Deanwood Metro Station
Modification of Transit Facilities

Washington Metropolitan Area Transit Authority (WMATA)
Environmental Evaluation

June 2023

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1.0 INTRODUCTION

Metro proposes changes to the Deanwood Metro Station ("Metro Station" or "Deanwood Station") to enable a joint development project ("Project") and increase ridership. The Project involves a modification of Metro Station facilities and facility access ("Changes" or "Modifications"), and this Environmental Evaluation has been prepared to assess the potential effects of this action and updated as of April 2023.

The Project includes the following Modifications:

- Removal of the 194-space surface Park & Ride facility, thereby redirecting parking customers to the Cheverly and Minnesota Avenue Metro Park & Ride facilities, which have excess capacity.
- There will be no changes to bus and Kiss & Ride facilities.

These Modifications have been presented to the board previously in 2018. A Compact public hearing was held on June 20, 2018, and the public was provided with an opportunity to comment on the proposed changes. For more information on the Public Involvement associated with the 2018 proposal, please see, briefly, Section 5 of this document, and more fully, the Public Hearing Staff Report in Appendix A.

This proposal is consistent with the District of Columbia's 2021 Comprehensive Plan Update and the 2008 Small Area Plan that was developed with community consultation. The Small Area Plan proposed the conversion of the surface Park & Ride lot into a transit-oriented, mixed-use development, which also supports the District's housing goals (see Section 4.4).

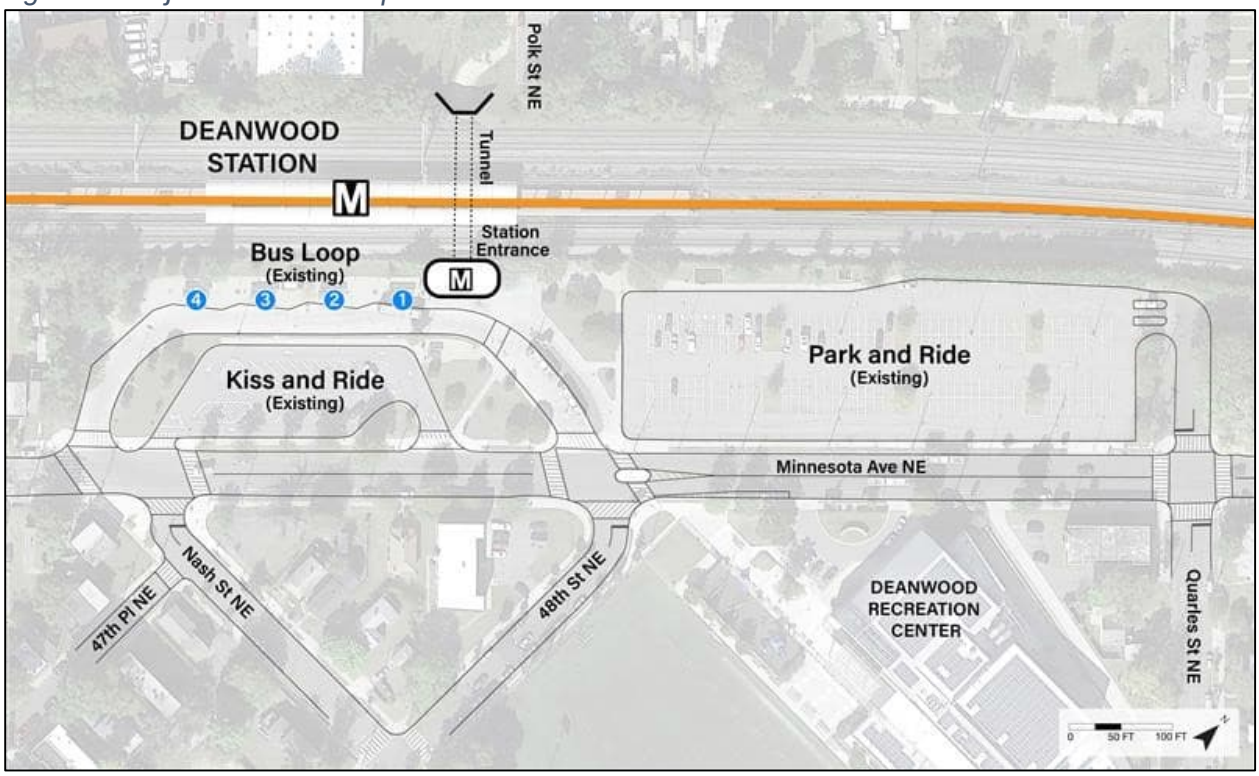
The average mid-week peak hour utilization or occupancy of the Deanwood Park & Ride facility in the three years leading up to the pandemic (2017-2019) was 70 vehicles. As of April 2023, Metro has observed the average mid-week peak hour utilization to be approximately 20 vehicles. These vehicles can be accommodated at the Cheverly and Minnesota Ave Park & Ride facilities, even after adjusting to Deanwood's vehicle counts pre-COVID. In the years leading up to the COVID-19 pandemic, there was an observed average of 291 total spaces available for use at Cheverly and Minnesota Ave Park & Ride facilities combined (see section 4.2.5). Therefore, Cheverly and Minnesota Ave Park & Ride facilities have ample capacity to support the shift of Deanwood Metro customers.

Further assessment of Park & Ride user home address registrations identified that nearly 100% of parking customers frequently using the Deanwood Metro Station would have less than a five-minute increase in travel time to access Metro services at Cheverly or Minnesota Ave. This marginal impact is not anticipated to reduce ridership from parking customers.

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

The project area ("Project Site") is a 5-acre, Metro-owned property on the east side of the Deanwood Station platform. The facility includes a five-bay bus loop, 20-space Kiss & Ride lot, and a 194-space surface Park & Ride lot. The Project Site is in Ward 7 of Washington, DC. The project location is shown in Figure 1.

Figure 1. Project Location Map



2.0 EXISTING SITE DESCRIPTION

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

Pedestrians may access the Deanwood Station from the south via sidewalks from Minnesota Avenue NE, the bus loop, Kiss & Ride facility, or Park & Ride facility. For pedestrian access from the north, the Station can be accessed via a tunneled underpass from Polk Street NE. The Station's bicycle facilities are located at the main entrance to the south and include six inverted U-racks.

Situated to the south of the Deanwood Station entrance, the Station's bus loop includes six bus bays. The Station is served by four Metrobus lines. There is also a 20-space Kiss & Ride lot along Minnesota Avenue NE next to the bus loop.

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

Figure 2. Existing Transportation Facilities



2.1 Bicycle and Pedestrian Access

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

2.2 Metrorail

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

Average daily rail entries for the year 2022 were 454. Average entries for 2023 from January to April 6 are at 551, suggesting a year-over-year increase. The Station's Peak average daily entries was 1,430 in 2012, though that figure is limited by available data.

Five fare gates provide access into the paid Station area. A separate fare gate allows access to the elevator (located outside the paid area, in front of the Station manager kiosk) to the platform. The Station platform is on a berm and the mezzanine is below the platform. The Station can be accessed from the south by elevator and escalators and from the north by a pedestrian tunnel reached from a walkway that ramps down from Polk Street NE.

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

2.3 Metrobus

Deanwood Metro Station has four bus bays assigned to Metrobus routes and one bay for layover (see Figure 1).

The bus loop serves current bus operations and has capacity to accommodate potential, new DC circulator service in coming years. All four bus bays assigned to routes are equipped with shelters, benches, and schedule information. An on-street stop is located on Minnesota Avenue NE at 48th Street NE, directly across from the Station entrance, and there are stops further north on Minnesota Avenue NE at Quarles Street NE. All four Metrobus routes serving the Station use standard buses and as of this date, there are no routes that use articulated buses. There is no Station service from any other public bus providers. See Table 1 for a summary of bus service at Deanwood.

Table 1. Local Bus Summary Table

Operator	Route	Bay Assignment	Termini	Approx. Weekday Headway (minutes)	Span of Service
Metrobus	W4	A	Alabama Ave.	12-30	Monday through Sunday
Metrobus	R12	C	Kenilworth Ave.	30-60	Monday through Sunday
Metrobus	U7	B	Minnesota Ave.	24-30	Monday through Sunday
Metrobus	V14	D	District Heights-Seat Pleasant	20-60	Monday through Sunday

2.4 Kiss & Ride

The Deanwood Metro Station has 20 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 south of the Metrorail tracks and bus loop.

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

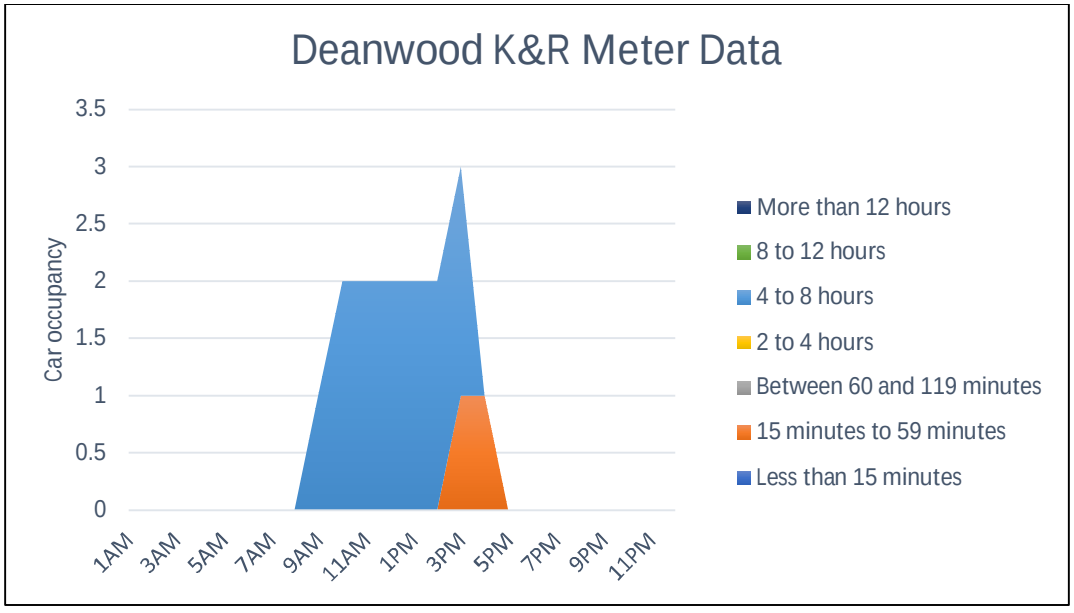
- ParkMobile parking meter transaction records (available since installation in 2020)
- Customer surveys on modes of transport used to access Metrorail Stations (last produced in 2016)

The parking meter data shows that only 3 customers used the Kiss & Ride facility throughout the weekdays in January 2023 when adjusting the available data to pre-COVID ridership rates. Of these Kiss & Ride users none 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 two of the users throughout the month parked for an extended period, exceeding four hours or more. See Table 2 and Figure 3 for more information.

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

Parking Duration	Weekday Parking Meter Transactions January 2023 Mon-Fri		Weekday Parking Meter Transactions Adjusted to Pre-COVID Ridership Rates (2015-2019)
Less than 15 minutes	0.0	(0%)	0.0
15 minutes up to 1 hour	0.0	(33%)	0.1
Between 60 and 119 minutes	0.0	(0%)	0.0
2 to 4 hours	0.0	(0%)	0.0
4 to 8 hours	0.1	(67%)	0.2
8 to 12 hours	0.0	(0%)	0.0
More than 12 hours	0.0	(0%)	0.0
Total	0.1	(100%)	0.3

Figure 3. Deanwood Kiss & Ride Meter Data



Alternatively, the customer survey data identified that 6-percent of rail customers were dropped-off at the Station and 17-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 26 during the AM peak and 24 during the PM peak respectively. These volumes could create demand for up

to 13 parking 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 Table 3.

Table 3. Kiss & Ride Parking Demand Analysis

Factors	Drop-Off	Pick-Up
Average Weekday Peak Hour Rail Trips (1) [A]	189 entries	188 exits
Access Mode Share (2) [B]	6%	17%
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)	3 spaces	10 Spaces

(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*

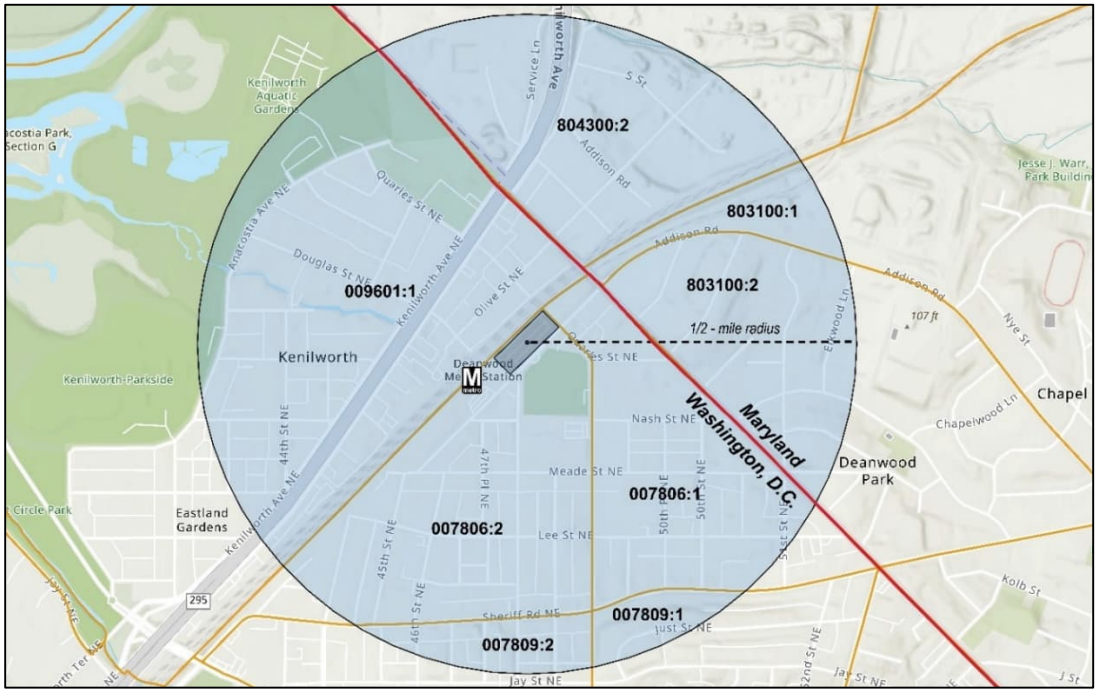
2.5 Park & Ride

The existing Park & Ride is a surface lot with a single entry/exit point on Quarles Street NE and provides a total of 194 all-day parking spaces (see Figure 2). Seven parking spaces are designated for drivers with disabilities, and 27 are reserved for monthly parkers. The daily parking fee is $4.60. The average mid-week peak hour utilization or occupancy of the Deanwood Park & Ride facility in the three years leading up to the pandemic (2017-2019) was 70 vehicles. Post-pandemic, for the first quarter of 2023, the average occupancy of the lot was 20 cars, or 10% of the capacity of the parking lot. Within the Deanwood neighborhood south and east of the railroad tracks, on-street parking is restricted to two hours duration between 7:00 AM and 8:30 PM for vehicles without District of Columbia Zone 7 residential parking permits. Polk Street NE and Olive Street NE do not have parking restrictions.

2.6 Census Project Study Area Demographics

A half-mile radius around the Project area ("Census Project Study Area") was determined to be the appropriate study area boundary to analyze the community's demographics; 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, including those in Prince George's County, Maryland. The study area with block groups identified are shown in Figure 4.

Figure 4. Census Study Area with Block Groups



2.6.1 Age and Sex

Table 4 and Table 5 provide a breakdown of the Census Project Study Area by age and sex. The female population for the Census Project Study Area (6,782) was slightly higher than the male population (5,895).

Table 4. Census Project Study Area Male Population by Age

Census Tract (Block Group)	Male							
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	Total
0078.06 (1)	182	30	144	3	93	22	129	603
0078.06 (2)	114	0	322	79	62	223	51	851
0078.09 (1)	432	239	40	155	118	80	26	1,090
0078.09 (2)	143	25	0	33	0	55	46	302
0096.01 (1)	445	47	84	59	59	107	75	876
8031.00 (1)	48	12	60	64	100	34	123	441
8031.00 (2)	188	22	93	87	59	155	83	687
8043.00 (2)	350	93	126	177	71	81	147	1,045
Census Project Study Area (%)	1,902 (32%)	468 (8%)	869 (15%)	657 (11%)	562 (10%)	757 (13%)	680 (12%)	5,895 (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							
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	Total
0078.06 (1)	74	0	225	66	41	60	188	654
0078.06 (2)	49	0	53	40	62	121	112	437
0078.09 (1)	267	104	181	133	120	79	151	1,035
0078.09 (2)	7	75	111	82	48	117	102	542
0096.01 (1)	262	282	215	147	250	167	116	1,439
8031.00 (1)	102	25	112	38	122	23	181	603
8031.00 (2)	124	112	213	71	65	214	132	931
8043.00 (2)	406	101	165	200	57	70	142	1,141
Census Project Study Area (%)	1,291 (19%)	699 (10%)	1,275 (19%)	777 (11%)	765 (11%)	851 (13%)	1,124 (17%)	6,782 (100%)

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

2.6.2 Race and Ethnicity

Table 6 provides a breakdown of the minority groups by race and ethnicity present within the Census Project Study Area. The largest minority group within the Census Project Study Area is Black / African American (81.3%), which is much higher than Washington, DC (41.4%) and Prince George's County (59.8%). The second largest minority group within the Census Project Study Area is Hispanic or Latino (12.5%), which is higher than Washington, DC (11.3%), but lower than Prince George's County (21.2%). 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		Prince George's County		Washington, DC	
	Number	% of Total Population	Number	% of Total Population	Number	% of Total Population
Black / African American	10,980	81.3%	578,703	59.8%	285,810	41.4%
American Indian / Alaska Native	69	0.5%	8,935	0.9%	3,193	0.5%
Asian	66	0.5%	41,875	4.3%	33,585	4.9%
Native Hawaiian or Other Pacific Islander	7	0.1%	546	0.1%	432	0.1%
Two or More Races	747	5.5%	72,594	7.5%	56,077	8.1%
Other	1,136	8.4%	139,685	14.4%	37,294	5.4%
Minority Populations (Race) Total	*13,005*	*96.3%*	*858,141*	*87.1%*	*416,351*	*60.4%*
Hispanic or Latino	1,685	12.5%	205,463	21.2%	77,652	11.3%
Not Hispanic or Latino	11,822	87.5%	761,738	78.8%	611,896	88.7%

Source: U.S. Census Bureau, Decennial Census (2020) & American Community Survey 5-Year Estimate (2021).

3.0 PROJECT DESCRIPTION

3.1 Modifications to Bicycle and Pedestrian Access

No changes to bicycle and pedestrian access are being proposed.

3.2 Modifications to Metrorail

No changes to Metrorail area are being proposed.

3.3 Modifications to the Bus Loop

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

3.4 Modifications to Roadway Access

No changes to roadway access are being proposed.

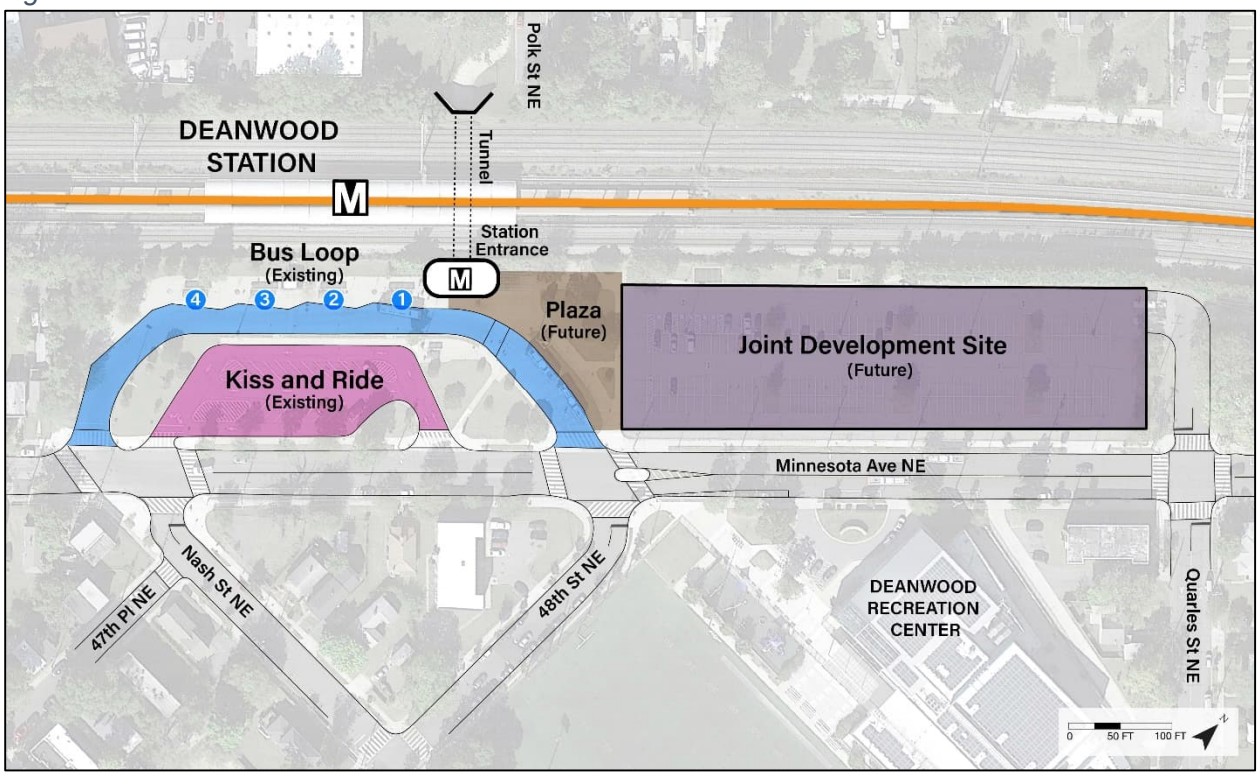
3.5 Modifications to Kiss & Ride

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

3.6 Park & Ride

The surface Park & Ride lot (Figure 5) is proposed to be eliminated and not be replaced. The purpose of the parking change is to facilitate Joint Development that will provide mixed-use development opportunities at Deanwood Metro Station.

Figure 5. Deanwood Station Park & Ride Lot



4.0 PROJECT IMPACTS

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

4.1 Land Acquisitions, Displacements, and Dispositions

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

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

4.2 Transportation

4.2.1 Pedestrian and Bicycle Access

Joint Development plans may include improved pedestrian and bicycle access to the Deanwood Metro Station.

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.

4.2.2 Metrorail

The future joint development will likely result in an increase in ridership at Deanwood Metro Station. New residential units, library, and retail are anticipated to provide more riders than the existing Park & Ride spaces generate. The Station's vertical capacity is sufficient to accommodate the potential ridership increases that would occur as a result of the joint development project.

4.2.3 Local Bus Routes

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

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.

4.2.4 Kiss & Ride

No changes to the Kiss & Ride facilities are proposed.

4.2.5 Park & Ride

The proposed Modifications include removal of the 194-space surface Park & Ride facility. Parking customers will be redirected to use the Park & Ride facilities at Cheverly and Minnesota Avenue Metro Stations, which have excess capacity.

In the three years leading up to the pandemic (2017-2019), there were 71 transactions at the Deanwood Metro Station on an average mid-weekday. The peak hour utilization, or occupancy, of the lot was only 70 vehicles. Average mid-week peak hour utilization in 2023 (through April) is 20 vehicles. These volumes can be accommodated at the Cheverly and Minnesota Ave Park & Ride facilities that together had 291 total spaces vacant, or available for use, on an average mid-weekday in the years leading up to the pandemic (2017-2019).

An assessment of Park & Ride user home address registrations (“Parkshed”) identified that nearly 100% of parking customers frequently using the Deanwood Metro Station between 2017 and 2019 would have less than a five-minute increase in travel time to access Metrorail services at Cheverly or Minnesota Ave. This marginal impact is not anticipated to reduce ridership from parking customers. Figure 6, Figure 7, and Figure 8 show the Park & Ride capacity, transactions, and occupancy at Deanwood, Cheverly, and Minnesota Ave. Metro Stations. Figure 9 shows the Deanwood Station Parkshed in relation to Cheverly and Minnesota Ave Metro Stations. Table 7 shows the travel time impact on Deanwood’s 22 frequent parkers of going to either Cheverly or Minnesota Ave.

Figure 6. Deanwood Park & Ride Utilization

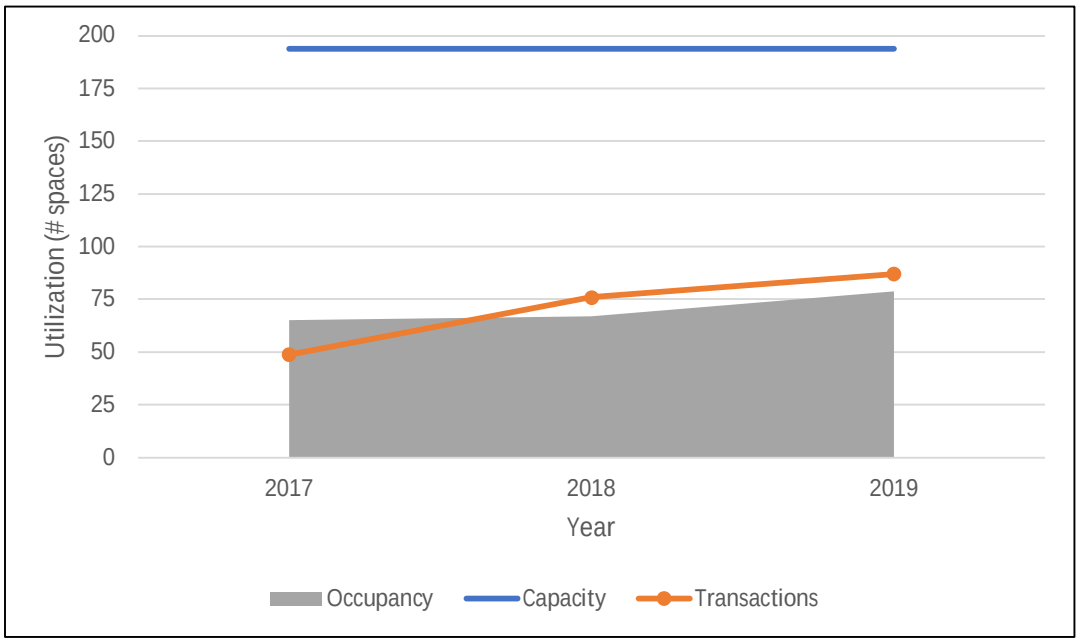


Figure 7. Cheverly Park & Ride Utilization

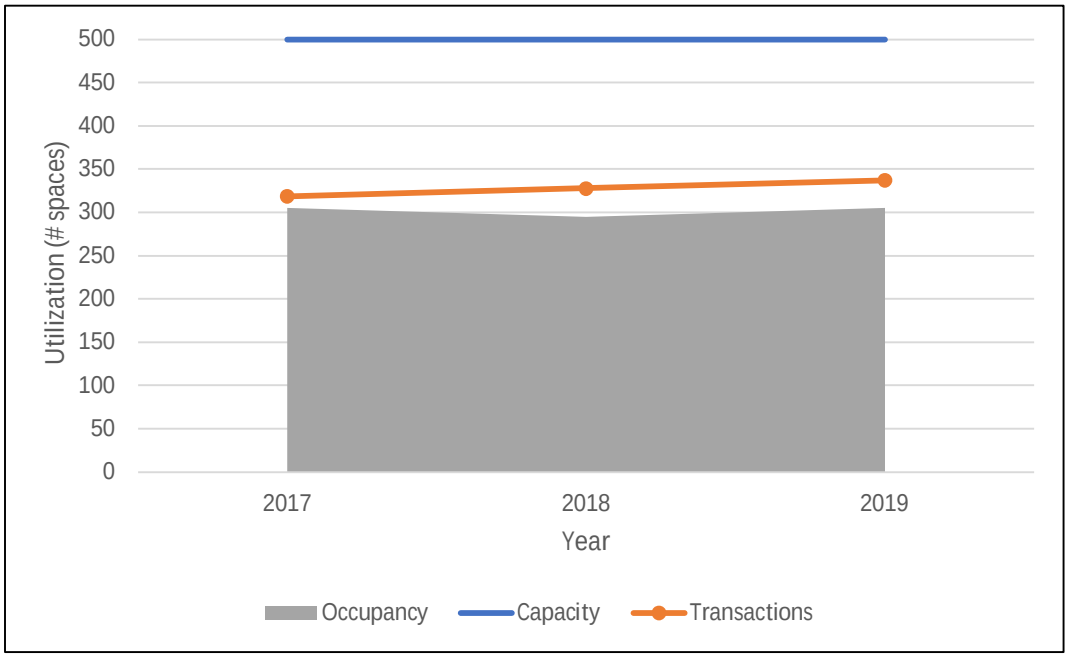


Figure 8. Minnesota Ave. Park & Ride Utilization

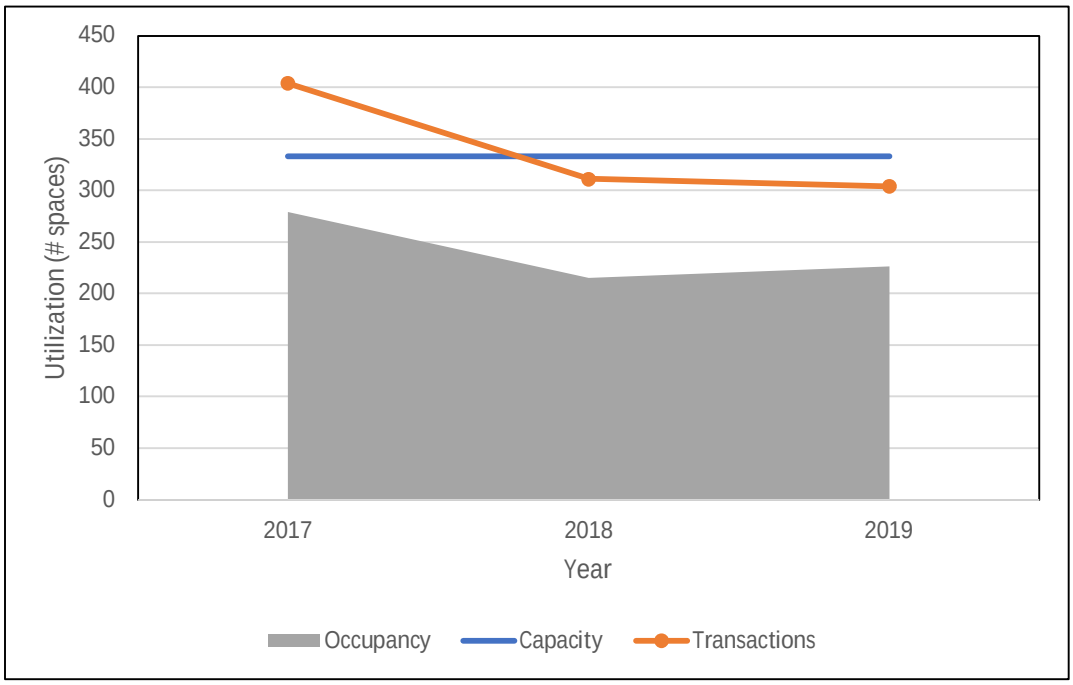


Figure 9. Deanwood Parkshed Map

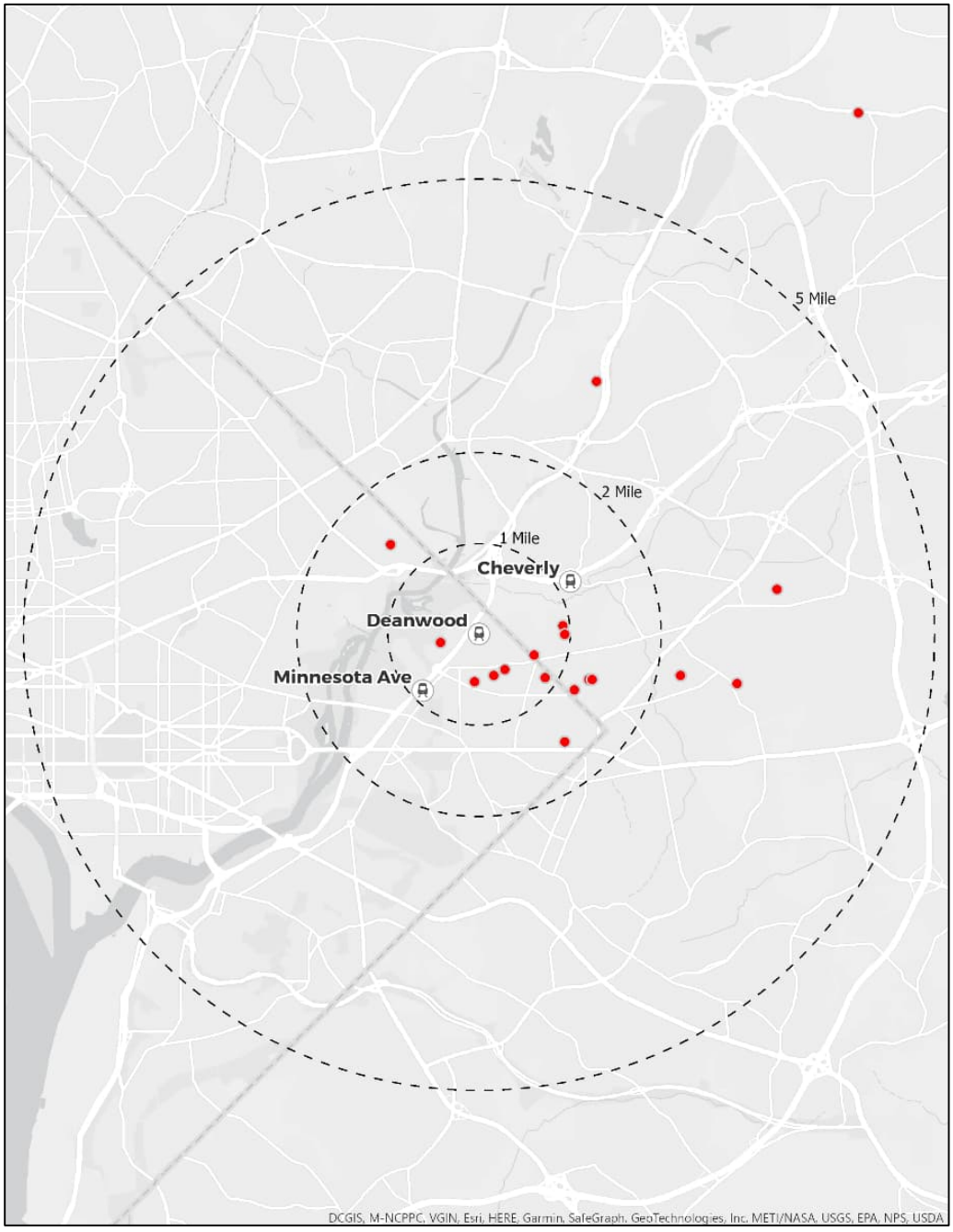


Table 7. Travel Time Impacts for Deanwood Park & Ride Frequent Customers to Change Stations

Travel Time Impacts	To Cheverly		To Minnesota Ave	
	Total Frequent Customers	% of Frequent Customers	Total Frequent Customers	% of Frequent Customers
Savings of 0 to 5 minutes	11	50%	3	14%
Increase of 0 to 5 minutes	11	50%	17	77%
Increase of 6 to 10 minutes	0	0%	2	9%
Increase of more than 10 minutes	0	0%	0	0%
Total customers	22	100%	22	100%

4.2.6 Traffic

Minnesota Avenue NE serves as the southeast border of the Deanwood Metro Station property. Traffic on Minnesota Avenue NE and feeder streets would likely decrease somewhat owing to the loss of daily parkers at the Station. According to a survey Metro issued to registered SmartTrip parkers in 2017, over 80% of respondents indicated that they would park elsewhere or use access modes other than automobiles to arrive at the Station if there were no Park & Ride lot. It is not possible at this time to assess impacts of any Joint Development since specific types and amounts of development remain to be determined. However, since a Joint Development project would have to go through zoning approvals (see Section 4.3) by the District of Columbia, any developer would have to comply with the District's parking requirements, and the public would have the opportunity to comment on any traffic analyses at that time.

4.3 Zoning and Land Use

The site itself is currently zoned mainly for Production, Distribution and Repair (PDR-1), which is intended to permit moderate-density commercial and PDR industrial activities (Figure 10). Blocks surrounding the site consist of Residential zoning: R-2 and R-1-A for semi-detached and detached homes, respectively. Current land use matches the current zoning with low-to-moderate industrial, commercial and residential activities in the site vicinity (Figure 11).

Current industrial zoning is inconsistent with Metro's vision for joint development of the site, the adopted future land use map, and the Deanwood neighborhood's vision for future growth and development (Figure 12). The Comprehensive Plan's Future Land Use Map targets the Deanwood Station area for moderate density residential development and low-density commercial development.

Figure 10. Existing Zoning

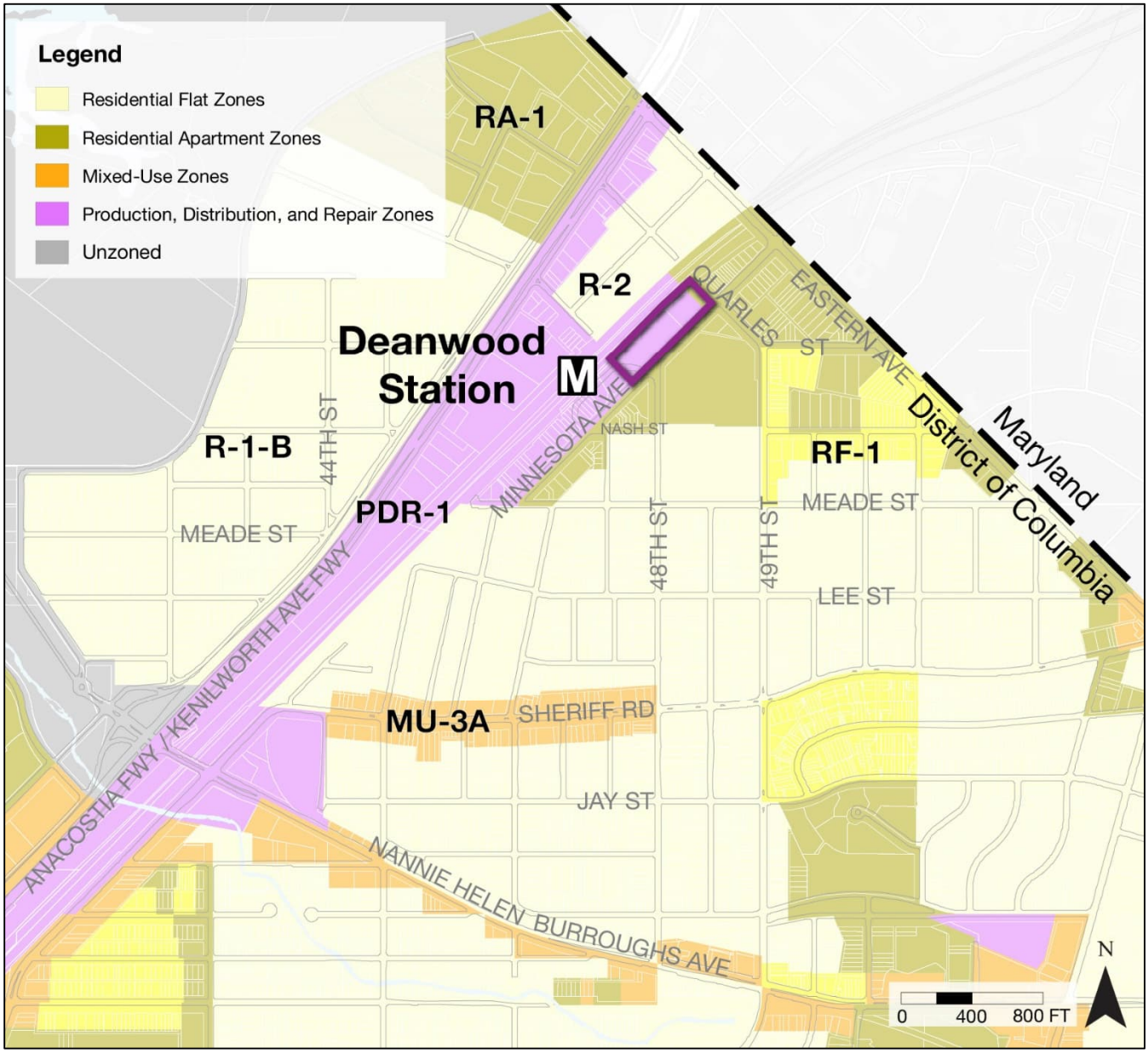


Figure 11. Existing Land Use

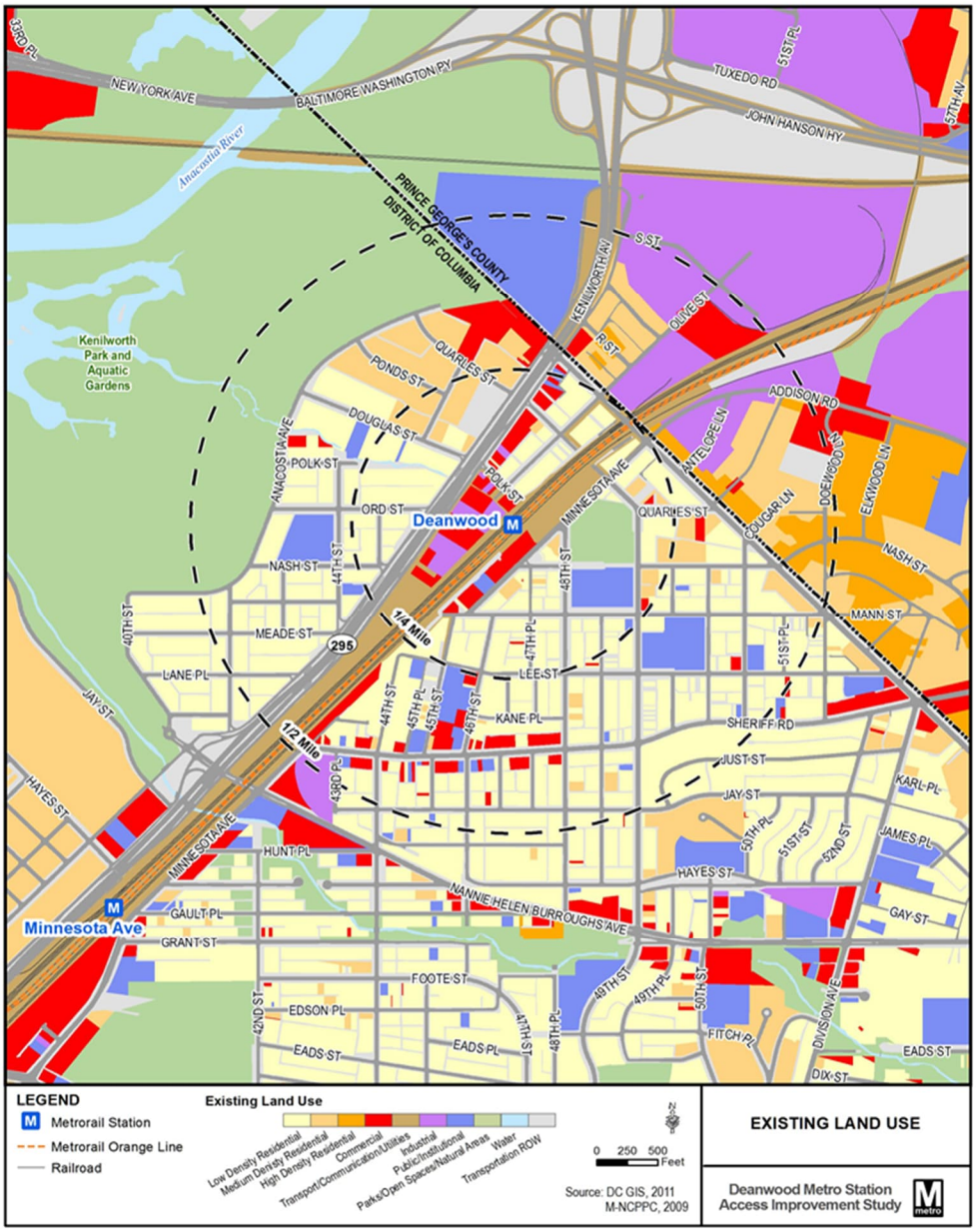


Figure 12. Future Land Use



4.4 Planning Consistency

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

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

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

Replacing an underused parking lot with a mixed-use Joint Development project would be consistent with the above recommendations.

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

4.5 Neighborhoods and Community Facilities

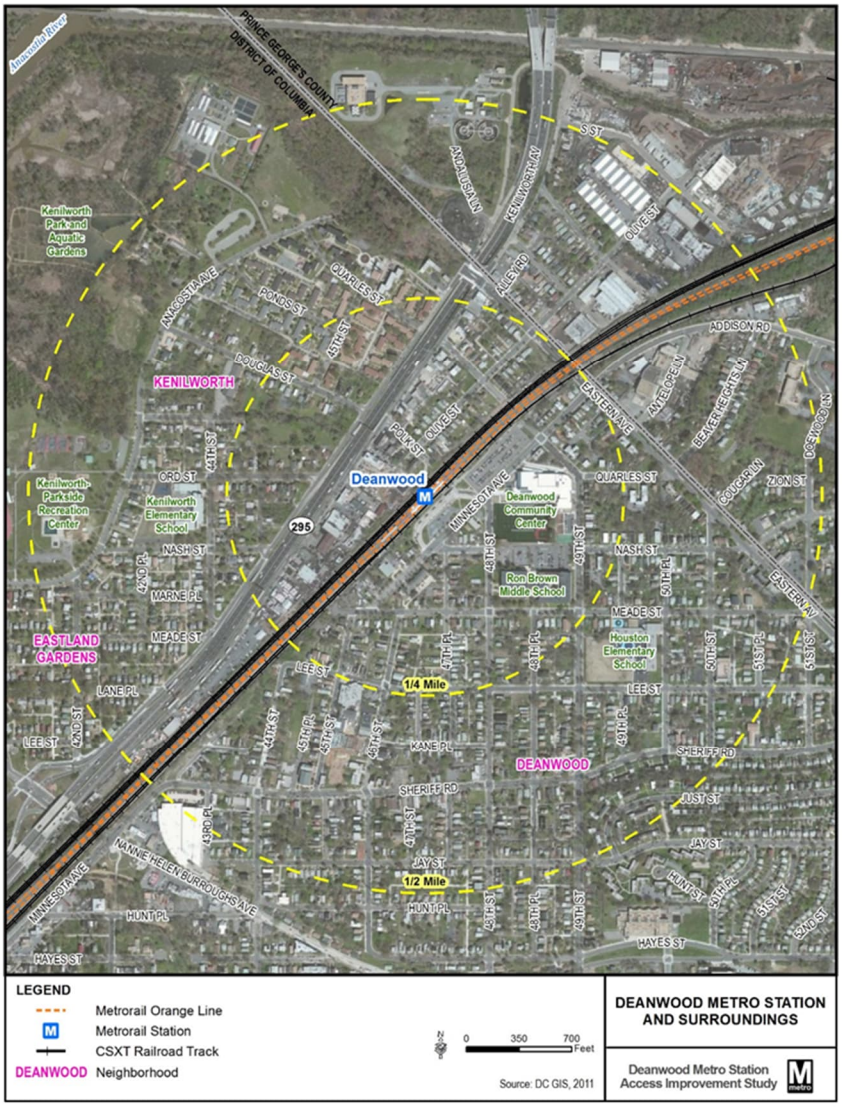
The site is located within Northeast Washington, DC in an area which consists of generally low-density residential neighborhoods and the corridor of light industrial and commercial properties along Kenilworth Avenue NE and the CSX railroad tracks, as shown in Figure 13.

The Deanwood neighborhood is defined approximately by Eastern Avenue NE, Kenilworth Avenue NE, and the Watts Branch Tributary. The neighborhood consists primarily of single-family homes with a few pockets of moderate-scale multi-family housing (2 to 3 stories). Institutional uses are scattered throughout the neighborhood and include the Deanwood Community Center and Library, Ron Brown Middle School, Houston Elementary School, a public charter school and several churches. The neighborhood lacks a main commercial area, with only

small clusters of retail on the periphery along Kenilworth and Eastern Avenues NE. According to the D.C. Office of Planning Strategic Development Plan, the neighborhood has many vacant single-family lots, creating the potential for infill housing but also potentially attracting crime, dumping and neighborhood blight. Light industrial properties are clustered along the CSX railroad corridor between Kenilworth and Minnesota Avenues NE.

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

Figure 13. Neighborhoods and Community Facilities



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. Eleven Census block groups were identified within the half mile study area.

4.6.1 Identification of Environmental Justice Populations

Washington, D.C. and Prince George's Country were selected as comparison areas 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) and American Community Survey 5-Year Estimates (2021). The study area with block groups identified are shown in Figure 4 in Section 2.6.

Table 8 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 Washington, D.C. and Prince George's County The percentage of minority residents within the Census Project Study Area (96.3%) was much higher than Washington, DC (60.4% and Prince George's County (87.1%).

Table 8 also identifies the number of low-income households for each of the block groups in the half-mile Census Project Study Area and compares those numbers to Washington, D.C and Prince George's County. The overall percentage of low-income households in the Census Project Study Area (35.6%) was lower than percentage of low-income households in Washington, D.C. (49.5%) and Prince George's County (40.1%). However, a direct comparison is complicated by the variability between census block groups in the study area, which range from 22.9% to 43.6%

Household income data was not available for Census Tract 0078.09 Block Group 2.

Table 8. Minority and Low-Income Populations by Block Group

Census Tract (Block Group)	Minority Population (Race)			Low-Income Population		
	Total Population	Minority Population	Percent	Total Households	Low-Income Households***	Percent
0078.06 (1)	1,404	1,358	96.7%	525	120	22.9%
0078.06 (2)	2,053	1,975	96.2%	667	285	42.7%
0078.09 (1)	1,951	1,926	98.7%	732	268	36.6%
0078.09 (2)	1,204	1,158	96.2%	396	**unavailable*	*N/A*
0096.01 (1)	2,086	2,021	96.9%	869	379	43.6%
8031.00 (1)	1,096	1,042	95.1%	493	123	24.9%
8031.00 (2)	1,592	1,536	96.5%	615	195	31.7%
8043.00 (2)	2,121	1,989	93.8%	690	266	38.6%
Census Project Study Area	13,507	13,005	96.3%	**4,591	1,636	35.6%
Prince George's County	967,201	842,338	87.1%	346,127	138,714	40.1%
Washington, D.C.	689,545	416,351	60.4%	288,307	142,761	49.5%

Source: U.S. Census Bureau, Decennial Census (2020) & American Community Survey 5-Year Estimate (2021).
**Some income data was not available at the block group level in some of the Census Project Study Area*
***Does not include 0078.09 (2) because median household income data was not available*
****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

No anticipated human environmental impact, including health, economic, or social impact, on the identified minority and low-income populations within the study area has been identified as a result of the elimination of the Park & Ride lot. Given the responses in the 2017 parking survey (see Section 4.2.6), the elimination of Park & Ride parking will have minimal effect on local population. No adverse impact to neighborhoods, community facilities, air quality, noise, vibration or traffic is anticipated to result from the proposed action. Taking all of these factors into account, the parking lot removal would not have "disproportionately high and adverse effects" on identified Environmental Justice populations.

4.7 Cultural Resources

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

4.8 Public Parklands

No parks or recreation areas would be impacted by the parking removal. The only parklands or recreation centers located within a half-mile of the site are the outdoor play areas at the Deanwood Community Center and a portion of the Kenilworth Park and Aquatic Gardens west of Kenilworth Avenue NE, as shown in Figure 13.

4.9 Wetland and Waters of the U.S.

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

4.10 Floodplains

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

4.11 Water Quality

The Park & Ride lot elimination is not anticipated to affect the water quality of the adjacent streams and wetlands. The project site is a paved parking lot with an impervious surface except for small areas of tree boxes. If development subsequently occurs, storm water management facilities will be constructed in accordance 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 moderate nonattainment area for 8-hour ozone (O3) and is in attainment with all other EPA National Ambient Air Quality Standards including carbon monoxide (CO), particulate matter less than 2.5 microns (PM2.5) and 10 microns (PM10), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead (Pb). No negative 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

Removal of the paved Park & Ride lot is not expected to have any impact on Forest Stands.

4.14 Threatened and Endangered Species

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

4.15 Utilities

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

4.16 Safety and Security

In addition to the transportation facilities and operations described in Section 4.2, Metro would continue to be responsible for the provision of police and/or security presence at Metro-operated facilities. In the future, any Metro property conveyed to a developer would no longer be patrolled by the Metro Transit Police Department.

4.17 Hazardous and Contaminated Materials

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

- Comprehensive Environmental Response, Compensation, and Liability Act;
- Resource Conservation and Recovery Act;
- Toxic Substances Control Act;
- Clean Water Act; and
- Clean Air Act.

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

4.18 Noise and Vibration

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

4.19 Secondary and Cumulative Impacts

4.19.1 Secondary Impacts

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

4.19.2 Cumulative Impacts

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

4.20 Construction Impacts

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

Construction 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.

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5.0 PUBLIC INVOLVEMENT

Metro and Washington, DC has kept the public informed about the Project through public outreach. A public hearing in accordance with the WMATA Compact was held on June 20, 2018. A second public hearing is scheduled for July 11, 2023. This 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 will continue to include 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:

The Project includes the following modifications of Metro facilities:

- Elimination of the 194-space Park & Ride lot

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 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
- Written comments
- A public hearing by telephone

In 2018, Metro held a WMATA Compact public hearing and engaged the public through pop-up events, lot brochure distribution, an open house, stakeholder engagement, and targeted marketing and media. Through the 2018 engagement, online comment form, and public hearing, Metro received a total of 113. 70% of respondents were in favor of the changes, 8% were neutral, and 22% were opposed. For additional details on the hearing, the public response, and additional engagement, please see the attached Public Hearing Staff Report in Appendix A.

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6.0 REFERENCES

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APPENDIX A: 2018 Public Hearing Staff Report

Washington Metropolitan Area Transit Authority

PUBLIC HEARING STAFF REPORT

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

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Appendix A Notice of Public Hearing
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Appendix E Environmental Evaluation
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Appendix G Comments Received on the Public Hearing Staff Report [to be added after Staff Report is issued for public comment]

Introduction

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



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

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

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

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

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

1. Communication and Outreach to the Public

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

The final plan included the following efforts:
- Pop-up events & lot brochure distribution
- Stakeholder communication
- Targeted marketing & media
- Open house & public hearing

Constituents had the opportunity to provide feedback through the following sources during the public comment period:
- Online feedback form in English and Spanish
- Paper feedback form in English/Spanish from the open house and public hearing
- Oral testimony at the public hearing

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

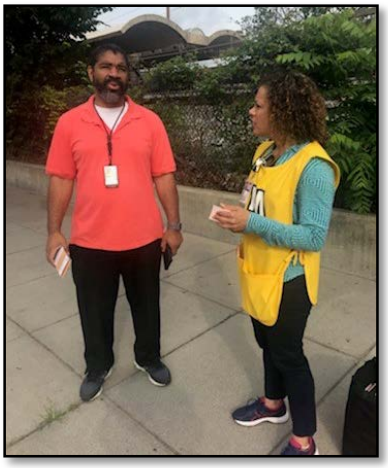
1.1 Pop-Up Events & Lot Brochure Distribution

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

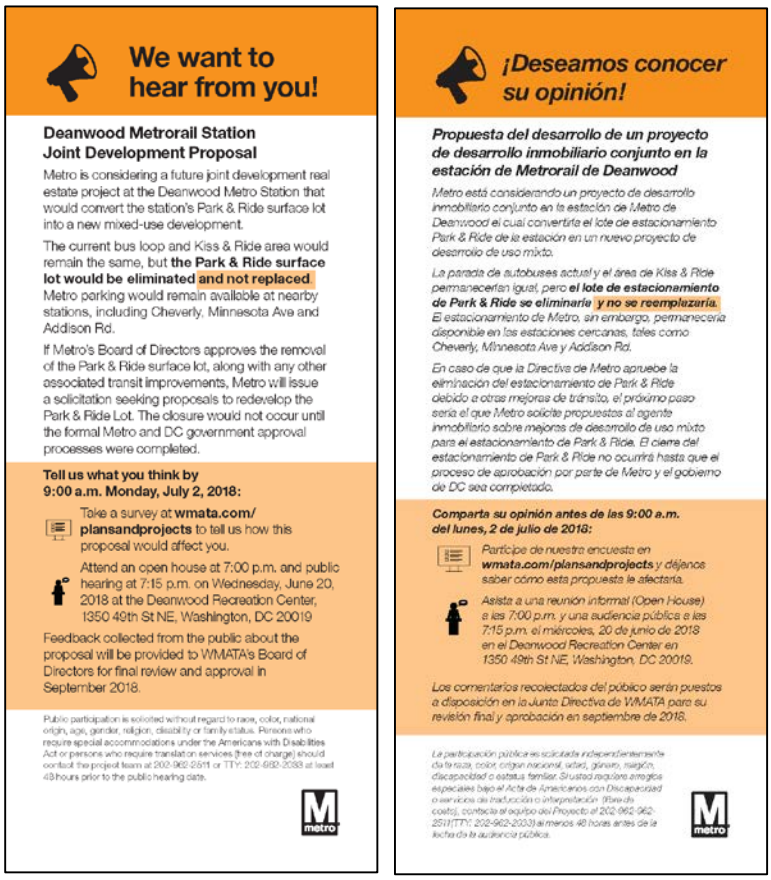


Spanish-speaking staff were present at all events, and dates and times were chosen to correspond with high ridership periods. Team members wore Metro aprons, and those who were bilingual wore large pins that identified them as speaking another language. The brochure was both in English and Spanish.

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







We want to hear from you!

Deanwood Metrorail Station Joint Development Proposal

Metro is considering a future joint development real estate project at the Deanwood Metro Station that would convert the station's Park & Ride surface lot into a new mixed-use development.

The current bus loop and Kiss & Ride area would remain the same, but **the Park & Ride surface lot would be eliminated and not replaced.** Metro parking would remain available at nearby stations, including Cheverly, Minnesota Ave and Addison Rd.

If Metro's Board of Directors approves the removal of the Park & Ride surface lot, along with any other associated transit improvements, Metro will issue a solicitation seeking proposals to redevelop the Park & Ride Lot. The closure would not occur until the formal Metro and DC government approval processes were completed.

Tell us what you think by 9:00 a.m. Monday, July 2, 2018:

Take a survey at **wmata.com/plansandprojects** to tell us how this proposal would affect you.

Attend an open house at 7:00 p.m. and public hearing at 7:15 p.m. on Wednesday, June 20, 2018 at the Deanwood Recreation Center, 1350 49th St NE, Washington, DC 20019

Feedback collected from the public about the proposal will be provided to WMATA's Board of Directors for final review and approval in September 2018.

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the project team at 202-962-2511 or TTY: 202-962-2033 at least 48 hours prior to the public hearing date.

¡Deseamos conocer su opinión!

Propuesta del desarrollo de un proyecto de desarrollo inmobiliario conjunto en la estación de Metrorail de Deanwood

Metro está considerando un proyecto de desarrollo inmobiliario conjunto en la estación de Metro de Deanwood el cual convertiría el lote de estacionamiento Park & Ride de la estación en un nuevo proyecto de desarrollo de uso mixto.

*La parada de autobuses actual y el área de Kiss & Ride permanecerían igual, pero **el lote de estacionamiento de Park & Ride se eliminaría y no se reemplazaría.** El estacionamiento de Metro, sin embargo, permanecería disponible en las estaciones cercanas, tales como Cheverly, Minnesota Ave y Addison Rd.*

En caso de que la Directiva de Metro apruebe la eliminación del estacionamiento de Park & Ride debido a otras mejoras de tránsito, el próximo paso sería el que Metro solicite propuestas al agente inmobiliario sobre mejoras de desarrollo de uso mixto para el estacionamiento de Park & Ride. El cierre del estacionamiento de Park & Ride no ocurrirá hasta que el proceso de aprobación por parte de Metro y el gobierno de DC sea completado.

Comparta su opinión antes de las 9:00 a.m. del lunes, 2 de julio de 2018:

*Participe de nuestra encuesta en **wmata.com/plansandprojects** y déjenos saber cómo esta propuesta le afectaría.*

Asista a una reunión informal (Open House) a las 7:00 p.m. y una audiencia pública a las 7:15 p.m. el miércoles, 20 de junio de 2018 en el Deanwood Recreation Center en 1350 49th St NE, Washington, DC 20019.

Los comentarios recolectados del público serán puestos a disposición en la Junta Directiva de WMATA para su revisión final y aprobación en septiembre de 2018.

La participación pública es solicitada independientemente de la raza, color, origen nacional, edad, género, religión, discapacidad o estatus familiar. Si usted requiere arreglos especiales bajo el Acta de Americanos con Discapacidad o servicios de traducción o interpretación (libre de costo), contacte el equipo del Proyecto al 202-962-962-2511/TTY: 202-962-2033 al menos 48 horas antes de la fecha de la audiencia pública.

Brochure, English/Spanish

1.2 Stakeholder Communication

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

Deanwood Day Celebration



- The Office of Government Relations and the Office of Real Estate and Parking notified staff in the District of Columbia.

- The Office of External Relations notified Deanwood area stakeholders, which included places of worship, residences and apartments, schools, and shopping areas around the station.

- The Office of Equal Employment Opportunity (OEEO) sent email notifications with pertinent bilingual information to a total of 25 representatives at 18 Community Based Organizations (CBOs) near the impacted area. The OEEO also visited the Deanwood Recreation Center and the Deanwood Library and distributed a total of 250 brochures at each site.

- The Office of Real Estate and Parking participated in the Deanwood Day Celebration *"Celebrating Our History, Shaping Our Future"* on Saturday, June 9, 2018 from 9:30 a.m to 2:30 p.m. at the Deanwood Recreation Center/Ron Brown High School Complex and distributed 250 brochures.

- Prior to the public comment period, the Office of Real Estate and Parking was invited by the Deanwood Civic Association to discuss joint development opportunities at Deanwood Metrorail Station on February 26, 2018 and March 2, 2018. Both meetings were held at Deanwood Recreation Center.

1.3 Targeted Marketing & Media

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

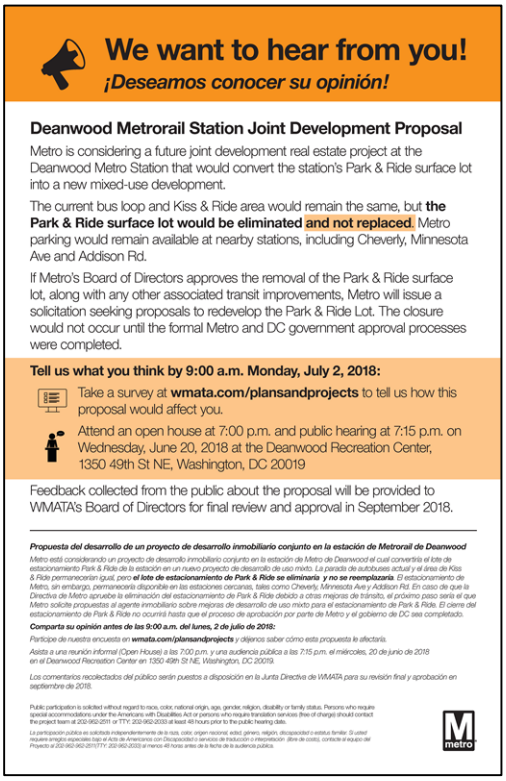
Spanish ad



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



Tweet regarding Pop-up Event



Station sign in English/Spanish

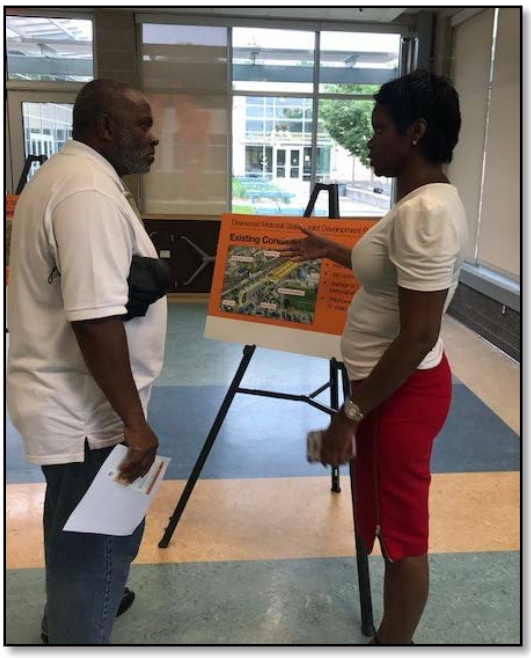
1.4 Open House & Public Hearing



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

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

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





[1] *American with Disabilities Act*

2. Public Input Results

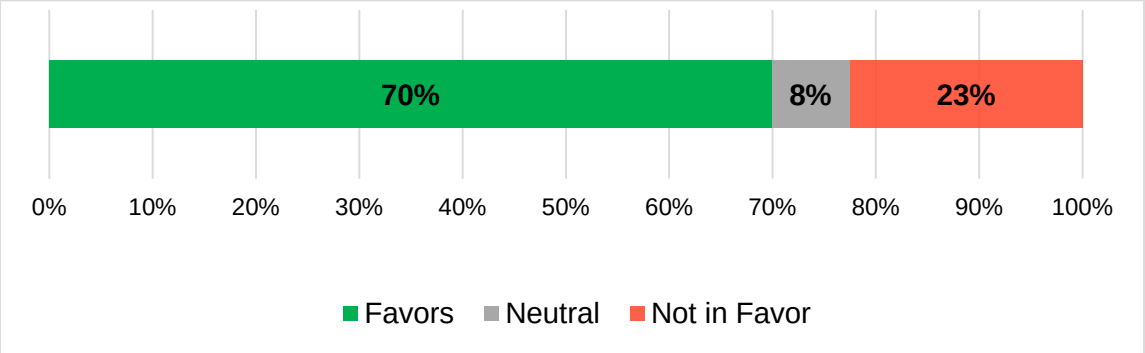
Metro collected public input through the online and paper feedback form, letters sent to the Board Secretary's Office, and oral testimony at the public hearing. Metro received 147 responses about the proposal during the public comment period.

2.1 Feedback Form Results

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

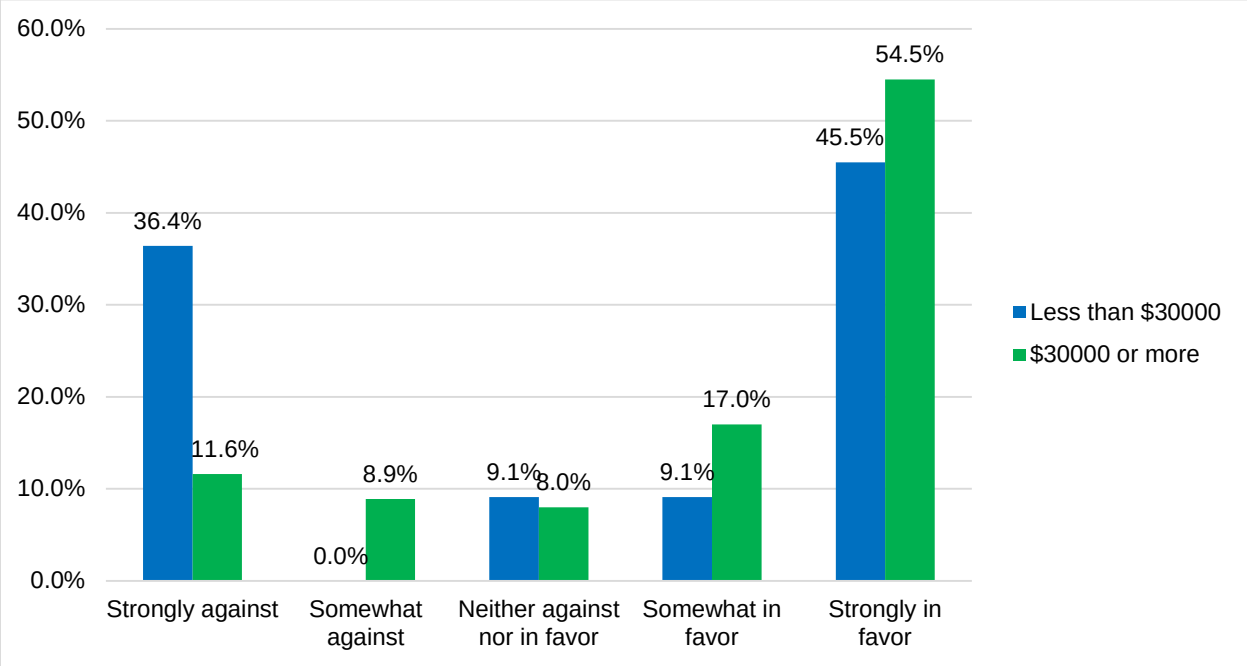
Nearly seventy percent (70%) of respondents were in favor of the proposed changes to Deanwood's Park & Ride surface lot. Fifty-five percent (55%) were strongly in favor of converting the lot into mixed-use development.

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

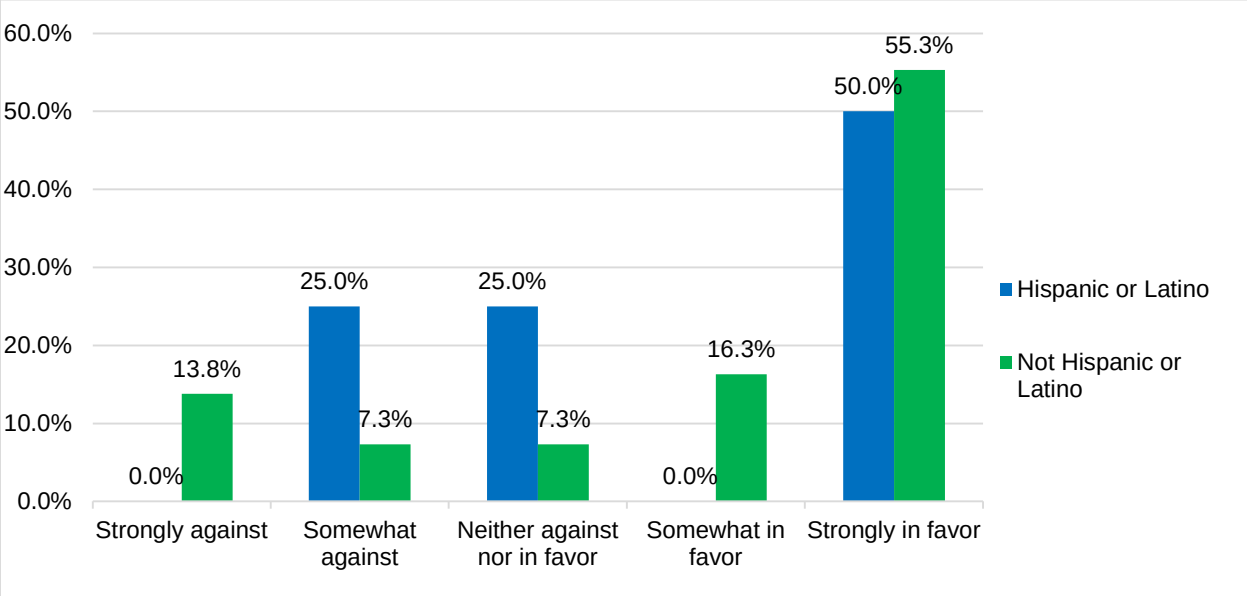


2.2 Results by Demographics

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

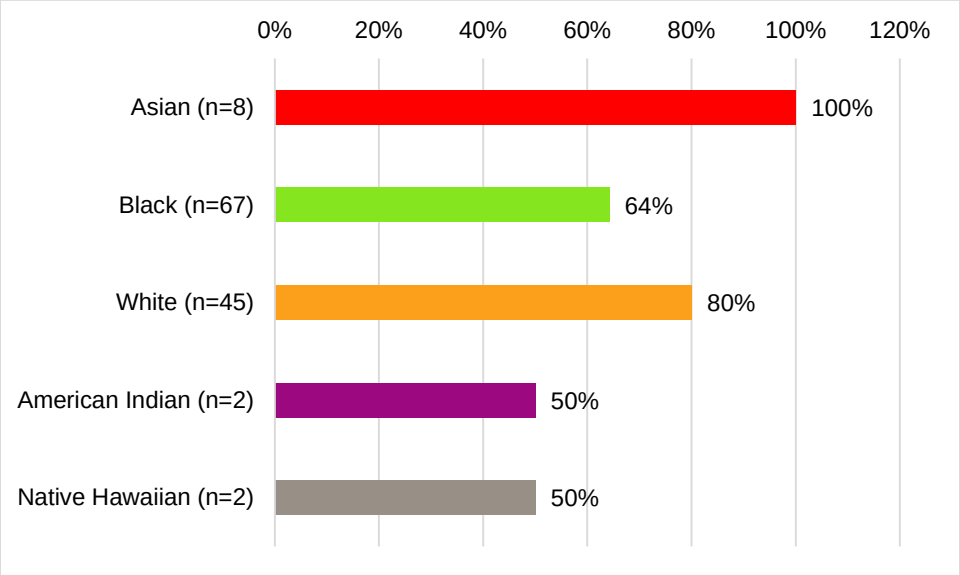


Seventy-two percent (72%) of Non-Hispanics were in favor of the proposal to eliminate the Park & Ride lot to make way for a mixed use development at the Deanwood Metrorail Station, whereas only fifty percent (50%) of respondents of Hispanic or Latino origin were in favor of the proposal.



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

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



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

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

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

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

Comments and Responses to Comments Received

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

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

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

3.1 Closure of the Park & Ride Lot

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

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

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

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

3.2 Future Joint Development

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

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

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

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

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

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

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

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

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

3.3 Impacts on Nearby Streets

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

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

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

5. Comments Received on the Public Hearing Staff Report

[This Section will be filled in after the public hearing Staff Report is circulated for public review and comment.]

6. Reponses to Comments Received After the Close of the Public Comment Period

[This Section will be filled in after the public hearing Staff Report is circulated for public review and comment.]

7. Other Information for the Public Record

No other information has been provided.

8. Staff Recommendation

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

Appendix A

Notice of Public Hearing

Washington Metropolitan Area Transit Authority

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

Purpose

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

Hearing No. 619
Wednesday, June 20, 2018
Deanwood Recreation Center
1350 49th Street, NE
Washington, DC

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

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

The locations for all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at (202) 962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call (202) 962-2582 at least 48 hours prior to the public hearing date.

For more information please visit www.wmata.com/plansandprojects

PURPOSE OF THE PUBLIC HEARING – Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority ("WMATA") to propose amending its Mass Transit Plan by removing the 194-space surface Park & Ride lot at the Deanwood Metro Station ("Station") following: (1) WMATA soliciting proposals from developers and executing a contract with a selected developer, and (2) the developer's obtaining the necessary District of Columbia approvals to build a project.

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

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

WMATA COMPACT REQUIREMENTS – WMATA's Compact requires its Board, in amending the Mass Transit Plan, to consider data with respect to current and prospective conditions in the Transit Zone (which includes the District of Columbia), including, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; and factors affecting environmental amenities and aesthetics and financial resources. The Mass Transit Plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The Mass Transit Plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed," all as more particularly set forth in WMATA's Compact.

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

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

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

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

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

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

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

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

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING – Testimony may be submitted by comment form on the proposed changes, found at wmata.com/plansandprojects. The comment form will open by 9 a.m. on Saturday, May 19, 2018 and will close on Monday, July 2, 2018 at 9 a.m. It will provide the opportunity to submit freeform comments and provide attachments. This option is in addition to your ability to speak at the public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 9 a.m. on Monday, July 2, 2018 to be included in the public record. The comments, along with mailed written statements and public hearing comments, will be presented to the Board and will be part of the official public hearing record. Please note that all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

Compact Public Hearing
Docket R18-01
Deanwood Metro Station

June 20, 2018

Deanwood Recreation Center

Appendix B

Agenda

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

wmata.com/plansandprojects

Purpose of Hearing

- To obtain public input on the permanent closure of the Deanwood Metro Station Park & Ride lot for future joint development



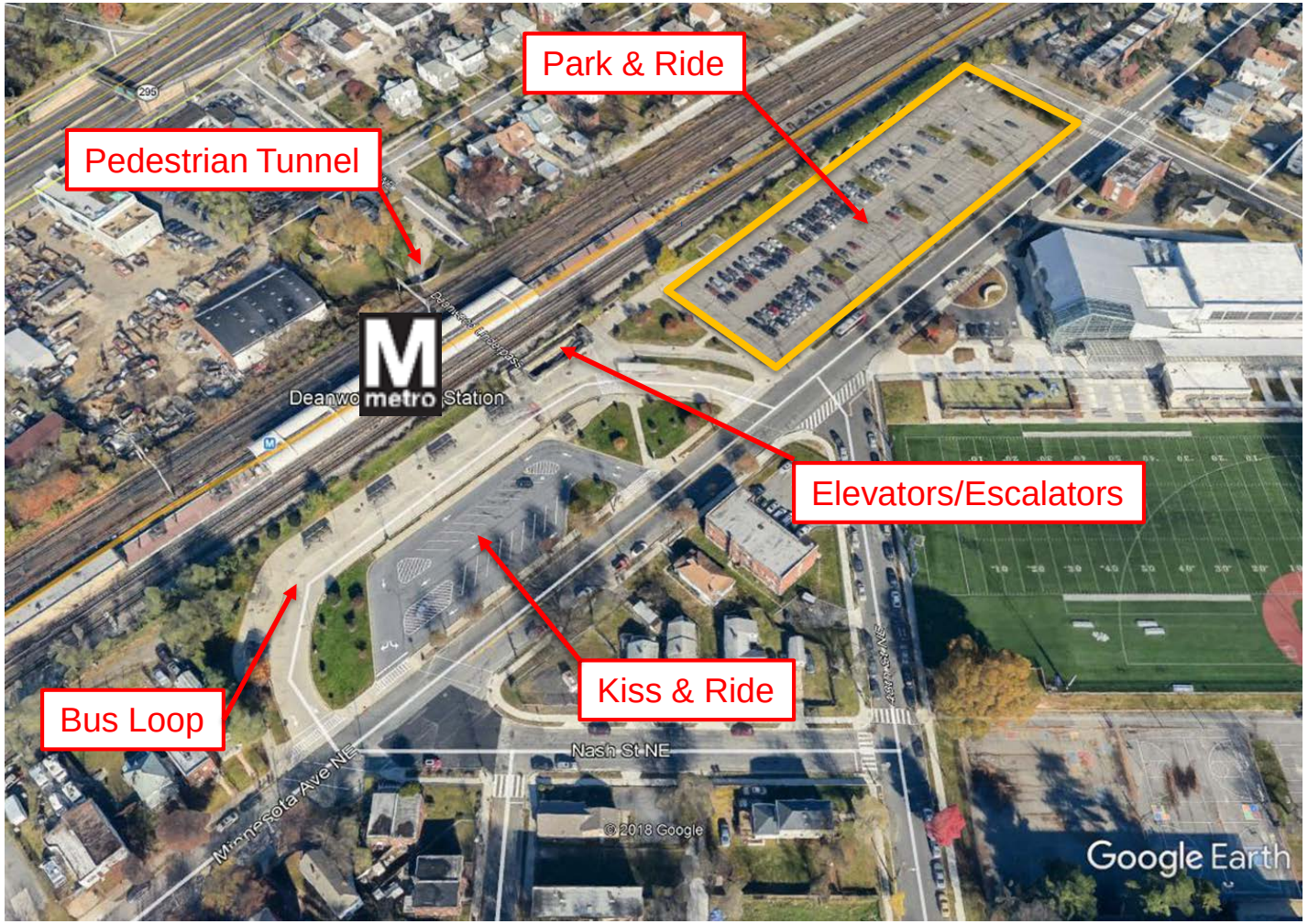
Things Outside Purpose of Hearing

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

Metro's Joint Development Program

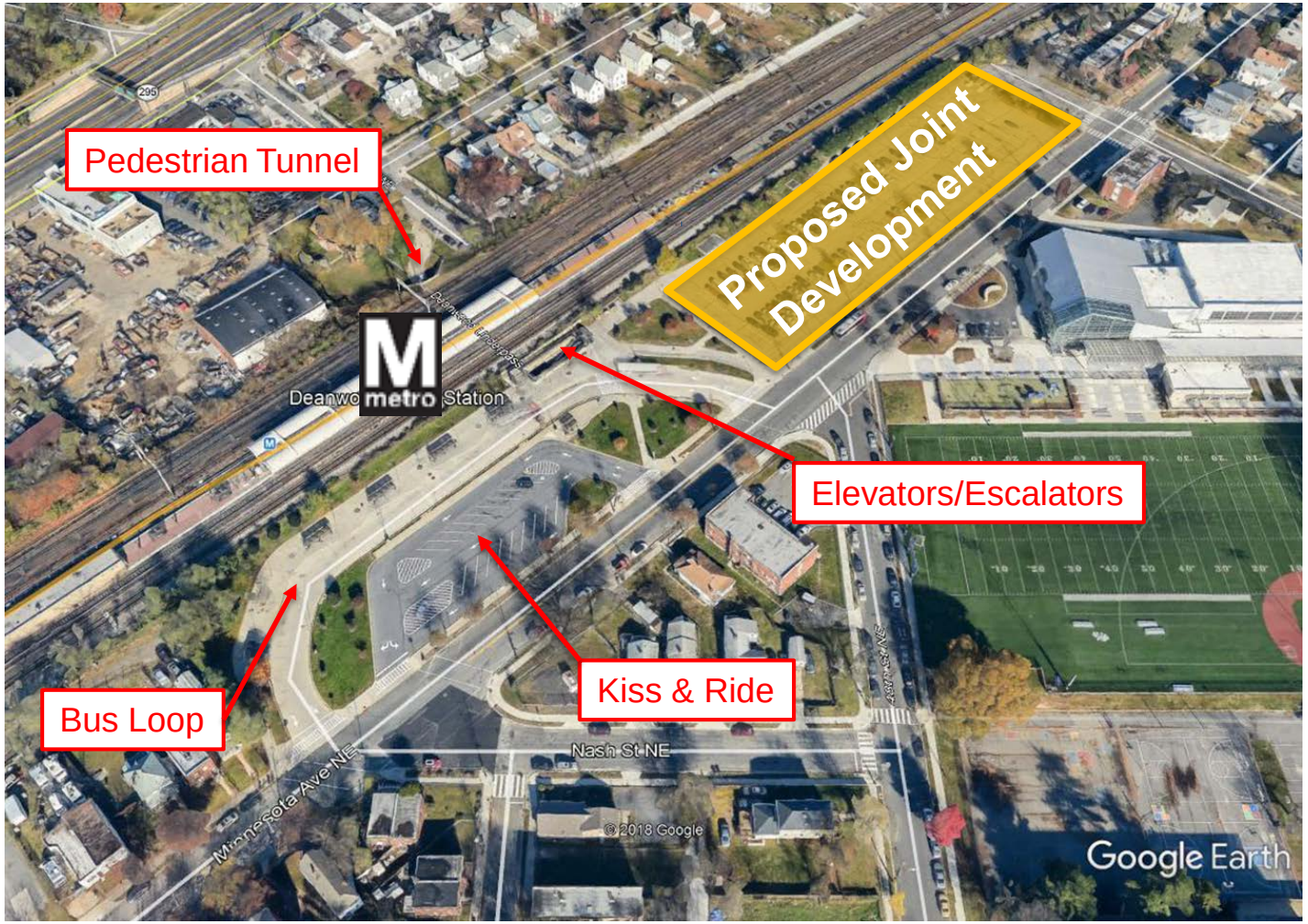
Transit-Oriented Development Goals & Principles
Reduce automobile dependency
Increase pedestrian and bicycle transit trips
Encourage mixed-use development around Metro stations
Enhance surrounding area connections to Metro stations
Foster safe station areas
Provide opportunities to obtain goods and services near transit stations
Offer active public spaces
Promote and enhance ridership
Encourage revitalization and growth in communities that Metro serves

Deanwood Metro Station – Existing Conditions



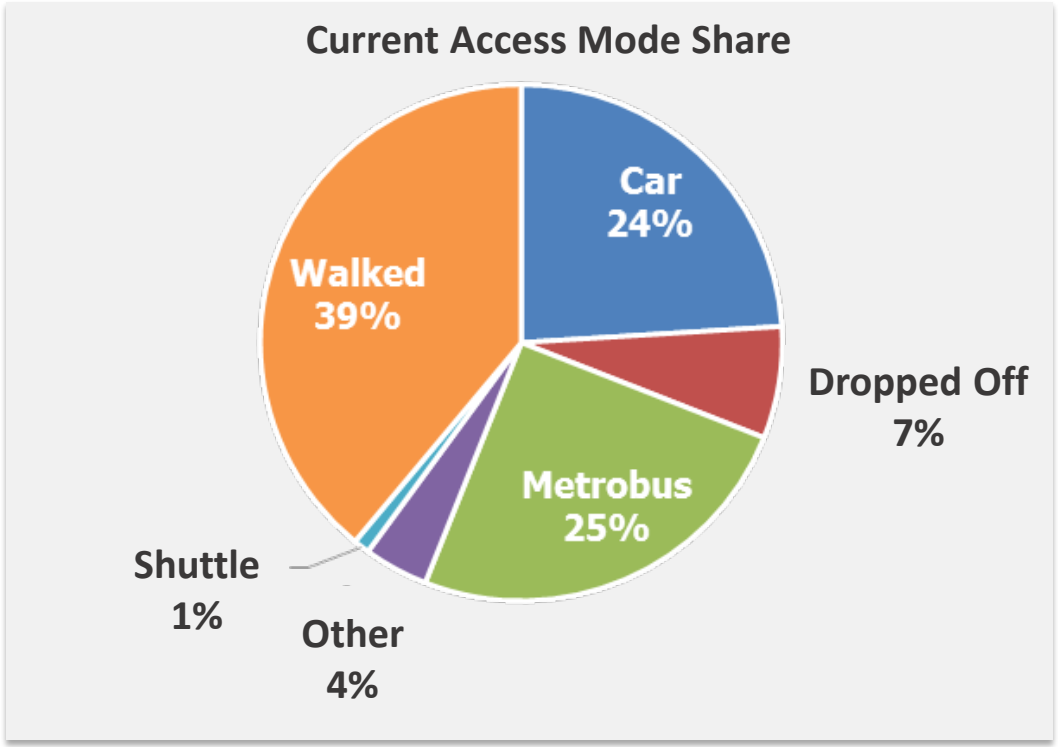
- 6 bus bays
- Kiss & Ride lot
- 194-space Park & Ride lot
- Average of 1,242 weekday Metrorail entries
- 3rd lowest ridership of 91 stations

Proposed Changes to Deanwood Metro Station



- Remove 194-space Park & Ride lot without replacement parking
- Development of 1.6-acre site could support:
  - 160 residential units
  - 10,000 sf retail
- No changes to:
  - Bus loop
  - Kiss & Ride
  - Metro station entrance

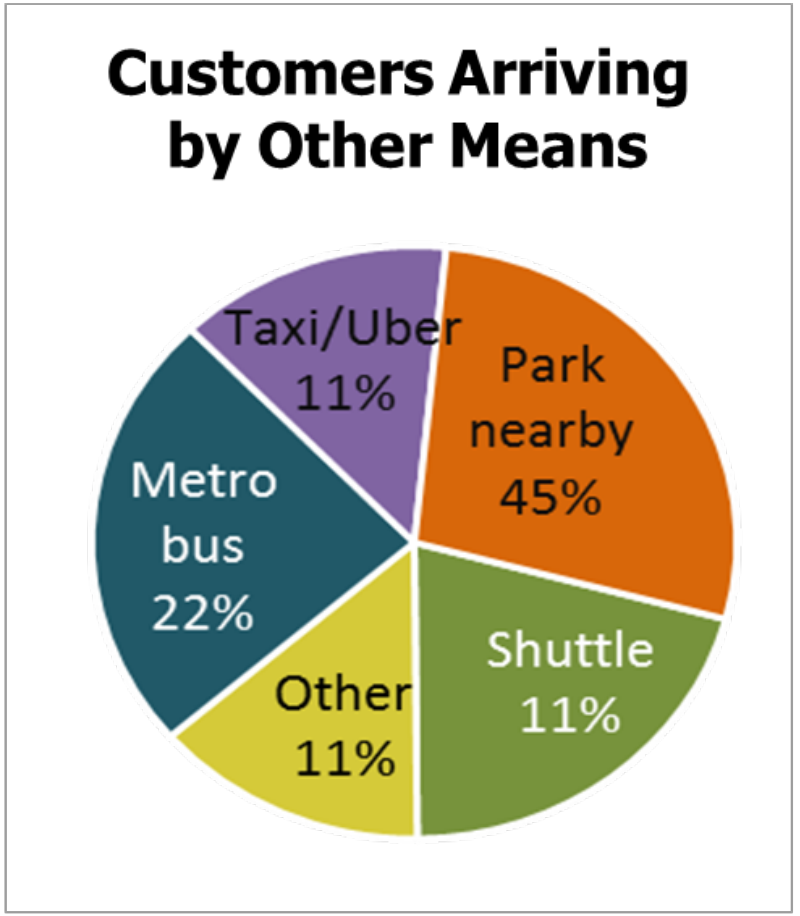
How People Get to Deanwood Metro Station





Survey of Existing Parking Customers

- Customer survey done in June 2017
- *"What would you do if Metro removed the Park & Ride lot?"*



DC's Goals for Deanwood Metro Station

Goals in D.C. Small Area Plan for Deanwood Metro Station:

- Expanded neighborhood-serving commercial uses
- Redevelopment of vacant and abandoned properties into residential households to support retail and walkability to the station
- Prioritize attractive, pedestrian-friendly design and de-emphasize auto-oriented uses and surface parking lots

Community Support of Development

- Supportive of senior housing, mixed-income housing, both rental and homeownership opportunities, also commercial uses
- Believe development will activate the street and reduce crime

Benefits of Joint Development at Deanwood

For Metro:

- Estimated **129 daily new riders**
- Estimated revenue gain: $177,000/year

For the Community:

- Better use of nearly empty lot for new housing, retail, other services
- Greater activity should create a safer environment
- More pedestrian friendly



Example: Joint Development at Rhode Island Ave

Next Steps: Recap of Purpose of Public Hearing

- Public input desired on Metro's proposal to permanently close the Deanwood Metro Station Park & Ride lot for future joint development

Metro will receive oral comments tonight:

- Public officials: 5 minutes each
- Private citizens: 3 minutes each
- No relinquishing of time by one speaker in favor of another speaker

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

- **By on-line comment form:**
  - wmata.com/plansandprojects
  - You can comment anonymously or give your name

- **By mail:**

  Office of the Secretary

  Washington Metropolitan Area Transit Authority

  600 Fifth Street N.W.

  Washington, DC 20001

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

Public Hearing Comment Period & Approvals

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

Where to Find More Materials

- **wmata.com/plansandprojects**

- **Deanwood Neighborhood Library**
  1350 49th Street, NE
  Washington, DC 20019
  (202) 698-1175

- **Washington Metropolitan Area Transit Authority**
  600 Fifth Street N.W.
  Washington, DC 20001
  (202) 962-2511 (please call in advance to coordinate)

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

Washington Metropolitan Area Transit Authority

1. After attending tonight's public hearing, I would just like to thank WMATA for coming to Deanwood to hear the response of its concerned residents. I strongly favor the decision to redevelop the Deanwood metro parking lot proposal. I also want to echo the sentiments of many of my neighbors who did voice their comments publicly. My main concern with the proposal is the process for how the developer is selected, to ensure that whoever is selected is open to working together with the residents of Deanwood to meet the needs of the community. Please make the changes welcoming to residents, visitors and passers-by, and most importantly SAFER for our community. We are against high congestion, and favor redevelopment that protects and favors the residents. Thank you again for allowing our voices and comments to be heard.

2. Anything that is going to bring additional smart responsible development and amenities for the community is a great idea, however I don't want to see anything that is going to start pricing folks out of the neighborhood as we're already beginning to see. Would love to see something like a community coffee shop/place to gather for folks going to or coming from work.

3. As a Deanwood resident and active board member of the Deanwood Citizen Association, I strongly support the proposed change to develop on the WMATA parking lot. It is under-utilized and the area could benefit from a mixed-use development with ground-floor retail and higher density residentially (ideally a mix of affordable and market rate). Deanwood is a mixed income community and also lacks any grocery amenities. With recent bills passed by the council, this lot should be very appealing to grocers to develop on.

4. As a resident of the neighborhood and someone who does not own a car, I'd rather have amenities and shops at the station than parking. Plus there is plenty of parking. I think the area desperately needs a small grocery store with fresh produce!

5. As the Waterfront and Nats park soccer stadium area grow, people are starting to drive to currently underutilized parking lots at city metro stations. I am shocked st the number of people from northern va now drivng to Anacostia station due to ease of parking for Nats and other events. Ten years from now there won't be enough parking at Deanwood. Please don't be short sided as metro often is with growth. People will drive and park in a station as opposed to driving all the way into the city.

6. At this time, it is not clear to me that metro has specifically communicated to the homes that will be most impacted by the development of this space (construction trucks, etc). I know they are working with DCA but DCA is limited with who it is engaging. All homes on Minnesota Ave between Eastern and Meade should have specially target communication strategy. And until i see that i am not for or against but more concerned about those homes.

7. Car-based transit needs to be a thing of the past. A mixed-use development at Deanwood will allow people to live close enough to transit that cars are less necessary, leading to less pollution and congestion. Metro should be discouraging car-based lifestyles, not encouraging them with subsidized parking. A mixed use development will also encourage investment in the Deanwood neighborhood and improve quality of life for current residents by bringing desperately needed retail options to the area. DC needs to urbanize and increase density, and also to build more housing units to combat skyrocketing rents. This development is a step in the right direction on both of those points.

8. Deanwood desperately needs some new development that includes QUALITY commercial/retail.

9. Deanwood is an awful station. I welcome anything to make it beter

10. Deanwood is one of the most underutilized stations in the system. The area is desperately in need of transit-oriented development and modern multifamily housing options. A new TOD development at Deanwood would seriously improve the area and be a revenue generator for WMATA.

11. Deanwood metro should be a destination, the area needs amenities that includes retail, restaurants, possibly market rate housing or other draws to bring people in and get them to spend money in Deanwood. It's a way to attract higher income people

12. Deanwood Metro Station is terribly underutilized and density and amenities in the area are very low. I think mixed use development that close to the metro - especially if it includes a grocery store would be great.

13. Deanwood needs a legitimate build up to spark real positive development. I only hope this development is better than the changes that took place at the corner of Benning & Minnesota Ave.

14. Deanwood needs development.

15. Deanwood needs more light commercial development. I live in the neighborhood and I have to walk to the Minnesota Avenue station to go shopping.

16. Development is needed on that under utilized plot of land

17. Development is needed to make the area safer, and to bring greater vitality to the neighborhood.

18. Eliminating the parking lot with make more sense at Minnesota Ave, where there already lots of commercials activity and bus access. Deanwood has less of that, so parking adds more value to the station

19. Even with higher ridership at Deanwood in the future, we want to encourage walking, biking, and ridesharing to this station - not parking. Mixed-use development is absolutely the best way to use the space around the station. Parking is an extremely inefficient use of space and should be minimized here as well as at all Metro stations.

20. Everything is all for the white people. Metro just wants to get money they already over charge on metro. Elevators never work or escalators always turned off... Find something better to do.

21. Firstly, far more detail needs to be provided to the public. Why not include parking into the development just like Rhode Island metro stop. Parking is available there for metro riders. Although it has been stated that other stations will still have parking, people may not drive to those stations and will park around the neighborhood. My fear is that by not including metro parking, the deanwood neighborhood will be bombarded by people parking in front of their houses all day to ride the metro and once the development is built people will park in front of houses to go shopping or participate in whatever the development is offering. Not providing parking will also increase the time and cost of commutes of those who park at Deanwood Metro Station. Additionally, I would like to know what value this development will add to the neighborhood. Who is to benefit from this development? Other than this survey and the one community meeting that was held, how are deanwood residents being included in this development? Why have there not been more public forums regarding this development.

22. Housing (especially affordable housing) is a much better use of the space than parking for non-District residents.

23. I absolutely depend on the convenience of being able to park there because it is near my home. For me to depend on bus transportation, then board the train to and from work would be much more expensive for me. Please reconsider your possible decision to close it down.

24. I am a Prince George's County, Maryland resident. The Deanwood Station is the most convenient station to my home. If the Park and Ride parking option is taken away it will add about 20-30 minutes to my commute and at least an additional $3 - $4 in fare and parking. Parking at the Cheverly Station is limited and traffic near the station is always hectic. I fully understand the Deanwood neighborhood wants to make improvements. Perhaps there are options with the Kiss and Ride lot to accommodate some daily parking. I would not consider Addison Road or Minnesota Avenue stations due to crime and traffic at both stations.

25. I am only against it as it completely eliminates parking for Metro riders. Some parking should be preserved. As this area continues to develop, more people will be using the station and should not have to go further away. Proximity to a Metro station is a major selling point for this neighborhood and the ability to park and ride should be preserved. So, a plan that includes retail/residential mix AND preserves parking for Metro riders is ideal.

26. I am strongly in favor of improving the pedestrian experience by renovating the walkway, adding sidewalks and more visible crosswalks as well as creating more visibility in the mezzanine. But I am in strong disagreement with ANY option that completely eliminates the Park & Ride altogether. The alternative parking locations are often congested and hard to get to during rush hour (ESPECIALLY when stations are closed completely for maintenance or whatever reason) while several are not accessible for the disabled if forced to find street parking if said lots are full. Eliminating the Park & Ride altogether is also inconsiderate of nearby residents who wish to alleviate the traffic on the district's roadways, and proceeding with this action will not only do that but also further limit the ALREADY limited street parking that surrounds the station as there the community center and two schools nearby have their own parking restrictions. If Park & Ride were to be removed altogether, DDOT would need to designate more legal parking spaces in the 1-mile perimeter around the station that are clearly marked with signs as to avoid superfluous parking tickets from the increased police presence in the community.

27. I believe crime has been an attributor as to the decreased use of Deanwood. The lack of presence of metro police I believe also to be an attributor.

28. I currently park and ride in the lot. It is unsafe for me to cross Eastern Ave. to get to the bus that would take me to the station. There is no traffic light that allows pedestrians to cross the street to hop on the bus on Eastern Ave. between Minnesota Ave. and Sheriff Rd., and the neighborhood isn’t safe enough to walk to the train station yet.

29. I don't use the station, but would like to see greater transit use.

30. I have been parking at this lot since 1984. It is very accessible and convenient. Although parking has been down in the last couple of years, I feel it would be a disservice to the community and surrounding area to close this parking lot.

31. I like the idea of a mixed use property, however, I would like project devoloper to consider incorporating subterranean parking. It is a hassle to drive through the Minnesota Ave traffic to get to parking during peak times. I often find that congestion doesn’t exist when using Deanwood.

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

32. I live on the corner of Eastern and Minnesota and am concerned about the affordability of my apartment with these proposed changes

33. I live very close to the metro so I'm partially concerned about the increase in foot traffic and the dangers that are sometimes associated with it. But I realize that foot traffic has pros and cons. I strongly support retail in the community that would increase access to healthy, affordable food, and I hope it would also raise property values.

34. I love the idea of finally seeing more development happening in Deanwood. I am concerned bout it being over sized like the Rhode Island Avenue and Brookland developments.

35. I never knew there was parking available at the Eyro Station. The area is being gentrified; I'm sure in time that parking lot will be utilized.

36. I strongly favor additional real estate development around all Metrorail stations, but particularly ones that replace parking with housing, retail and places for people, rather than car storage.

37. I think future development at the Deanwood metro would bring much-needed resources to our community. I live across the footbridge on Douglas St and having any sort of retail presence would be a fantastic benefit to the community.

38. I use Deanwood Station for commuting during rush hour approximately 3 days a week. I drive from Ward 5 and park because I work on the orange line downtown. The parking lot is consistently less than 1/3 full during rush hour (which I imagine is when the station is most in use). Many of the plates I see are Maryland license plates, so those folks could just drive and park at Cheverley instead. I think utilizing the space for mixed-use development would be a WAY BETTER use of the space for the whole community than way under-utilized flat top parking lot (and I'm someone who currently uses it). My only suggestion would be to consider keeping a select number of handicapped spaces with the redevelopment, as those do seem to be used nearly every day and people with mobility issues probably have fewer options if their parking spots disappear with the development.

39. I utilize the parking lot multiple times a week and on weekends. I know it is a low volume parking area but unless non-permitted parking is made available nearby the station to be able to park there it'll affect quite a few people, especially when there are events at the rec center that makes parking on the streets nearby hard to find. Or unless the kiss & ride area is made into an allowed parking area for metro riders.

40. I walk to and from the Deanwood metro daily and I've seen the handful of cars that use the parking lot during working hours. Compared to the option to have retail versus an empty lot, I'd prefer retail

41. I would like to know more about what they plan to build, will it be dining, retail, small business, etc.

42. I would like to see medium to high density. Allowing g mixed-use development such as retail, office, full service grocery, and apartments.

43. I'm against gentrification in general, but this specifically because it will lead to pricing out current residents

44. I'm for redevelopment if it means a mixed use space that would have retail and a grocery store. We are living in a food desert, so a grocery store would have to be guaranteed in that space.

45. I'm for developing the poor neighborhood of Deanwood

46. If the idea is to get cars off the road and people into mass transit, making it less convenient by removing parking lots at stations seems like a bad idea. If the lot is underutilized, then I'd recommend only removing it if the redevelopment includes a smaller parking lot.

47. If there's a good plan for cool things to have in the neighborhood, I'm all for it. Just no liqour stores, 7-11s, or check cashing places. Our neighborhood has plenty of those things and I wouldn't want to see that stuff when I get out of the metrw a breakfast spot, place to get fresh groceries, or a coffee shop would be cool.

48. It is important for Metro and all the relevant government bodies to take a long-term view of the development of public transport and the amenity of the area. The current public transport hub at Deanwood Metrorail Station, comprising the station, its bus interchange and its carpark, appear to be well used. A general plan for mixed use developments, combining residential and small-scale retail land use, would be better placed adjacent to the transport hub. Rather than using the current carpark for these developments, a better long-term result would be achieved by re-zoning some of the residential land within (say) 1/4 to 1/2 mile from the hub to allow this mixed use development. This would create a retailing/mixed use precinct around the transport hub, while maintaining Metro's options in the future to potentially expand any other related transport services.

49. It is the only station parking close to the neighborhood. The other listed stations are not close to Deanwood! Parking at the Deanwood Station is necessary!

50. It makes much more sense for this area to have dense development than to be wasted making room for cars.

51. metro needs to rebuilt DC TRANSIT BUSES,WMA BUSES,AB&W BUSES,WVM BUSES CREATED METROBUS AGAIN.REBUILT AM GENERAL METROBUSES AND GMC RTS METROBUSES BRING THEM BACK TO LIFE PUT A NEW MALFUNCTION SMARTRIP FAREBOX ON ALL VINTAGE METROBUSES.

52. More apartments and development in that area by the station

53. More developed is needed and this will also increase ridership and commerce

54. My answer is based upon what the redevelopment encompasses.

55. Need to drive business and interest in this area. It's a prime area to capture those younger nomadic people

56. Our neighborhood is in great need of additional market rate housing density to create demand for retail.

57. Parking lot has an average of 30 Cars everyday in a 300 plus parking lot. You do the Math. Metro losing money everyday.

58. Parking near metro, especially in urban areas, is so unnecessary. I hope similar developments can occur nearby at Minnesota ave station.

59. Please see attached letter

60. Since the parking in the area is heavily regulated by DC parking enforcement, there is nowhere for those who live just outside of the jurisdiction to park when taking the metro. This station is the only one in the area that is easily accessible from DC and MD that doesn't require a lengthy walk from my car. This is important because I often get off of work late and feel very unsafe in the bigger lots. It is also less expensive than the other lots making it an ideal place for a young woman like me to park. I share this belief with my co-workers and friends who also find that parking at Deanwood station more appealing than any of the surrounding stations. I used to park at Minnesota Ave, but I always felt unsafe, and had to take the disgusting elevator or climb flights of steps to get to my car. Then fight the Minnesota avenue traffic to get out of the lot. and the traffic of 295 to get on route 50 or the BW parkway. It is not a viable alternative. The neighborhood unlike many of the other metro stations in the nearby area has a large community center and park space. Why do we need to add to it to the detriment of the commuters? I think that this is another case of WMATA focusing less on improving ridership, service and rider experience and moreso trying to run a distraction to make it look like you care about improving the community. FOCUS ON IMPROVING THE SYSTEMS IN PLACE TO JUSTIFY THE FREQUENT FARE HIKES AND MAKE THE METRO A PLEASURE TO RIDE AND NOT A HASSLE AND EXPENSE!!

61. So our community members will be have to park further. I'm sure some of the parking lot could be saved. What exactly are they placing in the area.

62. space is not big enough for all you want to put on that space..

63. Strongly in favor of more development near Metro stations to encourage ridership and discourage driving.

64. Surface parking is an extremely poor use of valuable real estate. The only good thing that surface parking does is prevent the land from being used now, so that it is available for future use. We need more retail around and INSIDE metro stations.

65. That area is in desperate need of new business and grocery options.

66. The area is a dead zone for commercial. I have two suggestion only: 1) Keep half parking for current customers, add car/bike sharing/renting station and add additional bus route to Deanwood. 2) Slash the price by half to pull in more parking customer and metro riders. My opinion is to get more riders to this station and not make it worst.

67. The area is currently developing and taking away the parking lot may lose out on future growth

68. The deanwood community is currently residential by nature with single to double level homes. Buildings like the one proposed here I think would take away from the family atmosphere the Deanwood Community currently has..It would also interphere with the current goings on at the Deanwood recreation center and the Ron Brown Prep school for young men which are both located directly across the street.

69. The Deanwood Station is much more convenient than Minnesota or Addison Rd. I park here for the and convince of getting to other destinations from here.

70. The development would be a welcome change to the current use of the property. Also, this initiative could be a catalyst to help the Ward 7 region of the District attract new retail stores including a desperately needed full-service grocery store. The success of this project could be duplicated in the Benning Road Metro Station parking grounds considering that the use is slim and DDOT should work to change the intersection of East Capitol Street NE/SE and Benning Road NE/SE.

71. The parking area is geared towards commuters. The redevelopment is geared towards residents.

72. The parking lot does not serve many Metro riders. On the other hand this parking lot use makes the area around the Metro station feel vacant and less hospitable. Providing more eyes on the street and some convenience retail will make the Metro station safer for neighbors and offer new housing options right on top of a Metro station. That's a benefit to everyone.

73. The people of ward 7 and Deanwood especially need access to quality grocery stores. Start the basics like Giant or Safeway. Then perhaps a Trader Joes and additional retail down the line. Im relatively new to NE but I cam from Ward 4 and you had grocery stores two mins away. I shouldnt have to go spend money in PG county for groceries. Or travel 18 mins to a “QUALITY” grocery store in NE.

74. The space is often times empty as is the station. So something that would put people in the area would be a major pluse

75. This is just another means of inconveniencing district residents. Residents like myself do not feel safe walking to the Deanwood station and to park in the residential neighborhood would increase district revenue because of the tickets that would be issued.

76. This isn't a station that I use with much frequency, so my interest in the proposal is limited. That being said, if WMTA has determined that the lot is underutilized, and if in its place room can be made for businesses or affordable housing (both of which are needed in the Deanwood neighborhood, then I am somewhat in favor. But again, I don't utilize the station enough to have a strong opinion.

77. This would negatively affect my parking arrangement. This would require me to park at two busier stations as alternatives. Parking is already high at other locations. This just pushes more cars at other stations which full up very early in the morning. Deanwood is just a lot, and the neighborhood is very quiet and residential. To bring retail to this area would change the characteristics of the neighborhood and I don't think that is right. I say this as someone who used to live in this area. This only pushes gentrification to a very quiet area of the city. Please reconsider your development for another station which would better support it.

78. Traffic in the area is terrible. I park here sometimes to make sure I’m not late to work. I live in Silver Spring but use the Greenbelt & Deanwood stations to travel to the L’Efant station. When traffic is bad or gets worse while I’m driving I rely nwood as my back up metro stop. I did not mind the increase for parking but I would mind not having a affordable parking.

79. Ward 7 has a few areas that development would enhance the neighborhood and Metro's proposal is certainly welcomed.

80. We are in favor of the proposed change of the Deanwood Metro Rail Station parking lot to mixed use real estate. Based upon the data provided by WMATA, the use of the parking lot is among the lowest of all of the Metro Rail station parking lots. As ANC Commission Chair, we have fought valiantly to maintain the service of the rail station as well as the bus routes for the loyal patrons of WMATA. We are pleased that the engagement of this proposed change is being conducted.

81. We don't need the parking

82. We need high quality development to attract additional businesses and high income customers. That means no more affordable housing since there is current development at deadwood hills, town center and strand. No fast food, looking for restaurants, shops and market rate housing

83. We need more development in Deanwood and density to draw more retail. My vote is for a mixed-use development with retail. There must be underground parking, because there will be limited street parking spaces a considering the apartment complexes across the street from the metro station and new residents a will need to be able to park as well as any visitors that the new developments will attract. Some metro parking needs to remain at the station. Additionally, there must be access to the Deanwood station from Sheriff Road as Minnesota Avenue dead ends on this segment of the street

84. We need redevelopment and new development.

85. We need some commercial development, so depends what's included in the project

86. We need the redevelopments in Deanwood to happen if we want to revitalize the area with improving numbers of amenities offered within the area and this is obviously a potential area to do the redevelopment and near the Deanwood metro station is what makes it more appealing!

87. We recently bought a house several blocks from the metro and are ready for more services to live into the neighborhood.

88. Would love to see this space turned into a forested park to shade commuters!

Bradley E. Heard

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Capitol Heights, MD 20743
(240) 297-4439
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June 13, 2018

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

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

To Whom It May Concern:

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

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

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

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

Sincerely,

/s/ Bradley E. Heard

Bradley E. Heard

/bh
Enclosure

Deanwood Metro Station Parking Lot
Proposed Joint Development Concept

Land Area: 1.6 acres = 69,696 SF

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

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

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

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

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

Residential Uses: 348,000 SF (5.0 FAR)

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

Sherice A. Muhammad
ANC 7D Commission, Chair
7D06 SMD

June 25, 2018

VIA EMAIL

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

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

Dear Committee:

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

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

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

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

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

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

Sincerely,



Sherice A. Muhammad
ANC 7D Commission
Chair

Coalition for Smarter Growth
DC • MD • VA

Testimony to WMATA
Regarding Dock R18-01

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

By Cheryl Cort
Policy Director
June 20, 2018

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

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

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

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

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

Thank you for your consideration.

APPENDIX E

Deanwood Metro Station Environmental Evaluation Of Proposed Changes

Prepared by:

Washington Metropolitan Area Transit Authority

May 2018

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1. INTRODUCTION

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

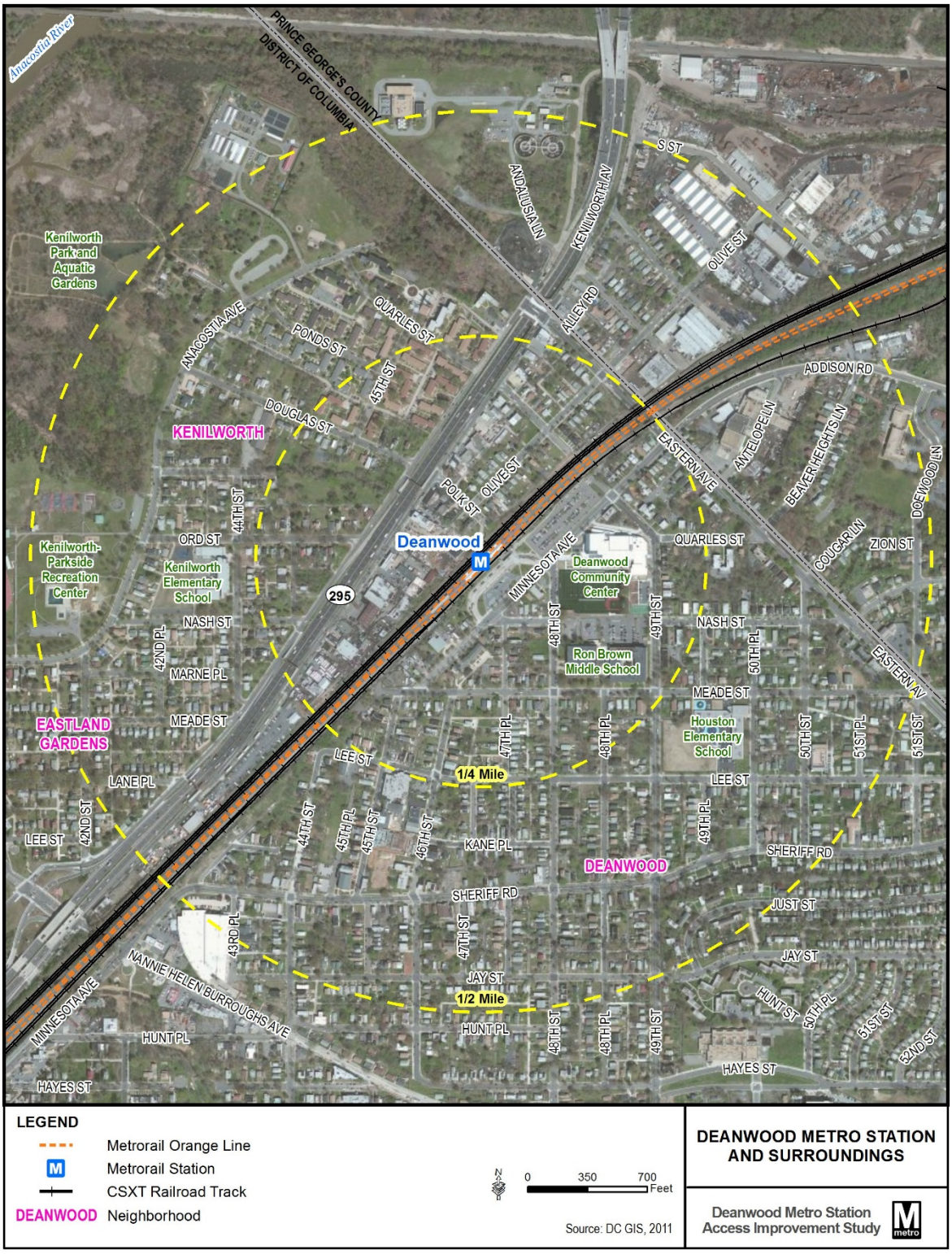
Because a Joint Development project would modify WMATA's Metro station and station access by removing the Park & Ride surface lot, this environmental evaluation ("EE") has been prepared to assess the potential impacts of permanently removing existing daily parking spaces. To support WMATA Compact requirements,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

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

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

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

Figure 1: Site Location



2. EXISTING SITE DESCRIPTION

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

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

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

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

2.1 Metrorail

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

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

Table 1: Deanwood Metro Station Weekday Entry/Exit Averages

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

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

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

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

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

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

Figure 2: Existing Transportation Facilities



2.2 Bus Service

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

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

Table 2: Weekday Metrobus Route Statistics

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

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

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

2.2.1 Kenilworth Avenue Line (R12)

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

2.2.2 Deanwood Minnesota Avenue Station Line (U7)

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

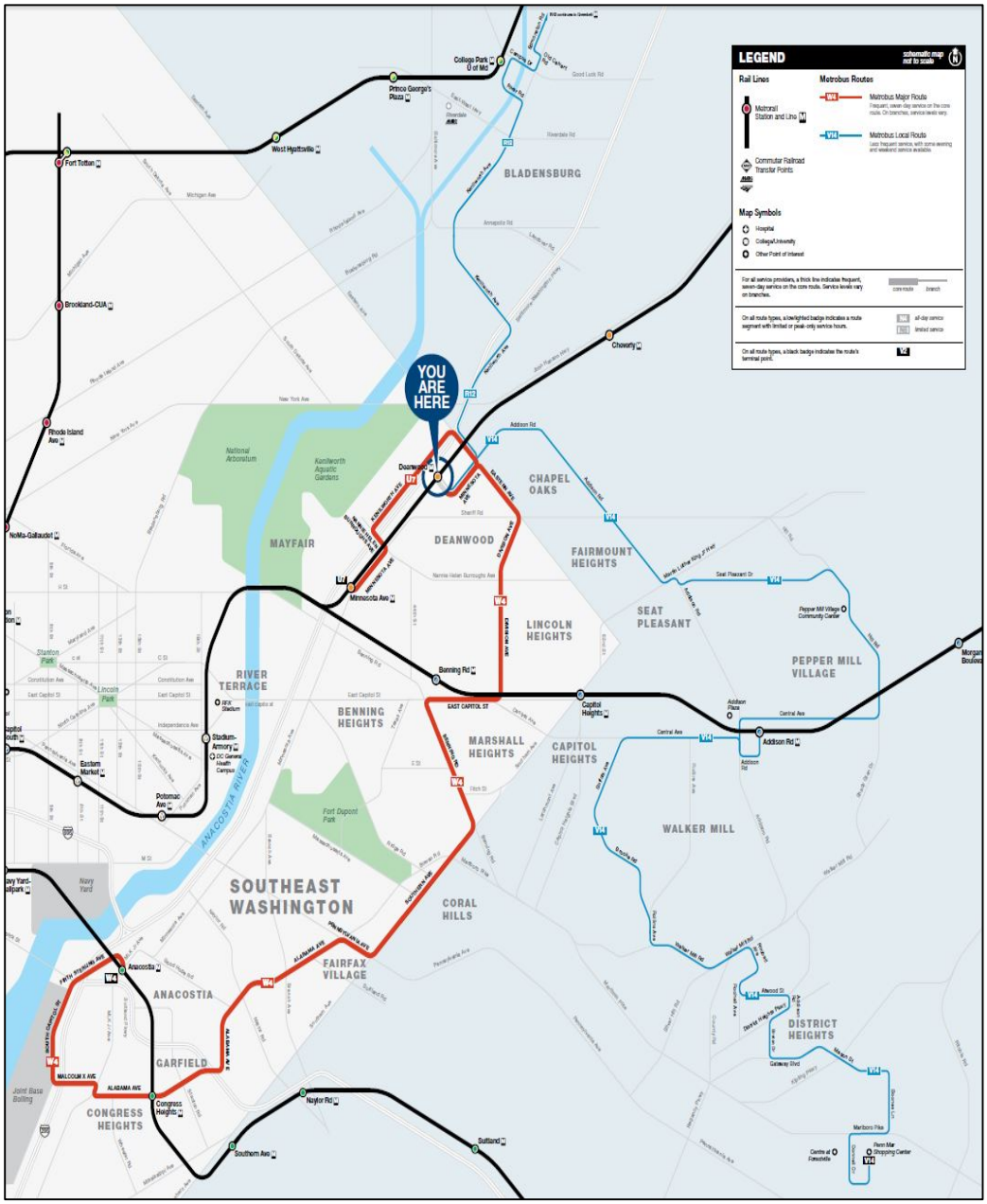
2.2.3 District Heights-Seat Pleasant Line (V14)

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

2.2.4 Deanwood Alabama Avenue Line (W4)

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

Figure 3: Existing Bus Routes



2.3 Park & Ride

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

2.4 Kiss & Ride

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

2.5 Pedestrian and Bicycle Access

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

3. DESCRIPTION OF CHANGES

3.1 Park & Ride Lot

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

3.2 Kiss & Ride Lot

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

3.3 Bus Loop and Layover Spaces

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

Figure 4: Deanwood Metro Station Park & Ride Lot



4. PROJECT IMPACTS

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

4.1 Land Acquisitions and Displacements

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

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

4.2 Transportation

4.2.1 Parking

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

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

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

4.2.2 Traffic

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

4.2.3 Metrorail

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

4.2.4 Metrobus and Other Bus Routes

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

4.2.5 Pedestrian and Bicycle Access

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

4.3 Land Use and Zoning

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

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

Figure 5: Existing Land Use

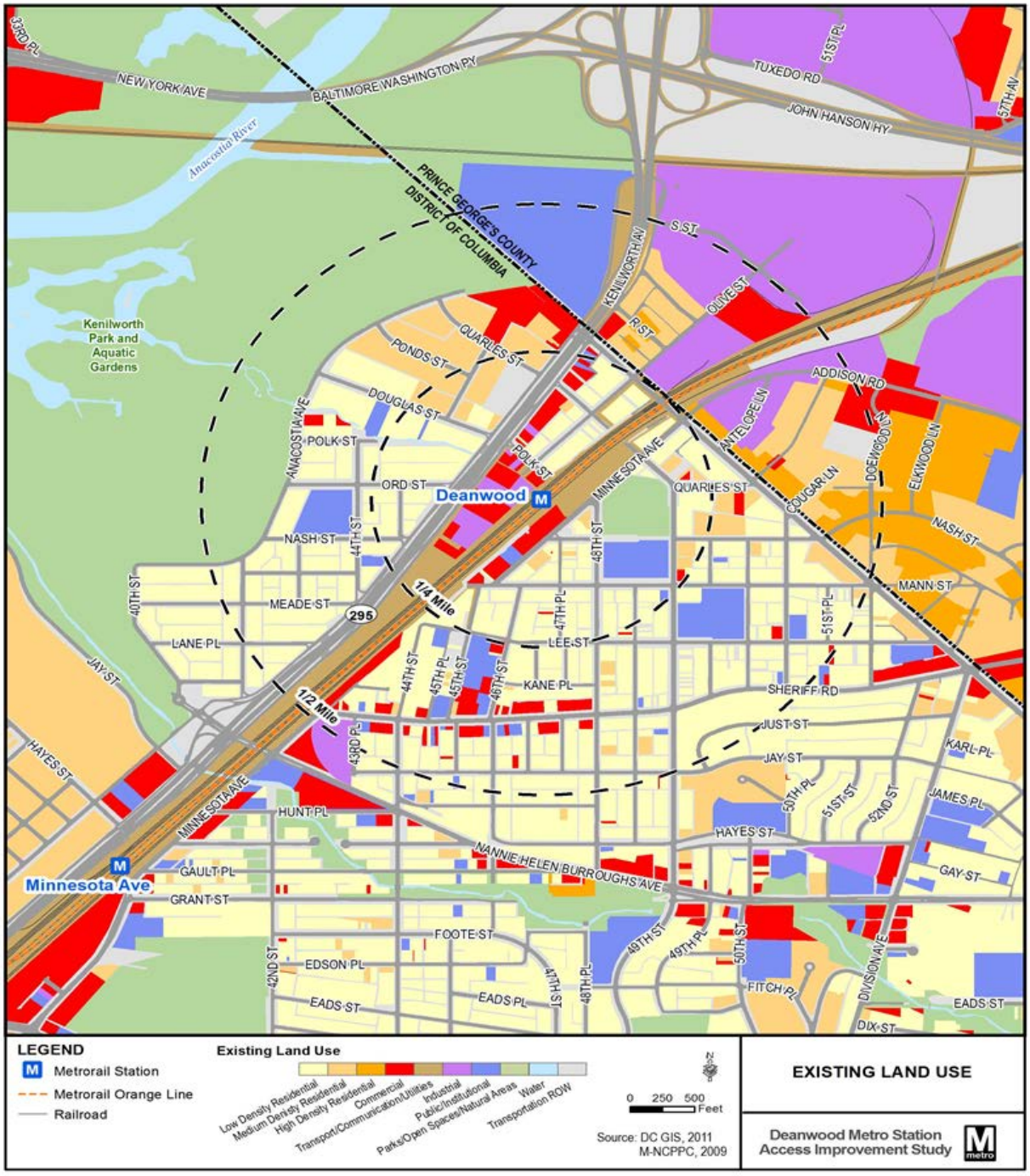
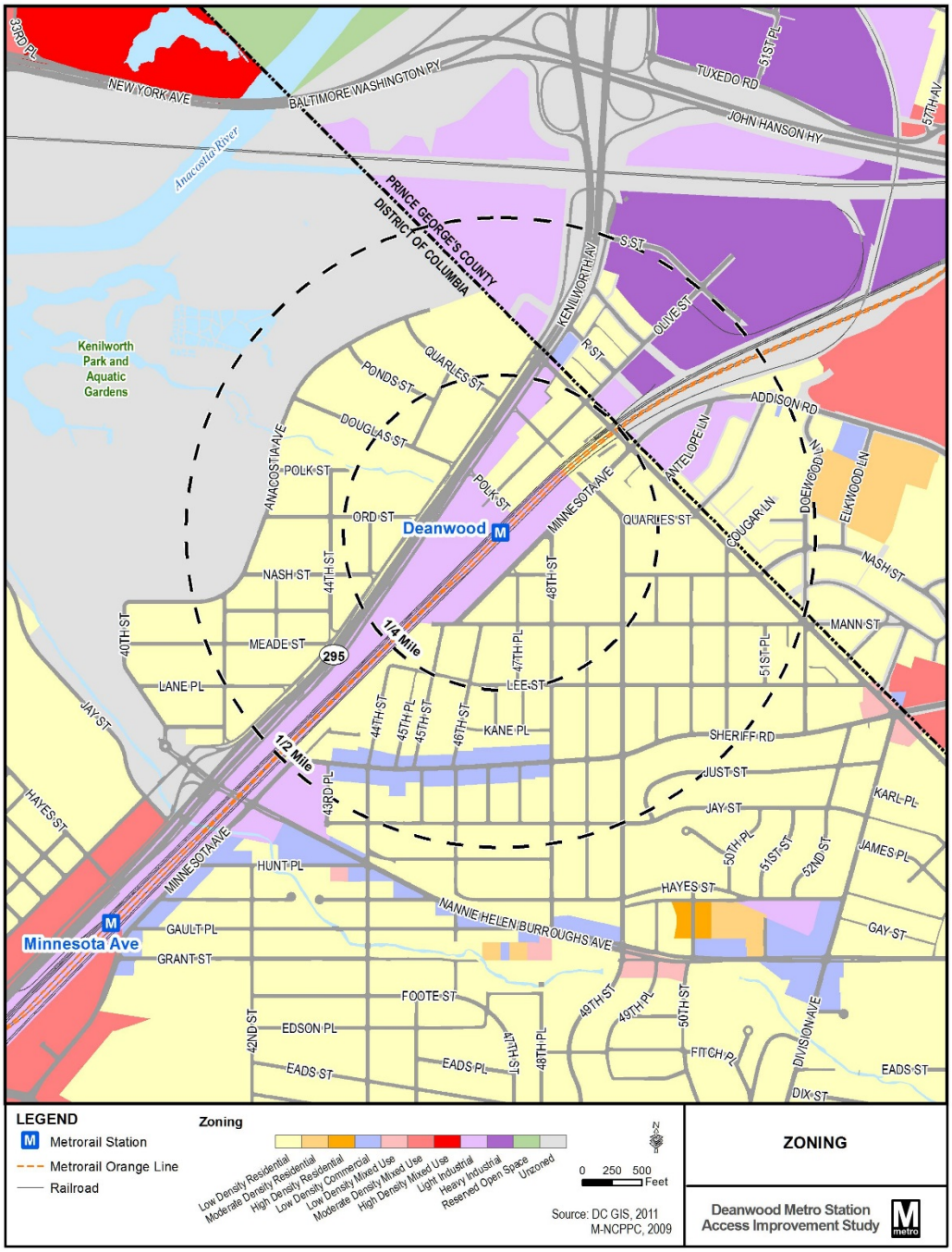


Figure 6: Existing Zoning



4.4 Planning Consistency

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

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

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

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

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

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

4.5 Neighborhoods and Community Facilities

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

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

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

Figure 7: Neighborhoods and Community Facilities



4.6 Environmental Justice Populations

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

4.6.1 Identification of Environmental Justice Populations

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

Table 3. Minority and Low-Income Population

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

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

4.6.2 Assessment of Disproportionately High and Adverse Impacts

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

4.7 Cultural Resources

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

4.8 Public Parklands and Recreation Areas

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

4.9 Wetlands and Waters of the U.S.

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

4.10 Floodplains

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

4.11 Water Quality

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

4.12 Air Quality

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

4.13 Threatened and Endangered Species

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

4.14 Utilities

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

4.15 Safety and Security

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

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

4.16 Hazardous and Contaminated Materials

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

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

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

4.17 Noise and Vibration

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

4.18 Secondary and Cumulative Impacts

4.18.1 Secondary Impacts

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

4.18.2 Cumulative Impacts

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

4.18.2.1 Traffic

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

4.18.2.2 Transit

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

4.19 Construction Impacts

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

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

5. PUBLIC INVOLVEMENT

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

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

- Online survey on WMATA's website
- Public hearing

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

6. REFERENCES

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