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).

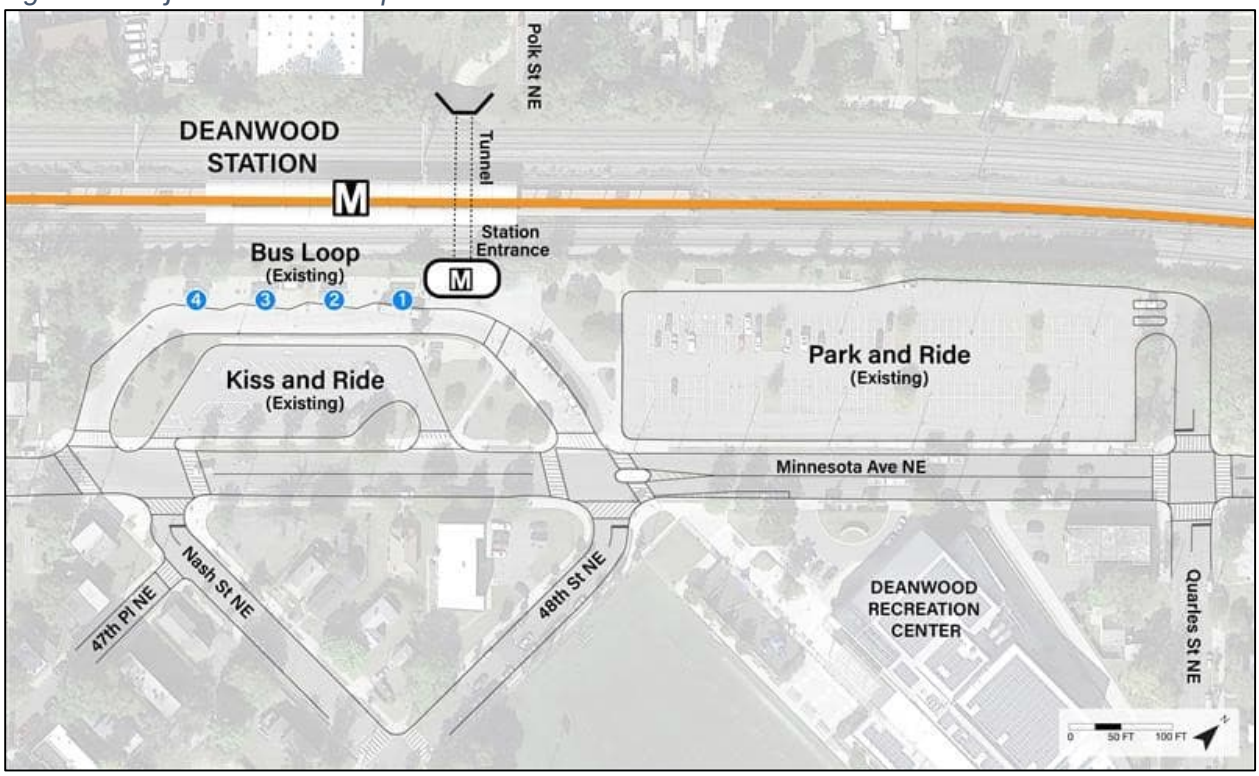
The average mid-week peak hour utilization or occupancy of the Deanwood Park & Ride facility in the three years leading up to the pandemic (2017-2019) was 70 vehicles. As of April 2023, Metro has observed the average mid-week peak hour utilization to be approximately 20 vehicles. These vehicles can be 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:

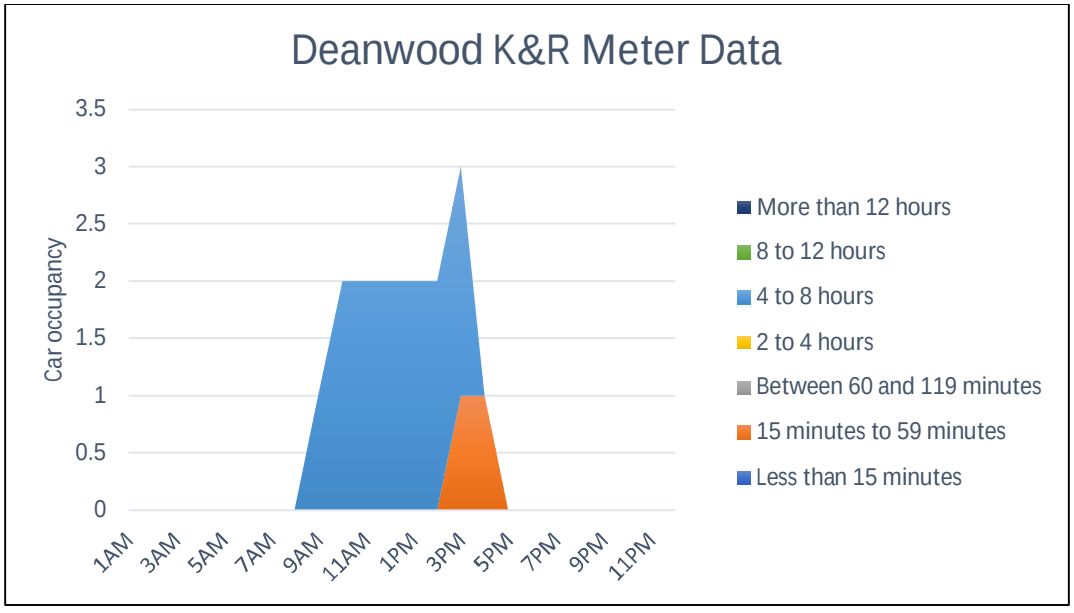
- ParkMobile parking meter transaction records (available since installation in 2020)
- Customer surveys on modes of transport used to access Metrorail Stations (last produced in 2016)

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*

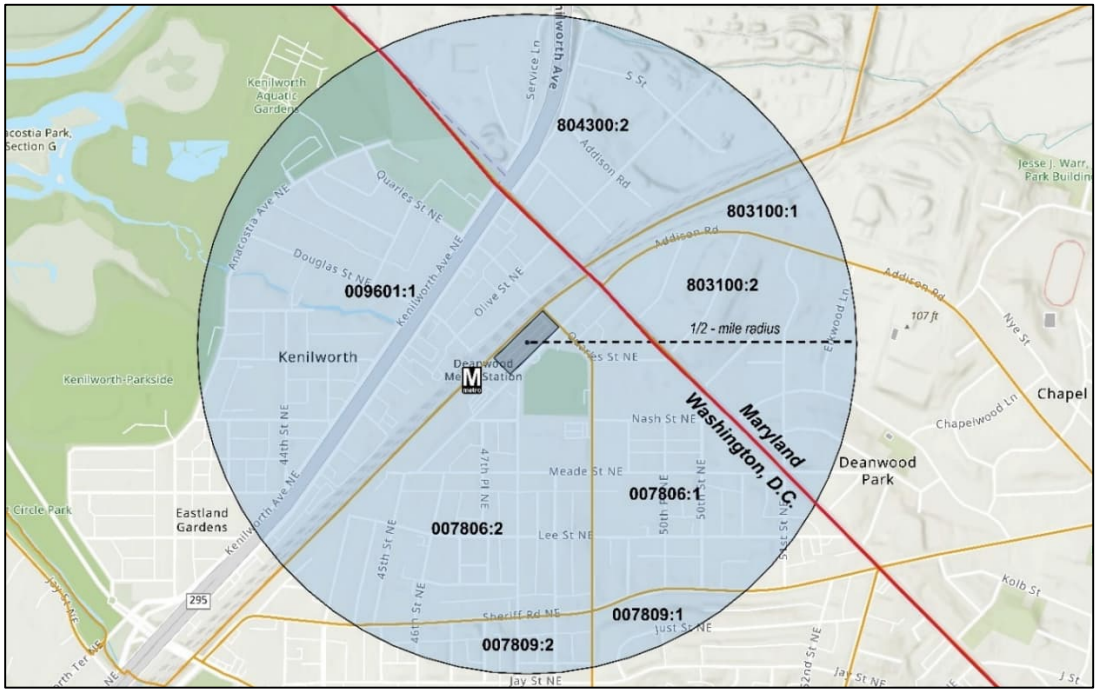
2.5 Park & Ride

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.

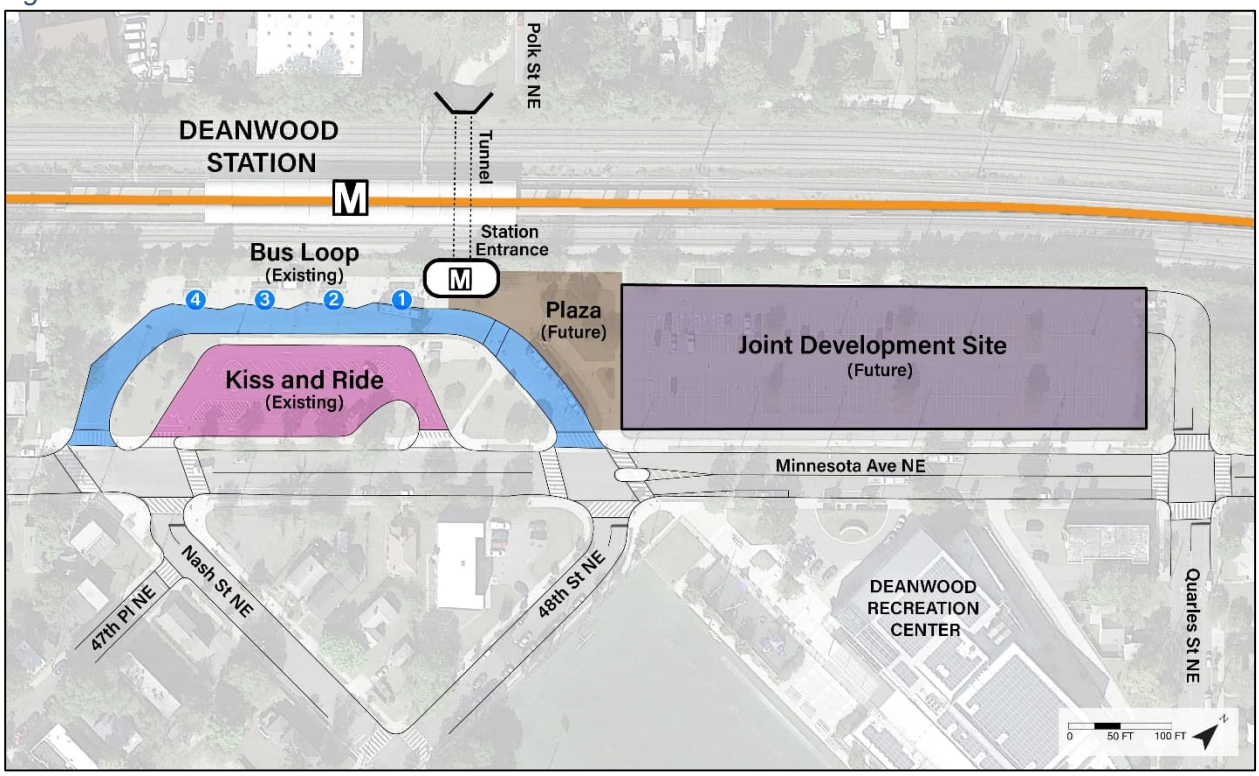
3.5 Modifications to Kiss & Ride

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

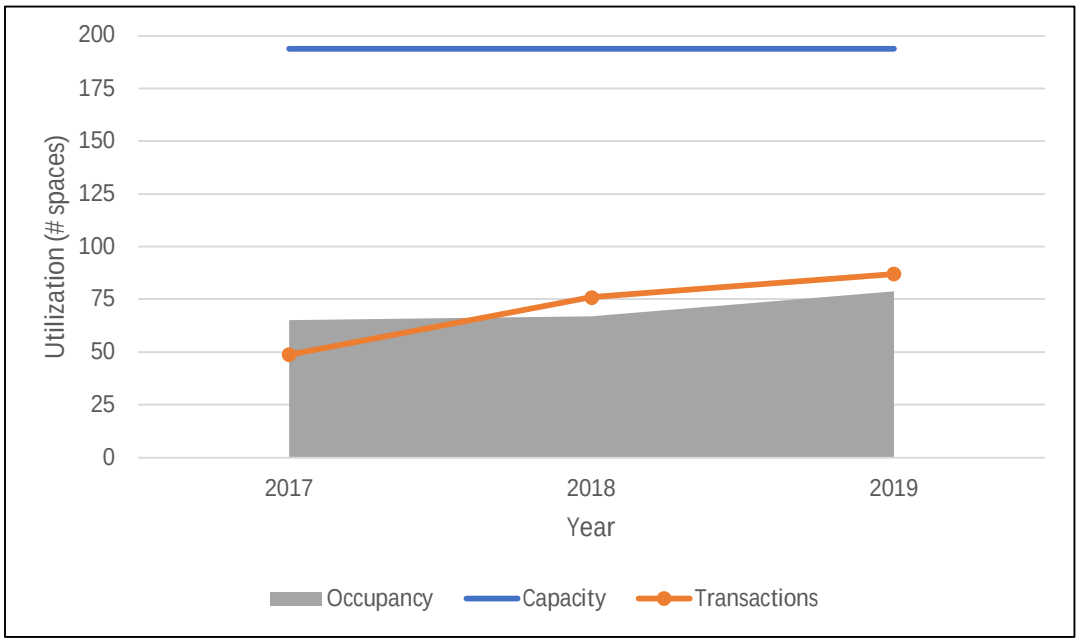


Figure 7. Cheverly Park & Ride Utilization

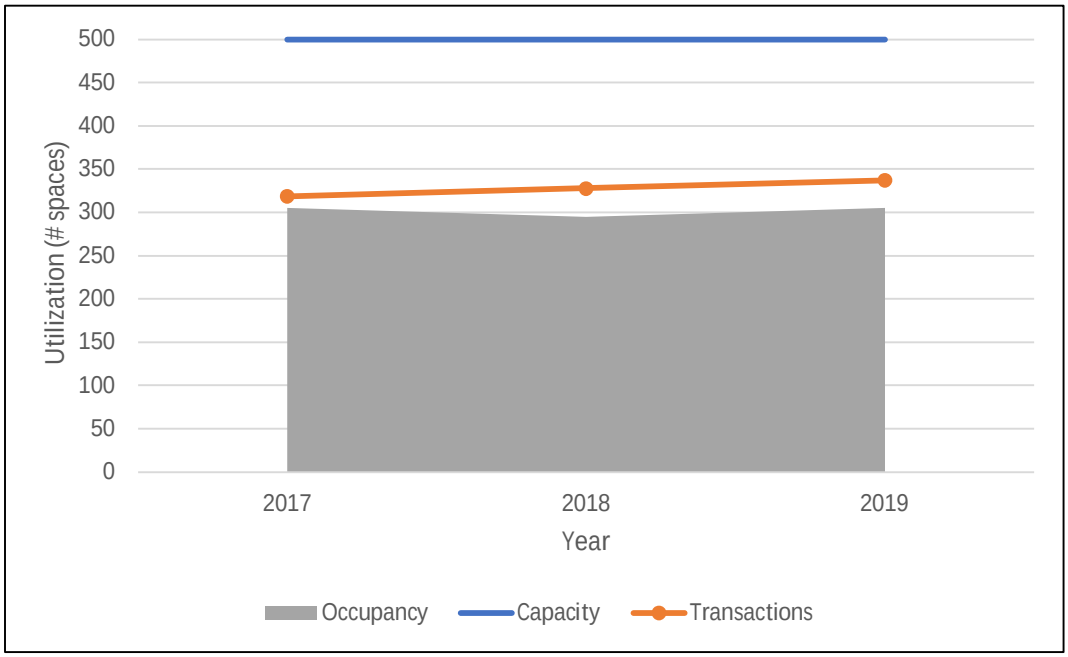


Figure 8. Minnesota Ave. Park & Ride Utilization

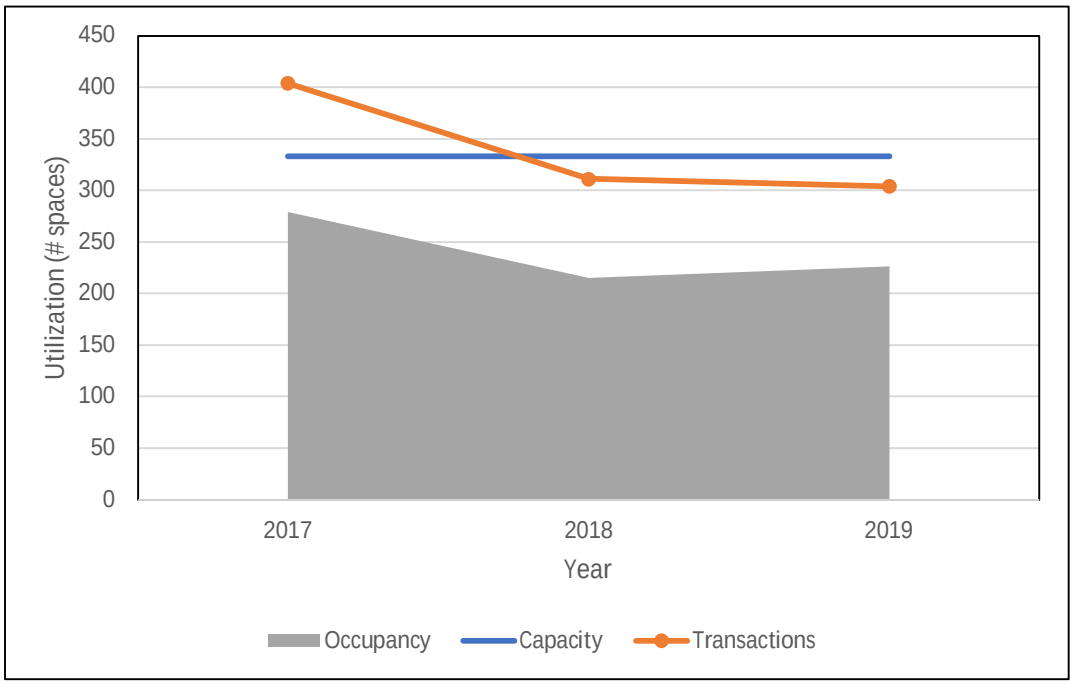


Figure 9. Deanwood Parkshed Map

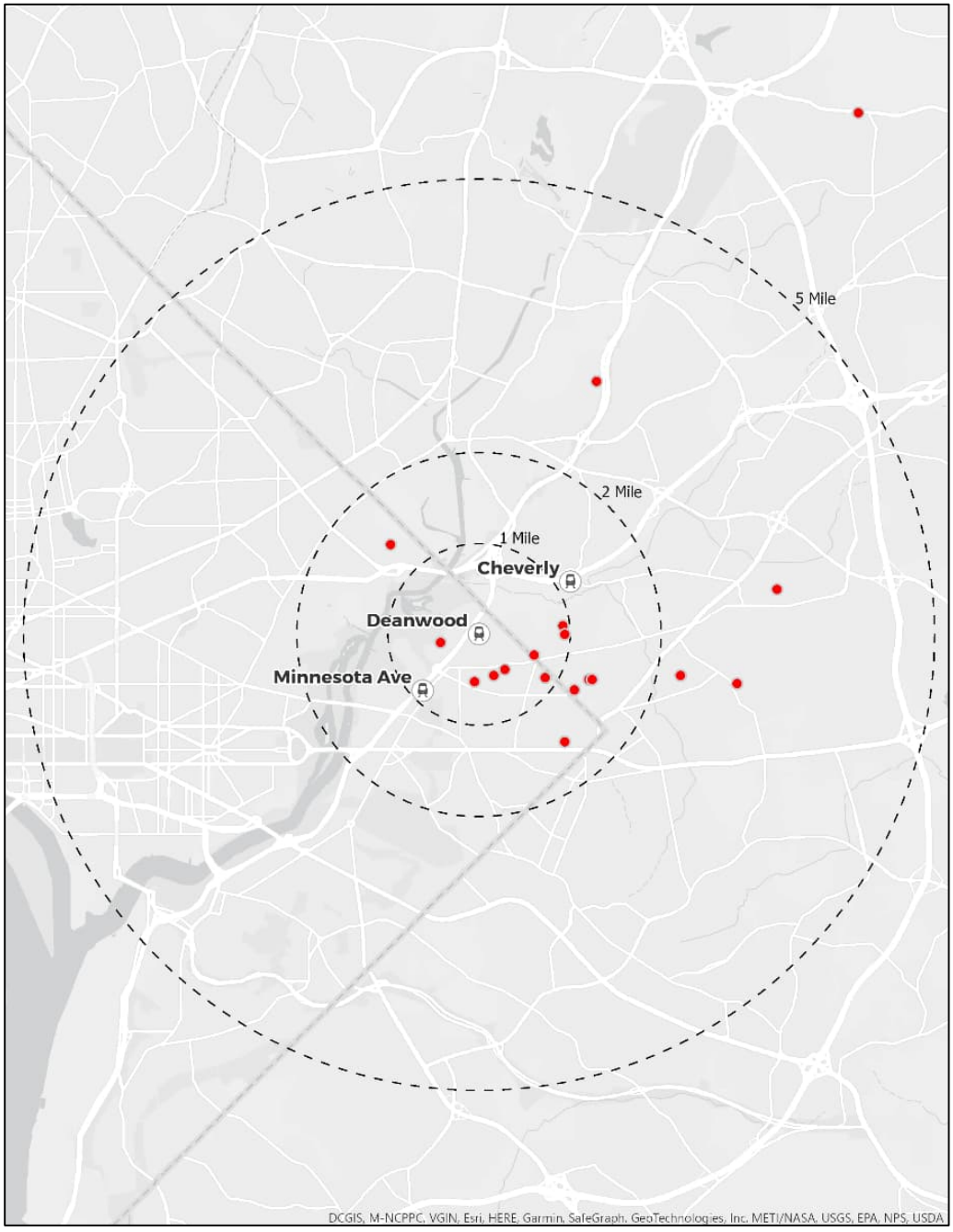


Table 7. Travel Time Impacts for Deanwood Park & Ride Frequent Customers to Change Stations

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

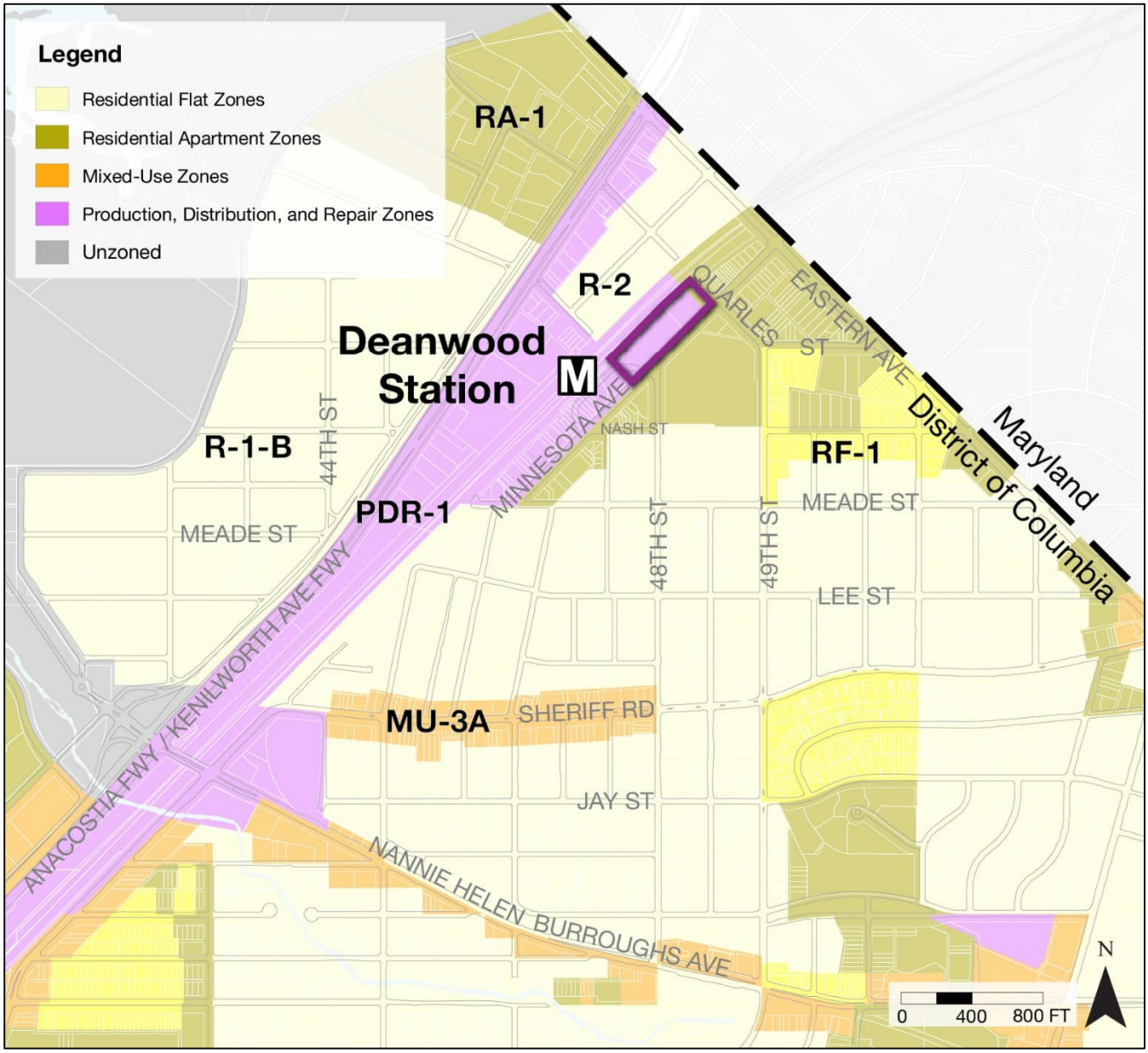


Figure 11. Existing Land Use

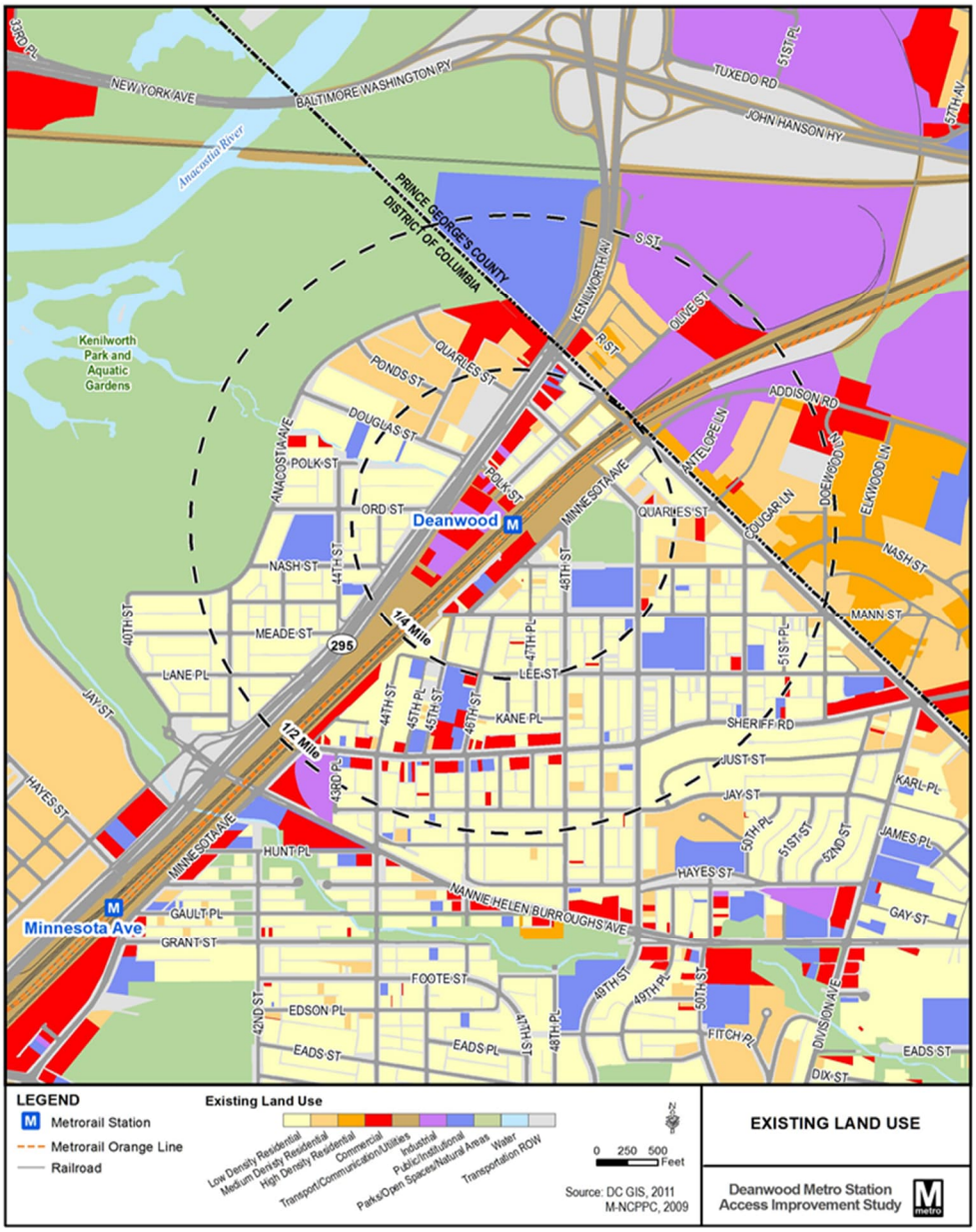


Figure 12. Future Land Use

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

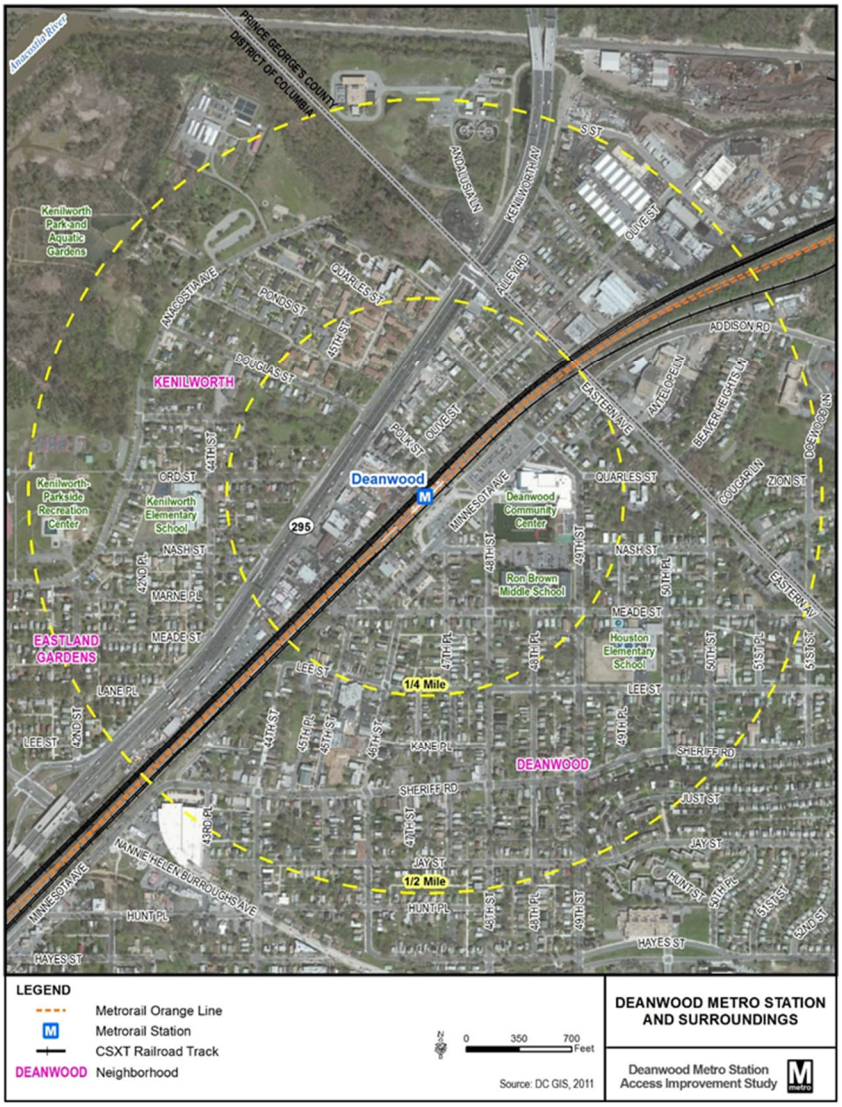
The site is located within Northeast Washington, DC in an area which consists of generally low-density residential neighborhoods and the corridor of light industrial and commercial properties along Kenilworth Avenue NE and the CSX railroad tracks, as shown in Figure 13.

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