

**Takoma Metro Station  
Reconfigure Transit Facilities and Access**

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

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**December 2022**

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## **1.0 INTRODUCTION**

WMATA proposes changes to the Takoma Metro Station (“Metro Station” or “Takoma Station”) to enable a joint development project (“Project”). Because the Project includes a modification of Metro Station facilities and facility access, this Environmental Evaluation has been prepared to assess the potential effects of this action.

The Project includes the following modifications of WMATA facilities:

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

To support WMATA Compact requirements, specifically Section 14(c)(1), this Environmental Evaluation describes the Project and documents the potential effects of the Takoma Station facility modifications on the human and natural environment in terms of transportation, social, economic, and environmental factors.

The project area (see project location, or “Project Site”) is a 6.7-acre, WMATA-owned parcel on the east side of the Takoma Station platform. The Project Site is in Washington, DC and borders Montgomery County, Maryland and the City of Takoma Park on the east. The project location is shown in Figure 1.

*Figure 1. Project Location Map*



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*Source: Google Earth*

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## 2.0 EXISTING SITE DESCRIPTION

The Takoma Metro Station is a station on the east leg of WMATA’s Red Line and is located between the Silver Spring and Fort Totten stations. There are no Park & Ride parking spaces, and there are 160 Kiss & Ride spaces, which are comprised of 151 metered spaces, six ADA spaces (non-metered), and three motorcycle spaces (non-metered). Meters accept only quarters and \$1 coins.

Several local bus services serve the Metro Station including Metrobus and Montgomery County Ride On.

The Metro Station can be accessed from Carroll Street NW and Eastern Avenue NW. To access the Kiss & Ride spaces, visitors must use Eastern Avenue NW. The bus loop provides two-way bus traffic between Carroll Street NW and Eastern Avenue NW. Seven bike racks are located near the station entrance, and sixty bike lockers are located along the bus loop.

The primary entrance to the Metro Station is through a plaza at the corner of Carroll Street NW and the bus loop. There is elevator-access to the platform across from the Kiss & Ride lot.

An overview of the existing transportation facilities (Figure 2) is in the subsections that follow.

*Figure 2. Existing Transportation Facilities*



## 2.1 Metrobus and Other Local Bus Providers

Eight Metrobus routes and eight Ride On routes come to the Takoma Metro Station. The station has nine bus bays, six on the west side of the bus loop and three on the east side. The bus bays are sawtooth, and only authorized vehicles are allowed in the bus loop.

See Table 1 for a summary of the local bus service.

*Table 1. Local Bus Summary Table*

Operator	Route	Termini	Approx. Weekday Headway (minutes)	Span of Service
Metrobus	52	L'Enfant Plaza Metro Station	20-30	4 trips on Saturday Sundays
Metrobus	54	L'Enfant Plaza Metro Station	15-30	Monday through Sunday
Metrobus	59	Federal Triangle Metro Station	15	Weekdays Peak Periods
Metrobus	62	Georgia Avenue – Petworth Metro Station	15-25	Monday through Sunday
Metrobus	63	Federal Triangle Metro Station	8-15 Weekdays 30 Weekends	Weekdays Peak Periods Weekends Day Time
Metrobus	F1	Cheverly Metro Station	25-60	Weekdays
Metrobus	F2	Cheverly Metro Station	25-60	Weekday Evenings Weekend Day Time
Metrobus	K2	Fort Totten Metro Station	20	Weekday Peak Periods
Ride On	12	Silver Spring Metro Station	15-30	Monday through Sunday
Ride On	13	Silver Spring Metro Station	15-30	Weekday Peak Periods
Ride On	14	Silver Spring Metro Station	30	Weekdays and Saturday
Ride On	16	Silver Spring Metro Station	15-30	Monday through Sunday
Ride On	18	Langley Park	30	Monday through Sunday

Operator	Route	Termini	Approx. Weekday Headway (minutes)	Span of Service
Ride On	18	Silver Spring Metro Station	30	Weekdays and Saturday
Ride On	24	Hillandale	20-30	Weekday PM Peak
Ride On	25	Langley Park	15-30	Weekday Peak Periods

Source: [Takoma Station.pdf \(wmata.com\)](#)

## 2.2 Park & Ride

Takoma Metro Station does not have any Park & Ride facilities.

## 2.3 Kiss & Ride

The Takoma Metro Station has 160 Kiss & Ride parking spaces that are meant to support short-term pick-up and drop-off activities for customers riding Metro. These facilities reside in a single parking lot located east of the Metrorail tracks and just north of the bus loop. Within the 160 K&R spaces there are 151 metered spaces, six ADA (non-metered) spaces, and three motorcycle (non-metered) spaces.

Utilization or parking demand rates for Kiss & Ride facilities are derived from two data sources:

- ParkMobile parking meter transaction records (available since installation in 2020)
- Customer surveys on modes of transport used to access Metrorail stations (last produced in 2016)

The parking meter data shows that only 107.4 customers used the Kiss & Ride facility throughout an average weekday when adjusting the available data to pre-COVID ridership rates. Of these Kiss & Ride users only 3 percent parked for a duration of less than 15 minutes, which is typically considered to be the maximum duration or dwell time for a pick-up/drop-off parking facility. The data additionally shows that 59 percent of users are parking for an extended time period, exceeding four hours or more, and that there is a significant amount of daily and overnight parking occurring, which is not the intended primary use for the Kiss & Ride facility.

Alternatively, the customer survey data identified that 10 percent of rail customers were dropped-off at the station and 6 percent were picked-up. When applying this access and egress mode split data to pre-COVID Metrorail ridership rates, the morning and evening peak hour Kiss & Ride usage (8:00 AM-9:00 AM and 5:00 PM-6:00 PM) could approach 137 and 84 customers, respectively. These volumes could create demand for up to 11 parking spaces after considering

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average parking dwell times and an 85 percent peak usage factor to represent the busiest 15-minutes of the peak hour.

*Table 2. Kiss & Ride Meter Transactions by Dwell Time*

Parking Duration	Average Weekday Parking Meter Transactions October 2021		Average Weekday Parking Meter Transactions Adjusted to Pre-COVID Ridership Rates (2015-2019)
Less than 15 minutes	1.3	(3%)	3.4
15 minutes to 1 hour	3.0	(8%)	8.2
1 to 2 hours	2.5	(6%)	6.8
2 to 4 hours	9.5	(24%)	26.0
4 to 8 hours	6.0	(15%)	16.4
8 to 12 hours	17.0	(6%)	6.8
More than 12 hours	14.5	(37%)	39.7
<b>Total</b>	<b>39.3</b>	<b>(100%)</b>	<b>107.4</b>

*Table 3. Kiss & Ride Parking Demand Analysis*

Factors	Drop-Off	Pick-Up
Average Weekday Peak Hour Rail Trips (1) [A]	1,228 entries	965 exits
Access Mode Share (2) [B]	10%	6%
Average Parking Duration/Dwell Times (3) [C]	1.5 minutes	6 minutes
Peak Usage Factor [D]	85%	85%
Max K&R Parking Space Demand (4)	<b>4 spaces</b>	<b>7 Spaces</b>

(1) Based on 2019 ridership data

(2) Based on 2016 Travel Trends customer survey

(3) Based on industry best practices for pick-up/drop-off facilities provided by parking consultants

(4) Formula = (A\*B) / C / D

## **2.4 Bicycle and Pedestrian Access**

There are sidewalks on both sides of Carroll Street NW, Cedar Street NW, and Eastern Avenue NW. The sidewalks continue into the station area from Carroll Street NW. On the west (or station side) of the bus loop, the sidewalk continues to Eastern Avenue NW. On the other side of the bus loop, the sidewalk ends past the final bus bay.

There are no bicycle lanes on Carroll Street NW, Cedar Street NW, or Eastern Avenue NW.

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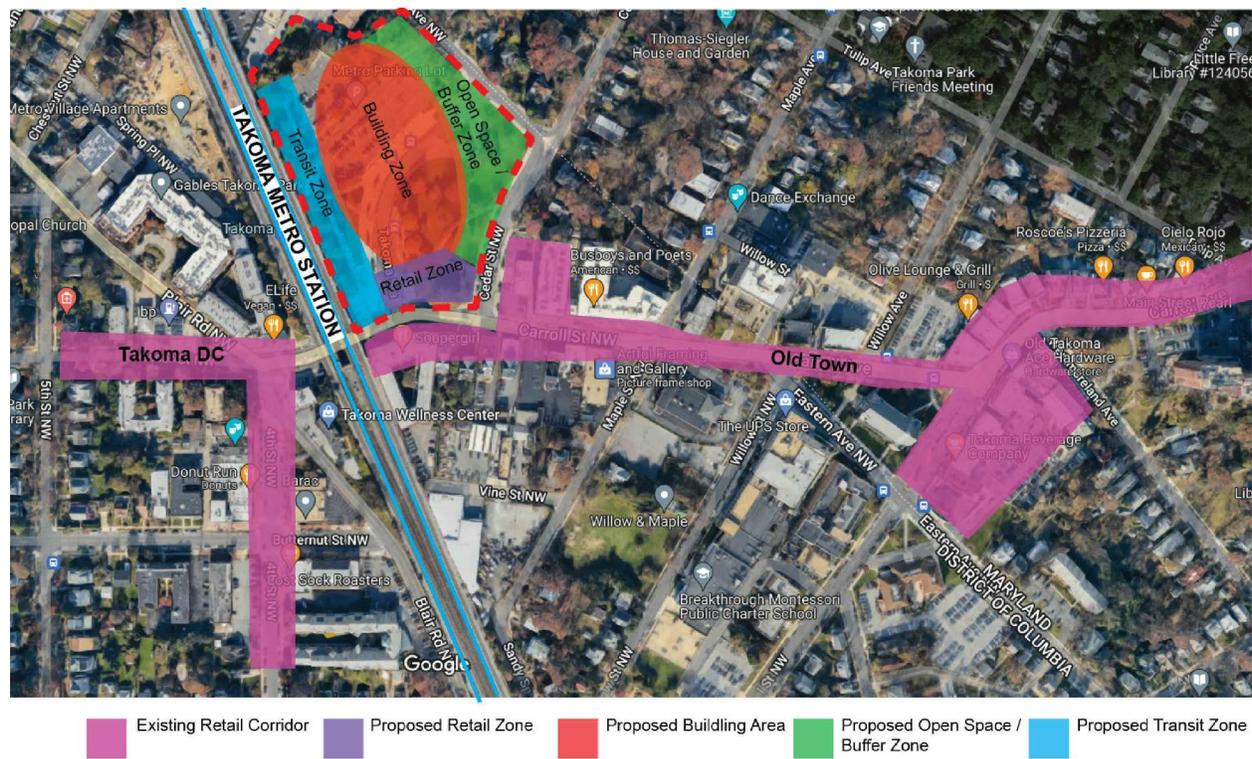
### 3.0 PROJECT DESCRIPTION

WMATA executed a joint development agreement with EYA Development (EYA) in 2005 and together have collaborated to develop a feasible site plan that is supported by the District’s stakeholders and the local community (“the Project”).

The developer proposes that the Project has defined zones for transit use, open space, and a residential building with approximately 430 units and around 16,000 square feet of retail. These zones are shown in context to the Project and its surrounding neighborhood in Figure 3. Metro’s uses are consolidated into one portion of site, close to the Metro entrances, thereby improving the customer experience. The currently underutilized open space will be transformed into a neighborhood amenity.

The proposed two-acre open space has two zones: 1) a passive recreational space along Eastern Avenue NW and 2) an activated retail and transit plaza facing Carroll Street. The building design, location, and orientation address neighbor concerns about its compatibility with the neighborhood. The landscaped open space provides a buffer between the building and existing single-family homes, and the building’s design decreases in height closer to Eastern Avenue NW.

Figure 3. Site Context

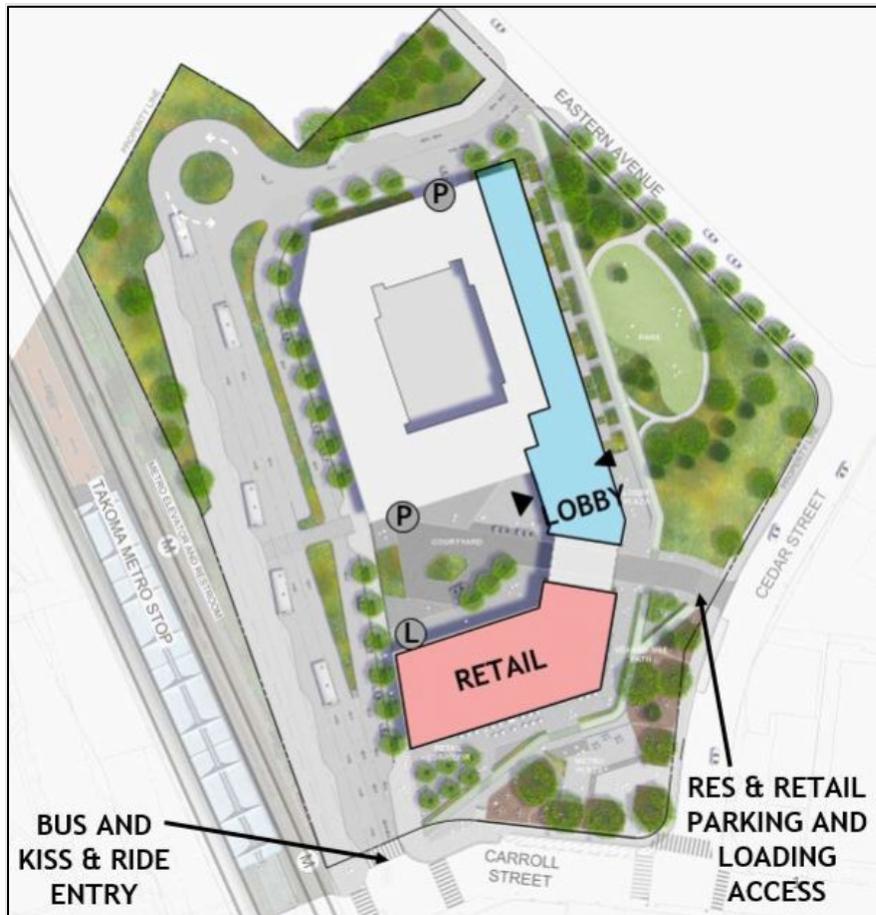


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The Project's site plan, shown in Figure 4, is consistent with the District's future land use vision for the area and is further elaborated in Sections 4.3 and 4.4. The Project will help the Metro Station become part of Takoma's retail corridor, which currently extends on both sides of the station, but is deficient directly in front of the station area.

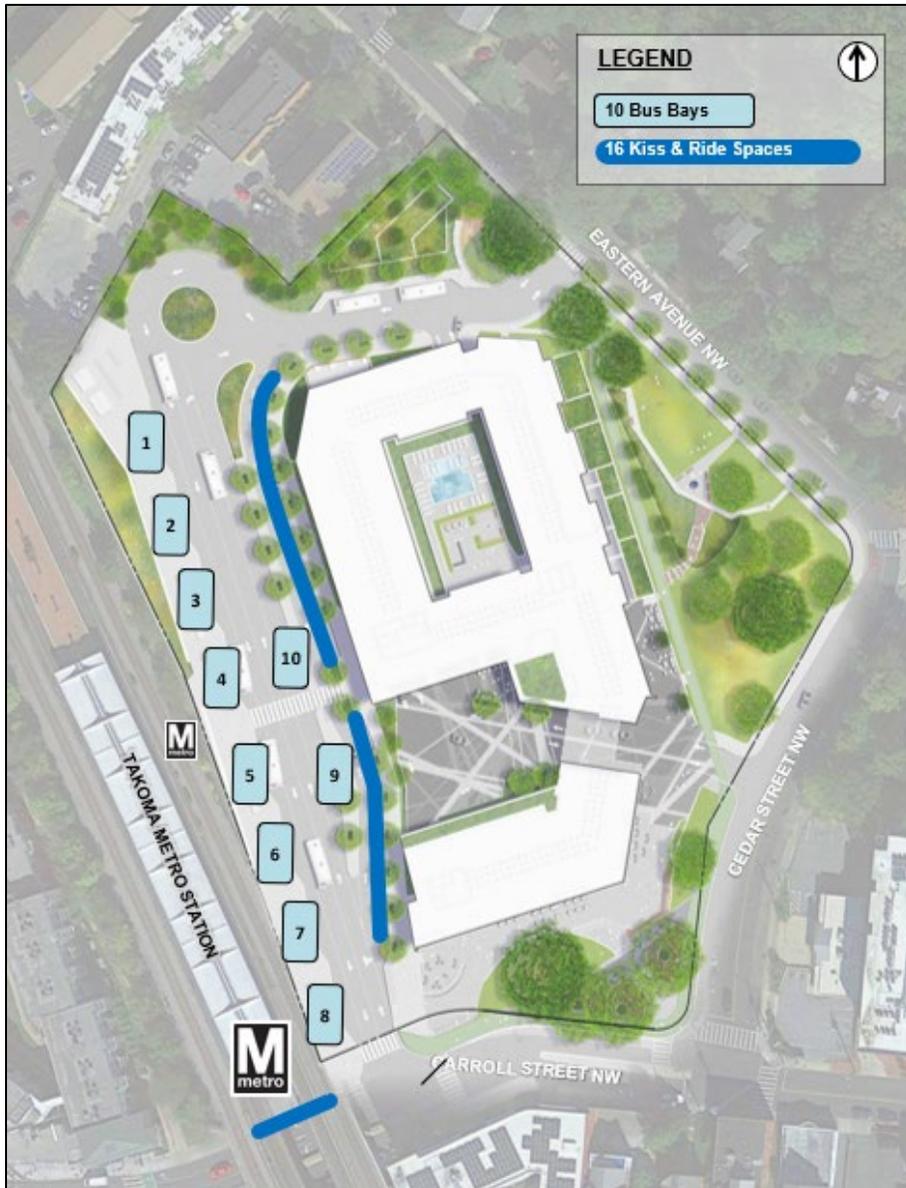
Figure 4. Project Site Plan



The Project includes the following modifications of WMATA facilities (See Figure 5):

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

Figure 5. Modifications to WMATA Facilities



### **3.1 Modifications to Bus Loop**

The proposed bus loop will be reconfigured and relocated to be adjacent to the Metro Station. The bus loop will follow the orientation of the Metrorail tracks, rather than curving away from the station entrance as it does today. Buses will continue to enter the bus loop from Carroll Street NW (northbound) or from Eastern Avenue NW (southbound), depending on the bus route.

The southbound bus loop includes eight bus bays adjacent to the Metro Station entry and the northbound bus loop includes two bus bays. This will provide one more bus bay than is currently at the site.

### **3.2 Modifications to Kiss & Ride**

The proposed Kiss & Ride facility will be removed and relocated adjacent to the reconstructed bus loop and closer to the Metrorail station entrance than the lot that exists today. The future design will consist of 16 total curbside parking spaces that reflects the peak hour parking demand analysis described in Section 2.3 with a 50 percent growth factor applied to accommodate future increases in pick-up and drop-off rates. Approximately 14 Kiss & Ride spaces will be provided in tandem along the building's west curb line, directly to the east of the reconfigured bus loop. About two Kiss & Ride spaces will be provided in tandem on Carroll Street NW as shown in Figure 5. The Kiss & Ride spaces can be accessed from Carroll Street NW and drivers must exit at Eastern Avenue NW. There will be no Kiss & Ride access from Eastern Avenue NW.

### **3.3 Modifications to Roadway Access**

The alignments of the roadways adjacent to the Takoma Metro Station – Eastern Avenue NW, Cedar Street NW, and Carroll Street NW – will not change. There will be the addition of a traffic signal on Carroll Street NW at the WMATA bus loop and Kiss & Ride entrance

The bus loop will maintain access to and from Carroll Street NW and Eastern Avenue NW. Kiss & Ride spaces will no longer be accessible from Eastern Avenue NW as the entry to the Kiss & Ride zone has been consolidated to one entry on Carroll Street NW with an exit on Eastern Avenue NW.

Residential parking, retail parking, and loading will occur at a proposed driveway off Cedar Street NW. Access to residential parking will also be allowed off Eastern Avenue NW at the same roadway entrance as the bus loop. Figure 6 depicts the site plan with vehicular circulation.

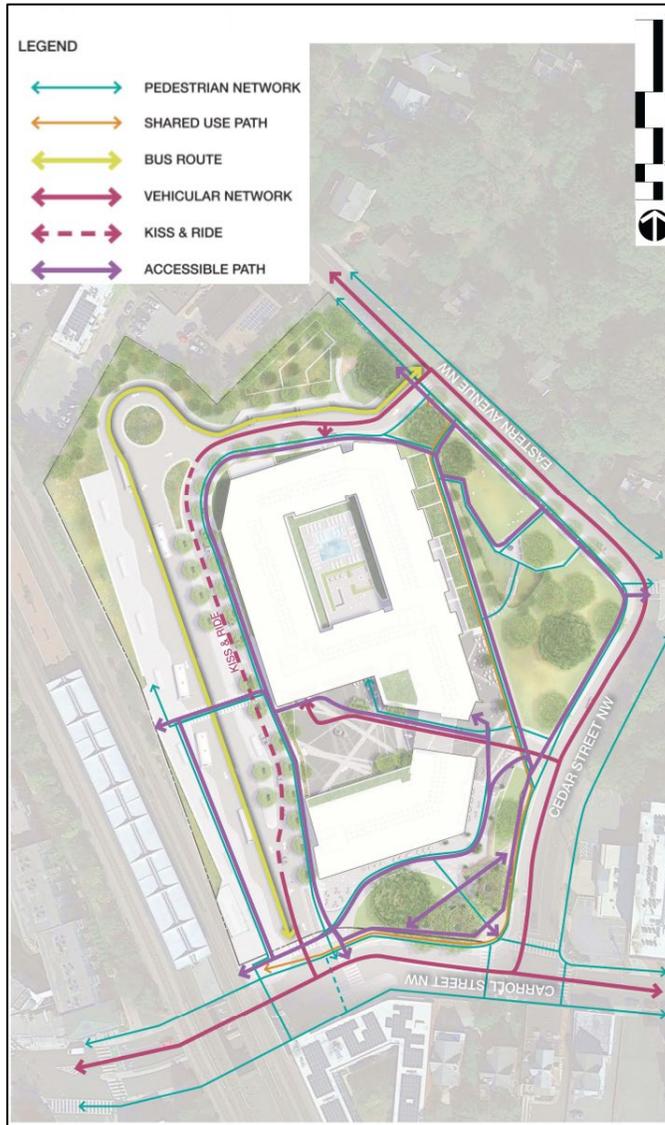
*Figure 6. Proposed Site Circulation*



### **3.4 Modifications to Bicycle and Pedestrian Access**

As part of the Project, a shared-use path integrated with the open space on the east side of the building is proposed. This path will efficiently take people through the space around Eastern Avenue NW, Cedar Street NW, and Carroll Street NW, ending/beginning at the corner across from the Metro Station entrance at Carroll Street NW, see Figure 7. The existing sidewalks along Eastern Avenue NW, Cedar Street NW, and Carroll Street NW will remain.

Figure 7. Shared-Use Path and Sidewalk Location



### 3.5 Stormwater Management and Drainage Improvements

The existing 3' diameter storm drain that currently runs through the site will be rerouted to allow for the placement of the new building. Various bioretention facilities will be installed on site to meet the District's Department of Energy and Environment's (DOEE) stormwater management requirements.

WMATA facilities will not be impacted by the drainage improvements or utility relocations.

## **4.0 PROJECT IMPACTS**

This section evaluates the potential environmental effects of the Project elements of specific to WMATA's interests and as described in Section 3.

### **4.1 Land Acquisitions, Displacements, and Dispositions**

WMATA will convey a portion of its property to its joint developer for residential and retail development, which will require relocation and/or modification of some WMATA facilities as described in Section 3. It will not be necessary for non-WMATA land—that is, land that is privately-owned by others—to be acquired. The WMATA property used for housing and retail development will be conveyed fee simple to the Developer.

### **4.2 Transportation**

#### **4.2.1 Metrorail**

The Project will improve station access and not be changing Metrorail service. Any increase in ridership at the Metro station due to residential and employment opportunities associated with the development is not expected to be substantial enough to cause any significant impact on Metrorail operations.

During construction there may be some disruptions to pedestrian access to station, however interim operations plans will be developed to maintain access to the station.

#### **4.2.2 Local Bus Routes**

The Project will provide an improved busway configuration with additional capacity and safer passenger access. Local bus service will not change. All routes accessing the bus bays may experience a marginal increase in ridership from people traveling to and from the residential and retail uses associated with the Project. No permanent impact to bus operations is anticipated.

Changes to the location of the bus loop within the site will improve customer safety and have minimal impact on bus travel times. During construction there may be some disruptions to bus operations and pedestrian access to the bus bays. Interim operations plans will be developed to maintain access to the buses and the station.

#### **4.2.3 Kiss & Ride Spaces**

The number of Kiss & Ride spaces available at Takoma Metro Station will be reduced from 160 spaces to approximately 16 spaces to align with pick-up and drop-off parking demand rates.

Analysis of parking demand at Takoma Metro Station, described in Section 2.3, identified that pick-up and drop-off parking demand for the Kiss & Ride facility is much lower than the existing

facility capacity and that most users were daily or overnight parking in the facility, which was not its intended use.

With the reduction in capacity, customers seeking to park for longer durations will be directed to use the Park & Ride facilities at the Fort Totten Metro Station, which is only seven to ten minutes away by car and in the direction of travel for most commuters using the Takoma Metro Station.

#### **4.2.4 Pedestrian and Bicycle Access**

The existing sidewalks along Eastern Avenue NW, Cedar Street NW, and Carroll Street NW will remain. There will be improved pedestrian and bike infrastructure with the development of a shared-use path integrated with the open space on the east side of the building. More information can be found in Section 3.4.

During construction there may be disruptions to bicycle and pedestrian access. Interim operations plans will be developed so that bicycle and pedestrian station access to the station remains during construction.

#### **4.2.5 Traffic**

The Developer has initiated a traffic study, and once the residential parameters for the Project are finalized, the Developer will coordinate with the District Department of Transportation (DDOT) to confirm the study parameters and prepare the required Comprehensive Transportation Review. Traffic count data is being collecting, and the Developer is preparing a draft scoping form.

The Project will maintain and enhance WMATA customer access to and through the site in three ways:

- Relocate the bus bays closer to the Metro entrance
- Move Kiss & Ride spaces closer to the Metro entrance
- Enhance pedestrian safety with modernized crosswalks

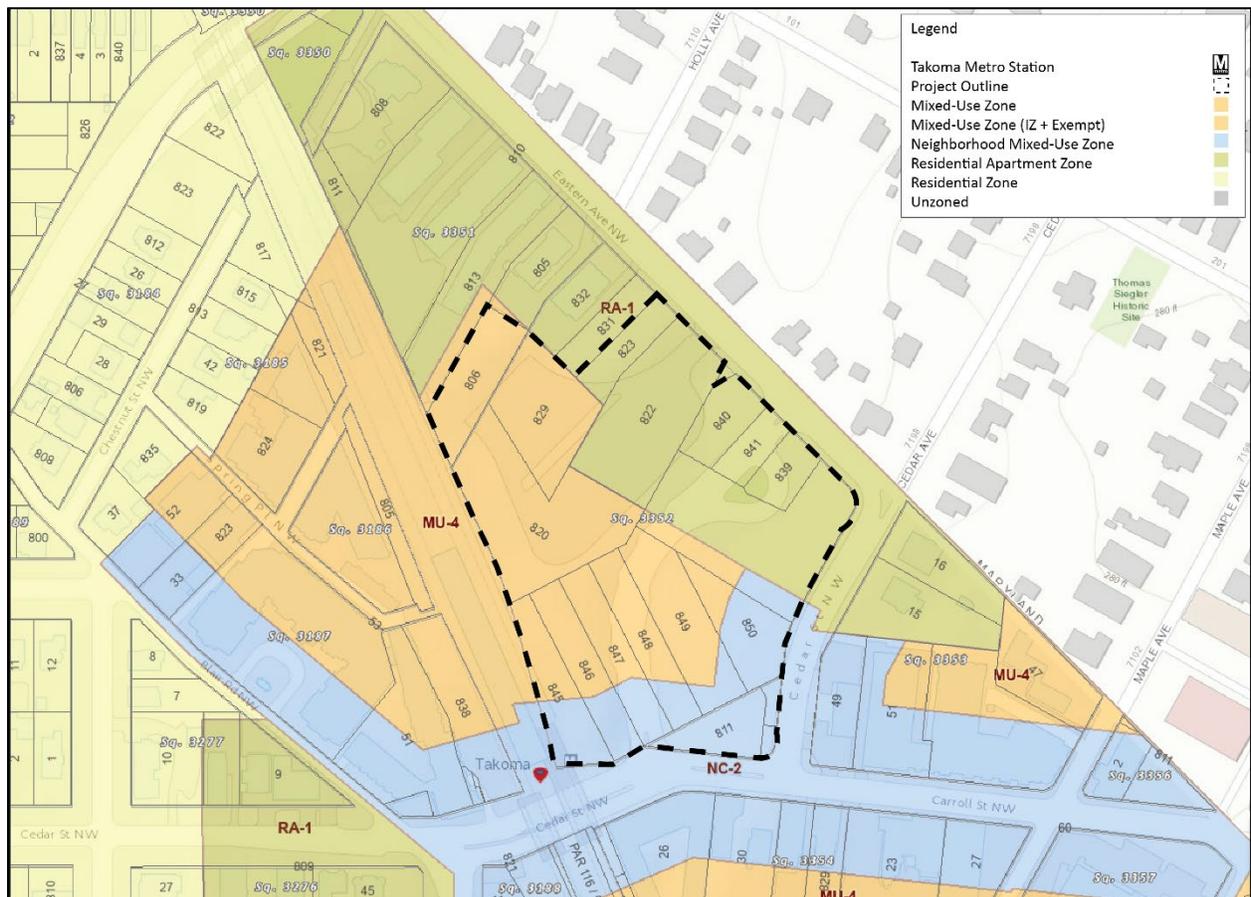
The Project also proposes a new traffic signal at the WMATA bus loop and Kiss & Ride entrance and Carroll Street NW.

During construction there may be disruptions to vehicular traffic. Maintenance of traffic plans will be developed to maintain station access during construction.

### 4.3 Zoning and Land Use

Based on the District of Columbia Office of Zoning (DCOZ) *Official Zoning Map*, the Project site is zoned NC-2, MU-4, and RA-1. DCOZ defines NC-2 as Neighborhood Mixed-Use Zone, MU-4 as Mixed-Use Zone, and RA-1 as Residential Apartment. The NC-2 zone allows for stable mixed-use areas permitting a range of commercial and multiple dwelling unit residential development in defined neighborhood commercial areas. The MU-4 District allows for mixed-use developments permitting a broad range of commercial, institutional, and multiple dwelling unit residential development at varying densities. The RA-1 District allows for areas predominantly developed with low- to moderate-density development, including detached dwellings, rowhouses, and low-rise apartments. Figure 8 shows the existing zoning classifications around the station area.

Figure 8. Existing Zoning Map

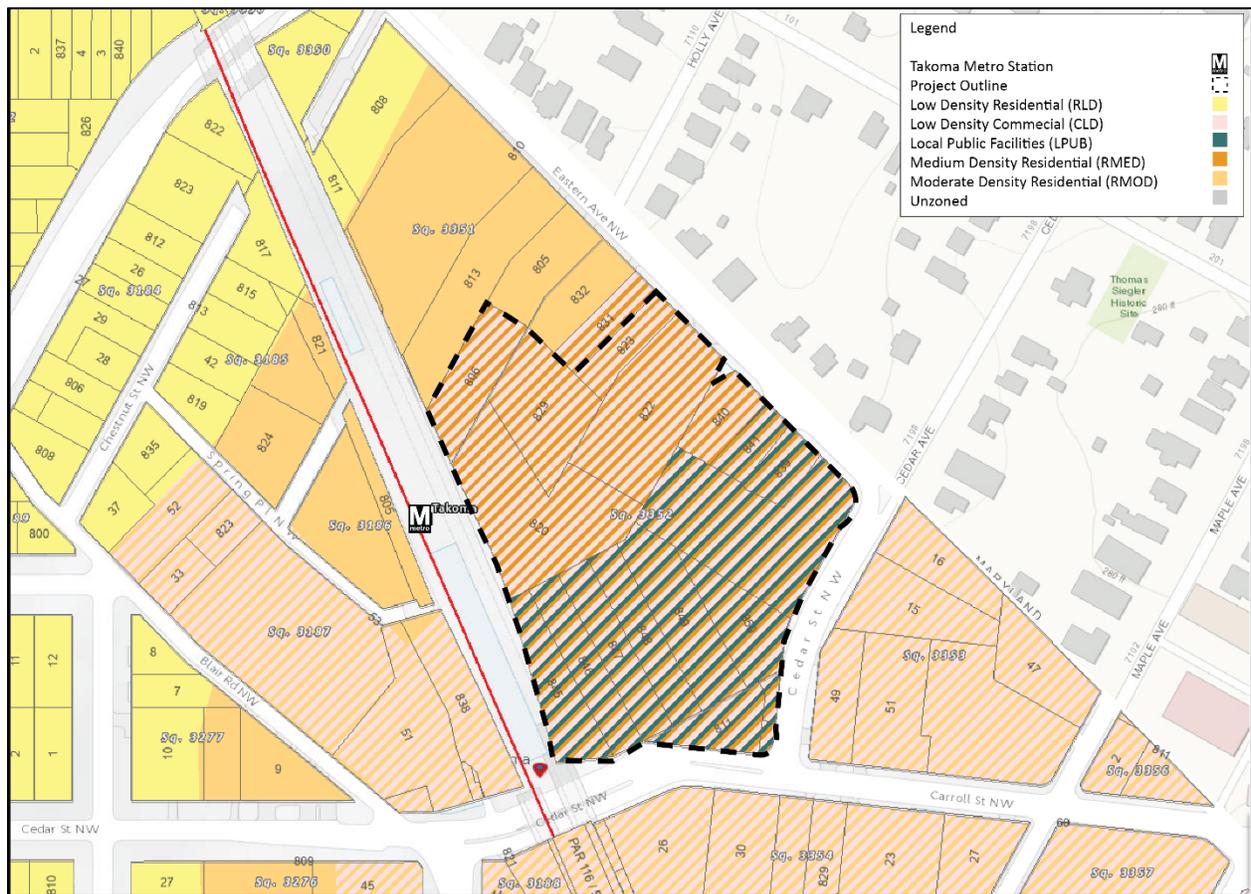


Source: DC Office of Zoning

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According to the D.C. Office of Planning (DCOP) *Existing Land Use Map*, the existing land use of the parcel(s) containing much of the Project is Transport, Communication, Utilities, which currently includes the Kiss & Ride lot. However, the DCOP 2021 Comprehensive Plan features a *Future Land Use Map* that provides a generalized view of how land in the District is intended to be used (see Figure 9). The future land use of the parcel(s) containing much of the Project is intended to be used as a mix of Low Density Commercial (CLD), where retail, office, and service businesses are the predominant uses; Medium Density Residential (RMED), where mid-rise apartment buildings are the predominant use, and Local Public Facilities (LPUB), which includes land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions.

Figure 9. Future Land Use Map



Source: DC Office of Zoning

## 4.4 Planning Consistency

Table 2 identifies applicable local plans and evaluates the Project’s consistency with them.

*Table 4. Land Use and Transportation Plans*

Plan	Description	Author	Date	Inconsistencies
District of Columbia Comprehensive Plan	Identifies the Takoma Metrorail station as one of the key locations for targeted transit-oriented development that will maximize regional accessibility and mobility. Some of the listed principles of transit-oriented development includes mixed uses, diverse housing types, pedestrian-friendly design, programmed open public spaces, higher density, strong transit connections, and bicycle & pedestrian connectivity.	DCOP	2021	None
District of Columbia Comprehensive Plan Future Land Use Map	Places the Takoma Metrorail station in a mixed land use district combining Medium Density Residential with Local Public Facilities. The area immediately surrounding the parcel consists of Moderate Density Residential and Low Density Commercial.	DCOP	2022	None
District of Columbia Comprehensive Plan Rock Creek East Area Element	The detailed small area plan for the 7.4 square mile section of northern Washington, DC identifies the Takoma Metrorail station as a key location for transit-oriented mixed-use development. It discusses the need for economic growth and affordable housing near the station accompanied by improved transit and bike facilities in the surrounding area to increase access to the Metrorail system.	DCOP	2022	None
District of Columbia Bicycle Master Plan	Identifies the correlation between the proximity to a Metrorail station and the number of commuters using bicycles, making the argument that Metrorail stations should improve on-site and surrounding bicycle infrastructure to encourage multimodal commutes. While the plan from 2005 is almost two decades old, the city is currently working on an updated version.	DDOT	2005	None

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Plan	Description	Author	Date	Inconsistencies
Thrive Montgomery 2050 – General Plan Update	Promotes Transit-Oriented Development and encourages the concept of “15-Minute Living,” a nuanced approach to mixed-use development that includes area-specific investment into uses that maximize local access to essential programming. The plan also outlines the need for transit, bicycle, and pedestrian infrastructure around Metrorail stations to reduce the County’s dependency on automobiles.	Montgomery County Office of Planning and Development	2021	None
Montgomery County Bicycle Master Plan	Outlines the approach to implement a comprehensive network of low-stress bicycle facilities that connects people to critical locations like Metrorail stations in order to create a more equitable system of sustainable transportation facilities.	Montgomery County Office of Planning and Development	2018	None

## 4.5 Neighborhoods and Community Facilities

The Project is in a residential and commercial area of Washington, DC, bound on the north by Eastern Avenue NW and apartment buildings followed by single-family homes, on the east by Cedar Street NW followed by a 7-Eleven and the Takoma Central mixed-use development, on the south by Cedar Street NW/Carroll Avenue NW followed by retail businesses and the Elevation 314 mixed-use development, and on the west by the Takoma Metro Station followed by several apartment complexes.

Adjacent transportation infrastructure—such as the Takoma Metro Station Kiss & Ride lot — separate the Project from existing community facilities.

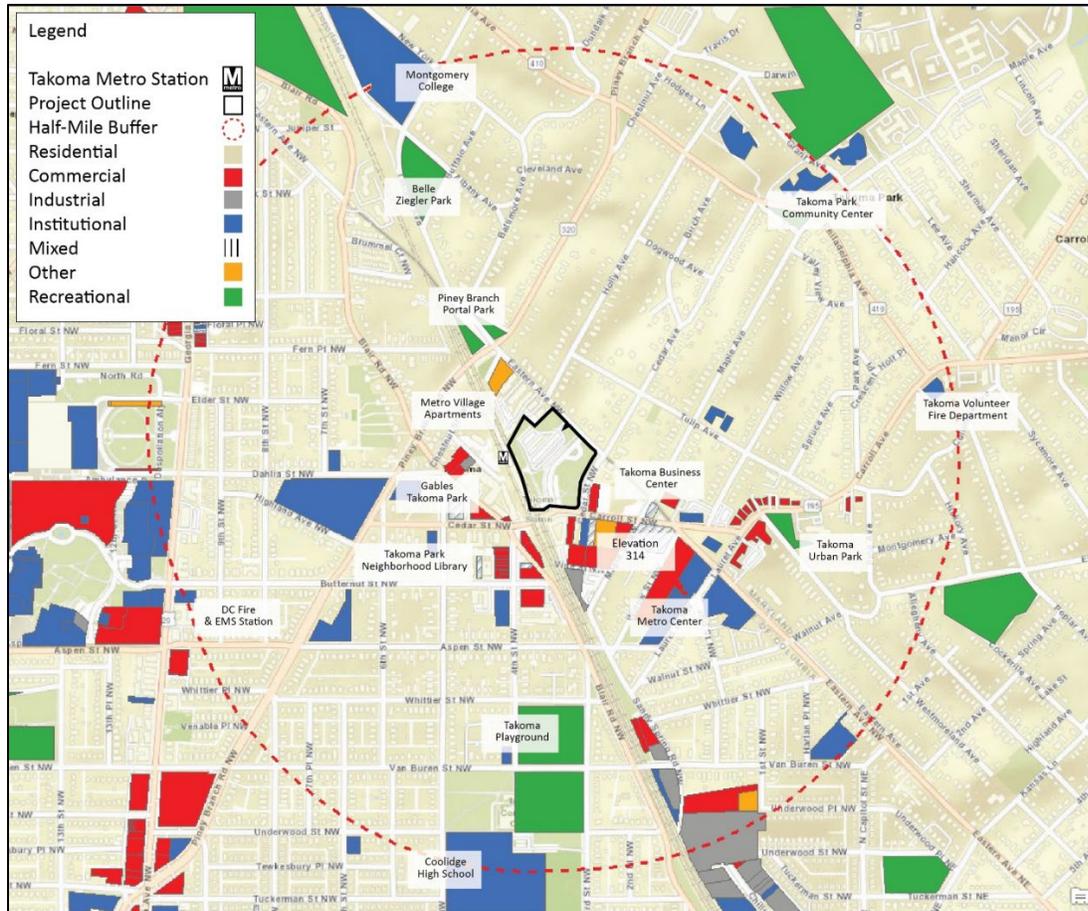
Within a half-mile of the Project are the Takoma and Lamond Riggs residential neighborhoods to the southwest and the City of Takoma Park, Maryland to the northeast. There are also the following neighborhood/community facilities:

- Takoma Urban Park, Takoma Playground, and Belle Ziegler Park
- Montgomery College Takoma Park/Silver Spring Campus
- Takoma Park Community Center/Sam Abbot Citizen’s Center

Figure 10 shows the station area in relation to the surrounding neighborhoods and community facilities.

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Figure 10. Neighborhood and Community Map



## 4.6 Environmental Justice Populations

This section identifies minority and low-income populations (collectively “Environmental Justice Populations”) in the Project area and assesses the potential for any disproportionately high and adverse impacts to those identified populations. Fourteen Census block groups were identified within the half mile study area.

### 4.6.1 Identification of Environmental Justice Populations

A half-mile radius around the Project area (“Census Project Study Area”) was determined to be the appropriate study area boundary to analyze the presence of Environmental Justice Populations; all U.S. Census block groups and any portions of block groups that fell within the half-mile boundary of the project site were included. The study area with block groups identified are shown in Figure 11. Takoma Park, Montgomery County, and Washington, DC were selected as comparison areas for the Environmental Justice analysis. Minority populations were then analyzed at the Census block group level using demographic data from the U.S.

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Census Bureau’s Decennial Census (2020). Since low-income data was not available at the block group level, Median Household Incomes were identified to compare the block groups.

*Figure 11. Study Area with Block Groups*

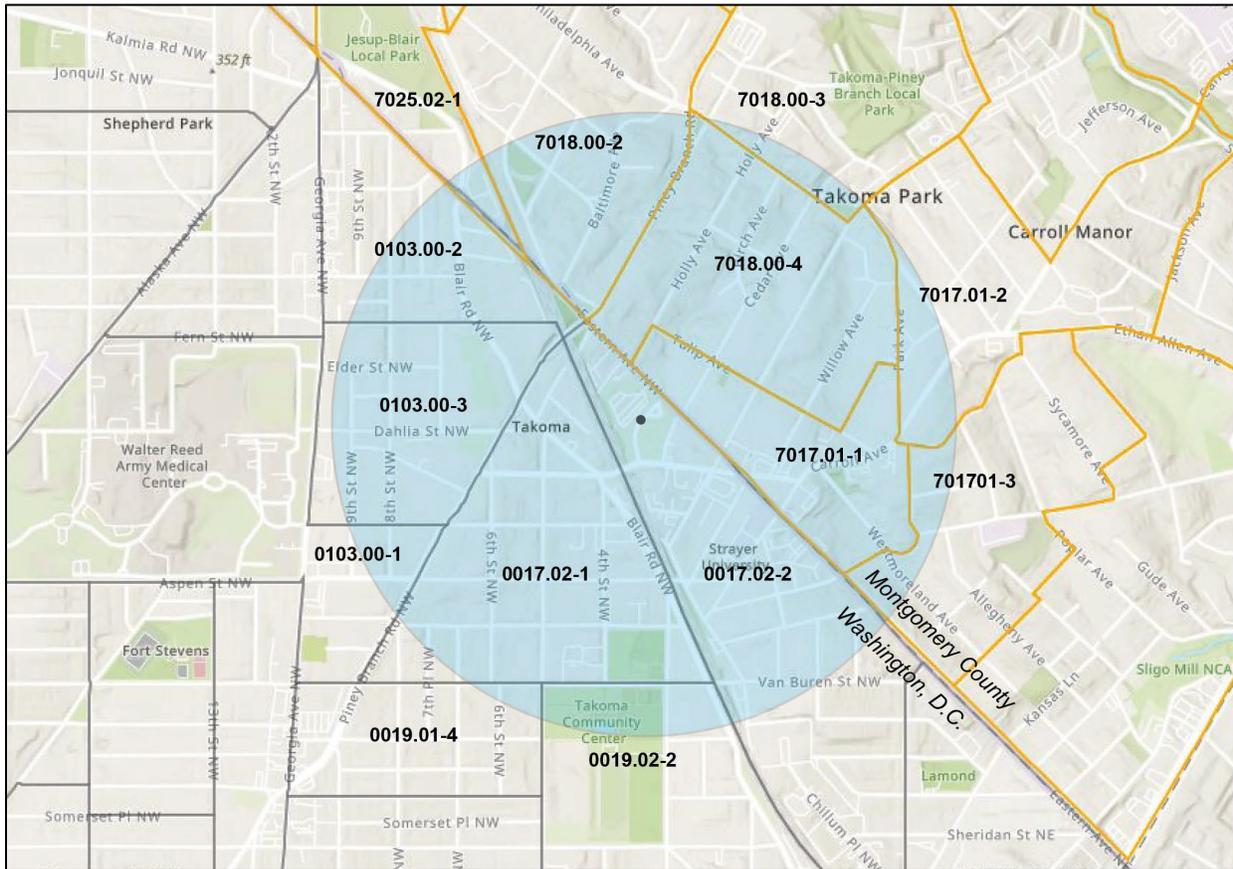


Table 3 lists the percentages of minority residents in each of the block groups in the half-mile Census Project Study Area, and compares the total to Takoma Park, Montgomery County, and Washington, DC. The percentage of minority residents within the Census Project Study Area (62.7%) was higher than any of the comparison locations (56.4% of Takoma Park, 40.6% of Montgomery County, and 33.6% of Washington, DC).

Table 3 also identifies the Median Household Income for each of the block groups in the half-mile Census Project Study Area, and compares the average of the Census Project Study Area to Washington, DC. The average Median Household Income of the Census Project Study Area groups was higher than the Median Household Income of Washington, DC; however, eight of the fourteen block groups in the Census Project Study Area had Median Household Incomes below that of Washington, DC.

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Household Income data was not available for Census Tract 7017.01, Block Group 1.

*Table 5. Minority Population and Median Household Income by Block Group*

<b>Census Tract (Block Group)</b>	<b>Total Population</b>	<b>Minority Population</b>	<b>Percent (%)</b>	<b>Median Household Income (MHI)</b>	<b>Percent of DC MHI (%)</b>
0017.02 (1)	1,599	964	60.3%	\$ 133,906	147.4%
0017.02 (2)	1,757	1,207	68.7%	\$ 96,250	106.0%
0019.01 (4)	895	701	78.3%	\$ 41,336	45.5%
0019.02 (2)	790	607	76.8%	\$ 76,964	84.7%
0103.00 (1)	765	615	80.4%	\$ 92,212	101.5%
0103.00 (2)	1,458	1,268	87.0%	\$ 104,821	115.4%
0103.00 (3)	1,381	1,076	77.9%	\$ 76,688	84.4%
7017.01 (1)	726	308	42.4%	N/A	N/A
7017.01 (2)	1,862	937	50.3%	\$ 75,694	83.3%
7017.01 (3)	936	213	22.8%	\$ 174,107	191.7%
7018.00 (2)	976	341	34.9%	\$ 174,063	191.6%
7018.00 (3)	1,215	1,014	83.5%	\$ 62,371	68.7%
7018.00 (4)	958	205	21.4%	\$ 196,413	216.2%
7025.02 (1)	1,731	1,226	70.8%	\$ 68,722	75.7%
<b>Census Project Study Area Total</b>	<b>17,049</b>	<b>10,682</b>	<b>62.7%</b>	<b>\$ 105,657</b>	<b>116.3%</b>
<i>City of Takoma Park</i>	17,629	9,946	56.4%	\$ 83,919	92.4%
<i>Montgomery County</i>	1,062,061	431,424	40.6%	\$ 111,812	123.1%
<i>Washington, DC</i>	689,545	231,762	33.6%	\$ 90,842	N/A

Table 4 provides a breakdown of the minority groups present within the Census Project Study Area. The largest minority group within the Census Project Study Area is Black / African American (39.8%), higher than Takoma Park (31.9%) and Montgomery County (18.6%), but lower than Washington, DC (41.4%). The second largest minority group within the Census Project Study Area is Hispanic or Latino (17.7%), higher than Takoma Park (15.7%) and Washington, DC (11.3%), but lower than Montgomery County (20.5%). The remaining minority groups in Census Project Study Area (American Indian / Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Two or More Races, and Other Races) altogether make up 14.5% of the population.

*Table 6. Minority Population by Group*

Minority Group	Census Project Study Area		Takoma Park		Montgomery County		Washington, DC	
	Number	% of Total Pop.	Number	% of Total Pop.	Number	% of Total Pop.	Number	% of Total Pop.
<i>Black / African American</i>	6,792	39.8%	5,621	31.9%	197,077	18.6%	285,810	41.4%
<i>American Indian / Alaska Native</i>	82	0.5%	116	0.7%	7,036	0.7%	3,193	0.5%
<i>Asian</i>	608	3.6%	816	4.6%	163,507	15.4%	33,545	4.9%
<i>Native Hawaiian or Other Pacific Islander</i>	12	0.1%	10	0.1%	610	0.1%	432	0.1%
<i>Two or More Races</i>	1,748	10.3%	1,973	11.2%	119,262	11.2%	56,077	8.1%
<i>Hispanic or Latino</i>	3,016	17.7%	2,764	15.7%	217,409	20.5%	77,652	11.3%
<i>Other</i>	1,294	7.6%	1,410	8.0%	116,786	11.0%	37,294	5.4%
<i>Minority Total</i>	13,552	79.5%	12,710	72.1%	821,687	77.4%	494,003	71.6%

#### 4.6.2 Assessment of Disproportionately High and Adverse Impacts

There is no anticipated human environmental impact, including health, economic, and social, on the identified minority and low-income populations within the project study area. No adverse impacts to neighborhoods, community facilities, air quality, noise, vibration, or traffic are anticipated as a result of the Project. Considering these factors, the joint development project would not have “disproportionately high and adverse effects” on Environmental Justice Populations.

#### 4.7 Cultural Resources

The Project site currently has no above-ground historic structures, and the ground has been substantially disturbed during site development for the original Metro station facilities.

#### 4.8 Public Parklands

The following public parklands are located within a half-mile of the study area: Piney Branch Portal Park, Belle Ziegler Park, portions of Jesup Blair Park, Takoma Urban Park, and Takoma

## Takoma Metro Station Reconfigure Transit Facilities and Access Environmental Evaluation

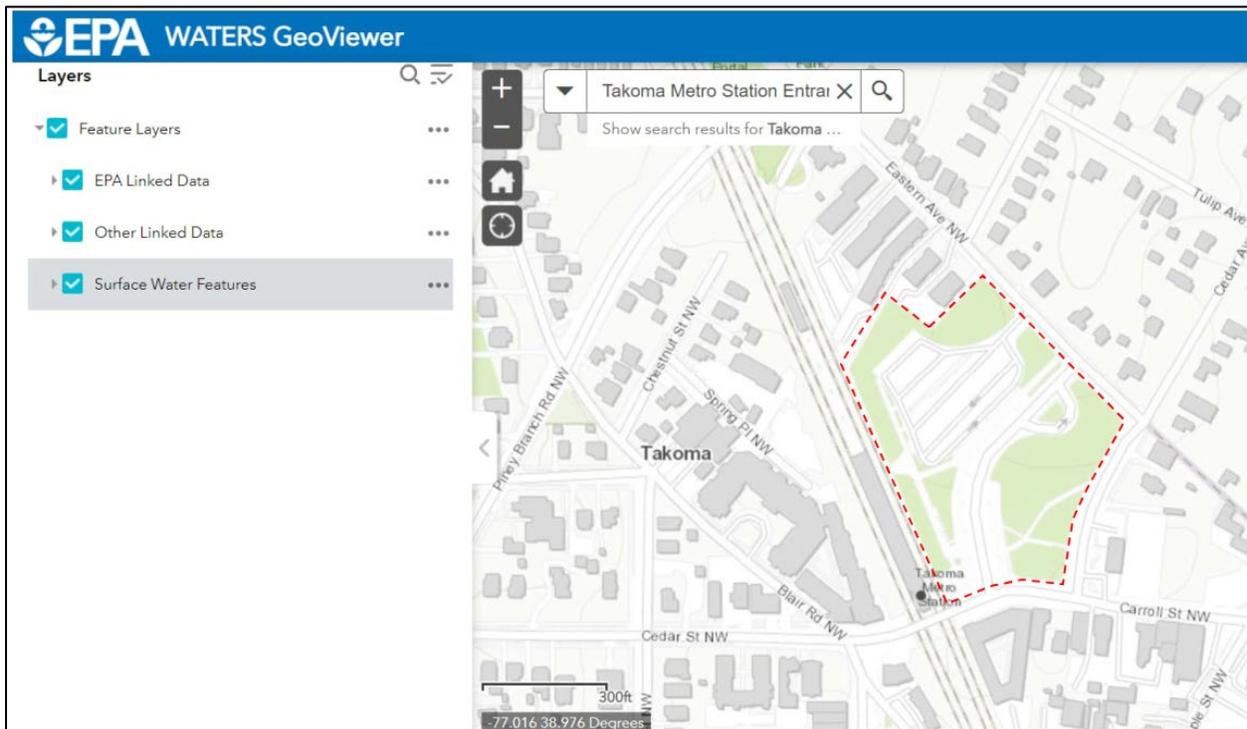
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Playground. No parks or recreation areas would be impacted by the Project. Refer to Figure 10 for the location of public parklands in proximity to the Takoma Metro Station.

### 4.9 Wetland and Waters of the U.S.

The project area does not anticipate encountering any wetland or Waters of the US in the study site, as there has not been any identification of body of water. See Figure 12 and Figure 13.

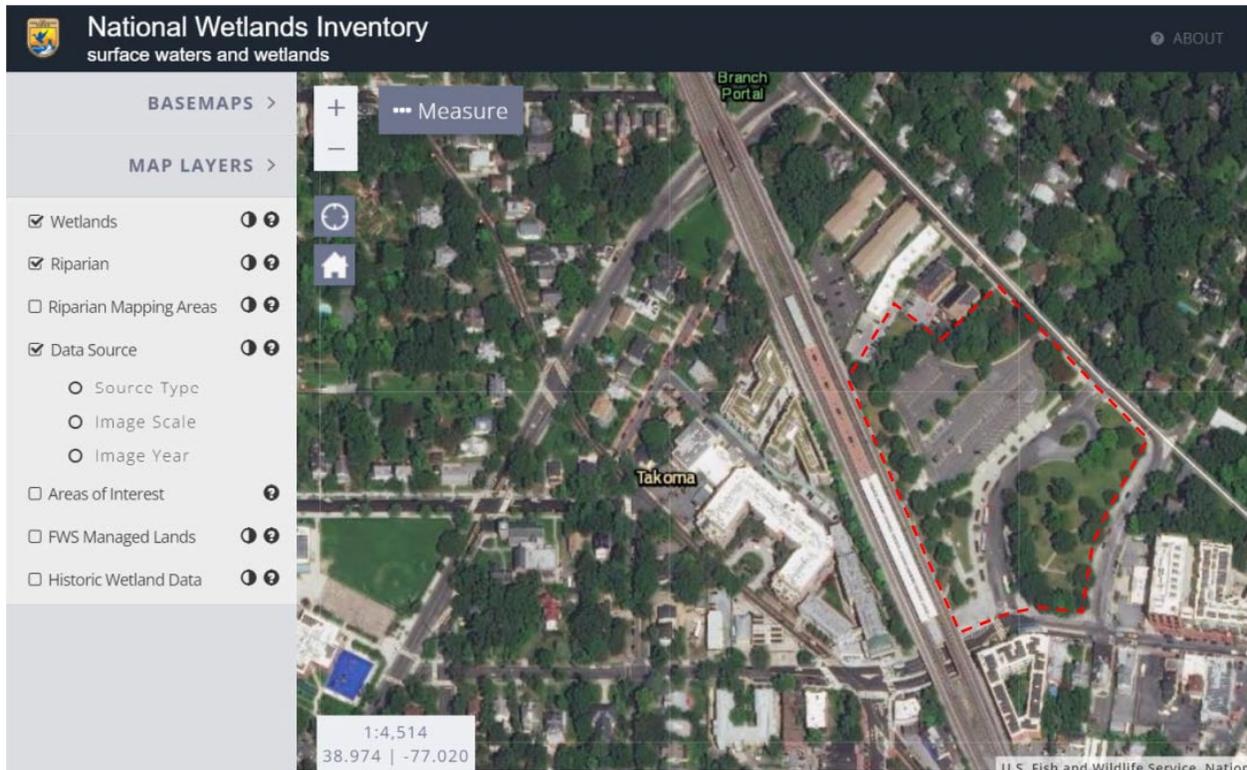
Figure 12. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

# Takoma Metro Station Reconfigure Transit Facilities and Access Environmental Evaluation

Figure 13. National Wetlands Inventory Map



Source: US Fish and Wildlife Wetlands Inventory

## 4.9.1 County and State Water Regulation Buffers

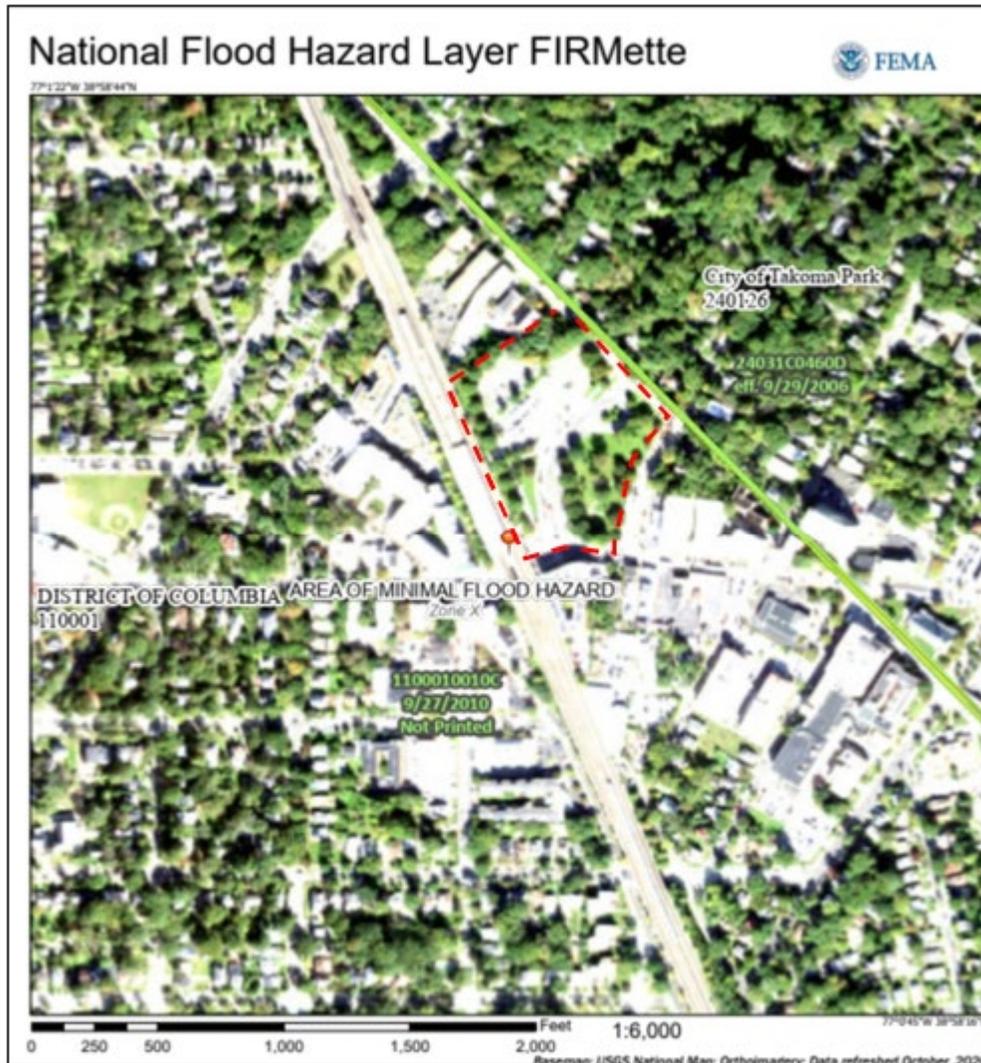
The District of Columbia has many urban wetlands that are located within 500 feet or less of urban development. The DC Wetland Program Plan provides a framework and direction for the Department of Energy and Environment to build, strengthen, and improve the ability of the district to protect and conserve its wetlands.

However, there is no body of water at or adjacent to the Project site. Therefore, no impact is expected.

## 4.10 Floodplains

The effective Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Map (“FIRM”) shows that there are no floodplains present within the Project area. The Project area is classified as an area of minimal flood hazard. See Figure 14.

Figure 14. National Flood Hazard Map



#### 4.11 Water Quality

No water quality facilities are present for the existing site. Redevelopment for the project will be needed to install various bioretention facilities in order to retain and treat the 1.2-inch storm event to meet the District’s Department of Energy and Environments Stormwater Management requirements for water quality.

State and federal laws set annual or seasonal standards with quantifiable criteria to protect a water body, depending on its designated use. MDE uses these standards to ensure that water is useable for drinking water, swimming, fishing, industry, and agriculture. The standards are also used by permitting agencies to regulate discharges into water bodies.

The Clean Water Act requires local water quality standards to have three components:

- goals for each water body based on designated uses
- criteria to protect the designated uses
- an anti-degradation policy that maintains high quality waters.

The existing 3' diameter storm drain that currently runs through the site will be rerouted for the placement of the new building. The facilities at WMATA will be impacted by installing the various bioretention facilities, as mentioned above by the District's Department of Energy and Environments Stormwater Management. This will follow the requirements desired for the new bus bays, kiss & ride roadway alignment, and new building.

There will be no permanent impacts resulting from the changes to the transit facilities and total transit facility impervious areas will be reduced. During construction there may be minor construction-related sediment or erosion risk. To minimize the impact, the team will employ District of Columbia construction operations controls.

## **4.12 Air Quality**

The Project site is located in Washington, DC, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area. The Greater Metropolitan Washington area is currently designated as a nonattainment area for 8-hour ozone (O<sub>3</sub>) and annual average particulate matter less than 2.5 microns (PM<sub>2.5</sub>). The Metropolitan Washington area is in attainment for all other pollutants including carbon monoxide (CO), particulate matter less than 10 microns (PM<sub>10</sub>), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb).

No impact is anticipated by the Project.

The site will abide with WMATA's clean air framework by following the goal of reducing its transportation-related carbon footprint. During the construction phase, air monitoring stations will be set up around the perimeter of the project site to take measurements of the air with the intent of limiting debris and dust from leaving the site area.

There will be no permanent impacts resulting from the changes to the transit facilities. During construction there may be construction-related dust associated with equipment and operation. To minimize the impact, the team will employ dust-mitigation measures including wetting soils and cleaning equipment.

## **4.13 Forest Stands**

The Project is not anticipated to affect any forest stands. A tree inventory and assessment were conducted on June 15, 2022, by Wetland Studies & Solutions Inc. Of the 142 trees that were recorded, 65 are identified as Special Trees under DC code and 4 are Heritage Trees.

Of the four Heritage Trees, two Heritage Trees will remain in place/as-is, one will be relocated to a new location on the site within the new park, and WMATA/EYA has a permit to remove the heritage tree that sits where the new WMATA bus lane will be located. An arborist will create a plan using best practices for relocating the one heritage tree as well as protecting the other trees during construction.

Of the 65 Special Trees onsite, there are 31 that are in either fair, poor, or dead condition. The team is consulting with an arborist to design the park in a way that preserves as many trees as possible. The final tree plan will be shared once the design is finalized.

During construction there will be limited access to the on-site open space. However, once complete, the underutilized open space will be transformed into a neighborhood amenity.

#### **4.14 Threatened and Endangered Species**

No impact to federally protected species or habitat is expected as a result of the Project.

An official species list of potential threatened and endangered species from the USFWS IPaC online application was reviewed for the project area. The Northern Long-eared Bat (NLEB) and the Hay's Spring Amphipod were the only species identified in the official species list for the Project area. No critical habitats were identified.

#### **4.15 Utilities**

The Project is not anticipated to affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services.

#### **4.16 Safety and Security**

WMATA would be responsible for the provision of police and/or security presence at WMATA-operated facilities during operating hours. Because WMATA is currently responsible for providing safety and security services at the Takoma Metro Station, no significant impact on WMATA-operated facilities or operations is expected.

The new development will be professionally managed with controlled access and adequate lighting in and throughout the premises.

#### **4.17 Hazardous and Contaminated Materials**

Hazardous and contaminated materials include oil and other hazardous substances that present an imminent and substantial danger to public health and the environment. Federal laws that regulate hazardous and contaminated materials include:

- Comprehensive Environmental Response, Compensation, and Liability Act;
- Resource Conservation and Recovery Act;

- Toxic Substances Control Act;
- Clean Water Act; and
- Clean Air Act.

A Phase I Environmental Site Assessment (ESA) was prepared on October 28, 2021 for the Project consistent with the requirements of the American Society of Testing and Materials (ASTM) E1527-13, Standard Practice for Environmental Site Assessments: Phase I ESA Process and EPA Standards and Practices for All Appropriate Inquiries contained in CFR Part 312.

The Phase I ESA identified the following recognized environmental conditions (REC) at the site:

- The property was improved with a gas station between the 1920s and 1960s and former on-site investigations have detected petroleum contamination in its vicinity. Therefore, this historical use is considered to be a REC for the subject property.
- The property maintained at least two gasoline tanks (not associated with the former gas station) and were located in the southwestern corner of the property. These historical Underground Storage Tanks (UST) with no additional regulatory data are considered to be RECs for the subject property.
- Several gas stations and other UST facilities were historically located to the south of the subject property. One of these properties was identified on the Leaky Underground Storage Tank database with a documented release. Former on-site investigations have detected petroleum contamination along the southern property boundary, and therefore, these historical facilities are considered to be a REC for the subject property.

The Developer is solely responsible for any permits or other documentation required related to hazardous and contaminated materials.

## **4.18 Noise and Vibration**

No impact on existing noise-sensitive receptors is anticipated.

If the Project is constructed, the existing Metrobus and Metrorail transit operations would continue to operate as they do today with no increase in service anticipated. The Metrorail tracks would continue to function as they do now, and the existing bus routes would continue to serve the Metro station although they would do so from the proposed relocated bus loop.

The Developer is responsible for quantifying and mitigating noise and vibration impacts from the Project on the private development project. The Developer is also responsible for constructing the joint development in a manner that mitigates potential noise and vibration

impacts from rail, mass transit, and station-related sources to the Project's new residences and commercial uses.

There will be no permanent impacts resulting from the changes to the transit facilities. The project will generate typical noise levels related to construction processes and will abide by Washington, DC noise ordinances. Mitigation activities could include minimizing night-time work and utilizing noise control measures. Once the project is complete no unusual noise generation anticipated by the development.

## **4.19 Secondary and Cumulative Impacts**

### **4.19.1 Secondary Impacts**

No adverse secondary impacts are anticipated as a result of the Project. Secondary impacts of the project would result from the increase in permanent residents and workers at the Project site. The joint development's housing, and commercial uses would increase the overall employee and resident population of the area and would contribute to a marginal increase in economic activity in the project vicinity, including demand for goods, services, and housing.

### **4.19.2 Cumulative Impacts**

No adverse cumulative impacts are anticipated as a result of the Project and the activities undertaken in the Project would contribute minimal incremental effects to natural resource socioeconomic, and transit conditions.

## **4.20 Construction Impacts**

Construction of the Project will not close the Metro Station to passengers at any time. During construction, all modes of access would be maintained. The Developer will need to prepare and submit a maintenance of traffic plan to WMATA for approval.

The project will be phased to minimize the impact on WMATA operations. The project will begin by installing the new utilities and bus loop prior to decommissioning the existing infrastructure so that WMATA operations will remain in service. During construction of the multifamily building, adequate safety features will be installed around the site to protect pedestrians/vehicles accessing the WMATA bus lanes and metro station.

Construction dust and noise may be a concern to surrounding neighborhoods. The Developer and the contractor will be responsible for ensuring that all construction activities adhere to air quality and noise control regulations as established Washington, DC noise ordinance and WMATA design criteria.

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## **5.0 PUBLIC INVOLVEMENT**

WMATA and Washington, DC will keep the public informed about the Project through public outreach. A public hearing in accordance with the WMATA Compact will be scheduled for January 17<sup>th</sup>, 2022 at 6:30PM. The hearing will provide the public with the opportunity to comment. Notice of the public hearing will be published in the *Washington Post* as required by the WMATA Compact. The project webpage includes information about the project, general plans, a survey tool to collect written feedback, and a link to a dedicated project webpage in Spanish.

The subject of this hearing will be the following:

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

A public hearing staff report summarizing comments received at the hearing with staff responses will be released for public review and comment. The staff report will be made available online and in hard copy at WMATA headquarters and libraries in the project vicinity.

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

- Online at [wmata.com/plans](http://wmata.com/plans) and projects
- Written comments mailed to: Office of the Secretary, Washington Metropolitan Area Transit Authority, 300 7th Street, NW, Washington, DC 20024
- A public hearing with in-person, online, or phone participation options

In addition to these efforts, WMATA posted information about the public hearing and project on various social media channels.

All comments must be received by 5pm on January 27<sup>th</sup>, 2022 to be included in the public record.

## 6.0 REFERENCES

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District of Columbia Wetland Program Plan [wetland-program-plan\\_dc-doee\\_final.pdf \(epa.gov\)](#)