighborhood streets, while others noted that Metro riders already park on neighborhood streets. This last issue can be addressed through consistent ticketing by District of Columbia parking enforcement in areas where limitations on zone parking or hours of parking already exist.

Some responders suggested using the currently underutilized Kiss & Ride lot at Deanwood Metro Station for all-day parking, which is a recommendation that Metro staff agrees with. The Kiss & Ride lot has 19 hourly parking spaces for driver-attended cars waiting to pick up passenger and does not have more than a few cars using it at any one time. Furthermore, the Kiss & Ride lot could be restriped to accommodate an additional two parking spaces. Converting a portion of the Kiss & Ride lot would occur when a joint development project is ready for construction. At that point, staff would repurpose the Kiss & Ride lot for some all-day parking to accommodate displaced Park & Ride parkers, including providing parking spaces for persons with disabilities.

Other solutions for accommodating more transit customers who park includes making more spaces available in the nearby parking garage at Minnesota Ave Metro Station, where Metro has implemented a non-rider fee, which can be adjusted as needed to ensure that more spaces are available for Metro's parking customers. Minnesota Ave

Metro Station is also one stop closer to downtown Washington on the Orange Line than Deanwood.

Lastly, removing the requirement to replace parking at Deanwood Metro Station makes the joint development project more financially feasible. With the previous requirement to replace 150 parking spaces in an above-ground parking garage, the land value of Metro's property did not exceed the cost of replacement parking and a new joint development solicitation that included replacement parking would likely result in another no- to low-response rate.

In light of the strong community support for redevelopment of the Park & Ride lot and the ability to mitigate effects of the parking lot's closure for affected parkers, the Public Hearing Staff Report recommends Board approval to close the 194-space Park & Ride lot at Deanwood Metro Station and amend the Mass Transit Plan accordingly. Closure of the parking lot would not occur until the joint development was approved and ready for construction, anticipated to be several years from now.

#### **FUNDING IMPACT:**

This project will generate new ridership as a result of joint development and provide some real estate revenue for Metro, once a joint development project is completed. Staff reported to the Board in January 2018 that the proposed changes will likely result in net revenue gains of \$177,000 per year, since the additional transit riders from the joint development would offset the small number of parkers who might not ride Metrorail if parking is removed at Deanwood. Further, Metro will receive real estate revenue in the form of sale proceeds or ground lease revenue.	
Project Manager:	Rosalyn Doggett
Project Department/Office:	CFO/LAND

#### **TIMELINE:**

<b>Previous Actions</b>	January 2018: Board authorization to hold a Compact Public Hearing on removal of parking and to issue a joint development solicitation for the redevelopment of the 194-space Park & Ride lot at Deanwood Metro Station.  June 20, 2018: Compact Public Hearing was held.
<b>Anticipated actions after presentation</b>	Winter 2018/19: Issuance of a joint development solicitation for Deanwood Metro Station.

#### **RECOMMENDATION:**

Board approval of:

- Compact Public Hearing Staff Report about the proposal to remove 194-space Park & Ride to facilitate a joint development project at Deanwood Metro Station
- Amendment of the General Plans and the Adopted Regional System (also known as the

Mass Transit Plan) to remove the 194-space surface Park & Ride lot without replacement

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT AND AMENDMENT TO THE  
MASS TRANSIT PLAN TO REMOVE THE PARK & RIDE SURFACE LOT AT  
DEANWOOD METRORAIL STATION

RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, In Resolution 2018-01, the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors authorized staff to conduct a Compact public hearing and perform other actions for the proposed removal of the Park & Ride lot at the Deanwood Metrorail Station for a joint development project; and

WHEREAS, A report on the results of the public outreach and the public hearing entitled *Public Hearing Staff Report, Docket R18-01: Proposed Changes to Metro Facilities at Deanwood Metrorail Station* (Staff Report) was presented to the public for review and comment on July 25, 2018, and the public comment period closed on August 3, 2018; and

WHEREAS, The Board of Directors has reviewed and considered the attached Staff Report; NOW, THEREFORE, be it

*RESOLVED*, That the Board of Directors approves the Staff Report; and be it further

*RESOLVED*, That the Board of Directors amends the General Plans and the Adopted Regional System (also known as the Mass Transit Plan) to include the removal of the existing surface Park & Ride lot at the Deanwood Metrorail Station for a joint development project; and be it finally

*RESOLVED*, That this Resolution shall be effective 30 days after adoption in accordance with Section 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee  
General Counsel

WMATA File Structure No.:

12.7.2 Master Plans/Master Transit Plan (including transit zone modifications)

PROPOSED



**Washington Metropolitan Area Transit Authority**

## **PUBLIC HEARING STAFF REPORT**

**Docket R18-01: Proposed Changes to Metro Facilities at  
Deanwood Metrorail Station**



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## **APPENDICES**

Appendix A	Notice of Public Hearing
Appendix B	Public Hearing Presentation Materials
Appendix C	Public Hearing Transcript
Appendix D	Written Comments
Appendix E	Environmental Evaluation
Appendix F	Notice of Public Hearing Staff Report
Appendix G	Comments Received on the Public Hearing Staff Report

## Introduction

The Washington Metropolitan Area Transit Authority (“WMATA” or “Metro”) is considering offering a portion of its property at the Deanwood Metrorail Station for “Joint Development,” a real estate project that would deliver private uses with transit facilities. Metro proposes to replace the existing 194-space surface Park & Ride lot with Joint Development to achieve a mixed-use project that is walkable to transit. The mix of uses and density of development will be proposed by a selected developer and be subject to the District of Columbia’s land use process; however, WMATA expects that the Joint Development will include residential and retail uses.



The bus loop and the Kiss & Ride will remain at the Deanwood Metrorail Station, but the Park & Ride surface lot is being proposed for elimination without replacement.

The Park & Ride lot will not be closed until Metro selects a developer, a development agreement between Metro and the developer is negotiated, and Metro receives final approval from its

Board of Directors.

The purpose of this draft public hearing Staff Report is to provide a summary of the public outreach conducted, including the public hearing held on June 20, 2018 and the public comments received. This draft will be shared with the public for review and comment. Following the public’s review, the Staff Report will be finalized and presented to the Metro Board of Directors for consideration in connection with the Board’s deliberations concerning whether to amend Metro’s Mass Transit Plan for the removal of the surface parking lot.

The Mass Transit Plan includes, *inter alia*, a designation of the transit facilities to be provided by Metro, including stations and parking facilities, and the character, nature design, location and capital and operating costs thereof. In considering a change to Metro’s Mass Transit Plan (such as the proposal to remove the Park & Ride lot at the Deanwood Metrorail Station), Metro is required to evaluate data with respect to current and prospective conditions in the Transit Zone, including, without limitation, land use, population, economic factors affecting development plans, goals or objectives for the development of the Zone and the separate political subdivisions, transit demands to be generated by such development, travel patterns, existing and proposed transportation and transit facilities, impact of transit plans on the dislocation of families and businesses, preservation of the beauty and dignity of the Nation’s Capital, factors affecting environmental amenities and aesthetics and financial resources. In furtherance of the Board’s consideration of the impacts of the proposed action, an Environmental Evaluation

was prepared by Metro and shared with the public in advance of the public hearing. (Appendix E).

## 1. Communication and Outreach to the Public

In order to encourage customers to provide feedback on the proposal, as well as to fulfill the requirements of Metro's Public Participation Plan, Metro tailored a communications and outreach plan that focused on current customers who use the surface lot at the Deanwood Metrorail Station, residents, surrounding businesses, and other community stakeholders in the area. All communications and outreach efforts were conducted during the public comment period between Saturday, May 19, 2018 and Monday, July 2, 2018 at 9:00 a.m.

The final plan included the following efforts:

- Pop-up events & lot brochure distribution
- Stakeholder communication
- Targeted marketing & media
- Open house & public hearing

Constituents had the opportunity to provide feedback through the following sources during the public comment period:

- Online feedback form in English and Spanish
- Paper feedback form in English/Spanish from the open house and public hearing
- Oral testimony at the public hearing

Feedback from the community, stakeholders and station users was also collected during the Deanwood Metro Station Access Improvement Study process in 2012 and early 2013. More information about the Deanwood Metro Station Access Improvement Study can be found in the final report that is posted at [wmata.com/plansandprojects](http://wmata.com/plansandprojects).

### 1.1 Pop-Up Events & Lot Brochure Distribution

On Wednesday, June 13 and Tuesday, June 19, 2018, outreach teams comprised of Metro staff passed out brochures and answered customer questions at the Deanwood Metrorail Station. Staff also placed brochures on all cars parked in the impacted surface lot.

Spanish-speaking staff were present at all events, and dates and times were chosen to correspond with high ridership periods. Team members wore Metro aprons, and those who were bilingual wore large pins that identified them as speaking another language. The brochure was both in English and Spanish.



Pop-up Event Date	Time	Total # of distributed brochures
Wednesday, June 13, 2018	7:00-10:00 a.m.	220
Tuesday, June 19, 2018	3:00-7:00 p.m.	100
<i>Total # of distributed brochures</i>		320



Brochure, English/Spanish

## 1.2 Stakeholder Communication

Local stakeholders helped spread the word and encourage feedback from their constituents about the proposal.

- The Office of Government Relations and the Office of Real Estate and Parking notified staff in the District of Columbia.
- The Office of External Relations notified Deanwood area stakeholders, which included places of worship, residences and apartments, schools, and shopping areas around the station.
- The Office of Equal Employment Opportunity (OEEO) sent email notifications with pertinent bilingual information to a total of 25 representatives at 18 Community Based Organizations (CBOs) near the impacted area. The OEEO also visited the Deanwood Recreation Center and the Deanwood Library and distributed a total of 250 brochures at each site.
- The Office of Real Estate and Parking participated in the Deanwood Day Celebration "*Celebrating Our History, Shaping Our Future*" on Saturday, June 9, 2018 from 9:30 a.m to 2:30 p.m. at the Deanwood Recreation Center/Ron Brown High School Complex and distributed 250 brochures.
- Prior to the public comment period, the Office of Real Estate and Parking was invited by the Deanwood Civic Association to discuss joint development opportunities at Deanwood Metrorail Station on February 26, 2018 and March 2, 2018. Both meetings were held at Deanwood Recreation Center.

**Deanwood Day Celebration**





## 1.3 Targeted Marketing & Media

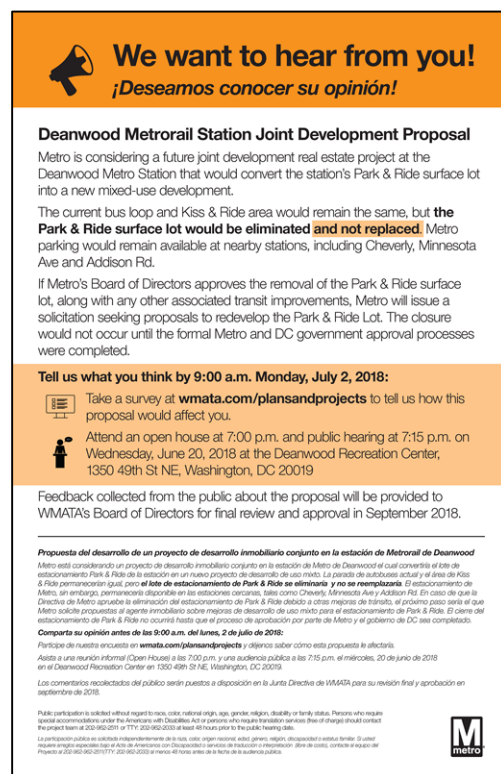
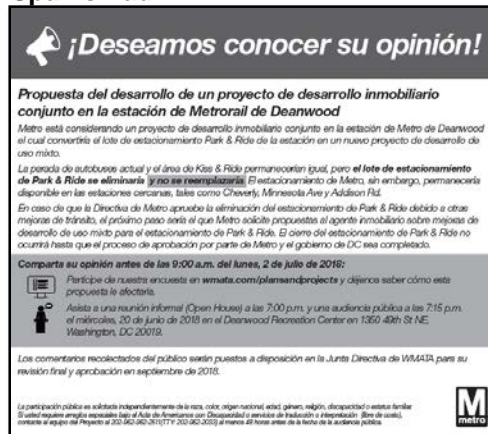
Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposal.

- A legal notice was printed in the *Washington Post* on Saturday, May 19 and Saturday, May 26, 2018 notifying the public of the opportunity to provide public comment.
- Advertisements were placed in two local Spanish newspapers, *El Tiempo Latino* and *Washington Hispanic*.
- A news release was published on Wednesday, May 23, 2018.
- English/Spanish signs were posted at Deanwood Metrorail Station.
- The webpage [wmata.com/plansandprojects](http://wmata.com/plansandprojects) was updated and a project page was created. The project page, also available in Spanish, contained a link to the survey, listed open house and public hearing information, and contained other relevant project materials including an environmental evaluation, the 2013 station access study and aerial views of the Park & Ride Lot.
- Social media (Twitter) was used to post information about the proposal.
  - Total Twitter impressions: over 39,900 reached across three @wmata tweets
  - Total Twitter engagements: over 60 across three @wmata tweets
- Nearby jurisdictional libraries were sent copies of the docket in English and Spanish.

Tweet regarding Pop-up Event



Spanish ad



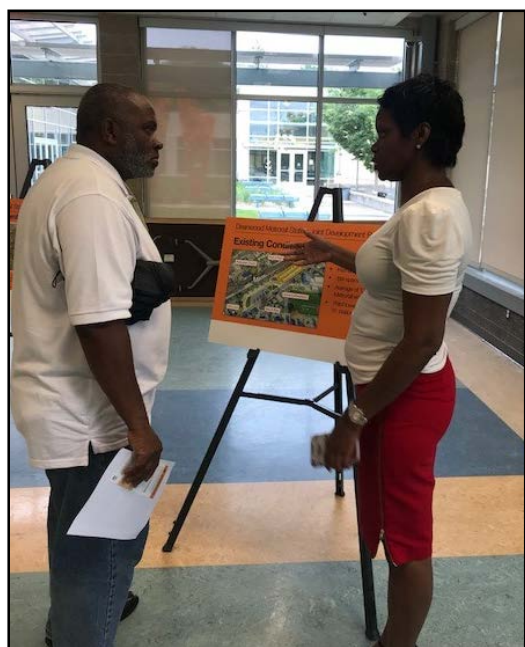
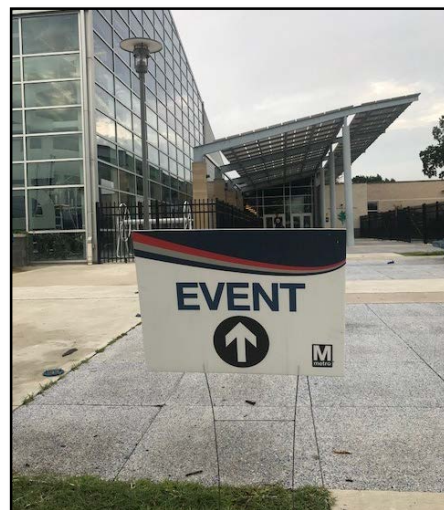
Station sign in English/Spanish

## 1.4 Open House & Public Hearing

Metro hosted a public hearing on Wednesday, June 20, 2018 at the Deanwood Recreation Center, located at 1350 49<sup>th</sup> St NE, Washington, DC. The ADA<sup>1</sup>-compliant facility was located about 0.2 miles from the Metrorail station with an accessible walking path.

The open house began at 7:00 p.m. and provided the opportunity for attendees to speak with Metro staff members about the proposal. The public hearing began at 7:15 p.m. and followed WMATA's standard public hearing procedures. Information about the proposal was available in English and Spanish. At the beginning of the hearing, Board Member Clarence C. Crawford read a prepared statement outlining the public hearing process, and Nina Albert, Managing Director of the Office of Real Estate and Parking, presented an overview of the proposal.

Thirteen people provided oral testimony at the public hearing, with one also providing written testimony. Forty-two people attended the public hearing along with Metro, District of Columbia Government and Advisory Neighborhood Commission ("ANC") representatives.



<sup>1</sup> American with Disabilities Act

## 2. Public Input Results

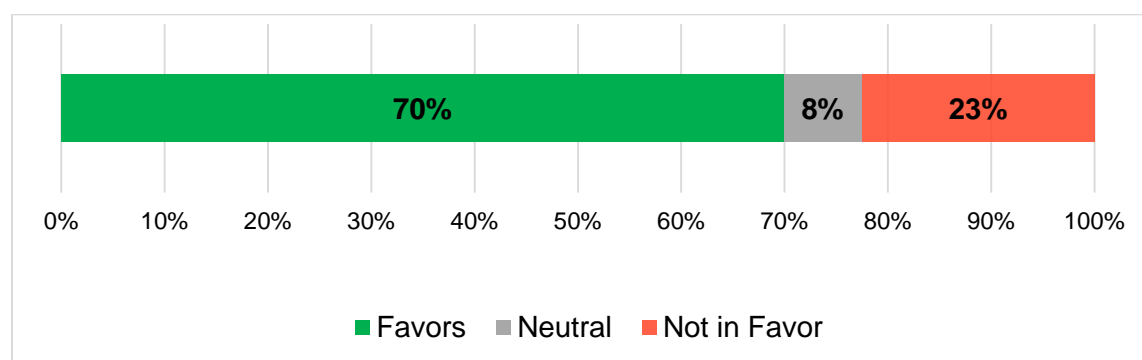
Metro collected public input through the online and paper feedback form, letters sent to the Board Secretary's Office, and oral testimony at the public hearing. Metro received 147 responses about the proposal during the public comment period.

### 2.1 Feedback Form Results

A total of 133 responses were collected from the public through the feedback form. Metro received 115 responses online, and 18 responses on paper at the open house and public hearing. The feedback form included the opportunity for respondents to provide demographic information, write open-ended comments and upload supplemental documents. All open-ended comments (88), one written copy of testimony and two letters submitted via the online feedback form are provided in **Appendix D**.

Nearly seventy percent (70%) of respondents were in favor of the proposed changes to Deanwood's Park & Ride surface lot. Fifty-five percent (55%) were strongly in favor of converting the lot into mixed-use development.

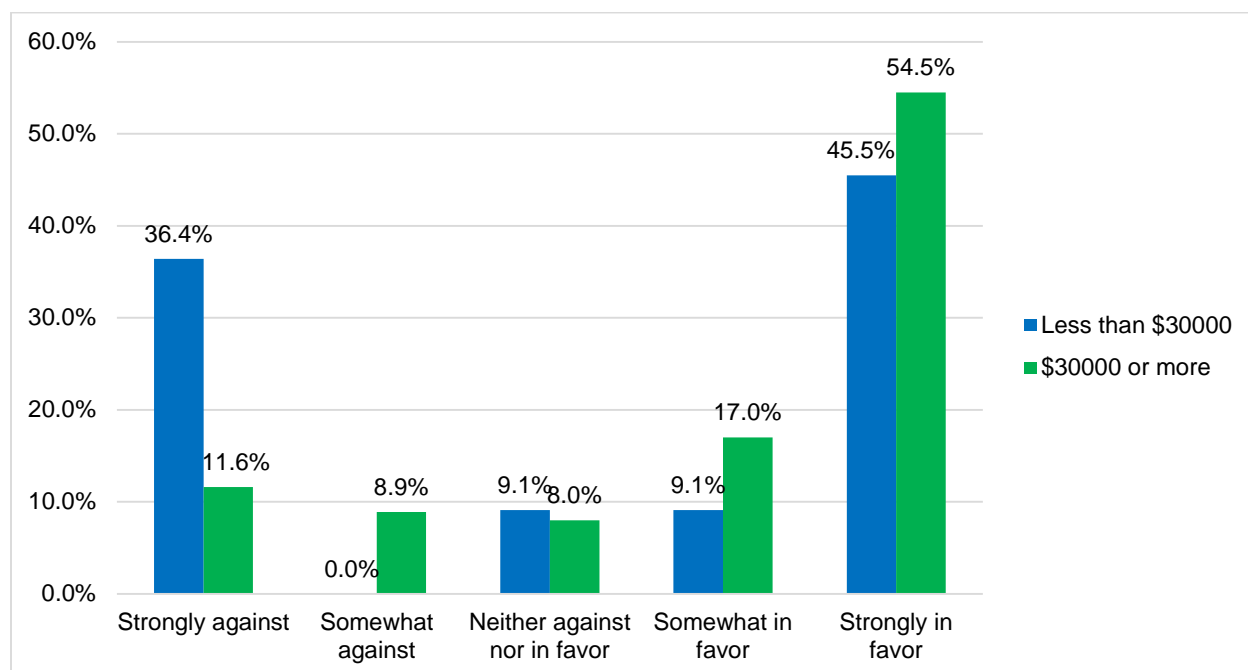
Twenty-three percent (23%) of the 133 respondents were not in favor of eliminating the Park & Ride surface lot, and fifteen percent (15%) were strongly against the elimination of the surface lot. Eight percent (8%) were neutral about the proposal.



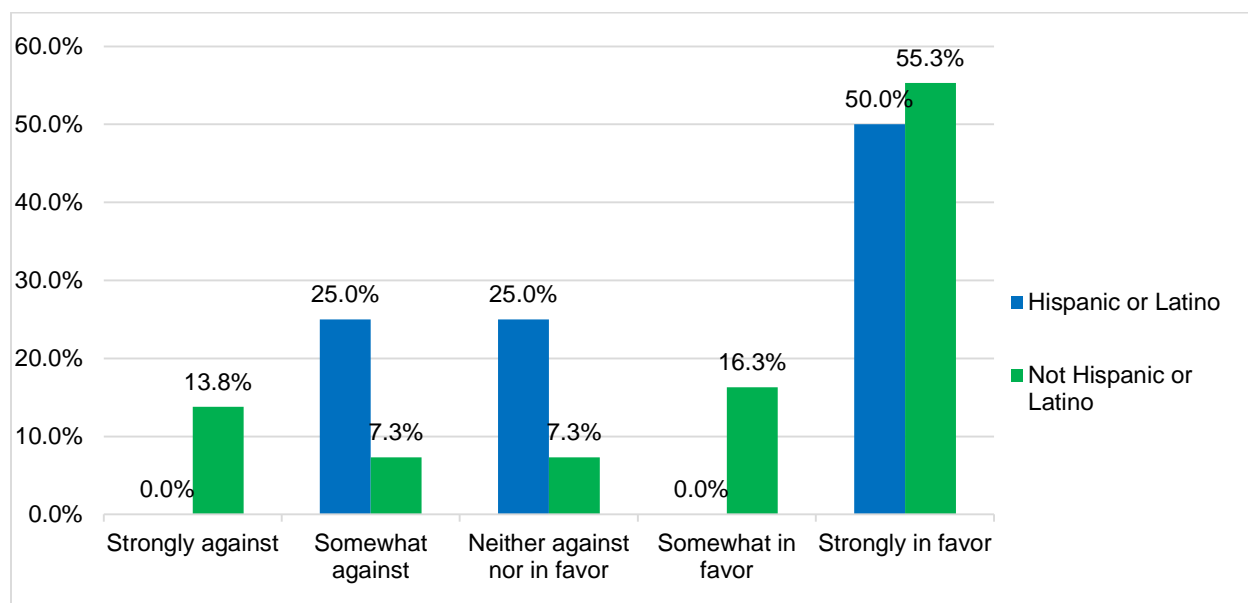
### 2.2 Results by Demographics

Respondents earning annual household incomes above \$30,000 were more likely to be in favor of eliminating the Deanwood Park & Ride lot to make way for a mixed use development than those with incomes below \$30,000. Of the respondents that reported their income, nearly nine percent (9%), i.e., 11, reported their income as less than \$30,000 per year.



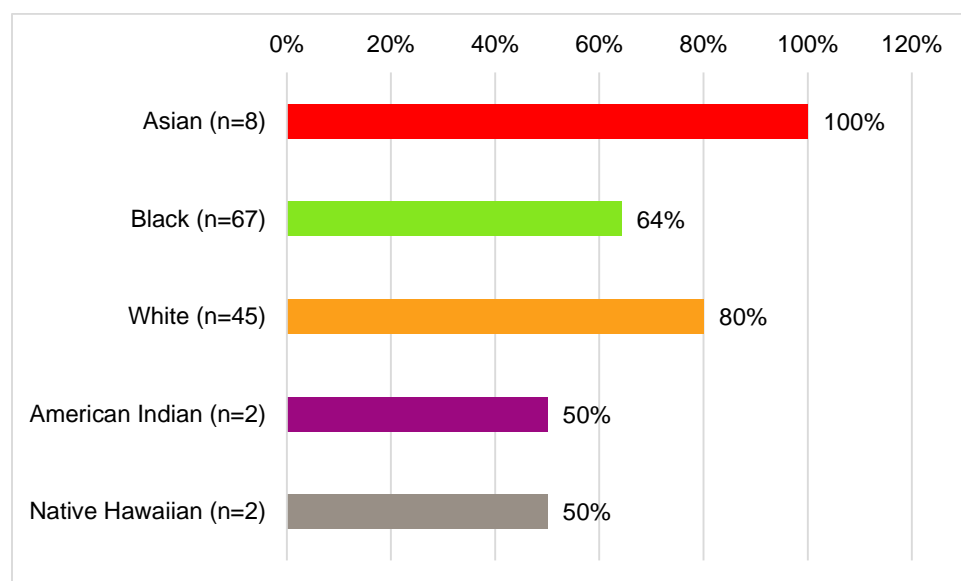


Seventy-two percent (72%) of Non-Hispanics were in favor of the proposal to eliminate the Park & Ride lot to make way for a mixed use development at the Deanwood Metrorail Station, whereas only fifty percent (50%) of respondents of Hispanic or Latino origin were in favor of the proposal.



Respondents who identified as Asian (100% of 8) and White (80% of 45) were more likely to be in support of the proposal to eliminate the Park & Ride lot to make way for a mixed

use development at the Deanwood Metrorail Station. A smaller Black majority, sixty-four percent (64%) of 67 respondents, favored the proposal.



Of the 79 non-Hispanic minorities, including those who identified as Asian, American Indian/Alaska Native, Black, and Native Hawaiian/Pacific Islander, an average of almost seventy percent (70%) reported being in favor of replacing the surface lot with residential and commercial development.

### 3. Comments Received for the Record via the Feedback Form, at the Public Hearing, and in Writing

Customers and any other members of the public wishing to weigh in had an option to give oral and written testimony at the public hearing on June 20, 2018, an option to provide their opinions through an online feedback form which allowed for written comments and the ability to upload supplemental materials at [wmata.com/plansandprojects](http://wmata.com/plansandprojects) or send them to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. The public comment period began on Saturday, May 19 at 9:00 a.m. and ended at 9:00 a.m. on Monday, July 2, 2018.

Metro's Notice of Public Hearing is in **Appendix A**. The Metro staff presentation given at the public hearing is in **Appendix B**. The transcript of oral testimony received at the public hearing is provided in **Appendix C**. Copies of the written comments received are provided in **Appendix D**. All of the oral testimony and written submissions were in the English language.

## Comments and Responses to Comments Received

A total of 15 individuals and organizations testified at the public hearing and/or submitted written commentary. Thirteen individuals testified, and one submitted a written copy of her testimony on behalf of the Coalition for Smarter Growth. Two other individuals submitted letters via the online feedback form. Of these two, the Chair of ANC-7D submitted written comments in furtherance of her oral testimony at the public hearing on behalf of the ANC. It should be noted that the Chair of ANC-7C and an ANC-7C Commissioner also testified at the public hearing.

Also, as stated in Section 2 above, 88 individuals provided written commentary through the feedback form. The feedback commentary addressed the same topics as the oral and written commentary.

The specific nature of the commentary will be discussed in more detail below. The topics basically fell into three broad categories: (1) closure of the Park & Ride lot, (2) future Joint Development, and (3) impacts on neighborhood streets. Staff responses follow the summary of comments under each category.

### 3.1 Closure of the Park & Ride Lot

**Public Comments:** All of the individuals testifying or submitting written testimony to the Office of the Secretary commented on the proposed closing of the Park & Ride parking lot. Only two of the 15 commenters said that they wanted to retain some or all of the parking in the Park & Ride lot. One, a Prince George's County resident, noted that she parks at Deanwood because it is convenient and the Metrorail fare is cheaper at Deanwood than in Maryland, which is important to people on a budget. The other commentator (who wanted to retain some or all of the parking in the Park & Ride lot) questioned whether there would be sufficient capacity to accommodate the commuters using the surface parking lot should it be removed. She further noted that she appreciated having some parking availability for nights when she worked late and did not want to walk home alone. Thirteen other commenters testifying or writing supported removal of the parking.

Of those commenting on the feedback form, 52 responders expressed satisfaction with replacing the parking lot with development. Eleven (11) expressed no opinion, and 25 supported keeping all or some parking for Metro commuters. Of the 25, 13 indicated that they actually used the Park & Ride lot. The others were concerned about availability for the public in general and/or the possibility that, without Metro all-day parking, commuters would seek to use neighborhood street parking. Several commenters indicated that they liked to use the Deanwood Park & Ride lot because it was not crowded or involved less hassle getting there. One commentator specifically cited a need to retain all-day parking for the disabled. More than one commentator suggested converting part or all of the Kiss & Ride lot to all-day parking.

**Staff Response:** With regard to complete closure of the Park & Ride lot, Metro surveyed Deanwood parkers in June 2017 to estimate how many rail riders, if any, would be lost if the lot no longer operated. The survey results are presented in the Environmental Evaluation, **Appendix E**. In summary, the survey results indicated that, if the lot no longer operated, Metrorail might lose up to 15 of its current 70 Deanwood Park & Ride users. These are people who would not park at an alternative facility or use other means to get to a station. To accommodate those who want or need some all-day parking, including those who wrote and testified, staff believes that it is possible to convert some spaces in the mostly vacant Kiss & Ride lot to all-day parking. The Kiss & Ride lot currently has 19 spaces and enough area to add at least two additional spaces. In numerous visits at different times of the day, Metro staff has never observed more than four cars waiting to pick up passengers. Therefore, at the time of the Park & Ride lot closure the Kiss & Ride lot can be evaluated by staff for the substitution of all-day parking, including spaces reserved for riders with disabilities, for most or all of the spaces.

In addition, Metro has been applying a non-rider fee at stations to make certain that there is adequate parking for Metrorail users. For example, at Minnesota Ave Metrorail Station, a station that is closer to downtown Washington than Deanwood, Metro has been charging a non-rider (higher) fee to parkers from nearby office buildings who do not take Metro. If warranted at the time the Deanwood Park & Ride lot is closed, staff can raise non-rider rates to further discourage non-rider parking, thus freeing up space for Metrorail riders.

### 3.2 Future Joint Development

There were many comments about future Joint Development. Since removal of the Park & Ride lot is intended to facilitate transit-oriented development (“TOD”) at the Metrorail station, commenters expressed their views about mixed-use, walkable TOD and the community’s involvement in affecting the character of development.

**Public Comments:** The most common public hearing comment was support for removing the surface Park & Ride lot in favor of TOD. Twelve (12) of the thirteen (13) public hearing testifiers expressed support for plans to replace the parking lot with mixed use development though one wanted to retain some Metro parking. All three (3) written comments were in support of redevelopment, and 52 of the 88 comments on the feedback form favored redevelopment unconditionally while another seven (7) favored redevelopment that retained some Metro parking. Many commenters favoring redevelopment commented on the benefit to the community through activation of the site by making it a walkable community with housing and local services for the neighborhood. Specific services mentioned included cafes

or restaurants with sit-down spaces where neighbors could gather and socialize, neighborhood groceries, higher education space, and medical offices.

Overall, the commenters favoring redevelopment preferred local-serving uses rather than those that would attract drivers from outside the Deanwood neighborhood. In addition, oral and written comments stressed the need to create good pedestrian access to the station and a walkable environment. With regard to housing, speakers who addressed the subject expressed a preference for market-rate, rather than subsidized, housing. However, written commentary and feedback form comments equally favored affordable housing only, mixed income housing, and market rate housing only.

Eleven (11) feedback form comments indicated a withholding of judgment pending more details (five comments), an unease with redevelopment because of possible effects on housing affordability or neighborhood character (three comments) or issues about Metro service (three comments). Of the last three, one commenter said that there was a lack of presence of Metro police, apparently not realizing that there is a 24-hour police presence at the station. A second appeared to call for more unspecified bus service, and a third complained about elevator/escalator reliability though it was not clear that the complaint was about the Deanwood Metrorail station or the entire Metro system for which upgrades are underway.

In general, speakers and some feedback form commenters indicated that more activity on the site would increase the feeling of, and actual, safety. Several said mixed use development was long overdue.

Written comments from one individual from Capitol Heights, Maryland, proposed significantly more development (325 dwelling units, 65 of them affordable; a 50,000 square feet (SF) full service grocery; 17,500 SF other retail, 150 underground parking spaces) than that advanced by Metro staff (160 dwelling units and 10,000 SF of retail/service space) as a touch point for discussion. Finally, all the speakers requested that Metro consider the views of the neighborhood in offering the site to developers, and some went further, asking Metro to incorporate guidelines suggested by the community in any developer solicitations and use those guidelines in evaluating developer proposals. One testifier suggested offering the site only to “socially enterprise-minded” developers with a track record of working with communities.

**Staff Response:** A goal of Metro’s Joint Development program is to achieve TOD for many of the purposes stated above and, as such, Metro’s Joint Development solicitations call for developers to consult with the community before making a proposal to Metro, to state the organizations with whom they met, the input received and the response to that input. Actual proposals from developers will, however, reflect each developer’s knowledge of the community, the market, site constraints and the best way to integrate these factors. Metro cannot pre-select respondents to Joint

Development solicitations as this limits the range and number of proposals Metro could receive. Finally, in addition to making their views known to Metro during the developer selection process, individuals and local community organizations will have the opportunity to affect developer plans through District of Columbia reviews as explained in the following section.

### 3.3 Impacts on Nearby Streets

**Public Comments:** Commenters were concerned about Metro riders parking on neighborhood streets, even where there are parking restrictions, and about increased traffic congestion that might result from new development. One commenter stated a concern that displaced Park & Ride users might be tempted to park on local streets. Two others stated that Metrorail riders already park in the neighborhood, even with an operational Park & Ride lot, because it is cheaper. Several commenters were concerned about possible increased traffic with new development, and one desired to see Minnesota Avenue made a through street connecting to the part of Minnesota Avenue that crosses Benning Road. The latter wrote that though Rhode Island Avenue Metrorail Station has an excellent mix of retail, the congestion caused by the road pattern there should not be a model for Deanwood. Still others stressed that any new development must have adequate parking for occupants and/or visitors and customers so as to preserve neighborhood parking for existing Deanwood residents.

**Staff Response:** Concerns about parking and traffic impacts to the neighborhood are best addressed once a developer is selected and he/she shares his/her Joint Development plans with the District of Columbia government and the community. Parking and traffic impact issues will be addressed during the District's public approval and entitlement process. Metro requires its developers to follow local plans and approval processes, and the Joint Development project will need to comply with permitting and local approval requirements related to the adequacy of public facilities.

As for impacts to street parking generally, the District Department of Transportation (DDOT) is the agency that determines public parking policies and can issue tickets to illegal parkers and otherwise discourage such abuse.

## 5. Comments Received on the Public Hearing Staff Report

Four responses were received during the comment period for the Public Hearing Staff Report (July 25 - August 3). Two comments were about rebuilding vintage buses from the 1940's through the 1970's and were therefore outside the scope of the public hearing. Another commenter strongly proposed immediate use of the Park & Ride lot for an outdoor basketball court since those normally used by local youth are not currently accessible. The last commenter pointed out that a "significant majority of our low-income neighbors were strongly against the proposal," likely from a "fear of continuing



gentrification of mostly Black neighborhoods in DC.” The commenter was in favor of redevelopment only if new housing is affordable as deemed by the Department of Housing and Urban Development.

## **6. Responses to Comments Received on the Public Hearing Staff Report**

Metro cannot assess the need for sport facilities; questions about the need for outdoor basketball courts should be directed to the District of Columbia’s Department of Parks and Recreation. With respect to affordable housing, Metro requires its developers to comply with local jurisdiction requirements. Concerns about housing affordability can be addressed during the District of Columbia’s review of a proposed development project.

## **7. Other Information for the Public Record**

No other information has been provided.

## **8. Staff Recommendation**

Given the overwhelming support at the Compact public hearing and in written comments from the public, Metro staff recommends that the Mass Transit Plan be amended to allow closure of the 194-space surface Park & Ride lot to accommodate Joint Development at the Deanwood Metrorail Station. Closure is not recommended to occur until applicable permits for such Joint Development are issued by the District of Columbia.



## **Notice of Public Hearing**

**Washington Metropolitan Area Transit Authority**

### **Docket R18-01: Proposed Changes to WMATA Facilities at Deanwood Metro Station**

#### **Purpose**

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the docket mentioned above as follows:

**Hearing No. 619**  
**Wednesday, June 20, 2018**  
**Deanwood Recreation Center**  
**1350 49<sup>th</sup> Street, NE**  
**Washington, DC**

**Open House at 7 pm – Public Hearing at 7:15 pm**

**Please note that this date is subject to the facility's cancellation policy.**  
**In the event of a cancellation, Metro will post information about the new hearing on**  
**[www.wmata.com](http://www.wmata.com)**

The locations for all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña 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) 962-2582 at least 48 hours prior to the public hearing date.

**For more information please visit [www.wmata.com/plansandprojects](http://www.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”) to propose amending its Mass Transit Plan by removing the 194-space surface Park & Ride lot at the Deanwood Metro Station (“Station”) following: (1) WMATA soliciting proposals from developers and executing a contract with a selected developer, and (2) the developer’s obtaining the necessary District of Columbia approvals to build a project.

WMATA has estimated that approximately 160 residential units and 10,000 square feet of retail space could be built at the Station. However, a developer may propose a different mix and size of development, which would be subject to WMATA’s approval, as well as the District of Columbia’s entitlement and approval process.

This hearing is being held to solicit public comment on WMATA’s plan to amend the Mass Transit Plan to close the surface Park & Ride lot to accommodate a development project. WMATA’s Board of Directors (“Board”) will review the public’s comments and the WMATA staff report in making a decision about the proposal to close the Park & Ride lot at the Station.

**WMATA COMPACT REQUIREMENTS** – WMATA’s Compact requires its Board, in amending the Mass Transit Plan, to consider data with respect to current and prospective conditions in the Transit Zone (which includes the District of Columbia), including, 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; and 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.

**INFORMATION AVAILABLE TO THE PUBLIC** – The docket consists of this Notice, and also contains a narrative explaining the proposed changes and the reasons for them, along with: (1) the Board’s authorization for the public hearing and subsequent issuance of a joint development solicitation, (2) aerial views of the Park & Ride lot and the Station, (3) Deanwood Metro Station Environmental Evaluation of Proposed Changes, dated May 2018, and (4) WMATA’s Deanwood Metro Station Access Improvement Study, dated June 2013. The docket is available online at [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects). In addition, the docket is available for inspection at the following locations:

Deanwood Neighborhood Library  
1350 49<sup>th</sup> Street, NE  
Washington, DC 20019  
(202) 698-1175

WMATA's Headquarters  
600 Fifth Street N.W.  
Washington, DC 20001  
(202) 962-2511  
(During normal business hours, please call in advance to coordinate)

For those who do not have access to computers or internet, note that copies of the docket in its entirety can be requested from Metro's Office of the Secretary by calling 202-962-2511, and are available for inspection during normal business hours at Metro's Headquarters at 600 Fifth Street, NW, Washington, DC 20001; please call 202-962-2511 in advance to coordinate.

The closure of the Park & Ride lot at Deanwood Metrorail station constitutes the proposed amendment to the Mass Transit Plan for purposes of the WMATA Compact.

**HOW TO REGISTER TO SPEAK** – All organizations or individuals desiring to be heard with respect to this docket 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.

There will be no advance registration to speak. Those wishing to provide oral testimony will sign up to speak at the hearing, will be called to testify in the order they sign up, and can sign up to speak at any time prior to the close of the hearing. Elected public officials will be allowed to provide their testimony as soon as feasible after their registration. If you will not be able to stay to provide your testimony orally when your name is called, staff will help you to submit your comments into the public record including the use of a digital recorder to record your oral comments.

Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

**HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING** – Testimony may be submitted by comment form on the proposed changes, found at [wmata.com/plansandprojects](http://wmata.com/plansandprojects). The comment form will open by 9 a.m. on Saturday, May 19, 2018 and will close on Monday, July 2, 2018 at 9 a.m. It will provide the opportunity to submit freeform comments and provide attachments. This option is in addition to your ability to speak at the public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 9 a.m. on Monday, July 2, 2018 to be included in the public record. The comments, along with mailed written statements and public hearing comments, will be presented to the Board and will be part of 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.

# Compact Public Hearing Docket R18-01 Deanwood Metro Station

**June 20, 2018**

**Deanwood Recreation Center**

**Appendix B**



# Agenda

- Purpose of Public Hearing
- Background on Joint Development
- Proposed Changes to Metro Facilities
- Next Steps

[wmata.com/plansandprojects](http://wmata.com/plansandprojects)



# Purpose of Hearing



# Things Outside Purpose of Hearing

- Not within the scope of this hearing are, for example:
  - Size, mix or design of the joint development project
  - Land use matters
  - Service complaints
  - Fares
- Any matters raised outside the scope of this hearing cannot be resolved as part of this hearing process

# Metro's Joint Development Program

## Transit-Oriented Development Goals & Principles

Reduce automobile dependency

Increase pedestrian and bicycle transit trips

Encourage mixed-use development around Metro stations

Enhance surrounding area connections to Metro stations

Foster safe station areas

Provide opportunities to obtain goods and services near transit stations

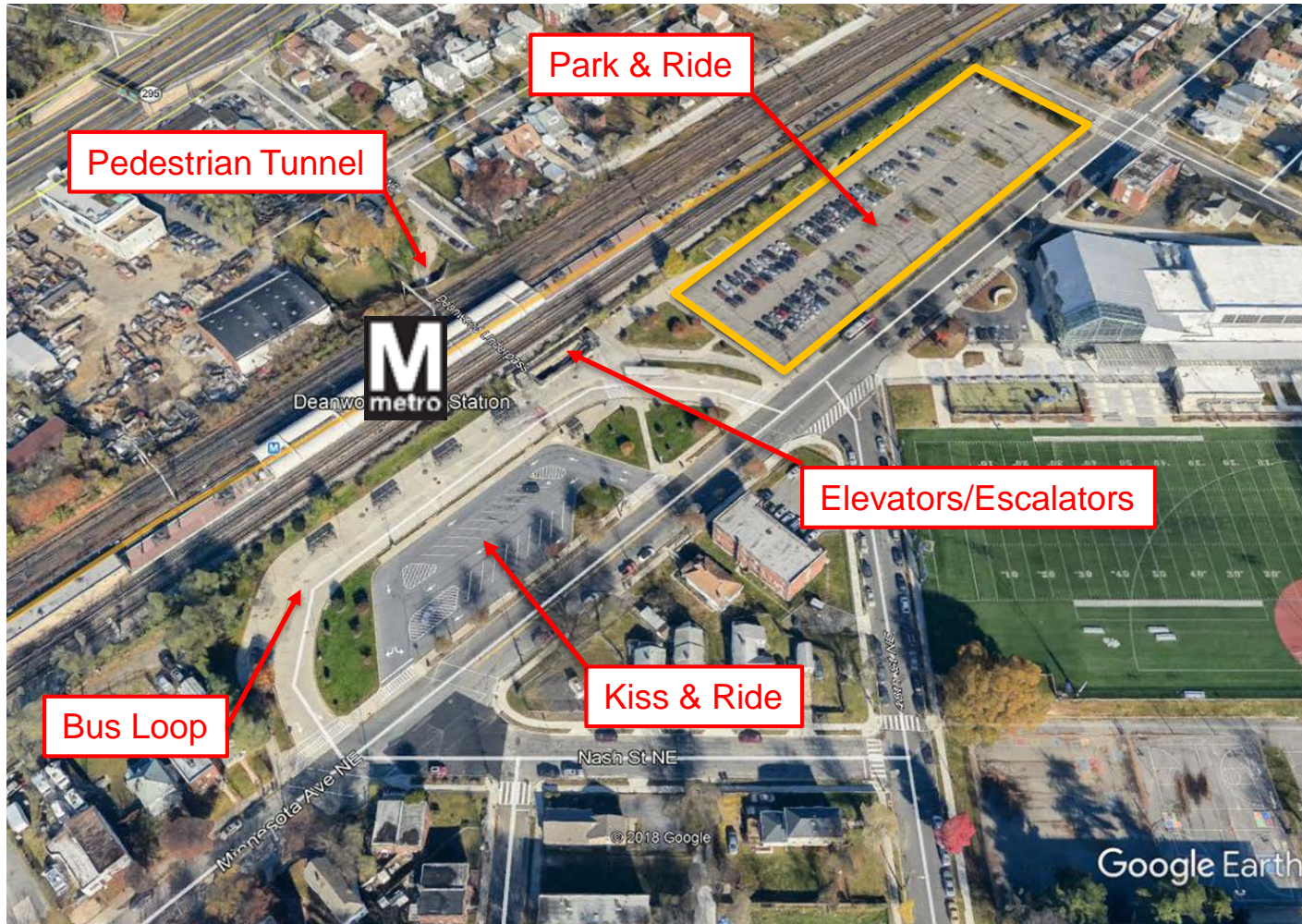
Offer active public spaces

Promote and enhance ridership

Encourage revitalization and growth in communities that Metro serves

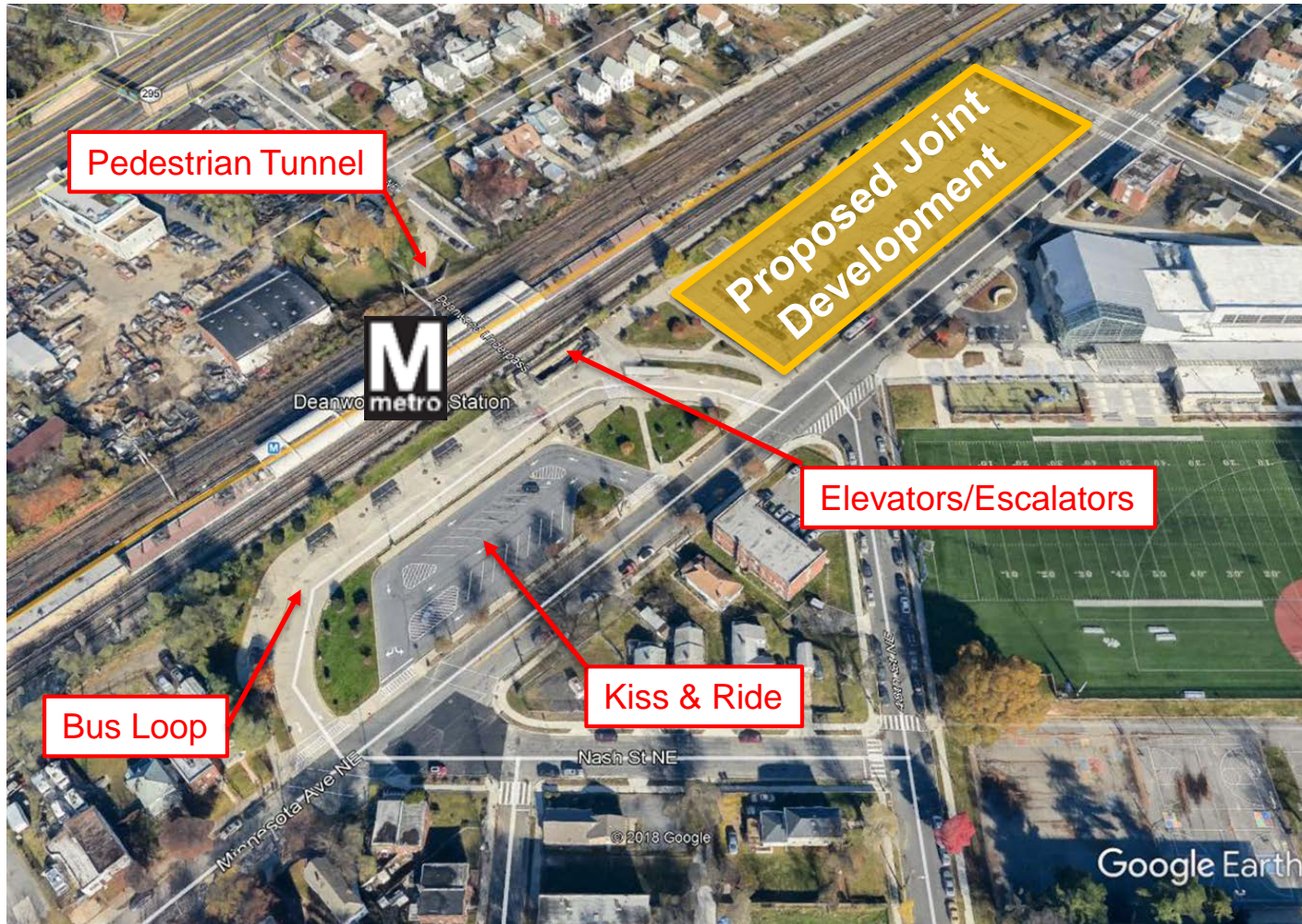


# Deanwood Metro Station – Existing Conditions



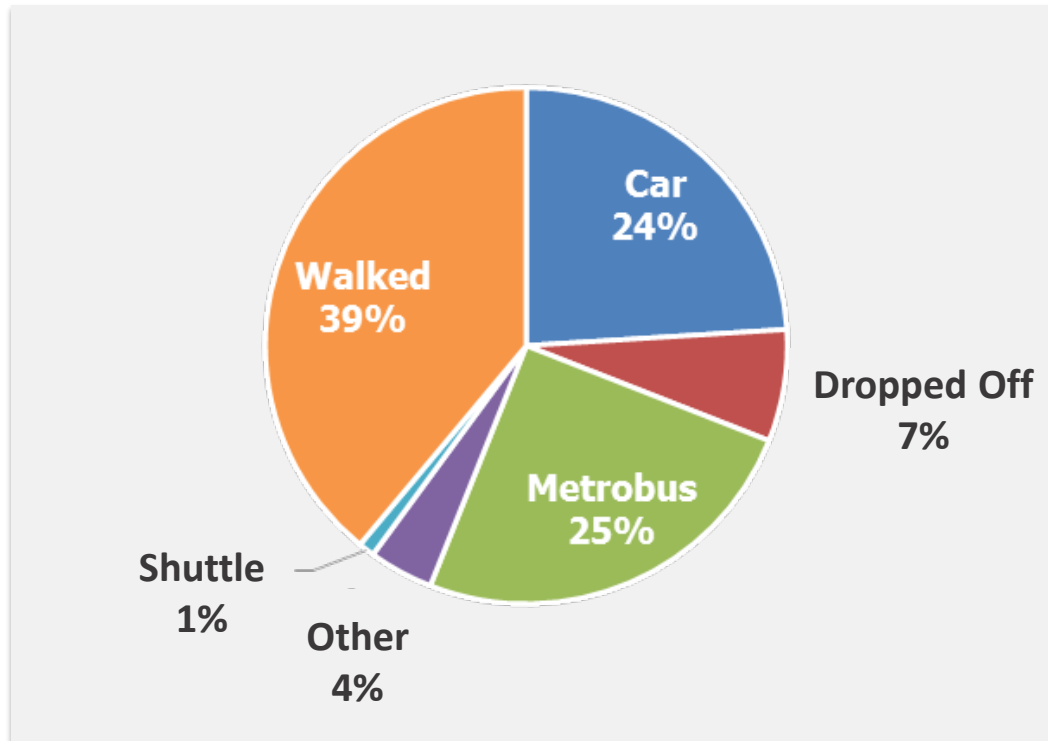


# Proposed Changes to Deanwood Metro Station



- 160 residential units
- 10,000 sf retail
- Bus loop
- Kiss & Ride
- Metro station entrance

# How People Get to Deanwood Metro Station

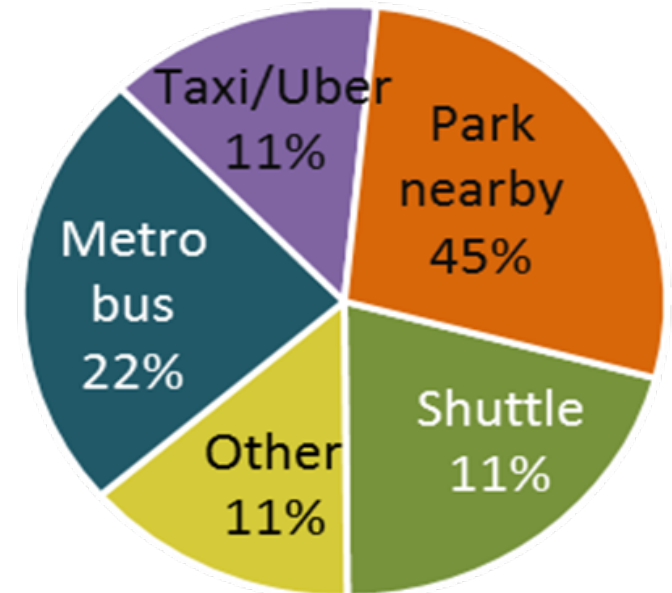




# Survey of Existing Parking Customers

- Majority of parkers are Prince George's County residents
- 55.5% would park at another station (ex. Cheverly, Minnesota Ave, Addison Rd)
- 26.0% would arrive by other means (bus, walk)
- 18.5% may choose other option than Metro

**Customers Arriving by Other Means**



# DC's Goals for Deanwood Metro Station

# Benefits of Joint Development at Deanwood



Example: Joint Development at Rhode Island Ave

# Next Steps: Recap of Purpose of Public Hearing

# Comments due by 9am, Monday, July 2, 2018

- **By on-line comment form:**

- [wmata.com/plansandprojects](http://wmata.com/plansandprojects)
- You can comment anonymously or give your name

- **By mail:**

Office of the Secretary

Washington Metropolitan Area Transit Authority

600 Fifth Street N.W.

Washington, DC 20001

Please reference “Deanwood Metro Station” in the “subject” line

# Public Hearing Comment Period & Approvals

Month (2018)	Milestone
July 2	Close of Public Comment Period
Early August	Draft Staff Report posted on Metro's website for public comment
End of August	Close of Draft Staff Report Public Comment Period
September 11	Final Staff Report presented to Metro's Board of Directors Committee for approval
September 27	Final Staff Report presented at Metro's Board of Directors for approval



# Where to Find More Materials

- **[wmata.com/plansandprojects](http://wmata.com/plansandprojects)**
- **Deanwood Neighborhood Library**  
1350 49<sup>th</sup> Street, NE  
Washington, DC 20019  
(202) 698-1175
- **Washington Metropolitan Area Transit Authority**  
600 Fifth Street N.W.  
Washington, DC 20001  
(202) 962-2511 (please call in advance to coordinate)

**NOW WE TURN IT OVER TO YOU  
&  
THANK YOU FOR YOUR  
PARTICIPATION!**

Washington Metropolitan Area Transit Authority

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PROPOSED CHANGES TO WMATA  
FACILITIES AT DEANWOOD METRO

Conducted BY WMATA  
Wednesday, June 20, 2018  
7:15 p.m.

1350 49th Street, NE  
Washington, DC 20019

Reported by: KeVon Congo

1	ATTENDANCE LIST
2	Jennifer Ellison
3	Clarence C. Crawford
4	Nina Albert
5	John Pasek
6	Rosalyn Doggett
7	Catherine Jones
8	Dennis Anosike
9	Yanira Rodriguez
10	Denise Pena
11	Antawan Homes
12	Brinda Rothwell
13	Max Richman
14	Lezli Reed
15	Jimell Sanders
16	Cheryl Cort
17	Christine Phillips
18	Sherice Muhammad
19	Anthony Lorenzo Green
20	Nia Bess
21	Michelle Thomas
22	Ronald King

1	ATTENDANCE LIST (Continued)
2	Edith Hancock
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1 P R O C E E D I N G S

2 MR. CRAWFORD: Good evening ladies and  
3 gentlemen. Thank you, my name is Clarence Crawford.  
4 I'm a Metro Board member from Prince George's County.  
5 With me tonight is Jennifer Ellison, the Board's  
6 Corporate Secretary and Nina Albert, Metro's Managing  
7 Director for Real Estate and Parking. And she is the  
8 person who's giving tonight's presentation.

9 So we're very happy to have you come out  
10 tonight. The hearing will be convened by the Metro  
11 Board of Directors to gather comments on the proposed  
12 changes to the WMATA facilities at the Deanwood Metro  
13 Station.

14 Notice of the hearing was made by publication  
15 in the Washington Post and the ads were placed in the  
16 Washington Hispanic and El Tiempo Latino. Signs were  
17 posted at the Deanwood Rail Station and fliers were  
18 posted on cars on the parking lot.

19 And the Docket was set at the Deanwood  
20 neighborhood library for viewing and posted on the  
21 WMATA.com. Briefly, I want to cover the procedures  
22 that we'll follow tonight during the hearing.

1           In this room we will hear from those who have  
2 signed up to give testimony. Please see our staff at  
3 the registration table if you're interested and you  
4 wish to speak tonight and have already put your name on  
5 the list, that's great.

6           We will give our elected officials five  
7 minutes to present and everyone else will be given  
8 three. Extra time will be given if translation is  
9 necessary. If you have copies of your testimony to  
10 distribute, please hand them to Miss Ellison whose hand  
11 is raised.

12           I will call speakers up three names at a time.  
13 You can start making your way towards the podium once  
14 you hear your name called. However, if you need a  
15 microphone brought to you at your chair, simply raise  
16 your hand and we'll bring one.

17           There's a timer and it will countdown the time  
18 that you have left. It will give you a warning beep at  
19 20 seconds and then it will continuously beep if you  
20 continue to talk, but I know we won't have any  
21 problems.

22           The timer's important because we have a lot of

1 people here tonight and we want to give everyone an  
2 opportunity to speak. I want to take a moment to  
3 recognize that this is where we come to listen to you.  
4 This is your opportunity to comment on the proposals  
5 and we're here to listen.

6 We will not be able to answer questions during  
7 the testimony. If you have questions, there's staff in  
8 the back -- please feel free to talk to them. Before  
9 you give your remarks please state your name and the  
10 organization that you represent.

11 Please note that all statements including any  
12 personal information as your name, your email address,  
13 your address, your phone number are releasable to the  
14 public upon request and may be posted on the WMATA  
15 website without change, including any personal  
16 information.

17 Further testimony may be submitted but it must  
18 be received by 9 a.m. on Monday, July the 2nd. This  
19 testimony may be mailed to the Office of the Secretary,  
20 WMATA, 600 Fifth Street, Northwest, Washington, D.C.  
21 20001 or it can be submitted online at the free form  
22 content box about the proposal that will be available



1 to fill out until 9 a.m. on Monday, July the 2nd.

2 In addition to this, all of your opinions will  
3 be provided tonight. The survey can be found on  
4 WMATA.com/plansandprojects -- that's one word. If you  
5 have questions about the different ways to provide  
6 testimony, please see our staff at the registration  
7 table.

8 Your comments will become part of the public  
9 record and will be viewed by the Metro Board of  
10 Directors. Changes to the options presented tonight  
11 might -- may be changed in response to testimony we  
12 receive and subsequent staff analysis.

13 Please note that profanity will not be allowed  
14 or tolerated during the public hearing. If you have  
15 not already done so, please silence your cell phones.  
16 I silenced mine just a minute ago.

17 Now I'd like to call Miss Albert to come to  
18 make a presentation, please, thank you.

19 MS. ALBERT: I'll take this from you.

20 MR. CRAWFORD: Alright.

21 MS. ALBERT: Good evening everybody. I'd  
22 first before I begin, like to introduce a couple Metro

1 staff that are with us tonight. We have John Pasek who  
2 works with Jennifer in the Office of the Board  
3 Secretary; Rosalyn Doggett -- she is a Senior Real  
4 Estate Advisor and does -- has been working on joint  
5 development for Metro for a while.

6 We have Catherine Jones who's our Senior  
7 Transportation Planner and responsible for this  
8 project. We have our Chief Financial Officer with us  
9 for Metro, Dennis Anosike. I have to encourage him to  
10 put his hand up. And then, we have folks from our  
11 Office of External Relations and you've maybe met some  
12 of them -- Yanira Rodriguez is here and Denise Pena are  
13 both at the back table.

14 So if you guys need to sign-up in order to  
15 give testimony, go ahead and do that with Denise and  
16 with Yanira. This hearing is a little bit different  
17 than a lot of community meetings in that I'm going to  
18 give a presentation. We won't take questions during  
19 the presentation.

20 And then we'll have the testimony period where  
21 it's -- you're giving testimony to us about what you  
22 saw tonight. And then at the end of the meeting --

1 after we've gotten all of your testimony on record then  
2 many of the staff will be in the room to answer any  
3 specific questions that you have.

4           So it's a little different than maybe a  
5 normal, you know, city hearing or meeting. I just  
6 wanted to share kind of what the tempo of the evening  
7 is. So with that I'll get started.

8           Tonight, I will talk about what the purpose of  
9 the hearing is. I'll give you a little bit of  
10 background on joint development and what that means for  
11 Metro. We'll talk a lot -- and this is what the real  
12 purpose of the meeting is, is what are we proposing to  
13 change on Metro property?

14           And then the last thing and our Board member  
15 alluded to it -- what are the next steps? How do you  
16 participate and provide your input?

17           So the purpose of the hearing is really  
18 specifically to get your input on our proposal to  
19 permanently close the Deanwood Metro Station Park and  
20 Ride Lot. And I'll tell you specifically where the  
21 Park and Ride lot is and we would be doing that for the  
22 purposes of joint development.

1           What the meeting is not about -- it's not  
2 about what the size, the mix, the design of the joint  
3 development is -- it's not about land use. It's not  
4 about service complaints. I know very little about  
5 train and bus service. And it's not about fares. Any  
6 of those matters that are raised during the testimony  
7 can't be resolved as part of this hearing process.

8           So I know many of you are probably interested  
9 in the joint development and what it's going to feel  
10 like, what's going to be in it, how big is it going to  
11 be, what's the design of it going to be? The way you  
12 get to have input into that process is once Metro  
13 selects a developer, the developer just like many other  
14 developments that happen, is the one that will work  
15 most closely with you on what your vision is for the  
16 development of the site.

17           So I just want to talk a little bit about  
18 joint development. Washington Metro actually has one  
19 of the most active joint development programs in the  
20 country. So when you look at other transit agencies  
21 around the country, we are the ones that have done the  
22 most just in number.

1           And so we've completed 30 joint developments  
2 across the region so far and we're constantly working  
3 on new projects and this is one of them. The goals  
4 that we have and why we do it is because we're seeking  
5 to reduce automobile dependency and using transit as an  
6 alternative.

7           We also promote bike usage, pedestrian access  
8 -- all of those types of things. We want to encourage  
9 mixed use development because the closer there is  
10 development to a Metro station, the more people will  
11 ride the Metro.

12           We want to make sure that the surrounding area  
13 has a strong connection and a safe connection to the  
14 Metro. We want to make sure that around transit  
15 stations you have access to different types of goods  
16 and services -- that's it's not just a bedroom  
17 community or residential community, but it's a mixed-  
18 use community.

19           And we want to promote and enhance ridership -  
20 - clearly that is our personal goal. And then lastly,  
21 we want to support the jurisdictions that support us  
22 and we do that by encouraging revitalization and growth

1 in communities that our transit system serves.

2           So let's just talk a little bit -- I'll just  
3 review what's at the Deanwood Metro Station. We  
4 currently have 6 bus bays, and that's this bus loop --  
5 that's what you see here.

6           We have a Kiss and Ride lot and that's kind of  
7 nested inside of the bus space. And at the Kiss and  
8 Ride lot you can do hourly parking, you can also have a  
9 lot of pick-up and drop-off activity. So if you're  
10 dropping off, you know, your kids to hop onto the  
11 Metro, you'll usually do it in this Kiss and Ride area  
12 because it's a free entry and exit area unless you  
13 decide to park.

14           We have 194-space Park and Ride Lot and that's  
15 the subject of our hearing tonight. And then just as  
16 an interesting point of fact, the Deanwood Metro  
17 Station is our third lowest ridership station so of the  
18 91 Metro stops in the entire region, Deanwood has the  
19 third lowest ridership.

20           So every day on average we get 1,242 entries  
21 into the Metro station or into the Metro station. So  
22 our goal as a transit system is to boost that ridership

1 and we do that and can do that through joint  
2 development.

3           So as I mentioned the Park and Ride Lot is  
4 where we are proposing the future joint development  
5 site be. We've analyzed whether or not we should  
6 replace parking somewhere -- either in a garage or in  
7 an underground garage.

8           And after analysis which I'll take you  
9 through, we are proposing to remove the Park and Ride  
10 Lot without replacing parking and that's what we want  
11 to hear your opinion about and your feedback on.

12           The site -- that parking lot is about 1.6  
13 acres. We've done an analysis of how many -- what  
14 could be built there -- again this is a proposal but  
15 when we seek input from developers they could come up  
16 with something completely different.

17           But just so you have a sense of scale, if  
18 somebody were to redevelop this as a multi-family  
19 apartment building for example, it could support or it  
20 could deliver 160 residential units and about 10,000  
21 square feet of retail.

22           Of course, somebody could come back to us and



1 say, "Hey we don't want to build that, we want to build  
2 something different," but I think it helps just to have  
3 a point of reference for how much could fit onto that  
4 site.

5           We would not be proposing any changes to the  
6 bus loop, the Kiss and Ride Lot or the Metro Station  
7 entrance itself. So what you see here would basically  
8 remain the same. And we do have a vision of if there's  
9 going to be commercial development or retail, that we  
10 would really want to see -- the trend is, is that that  
11 would happen at the station entrance to really be  
12 convenient for transit riders as well as to activate  
13 the station more.

14           So since we're talking about parking, we want  
15 to understand how people currently get to the Deanwood  
16 Metro Station. So what this shows you is that 40% of  
17 the people that ride Metro, walk to the station. So  
18 that's a pretty high number actually.

19           25% come to this station and hop onto the  
20 train and they came by bus, 7% got dropped off so  
21 somebody from their home or wherever, dropping them off  
22 in the ride Metro. And 24% of our riders drive by car

1 and park.

2           So we wanted to know what our existing parking  
3 customers would think about the proposal to remove the  
4 parking lot and what would they do? Would they stop  
5 riding Metro? Would they just park elsewhere? What  
6 would they actually do?

7           So that was the question -- what would you do  
8 if Metro removed the Park and Ride lot? We found out  
9 through that that the majority of people who park at  
10 the Deanwood Metro Station are actually Prince George's  
11 County residents -- that's kind of point number one.

12           55% said that they would choose to park at a  
13 different station. So they would more likely go and  
14 park at Cheverly, Minnesota Avenue, Radisson Road,  
15 rather than coming in and parking at Deanwood.

16           So from our interest, we wouldn't be losing  
17 those customers. We wouldn't be turning them away.  
18 26% said they would come to the station either by bus  
19 or by walk, so they would still come and ride Metro --  
20 that's what we care about.

21           And then, 18% did say that they probably would  
22 not choose to ride Metro anymore, so we would

1 potentially lose 18% of our parkers. One thing to note  
2 on average we have 70 parkers per day so it's very,  
3 very low utilization. So that 18% equals 13 people.  
4 So Metro stands to lose 13 Metro customers if we were  
5 to remove parking and we would likely maintain the  
6 people -- the rest of the people that are parking there  
7 now.

8           So if we were to remove parking and do joint  
9 development, what are sort of the guideposts? I know  
10 that the Office of Planning and that this community has  
11 been involved in a long time conceiving what should be  
12 at the Metro Station if development were to occur.

13           So these are the reference points that we use  
14 when we look at what to do. The D.C. small area plan,  
15 which I know your ANC has been very involved in and the  
16 Civic Association is interested in maybe in updating  
17 some of that.

18           Some of the guidance and the goals for the  
19 Deanwood Metro Station are to have expanded  
20 neighborhood serving commercial uses, that there is a  
21 desire to redevelop vacant or abandoned properties into  
22 residential households, to support retail walkability

1 to the station, and to prioritize attractive  
2 pedestrian-friendly design and de-emphasize auto  
3 oriented uses.

4           So this small area plan and actually I can't  
5 remember the exact date but it's either -- somebody I  
6 know is going to shout it out, 2008 small area plan.  
7 So about 10 years old, but this is what came out of  
8 that.

9           What we've heard from the community either via  
10 the Office of Planning or just heard directly from  
11 folks ourselves is that there's support for senior  
12 housing, mixed income housing, both rental and home  
13 ownership opportunities and commercial uses and that  
14 many believe that development will activate the street  
15 and help reduce crime.

16           So again, this is assuming 160 residential  
17 units and about 10,000 square feet of retail. We can  
18 do an estimate as to how many riders that would  
19 generate. So the benefits to Metro of joint  
20 development is an estimated 129 new riders --  
21 additional riders on the transit system.

22           So yes, with the loss of parking we may lose

1 13 daily riders, but with joint development we could  
2 gain 129 daily riders. That translates to real money  
3 for us -- \$177,000 a year. That's our motivation, but  
4 you have as a community, your own motivations for why  
5 you might want to see development here.

6           What we assume -- but you'll correct us if  
7 we're wrong, is the benefit to the community is better  
8 use of what is currently a near vacant or empty parking  
9 lot for new housing, retail or any other kind of  
10 service, that there would be greater activity which we  
11 hope would contribute to a safer environment and of  
12 course more pedestrian-friendly.

13           I just wanted to point out and we sort of  
14 shared an image of Rhode Island Avenue -- the Metro  
15 Station there which was developed back in 2012. It's a  
16 4 and a 5 story development which is about the same  
17 scale as we believe could fit on this site with ground  
18 floor retail and that's why I shared that image just to  
19 give you some relative size and scale.

20           So, that's the presentation portion. I'll  
21 just go through and recap why we're here tonight. We  
22 would like to get your input on our proposal to

1 permanently close the Park and Ride Lot in favor of  
2 joint development in the future. As Board member  
3 Crawford mentioned, any public officials tonight get  
4 five minutes each for testimony. Private citizens get  
5 three minutes each and then you're not allowed to  
6 relinquish your time for somebody else.

7           So each individual will either have five or  
8 three minutes period. If you don't want to testify  
9 tonight that's okay. You can submit your comments and  
10 have equal weight either by submitting an online  
11 comment form and here's the website for that.

12           You can comment anonymously or give your name  
13 and then also if you want to write in by mail you can  
14 also do that and this is the address to do that. There  
15 is a deadline for all of those comments and that is  
16 Monday, July 2nd.

17           So what happens next -- we'll receive your  
18 comments by July 2nd, we will then take all of those  
19 comments and we will draft a staff report. We will put  
20 that staff report on Metro's website and you will get  
21 to comment on that.

22           So if you don't feel that our staff report

1 correctly reflects what transpired tonight or the  
2 comments that we received online, you have another  
3 opportunity to comment on the staff report.

4           That basically is a three week open period so  
5 that you have enough time to read it, digest it,  
6 comment back to us. And then -- so that would occur by  
7 the end of August, I'm sorry and then these are  
8 general. We don't have exact dates but this is what  
9 our goal is -- is to bring this before the Metro Board  
10 of Directors, present it to them and then they would  
11 have the decision on September 27th to either approve  
12 the staff report and its recommendations or not.

13           Without that approval, we would not be able to  
14 move forward. I mean, let me take that back. Whatever  
15 the comments are, we would need to incorporate that  
16 into the joint development program so the Board will  
17 have some latitude about how they want to incorporate  
18 all of these comments.

19           Okay, we're nearing the end here so if you do  
20 have public testimony, we're going to be getting to  
21 that point pretty soon here. If you want to find more  
22 materials, here are the places you can do it. You can

1 always do it online at WMATA.com/plansandprojects. We  
2 have provided these plans in the docket at the Deanwood  
3 neighborhood library on 49th Street, and then you can  
4 also come down to Metro Headquarters at Gallery Place  
5 on 5th Street.

6 If you are going to do that we ask you to call  
7 in advance so that we can let you up and make sure that  
8 we have everything prepared for you. So with that I'm  
9 going to turn it back over to Board member Crawford and  
10 I would like to ask if there are any public officials  
11 tonight who would like to start off our testimony -- oh  
12 you have it, okay?

13 MR. CRAWFORD: Yes.

14 MS. ALBERT: Well then never mind for all  
15 that. I'm going to turn it over, thank you.

16 MR. CRAWFORD: Thank you very much. Thank you  
17 very much Miss Albert. It's time now to call our first  
18 witnesses. I wanted to start with our ANC  
19 representative Mr. Holmes -- did you okay, and then  
20 coming up also we're going to call three -- Miss Brinda  
21 Rothwell, okay, and then Mr. Max Richman, okay -- if  
22 you would come up and be prepared.



1           MR. HOLMES: Again, I want to thank everybody  
2 for coming out tonight so we can have this discussion  
3 about what's going to happen at the Deanwood Metro  
4 Station Parking Lot.

5           Based on the criteria that Mr. Crawford gave  
6 us, the real short and simple is that the Deanwood  
7 Community how they're going over these discussions  
8 multiple times over many, many years and we're in  
9 support of the Deanwood Metro Station Parking Lot being  
10 dispositioned for joint development.

11           I say this because as you see time and time  
12 again, especially I live right here on 48th and E so I  
13 can see all day long that all the parking that comes  
14 from around here, I can see the out of state plates  
15 from Maryland and/or from Virginia they're here during  
16 the week.

17           That parking is not actually monitored by  
18 (inaudible) although we've asked for them to actually  
19 try to give us some green signs around both this  
20 property here for hours and across pickups for around  
21 Ron Brown High School just to facilitate parents and  
22 volunteers or those who want to (inaudible) for their

1 time to both of these abilities to be able to do that.

2           Unfortunately, it hasn't been able -- they had  
3 not been able to do that over time but what you will  
4 end up seeing all day, every day is basically folks  
5 coming to park there or within the interior of the  
6 neighborhood to go to the Deanwood Metro Station for  
7 Park and Ride.

8           So we noticed that it's been under-utilized  
9 for many, many years and we look forward to having a  
10 more productive use come from that side, thank you.

11           MR. CRAWFORD: Thank you very much.

12           MS. ROTHWELL: Good evening everybody. My  
13 name is Brinda Rothwell and I live in Prince George's  
14 County and I park at the Deanwood Metro Station. And  
15 several years ago, the parking lot was very well used  
16 and you had to get there at -- by a certain time to get  
17 a parking spot, but even with that there was a lot of  
18 crime.

19           You could come in; your car would be broken  
20 into. There were a couple of carjackings and so I  
21 don't know if that's the reason why people stopped  
22 coming to the Deanwood Station, but I do know that the

1 reduction of parking has been steady over the few  
2 years.

3 I, myself have done travel between the bus and  
4 parking where driving is more convenient when I have  
5 errands to run after work because I do take my truck.  
6 But my real concern for Deanwood -- the parking garage  
7 being open is the pricing is cheaper to ride Metro  
8 within Metro because once you cross over into Maryland,  
9 or park in Maryland, the price for parking and the  
10 price per travel goes up.

11 And when you're on a budget it makes a  
12 difference. So I just wanted you to consider that.  
13 And I also wanted to know if you looked into the real  
14 reasons why parking has declined. And I did see the  
15 parkers wanted a sign out which was out for a long  
16 time, it even offered free parking for a little while,  
17 but unfortunately it didn't do enough to boost parking.

18 And I was wondering if there was maybe any  
19 other campaigns or other things that you were going to  
20 do to try to get those parkers back because I am,  
21 although I think development is wonderful, but the lot  
22 is very, very convenient for me and it's close to my

1 church. I go to church on Sheriff Road, so thank you.

2 MR. CRAWFORD: Thank you very much.

3 MS. ROTHWELL: You're welcome.

4 MR. RICHMAN: Good evening everyone. My name  
5 is Max Richman. I'm a Deanwood resident and an avid  
6 WMATA bus, train and also bike walker user so thank you  
7 for all of your services there.

8 Just today I rode the bus to get to the Metro.  
9 I got off the Metro to come here. Tomorrow I'll park  
10 my bike in the locker so I really believe in the  
11 transit oriented development vision that you guys are  
12 setting forth so thank you for that.

13 I also want to thank you for coming to our  
14 neighborhood. We organize meetings here monthly and  
15 it's great when representatives of agencies come here  
16 so we can come and speak directly to you, so we hope  
17 more agencies will follow your lead and come to hear  
18 from our community.

19 The second thing I wanted to say was that I  
20 strongly support the joint development. I hope that  
21 WMATA selects a developer that will work closely with  
22 the community here to make sure that our voice is heard

1 in the development. We understand that's not today,  
2 but we hope that that's part of the requirements of  
3 what you expect of those developers.

4 We understand that ridership and revenue are  
5 your number one, your number two KPI's or key goals  
6 that you want out of this joint development but we hope  
7 you can also keep residents as that third KPI. So  
8 let's get all three R's in there -- residents, revenue  
9 and ridership, thank you.

10 UNIDENTIFIED SPEAKER: Yes.

11 MR. CRAWFORD: Thank you very much, thank you.  
12 Okay I would like to call our next three, Lizli Lester  
13 Reed, Lezli I'm sorry, Keith Woods, and Jimell Sanders.

14 MS. ALBERT: Actually do you mind if we need  
15 it for the court reporter.

16 MR. REED: The court reporter.

17 MS. ALBERT: Yeah, thank you.

18 MR. CRAWFORD: Thank you sir.

19 MR. REED: I want to first thank Metro on the  
20 improvement on security at Deanwood. That was one of  
21 our biggest problems we had. We came the first time,  
22 we spoke, you listened. I commend you on that.

1           Now as far as the development -- since we're  
2   doing demographics, how much of a percentage would we  
3   have on the input and how much percentage would they  
4   actually listen and give feedback on the input? You  
5   know, on top of that I know a lot of you do not ride  
6   Metro, but I challenge you for one month -- just one  
7   month, or make it two weeks out of a month -- ride the  
8   Metro Monday through Sunday in the more -- how do I put  
9   it, the blue-collar areas, so you can firsthand  
10   experience what we go through and why we're kind of  
11   tight fisted, open-minded, but very tight-fisted.

12           Because the demographics we have let's say a  
13   little bit of peanut butter with the jelly is not  
14   balancing out. The 80% don't worry about it, leave our  
15   neighborhood all the time. Your demographics IQ and I  
16   love it, but let's face it we're in a political town  
17   where the truth is not always the truth.

18           So for us and for me I thank you for security  
19   but when your percentage in this demographic, how much  
20   of a percentage of our input and our suggestions will  
21   be taken seriously in an area will be a blue-collar  
22   workers, will need Metro, we'll work double jobs.

1           Since you cut the hours the night workers  
2   can't do their two jobs. We have single parent  
3   families around here. Young couples who are working  
4   more than one job. And since you cut the hours it's  
5   kind of hard fought. And anyone who blames the  
6   development, international what it is -- is taking the  
7   free lunch and not giving you a menu.

8           I'm kind of nervous, but I will support you,  
9   but the free lunch, if we're on the menu -- I'm kind of  
10   nervous and thank you.

11           MR. CRAWFORD: Thank you.

12           UNIDENTIFIED SPEAKER: He stepped out.

13           MR. CRAWFORD: Okay, yes?

14           MS. SANDERS: Good evening everyone, thank you  
15   for coming. My name is Jimell Sanders, a Deanwood  
16   resident as well as part of the Deanwood Citizen's  
17   Association Executive Board. I'd first like to state  
18   that I'm in support of the disposition of the parking  
19   lot provided that we get the type of development that  
20   this community needs.

21           This community again as everyone stated is a  
22   mix of all socio-economic levels. One thing that we do

1 lack is amenities. Everyone wants to talk about  
2 building these wonderful, walkable neighborhoods.  
3 That's wonderful, that is not Deanwood. So in terms of  
4 what we may need in development that addresses our  
5 needs which are commercial needs, retail, adult  
6 education -- we are a desert. We are a food desert, we  
7 are a banking desert. We need to make sure that the  
8 development addresses those needs.

9           This is our opportunity. We don't have very  
10 many large parcels of land that maybe development could  
11 occur. This might be the last in terms of Deanwood.  
12 The development needs to address that and needs to look  
13 at that solution for this community.

14           We have many projects in terms of affordable  
15 housing that are in various stages. These projects  
16 have been approved so in terms of the focus, in terms  
17 of really getting the support from the community, the  
18 focus needs to be on our needs not on what other  
19 entities, other interests are trying to push.

20           We see that going on. We, as a community are  
21 banning together, we're rapidly working to make sure  
22 that those entities are not infiltrating our community.



1 We also need to make sure that WMATA is working  
2 directly with us and listening to the voice of the  
3 community and not allowing outside entities to maintain  
4 the future of this project.

5 Again, we're in support of the disposition  
6 provided that it is addressing our needs and actually  
7 it's resulting in a development that actually assists  
8 in this for the community. I'd like to thank you.

9 MR. CRAWFORD: Thank you very much, thank you  
10 very much. At this time, I'd like to call up Miss  
11 Cheryl Cort and Miss Christine Phillips. Thank you for  
12 assisting us.

13 MS. CORT: Good afternoon, my name is Cheryl  
14 Cort and I'm with a non-profit organization called  
15 Coalition for Smarter Growth. We are working in the  
16 Washington, D.C. region to make the case for smart  
17 growth. Our mission is to promote walkable inclusive  
18 and transit-oriented communities in the land use of  
19 transportation policies needed to make those  
20 communities flourish.

21 I'm pleased to be here tonight. I've actually  
22 done a fair amount of work around in downtown Ward 7

1 around Minnesota Avenue and a little bit on Benning  
2 Road, but from the time that we're working on Salt Lake  
3 well I don't know if anything's really been happening  
4 at Deanwood, it's kind of down the road. It looks like  
5 it's a long way off. Well I'm really excited to be  
6 here today because I think that we're really talking  
7 about something that can happen to create a mixed use,  
8 walkable place around that Metro Station that really is  
9 -- feels very vacant and obviously struggles with crime  
10 and lack of personal safety.

11           And I just urge and so we are very supportive  
12 of the proposal to redevelop the parking lot and we ask  
13 that we really pay attention to good design in order to  
14 create natural surveillance and ways that we can use  
15 new housing opportunities for people living there to  
16 foster greater safety for people who are using the  
17 Metro Station and people who are just in the  
18 neighborhood and obviously mix in some local-serving  
19 retail that's going to both meet the needs of people  
20 coming to and from the trains and the buses and also  
21 the larger community.

22           And so we're excited that this really -- this

1 really can move forward and we see the justification of  
2 not replacing the parking because we can actually make  
3 it a feasible project if we don't go to the huge  
4 expense of replacing parking that's under-utilized and  
5 mostly used by Prince George's County residents who  
6 have a lot of additional parking facilities available  
7 to them since Deanwood was first opened in the 1970's.

8           So all around we think this is an important  
9 step forward for the city, for the community, for  
10 transit and we deserve to really pay attention to how  
11 we're going to increase improve pedestrian environment  
12 around that section through the design of buildings and  
13 also by collaborating with DDOT in terms of improving  
14 the -- particularly the walking access around that  
15 petition and also improving bike access to that  
16 decision, thank you.

17           MR. CRAWFORD: Thank you very much.

18           MS. PHILLIPS: Hi, good evening. My name is  
19 Christine Phillips and I am a Deanwood resident. I  
20 moved here from Ward 5 about 8 years ago and I love  
21 Deanwood. And I'm raising two girls and my husband  
22 here in Deanwood, so I would certainly like to see some

1 change, but positive change for the neighborhood.

2 I am definitely in favor of the parking lot  
3 being redeveloped into something else. If anyone has  
4 been here at the DCA meeting or ANC meeting, they know  
5 where I stand so I'm going to preface this by saying  
6 that I am not trying to offend anyone by my comment.  
7 There is a place and time for everything, however,  
8 Deanwood or Ward 7 as it is, has enough of low-income  
9 housing or as they like to say mixed use, you know,  
10 mixed-income housing.

11 We have a lot of those in our ward and we  
12 don't need any more so I'm hoping that whichever  
13 developer that WMATA chooses to go with will have this  
14 in mind when they are coming up with their, their  
15 proposal.

16 We would not like to see any liquor -- any  
17 more liquor stores. We have enough. We would not like  
18 to see any more Popeye's, Burger King's, Wendy's -- we  
19 don't want to see any of those things anymore because  
20 this -- despite, you know, the belief of people, this  
21 ward or this area we have a lot of disposable income  
22 but we tend to take our disposal income to other wards

1 because that's where they have all the amenities as if  
2 we don't need those amenities as well.

3 I will say that I've never taken the Metro  
4 since I moved here from New York, never, I'm sorry it's  
5 not having anything against the Metro here, I just said  
6 when I left New York I'm never riding the subway again.

7 But you know, so with that said my husband who  
8 is a D.C. dinosaur, born and raised from Uptown D.C. --  
9 he takes the Metro every so often but we park, we leave  
10 our car parked in front of our house. That's the  
11 beautiful thing about living in Deanwood is that we  
12 have plenty of street parking and we don't have to  
13 fight for it.

14 So with that said, I would like to see  
15 something that my family can walk to the other families  
16 in the neighborhood, can walk to that we can take  
17 advantage of and not that tear our family neighborhood,  
18 you know, businesses that we usually see or entities  
19 that we usually see, that's my two cents.

20 MR. CRAWFORD: Thank you very much, pretty  
21 exciting. We have two more ANC representatives. I'd  
22 like to call Miss -- I hope I have this right Sherice

1 Muhammad and Mr. Anthony Green and Miss Nia Hope Bass -  
2 - Bess rather. Nia Hope Bass, Nia -- sorry, forgive  
3 me, forgive me, I apologize. Thank you.

4 MS. MUHAMMAD: Can everyone hear me?

5 MR. CRAWFORD: Okay, please.

6 MS. MUHAMMAD: My name is Sherice Muhammad,  
7 I'm an ANC Commissioner as well as Chair for the ANC 7-  
8 D. One of our Commissioners is over the eastern  
9 portion of the Deanwood Metro area. I'm also a number  
10 of things -- Deanwood Citizens Association member, and  
11 I'm also a parent of a teenager.

12 I'm an avid rider of the Metro bus and rail so  
13 I do have somewhat of a command of Metro and the access  
14 to it and the utilization of it. What I'd like to say  
15 this evening before the Board -- a couple of things to  
16 consider.

17 Number one, we as ANC 7-D have fought  
18 vehemently to keep Deanwood, Stadium-Armory, Minnesota  
19 Avenue stations open. There's been some issue before  
20 and we also as ANC 7-D we have a Transportation  
21 Infrastructure Committee where we had one path between  
22 Ward 7 and the Metro Administration Building.

1           To testify to keep these stations open, also  
2   the bus rate -- I mean the bus routes running to  
3   continue to service the people there are committed and  
4   dedicated loyal riders at both Deanwood as well as  
5   Minnesota Avenue train station. So I welcome this  
6   hearing to talk about the conversion of the parking lot  
7   into mixed use.

8           We want to continue to work to solve the issue  
9   of maintaining service in this area so thank you for  
10   this hearing. We want to make sure and insure that  
11   Deanwood stays open along with the other train stations  
12   that service east of the river's ridership and bus  
13   riders.

14           The second issue that I'd like to talk about  
15   in addition to our fight to keep these bus and train  
16   stations open and running, to service the community is  
17   also to entertain discussion and engagement with  
18   regards to commercial.

19           Now I notice on your presentation there was  
20   reference to the Rhode Island Avenue train station and  
21   while I welcome the options of the amenities and retail  
22   and the shopping that's there, I don't necessarily

1 agree with the gridlock and the traffic flow of that  
2 area.

3 I would like to see Deanwood a free-flow of  
4 traffic in and out. We have a lot of foot traffic, as  
5 you can see we have a rec center here, we have two  
6 schools that are in close proximity, but there are also  
7 -- and I mean for me personally as a resident, my house  
8 sits between -- directly in the middle between Deanwood  
9 and Minnesota Avenue.

10 I tend to walk towards Minnesota Avenue  
11 because of course that's where the action is. That's  
12 where more so amenities are -- not much, but more than  
13 this particular area.

14 So I'd like to talk more about how can we  
15 attract the right mix of market in terms of our retail  
16 options, but also I'd like to look at the marketing of  
17 Deanwood and the lack thereof.

18 There's a lot to do here. The recreation  
19 that's here, the open space that's here and we'd like  
20 to do a little more engagement with regards to the  
21 residents and WMATA.

22 The third issue I'd like to bring up is the



1 type of retail that we're looking for. As you can tell  
2 on the other side where we look at Minnesota Avenue,  
3 and I think some of my colleagues and neighbors have  
4 said previously tonight we'd like to look at something  
5 different. We'd like to look at places where we can go  
6 and set up a laptop and spend some time.

7           We'd like to look at maybe a coffee shop or  
8 some place that we can meet and engage. We have a lot  
9 of meetings over here in Ward 7, so being able to go  
10 into a close proximity to pick up a cup of coffee would  
11 be ideal -- hot chocolate, tea, whatever -- we'd like  
12 to look at some real amenities on the run of the mill,  
13 what's already out here in Ward 7.

14           We'd like to kind of bypass that, we'd like to  
15 look at more innovative ideas, business locations,  
16 practices -- medical practices, places where people can  
17 come to get every day needs met here in the Deanwood  
18 area.

19           So you have a captured market. I'd like to  
20 see it really stretch and not just go with what's  
21 traditionally been in the community. We'd like to do a  
22 little better and look more creatively at attracting

1 those amenities to our community, thank you.

2 MR. CRAWFORD: Thank you very much. We're  
3 doing a great job, thank you.

4 MR. LORENZO: Alright my name is Anthony  
5 Lorenzo Green, Advisory Neighborhood Commissioner for  
6 Single Member District 7CO4 which is basically one-half  
7 of the Deanwood community. I also serve as a Second  
8 Vice President of the Deanwood Citizen's Association.

9 I'm testifying in support of the development  
10 of the parking lot here at the Metro Station. I do  
11 believe -- well I personally want to say I am one of  
12 those D.C. dinosaurs. I grew up in the city. I grew  
13 up in this neighborhood. I remember the days where  
14 Deanwood Station wasn't really something you'd want to  
15 walk to because it was dimly lit and not enough  
16 security or Metro Transit that you could see.

17 Now you have Metro Transit out here basically  
18 24/7. But, I say all of that because I want Deanwood  
19 to still be an open, free, green space for this  
20 neighborhood without all the gridlock that as the  
21 former Commissioner stated, with the Rhode Island  
22 Avenue project because this is something -- a similar

1 conversation that I had with my grandmother who has  
2 also been at Deanwood since 1988.

3 And she mentioned that just based off the  
4 conversation we had of the Metro Station. She loved  
5 the amenities they have over there but she don't want  
6 the gridlock. She don't want to feel like just going  
7 to shop at a local store or a café which is something  
8 that I want to advocate as part of the retail mix right  
9 at the station.

10 She doesn't want to feel like she can't  
11 breathe as she's walking over there. She wants to feel  
12 like this is still an open, free community that, you  
13 know, is friendly or neighbors and residents and many  
14 people who come and visit this city who may want to  
15 come to Deanwood and understand and learn the history  
16 of Deanwood.

17 We want a piece of that tourism pie that's  
18 happening in this city because we have a lot of history  
19 in this neighborhood that we can share and explore with  
20 many all folks who want to see what D.C. is really  
21 about.

22 There's more than just the Cap's and what's

1 happening downtown. We have a beautiful community that  
2 we want to share and really give space for people who  
3 can actually live here as well. When it comes to  
4 retail I want to make sure that we stress that it's  
5 consistent with the small area plan, even though it's  
6 10 years old there is a point that says that that the  
7 neighborhood is serving amenities.

8           We need that here, whether it's a small grocer  
9 or a café, a place to eat -- we are a food desert. We  
10 have an over-abundance of housing coming online in the  
11 next year or so into the neighborhood -- more housing  
12 coming with this plan that's currently on the table,  
13 but we don't have enough amenities.

14           We don't have a place to eat. We don't have a  
15 good quality grocery store to shop at so we can't keep  
16 building and building and building in Deanwood without  
17 a place for our residence to shop. So I'm hoping that  
18 with the developer that is eventually picked for this  
19 project it's a developer that has a track record of  
20 actually working with the community collaborating with  
21 us, especially with our ANC's 7B and 7C and our Civic  
22 Association which is very engaged and we work well with

1 one another.

2           And we want a developer to understand that  
3 that's the type of community we are. We have a history  
4 of being self-sufficient because people that came  
5 before us made it clear that we weren't just going to  
6 wait around, we want to try to do what we can to piece  
7 together a community that people can live in whether  
8 when there was no transportation -- all of a sudden  
9 there was a streetcar back in the day.

10           You know, when we didn't have infrastructure  
11 we had people, our leaders back in the day, A.C.  
12 Woodson's going up -- who made sure that we had  
13 infrastructure in our community whether it was store  
14 lines, even though that's an issue that another story  
15 that we are going to have to deal with down the road.

16           Right, you know, I just want to make sure that  
17 this Board understands that the community that we are  
18 and how we see this development working in our favor  
19 and benefitting the residents -- not just the  
20 ridership, not just folks coming from PG County but the  
21 people who actually live here and actually walk to this  
22 station.

1           We love our community and we want to share  
2   that love with anyone that comes through our community.

3           In regards to the parking space, I do have a  
4   slight concern in regards to that because even though  
5   we have an over-abundance of parking spaces in the  
6   neighborhood, we notice that the under-utilized parking  
7   lot -- a lot of those folks weren't trying to use it  
8   because they didn't want to pay.

9           So they would just come into the neighborhood  
10   and take up certain parking spaces -- that's why you  
11   started seeing parking restrictions coming up in  
12   certain blocks. But it's still a problem sort of where  
13   we have a lot of riders from PG County and Virginia who  
14   are actually parking in the neighborhood so they won't  
15   have to pay for parking at the Metro Station.

16           So I'm in support of a plan that does not  
17   replace any of the parking but I do want us to continue  
18   to look at that and make sure that the residents who  
19   are actually going to live on that site have a place to  
20   park because they're going to be fighting for spaces  
21   around this parking -- along this Metro Station and the  
22   Recreation Center.

1           And that's something that we really need to  
2 think deeply about and make sure that we're not, you  
3 know, cutting ourselves too early on that park. So  
4 that's basically what I have to say for right now and  
5 I'm going to provide more detailed comments online,  
6 thank you.

7           MR. CRAWFORD: Thank you very much. Thank  
8 you.

9           MS. BESS: Hello.

10          MR. CRAWFORD: Hello.

11          MS. BESS: My name is Nia Bess and I'm the  
12 President of the Deanwood Citizen's Association. I'm  
13 going to be speaking -- providing my testimony on  
14 behalf of the Deanwood Citizen's Association.

15                I want to thank you and your team for coming  
16 out today. This is a result of requests that were  
17 provided to the folks at the Metro when they came to  
18 our February meeting to discuss the potential future  
19 development for the Deanwood Metro Station.

20                So I want to just mention a couple of things.  
21 First, as it relates to the question at hand which is  
22 the -- the disposition of the parking lot. It is the

1 view of the majority of the voting members of the  
2 Deanwood Citizen's Association that the removal of the  
3 parking lot will not have adverse impacts to the  
4 community and that but that there are concerns from the  
5 community regarding the alleviation of traffic  
6 congestion or potential future traffic congestion and  
7 in request to have an inclusive dialogue with the D.C.  
8 Department of Transportation regarding pedestrian  
9 safety and traffic pattern challenges along Minnesota  
10 Avenue to include consideration of a broader  
11 transportation oriented development effort that would  
12 expand or extend Minnesota Avenue all the way through  
13 to connect through where it breaks off right now across  
14 Sheriff Road.

15 In addition, the Deanwood Citizen's  
16 Association membership would like to highlight the fact  
17 that this is a -- what you've heard thus far which is  
18 that the site is an important anchor site in our  
19 community.

20 Our community is extremely vulnerable and I  
21 don't say that to mean weak. What I do mean is that  
22 there are a lot of changes happening in our community



1 and as a result of that in order to be able to sustain  
2 the -- just to sustain the culture and the identity of  
3 our community it's important that we have significant  
4 inputs on any developmental projects that are happening  
5 within the bounds of Deanwood.

6 In addition to being vulnerable, our community  
7 is extremely valuable and we can see that on a day-to-  
8 day basis based on the level of interest that exists  
9 from folks outside of the community and also from just  
10 the day-to-day experiences that we are having in our  
11 homes getting letters from people that are trying to  
12 buy our houses.

13 I want to highlight the fact that given those  
14 two facts it is critical and we -- the members of the  
15 Deanwood Citizen's Association request that Metro use  
16 every tool and mechanism possible to ensure that the  
17 community's requests and goals regarding the in-state  
18 use of this site be honored to include documentation or  
19 points provided in the RFP to developers that intend to  
20 meet some of their -- the entrance to the community.

21 I recognize that my time is expiring. I also  
22 want to highlight the urgency for walkable areas and

1 inclusive development that would highlight potential  
2 for positive economic impact in the in-state site  
3 including, but not limited to, community-serving retail  
4 and higher education usage at the site. Thank you very  
5 much for your time.

6 MR. CRAWFORD: Thank you. At this time, I  
7 would like to call up Miss Michelle Thomas and Mr.  
8 Ronald King.

9 MS. THOMAS: Good evening everyone.

10 MR. CRAWFORD: Good evening.

11 MS. THOMAS: I'm Michelle Thomas, I'm a native  
12 Washingtonian and I've been in Deanwood since 2002.

13 MR. CRAWFORD: Okay.

14 MS. THOMAS: What I would like to say because  
15 we and I think we can't stress it enough, we do have a  
16 food desert. And this could be a Shoppers or something  
17 equivalent with the underground parking for the store.  
18 You know, that we just need a food place that's nearby  
19 because I do see a lot of my elders and people who  
20 don't have cars that they're going to the Safeway over  
21 there on Bennett Road and they're catching the Metro as  
22 far as, you know, dragging their food in carts or as

1 something, you know.

2 Back in the day when I grew up in D.C. there  
3 were neighborhood grocery stores. You didn't have the  
4 big mega-things that you have. You had neighborhood  
5 grocery stores like you did have your schools.

6 So I'd still like to see a Metro parking lot  
7 maybe something smaller and a multi-level kind. And  
8 one of my questions is -- if there is, when I noticed  
9 that the ones that are multi-level costs more for the  
10 out than the older one and how much would that increase  
11 in the fare of the parking lot because you still have  
12 people who still come and park that work.

13 I live a half a mile. I can walk, but one of  
14 the things that I like to do if I get home -- if I stay  
15 at work late I don't come to Deanwood and walk from  
16 home because I don't feel really safe coming through.  
17 I have noticed that there have been some improvements  
18 as well as the security around.

19 So one of the other things is that has there  
20 been a survey or study actually since the development  
21 can come up with a plan on the retail that would thrive  
22 in this area?

1           I'd also like to see the retail to be some  
2   small business, some minority and a discount on the  
3   lease for the retailers to stay in the place to help  
4   them out as they develop their business and get the  
5   clientele to come in, like a discount on their lease --  
6   I don't know why you'd want to make it 5 years or 10  
7   years for them to thrive.

8           Also, I'm also a gardener so this -- in other  
9   words to -- with the community to get them more fall in  
10   the fruit. In other words, to expand and upgrade the  
11   community garden like for handicap and classes on for  
12   growing food.

13           And the question I have is that when you're  
14   talking about the units are they going to be condo  
15   which requires -- which would bring in property taxes  
16   and upgrades to the neighborhood because that's what  
17   works in the city when you have -- and are they going  
18   to be apartments or both?

19           MR. CRAWFORD: Thank you.

20           MS. THOMAS: Alright, thank you so much.

21           MR. CRAWFORD: Thank you.

22           MR. KING: Thank you for coming this evening.

1 My name is Ronald King and listening to one of my ANC  
2 Commissioners mention that he was a dinosaur I have to  
3 say that leaves me as being prehistoric because my  
4 family helped sow the city three centuries ago and I  
5 have one of the oldest houses here in Deanwood.

6 We need here in Deanwood development. You've  
7 heard and I won't repeat all of the things my neighbors  
8 have said in terms of retail, things that are sensitive  
9 to our needs here. But when we complain about lack of  
10 amenities, it's because businesses look at the bottom  
11 line.

12 We see marvelous development on 14th Street  
13 Northwest, on H Street Northeast now because the people  
14 moving to the cities unlike during the great migration  
15 from the south in the 1940's are people who have  
16 recently finished college, people with disposable  
17 income and again I would add young people like to go  
18 out to places, like to patronize coffee shops and  
19 restaurants.

20 I eat at home. We have a few places that have  
21 opened on Minnesota Avenue. I've been to Sala Thai  
22 only two times and both times were at political

1 functions.

2           Young people will go out and spend. There are  
3 some of us here with lots of disposable income but we  
4 need people who have the verve and the energy and the  
5 desire to go out. I would add that when you mentioned  
6 some time ago that you were considering redeveloping  
7 the parking lot.

8           I was excited because when we've had  
9 development here and we displaced some of our long-time  
10 residents, particularly in public housing, we had to  
11 make certain that certain amounts of the new  
12 construction would be available for those folks who had  
13 been displaced.

14           The Deanwood Metro Station parking lot gives  
15 us an opportunity where we would not be displacing  
16 anyone so we could look to get the best bang for the  
17 buck in terms of a quality of residences that would  
18 bring in people with disposable income. That would  
19 make potential businesses say, "Well hey, there are  
20 people who have the income and who are going to go out  
21 and not somebody who really doesn't care to do that."

22           I don't go to Happy Hour for example. But in

1 terms of grocery stores, we could definitely use some  
2 and they don't have to be humungous. Target, Trader  
3 Joes are now developing places that are smaller scale  
4 they're called Urban Centers so we could look at some  
5 things on that scale. I see my time has run, but I  
6 just wanted to underscore what my neighbors have said,  
7 some retail that's sensitive for us and certainly some  
8 development that would give us the extra residents with  
9 disposable income that would entice vendors to come,  
10 thank you.

11 MR. CRAWFORD: Thank you very much. I'd like  
12 to call up Miss Edith Hancock.

13 MS. HANCOCK: Good evening, how are you? Like  
14 everyone else I'm a native Washingtonian, yeah, and I  
15 live in what's all like Deanwood but it's like Deanwood  
16 new community which is Capitol View, okay, and in Ward  
17 7.

18 What I wanted to talk to you about is the  
19 process because you had some things up here we were not  
20 supposed to talk about tonight but people are kind of  
21 like hinting around it.

22 So it sounds like to me you're missing a step

1 in your process. You're first gonna -- you want us to  
2 weigh in, you want us to talk -- oh first of all I'm  
3 sorry. You want to know who I am -- I'm on the Board  
4 of the Ward 7 Business Partnership, the Deanwood  
5 Heights Main Street, I'm a Board member there. I'm  
6 also a consultant with ANC 7D, okay.

7 Now I'm back to what I was saying.

8 MR. CRAWFORD: Okay.

9 MS. HANCOCK: What I'm getting to with this is  
10 that it sounds like to me once you take it back to your  
11 Board and you have your, your approval that you're  
12 going to get that -- it should be the next step would  
13 be having all of these requirements flushed out.

14 Because it sounds like to me that you can't  
15 make an intelligent decision -- I know you're very  
16 intelligent people. You can't make an intelligent  
17 decision of a developer. I think that what we're  
18 experiencing as a community is being set on by  
19 developers.

20 So in order for us to get the type of  
21 developer and for it to be a win/win scenario between  
22 you and us and to make the project as more marketable



1 and the fact that this is going to be a -- I don't want  
2 to say, this is going to be a different way of doing  
3 business for you, okay.

4           This is going to be a proof of concept. This  
5 is going to be a different way of doing development.  
6 This is something that's going to last for the next 50  
7 years, okay?

8           So you would want to get a developer in the  
9 door who really is more socially enterprise-minded,  
10 okay. So that I'm saying you need to have come back,  
11 once you get your approval and have some strategic  
12 sessions where you're actually vetting the requirements  
13 right?

14           Fully vetting requirements and even checking  
15 us and saying okay, you guys are asking for the pie,  
16 you know in the sky, let's at least get some corn on  
17 the ground first and then you could do it.

18           And then I would love to work with you and  
19 help you put these guidelines together and then you can  
20 have an intelligent proposal put out and then you'll  
21 get the developers who you understand because if you  
22 leave it to a developer I know what's going to happen.

1           They're going to say, "Oh, yeah, I would like  
2   to do that, I would love to do it clean but, yeah, it's  
3   going to cost -- you want Lee gold, yeah but I got to  
4   do it silver. Oh, you want a green roof, well you know  
5   I was going to do that but hmm, I had to cut that, you  
6   know."

7           "You want a walkable community? Yeah, I  
8   know." So this is what you have to do and you get the  
9   developer not leave the developer to do that because  
10   they're pricing everything just like your requirements.  
11   Okay, I'm done, thank you.

12           MR. CRAWFORD: Thank you very much. Mr. Keith  
13   Woods, did you return?

14           UNIDENTIFIED SPEAKER: I have no idea.

15           MR. CRAWFORD: Okay, I just wanted to make  
16   sure now that are there any other names, anyone else  
17   that would want to testify? Okay, well if not, then we  
18   will conclude our hearing. I want to thank everyone  
19   for coming out, especially thank the individuals that  
20   took the time to come and to provide testimony.

21           Remember you could go online. You can also  
22   send us something, make sure if you decide to go online

1 or to write something to us it has to be received by 9  
2 a.m. on July the 2nd. Thank you very much and have a  
3 great evening.

4 (Adjourned at 8:21 p.m.)

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1 CERTIFICATE OF NOTARY PUBLIC  
2 I, KEVON CONGO, the officer before whom the  
3 foregoing proceeding was taken, do hereby certify that  
4 the proceedings were recorded by me and thereafter  
5 reduced to typewriting under my direction; that said  
6 proceedings are a true and accurate record to the best  
7 of my knowledge, skills, and ability; that I am neither  
8 counsel for, related to, nor employed by any of the  
9 parties to the action in which this was taken; and,  
10 further, that I am not a relative or employee of any  
11 counsel or attorney employed by the parties hereto, nor  
12 financially or otherwise interested in the outcome of  
13 this action.

14

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17 KEVON CONGO

18 Notary Public in and for the

19 DISTRICT OF COLUMBIA

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CERTIFICATE OF TRANSCRIBER

I, HELEN VENTURINI, do hereby certify that  
this transcript was prepared from audio to the best of  
my ability.

I am neither counsel for, related to, nor  
employed by any of the parties to this action, nor  
financially or otherwise interested in the outcome of  
this action.

June 25, 2018

DATE

\_\_\_\_\_  
HELEN VENTURINI

1. After attending tonight's public hearing, I would just like to thank WMATA for coming to Deanwood to hear the response of its concerned residents. I strongly favor the decision to redevelop the Deanwood metro parking lot proposal. I also want to echo the sentiments of many of my neighbors who did voice their comments publicly. My main concern with the proposal is the process for how the developer is selected, to ensure that whoever is selected is open to working together with the residents of Deanwood to meet the needs of the community. Please make the changes welcoming to residents, visitors and passers-by, and most importantly SAFER for our community. We are against high congestion, and favor redevelopment that protects and favors the residents. Thank you again for allowing our voices and comments to be heard.
2. Anything that is going to bring additional smart responsible development and amenities for the community is a great idea, however I don't want to see anything that is going to start pricing folks out of the neighborhood as we're already beginning to see. Would love to see something like a community coffee shop/place to gather for folks going to or coming from work.
3. As a Deanwood resident and active board member of the Deanwood Citizen Association, I strongly support the proposed change to develop on the WMATA parking lot. It is under-utilized and the area could benefit from a mixed-use development with ground-floor retail and higher density residentially (ideally a mix of affordable and market rate). Deanwood is a mixed income community and also lacks any grocery amenities. With recent bills passed by the council, this lot should be very appealing to grocers to develop on.
4. As a resident of the neighborhood and someone who does not own a car, I'd rather have amenities and shops at the station than parking. Plus there is plenty of parking. I think the area desperately needs a small grocery store with fresh produce!
5. As the Waterfront and Nats park soccer stadium area grow, people are starting to drive to currently underutilized parking lots at city metro stations. I am shocked at the number of people from northern va now driving to Anacostia station due to ease of parking for Nats and other events. Ten years from now there won't be enough parking at Deanwood. Please don't be short sided as metro often is with growth. People will drive and park in a station as opposed to driving all the way into the city.
6. At this time, it is not clear to me that metro has specifically communicated to the homes that will be most impacted by the development of this space (construction trucks, etc). I know they are working with DCA but DCA is limited with who it is engaging. All homes on Minnesota Ave between Eastern and Meade should have specially target communication strategy. And until i see that i am not for or against but more concerned about those homes.
7. Car-based transit needs to be a thing of the past. A mixed-use development at Deanwood will allow people to live close enough to transit that cars are less necessary, leading to less pollution and congestion. Metro should be discouraging car-based lifestyles, not encouraging them with subsidized parking. A mixed use development will also encourage investment in the Deanwood neighborhood and improve quality of life for current residents by bringing desperately needed retail options to the area. DC needs to urbanize and increase density, and also to build more housing units to combat skyrocketing rents. This development is a step in the right direction on both of those points.
8. Deanwood desperately needs some new development that includes QUALITY commercial/retail.
9. Deanwood is an awful station. I welcome anything to make it better

10. Deanwood is one of the most underutilized stations in the system. The area is desperately in need of transit-oriented development and modern multifamily housing options. A new TOD development at Deanwood would seriously improve the area and be a revenue generator for WMATA.
11. Deanwood metro should be a destination, the area needs amenities that includes retail, restaurants, possibly market rate housing or other draws to bring people in and get them to spend money in Deanwood. It's a way to attract higher income people
12. Deanwood Metro Station is terribly underutilized and density and amenities in the area are very low. I think mixed use development that close to the metro - especially if it includes a grocery store would be great.
13. Deanwood needs a legitimate build up to spark real positive development. I only hope this development is better than the changes that took place at the corner of Benning & Minnesota Ave.
14. Deanwood needs development.
15. Deanwood needs more light commercial development. I live in the neighborhood and I have to walk to the Minnesota Avenue station to go shopping.
16. Development is needed on that under utilized plot of land
17. Development is needed to make the area safer, and to bring greater vitality to the neighborhood.
18. Eliminating the parking lot with make more sense at Minnesota Ave, where there already lots of commercials activity and bus access. Deanwood has less of that, so parking adds more value to the station
19. Even with higher ridership at Deanwood in the future, we want to encourage walking, biking, and ridesharing to this station - not parking. Mixed-use development is absolutely the best way to use the space around the station. Parking is an extremely inefficient use of space and should be minimized here as well as at all Metro stations.
20. Everything is all for the white people. Metro just wants to get money they already over charge on metro. Elevators never work or escalators always turned off... Find something better to do.
21. Firstly, far more detail needs to be provided to the public. Why not include parking into the development just like Rhode Island metro stop. Parking is available there for metro riders. Although it has been stated that other stations will still have parking, people may not drive to those stations and will park around the neighborhood. My fear is that by not including metro parking, the deanwood neighborhood will be bombarded by people parking in front of their houses all day to ride the metro and once the development is built people will park in front of houses to go shopping or participate in whatever the development is offering. Not providing parking will also increase the time and cost of commutes of those who park at Deanwood Metro Station. Additionally, I would like to know what value this development will add to the neighborhood. Who is to benefit from this development? Other than this survey and the one community meeting that was held, how are deanwood residents being included in this development? Why have there not been more public forums regarding this development.

22. Housing (especially affordable housing) is a much better use of the space than parking for non-District residents.
23. I absolutely depend on the convenience of being able to park there because it is near my home. For me to depend on bus transportation, then board the train to and from work would be much more expensive for me. Please reconsider your possible decision to close it down.
24. I am a Prince George's County, Maryland resident. The Deanwood Station is the most convenient station to my home. If the Park and Ride parking option is taken away it will add about 20-30 minutes to my commute and at least an additional \$3 - \$4 in fare and parking. Parking at the Cheverly Station is limited and traffic near the station is always hectic. I fully understand the Deanwood neighborhood wants to make improvements. Perhaps there are options with the Kiss and Ride lot to accommodate some daily parking. I would not consider Addison Road or Minnesota Avenue stations due to crime and traffic at both stations.
25. I am only against it as it completely eliminates parking for Metro riders. Some parking should be preserved. As this area continues to develop, more people will be using the station and should not have to go further away. Proximity to a Metro station is a major selling point for this neighborhood and the ability to park and ride should be preserved. So, a plan that includes retail/residential mix AND preserves parking for Metro riders is ideal.
26. I am strongly in favor of improving the pedestrian experience by renovating the walkway, adding sidewalks and more visible crosswalks as well as creating more visibility in the mezzanine. But I am in strong disagreement with ANY option that completely eliminates the Park & Ride altogether. The alternative parking locations are often congested and hard to get to during rush hour (ESPECIALLY when stations are closed completely for maintenance or whatever reason) while several are not accessible for the disabled if forced to find street parking if said lots are full. Eliminating the Park & Ride altogether is also inconsiderate of nearby residents who wish to alleviate the traffic on the district's roadways, and proceeding with this action will not only do that but also further limit the ALREADY limited street parking that surrounds the station as there the community center and two schools nearby have their own parking restrictions. If Park & Ride were to be removed altogether, DDOT would need to designate more legal parking spaces in the 1-mile perimeter around the station that are clearly marked with signs as to avoid superfluous parking tickets from the increased police presence in the community.
27. I believe crime has been an attributor as to the decreased use of Deanwood. The lack of presence of metro police I believe also to be an attributor.
28. I currently park and ride in the lot. It is unsafe for me to cross Eastern Ave. to get to the bus that would take me to the station. There is no traffic light that allows pedestrians to cross the street to hop on the bus on Eastern Ave. between Minnesota Ave. and Sheriff Rd., and the neighborhood isn't safe enough to walk to the train station yet.
29. I don't use the station, but would like to see greater transit use.
30. I have been parking at this lot since 1984. It is very accessible and convenient. Although parking has been down in the last couple of years, I feel it would be a disservice to the community and surrounding area to close this parking lot.
31. I like the idea of a mixed use property, however, I would like project developer to consider incorporating subterranean parking. It is a hassle to drive through the Minnesota Ave traffic to get to parking during peak times. I often find that congestion doesn't exist when using Deanwood.



Also, with the arrival of the mixed use property some affordable parking would be nice for short visits from retail patrons.

32. I live on the corner of Eastern and Minnesota and am concerned about the affordability of my apartment with these proposed changes
33. I live very close to the metro so I'm partially concerned about the increase in foot traffic and the dangers that are sometimes associated with it. But I realize that foot traffic has pros and cons. I strongly support retail in the community that would increase access to healthy, affordable food, and I hope it would also raise property values.
34. I love the idea of finally seeing more development happening in Deanwood. I am concerned about it being over sized like the Rhode Island Avenue and Brookland developments.
35. I never knew there was parking available at the Eyro Station. The area is being gentrified; I'm sure in time that parking lot will be utilized.
36. I strongly favor additional real estate development around all Metrorail stations, but particularly ones that replace parking with housing, retail and places for people, rather than car storage.
37. I think future development at the Deanwood metro would bring much-needed resources to our community. I live across the footbridge on Douglas St and having any sort of retail presence would be a fantastic benefit to the community.
38. I use Deanwood Station for commuting during rush hour approximately 3 days a week. I drive from Ward 5 and park because I work on the orange line downtown. The parking lot is consistently less than 1/3 full during rush hour (which I imagine is when the station is most in use). Many of the plates I see are Maryland license plates, so those folks could just drive and park at Cheverley instead. I think utilizing the space for mixed-use development would be a WAY BETTER use of the space for the whole community than way under-utilized flat top parking lot (and I'm someone who currently uses it). My only suggestion would be to consider keeping a select number of handicapped spaces with the redevelopment, as those do seem to be used nearly every day and people with mobility issues probably have fewer options if their parking spots disappear with the development.
39. I utilize the parking lot multiple times a week and on weekends. I know it is a low volume parking area but unless non-permitted parking is made available nearby the station to be able to park there it'll affect quite a few people, especially when there are events at the rec center that makes parking on the streets nearby hard to find. Or unless the kiss & ride area is made into an allowed parking area for metro riders.
40. I walk to and from the Deanwood metro daily and I've seen the handful of cars that use the parking lot during working hours. Compared to the option to have retail versus an empty lot, I'd prefer retail
41. I would like to know more about what they plan to build, will it be dining, retail, small business, etc.
42. I would like to see medium to high density. Allowing mixed-use development such as retail, office, full service grocery, and apartments.

43. I'm against gentrification in general, but this specifically because it will lead to pricing out current residents
44. I'm for redevelopment if it means a mixed use space that would have retail and a grocery store. We are living in a food desert, so a grocery store would have to be guaranteed in that space.
45. I'm for developing the poor neighborhood of Deanwood
46. If the idea is to get cars off the road and people into mass transit, making it less convenient by removing parking lots at stations seems like a bad idea. If the lot is underutilized, then I'd recommend only removing it if the redevelopment includes a smaller parking lot.
47. If there's a good plan for cool things to have in the neighborhood, I'm all for it. Just no liquor stores, 7-11s, or check cashing places. Our neighborhood has plenty of those things and I wouldn't want to see that stuff when I get out of the metro a breakfast spot, place to get fresh groceries, or a coffee shop would be cool.
48. It is important for Metro and all the relevant government bodies to take a long-term view of the development of public transport and the amenity of the area. The current public transport hub at Deanwood Metrorail Station, comprising the station, its bus interchange and its carpark, appear to be well used. A general plan for mixed use developments, combining residential and small-scale retail land use, would be better placed adjacent to the transport hub. Rather than using the current carpark for these developments, a better long-term result would be achieved by re-zoning some of the residential land within (say) 1/4 to 1/2 mile from the hub to allow this mixed use development. This would create a retailing/mixed use precinct around the transport hub, while maintaining Metro's options in the future to potentially expand any other related transport services.
49. It is the only station parking close to the neighborhood. The other listed stations are not close to Deanwood! Parking at the Deanwood Station is necessary!
50. It makes much more sense for this area to have dense development than to be wasted making room for cars.
51. metro needs to rebuilt DC TRANSIT BUSES,WMA BUSES,AB&W BUSES,WVM BUSES  
CREATED METROBUS AGAIN.REBUILT AM GENERAL METROBUSES AND GMC RTS  
METROBUSES BRING THEM BACK TO LIFE PUT A NEW MALFUNCTION SMARTRIP  
FAREBOX ON ALL VINTAGE METROBUSES.
52. More apartments and development in that area by the station
53. More developed is needed and this will also increase ridership and commerce
54. My answer is based upon what the redevelopment encompasses.
55. Need to drive business and interest in this area. It's a prime area to capture those younger nomadic people
56. Our neighborhood is in great need of additional market rate housing density to create demand for retail.

57. Parking lot has an average of 30 Cars everyday in a 300 plus parking lot. You do the Math. Metro losing money everyday.
58. Parking near metro, especially in urban areas, is so unnecessary. I hope similar developments can occur nearby at Minnesota ave station.
59. Please see attached letter
60. Since the parking in the area is heavily regulated by DC parking enforcement, there is nowhere for those who live just outside of the jurisdiction to park when taking the metro. This station is the only one in the area that is easily accessible from DC and MD that doesn't require a lengthy walk from my car. This is important because I often get off of work late and feel very unsafe in the bigger lots. It is also less expensive than the other lots making it an ideal place for a young woman like me to park. I share this belief with my co-workers and friends who also find that parking at Deanwood station more appealing than any of the surrounding stations. I used to park at Minnesota Ave, but I always felt unsafe, and had to take the disgusting elevator or climb flights of steps to get to my car. Then fight the Minnesota avenue traffic to get out of the lot. and the traffic of 295 to get on route 50 or the BW parkway. It is not a viable alternative. The neighborhood unlike many of the other metro stations in the nearby area has a large community center and park space. Why do we need to add to it to the detriment of the commuters? I think that this is another case of WMATA focusing less on improving ridership, service and rider experience and moreso trying to run a distraction to make it look like you care about improving the community. **FOCUS ON IMPROVING THE SYSTEMS IN PLACE TO JUSTIFY THE FREQUENT FARE HIKES AND MAKE THE METRO A PLEASURE TO RIDE AND NOT A HASSLE AND EXPENSE!!**
61. So our community members will be have to park further. I'm sure some of the parking lot could be saved. What exactly are they placing in the area.
62. space is not big enough for all you want to put on that space..
63. Strongly in favor of more development near Metro stations to encourage ridership and discourage driving.
64. Surface parking is an extremely poor use of valuable real estate. The only good thing that surface parking does is prevent the land from being used now, so that it is available for future use. We need more retail around and INSIDE metro stations.
65. That area is in desperate need of new business and grocery options.
66. The area is a dead zone for commercial. I have two suggestion only: 1) Keep half parking for current customers, add car/bike sharing/renting station and add additional bus route to Deanwood. 2) Slash the price by half to pull in more parking customer and metro riders. My opinion is to get more riders to this station and not make it worst.
67. The area is currently developing and taking away the parking lot may lose out on future growth
68. The deanwood community is currently residential by nature with single to double level homes. Buildings like the one proposed here I think would take away from the family atmosphere the Deanwood Community currently has..It would also interfere with the current goings on at the Deanwood recreation center and the Ron Brown Prep school for young men which are both located directly across the street.

69. The Deanwood Station is much more convenient than Minnesota or Addison Rd. I park here for the and convince of getting to other destinations from here.
70. The development would be a welcome change to the current use of the property. Also, this initiative could be a catalyst to help the Ward 7 region of the District attract new retail stores including a desperately needed full-service grocery store. The success of this project could be duplicated in the Benning Road Metro Station parking grounds considering that the use is slim and DDOT should work to change the intersection of East Capitol Street NE/SE and Benning Road NE/SE.
71. The parking area is geared towards commuters. The redevelopment is geared towards residents.
72. The parking lot does not serve many Metro riders. On the other hand this parking lot use makes the area around the Metro station feel vacant and less hospitable. Providing more eyes on the street and some convenience retail will make the Metro station safer for neighbors and offer new housing options right on top of a Metro station. That's a benefit to everyone.
73. The people of ward 7 and Deanwood especially need access to quality grocery stores. Start the basics like Giant or Safeway. Then perhaps a Trader Joes and additional retail down the line. Im relatively new to NE but I cam from Ward 4 and you had grocery stores two mins away. I shouldnt have to go spend money in PG county for groceries. Or travel 18 mins to a "QUALITY" grocery store in NE.
74. The space is often times empty as is the station. So something that would put people in the area would be a major pluse
75. This is just another means of inconveniencing district residents. Residents like myself do not feel safe walking to the Deanwood station and to park in the residential neighborhood would increase district revenue because of the tickets that would be issued.
76. This isn't a station that I use with much frequency, so my interest in the proposal is limited. That being said, if WMTA has determined that the lot is underutilized, and if in its place room can be made for businesses or affordable housing (both of which are needed in the Deanwood neighborhood, then I am somewhat in favor. But again, I don't utilize the station enough to have a strong opinion.
77. This would negatively affect my parking arrangement. This would require me to park at two busier stations as alternatives. Parking is already high at other locations. This just pushes more cars at other stations which full up very early in the morning. Deanwood is just a lot, and the neighborhood is very quiet and residential. To bring retail to this area would change the characteristics of the neighborhood and I don't think that is right. I say this as someone who used to live in this area. This only pushes gentrification to a very quiet area of the city. Please reconsider your development for another station which would better support it.
78. Traffic in the area is terrible. I park here sometimes to make sure I'm not late to work. I live in Silver Spring but use the Greenbelt & Deanwood stations to travel to the L'Efant station. When traffic is bad or gets worse while I'm driving I rely nwood as my back up metro stop. I did not mind the increase for parking but I would mind not having a affordable parking.
79. Ward 7 has a few areas that development would enhance the neighborhood and Metro's proposal is certainly welcomed.

80. We are in favor of the proposed change of the Deanwood Metro Rail Station parking lot to mixed use real estate. Based upon the data provided by WMATA, the use of the parking lot is among the lowest of all of the Metro Rail station parking lots. As ANC Commission Chair, we have fought valiantly to maintain the service of the rail station as well as the bus routes for the loyal patrons of WMATA. We are pleased that the engagement of this proposed change is being conducted.
81. We don't need the parking
82. We need high quality development to attract additional businesses and high income customers. That means no more affordable housing since there is current development at deadwood hills, town center and strand. No fast food, looking for restaurants, shops and market rate housing
83. We need more development in Deanwood and density to draw more retail. My vote is for a mixed-use development with retail. There must be underground parking, because there will be limited street parking spaces a considering the apartment complexes across the street from the metro station and new residents a will need to be able to park as well as any visitors that the new developments will attract. Some metro parking needs to remain at the station. Additionally, there must be access to the Deanwood station from Sheriff Road as Minnesota Avenue dead ends on this segment of the street
84. We need redevelopment and new development.
85. We need some commercial development, so depends what's included in the project
86. We need the redevelopments in Deanwood to happen if we want to revitalize the area with improving numbers of amenities offered within the area and this is obviously a potential area to do the redevelopment and near the Deanwood metro station is what makes it more appealing!
87. We recently bought a house several blocks from the metro and are ready for more services to live into the neighborhood.
88. Would love to see this space turned into a forested park to shade commuters!

**Bradley E. Heard**

**Capitol Heights, MD 20743**

June 13, 2018

Office of the Secretary  
WMATA  
600 5th St NW  
Washington, DC 20001

**Re: Proposed Joint Development at Deanwood Metro Station (Docket R18-01)**

To Whom It May Concern:

I write in strong support of WMATA staff's proposal to eliminate the 194-space surface parking lot at the Deanwood Metro Station and offer the 1.6-acre site for joint development. As the staff has already acknowledged, this underutilized lot would be much more profitable to WMATA, and would be of infinitely greater benefit to the community, as a medium-high density, compact mixed-use transit-oriented development. Moreover, the elimination of the parking lot at this station would have virtually no impact on the region's overall mass transit plan.

Although Metro's proposed development scenario of 160 residential units and 10,000 SF of retail could easily be accommodated on the proposed development site, I would recommend that the agency and any potential joint developers pursue a more robust proposal, albeit still within the general "medium-density residential/low-density commercial" land use category that Metro has recommended for the site. More specifically, I suggest a proposed mixed-use development with [MU-6 zoning](#) and with 325 total dwelling units (260 market-rate; 65 affordable); a 50,000 SF full-service grocery store; 17,500 SF of additional retail space; and 150 spaces of structured underground parking (75 for the retail uses, 75 for the residential uses). I set out this proposal in more detail in the attached enclosure.

I believe this somewhat more intensive land use would provide a better benefit to the community, particularly by allowing for the construction of a full-service grocery store on the site (which the community specifically highlighted as a desired outcome in the 2008 small area plan), and by providing a greater quantity of affordable and market-rate housing close to transit. This scenario would also likely be much more financially feasible and profitable for any prospective developer, and thereby may inspire more developer interest. Additionally, the proposed development site—sandwiched between the CSX railway on one side and a recreation center, open field, and multistory multifamily development on the other—is perfectly situated for a moderately tall (up to 90 feet) mixed-use building.

I appreciate the opportunity to offer comments and welcome any additional questions that you may have. Thank you.

Sincerely,

*/s/ Bradley E. Heard*

Bradley E. Heard

/bh  
Enclosure

# **Deanwood Metro Station Parking Lot Proposed Joint Development Concept**

**Land Area: 1.6 acres = 69,696 SF**

**Proposed Zoning: MU-6 (medium/high-density mixed-use, with focus on residential)**

- Max. Total FAR: 6.0 (418,176 SF) / 7.2 with Inclusionary Zoning (501,811 SF)
- Max. Non-Residential FAR: 2.0 (139,392 SF)
- Max. Height: 80 ft / 90 ft with Inclusionary Zoning

**Proposed Development: 469,500 SF with Inclusionary Zoning (6.7 FAR)**

**Non-Residential Uses: 121,500 SF (1.7 FAR)**

- Full-Service Grocery Store: 50,000 SF (with pharmacy, bakery, deli, ready-to-eat foods, beer/wine sales, coffee shop)
- Other Retail: 17,500 SF
- Structured Parking: 54,000 SF (150 spaces @ 360 SF/space; 75 spaces for grocery/retail use, 75 spaces for resident/guest use)

**Residential Uses: 348,000 SF (5.0 FAR)**

- 325 total units (260 market rate; 65 affordable)
- Affordable Housing (20% of total units)
  - 30 units for “very low income” families (1,250 SF, 2-3 BR, 1-2 BA): 37,500 SF
  - 35 units for “very low income” seniors (750 SF, 1BR+den, 1 BA): 26,250 SF
- Market-Rate Housing (80% of total units)
  - 65 small-size units (variable sizes, minimum 750 SF; studio, 1 BR±den, or 2 BR; 1-2 BA): 89,250 SF
  - 130 large-size units (1,500 SF, 2-3 BR, 1-2 BA): 195,000 SF



**Sherice A. Muhammad**  
**ANC 7D Commission, Chair**  
**7Do6 SMD**

June 25, 2018

**VIA EMAIL**

Office of the Secretary  
Washington Metropolitan Area Transit Authority (WMATA)  
600 Fifth Street NW  
Washington, DC 20001

*Re: Compact Public Hearing | Docket R18-01 | Deanwood Metro Station*

Dear Committee:

Thank you for holding the hearing at the Deanwood Recreation Center and availing us the opportunity to comment on the proposed changes of the Deanwood Metro Station parking lot to mixed use real estate development.

Per my testimony at the hearing, the Deanwood Metro Rail Station, as well as Minnesota Avenue have been under a constant threat of closure where we, as ANC 7D Commission have had to mobilize the communities served to testify on the need of both rail stations and bus routes via these stations.

I am pleased to see that WMATA is willing to engage the community on efforts to bring needed retail to the Deanwood Metro Station and consider a new marketing strategy to attract more foot traffic to the station. We disagreed with the closure approach and felt that since there is nothing to attract business, foot traffic nor attention to Deanwood, the neighborhood was being unduly penalized for what WMATA is in the key position to facilitate. We want to work with WMATA, neighboring ANC Commissioners and the greater community to make the necessary changes to revitalize the community.

In the interest of revitalization, there was reference to the Rhode Island Avenue Metro Station as a catalyst for Deanwood. We disagree. Although Rhode Island Avenue Metro Station has an excellent mix of retail in the area, we do not want the gridlock and contradictory traffic pattern that exists there. On the contrary, since Deanwood Metro Station neighbors two major thoroughfares, we desire the ingress and egress to be much more fluid than Rhode Island Avenue Metro Station. We also want to encourage foot traffic and maintain the “walkable neighborhood” feel of the community.



Lastly, as we embark on the efforts, we pledge to avail the information to the community so that the engagement is authentic and organic to insure the win-win circumstance at the table of both the developers and the community. This is achievable. We want to set a new precedent where the community isn't ostracized nor dictated to on the objective, that there would be equitable buy-in, whereby the success of this project is the ultimate goal..

We look forward to working with you. Should you have any questions regarding our position, as indicated in this correspondence, please do not hesitate to contact our office at 202-808-4615 or via email at [7D06@anc.dc.gov](mailto:7D06@anc.dc.gov).

Sincerely,



Sherice A. Muhammad

ANC 7D Commission

Chair

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Testimony to WMATA  
Regarding Dock R18-01

SUPPORT FOR  
Proposed changes to the WMATA Facilities at Deanwood Metro station

By Cheryl Cort  
Policy Director  
June 20, 2018

Good evening. My name is Cheryl Cort, and I am the policy director for the Coalition for Smarter Growth. The Coalition for Smarter Growth is the leading non-profit organization in the Washington, DC region dedicated to making the case for smart growth. Our mission is to promote walkable, inclusive, and transit-oriented communities, and the land use and transportation policies and investments needed to make those communities flourish.

We would like to express our support for the proposed changes to the Deanwood Metro station facilities in order to increase access to transit, foster a safer station area, create more conveniences for transit riders and the neighborhood, and offer new housing opportunities at the Metro station. What's critical to advancing to a successful joint development is building out a mix of uses that supports a street-oriented design. Through well-design buildings, the presence of residents can create natural surveillance and enhanced safety for the station. This kind of development helps the Deanwood Metro station bring the benefits of transit access to the surrounding community in a way it is unable to currently.

The change in WMATA facilities – building on the commuter parking lot – will also generate additional transit riders and more revenue for the system. This change makes the most of this important public investment and public service. For many years, the Deanwood Metro station has been ranked among the lowest in terms of ridership. Higher crime has also been an unfortunate distinction. By better using the station area by bringing new uses of residential and retail to serve both the neighborhood and transit riders, the station can fulfill its promise to serve the community with safer access to transit.

We agree with the findings of the report that replacing the parking facilities for transit riders is unnecessary. Replacement of the commuter parking would be misspent resources given the current underutilization of parking, and low ridership. Deanwood is among the original Metrorail stations built in the 1970s. In recent decades, new lines, new stations and thousands of Metro parking spaces have been created. Given that a majority of parking users drive from Prince George's County, Maryland, these riders have many other Metro parking facilities to use to access Metro. To replace the commuter parking would make a development proposal infeasible, and block the many other benefits of transit-oriented development on this parking lot.

Page Two

Support for Deanwood Metro station facilities change  
Coalition for Smarter Growth

We ask WMATA to coordinate with the District to improve the safety and quality of walk, bike and bus access to the Deanwood Metro station, and better connect the station to the community and its assets (like the Deanwood Recreation Center). By building on this largely vacant lot and offering a mix of uses in a pedestrian-oriented environment, redeveloping the Deanwood Metro parking lot offers many benefits to the local community, transit riders, the city and the region as a whole.

Thank you for your consideration.

## APPENDIX E

# Deanwood Metro Station Environmental Evaluation Of Proposed Changes

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Prepared by:



**Washington Metropolitan Area Transit Authority**

May 2018

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## 1. INTRODUCTION

The Washington Metropolitan Area Transit Authority (“WMATA”) is considering offering a portion of its property at the Deanwood Metro Station for “Joint Development,” which combines private uses with transit facilities. The Joint Development would replace the existing 194-space surface Park & Ride lot to achieve a mixed-use development that is walkable to transit. The mix of uses and density of development will ultimately be proposed by a selected developer and subject to the local jurisdiction’s land use approvals; however, WMATA anticipates the Joint Development project to include residential and retail uses.

Because a Joint Development project would modify WMATA’s Metro station and station access by removing the Park & Ride surface lot, this environmental evaluation (“EE”) has been prepared to assess the potential impacts of permanently removing existing daily parking spaces. To support WMATA Compact requirements, specifically §14(c)(1) of the WMATA Compact, this EE describes potential effects of the removal of the parking on the human and natural environment in terms of transportation, social, economic, and environmental factors.

To provide the opportunity for public comment on the elimination of daily parking with the objective of redevelopment of the parking lot, a public hearing will be held at the Deanwood Recreation Center on June 20, 2018 at 7:15 PM. Based on the conclusions of this evaluation, coordination with city agencies, and comments from the public, the WMATA Board of Directors will make a decision regarding the proposed change to the Mass Transit Plan to remove parking.

If WMATA’s Board of Directors approves the removal of the Park & Ride surface lot and changes to any other transit improvements recommended by WMATA staff at the conclusion of the public hearing process, then staff intends to issue a Joint Development Solicitation (“JDS”) to seek developer proposals to redevelop the Park & Ride lot. Assuming one or more Joint Development proposals is received, WMATA will evaluate such proposal(s) according to criteria in the JDS and, if a satisfactory proposal is received, present its developer/development recommendation to the WMATA Board of Directors for approval. Upon approval, staff will negotiate a Joint Development agreement with the selected developer. The agreement will provide that the developer is responsible for compliance with all applicable federal and District of Columbia planning, zoning, building and environmental laws, rules, regulations, ordinances, judicial or administrative decrees, orders, decisions, authorizations and permits. **The Park & Ride lot closure would not occur until all these steps are taken.**

The District of Columbia development review process will give opportunity for community assessment of impacts of any proposed Joint Development. The focus of this EE is on the impacts of removal of the Park & Ride lot to WMATA’s Mass Transit Plan.



Figure 1: Site Location



## 2. EXISTING SITE DESCRIPTION

WMATA operates the Deanwood Metro Station in Washington, DC which is served by the Orange Line. The station is located at 4720 Minnesota Avenue NE, two blocks from the District of Columbia border with Prince George's County, in a largely single-family residential area (**Figure 1**) with some garden apartments.

WMATA has a bus loop with six bus bays located on the south side of the Deanwood Metro Station. The Metro station is served by four Metrobus lines. There is also a 19-space Kiss & Ride lot along Minnesota Avenue NE next to the bus loop. There are six bike racks.

WMATA operates a surface Park & Ride lot with 194 parking spaces. An overview of the existing transportation facilities is shown in **Figure 2** and described in more detail in the subsections below.

Pedestrian access to the Metro station from the south side is via sidewalks from Minnesota Avenue NE and the bus loop and parking lots. Pedestrian access to the station from the north side is via a tunnel under the rail tracks from Polk Street NE. Bicycle facilities at the station entrance are six inverted U-racks.

### 2.1 Metrorail

The Metrorail Orange Line operates between New Carrollton in Prince George's County, Maryland and Vienna Metro Station in Fairfax County, Virginia.

The Deanwood Metro Station averaged 1,234 weekday boardings in the second half of 2017, the third lowest number of all 91 Metrorail stations. **Table 1** provides average passenger weekday entries and exits by time of day. This Metro station experiences the majority of station entries during the AM peak period (from opening to 9:30 AM) and the majority of station exits during the PM peak period (from 3:00 PM to 7:00 PM). Together, AM and PM peak entries and exits account for 64.8% of the station's daily exits and entries.

**Table 1: Deanwood Metro Station Weekday Entry/Exit Averages**

Time And Direction	Average Number of Daily Entries/Exits	Percent of Total Entries and Exits
AM Peak Entry	639	26.8%
AM Peak Exit	142	6.0%
Midday Entry	314	13.2%
Midday Exit	222	9.3%
PM Peak Entry	206	8.6%
PM Peak Exit	557	23.4%
Evening Entry	75	3.1%
Evening Exit	228	9.6%
<b>Total Entries and Exits</b>	<b>2,383</b>	<b>100.0%</b>

Source: WMATA fare gate data (July –December 2017)

Approximately 39% of Metrorail users walk to the station, another 25% arrive by Metrobus and 24% arrive by car. Only 1% of Metrorail riders arrive by bicycle; another 7% are dropped off and 4% reach the station by other means.

Five fare gates provide access into the paid station area. A separate fare gate allows access to the elevator (located outside the paid area, in front of the station manager kiosk) to the platform. The station platform is at ground level. At the Minnesota Avenue NE entrance access between the street level and



below grade mezzanine level is proved by two escalators and the elevator. At the Polk Street NE entrance, access to the station mezzanine is via an at-grade pedestrian tunnel.

Three escalators provide access from the station mezzanine to the platform. The center platform has a canopy and standard passenger amenities such as shelters and seating. The Metro station platform surface was replaced in 2012/2013.

**Figure 2: Existing Transportation Facilities**



## 2.2 Bus Service

Deanwood Metro Station has six bus bays. Four bays are assigned to Metrobus routes; one bay is used by all routes for unloading passengers at the station entrance; and, one bay is currently unassigned to any routes and is used for layovers.

The bus loop serves current bus operations and has spare capacity for expanded service. All four bus bays assigned to routes are equipped with shelters, benches, and schedule information. An on-street stop is located on Minnesota Avenue NE at 48<sup>th</sup> Street NE, directly across from the station entrances, and there are stops further north on Minnesota Avenue NE at Quarles Street NE. All four Metrobus routes serving the station use standard 40-foot buses. There is no station service from any other public bus providers.

**Table 2: Weekday Metrobus Route Statistics**

Route	Approx. Weekday Headway (minutes)	Weekday Average Boardings	Weekday Average Alightings	Average Number of Rail-to-Bus Transfers	Average Number of Bus-to-Rail Transfers
R12	30-60	193	50		
U7	15-30	195	113		
V14	20-65	191	N/A		
W4	12-30	397	247		
<b>Total</b>				180	167

Source: WMATA timetables and WMATA transfer statistics (January 2018)

Bus-to-bus transfers are important at Deanwood station and exceed transfers to/from Metrorail.

### 2.2.1 Kenilworth Avenue Line (R12)

Metrobus Route R12 operates six days a week between the Greenbelt and Deanwood Metro stations, with a stop at the College Park – U of Md Metro Station. The route has weekday headways of 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. The route operates on Saturdays with headways that are 60 minutes throughout the day.

### 2.2.2 Deanwood Minnesota Avenue Station Line (U7)

Metrobus Route U7 operates between the Deanwood and Minnesota Avenue Metro Stations seven days per week via Kenilworth Avenue. Weekday morning and afternoon peak headways are 15 minutes, and midday and evening headways are approximately 30 minutes. On weekends the headways are 30 minutes at all times. In June 2018, Route U7 is planned for expanded service beyond the station to Minnesota Ave and Ridge Road with increased frequencies midday and Saturday.

### 2.2.3 District Heights-Seat Pleasant Line (V14)

The V14 District Heights-Seat Pleasant route operates seven days a week. It provides local service between the Penn Mar Shopping Center in Forestville and the Deanwood Metro station with stops in District Heights, Seat Pleasant and other localities along the way. Bus headways are 20 minutes in the weekday morning peak period, 60 minutes at midday, 20 to 25 minutes in the evening peak and 50 to 65 minutes in the evening. On weekends, the headways are 60 minutes.

## 2.2.4 Deanwood Alabama Avenue Line (W4)

The W4 line is a major route providing service between the Deanwood and Anacostia Metro Stations traversing the eastern side of Washington along Eastern Avenue, Southern Avenue and Alabama Avenue. Headways during the weekday morning and afternoon peak periods are 12 to 15 minutes. During weekdays, midday headways are 25 minutes and evening headways range from 20 to 30 minutes. Saturday and Sunday headways are 20 to 30 minutes.

Figure 3: Existing Bus Routes



## **2.3 Park & Ride**

The existing Park & Ride is a surface lot, shown in **Figure 2**, with a single entry/exit point on Quarles Street NE, provides a total of 194 all-day parking spaces. Seven parking spaces are designated for drivers with disabilities, and 27 are reserved for monthly parkers. The daily parking fee is \$4.60. In the second half of 2017, average occupancy of the lot was 70 cars, or 36% of the capacity of the parking lot. Within the Deanwood neighborhood south and east of the railroad tracks, on-street parking is restricted to two hours duration between 7:00 AM and 8:30 PM for vehicles without District of Columbia Zone 7 residential parking permits. Polk Street NE and Olive Street NE do not have parking restrictions.

## **2.4 Kiss & Ride**

The Kiss & Ride lot is located south of the station entrance and is surrounded by the bus loop as shown in **Figure 2**. The Kiss & Ride lot includes one driver-attended short-term waiting space for persons with disabilities, 16 driver attended spaces, and two spaces reserved for car share vehicles. Cars enter the lot from, and exit to, Minnesota Avenue NE. The lot is not observed to be highly used.

## **2.5 Pedestrian and Bicycle Access**

Bicycle riders and pedestrians access the Metro Station via streets and sidewalks. Minnesota Avenue NE runs along the southeast side of the property and has paved sidewalks separated from vehicular traffic by elevated curbs and, in some places, landscaping. A pedestrian tunnel under the Metrorail tracks connects the residential neighborhood northwest of the station. Paved sidewalks also connect the station entrance to the southern border of the surface Park & Ride lot and to the bus loop and Kiss & Ride lot. Bicycle amenities at the station include six inverted U-racks. There are no bicycle lockers and no bike sharing facilities.

# **3. DESCRIPTION OF CHANGES**

## **3.1 Park & Ride Lot**

The surface Park & Ride lot (**Figure 4**) is proposed to be eliminated and not be replaced. The purpose of the parking change is to facilitate Joint Development that will provide mixed-use development opportunities at Deanwood Metro Station. It should be noted that Deanwood Metro Station is one of only a few Metro stations with a 24-hour Metro Transit Police Department police representative on-site because of criminal activity at the station. It is expected that Joint Development will increase pedestrian, residential and commercial activity and contribute to a reduction in crime.

## **3.2 Kiss & Ride Lot**

No changes to the Kiss & Ride lot are being proposed.

## **3.3 Bus Loop and Layover Spaces**

No changes to the bus loop and layover area are being proposed.



Figure 4: Deanwood Metro Station Park & Ride Lot



## **4. PROJECT IMPACTS**

This section evaluates the potential environmental effects of the removal of the Park & Ride lot. A Joint Development has not yet been solicited by Metro and, therefore, any specific impacts of the development cannot be evaluated in this Environmental Evaluation. However, the development impacts, once a Joint Development partner is selected and has proposed a project, will be assessed and commented on by the public through WMATA's Joint Development solicitation process and the District of Columbia's development review process.

### **4.1 Land Acquisitions and Displacements**

No land acquisition is required. The surface Park & Ride lot is proposed to be permanently removed and replaced by a Joint Development. The existing bus loop and Kiss & Ride lot would remain as is.

Should Joint Development occur, WMATA would retain control of its transit facilities and operations to include Metrorail, the bus loop with layover spaces, and the Kiss & Ride lot. The developer would be allowed to construct private uses on the current surface Park & Ride lot.

### **4.2 Transportation**

#### **4.2.1 Parking**

The existing Park & Ride surface lot would cease to operate and would not be replaced. This change will result in a net loss of 194 spaces of which, on average, 70 (or 36% of the spaces available) were occupied at any given time in the last six months of 2017. To determine the impact of eliminating 194 spaces on Metrorail and Metrobus usage, WMATA surveyed registered SmarTrip® parkers for a week in June 2017. The results were as follows:

- Most of the parking customers at Deanwood Metro Station are Prince George's County residents;
- 55.5% of respondents stated that they would park at a different Metrorail station (i.e., Cheverly, Minnesota Ave. or Addison Road);
- 26% of respondents said that they would access Metrorail by other means, such as walking, taking the bus, shuttle, other;
- Of those who would arrive by other means, 45% said they would park nearby, and 22% would take Metrobus, with the remainder, 11% each, using taxi/Uber, shuttle bus, or other access mode; and,
- Only 18% of survey respondents stated that they might not continue to ride Metrorail.

Since parking is allowed only for two hours southeast of the station, the effect of removing all-day Park & Ride spaces should be minimal to non-existent. It should be possible to place similar restrictions on parking northwest of the station if station parkers begin to use that area.

#### **4.2.2 Traffic**

Minnesota Avenue NE serves as the southeast border of the Deanwood Metro Station property. Traffic on Minnesota Avenue NE and feeder streets would likely decrease somewhat owing to the loss of 70 daily parkers at the station and over 80% of parking survey respondents indicating that they would park elsewhere or use access modes other than automobiles to arrive at the station if there were no Park & Ride lot. It is not possible at this time to assess impacts of any Joint Development since specific types and amounts of development remain to be determined. However, since a Joint Development project would have to go through zoning approvals (see Section 4.3) by the District of Columbia, any developer would have to comply with the District's parking requirements, and the public would have the opportunity to comment on any traffic analyses at that time.



#### **4.2.3 Metrorail**

The ridership generated at Deanwood Metro Station due to new employment, retail, or residential opportunities is not expected to be great enough to cause any significant impact on Metrorail operations. For example, a development project resulting in 160 residential units and 10,000 SF of retail space is forecasted to generate approximately 129 new transit riders per weekday.

#### **4.2.4 Metrobus and Other Bus Routes**

No impact to bus facilities or operations is anticipated as part of the development. Bus routes accessing the Deanwood Metro Station may experience a marginal increase in ridership from people who formerly drove to the station.

#### **4.2.5 Pedestrian and Bicycle Access**

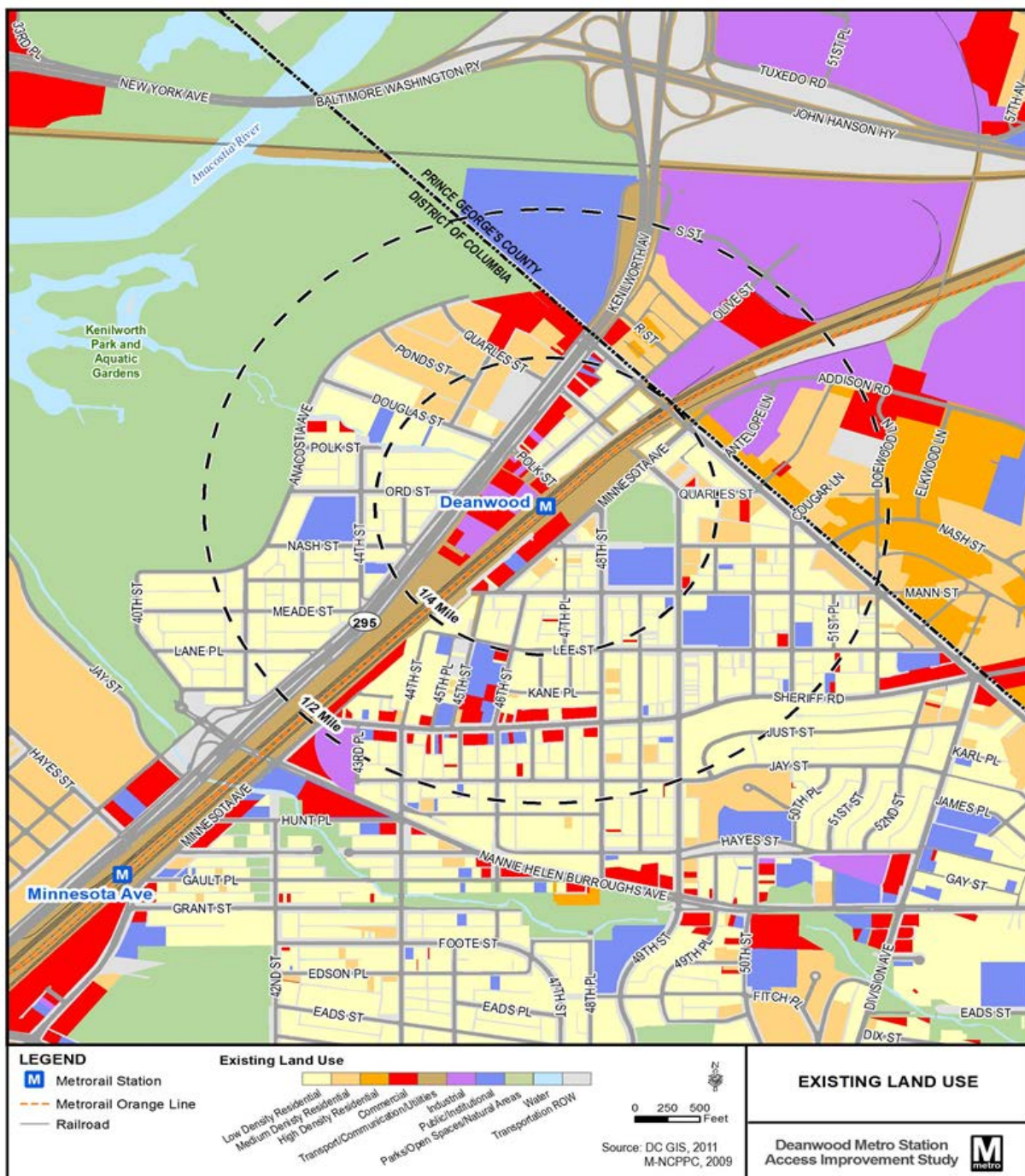
Joint Development plans may include improved pedestrian and bicycle access to the Deanwood Metro Station. Recommendations made in the Deanwood Metro Station Access Improvement Study of 2013 may be addressed in a Joint Development Solicitation.

### **4.3 Land Use and Zoning**

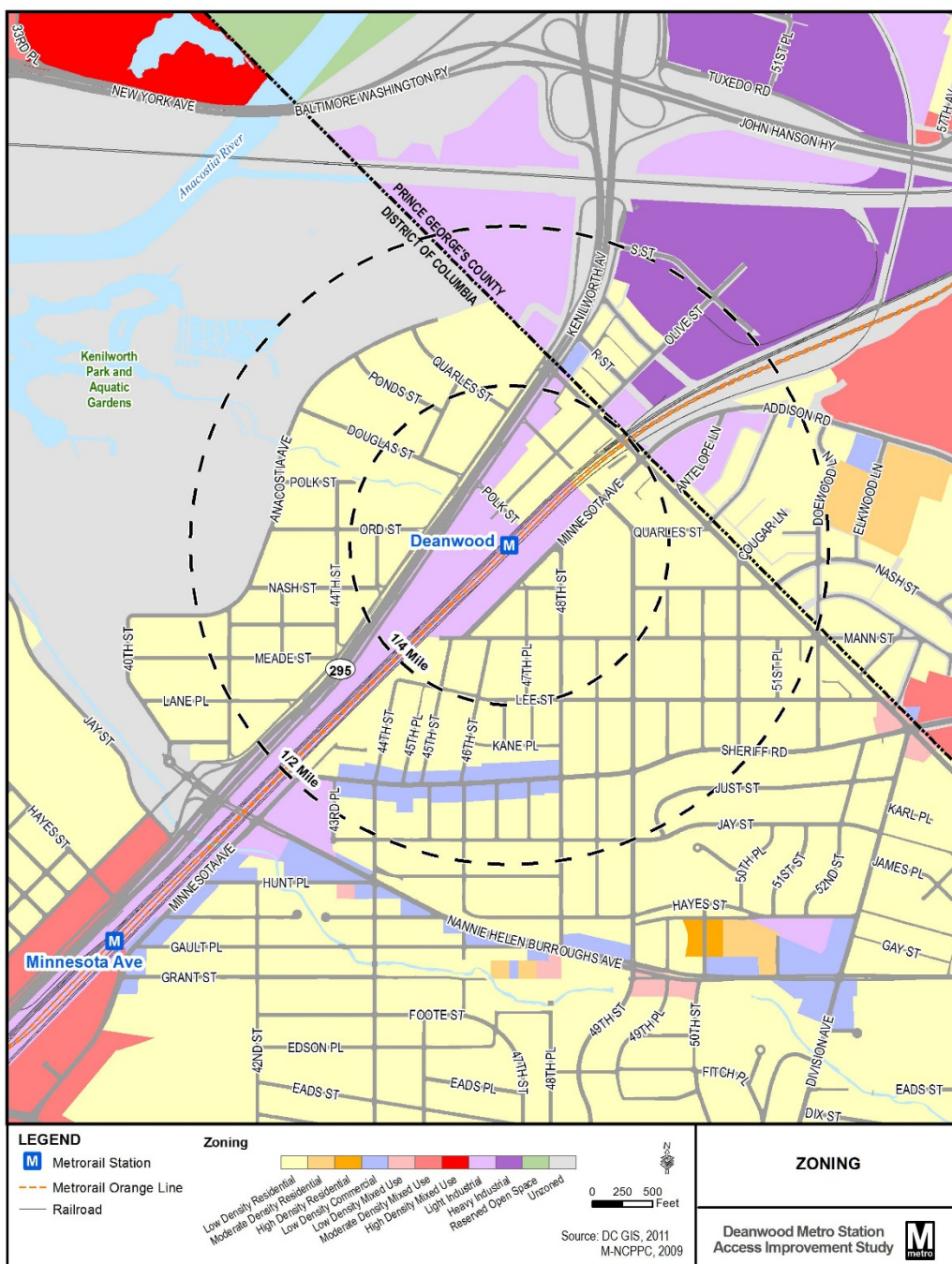
The site is currently zoned mainly PDR-1 (industrial) except for a very small portion fronting Quarles Street NE that is zoned RA-1 (single family housing).

Current industrial zoning is inconsistent with objectives of the Small Area Plan, discussed in Section 4.4 below, and any prospective developer would have to seek a zoning change consistent with its Joint Development proposal. The District of Columbia Comprehensive Plan amendment cycle is underway, and in June 2017, WMATA proposed to the D.C. Office of Planning upgrading the land use designation in the Comprehensive Plan's Future Land Use Map from moderate density residential and low density commercial to medium density residential and low density commercial. The Ward 7 Economic Development Advisory Council, appointed by Ward 7 Councilmember Vincent Gray, made the same proposal as noted in its *Ward 7 Progress Report* of 2017. A mixed-use zoning district such as MU-4 or MU-5-A would be consistent with the proposed land use designation changes. Citizens will have the opportunity to comment on impacts of any Comprehensive Plan proposals prior to, or during, Council of the District of Columbia consideration of the proposals. Further, there will be opportunity for public comment regarding expected impacts of any proposed zoning changes at the Deanwood Metro Station whether proposed by D.C. Office of Planning staff to be consistent with an amended Comprehensive Plan and/or by a developer before the D.C. Zoning Commission which must approve zoning changes **Figures 5 and 6** show existing land use and zoning.

Figure 5: Existing Land Use



**Figure 6: Existing Zoning**



## 4.4 Planning Consistency

The District of Columbia has produced two plans that address the Deanwood Metro Station area: (1) the *Comprehensive Plan of the Nation's Capital- District Elements, 2006*, as amended, that is now undergoing further amendment, and (2) the Small Area Plan, *Deanwood/Great Streets-Nannie Helen Burroughs Ave NE and Minnesota Ave NE Strategic Development Plan, 2008*.

The Comprehensive Plan's Future Land Use Map targets the Deanwood station area for moderate density residential development and low density commercial development. The former is generally characterized by two- to four-story townhouses and low-rise apartment buildings of similar height. In order to promote more compact housing at the station and further opportunity for additional housing, WMATA has proposed increasing the land use designation to medium density residential. This recommendation was made to the D.C. Office of Planning as part of the Comprehensive Plan amendment process now underway.

The Small Area Plan proposes the Deanwood area for moderate density development, including multi-family housing and minor convenience retail serving commuters and residents. The Small Area Plan also emphasizes:

- Expanded neighborhood-serving commercial uses;
- Redevelopment of vacant and abandoned properties into residential households to support retail and walkability to the station; and
- Attractive pedestrian-friendly design with a de-emphasis on auto-oriented uses and surface parking lots

Substitution of Joint Development for an underused parking lot would be consistent with the above recommendations.

In 2012-2013, WMATA undertook a study to investigate whether access improvements to the station might be needed. The study proposed immediate improvements to pedestrian access including better signage at the Polk Street NE tunnel entrance, brighter lighting in the tunnel and a pedestrian crosswalk at the station entrance. The crosswalk was installed by the District of Columbia. The study also proposed Joint Development at the station and longer range improvements to the Kiss & Ride and bus loop areas. The proposed improvements would be re-examined in conjunction with Joint Development.

## 4.5 Neighborhoods and Community Facilities

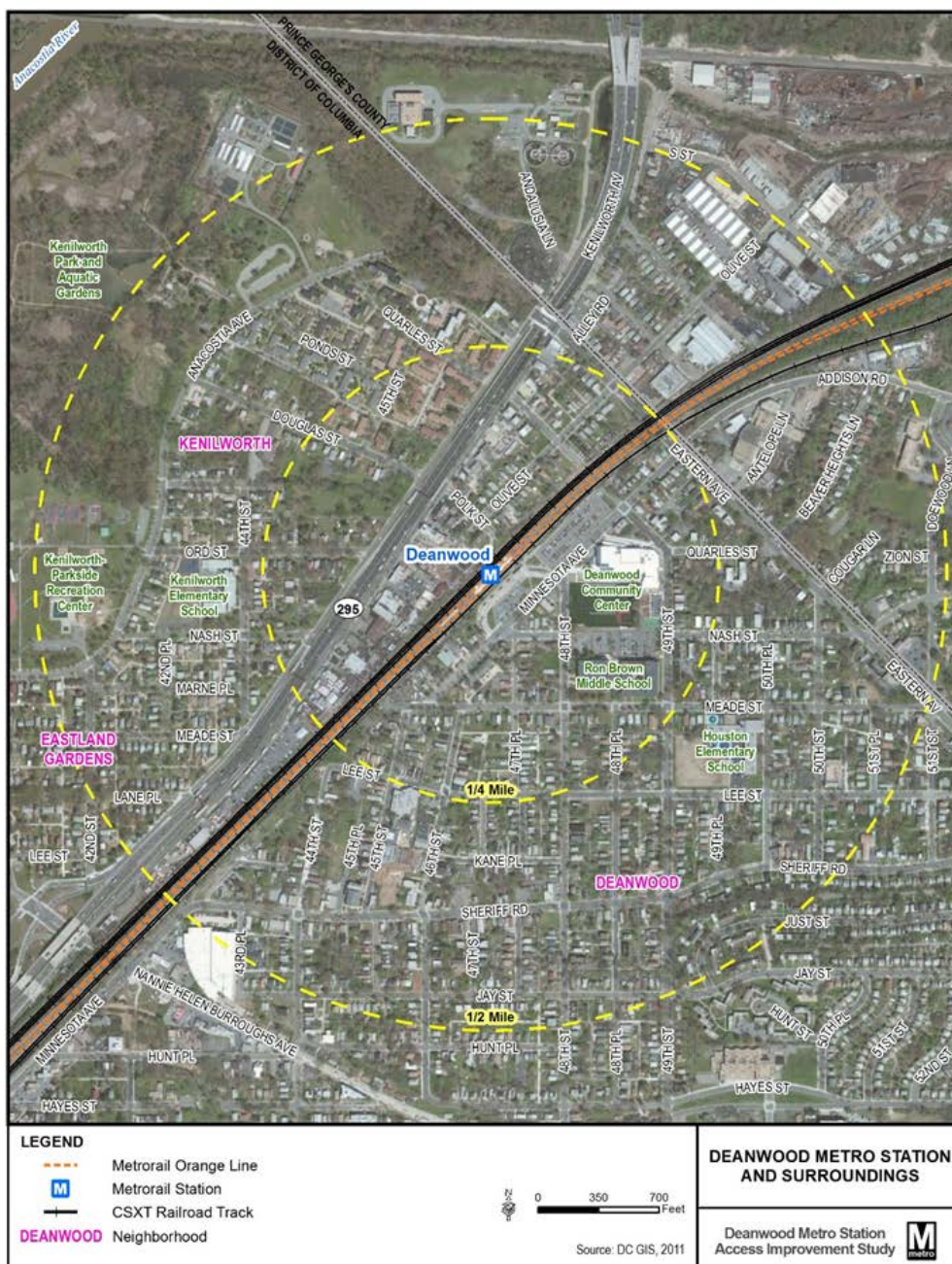
The site is located within Northeast Washington, DC in an area which consists of generally low-density residential neighborhoods and the corridor of light industrial and commercial properties along Kenilworth Avenue NE and the CSXT railroad tracks, as shown in **Figure 7**.

The Deanwood neighborhood is defined approximately by Eastern Avenue NE, Kenilworth Avenue NE, and the Watts Branch Tributary. The neighborhood consists primarily of single-family homes with a few pockets of moderate-scale multi-family housing (2 to 3 stories). Institutional uses are scattered throughout the neighborhood and include the Deanwood Community Center and Library, Ron Brown Middle School, Houston Elementary School, a public charter school and several churches. The neighborhood lacks a main commercial area, with only small clusters of retail on the periphery along Kenilworth and Eastern Avenues NE. According to the D.C. Office of Planning Strategic Development Plan, the neighborhood has many vacant single-family lots, creating the potential for infill housing but also potentially attracting crime, dumping and neighborhood blight. Light industrial properties are clustered along the CSXT railroad corridor between Kenilworth and Minnesota Avenues NE.



Elimination of the parking lot will have little to no effect on neighborhood and community facilities either positively or negatively. All of these facilities have adequate parking to meet their needs, and, in any event, Metro parking is not intended to serve local facilities.

**Figure 7: Neighborhoods and Community Facilities**



## 4.6 Environmental Justice Populations

The following section identifies minority and low-income populations (collectively “Environmental Justice populations”) in the Deanwood area and assesses any potential disproportionately high and adverse impacts to those identified populations.

### 4.6.1 Identification of Environmental Justice Populations

A half-mile radius around the potential Joint Development site was determined to be the appropriate study area boundary to analyze the presence of Environmental Justice populations. The study area has high numbers of minority population and high levels of households in poverty compared to the District of Columbia and Prince George’s County.

**Table 3. Minority and Low-Income Population**

Census Tract / Block Group	Total Population	Minority Population	Percent Minority:	Total Households	Households in Poverty	Percent in Poverty:
78.06 / 1 DC	1,043	1,020	98%	453	136	30%
78.06 / 2 DC	1,035	1,004	97%	425	103	24%
78.09 / 1 DC	2,003	1,989	99%	856	142	17%
78.09 / 2 DC	1,071	1,071	100%	385	71	18%
96.01 / 1 DC	2,383	2,361	99%	850	270	32%
8031 / 1 PrG Co	1,176	1,165	99%	346	33	10%
8031 / 2 PrG Co	1,645	1,636	99%	653	44	7%
8043 / 2 PrG Co	2,181	2,098	96%	701	77	11%
<b>Study Area</b>	<b>12,537</b>	<b>12,344</b>	<b>98%</b>	<b>4,669</b>	<b>876</b>	<b>19%</b>
<b>District of Columbia</b>	<b>659,009</b>	<b>423,084</b>	<b>64%</b>	<b>276,546</b>	<b>44,149</b>	<b>16%</b>
<b>Prince George's County</b>	<b>897,693</b>	<b>775,607</b>	<b>86%</b>	<b>306,711</b>	<b>25,521</b>	<b>8%</b>

Source: American Community Survey 5-Year Estimates 2012-2016

### 4.6.2 Assessment of Disproportionately High and Adverse Impacts

No anticipated human environmental impact, including health, economic, or social impact, on the identified minority and low-income populations within the study area has been identified as a result of the elimination of the Park & Ride lot. Given the response to the traffic survey, the elimination of Park & Ride parking will have minimal effect on local population. No adverse impact to neighborhoods, community facilities, air quality, noise, vibration or traffic is anticipated to result from the proposed action. Taking all of these factors into account, the parking lot removal would not have “disproportionately high and adverse effects” on identified Environmental Justice populations.

## 4.7 Cultural Resources

No known archaeological resource is known to be located within the project site. Archaeological resources are unlikely as the ground was disturbed substantially during construction of the existing facilities. No historic structures exist on the Park & Ride lot.

#### **4.8 Public Parklands and Recreation Areas**

No parks or recreation areas would be impacted by the parking removal. The only parklands or recreation centers located within a half-mile of the site are the outdoor play areas at the Deanwood Community Center and a portion of the Kenilworth Park and Aquatic Gardens west of Kenilworth Avenue NE, as shown in Figure 7.

#### **4.9 Wetlands and Waters of the U.S.**

Park & Ride lot elimination is not expected to affect any wetlands.

#### **4.10 Floodplains**

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 1100010041C, effective September 27, 2010 shows that existing facilities at the Deanwood Metro Station do not occupy the current 100-year floodplain (Zone C). The Park & Ride is in Zone X, a low risk area that is also outside the 500-year floodplain.

#### **4.11 Water Quality**

The Park & Ride lot elimination is not anticipated to affect the water quality of the adjacent streams and wetlands. The project site is a paved parking lot with an impervious surface except for small areas of tree boxes. If development subsequently occurs, storm water management facilities will be constructed in accordance District of Columbia regulations, which control the rate and water quality of storm water runoff. The developer would be solely responsible for obtaining all required permits and will request extensions of approved permits as necessary.

#### **4.12 Air Quality**

The site is located in the District of Columbia, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area. Cessation of Park & Ride operations is not anticipated to have a negative effect on air quality.

#### **4.13 Threatened and Endangered Species**

No impact to federally-protected species or habitat is expected to result from the removal of the paved Park & Ride lot. A review of the project site was conducted online via the U.S. Fish and Wildlife Service ("USFWS") Chesapeake Bay Field Office on March 7, 2018. While the search returned 22 species of migratory birds as being present in the area, it is expected that their habitats will not be affected since the parking lot does not contain any protected forest and wetland areas.

#### **4.14 Utilities**

The elimination of the Park & Ride lot is not anticipated to affect utilities which serve the Deanwood Metro Station and adjacent areas. The District of Columbia will review any proposed Joint Development plans and should any impacts, not currently foreseen, occur, local agencies will prescribe preventive or corrective action.

#### **4.15 Safety and Security**

In addition to the transportation facilities and operations described in Section 4.2, WMATA would continue to be responsible for the provision of police and/or security presence at WMATA-operated facilities. In the

future, any WMATA property conveyed to a developer would no longer be patrolled by the Metro Transit Police Department.

#### **4.16 Hazardous and Contaminated Materials**

The removal of the Park & Ride lot is not expected to result in encounters with hazardous or contaminated materials based on a search of regulatory agency environmental databases. Hazardous and contaminated materials include oil and other hazardous substances that present an imminent and substantial danger to the public health and the environment. Federal and state laws and implementing regulations that address hazardous and contaminated materials include:

- Comprehensive Environmental Response, Compensation, and Liability Act
- Resource Conservation and Recovery Act
- Toxic Substances Control Act
- DC Code, Title 8 – Environmental and Animal Control and Protection
- DC Municipal Regulations, Title 20 – Environment

In March 2018, WMATA's environmental consultant, Environmental Data Resources, examined the regulatory data bases covering the Park & Ride lot and surrounding properties. No records of hazardous material releases were identified on the parking lot or on surrounding properties that would be expected to affect the Park & Ride lot.

#### **4.17 Noise and Vibration**

Existing noise sources within and adjacent to the Park & Ride lot are dominated by motor vehicle traffic along Minnesota Avenue NE, Metrorail, and freight/commuter rail traffic. No impact on existing noise sensitive receptors is anticipated as a result of the removal of the Park & Ride lot.

#### **4.18 Secondary and Cumulative Impacts**

##### **4.18.1 Secondary Impacts**

No adverse secondary impacts are anticipated as a result of the Park & Ride lot removal. Secondary impacts may result from the increase in permanent residents and employees if Joint Development occurs. The Joint Development's proposed uses would increase the overall resident and employee population of the Deanwood Metro Station area and would contribute to a marginal increase in economic activity in the vicinity, including demand for goods, services, and housing.

##### **4.18.2 Cumulative Impacts**

No adverse cumulative impact is anticipated as a result of the elimination of the Park & Ride lot.

###### **4.18.2.1 Traffic**

No long-term adverse cumulative traffic impact is anticipated from ceasing operations of the Park & Ride lot. It is likely that traffic in the immediate area will be lessened with the closure of the daily parking lot since the preponderance of the current 70 daily parking users will go elsewhere.

###### **4.18.2.2 Transit**

No long-term adverse cumulative impact to transit services or facilities is anticipated though some 18% of survey respondents, or approximately thirteen individuals indicated that they might not use Metrorail at all. That loss would be more than compensated by new Joint Development occupants.



#### **4.19 Construction Impacts**

Closing of the Park & Ride lot will not close the Metrorail station to passengers at any time. During construction of the Joint Development, access to the bus loop and Kiss & Ride lot would be maintained.

Construction noise may be a concern to surrounding neighborhoods. All construction activities would adhere to noise control regulations established by the District of Columbia and WMATA design criteria.

### **5. PUBLIC INVOLVEMENT**

WMATA will inform the public about the potential closure through a public outreach effort beginning in May 2018. WMATA will follow the FTA and Board-approved Public Participation Plan that focuses on obtaining feedback from impacted customers and residents, especially those who are considered hard to reach, such as Limited English Proficient. The communications and outreach plan includes a project webpage, signage at the impacted stations, in-person outreach, a press release, and stakeholder communication. Outreach materials will be provided in both English and Spanish. A public hearing will also take place at the Deanwood Community Center and Library on June 20, 2018 at 7:15 PM to provide the public with the opportunity to comment on the proposal to remove the Park & Ride lot. Notice of the public hearing will be published in the Washington Post for two successive weeks. The notice will also be published in Washington Hispanic and El Tiempo Latino, two local Spanish-language newspapers.

WMATA will collect comments from the public through the following ways:

- Online survey on WMATA's website
- Public hearing

A public hearing staff report summarizing comments received with staff responses will be released for public review and comment.

### **6. REFERENCES**

- *The Comprehensive Plan of the Nation's Capital - District Elements*, 2006 as amended
- *Deanwood/Great Streets-Nannie Helen Burroughs Ave NE & Minnesota Ave NE Strategic Development Plan*, March 2008
- *Deanwood Metro Station Access Improvement Study*, WMATA, June 2013
- *Deanwood Parking Customer Survey Findings & Revenue Analysis*, LAND/RESR, WMATA, September 2017
- *Ward 7 Economic Development Advisory Council Progress Report*, 2017

## Appendix F

### **Public Hearing Staff Report Docket R18-01: Proposed Changes to WMATA Facilities at Deanwood Metro Station**

#### **PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION**

Notice is hereby given that the Public Hearing Staff Report on the proposed changes to WMATA facilities at the Deanwood Metrorail Station is available for review and comment from July 25, 2018 – August 3, 2018. The document addresses comments on the proposal received at the public hearing held on June 20, 2018, 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 3, 2018**. The report is available online at [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects) and during business hours at the following locations:

WMATA  
Office of the Secretary  
600 Fifth Street, NW  
Washington, DC 20001  
202-962-2511  
(Please call in advance to coordinate)

Deanwood Neighborhood Library  
1350 49<sup>th</sup> Street, NE  
Washington, DC 20019  
202-698-1175

#### **HOW TO SUBMIT WRITTEN COMMENTS ON THE PUBLIC HEARING REPORT**

Written statements and exhibits must be received by **5 p.m. on Friday, August 3, 2018**, and may be emailed to [WMATAHearingReport@wmata.com](mailto:WMATAHearingReport@wmata.com), or mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Please reference “DEANWOOD” 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](http://www.wmata.com), including any personal information provided.

## Appendix G      Comments Received on Public Hearing Staff Report

**From:** Darin Wilkerson  
**Sent:** Wednesday, July 25, 2018 1:22 PM  
**To:** WMATAHearingReport

you're need to Rebuild All Vintage metrobuses from the late 40's,50's,60's,and 70's.like some you're should rebuild all DC TRANSIT BUSES ORANGE AND GREEN CREATED METROBUS,REBUILD WMA TRANSIT BUSES MAROON RED CREATED METROBUS,REBUILD ALEXANDRIA BARCROFT AND WASHINGTON TRANSIT BUSES MAROON RED CREATED METROBUS,REBUILD WVM TRANSIT BUSES ORANGE AND GREEN CREATED METROBUS AGAIN REBUILD AM GENERAL METROBUSES AND REBUILD GMC RTS METROBUSES PUT A NEW MALFUNCTION SMARTRIP FAREBOX ON ALL VINTAGE METROBUSES THEY WILL BE READY TO GO TO THE NEW METROBUS DEPOT ANDREWS CAMPUS.

**From:** Darin Wilkerson  
**Sent:** Thursday, August 02, 2018 8:23 AM  
**To:** WMATAHearingReport

all humble vintage metrobus is making a comeback in the future in 2019 or 2020.

**From:** Good Samaritan  
**Sent:** Wednesday, July 25, 2018 11:03 AM  
**To:** WMATAHearingReport  
**Cc:** Holmes, Antawan (ANC 7C07); DCA President; Muhammad, Sherice A. (SMD 7D06); Sutton, Adrian (EOM)  
**Subject:** DEANWOOD METRO PROPOSED CHANGES

Great day WMATA!

I was in attendance at the recent hearing held at the Deanwood Recreation Center.

In my humble observation, WMATA would be very appreciated in our neighborhood by implementing this GREAT IDEA!

I feel very passionately about our youth having a SAFE SPACE in which to play and recreate. Due to our neighborhood expanding at an exponential growth rate, Deanwood is in need of an outdoor, STATE OF THE ART, basketball court as none of the outdoor courts where our youth played are currently accessible at this time.

As a RUCKER, it would be a most compelling and captivating OLIVE BRANCH to our community if WMATA strongly considers this proposal.

An outdoor basketball court that could potentially attract a RUCKER TOURNAMENT crowd on a regular basis AND add extra money to WMATA's coffers while also serving as a neighborhood court - right on a portion of the parking lot which WMATA plans to repurpose.

A RUCKER TOURNAMENT worthy outdoor basketball court is the single desirable benefit that I am requesting at this time.

This funded proposal will be a WIN WIN WIN situation for WMATA, the DEANWOOD COMMUNITY, and for any future possibility of the DC RUCKER TOURNAMENT becoming realized sooner rather than later.

I would like WMATA to reach out to Commissioner Holmes ASAP to discuss how this can happen IMMEDIATELY.

Thanks in advance for your kind consideration.

I am,

AliciaLRucker  
Queen Mother  
Deanwood Resident

P.S.

Commissioner Holmes is listed on this email.

AR

**From:** JoLeah Stiles Gorman  
**Sent:** Tuesday, July 31, 2018 12:58 PM  
**To:** WMATAHearingReport  
**Subject:** Feedback on Deanwood Metro Station Development Project Report

Hi,

I would like to add this comment after reading the project report. I live in the Deanwood area and utilize the metro station on average twice a week.

I think it is important to note that a significant majority of our low-income neighbors were strongly against the proposal. This, I believe, is from a fear of continuing gentrification of mostly Black neighborhoods in DC. I am in favor of the development but ONLY if the housing units are income-based or affordable housing, as deemed by the Department of Housing and Urban Development. If a large high-rise with market-rate apartments was built at the Deanwood station, it would usher in more gentrification than we are already seeing. Deanwood is a wonderful neighborhood because of its residents and long history. Adding more affordable housing units, a community gathering place such as a cafe, a grocery with fresh produce, and offices for social services agencies or Black-owned businesses would add to the community. A big, flashy apartment building with market-rate apartments and a Whole Foods Market would change it dramatically, for the worse.

I give permission for my comment and name to be added to the comments section.

Thank you,

JoLeah

--

JoLeah Stiles Gorman

"Human progress is neither automatic nor inevitable. Every step toward the goal of justice requires sacrifice, suffering, and struggle; the tireless exertions and passionate concerns of dedicated individuals." Martin Luther King, Jr.