

# Brookland Metro Station Replacement Transit Facilities

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

---

August 2023

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## 1.0 INTRODUCTION

Metro proposes changes to the Brookland Metro Station (“Metro Station” or “Brookland Station”) to enable a joint development project (“Project”) and increase ridership. The Project involves a modification of Metro Station facilities and facility access (“Modifications”), and this Environmental Evaluation has been prepared to assess the potential effects of this action.

The Project includes the following Modifications of Metro facilities:

- Reconfiguration of the bus loop
- Relocation of the Kiss & Ride lot to on-street facility
- Reduction of 34 Kiss & Ride spaces to eight spaces

This proposal is consistent with the District of Columbia’s 2021 Comprehensive Plan Update and the 2009 Small Area Plan that was developed with community consultation. The Small Area Plan proposed the conversion of the surface Kiss & Ride lot and bus loop into a transit-oriented, mixed-use development (see Section 4.4).

WMATA reviewed ParkMobile parking meter transaction records, results of a 2022 customer survey on modes of transport to access Metro stations, and field observations conducted in 2023 and determined that there is demand for up to eight Kiss & Ride spaces after considering average parking dwell times and an 85 percent peak usage factor to represent the busiest 15-minutes of the peak hour (see Section 2.4.)

In accordance with the WMATA Compact, specifically Section 14(c)(1), the Modifications require an Environmental Evaluation (“EE”). The EE describes the Modifications and assesses the potential effects of the Brookland 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 5-acre, Metro-owned property on the east side of the Brookland Station platform. Half of the site is undeveloped open green space. The other half includes a nine-bay bus loop and 34-space Kiss & Ride lot. The Project Site is in Washington, DC. The project location is shown in Figure 1.

Figure 1. Project Location Map



Source: Google Earth, 2022

## 2.0 EXISTING SITE DESCRIPTION

The Brookland Station is on the east leg of Metro's Red Line and is located between the Fort Totten and Rhode Island Ave Stations. It is an at-grade station with customer access to the Station from either the western or eastern sides of the tracks through transit plazas.

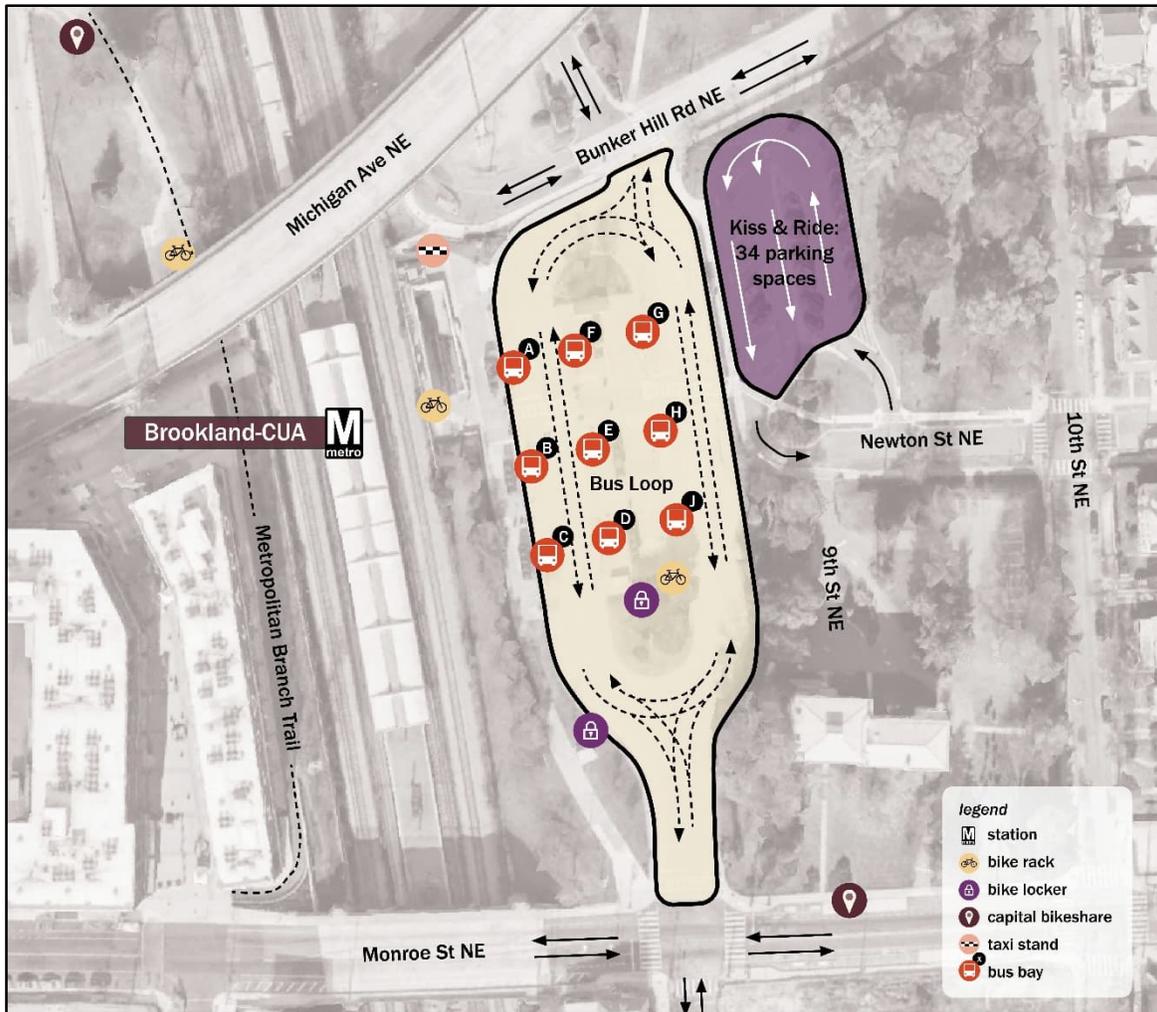
Customers enter the Metro Station by going down either covered western or eastern escalators, through the fare gates, and then use escalators or elevators to go back up to platform level. There is elevator access to the fare gates on the eastern side of the Metro Station by the bus loop. There is an existing capital project studying the potential for adding two elevators from the surface to the mezzanine level from the west side of the Metro Station and adding a second elevator from the mezzanine to the platform.

The western entrance is located beneath the Michigan Avenue NW bridge and has 24 bike racks and a Capitol Bikeshare station with capacity for 11 bikes. The eastern entrance is located directly adjacent to the Metro Station's bus loop and has eight bike lockers and 23 bike racks. There are also eight bike lockers and 19 Capitol Bikeshare bikes located at the bus loop entrance at Monroe Street NE.

The Metro Station's bus-only loop is accessed from Bunker Hill Road NE from the north and Monroe Street NE from the south. Cars can access short-term Kiss & Ride spaces from the east on Newton Street NE. There is also a taxi stand on Bunker Hill Road NE. Metrobus is the only local bus service that uses this Metro Station. The bus loop provides two-way bus traffic between Bunker Hill Road NE and Monroe Street NE; however, the bus loop is only open to buses and other authorized vehicles.

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

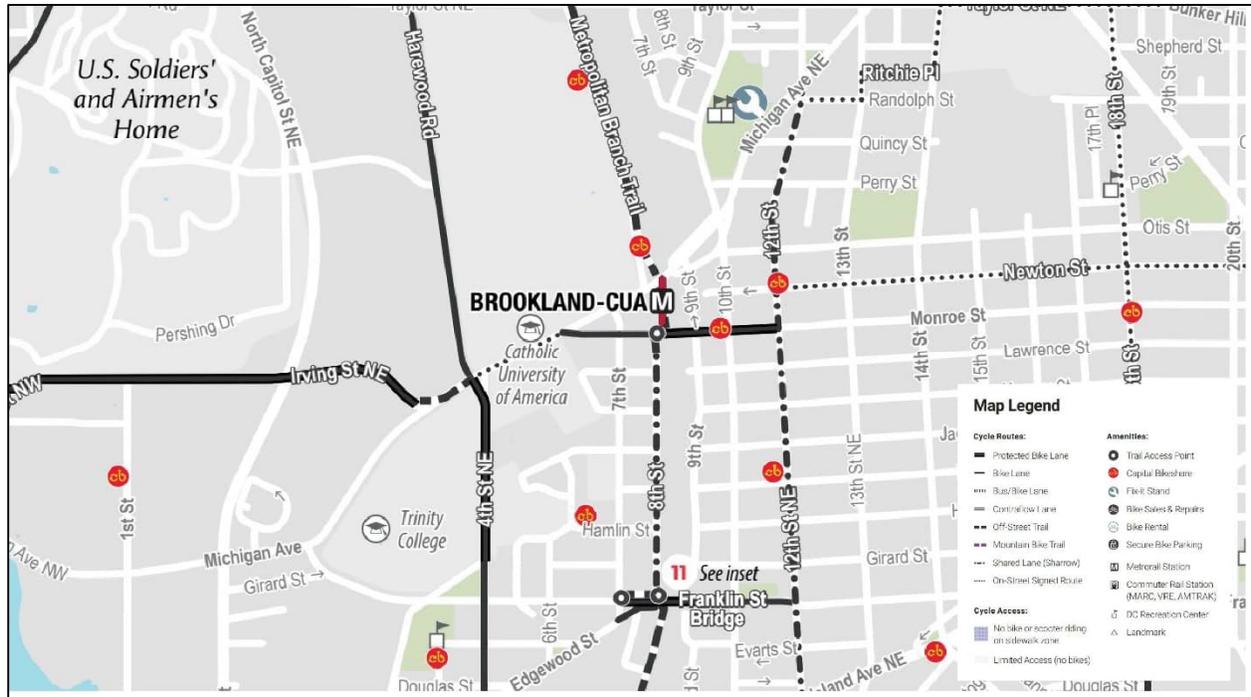
Figure 2. Existing Transit Facilities



## 2.1 Bicycle and Pedestrian Access

There are sidewalks on both sides of Bunker Hill Road NE, Newton Street NE, and Monroe Street NE with connecting pedestrian paths to the eastern entrance of the Metro Station. The western entrance connects to the shared-use Metropolitan Branch Trail. There are buffered bike lanes in each direction along Monroe Street NE (see Figure 3).

Figure 3. District of Columbia Bike Map



Source: DDOT

## 2.2 Metrobus and Other Local Bus Providers

Twelve Metrobus routes come to the Brookland Metro Station. The bus loop has nine sawtooth bus bays and additional layover space along the east side of the loop.

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

Table 1. Local Bus Summary Table

Operator	Route	Bay Assignment	Termini	Approx. Weekday Headway (minutes)	Span of Service
Metrobus	80	E	McPherson Sq Metro Station	12-30	Monday through Sunday
Metrobus	80	J	Fort Totten Metro Station	12-30	Monday through Sunday
Metrobus	H2 H4	B	16th St NW / Tenleytown-AU Metro Station	12-20	Monday through Sunday
Metrobus	H2	B	Tenleytown-AU Metro Station	24-40	Monday through Sunday
Metrobus	H4	B	Tenleytown-AU Metro Station	24-40	Monday through Sunday
Metrobus	G8	H	Avondale	6-30	Monday through Sunday
Metrobus	G8	D	Farragut North / West Metro Station	6-30	Monday through Sunday
Metrobus	H6	C	Fort Lincoln	15-30	Monday through Sunday
Metrobus	H8	F	Mount Pleasant	13-30	Monday through Sunday
Metrobus	H8	G	Rhode Island Ave Metro Station	13-30	Monday through Sunday
Metrobus	H9	F	Fort Dr & 1 <sup>st</sup> St NE	2 trips	Weekdays AM Rush
Metrobus	R4	A	Highview	25-70	Monday through Sunday
MedStar Health Shuttle			Veterans Medical Center, National Rehabilitation Hospital, Washington Hospital Center	15	Monday through Friday
Capital Area Food Bank Shuttle			Capital Area Food Bank	2 trips	Monday through Friday
Children's National Hospital Shuttle			Children's National Hospital	6-20	Monday through Friday

Source: [WMATA](#)

## 2.3 Park & Ride

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

## 2.4 Kiss & Ride / Metered Spaces

The Brookland Metro Station has 34 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 bus loop. Within the 34 K&R spaces there are 27 metered spaces, 2 ADA (non-metered) spaces, and 5 driver attended waiting (non-metered) spaces.

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

- ParkMobile parking meter transaction records (available since installation in 2020)
- Field observations (conducted in 2023)
- Customer surveys on modes of transport used to access Metrorail stations (2022)

The parking meter data shows that only 23 customers undertook paid transactions during the entire month of March 2023. These volumes equate to 1.0 paid customers parking in the Kiss & Ride facility on average weekday. When adjusting the available data to pre-COVID ridership rates, the estimated number of paid transactions would increase to 2.0 customers on an average weekday. Of these Kiss & Ride transactions, 25 percent of customers parked and paid 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 75% of users are parking for an extended time period, exceeding four hours or more, which is not the intended primary use for the Kiss & Ride facility.

Upon reviewing the low volume of paid transactions, which appear very low, staff undertook a field observation to assess if there was unpaid parking occurring that would not be captured by the parking meter transaction data. These efforts did identify varying ranges of unpaid parking activity in the Kiss & Ride facility ranging from five to 40 vehicles that were unoccupied and largely remained in the parking lot for extended durations of at least four hours or throughout the entire day. The peak volume of unpaid and unoccupied vehicles observed in the parking lot at a single time was around five to ten vehicles, but on some days the peak volume was 25 vehicles. Some unoccupied vehicles also were observed to be parked overnight when Metro services were not operating. Staff could not confirm if these parking customers were transferring to Metrorail or Metrobus services or if they were using the Kiss & Ride facility for other purposes.

As an alternate information source, Metro has customer survey data from 2022 that inquired about the travel modes used to access Metrorail stations. These results identified that 3.5 percent of rail customers were dropped-off at the Brookland station and 2.7 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 5:00-6:00 PM) could approach 32 and 20 customers, respectively. These volumes could create demand for up to four Kiss & Ride spaces (one drop-off space and three pick-up spaces) after considering average parking dwell times and an 85 percent peak usage factor to represent the busiest 15-minutes of the peak hours. This capacity of four spaces could support up to 70 vehicles total during the peak ridership hours (40 drop-off and 30 pick-up), see Table 2 and Table 3.

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

Parking Duration	Average Weekday Parking Meter Transactions March 2023		Weekday Parking Meter Transactions – Adjusted to Pre-COVID Ridership Rates (2015-2019)
Less than 15min	0.3	(25%)	0.5
15 minutes to 1 hour	0.2	(21%)	0.4
1 to 2 hours	0.1	(13%)	0.2
2 to 4 hours	0.1	(13%)	0.2
4 to 8 hours	0.3	(29%)	0.6
8 to 12 hours	0.0	(0%)	0.0
More than 12 hours	0.0	(0%)	0.0
Total	1.0	(100%)	2.0

*Table 3. Kiss & Ride Parking Demand Analysis*

Factors	Drop-Off	Pick-Up
Average Weekday Peak Hour Rail Trips (1) [A]	920 entries	761 exits
Access Mode Share (2) [B]	3.5%	2.7%
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) [E]	1 space	3 Spaces
Peak Hour K&R Vehicle Capacity (5)	40 vehicles	30 vehicles

*(1) Based on 2019 ridership data*

*(2) Based on 2022 Travel Trends customer survey*

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

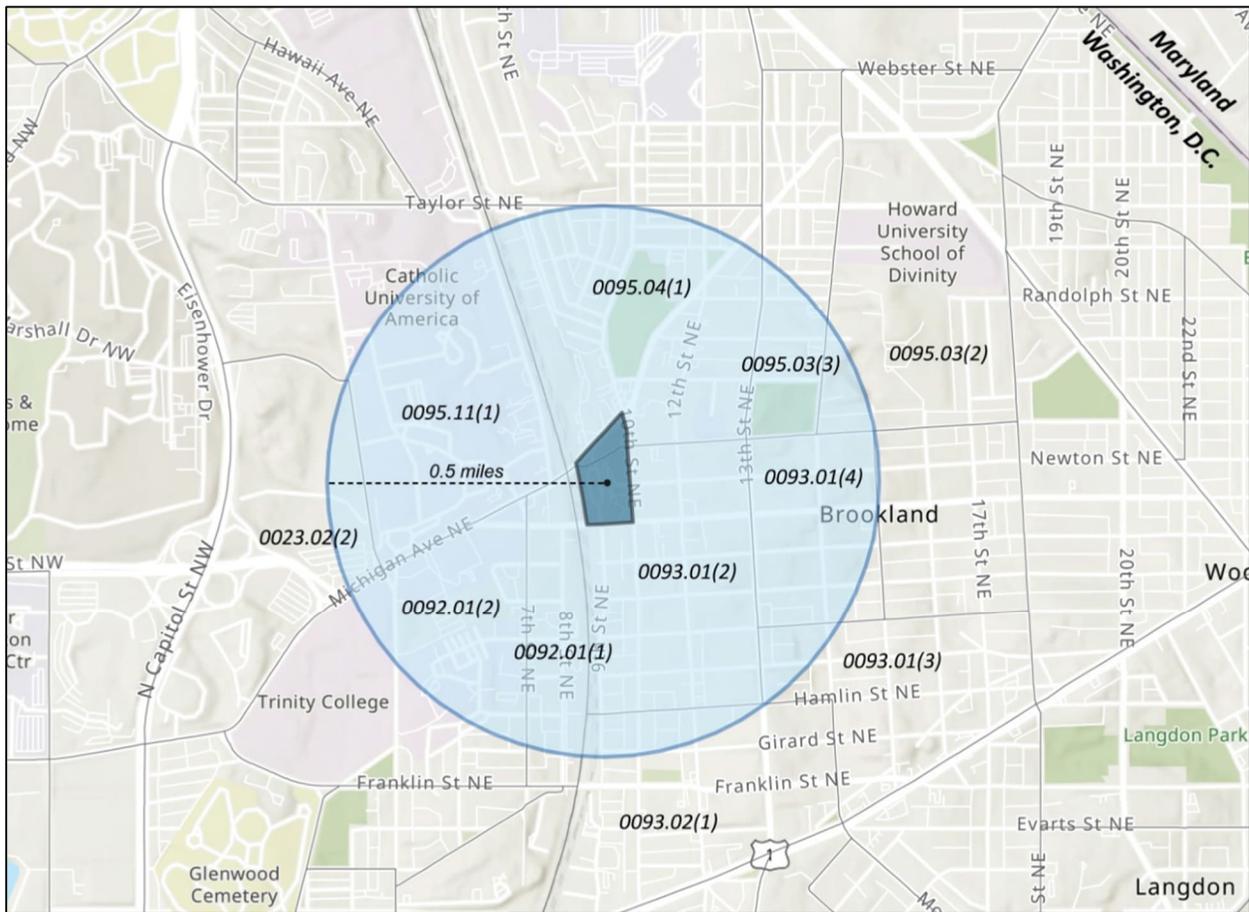
*(4) Formula = (A \* B) / C / D*

*(5) Formula = (60 minutes / C) \* E*

## 2.5 Census Project Study Area Demographics

To better understand the community’s demographics, this document looks at the half-mile radius around the Project Site (“Census Study Area”). All U.S. Census block groups—and any portions of block groups—that fall within the Census Study Area were included. The Study Area and applicable block groups are shown in Figure 4.

Figure 4. Census Study Area with Block Groups



### 2.5.1 Age and Sex

Table 4 and Table 5 provide a breakdown of the Census Study Area by Age and Sex, respectively. 47.3% of the population is male and 52.7% of the population is female. Among the male population, the largest age group is 18-24 (20%) and the smallest age group is 65+ (7%). Among the female population, the largest age group is 18-24 (26%) and the smallest age group is 45-54 (7%).

Table 4. Census Study Area Male Population by Age

Census Tract (Block Group)	Male							Total
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	
0023.02(2)	127	66	88	95	41	36	52	505
0092.01(1)	204	54	88	30	15	88	23	502
0092.01(2)	165	173	134	267	114	80	87	1,020
0093.01(2)	96	122	132	65	25	259	48	747
0093.01(3)	22	5	19	29	144	28	21	268
0093.01(4)	63	7	49	38	144	27	25	353
0093.02(1)	148	75	251	118	176	54	43	865
0095.03(2)	65	55	25	64	0	46	95	350
0095.03(3)	72	40	16	105	6	17	26	282
0095.04(1)	133	7	239	233	27	64	38	741
0095.11(1)	8	709	65	12	0	12	11	817
Census Study Area (%)	1,103 (17%)	1,313 (20%)	1,106 (17%)	1,056 (16%)	692 (11%)	711 (11%)	469 (7%)	6,450 (100%)

Source: U.S. Census Bureau, American Community Survey 5-Year Estimate (2021)

Table 5. Census Project Study Area Female Population by Age

Census Tract (Block Group)	Female							Total
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	
0023.02(2)	27	77	209	103	75	44	25	560
0092.01(1)	57	79	115	30	24	42	24	371
0092.01(2)	207	384	164	212	82	74	83	1,206
0093.01(2)	59	100	76	99	11	147	2	494
0093.01(3)	49	0	54	0	59	40	30	232
0093.01(4)	100	0	46	32	77	60	218	533
0093.02(1)	102	52	149	190	97	89	85	764
0095.03(2)	60	23	52	30	19	49	119	352
0095.03(3)	95	66	5	76	30	81	76	429
0095.04(1)	159	19	211	179	48	130	295	1,041
0095.11(1)	17	1085	16	0	0	44	37	1,199
Census Study Area (%)	932 (13%)	1,885 (26%)	1,097 (15%)	951 (13%)	522 (7%)	800 (11%)	994 (14%)	7,181 (100%)

Source: U.S. Census Bureau, American Community Survey 5-Year Estimate (2021).

## 2.5.2 Race and Ethnicity

Table 6 provides a breakdown of the minority groups present within the Census Project Study Area, which combined represent more than 60% of the total population. The largest minority group within the Census Project Study Area is Black / African American (41.3%), which is similar to the Black / African American population across the District (41.4%). The second largest minority group within the Census Project Study Area is Hispanic or Latino (13.9%). This is a larger percentage than in the District (11.3%). 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) each make up less than 10% of the population.

*Table 6. Minority Population by Group*

Minority Group	Census Project Study Area		Washington, DC	
	Number	Percent of the Total Population	Number	Percent of the Total Population
<i>Black / African American</i>	5,866	41.3%	285,810	41.4%
<i>American Indian / Alaska Native</i>	76	0.5%	3,193	0.5%
<i>Asian</i>	597	4.2%	33,545	4.9%
<i>Native Hawaiian or Other Pacific Islander</i>	35	0.2%	432	0.1%
<i>Two or More Races</i>	1,249	8.8%	56,077	8.1%
<i>Other</i>	1,231	8.7%	37,294	5.4%
<i>Minority Populations (Race) Total</i>	9,054	63.8%	416,351	60.4%
<i>Hispanic or Latino</i>	1,969	13.9%	77,652	11.3%
<i>Not Hispanic or Latino</i>	12,230	86.1%	611,896	88.7%

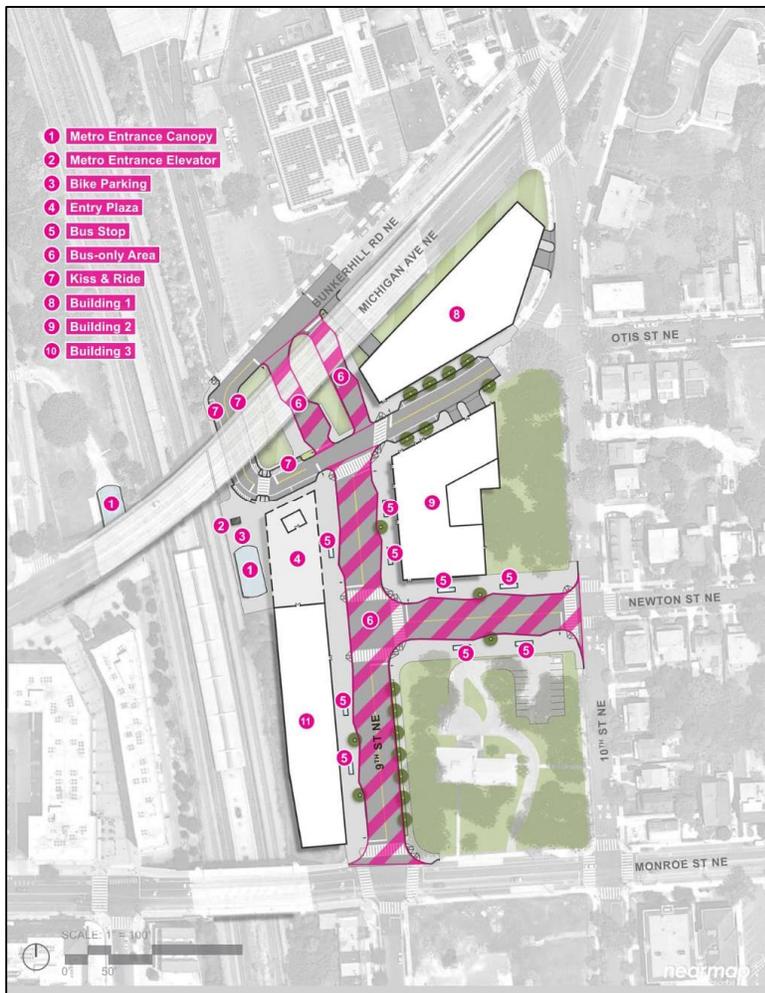
Source: U.S. Census Bureau, Decennial Census (2020).

### 3.0 PROJECT DESCRIPTION

To support joint development opportunities, Metro proposes to reconfigure the existing bus loop and Kiss & Ride lot. The reconfiguration will provide parcels for residential and/or commercial development, better integrate the Metro Station into the fabric of the surrounding community, offer an improved customer experience at the Metro Station entrance, and enhance the adjacent open space. Figure 5 shows the potential layout. The most significant changes are relocating the bus bays from the bus loop to new, transit-only roadways (continuations of Newton Street NE and 9<sup>th</sup> Street NE) and moving the Kiss & Ride lot to under the Michigan Avenue NE overpass north of the Metro Station entrance.

The changes to the transit facilities will be funded and constructed by Metro’s future joint developer, which will be selected through a future solicitation.

Figure 5. Potential Metro Station Layout



### 3.1 Modifications to Bicycle and Pedestrian Access

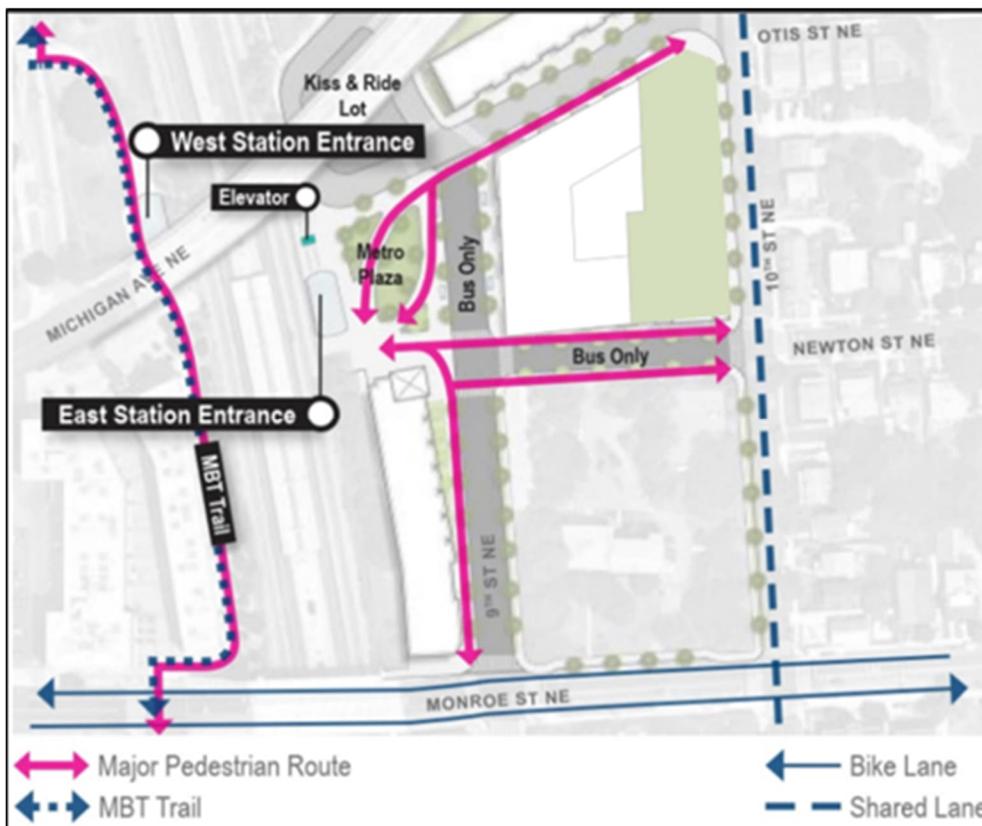
There will be improvements to the physical environment along the existing pedestrian access to/from Monroe Street NE and along Otis Street, including, but not limited to:

- Accessible and even pavement
- Wide sidewalks
- More thoughtful placement of bicycle facilities
- A new transit plaza that will welcome customers to the west station entrance

Sidewalks along the bus-only extension of Newton Street NE will provide pedestrian access from 10<sup>th</sup> Street NE. In the existing conditions, access from 10<sup>th</sup> Street NE was through the Kiss & Ride access road and across the bus loop.

The bike lanes on Monroe Street NE will continue to provide bicycle access as will the Metropolitan Branch Trail, which runs along the west side of Metro's Red Line tracks and provides access to Brookland's west Station entrance. See Figure 6.

Figure 6. Proposed Bicycle and Pedestrian Modifications



### 3.2 Modifications to Bus Loop

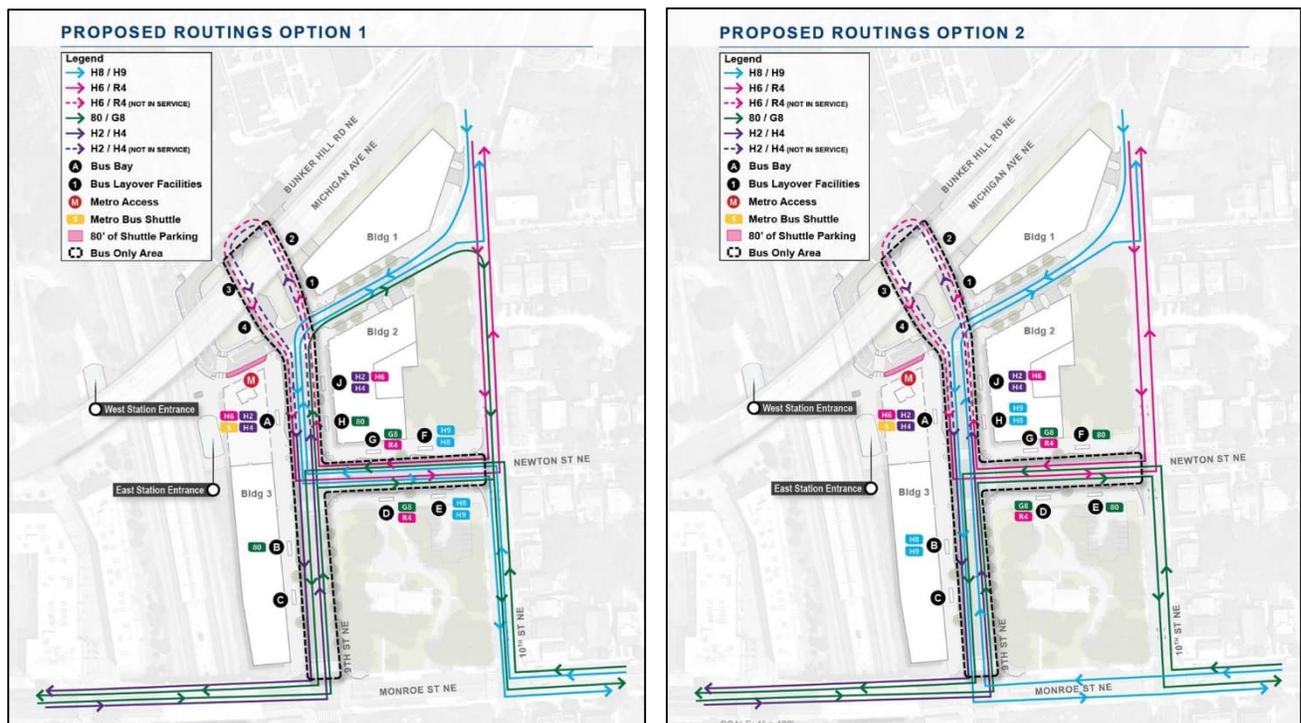
The most significant change to the transit facilities is the reconfiguration of the bus loop into a transitway. Newton Street NE and 9<sup>th</sup> Street NE will be extended in the Metro Station area to create a "T" shaped bus-only transitway. The existing bus loop will be removed. Nine bus bays will be distributed along the transitway, reflecting no change to the number of bus bays servicing the Metro Station. Of the nine bus bays, five bays will be on 9<sup>th</sup> Street NE adjacent to the eastern Metro Station entrance, and four bays will be along Newton Street NE.

The new layout will continue to have bus access to/from Monroe Street NE and Otis Street NE and will have new access to/from Newton Street NE.

In addition to the transitway, four layover bays will be provided under the Michigan Avenue NE overpass. This is one more bay than is currently available on site.

Two alternative bus routings are proposed (Figure 7). Option 1 seeks to avoid bus congestion on 10<sup>th</sup> Street NE. All through services but the 80 outbound would run along Newton Street. Terminating services would run along 9<sup>th</sup> Street NE. Option 2 is similar to Option 1, except the H8/H9 routes would be routed entirely along 9<sup>th</sup> Street NE to reduce bus congestion on 10<sup>th</sup> Street NE.

Figure 7. Bus Routing Options



### 3.3 Modifications to Kiss & Ride

The existing Kiss & Ride facility will be removed and relocated on Bunker Hill Road closer to the Metrorail station entrance than the surface parking lot that exists today. The future design will consist of eight total curbside parking spaces that reflects the peak hour parking demand analysis described in Section 2.3 with a 100% growth factor applied to accommodate future increased in pick-up and drop-off rates the Brookland station area continues to develop additional housing and employment uses. The curbside spaces will be provided on-street underneath the Michigan Avenue NE overpass. This new Kiss & Ride on-street location will be adjacent to a new station plaza and will be closer to the east station entrance than the existing Kiss & Ride lot and will no longer require customers to cross through the bus loop to access the Metrorail station, which is a safety improvement. The reduction in Kiss & Ride spaces from 34 to eight aligns with pick-up/drop-off demand patterns and should result in a reduction in traffic volumes and congestion.

Staff have identified that there is a small pool of users of the Kiss & Ride facility (between five to 40 daily) that are seeking longer-term parking options, which may or may not be connected to Metrorail or Metrobus trips. In the proposed configuration, these customers will be directed to use Metro's Rhode Island Ave Park & Ride facility, or other on-street or off-street parking options may also be created after development of the site.

### 3.4 Modifications to Roadway Access

The alignments of the roadways adjacent to the Brookland Metro Station – Monroe Street NE, 10<sup>th</sup> Street NE, and Bunker Hill Road NE – will not change. Newton Street NE and 9<sup>th</sup> Street NE will be extended onto the Metro site.

Bus access will continue to/from Monroe Street NE and Otis Street NE and there will be new bus access to/from Newton Street NE.

The Kiss & Ride facility will be accessed from Otis Street NE.

To facilitate buses making left turns to exit the Metro Station from Newton Street NE to 10<sup>th</sup> Street NE and buses entering the Metro Station by making a left turn from 10<sup>th</sup> Street NE to Newton Street NE, it may be necessary to install a traffic signal at Newton Street NE and 10<sup>th</sup> Street NE. Additional analysis is required before a final decision is made.

### 3.5 Stormwater Management and Drainage Improvements

Stormwater Best Management Practices (BMPs) will be installed on site to meet the District Department of Energy and Environment's (DOEE) stormwater management requirements.

The future Joint Development Project will include its own stormwater management plan and will be reviewed and approved independently by DOEE.

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## 4.0 PROJECT IMPACTS

This section evaluates the potential environmental effects of the Project elements specific to Metro's interests and as described in Section 3. A Joint Development Project 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 reviewed by the public through the District of Columbia's development review process.

### 4.1 Land Acquisitions, Displacements, and Dispositions

The Joint Developer is anticipated to establish a ground lease with Metro for up to 99 years, which will require relocation and/or modification of some Metro facilities as described in Section 3. It will not be necessary for Metro to acquire any privately-owned land and the transit-way supporting bus operations will remain Metro property. The bus layover zone and Kiss & Ride facilities proposed under the Michigan Avenue NE bridge is on District of Columbia owned property or existing right-of-way. Metro has been coordinating with the relevant agencies in the District of Columbia (e.g., DDOT, DGS, DMPED) regarding the use of these publicly-owned spaces and may establish an easement, public space use permit, or other agreements to enable the transit operations in the proposed configuration.

### 4.2 Transportation

#### 4.2.1 Pedestrian and Bicycle Access

There will be improvements to the physical environment along the existing pedestrian access to/from Monroe Street NE and along Bunker Hill Road NE. Sidewalks along the bus-only extension of Newton Street NE will provide expanded pedestrian access from 10<sup>th</sup> Street NE. It will no longer be necessary to access the Metro Station through the Kiss & Ride access road and across the bus loop; instead there will be direct route to the Metro Station entrance. It will be necessary to cross a bus facility at the bus-only 9<sup>th</sup> Street, but it will feel more like crossing a 50-foot-wide street rather than crossing an expansive 150-foot-wide bus loop. More information can be found in Section 3.1.

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 Metro Station remains during construction.

#### 4.2.2 Metrorail

The Modifications will increase station access and will not change Metrorail service. The future joint development will likely result in an increase in ridership at Brookland Metro Station, and

the Brookland Station facility has sufficient capacity to accommodate projected increases in ridership resulting from development enabled by these Modifications.

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

### 4.2.3 Local Bus Routes

The proposed transit-only busway – formed by the extensions of Newton Street NE and 9<sup>th</sup> Street NE – will distribute bus volumes over multiple intersections, which will reduce bus congestion in the area, and will provide a new access point from Newton Street NE. Moving the bus layover to the Michigan Avenue overpass provides additional and more convenient layover capacity. More information can be found in Section 3.2.

Local bus service will not change as a result of the Modifications. The new bus circulation approach will have a negligible impact on existing travel times. No permanent impact on 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 Metro Station during construction.

### 4.2.4 Kiss & Ride Spaces

The new on-street Kiss & Ride location will provide customers with a safer and more convenient pick-up and drop-off facility. The new location under the Michigan Avenue NE overpass is closer to the east Metro Station entrance and does not require crossing a bus loop. This area currently serves as an informal Kiss & Ride location, likely because of the site's safety and convenience advantages over the official location.

The current Kiss & Ride facility is oversized based on pick-up/drop-off demand patterns. The Modifications proposes to accommodate a minimum of eight Kiss & Ride spaces. This quantity of spaces was determined by an analysis of Kiss & Ride demand at Brookland Metro Station, described in Section 2.2, which identifies that pick-up and drop-off demand for the Kiss & Ride facility is much lower than the existing facility capacity.

Customers seeking longer-term parking options of multiple hours in duration will be directed to use Metro's Rhode Island Ave Park & Ride facility or other on-street or off-street parking options may also be created after development of the site. These changes are required to enable the joint development potential of the site and grow Metro's ridership.

### 4.2.5 Traffic

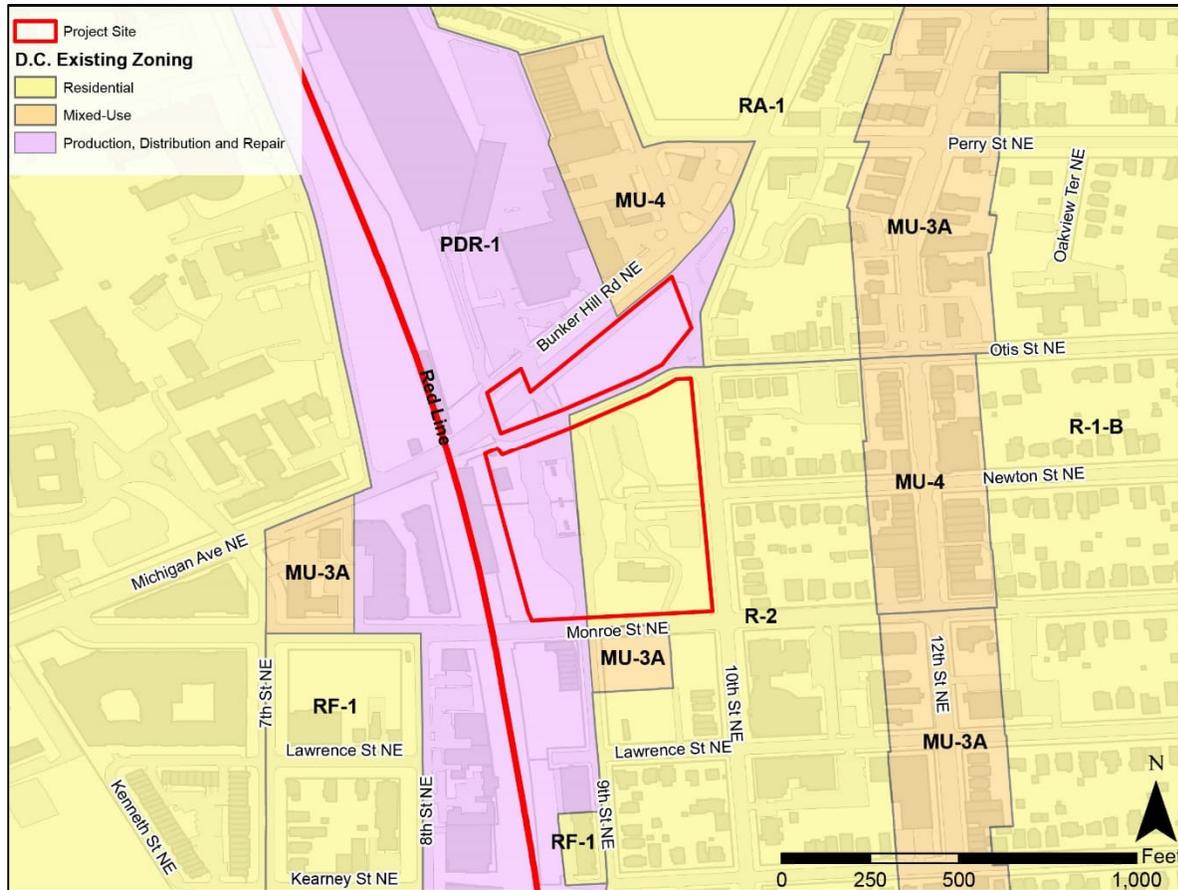
Metro prepared an initial traffic analysis of the impact of the proposed transit modifications and the impact of new development occurring on the site. The analysis determined no significant impacts to traffic would be caused by the redevelopment or the reconfiguration of the transit facilities. The intersection of Michigan Avenue and 10<sup>th</sup> Street NE will incur additional delay during the morning peak hour by the future year (2025), regardless of redevelopment construction. This intersection operates poorly in the existing condition, especially during the morning peak period. As the project progresses, more detailed analysis will be conducted, and more specific traffic mitigation activities will be developed.

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 PDR-1 and R-2. The PDR-1 (Production, Distribution & Repair) zone is intended to permit moderate-density commercial and PDR activities employing a large workforce and requiring some heavy machinery under controls that minimize any adverse impacts on adjacent, more restrictive zones. The R-2 (Residential) zone is intended to provide for areas predominantly developed with semi-detached houses on moderately sized lots that also contain some detached dwellings. As defined in the Zoning Ordinance, the purposes of the R-2 zone are to “provide for areas with semi-detached dwellings and protect these areas from invasion by denser types of residential development.” Figure 8 shows the existing zoning classifications around the Metro Station area.

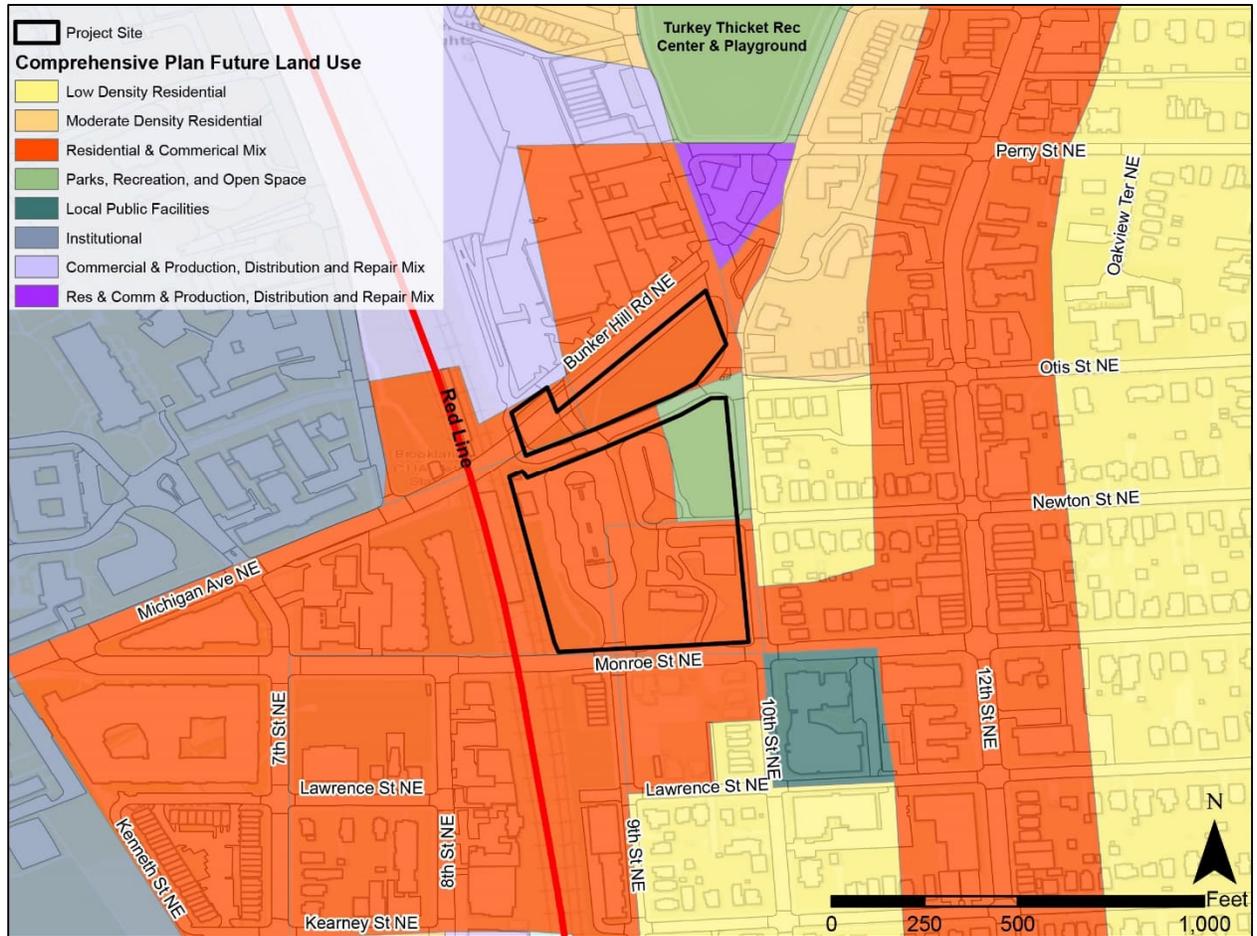
Figure 8. Existing Zoning Map



Source: DC Office of Zoning

According to the DC Office of Planning (DCOP) *Existing Land Use Map*, the existing land use of the parcel(s) containing much of the Project Site is Vacant and Parking, which currently includes the Kiss & Ride lot and bus loop. However, the DCOP 2021 Comprehensive Plan features a *Future Land Use Map* (see Figure 9) that provides a generalized view of how land in the District is intended to be used. The future land use of the parcel(s) containing much of the Project Site is intended to be used as Commercial and Residential Medium and Moderate Density (CMED, RMED, CMOD, RMOD), as well as Parks, Recreation and Open Space (PROS).

Figure 9. Future Land Use Map



Source: DC Office of Zoning

## 4.4 Planning Consistency

Table 7 identifies applicable local plans and evaluates the Project’s consistency with them.

*Table 7. Land Use and Transportation Plans*

Plan	Description	Author	Date	Inconsistencies
District of Columbia Comprehensive Plan	Identifies the Brookland 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 include 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 Brookland Metrorail Station in a mixed land use district combining Residential-Medium Density (RMED) and Commercial-Medium Density (CMED). The area immediately to the east of the Metro Station containing the existing bus loop and Kiss & Ride lot would be zoned Residential-Moderate Density (RMOD) and Commercial-Moderate Density (CMOD). The surrounding area consists of institutional and residential land uses.	DCOP	2022	Depending on final site plans, there may be a discrepancy with the FLUM in the parcel bound by Bunker Hill Rd. NE, 10 <sup>th</sup> St. NE and Newton St. NE. FLUM indicates Parks, Recreation, and Open Space, and the current site plan indicates a multi-use structure with an interior green space.

Plan	Description	Author	Date	Inconsistencies
District of Columbia Comprehensive Plan Upper Northeast Area Element	The detailed small area plan for the 8.7 square mile section of two-thirds of the District’s northeastern quadrant identifies the Brookland Metrorail Station as a key location for transit-oriented mixed-use development. It discusses the need for mixed-use development on vacant and underused property (parking east of the Metro Station), improvement on pedestrian and bicyclist safety, and support for appropriate long-term land use changes (more intense uses – housing, live-work lofts, artists’ studios).	DCOP	2022	None
Brookland CUA Metro Station Small Area Plan	The purpose of the plan is to guide future development in the Metro Station vicinity in a manner that respects the low-density scale of the nearby residential area (particularly the area along 10th Street NE and east of 10th Street NE), mitigates parking and traffic impacts, and improves connections to nearby institutions and shopping areas. The small area plan focused on land use and neighborhood character, economic development and neighborhood amenities, transportation, walkability and connectivity, and open space and environment.	DCOP	2009	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

## 4.5 Neighborhoods and Community Facilities

The Project Site is in the Brookland neighborhood in the District. While the neighborhood is mostly residential, it is home to a small, but thriving business corridor. It is bound to the north by Michigan Avenue NE, a multi-tenant retail strip center with off-street parking, and the Brookland Middle School; to the south by Monroe Street NE and vacant parcels; to the east by

10<sup>th</sup> Street NE followed by single family homes and a few medium-density residential and commercial developments; and to the west by the Catholic University of America campus.

Adjacent transportation infrastructure—such as the Brookland Metro Station Kiss & Ride lot and bus loop, as well as the vacant land to the north and south of the Metro Station—separate the Project Site from existing community facilities.

Brookland is known as “Little Rome” for the presence of numerous Catholic institutions, including schools, religious communities, shrines, institutes, and other organizations built and based around the Catholic University of America. Within a half-mile of the Project Site are the Brookland, University Heights, and Edgewood residential neighborhoods to the east, north, and south respectively. There are a total of 37 neighborhood and community facilities including three parks, five universities and colleges, six charter schools, two public schools, and 21 places of worship.

Figure 10 and Table 8 show community facilities within a half-mile boundary around the joint development study area for the Brookland Metro Station.

Figure 10. Neighborhood and Community Map

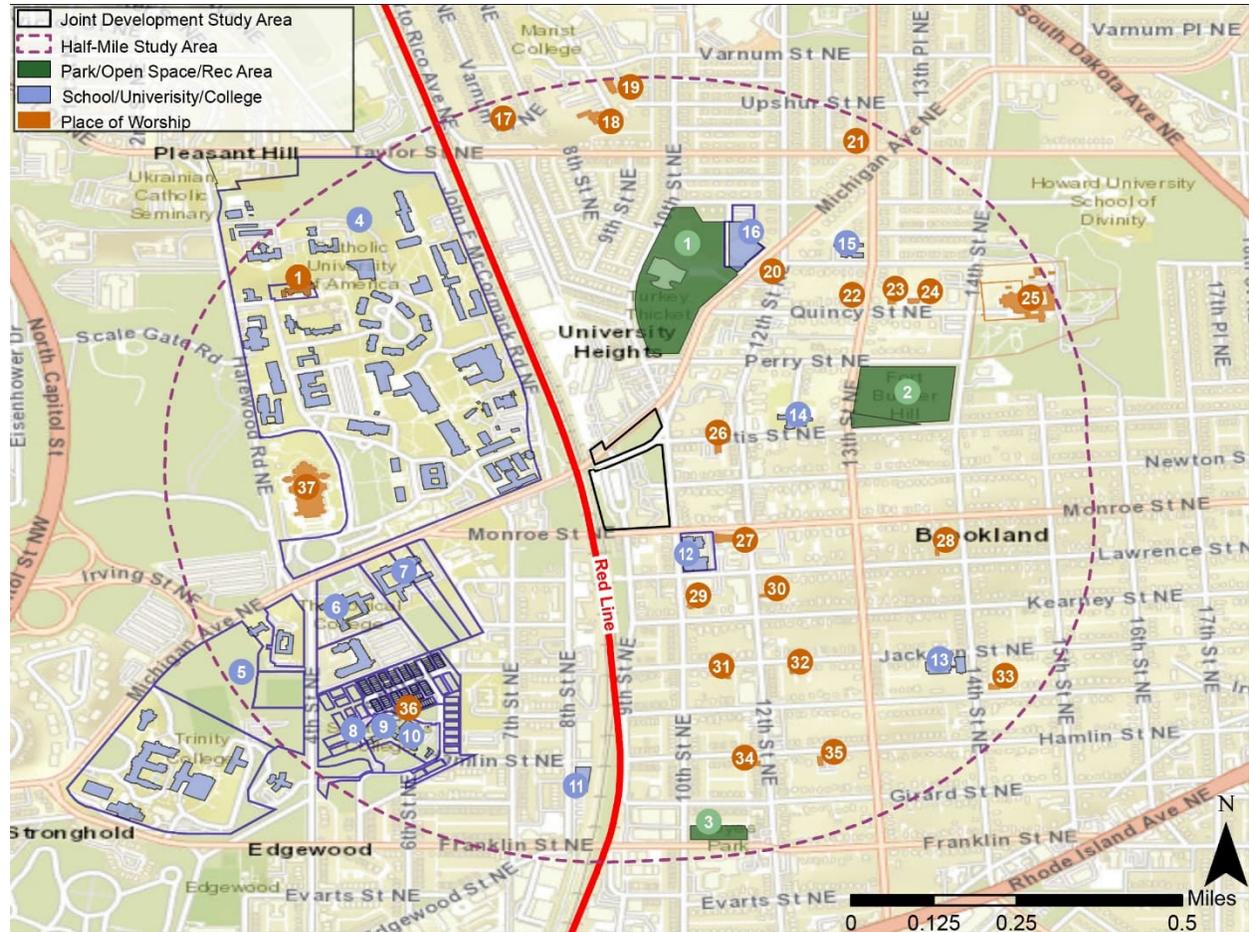


Table 8. Community Facilities within Half-Mile of Joint Development Study Area

Map ID	Facility Name	Type of Community Facility	Address
1	Turkey Thicket Rec Center & Playground	Local Park	1100 Michigan Ave NE
2	Fort Bunker Hill	National Park	Perry Pl., Between 13th & 14th Sts. NE
3	Noyes Recreation Center	Local Park	1000 Franklin St NE
4	The Catholic University of America	University/College	620 Michigan Ave NE
5	Trinity College	University/College	125 Michigan Avenue NE
6	Theological College	University/College	401 Michigan Avenue NE
7	Dominican House of Studies	University/College	487 Michigan Avenue NE
8	Saint Paul's College	University/College	3001 4th Street NW

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Map ID	Facility Name	Type of Community Facility	Address
9	Lee Montessori PCS – Brookland	DC Charter School	3025 4th Street NE
10	Washington Leadership Academy PCS	DC Charter School	3015 4th Street NE
11	Hope Community PCS – Tolson	DC Charter School	2917 8th Street NE
12	Luke C. Moore High School	DC Public School	1001 Monroe Street NE
13	Mary McLeod Bethune Day Academy PCS – Brookland	DC Charter School	1404 Jackson Street NE
14	Elsie Whitlow Stokes Community Freedom PCS – Brookland	DC Charter School	3700 Oakview Terrace NE
15	Shining Stars Montessori Academy PCS	DC Charter School	1240 Randolph Street NE
16	Brookland Middle School	DC Public School	1150 Michigan Avenue NE
17	Transformation Church DC Inc	Place of Worship	4323 Varnum Place NE
18	Religious The Sacred Heart	Place of Worship	821 Varnum Street NE
19	Divine Word House	Place of Worship	832 Varnum Street NE
20	Little Rock Faith Baptist	Place of Worship	3926 12th Street NE
21	Redeemer City Church of FI Inc	Place of Worship	4200 13th Street NE
22	Poor Clares of Perpetual Adoration	Place of Worship	3900 13th Street NE
23	Monastery Of the Holy Cross	Place of Worship	1302 Quincy Street NE
24	Servants Of the Lord	Place of Worship	1326 Quincy Street NE
25	Franciscan Monastery	Place of Worship	1400 Quincy Street NE
26	Guildfield Baptist Church	Place of Worship	1023 Otis Street NE
27	St Anthonys Catholic Church	Place of Worship	1029 Monroe Street NE
28	Bunton Memorial CME	Place of Worship	1348 Lawrence Street NE
29	Immanuel Bible Assembly	Place of Worship	3303 10th Street NE
30	True Pentecostal Church of Christ	Place of Worship	3311 12th Street NE
31	Guiding Star Baptist Church	Place of Worship	1025 Jackson Street NE
32	Grace United Baptist Church	Place of Worship	1219 Jackson Street NE
33	Brookland Union Baptist Church	Place of Worship	3101 14th Street NE
34	Gate Of Heaven Holy Church	Place of Worship	2932 12th Street NE
35	First Church of Washington Dc	Place of Worship	1219 Hamlin Street NE
36	St. Thomas Aquinas Church	Place of Worship	3015 4th Street NE
37	Basilica-The National Shrine	Place of Worship	400 Michigan Avenue NE

## 4.6 Environmental Justice Populations

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

### 4.6.1 Identification of Environmental Justice Populations

The Project Study Area with block groups identified are shown in Figure 4. Washington, DC was selected as a comparison area for the Environmental Justice analysis. Minority and low-income populations were then analyzed at the Census block group level using demographic data from the U.S. Census Bureau’s Decennial Census (2020).

Table 9 lists the percentages of minority residents in each of the block groups in the project study area and compares the total to the District. The percentage of minority residents within the Project Study Area (63.8%) was slightly higher than the District (60.4%).

Table 9 also identifies the number of Low-Income Households for each of the block groups in the Project Study Area and compares those numbers to the District. The overall percentage of Low-Income Households in the Project Study Area groups (40.1%) was slightly lower than the percentage of low-income households in Washington, DC (49.5%); however, the percentage of low-income households in some of the block groups in the Project Study Area varied from 31.9% to 45.0%.

Table 9. Minority and Low-Income Population by Block Group

Census Tract (Block Group)	Minority Population			Low-Income Population		
	Total Population	Minority Population	Percent	Total Households	Low-Income Households**	Percent
0023.02(2)	1,062	899	84.7%	462	160	34.8%
0092.01(1)	838	472	56.3%	357	149	42.0%
0092.01(2)	2,265	1,226	54.1%	747	301	40.3%
0093.01(2)	1,333	747	56.0%	456	205	45.0%
0093.01(3)	1,107	829	74.9%	282	105	37.4%
0093.01(4)	656	375	57.2%	246	78	31.9%
0093.02(1)	1,750	1,149	65.7%	701	298	42.6%
0095.03(2)	766	510	66.6%	253	87	34.4%
0095.03(3)	750	447	59.6%	248	88	35.7%
0095.04(1)	1,606	1,004	62.5%	696	310	44.6%
0095.11(1)	2,066	1,396	67.6%	*unavailable	*unavailable	N/A
Census Project Study Area	14,199	9,054	63.8%	*4,448	*1,786	40.1%
Washington, DC	689,545	416,351	60.4%	288,307	142,761	49.5%

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

\*Some income data was not available at the block group level in some of the Census Project Study Area

\*\*The number of low-income households was determined by calculating the number of households with an income below 80% of the Median Household Income for that statistical area. If the low-income threshold split an income bracket, the number of households that were deemed low-income in that bracket was calculated by finding the proportionate number of households below that threshold.

#### 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 contains Brooks Mansion (NR Property ID: 75002045), which is listed on the National Register of Historic Places. Brooks Mansion is composed of the Bellair Planation house, the original Greek Revival-style plantation house built on the site by Ann and Jehiel Brooks around 1840, and a large eastern addition to this house built by the Marist Society, which altered Bellair for use as Marist College in 1894. It was purchased in 1979 by the District of

Columbia (from Metro) and is currently used by the Public Access Corporation for the District of Columbia and includes a parking lot with 18 spaces. It is unknown when, exactly, this parking lot was built. Since its construction, the house has been a significant landmark in the Brookland neighborhood.

The grounds of Brooks Mansion uniquely reflect the history of Brookland's development, from colonial days to the present (DC Preservation League). Brooks Mansion is currently owned by the District of Columbia.

The Brooks Mansion itself would remain as existing conditions. However, access to the parking will be modified to allow for sidewalk and bus bay construction on Newton Street and the existing fence line will be reconfigured.

Outside of the Brooks Mansion, there are no other historic resource on the Project site. The remaining ground in the Project Site has already been substantially disturbed during site development for the original Metro Station facilities and will not be further affected by the proposed facility changes.

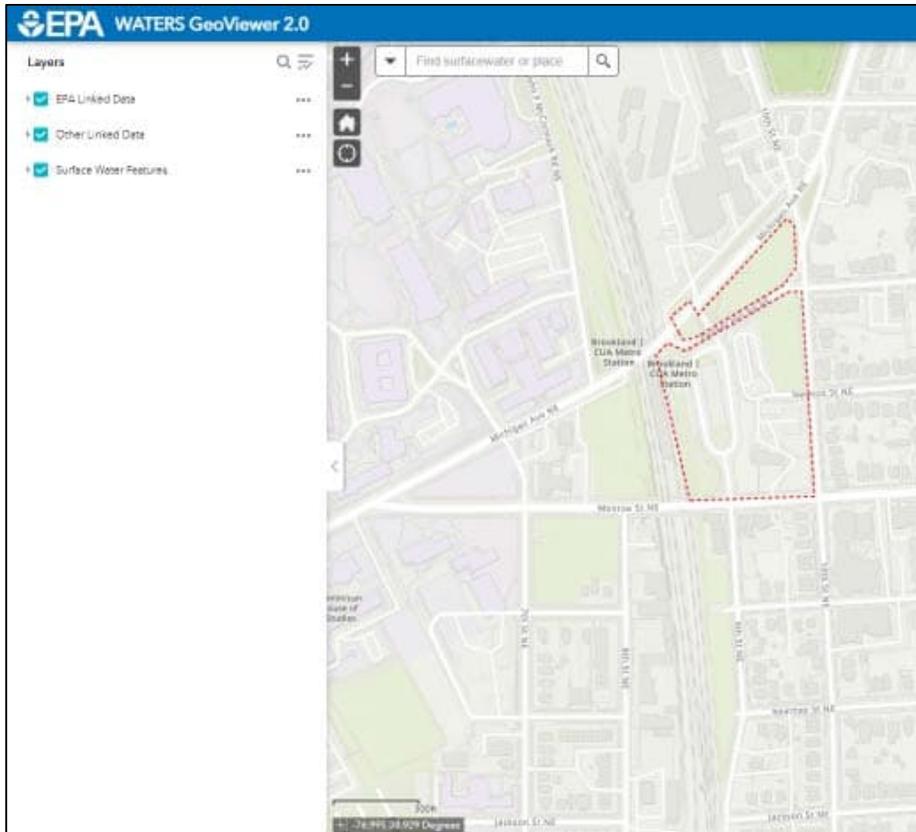
## 4.8 Public Parklands

The following public parklands are located within a half-mile of the study area: Turkey Thicket, Triangle Park (bounded by Michigan Avenue NE, 12<sup>th</sup> Street NE, Shepherd Street NE), Noyes Park, and Fort Bunker Hill. 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 Brookland Metro Station.

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

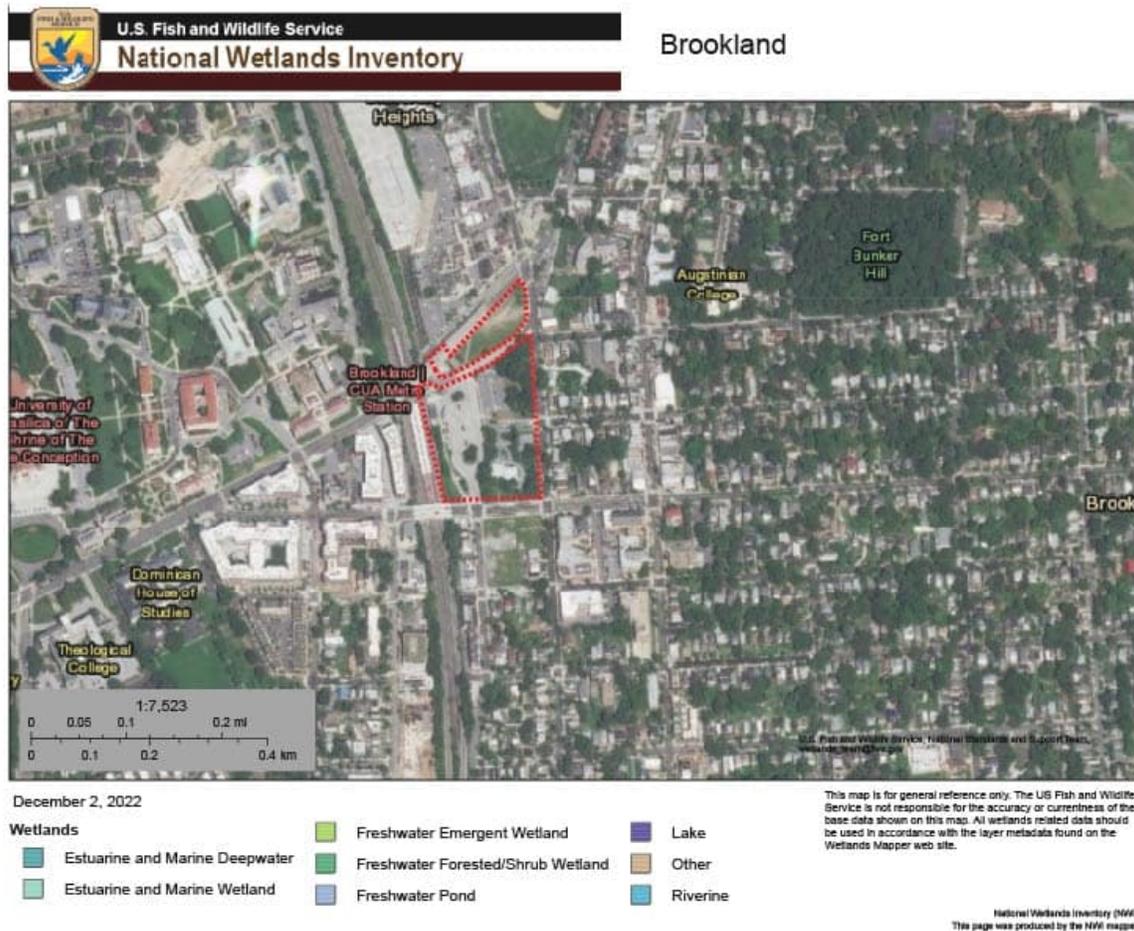
The Project Site does not anticipate encountering any wetland or Waters of the US in the study site, as there are no identified bodies of water per EPA and USWF. See Figure 11 and Figure 12.

Figure 11. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

Figure 12. National Wetlands Inventory Map



Source: US Fish and Wildlife Wetlands Inventory

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.

There is no body of water at or adjacent to the Project site, therefore, no impact is expected.

## 4.10 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 1100010036C, effective September 27, 2010 shows that existing facilities at the Brookland Metro Station do not occupy the current 100-year or 500-year floodplain (Zone C).

## 4.11 Water Quality

The Kiss & Ride lot reduction 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. If development subsequently occurs, storm water management facilities will be constructed in accordance with District of Columbia's Department of Energy & Environment 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.

District and federal laws set annual or seasonal standards with quantifiable criteria to protect a water body, depending on its designated use. These standards 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.

There will be no permanent impacts to water quality 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 area is currently designated as a marginal nonattainment area for 8-hour ozone (O<sub>3</sub>) and is in attainment with all other EPA National Ambient Air Quality Standards including carbon monoxide (CO), particulate matter less than 2.5 microns (PM<sub>2.5</sub>) and 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 Metro'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. DDOT UFD is the primary steward of the District's public trees and has a mission of keeping the district's trees healthy, safe, and growing. Based on the District Department of Transportation (DDOT)'s Urban Forestry Division's (UFD) street tree map there are 22 street trees in the Project Site.

The street trees in Project Site range from two to 13 inches in diameter and all in fair to excellent condition. The type of trees include Kentucky Coffeetree, Sugar Maple, Japanese Pagodatree, Chokecherry, Littleleaf Linden, and Bald Cypress.

If trees are planned for removal, Metro will obtain a permit to remove the selected trees and an arborist will be engaged to create a tree removal plan, including best practices for protecting, replanting, and potentially relocating trees, in the Project Site during construction. The Project will be designed in a way to preserve as many trees as possible and a final tree plan will be shared once design is finalized.

### 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 Site. The Northern Long-eared Bat (NLEB) (Endangered Status) and the Monarch Butterfly (Candidate Status) are the only species identified in the official species list for the Project Site. No critical habitats were identified.

### 4.15 Utilities

The Project is not anticipated to permanently affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services. Any temporary impacts to utilities will be coordinated in the design and permit phases and there will be no significant impacts to the community and Metro customers.

## 4.16 Safety and Security

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

During the course of construction, the new development will be professionally managed with controlled access and adequate lighting in and throughout the premises.

## 4.17 Hazardous and Contaminated Materials

While there is a potential presence of hazardous and contaminated materials at the Site, a Phase I ESA indicated the risk level is too low to require further action such as a Phase II ESA.

According to the Environmental Protection Agency (EPA), 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 22, 2021 by Vanasse Hangen Brustlin, Inc. (VHB) 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 (RECs), vapor encroachment conditions (VECs), De Minimis Conditions, and Business Environmental Risks (BERs) at the site:

- RECs stem from historical uses at the site include automotive repair facilities between the 1960s and 1970s, including one gasoline underground storage tank (UST) indicating potential releases of oil and/or other hazardous materials (OHM). Additionally, there are several nearby industrial sites (including gas stations) and associated documented releases of OHM which have the potential to impact environmental conditions on the Site.

- Based on the REC findings, there is the potential that volatile COCs could impact environmental media, constituting a VEC.
- Historical abutting railroad right of way (ROW) dating back to 1885 and a nearby environmental listing that includes USTS with no documented releases of OHM constitute De Minimis Conditions.
- The potential historical use of hazardous building materials and the existence of abutting pole-mounted electrical transformers constitute business environmental risks.

The Developer is solely responsible for any permits or other documentation required related to hazardous and contaminated materials. Proper testing, remediation, and permitting processes will be followed as part of this Project.

## 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 a temporarily relocated transit way. There will be no reduction in Metrobus service.

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 Metro 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 the District noise ordinances. Mitigation activities could include minimizing night-time work and utilizing noise control measures. Once the project is complete, there is 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 foot traffic, demand for goods, services, and

housing. The neighborhood, including its street network, can accommodate the increase in development and traffic.

#### 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 prepare and submit a maintenance of traffic plan to Metro, DDOT, and Department of Buildings for approval.

The Project will be phased to minimize the impact on Metro operations.

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

## 5.0 PUBLIC INVOLVEMENT

Metro and Washington, DC will keep the public informed about the Modifications through public outreach. A public hearing in accordance with the WMATA Compact will be scheduled for September 12, 2023 at Luke C. Moore High School at 6:30 PM. 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, the public hearing presentation, an opportunity to provide feedback, and a link to a dedicated project webpage in Spanish.

The subject of this hearing will be the following:

- Reconfiguration of the bus loop
- Relocation of the Kiss & Ride lot to on-street facility
- Reduction of 34 Kiss & Ride spaces to eight spaces

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 Metro headquarters and libraries in the project vicinity.

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

- Online at [wmata.com/plans and projects](https://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 by telephone

All comments must be received by 5pm September 22, 2023 to be included in the public record.

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