

Washington Metropolitan Area Transit Authority (WMATA)

Compact Public Hearing Staff Report

Deanwood Metrorail Station Parking Changes

Staff Analysis of the Public Hearing and Staff Recommendations

Hearing No. 651
Docket No. R23-02

Table of Contents

1.0 Introduction	3
1.1 The Project	3
1.2 Public Hearing Staff Report	4
2.0 Communications and Outreach to the Public	6
2.1 Overview	6
2.2 Stakeholder Communication	6
2.3 Targeted Marketing and Media	8
2.3.1 Project Webpage.....	8
2.3.2 Social Media.....	8
2.3.3 Print Advertising	11
2.3.4 Signage and Flyers.....	11
2.3.5 Media Relations	13
2.3.6 In-Person Outreach	13
2.4 Public Input Results	15
2.4.1 Facilities Used at Deanwood Station	16
2.4.2 Survey Demographics.....	17
3.0 Summary of the Public Hearing.....	18
4.0 Comments Received for the Record	20
5.0 Comments and Responses to Comments Received	22
5.1 General Support for the Project	22
5.2 General Opposition to the Project.....	23
5.3 Park & Ride Spaces	24
5.4 Mixed Use Development.....	26
Grocery Use	26
Housing Use.....	26
Library Use	26
5.5 Metro Service	28
5.6 Review Process	29
5.7 Other Comments	30
6.0 Responses to Comments Received on the Draft Public Hearing Staff Report	31
7.0 Other Information for the Public Record	32
8.0 Staff Recommendation	33

List of Figures

Figure 1. Proposed Metro Facility Modifications	3
Figure 2. Staff Report Process	5
Figure 3. Project Postcard (front/back)	7
Figure 4. Project Website.....	8
Figure 5. Deanwood "Church Tours" Engagement.....	14
Figure 6. Public Input Methods	15
Figure 7. Facility Usage at Deanwood Station	16
Figure 8. Deanwood In-Person Public Hearing	18
Figure 9. Screenshot of Deanwood Virtual Public Hearing.....	19
Figure 10. Respondent Opinions	20

List of Tables

Table 1. Social Media Engagement Summary.....	9
Table 2. Summary of Print Advertisements.....	11
Table 3. Press Release Summary.....	13
Table 4. Facility Usage at Deanwood Station.....	16
Table 5. Survey Demographics.....	17
Table 6. Summary of Respondent Opinions	20
Table 7. Summary of Comments by Topic	21

Appendices

APPENDIX A: Notice of Public Hearing	
APPENDIX B: Public Hearing Presentation Materials	
APPENDIX C: Public Hearing Script	
APPENDIX D: Survey Results and Comments	
APPENDIX E: Environmental Evaluation	
APPENDIX F: General Concept Plan	
APPENDIX G: Notice of Public Hearing Staff Report	
APPENDIX H: Comments Received on the Public Hearing Staff Report	

1.0 Introduction

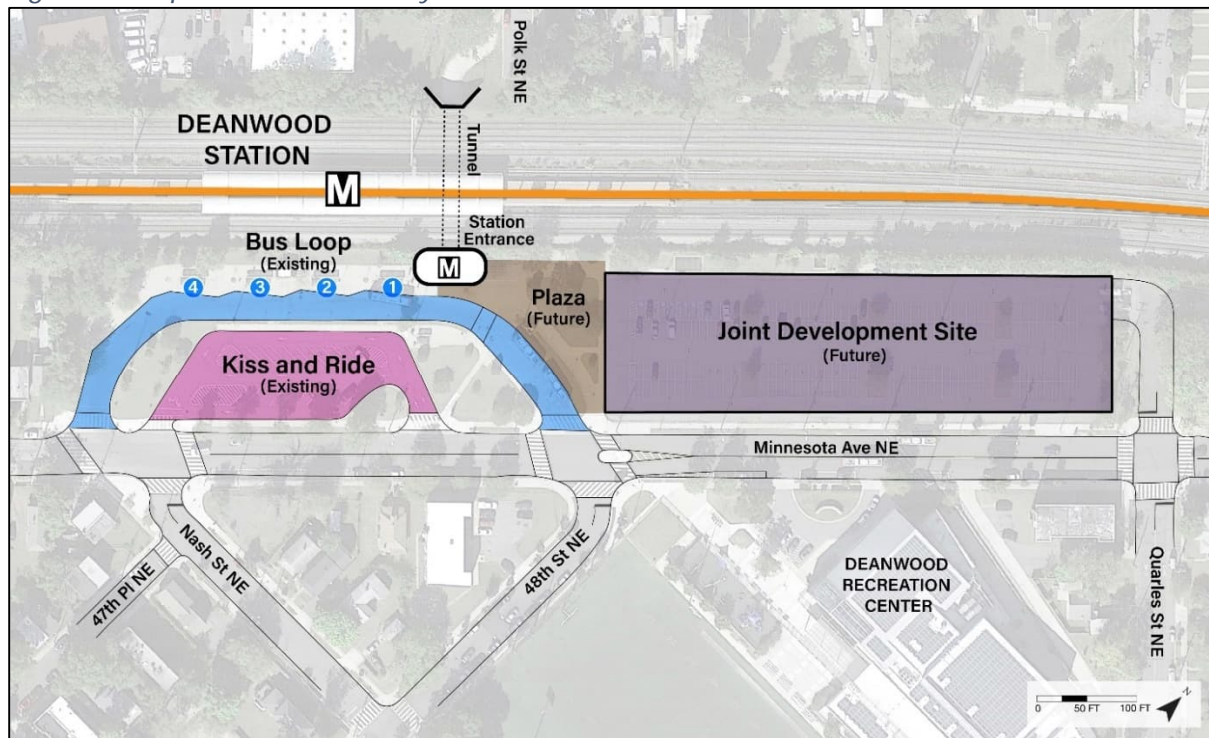
1.1 The Project

Metro proposes changes to the Deanwood Metro Station (“Metro Station” or “Deanwood Station”) to enable a joint development project (“Project”) and increase transit ridership. The Project involves a modification of Metro Station facilities and facility access (“Changes” or “Modifications”). The proposed joint development concept is shown in Figure 1 below and in Appendix F of this report.

Metro obtained public input on the following proposed Modifications from June 10 through July 21, 2023:

- 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.

Figure 1. Proposed Metro Facility Modifications



Of specific interest to Metro customers are the changes to the transit facilities, station access, and circulation in the vicinity of the Deanwood Station, which were presented at a public hearing on July 11, 2023. The Notice of Public Hearing, Environmental Evaluation, and the General Plan were available online at www.wmata.com/plansandprojects beginning June 10, 2023 and are included in Appendices A, G, and G, respectively, of this document.

These documents were also available for inspection during normal business hours at the following locations:

Washington Metropolitan Area Transit Authority
300 7th Street SW, Washington, DC 20024

This is not the first time Metro has held a Compact public hearing for the Modifications at Deanwood Station. In June 2018, Metro held a Compact public hearing on the same Modifications. At the 2018 public hearing and in the subsequently received public comments, there was overwhelming support for the removal and redevelopment of the Deanwood Park & Ride lot due to its low level of utilization (which was less than 71 parking customers per day, pre-pandemic) and the existence of other nearby Park & Ride facilities at the Cheverly and Minnesota Ave Metro stations.

In September 2018, the Metro Board then approved the removal and redevelopment of the Park & Ride lot and accepted the amendment to the Mass Transit Plan. However, as a result of the COVID-19 pandemic and related real estate market conditions, Metro did not move forward with closing the Park & Ride lot in 2018 nor did Metro issue a Joint Development Solicitation for the site. However, given the length of time since the Metro Board approved these past actions, Metro has chosen to repeat the public hearing process to ensure that community members can provide their latest feedback on the Modifications to the transit facilities.

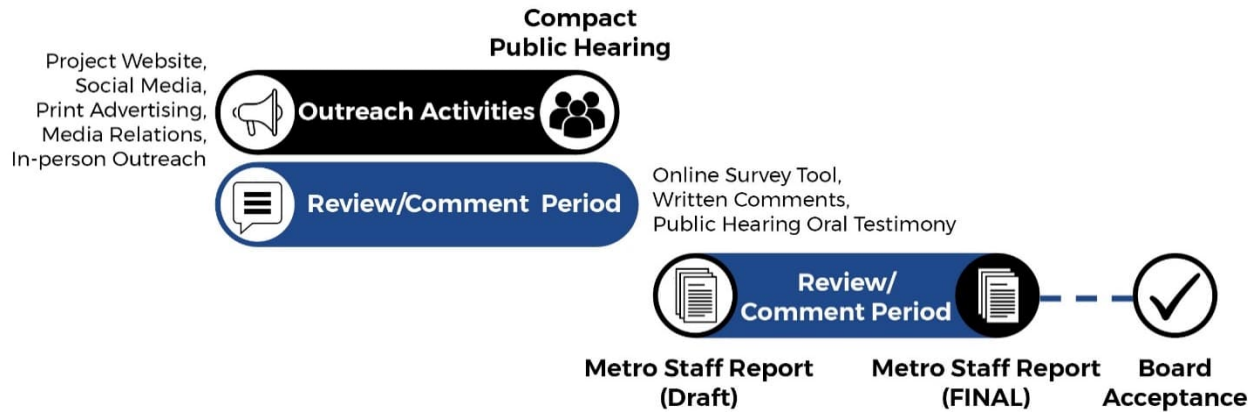
1.2 Public Hearing Staff Report

As required by the WMATA Compact, Metro's organizational document, the public was provided with the opportunity to comment on the Project. Following the guidelines established by WMATA's Board-approved Public Participation Plan, this Public Hearing Staff Report provides a summary of Metro's public outreach efforts, the Project's public hearing, comments that were received, and Metro's response to questions and issues raised by the public about the Project. A Staff Report summarizing the 2018 public involvement process was finalized in July of that year. As previously stated, Metro is repeating the public hearing process to ensure the community and other stakeholders are current with the proposed changes.

The following is a summary of the public participation process. This draft report is shared with the public on the [project webpage](#) for review and comment for ten (10) days. Following that review, the report will be finalized and presented by staff to Metro's Board of Directors, where the Board will make a determination on whether the proposed Modifications will be accepted

as an amendment to Metro’s Mass Transit Plan. The activities and actions Metro takes to prepare and finalize the Public Hearing Staff Report are shown in Figure 2.

Figure 2. Staff Report Process



2.0 Communications and Outreach to the Public

2.1 Overview

Communications and outreach were guided by the requirements for WMATA Compact Public Hearings and Metro’s federally mandated, Board-approved Public Participation Plan (PPP).

Beyond meeting basic requirements for a Compact Public Hearing, Metro followed PPP guidelines to create a targeted communications plan. The plan was designed to collect feedback inclusively and collaboratively with a focus on engaging minority, low-income and Limited English Proficient (LEP) populations.

Most of the communications and outreach efforts outlined in this report occurred during the official public comment period timeframe (June 10, 2023 through July 21, 2023).

The final communications and outreach plan included the following efforts:

- Stakeholder communication
- Targeted marketing and media
- In-person outreach
- In-person and virtual Compact Public Hearing

Feedback was collected from the following sources during the public comment period:

- Written comments received online and by the Board Secretary’s Office
- Oral testimony received at the In-Person and Virtual Compact Public Hearing


The comments received can be found in Appendix D of this report.

2.2 Stakeholder Communication

Metro sent 4,111 project information postcards to seven (7) mail routes within a 0.5-mile radius of the Deanwood Station. The postcards provided the date and location of the public open house and hearing, the link and QR code to WMATA’s Plans and Projects website, and a general overview of the proposed changes (Figure 3).

Figure 3. Project Postcard (front/back)





Washington Metropolitan Area Transit Authority

PLACE
STAMP
HERE

We want your feedback.

Metro is proposing to eliminate the 194-space Park & Ride facility at Deanwood Station to support future mixed-use development, which could include housing and neighborhood amenities such as retail, and/or a public library.

Para obtener más información sobre este proyecto de Metro, visite wmata.com/plansandprojects o llame al 202-637-1328.

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status. ASL interpretation will be provided. To request other accommodations under the Americans with Disabilities Act or other language interpretation services (free of charge), contact the Office of the Board Secretary at 202-962-2511 (TTY: 202-962-2033) or send a message to speak@wmata.com as soon as possible, so Metro can make the necessary arrangements before the public hearing date.

Local
Postal Customer

On June 29, 2023, Metro met with Advisory Neighborhood Commission (ANC) Commissioners, Friends of Deanwood Library, and the Deanwood Civic Association to provide the most up-to-date project information to participants.

2.3 Targeted Marketing and Media

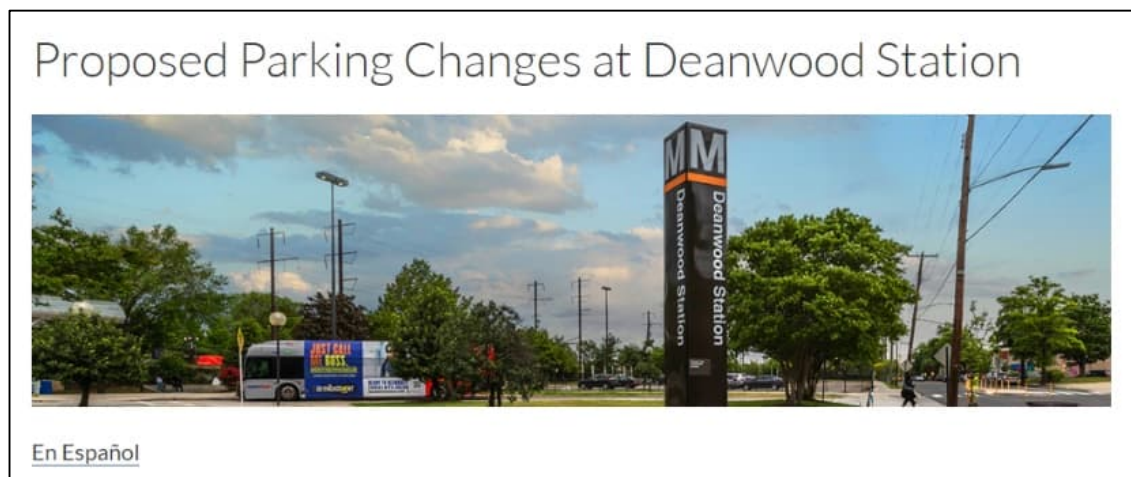
Metro used a combination of targeted marketing, in-person outreach, and media campaigns to increase awareness and encourage public feedback.

2.3.1 Project Webpage

The [project webpage](#) on Metro’s website served as the Project information hub and the primary channel for collecting public feedback (Figure 4). Information was presented in English and Spanish, and a variety of content was available for the public to review, including the environmental evaluation and design plans of the proposed changes. Metro’s public hearing was also streamed live on this page and on [YouTube](#).

During the public comment period, the project webpage received 1,616 unique views. The average time spent on the page was just under 1 minute. This webpage will remain online for the duration of the Project to serve as a resource for the public.

Figure 4. Project Website



2.3.2 Social Media

Metro leveraged its social media following to inform the public about the Project across a variety of channels. In total, Metro’s social media posts resulted in more than 49,321 impressions and more than 8,241 engagements across all platforms (Table 1). Examples of social media content are shown on the following page.

Table 1. Social Media Engagement Summary

Media	Date	Details
Facebook (Event)	7/6/23	<ul style="list-style-type: none">• 386,292 people reached• 1,380 click throughs• .36% click through rate
Facebook	7/18/23	<ul style="list-style-type: none">• 40,622 impressions• 8,157 total engagements (16 reactions, 4 comments, 10 shares)• 518 link clicks
Twitter	7/19/23	<ul style="list-style-type: none">• 7,627 impressions• 84 engagements• 0.01% click through rate
Nextdoor	7/20/23	<ul style="list-style-type: none">• Posted to the zip code around the station (20012)• 1,072 impressions

Note: Reach = the total number of people who saw the content (measure is estimated). Impressions = the number of times the content was displayed on a user's screen, no matter if it was seen, clicked, or engaged with or not. Engagements = Likes, comments, and shares.

In addition to social media efforts, WMATA also provided a 30-second comment solicitation [video](#) which provided general project information and the website address. The video reached 18,768 people in the target audience, which generated 8,157 post engagements and 518 clicks to the project website. Zip-code targeted digital banner ads were also used, which generated 270,000 impressions.

Deanwood Metrorail Station – Parking Changes Compact Public Hearing Staff Report

Social Media Examples

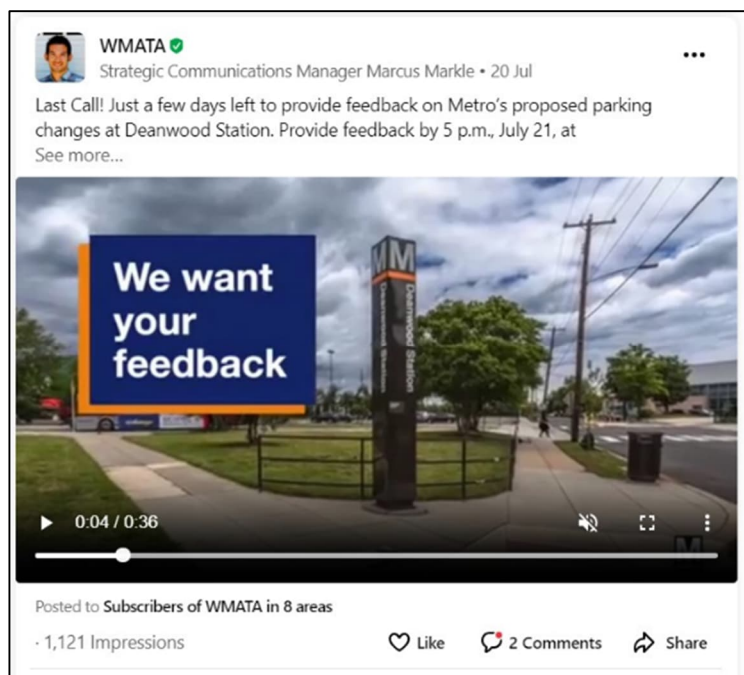
Facebook



Twitter



Nextdoor



2.3.3 Print Advertising

Metro placed print advertisements in a number of publications covering multiple languages based on the station's demographic profile. These publications included *El Tiempo Latino*, *Washington Afro*, and *Washington Informer*. Two legal notices were placed in *The Washington Post* prior to the public hearing. Table 2 lists the publications, run dates, and estimated impressions. A copy of the public notice can be found in Appendix A of this report.

Table 2. Summary of Print Advertisements

Publication	Language	Run Date(s)	Total Est. Impressions
The Washington Post	English	6/10/23, 6/17/23	98,400
El Tiempo Latino	Spanish	7/3/23	45,000
Washington Afro	English	7/3/23	45,000
Washington Informer	English	7/3/23 7/10/23	90,000

2.3.4 Signage and Flyers

Information was posted in English and Spanish in and around the Deanwood Station to reach rail, bus, and parking customers.

- Signs were posted at the Park & Ride, bus stops, and in the mezzanine at the station.
- A large A-frame sign was placed in front of fare gates in the station mezzanine.
- Banners with both (English and Spanish) were posted on fences in and around the station.
- Flyers were distributed to the station manager and throughout the station on July 6, 8, 9, 10, 11, 12, 14, and 16.

**We Want Your Feedback on
Proposed Parking Changes
at Deanwood Station**

Metro is proposing to eliminate the 194-space Park & Ride facility at Deanwood Station to support future mixed-use development, which could include housing and neighborhood amenities such as retail, and/or a public library.



Proposal to Eliminate Park & Ride Lot for Future Joint Development

Deanwood Station

Kias & Ride

Minnesota Ave NE

N 15th St

**There are two ways you
can provide feedback:**

- 1. Share your feedback online.**
Submit comments by 5:00 p.m., July 21, 2023 at wmata.com/plansandprojects
- 2. Participate in the Open House and Public Hearing.**
Metro will host an **Open House at 6:00 p.m.** followed by a **Public Hearing at 6:30 p.m.**
Tuesday, July 11, 2023
Ron Brown High School
Monarch Hall Community Room
4800 Meade St NE
Washington, DC 20019

 For more information visit wmata.com/plansandprojects 

**Queremos escuchar sus
comentarios sobre la propuesta
de cambios en el estacionamiento
de la estación Deanwood**

Metro propone eliminar la instalación Park & Ride con 194 espacios de la estación Deanwood para acompañar el futuro desarrollo de usos combinados, que incluiría viviendas y servicios para el vecindario, como comercios o una biblioteca pública.



Propuesta para eliminar el lote de Park & Ride para el futuro desarrollo conjunto

Estación Deanwood

Kias & Ride

Minnesota Ave NE

N 15th St

**Puede compartírnos sus
comentarios de dos formas:**

- 1. Comparta sus comentarios en línea.**
Envíe sus comentarios hasta el 21 de julio a las 5:00 p.m. del 2023 a wmata.com/plansandprojects
- 2. Participe en la jornada de puertas abiertas y en la audiencia pública.**
A las 6:00 p.m. Metro organizará una **jornada de puertas abiertas** seguida de una **audiencia pública a las 6:30 p.m.**
Martes 11 de julio de 2023
Ron Brown High School
Monarch Hall Community Room
4800 Meade St NE
Washington, DC 20019

 Para obtener más información, visite wmata.com/plansandprojects 

Printed signs were posted at various locations in the station and at bus stops.

2.3.5 Media Relations

Metro issued a press release on July 19, 2023 to encourage public feedback on the project (Table 3).

Table 3. Press Release Summary

Date	Title	Details
7/19/23	Metro reminds public to weigh in by Friday on future joint development at Deanwood Station	Metro is seeking public feedback on the proposed closure of the surface parking lot at Deanwood Station

Earned Media Coverage

No earned media coverage was accomplished for this public hearing.

2.3.6 In-Person Outreach

Metro’s professional contracted bilingual outreach teams, wearing yellow Metro-branded outreach aprons, were positioned at Deanwood Station mezzanine, Park & Ride lot, and bus loop to inform customers and residents about the proposed changes and public hearing. Members from the outreach team encouraged customers to provide comments via the online survey and at the public hearing. The outreach teams distributed one-page flyers about the project and were equipped with internet-enabled tablets to reduce barriers to participation and assist customers with the online survey on-site. In-person outreach at Deanwood Station took place on the follow days and times:

- Thursday, July 6, 2:00 p.m. – 7:00 p.m.
- Saturday, July 8, 1:30 p.m. – 7:30 p.m.
- Monday, July 10, 6:00 a.m. – 12:00 p.m.
- Tuesday, July 11, 1:00 p.m. - 7:00 p.m.
- Wednesday, July 12, 6:30 a.m. – 12:30 p.m.
- Friday, July 14, 12:30 p.m. – 6:30 p.m.
- Sunday, July 16, 10:00 a.m. – 2:00 p.m.

The days and times for the outreach at Deanwood Station were selected at times of high ridership to reach the maximum number of customers and to coincide with the public hearing to help get customers from the station to the public hearing location. Outreach staff were fluent in English and Spanish identified by their yellow language button.

Additionally, in-person outreach teams supported Metro staff at the open house and public hearing at Ron Brown High School on Tuesday, July 11, 2023 from 4:00 p.m. – 8:00 p.m. They posted wayfinding signage from the station to the public hearing location and greeted attendees and direct customers to the appropriate project staff for questions. To further reach the surrounding communities that may be impacted by the proposals, three sets of bilingual

outreach teams conducted a “church tour” and engaged church attendees outside seven local churches after services were done to distribute one-page flyers and answer questions (Figure 5). This effort took place on Sunday, July 9, 2023, reaching over 120 community members at the following locations and times:

- Good Success Church & New Morning Star Baptist: 10:00 a.m. – 12:30 p.m.
- First Baptist Deanwood & Divine Love Baptist: 11:30 a.m. – 1:00 p.m.
- Peace Fellowship, New Beginning Fellowship, Greater Love Church: 11:30 a.m. – 2:00 p.m.

Figure 5. Deanwood "Church Tours" Engagement

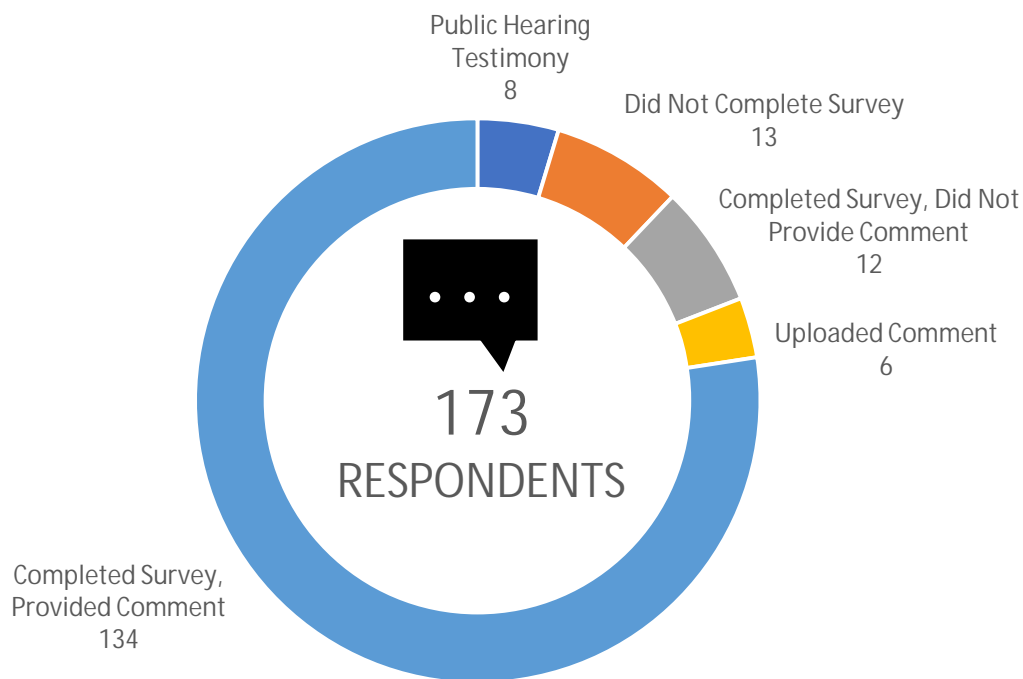


A total of 3,296 brochures were distributed including 500 brochures distributed at the Deanwood Library/Rec Center and 250 brochures distributed at both the Suburban Market and Merrick's Market. Overall, the outreach team interacted with 6,671 customers, including 507 interactions in Spanish, 31 interactions in Arabic, seven (7) interactions in Amharic, and one (1) interaction in American Sign Language (ASL).

2.4 Public Input Results

Metro collected public input during the public comment period through an online survey tool and at an In-Person and Virtual Compact Public Hearing. The survey was started by 159 people, 146 surveys were completed, and 134 survey respondents provided written comments. The public could provide comments by typing (95%), uploading (4%), or both typing and uploading a comment (1%). There were six uploaded testimony comments. Additionally, eight oral testimonies were presented during the public hearing (Figure 6). The public comment period was open from 9:00 a.m. Saturday, June 10, 2023, through 5:00 p.m. Friday, July 21, 2023.

Figure 6. Public Input Methods



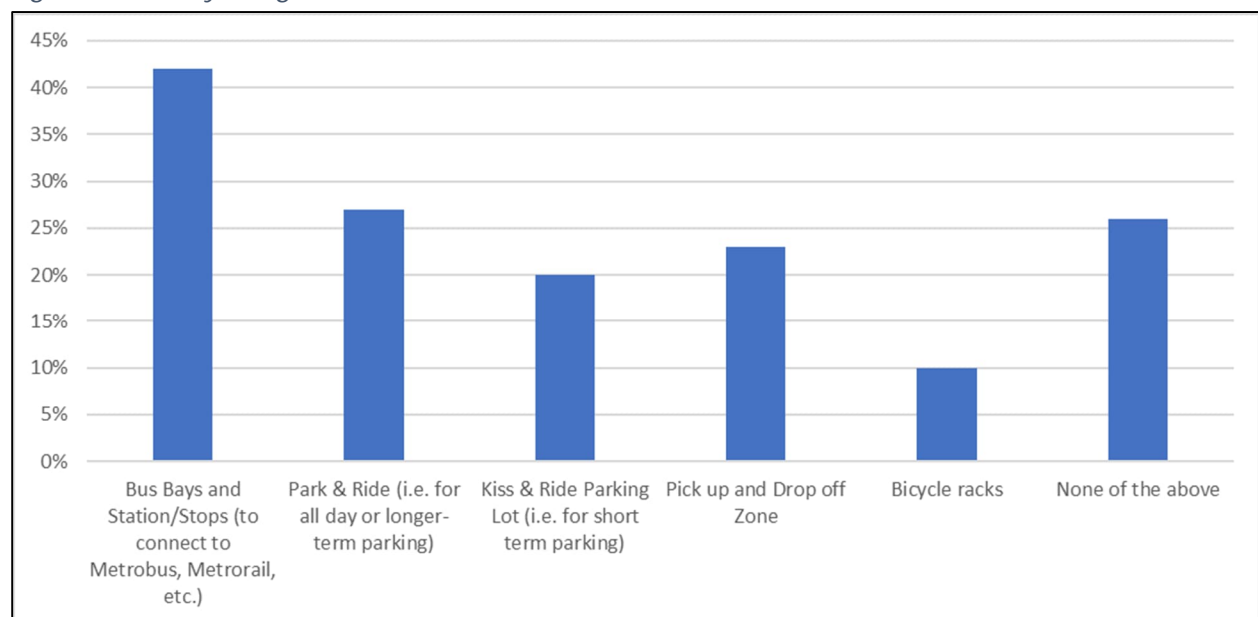
2.4.1 Facilities Used at Deanwood Station

The survey asked respondents which facilities they typically used at the Deanwood Station in the past 30 days (Table 4 and Figure 7).

Table 4. Facility Usage at Deanwood Station

Facilities Used at Deanwood Station	In the past 30 days (July 21, 2023) n=148
Bus Bays and Terminal (to connect to Metrobus, Ride On, etc.)	42%
Kiss & Ride Parking Lot (i.e., for short term parking)	20%
Park & Ride (i.e., for all day or longer-term parking)	27%
Pick up and Drop off Zone	23%
Bicycle Racks	10%
None of the above	26%

Figure 7. Facility Usage at Deanwood Station



2.4.2 Survey Demographics

Table 5 shows the percentage breakdown of survey demographics. More than sixty percent of survey respondents (66%) were between the ages of 25 and 44. Almost half of the respondents (44%) identified as black, and sixteen percent (16%) identified as Hispanic or Latino. Less than one-third of people (29%) responding to the survey identified as white and non-Latino. Forty-two percent (42%) of respondents lived in detached single-family homes.

Most of the survey respondents (78 %) said they live in Washington, DC. Sixty-five percent (65%) of survey respondents live in the Project’s zip code (20019), fourteen percent (14%) live in Maryland, and seven percent (7%) live in Virginia. One percent (1%) of survey respondents said they live elsewhere.

Table 5. Survey Demographics

Age (n=121)	18-24	5%
	25-34	31%
	35-44	35%
	45-54	17%
	55-64	9%
	65+	4%
Gender (n=135)	Male	53%
	Female	46%
	Other	1%
Hispanic or Latino (n=125)	Yes	16%
	No	84%
Race (n=133)	American Indian	2%
	Asian	5%
	Black	44%
	Latino	15%
	Middle Eastern	2%
	Multiple Race	3%
	Native Hawaiian	1%
	White Non-Latino	29%
Zip Code (n=106)	20019 (DC)	65%
	Other (DC)	13%
	20743 (Capitol Heights, MD)	5%
	Maryland (Total)	14%
	Virginia (Total)	7%
	Somewhere else	1%
Housing Type (n=149)	Apartment or condominium	26%
	Single family, detached house	42%
	Townhome, attached to other houses	26%
	Other	5%

3.0 Summary of the Public Hearing

In-Person and Virtual Compact Public Hearing

The Compact Public Hearing was held on Tuesday, July 11, 2023 at 6:30 p.m. Metro Board Alternate Director Spring Worth chaired the hearing. The hearing was a hybrid meeting where staff hosted approximately 40 attendees in-person at Ron Brown High School's Monarch Hall, located at 4800 Meade Street, NE, Washington, DC. Others had the opportunity to participate via phone or watch a simultaneous live-stream of the hearing on Metro's website and YouTube page [Metro Forward](#) (Figure 8 and Figure 9). The hearing was viewed on YouTube 237 times, and the recording remains available for reference on Metro Forward.

In keeping with Metro's policy to ensure that a hearing is accessible to as many parties as possible, participants were also able to dial-in by phone and the hearing included live American Sign Language interpretation. The hearing's recording on YouTube provides captions. The contracted professional bilingual outreach staff were also tasked to install signs from the station to the public hearing and assist Metro staff with various tasks and with any customer language needs at the public hearing.

Following an opening statement by Ms. Worth, Metro staff described the proposed facility Modifications. Eight people provided oral testimony at the hearing in-person and no oral testimony was provided by phone. The staff presentation and script of the public hearing can be found in Appendices B and C of this report.

Figure 8. Deanwood In-Person Public Hearing



Figure 9. Screenshot of Deanwood Virtual Public Hearing

Shared content | Deanwood Compact Public Hearing

Take control


Deanwood Compact Public Hearing

Proposed Changes to Transit Facilities

Capacity & Access

- Removal of 194-space Park & Ride lot to make land available for Joint Development
 - Future solicitation by Metro to select developer for project
- Alternative Park & Ride facilities are available at the Cheverly & Minnesota Ave Metro Stations and have excess capacity
 - Less than 5-minute travel time impact for Deanwood P&R customers to use other options based on customer origin data
- No changes to Bus or Kiss & Ride facilities

Proposed Conditions



DEANWOOD STATION

Bus Loop (Existing)

Kiss and Ride (Existing)

Plaza (Future)

Joint Development Site (Future)

DEANWOOD RECREATION CENTER

Minnesota Ave NE

Cheverly St NE

Deanwood St NE

Deanwood Compact Public Hearing

Yasmine Doumi
Project Manager, Office of Real Estate and Development

July 11, 2023
06:40 PM

M metro

4.0 Comments Received for the Record

Comments to be considered for the record as part of this process were received through the online survey tool and oral testimony at the public hearing. The public comment period ran from 9:00 a.m. Saturday June 10, 2023 through 5:00 p.m. Friday July 21, 2023.

A total of 148 people responded to Metro’s request for comment. Of those, 134 people provided comment through the online survey, six (6) uploaded written testimony, and eight (8) individuals provided oral testimony at the public hearing (Table 6 and Figure 10). Two comments were written in Spanish, and the remaining were in English.

Table 7 provides a breakdown of the comments by topic. Because some comments contained multiple topics, the sum of the numbers shown in the table is greater than the total number of actual comments received. Comments made for the public record are provided in Appendix D.

Table 6. Summary of Respondent Opinions

	Number	Percentage
Support	97	66%
Neither	12	7%
Oppose	39	27%
TOTAL	148	100%

Figure 10. Respondent Opinions

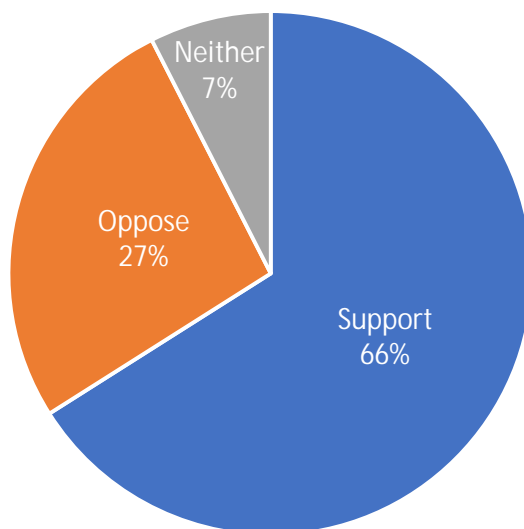


Table 7. Summary of Comments by Topic

Topic	Frequency	Overview
General Support for the Project	97	Comments expressed support of the project
General Opposition to the Project	39	Comments expressed opposition to the project
Park & Ride Spaces	82	Comments related to long-term parking needs at the station; not all these comments were in opposition to the project
Mixed Use Development	100	Comments related to the mixed-use development at the station; not all of these comments were in support of the project
Metro Service	2	Commenters shared concerns on Metro service
Review Process	1	Comment pertained to the timeline and notification of the review process for this public hearing
Other Comments	14	These comments were associated with bike facilities, parks, and other topics not related to the above-described categories

5.0 Comments and Responses to Comments Received

The 134 written comments, six (6) uploaded testimonies, and eight (8) oral testimonies were categorized into broader, recurring themes. WMATA staff provided responses to the overall concerns and themes expressed below. Additional information is provided in the following sections to include representative comments (see Appendix D for full comment details).

5.1 General Support for the Project

Two-thirds of all respondents (97 comments, 66%) expressed support for the project. Respondents noted that the surface lot was underutilized and that more-dense, transit-oriented development next to the station was a more appropriate use for the land and could provide benefits to neighboring areas.

Representative Comments

- *I strongly support any of WMATA's efforts to redevelop surface lots into higher-value properties.*
- *Closing this extremely underused lot within DC and turning it into much needed housing next to a metro station is a fantastic idea. I hope this is approved and that the groundbreaking is swift*
- *I support the closure of the lot. I am a daily Metro Rail and Bus commuter. The increased revenue from new riders and the proposed joint use development would improve the entire system.*
- *This is a fantastic idea! Development immediately surrounding Metro stations should be a high priority.*
- *They should do something with the parking lot. It doesn't really get used.*
- *I am in support of the proposal to eliminate the surface parking lot in favor the development.*
- *Absolutely support! This area can use some fresh development, and bolster ridership in this area. Utilization of this parking area is a very easy win.*
- *Please eliminate the parking lot. There is no need to waste valuable land in the city with surface level parking at a metro stop. The neighborhood will be far better served by development of this land and creating useful additions to city life. People who feel the need to drive to a metro station can avail themselves of stations in the suburbs.*
- *I vote for the park and ride lot elimination. Some type of food retail is better suited for this Ward.*
- *I support this! I do think that eliminating parking should be accompanied by improvements in local bus service, especially on weekends.*
- *I support the proposal.*
- *I am fully in favor of replacing this parking lot for multi-use development!*

5.2 General Opposition to the Project

About a quarter of respondents (39 comments, 27%) expressed opposition to the overall project. Opposing commenters raised several concerns including removal of parking, gentrification, displacement, and safety concerns.

Representative Comments

- *I would like the parking to remain available at Deanwood Station because we already have limited parking available for people that ride the subway in Ward 7. If this space is taken, then the residents around the area will have to fight their parking spaces being taken by people coming to use the subway that are coming from Maryland. Also, the area is too small to have mixed use residential and retail. Where are they going to park? It is going to be a real problem for residents that live in the area around Deanwood. Leave the parking lot so there will not be any issues for residents in Deanwood.*
- *Keep the metro parking at Deanwood. We need the parking in the community.*
- *Please don't close the parking lot to inconvenience me because the city wants the gentrified Deanwood*
- *No, I am against this proposal. We need the parking spots to remain for residents who have to commute via metro to work and to places in the city where parking is either incredibly expensive or non-existent. The repurposing of this area to include mixed-income housing and retail further encourages concrete nature of Ward 7. Please reconsider this plan.*
- *I do not agree.*
- *I am opposed to parking changes at Deadwood Station [sic]. I use the Metro parking lot and my family and neighbors use this. We have been in the neighborhood for over 27 years and the Metro parking was one of the reasons we moved in the neighborhood. Please DO NOT CHANGE THE PARKING AT THE DEANWOOD STATION.*
- *I disagree because I used the parking lot with my kids to ride their bike.*
- *I don't think the proposed plan makes sense.*
- *No, I am against this proposal.*

Metro Response: This redevelopment of Deanwood Station presents an opportunity to increase ridership in support of Metro's [Transit Oriented Development](#), [Joint Development](#), and [Strategic Transformation Plan](#) policy objectives.

This proposal is consistent with the [District of Columbia's 2021 Comprehensive Plan Update](#) and the [2008 Deanwood Strategic Development Plan](#) that was developed with community consultation. The Strategic Development 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. Additionally, the planned Modifications at Deanwood comport with goals identified in the [Nannie Helen Burroughs Corridor Small Area Plan](#), which is currently being developed and led by the Office of Planning. While the Deanwood Metro site is adjacent to—and not included in—this study's footprint, Metro staff remains in contact with the Office of Planning to ensure compatibility with the nascent Small Area Plan.

5.3 Park & Ride Spaces

Respondents provided 82 comments related to parking needs at the station. About half of respondents (42 comments) felt that the current parking lot is underutilized and should be repurposed.

Thirty-five (35) comments expressed the need to keep the parking lot as is and that reducing parking would negatively impact transit users. Five (5) comments said that the current lot is too large, however some parking needs to remain by either reducing the size of the lot, having some Kiss & Ride spaces be long-term parking, or by having parking spaces or a garage be included in the development plans. Four (4) comments expressed concern with safety due to crime at Minnesota Avenue Park & Ride Facility. Additionally, three (3) respondents misunderstood that the Kiss & Ride lot for pick-up drop-off use will remain as is (not being removed).

Representative Comments

- *Good. Metro has too many parking lots. Mixed use development is a much better use of the space. The station has decent bus service already, and Better Bus should improve it in the future. This means that driving to the station isn't often necessary, and whenever it is, people can just drive a short distance to a different station.*
- *Get rid of it, It's never full*
- *They should leave it as a parking. Metro shouldn't inconvenience the parking riders they use the parking lot.*
- *They should keep this parking lot it's the nearest one and it's inconvenient to park somewhere else*
- *Remove literally every single parking spot as soon as possible*
- *The proposed plan to replace the seldomly-used parking lot near the Deanwood Station may be a way to compensate for the losses due to fare evasion.*
- *I fully support transforming the inefficient parking lot at the Deanwood station into a better use. I hope the new development will have at least a small park available to the public*
- *I support the development of this surface parking lot. If there is a need in the community to keep a limited number of parking spots, then perhaps the future development could include a public parking garage with spots set aside for Metro commuters.*
- *Sure eliminate park and ride/long term - but do not yet eliminate parking. The area is not yet ready for zero car.*
- *I live 6 minutes away from Deanwood station This is the only place that I can park and take the metro rather than driving in traffic to Minnesota Ave (which I hated) Deanwood is a convenience to a lot of us metro riders if I have to drive father I will just skip the train and drive to work*
- *I want the parking lot to remain. I use it regularly and I live in Deanwood. There is no where else to park in the area and not get a ticket.*
- *Why is metro closing the parking lot at Deanwood. I don't want to leave my car at a different station or fight for parking at Deanwood's kiss and ride.*

Metro Response: The proposed change to remove the Park & Rides spaces in the surface lot is based on an evaluation of current and future parking demand for Deanwood Station as detailed in the Environmental Evaluation. Regarding concerns about longer-term parking options recommended at Minnesota Avenue Station, Staff will share these comments with Metropolitan Transit Police Department (MTPD) for consideration. The Kiss & Ride lot, which is used for customers picking-up and dropping-off at the Metro station, will remain as-is.

5.4 Mixed Use Development

One hundred (100) comments discussed the mixed-use development on the site. Most people (86 comments, 86%) favored development on the site.

Grocery Use

Thirty-five (35) comments specifically stated the desire for a full-service grocery store within any development plans that occurs on the site due to the food desert in the area.

Housing Use

Of the 32 comments about housing in the mixed-use development, 23 (72%) supported housing being included in the mixed-use development; nine (9) were against having housing due to current housing projects and concerns about safety and displacement. Five (5) comments from those nine (9), support the project, but do not want housing to be included in the development of the parking lot. The other four (4) of the nine (9) comments were against both the project and housing development.

Library Use

Other comments about what may be included in the mixed-use development had support and opposition. Of the 28 comments about a full-service library, 19 comments (68%) were in support of a library, while nine (9) were against having a library in the development since there is one in the recreation center across the street, six (6) of which support the project.

It is important to note that not all development comments were associated with support of the project. Twelve (12) comments were opposed to the project and development in general with concerns about displacement due to housing and the gentrification of Deanwood.

Representative Comments

- *The potential transformation of the Deanwood Metro Station area into a mixed-use development holds numerous benefits for the community. By repurposing the existing parking spaces, WMATA has the opportunity to create a vibrant hub that integrates residential, commercial, and recreational amenities. This approach aligns perfectly with the evolving needs and aspirations of modern urban environments, fostering a sense of community, encouraging economic growth, and improving quality of life for all.*
- *We'd like something useful for the communities youth or a grocery store the people here live in a food desert*
- *Hopefully the new development is a grocery store or something that the community actually needs*
- *Given the lack of grocery stores in this neighborhood, the best use of this space would be to build a large supermarket. It would be best to offer this space to an affordable chain like Lidl. There is already a library next door which is good as it is. No need for another one or moving this one.*

- *I am for eliminating the parking only if plans includes providing amenities like a small grocery store, restaurants and such. Deanwood does not need anymore low income housing. The entire ward is a good desert and no one seems to want to address that issue.*
- *I would like a grocery store or restaurants in the place.*
- *I fully support the re-development of this space, and hope it will include housing and neighborhood amenities with a specific priority given to grocery stores. A public library while a nice idea would be duplicative and repetitive of the Deanwood Library located within the Deanwood Recreation Center across the street.*
- *Do [sic] to the lack of supermarkets in the neighborhood a large grocery store would be great!! Lidl/Aldi/Giant. Everyone in Deanwood should have the chance to buy fresh produce. A great Library is already right next door.*
- *I strongly support the joint development of the parking lot. Please prioritize DC Public library and other commercial uses like a grocery store.*
- *Developing the WMATA parking into usable space is essential to the rise of the great and historic neighborhood. Moving the Library to that space and out of the Rec center will allow us to redevelop that space inside of the rec center for more community offerings to community residents.*
- *I support this idea. This should be a high rise with ground level retail space to provide some necessary density to help support the retail. The Project should include some affordable units but not be solely affordable housing; we have a lot of those projects already in Ward 7.*
- *Closing this extremely underused lot within DC and turning it into much needed housing next to a metro station is a fantastic idea.*
- *Deanwood is a real neighborhood, unspoiled by businesses. This mixed use is a terrible idea. Even an apartment building is a terrible idea. Look at what is around the Minnesota station and you will see what this kind of development will invite - trash, drugs, homeless, vagrants and violence. Leave the neighborhood alone.*
- *Is this the beginning of gentrification in my area?*
- *This is ridiculous!!! It prices the customer OUT of their neighborhoods WITHOUT making it affordable to buy or live there!!!!*
- *"New Development" sounds a lot like "new displacement"*

Metro Response: Matters related to the development plan are addressed in the District of Columbia review process. The District is responsible for evaluating the scale of development and its impact on public facilities. This includes and is not limited to the evaluation of the development's green space, traffic impacts, stormwater design, housing affordability, and parking.

5.5 Metro Service

Respondents shared concerns and suggestions related to general transit service, not specifically to the proposed project. These two (2) comments included needs for improvements in bus service and concerns about fares.

Representative Comments

- *I do think that eliminating parking should be accompanied by improvements in local bus service, especially on weekends.*
- *Is Metro trying to make daily commuting even more difficult for passengers? Between station closures, increased fares (how about doing something about the hundreds of people that the officers watch jump the turnstiles everyday?) to eliminating parking options, Metro is making a painful commute worse. Give the riders some options and manage your business practices...everyone will be happier.*

Metro Response: Comments related to bus service, fares, and station closures are outside of Metro's scope in this Compact Public Hearing and will be shared with the respective Metro departments for consideration.

5.6 Review Process

A secondary concern raised in one (1) comment was about the timeline and notification of the review process for this public hearing. The comment expressed not having enough notice for the public hearing for the public to attend.

Representative Comments

- *Why is the hearing happening so soon. Metro didn't give us enough time to request off for the hearing.*

Metro Response: The public hearing was promoted in many different ways beginning June 10, 2023. See Section 2.0 for more detail on Metro's engagement and promotion activities.

5.7 Other Comments

There were 14 comments that were not related to the issues discussed above. They included statements about parks, safety within the new development, use of local business in development, stormwater concerns, and use of the lot for Parks and Recreation events.

Representative Comments

- *There are thefts, robberies, crimes, and overdoses. I moved into my property on January 2022 and all these are regular occurrences with lots of police activity - so some real thought needs to go into what is placed here. Adding something here will impact our sightline.*
- *All of these plans are nice - but the water main in front of 4917 Minnesota Ave NE is still pumping out lead. There needs to be a collaboration with DC Water to complete the small water main replacement prior to any changes at the P/R lot.*
- *definitely more benches and recycle bins and solar trash compactors, asap.*
- *Please provide more community amenities like a dog park! Deanwood has so many dogs but no good parks to take them too. Deanwood needs more community amenities.*
- *Give Deanwood more parks. We need a dog park and maybe a splash park. More amenities in Deanwood!*
- *Allow Parks and Recreation to use it for their games and events. This should mitigate any parking issues for the residents of 49th, Quarrels, Nash Streets, etc., in that area.*
- *This could be a community garden (like Lederer Gardens) or a parklet. We need solar panels as well; and recycling bins.*

Metro Response: These comments are outside of Metro's scope in this Compact Public Hearing and will be shared with the respective Metro and District departments for consideration. As for comments on stormwater and development, the District is responsible for evaluating the scale of development and its impact on public facilities. This includes and is not limited to the evaluation of the development's green space, traffic impacts, stormwater design, housing affordability, and parking.

6.0 Responses to Comments Received on the Draft Public Hearing Staff Report

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

7.0 Other Information for the Public Record

No other information has been provided.

8.0 Staff Recommendation

Staff recommends approval of the proposed transit facility changes to the Deanwood Metro Station. Staff finds there should be no revisions to the proposed transit facility changes as a result of the Compact Public Hearing and staff report analysis.

The changes include the following modifications to Metro facilities:

- 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.

Staff recommends that the Metro Board approve this Compact Public Hearing Staff Report and accept an amendment to the Mass Transit Plan to implement these facility changes at Deanwood Station.

APPENDIX A: NOTICE OF PUBLIC HEARING



Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Changes to Transit Facilities at Deanwood Metro Station
Washington, DC
Docket R23-02

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed changes to transit facilities at the Deanwood Metro Station in Washington, DC as follows:

Hearing No. 651

Tuesday, July 11, 2023

Open House 6 p.m.

Public Hearing 6:30 p.m.

Ron Brown High School
Monarch Hall
4800 Meade Street NE
Washington, DC 20019

This hearing will also be conducted virtually, and testimony can be provided via phone or video (see below). The hearing can be viewed online at:

youtube.com/metroforward

To listen via telephone: (206) 899-2028, Meeting Code 212 669 966#

Please note that this date is subject to cancellation. In the event of a cancellation, Metro will post information about the rescheduled hearing on wmata.com

Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in this public hearing, or who requires these materials in an alternate format, should contact the Office of the Board Corporate Secretary 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 202-962-1082 at least 48 hours prior to the public hearing date.

For more information please visit

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) regarding the environmental report and general plans for changes to transit facilities at the Deanwood Metro Station, Washington, D.C. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal 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.

Individuals can provide testimony at the hearing in one of three ways:

In person: Individuals wishing to provide testimony in person during the hearing are encouraged to pre-register by emailing speak@wmata.com or calling (202) 962-2511 by 5 p.m. on Monday, July 10, 2023. Please submit only one speaker's name per request. Advance registration to provide in-person testimony is not required.

By videoconference: Individuals wishing to provide testimony during the hearing via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to speak@wmata.com by 5 p.m. on Monday, July 10, 2023. Please submit only one speaker's name per request.

By telephone: Individuals should call (206) 899-2028 during the hearing and enter Meeting Code 212 669 966#. Advance registration to provide testimony via telephone is not available.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING

Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Options to submit testimony online include completing a survey, providing written comments or uploading letters or other documents. Online submission will begin at 9 a.m. on Saturday, June 10, 2023 and will close on Friday, July 21, 2023 at 5 p.m. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Corporate Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390. All comments must be received by the Office of the Secretary by 5 p.m. on Friday, July 21, 2023 to be included in the public record.

The comments received by the Office of the Board Corporate Secretary, along with the online submissions and public hearing comments, will be presented to the WMATA Board of Directors and will be part of the official public hearing record. Please note all statements are releasable to the public and may be posted on WMATA's website, without change, including any personal information provided.

WHAT IS PROPOSED

Metro proposes changes (“Modifications”) to the Deanwood Metro Station (“Metro Station”) transit facilities and facility access to enable joint development and increase ridership. These recommended changes are made after significant evaluation of future demand for the transit and parking facilities at the Metro Station. These Modifications were presented to the Board in 2018, and the public was provided with an opportunity to comment on the proposed changes at a June 20, 2018 public hearing.

The Modifications are:

- Elimination 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.

In accordance with the WMATA Compact, the Modifications require an Environmental Evaluation (EE) to assess the potential effects of this action on the human and natural environment in terms of transportation, social, economic, and environmental factors. Impacts identified in the EE are summarized in Table 1.

For more information, please refer to the provided Environmental Evaluation.

Table 1. Project Environmental Impacts

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization & Mitigation Efforts
Transportation	Private vehicular trips from commuters will decrease at Deanwood given capacity reductions. Existing road network can support directed vehicular trips to adjacent Park & Ride facilities.	Disruption to pedestrian, bicycle, and vehicular traffic during construction.	Park & Ride customers will be redirected to Cheverly or Minnesota Avenue Metro stations.
Stormwater	None-total impervious areas of transit facilities to be reduced	Minor sediment or erosion risk	Controls to be applied per DC requirements
Air Quality and Noise	No impacts resulting from changes to transit facilities.	Dust or noise from construction-related equipment and operation.	Cleaning, minimizing night-time work, noise control measures.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report, and general plans for the proposed changes to transit facilities at the Takoma Metro Station. These documents are available online at wmata.com/plansandprojects and may be inspected during normal business hours at the following location:

WMATA
Office of the Board Corporate Secretary
300 7th Street, SW
Washington, D.C. 20024
202-962-2511
(Please call in advance to coordinate)

WMATA COMPACT REQUIREMENTS

WMATA's Compact requires that the Board, in amending the Mass Transit Plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes Fairfax County and considerations include, 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; 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.

APPENDIX B: PUBLIC HEARING PRESENTATION MATERIALS

Compact Public Hearing

R23-02

Deanwood Station

July 11, 2023
Public Hearing



Agenda

- Purpose of Public Hearing
- Background
- Proposed Changes to Metro Facilities
- Public Comments
- Next Steps

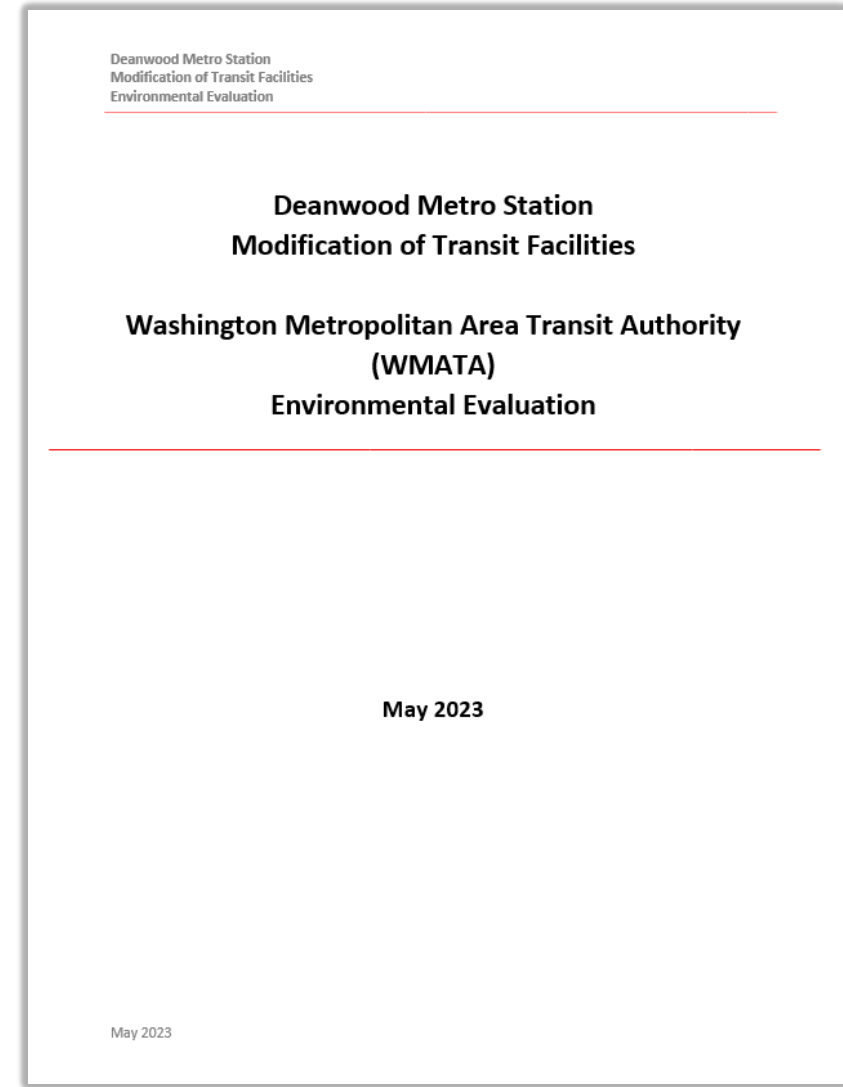
Para recibir información sobre este proyecto, sírvase llamar a la línea de servicio al cliente de Metro al 202-637-1328.

wmata.com/plansandprojects

Reference Materials

WMATA Compact Public Hearing Materials:

- General Plans
 - Environmental Evaluation
- www.wmata.com/plansandprojects > Deanwood



Providing Testimony at Hearing

Call **(206) 899-2028** and enter code **212 669 966#**

Press ***5** to be added to the speakers' queue

Public Hearing Procedures

- Public Officials **5 minutes each**
- Private Citizens **3 minutes each**

Relinquishing of time by one speaker to another speaker is not allowed

Purpose of Hearing

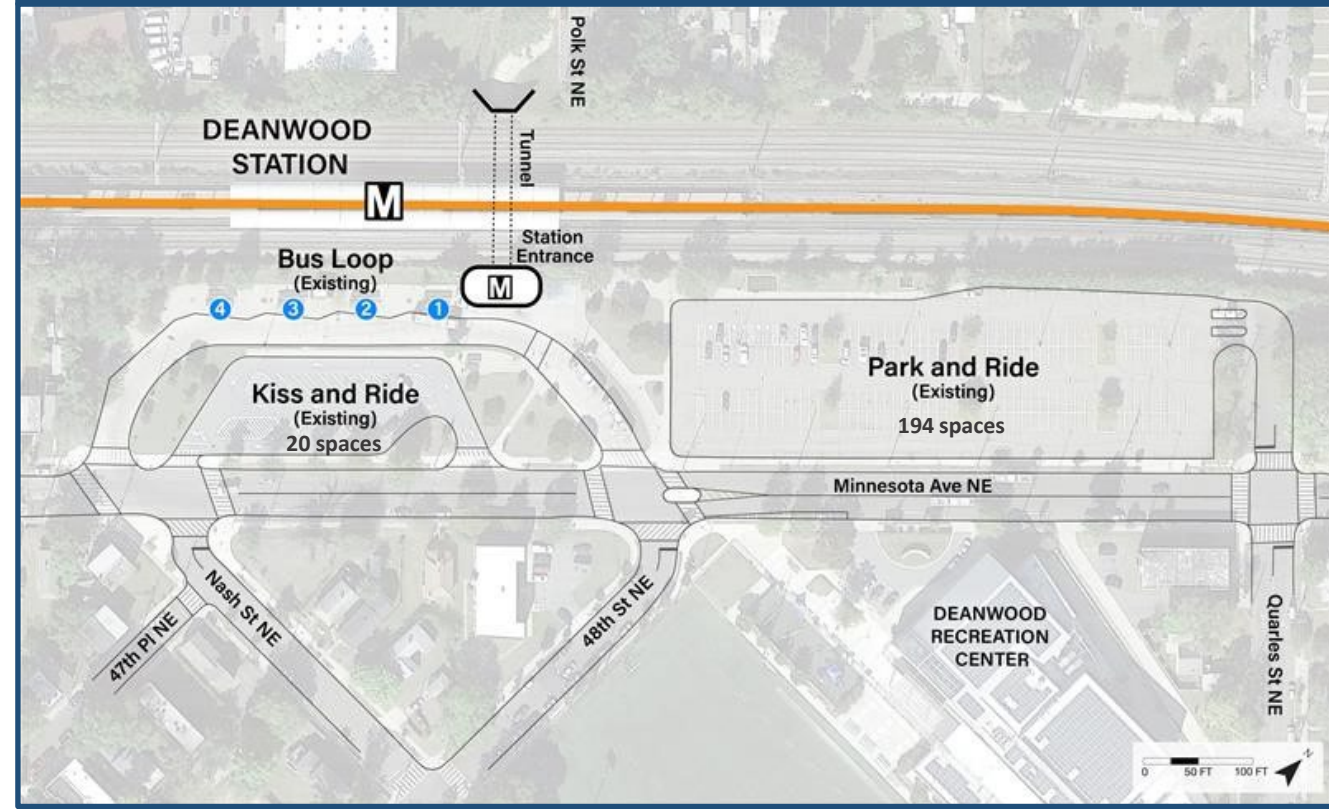
- To obtain public comments on the following changes to the facilities at the Deanwood Metro Station:
 - Elimination of the 194-space surface Park & Ride facility **to enable joint development & grow Metro ridership**
 - No changes to the bus or Kiss & Ride facilities



Background

- 1978 Station opens
- 2018 1st Compact hearing to eliminate Park & Ride facility
- 2020 COVID-19 Pandemic Outbreak
- March 2023 DCPL proposes new facility as part of future Joint Development
- May 2023 Metro Board authorizes Compact hearing & issuance of Joint Development solicitation
- July 2023 2nd Compact hearing to eliminate Park & Ride facility ***to receive post-COVID input***

Existing Conditions | 71 daily P&R users*

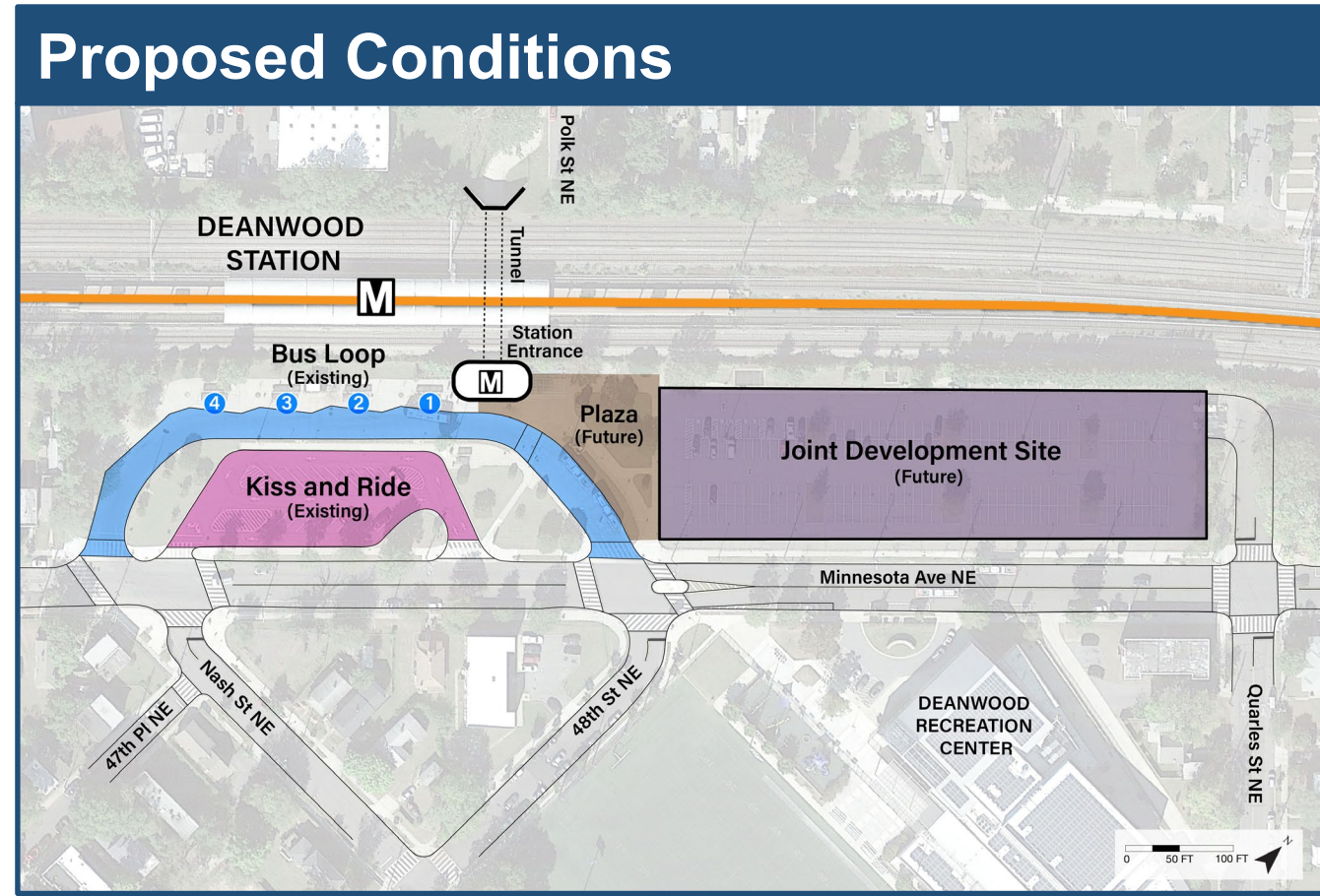


(*) Based on 2019 data – pre-pandemic; only 20 daily P&R users as of Q1 2023

Proposed Changes to Transit Facilities

Capacity & Access

- Removal of 194-space Park & Ride lot to make land available for Joint Development
 - Future solicitation by Metro to select developer for project
- Alternative Park & Ride facilities are available at the Cheverly & Minnesota Ave Metro Stations and have excess capacity
 - Less than 5-minute travel time impact for Deanwood P&R customers to use other options based on customer origin data
- No changes to Bus or Kiss & Ride facilities



Environmental Analysis

- An Environmental Evaluation (EE) for the transit facility changes is provided as part of the Docket. Potential environmental impacts are summarized below.

Environmental Feature	Permanent Impacts	Construction-Related Impacts (Temporary)	Minimization and Mitigation Efforts
Transportation	<p>Private vehicle trips from commuters will decrease at Deanwood given the elimination of the Park & Ride facility.</p> <p>Existing road network can support directed vehicular trips to adjacent Park & Ride facilities.</p>	Disruption to pedestrian, bicycle, and vehicular traffic during construction.	Park & Ride customers will be redirected to Cheverly or Minnesota Avenue Metro stations.
Stormwater	None-total impervious areas of transit facilities to be reduced	Minor sediment or erosion risk	Controls to be applied per DC requirements
Air Quality and Noise	No impacts resulting from changes to transit facilities	Dust or noise from construction-related equipment and operation	Cleaning, minimizing night-time work, noise control measures

Testify at Hearing

Call **(206) 899-2028** and enter code **212 669 966#**

Press ***5** to be added to the speakers' queue

Public Hearing Procedures

- Public Officials **5 minutes each**
- Private Citizens **3 minutes each**

Relinquishing of time by one speaker to another speaker is not allowed

Write Comments

Comments must be received by **5 p.m. on Friday, July 21, 2023**

Option 1

Submit online at:

www.wmata.com/plansandprojects > Deanwood

- You can comment anonymously or give your name
- You can write your comment or upload a document

Option 2

Submit by mail to:

- Office of the Secretary
SECT 2E
WMATA
PO Box 44390 Washington, DC 20026-4390
- Reference “Deanwood Public Hearing” in the subject line.

Things Outside the Purpose of this Hearing

- Not within the scope of this hearing are, for example:
 - Size, mix or design of buildings or future joint development projects
 - Land use matters
 - Service concerns
 - Fares

- Any matters raised outside the scope of this hearing cannot be resolved as part of this hearing process

Next Steps

Compact Public Hearing



Metro Staff Report
(Draft)

Metro Staff Report
(FINAL)

Board
Acceptance

July 21, 2023

Public Review Comment
Period Closes

September 2023

Draft Staff Report posted on
WMATA website for
10-day public comment period

December 2023

Final Staff Report presented to
Metro's Board of Directors for
approval

Thank you for
your participation!



APPENDIX C: PUBLIC HEARING SCRIPT

MS. WORTH

SLIDE 1

- I call this meeting to order.
- I am Spring Worth, alternate director of the Metro Board of Directors and the WMATA Budget and Policy Program Manager at the District Department of Transportation (DDOT).
- With me tonight is Jennifer Ellison, Metro's Board Corporate Secretary, and
- Yasmine Doumi, Project Manager at Metro's Office of Real Estate and Development who will be giving tonight's presentation.
- I'd also like to recognize that we're joined this evening by _____. Welcome, _____.

SLIDE 2 - AGENDA

- This hearing is convened by the Metro Board of Directors to gather public comments on proposed changes to the Deanwood Metro Station located in Washington, D.C.
- This is our Agenda today: We will begin with some background information, then move to describing the proposed changes, followed by an overview of the protocol for commenting. We will then hear public comments and discuss next steps.

SLIDE 3 – REFERENCE MATERIALS

- The General Plans and Environmental Evaluation for these changes are available online at [wmata.com forward slash](https://wmata.com/forward/slash) plans and projects. Two copies are also available in the hallway at the registration table.
- Notice of this hearing was made by publication in the [Washington Post](#), and ads were placed in [El Tiempo](#), [Washington Hispanic](#), and [Washington Informer](#).
- The hearing notice was also sent to all local governments and other organizations within the Compact Zone, as well as posted at wmata.com.

SLIDE 4- PROVIDING TESTIMONY AT HEARING

- There are three ways to provide comments at this evening's hearing: in-person, via Teams, or over the phone.
- If you're with us in person and would like to provide testimony, please see the staff at the registration table if you have not already put your name on the list of speakers.
- For those of you who have pre-registered and joined via Teams we ask that you remain muted with your camera off until you're called on to speak.
- And those of you participating via telephone – if you'd like to provide testimony, please press *5. This will let us know to call on you when it's your turn to speak. Until then, please mute yourself by pressing *6; when it's your turn to speak you can press *6 again.
- Public officials will be allowed five minutes to provide comments and everyone else will be allowed three minutes each.
- Extra time will be given for translation, if needed.
- If you have copies of your testimony to distribute in person, please hand them to Staff at the registration table.
- I'd also like to note that tonight's hearing is being broadcast live via YouTube on the MetroForward YouTube channel and will be archived there after the hearing concludes.

I now call on Ms. Doumi for the staff presentation.

YASMINE

SLIDE 5 – PURPOSE OF HEARING

- Thank you, Ms. Worth
- The Purpose of the Hearing is to obtain public input on the following changes to the facilities at the Deanwood Metro Station:
 - Elimination of the 194-space surface Park & Ride facility to enable joint development and grow ridership.
 - There are no changes proposed to the bus or Kiss & Ride facilities.

SLIDE 6 – BACKGROUND

- Before discussing the changes further, let me give some context or background about how we got to this meeting today.
- The Deanwood Station opened in 1978. Before the COVID-19 pandemic, Deanwood had an average of 1,350 weekday Metrorail entries, which is the fifth lowest ridership of Metro's 91 stations. As of April 2023, approximately 575 rail customers a day use the Deanwood Station, reflecting a 43% recovery rate or ridership post-pandemic.
- In January 2018, the Metro Board authorized the issuance of a Joint Development Solicitation for redevelopment of the Deanwood surface Park & Ride lot with the goal of increasing ridership at the station and supporting the District of Columbia's land use, housing, and economic development goals.
- *Joint Development* is a Federal Transit Administration term for when residential or commercial uses are developed on transit agency-owned property with a design that is closely coordinated with transit facilities.
- In June 2018, Metro held a public hearing on the proposed changes to enable Joint Development.
- At the public hearing and in the received public comments from 2018, there was overwhelming support for the removal and redevelopment of the Deanwood Park & Ride lot due to its low level of utilization (which is less than 71 parking customers per day, pre-pandemic) and the existence of other nearby Park & Ride facilities at the Cheverly and Minnesota Ave Metro stations.
- In September 2018, the Metro Board then approved the removal and redevelopment of the Park & Ride lot and accepted the amendment to the Mass Transit Plan.
- However, as a result of the COVID-19 pandemic and related real estate market conditions, Metro did not move forward with closing the Park & Ride lot in 2018 nor did Metro issue a Joint Development Solicitation for the site.
- In the meantime, the DC Public Library has proposed a new larger full-service library facility to be included at the Deanwood Metro Station as part of a future joint development project, leading Metro to advance these past efforts.
- However, given the length of time since the Metro Board approved these past actions, Metro wants to repeat the public hearing process to ensure that community members can provide their latest feedback on the proposed changes to the transit facilities.

SLIDE 7 – PROPOSED CHANGES TO TRANSIT FACILITIES

- On the next few slides, we'll cover the proposed changes to the transit facilities, covering aspect and access, as well as provide a summary of key points from our Environmental Evaluation.

- At the Deanwood Metro station, the proposed changes include closing the surface Park & Ride lot and removing the 194 Park & Ride spaces from our Mass Transit Plan without replacement. These actions will enable joint development of the site and help to grow Metro's ridership.
- It's important to note that Metro does not currently have a developer for the project. However, we anticipate releasing a solicitation to select a developer within the next year, who will then lead the design and delivery of a mixed-use real estate project on the parking lot site, including all coordination with the District government and community.
- Metro believes that these changes to the Park & Ride facility are reasonable since there are alternative Park & Ride facilities nearby at Cheverly and Minnesota Ave Metro stations, which are one-stop in either direction from the Deanwood Metro and have excess parking capacity. As of Q1 2023, there are only 20 average daily P&R customers that would be impacted by this change.
- Based on analysis of Deanwood parking customer origin and household location data, these two other Park & Ride options add fewer than five-minutes of travel time for Deanwood customers to use the other two station options. This information is presented in the Environmental Evaluation report that Metro posted on its website prior to this Compact hearing.
- Regarding the bus or Kiss & Ride facilities, there are no proposed changes. These facilities will remain as-is including accessible Kiss & Ride spaces.

SLIDE 8 – ENVIRONMENTAL ANALYSIS

- Finally, as part of the Compact Public Hearing, Staff has prepared an Environmental Evaluation for the project to assess any potential impacts and to identify opportunities to minimize or mitigate them.
- This analysis identifies whether there are impacts to transportation, stormwater, open space, air quality, noise, and other community or environmental features that directly result from Metro's proposed changes to the transit facilities only--in this case the removal of parking spaces--and not the anticipated future development of the site.
- The District of Columbia will lead that evaluation process when the future selected developer submits application for review by the District's entitlements and buildings approval process.
- Regarding transportation, approximately 194 Park & Ride spaces will be removed and customers seeking parking will be encouraged to use Cheverly or Minnesota Ave Metro Park & Ride facilities. It is anticipated that traffic on Minnesota Avenue NE and feeder streets to the Deanwood Metro station would likely decrease because fewer vehicles will be going to the station. For more information on the available system parking capacity, please refer to the Environmental Evaluation on the Deanwood webpage.
- During construction, an interim operations plan—sometimes called a Maintenance of Traffic plan—will be established to ensure access for all travel modes to the Deanwood Metro Station is always provided throughout the project. Metro parking customers will be redirected to Cheverly or Minnesota Avenue Metro Park & Ride facilities.

- Then regarding air quality, noise, and stormwater, there are also no permanent impacts anticipated as a result of the transit facility changes, however there may be some minor temporary impacts during construction of the future joint development project, like dust, equipment noise, or sediment and erosion. These will be mitigated following typical construction mitigation techniques and following the District of Columbia's requirements for construction operations.

This concludes my presentation. I'll turn the floor back over to Ms. Worth to go over the procedures for tonight's hearing.

MS. WORTH

SLIDE 9 – PROVIDING TESTIMONY AT HEARING

- Thank you, Ms. Doumi. Briefly, I will cover the procedures that we will follow during the hearing.
- As noted earlier, we are accepting comments three ways at this hearing: in person, via Teams, and over the phone.
 - For those of you here in person, you can start making your way towards the podium once your name is called. However, if you need a microphone brought to you, please wave your hand when your name is called so we can see you, and we'll bring one to you.
 - For those of you who have pre-registered and joined via Teams we ask that you remain muted with your camera off until you're called on to speak. Once you've given your testimony, you can log off Teams and watch the rest of the hearing on YouTube.
 - And those of you participating via telephone, press *5 if you want to provide comments. When it's your turn to speak, we'll announce the last four digits of your phone number. Until you are called on, please mute yourself by pressing *6. When it's your turn to speak you can press *6 again to unmute.
- Public officials will be allowed five minutes to provide comments, and everyone else will be allowed three minutes each.
- Extra time will be given for translation, if needed.
- We have a timer that will count down how much time you have left to speak. It will give you a warning beep when you have 20 seconds left and will beep continuously when your time is up.
- The timer is important because we want to make sure everyone has equal time to provide their comments.
- We ask that you stay within your allotted time to ensure that we can hear from everyone who wants to provide testimony.

SLIDE 10 – PROVIDING WRITTEN COMMENTS

- In addition to the opportunity to speak at this evening's hearing, Metro also welcomes further comment on the proposed changes. There are two ways to provide comment: online and by mail.
- Comments must be received by 5 PM on Friday July 21, 2023.
- Online comments can be submitted through the Deanwood project page, which can be found at [wmata.com forward slash plans and projects](http://wmata.com/forward/slash/plans-and-projects). Once there, you may type comments and upload letters or other documents.
- You can mail comments to: Office of the Secretary, SECT 2E, WMATA, Post Office Box 44390, Washington, D.C. 20026-4390. Please Reference "Deanwood Public Hearing" in the *subject* line. Comments must be received (not postmarked) by July 21, 2023 in order to be included in the hearing record.
- Your comments will become part of the public record that will be reviewed by the Metro Board of Directors.
- Changes to what was presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

SLIDE 11 – THINGS OUTSIDE THE PURPOSE OF THIS HEARING

- I will note that this public hearing process is unable to address any comments outside the scope of this docket. Those include comments on size, mix or design of buildings or future joint development projects; land use matters; service complaints; and fares.
- Please note that profanity will not be tolerated during this public meeting. For those of you participating online, I would also ask that you mute yourself and turn your camera off when you're not speaking and, for those providing testimony that may be watching the hearing on another device, please make sure that device is muted when you're giving testimony to avoid feedback.
- I want to take a moment to recognize that this is where *we* listen to *you*.
- This is your opportunity to comment on the proposal, and we are here to listen, so we won't be able to answer questions during your testimony.
- Before you begin your remarks, please state your name and the organization you represent, if any.
- Please note that all statements, including any personal information such as name, e-mail address, address, or telephone number you provide in the statement, are releasable to the public upon request, and may be posted on Metro's website, without change, including any personal information provided.

SLIDE 12 – NEXT STEPS

- The public comment period will close on July 21, 2023. Staff anticipates releasing the draft staff report to the Metro website in the Fall.
- Once the staff report is released to the public, those of you who provided comments will have the opportunity to review the report to ensure that we captured your comments accurately. That review and comment period will close two weeks after the draft staff report is posted.
- Staff anticipates that the Final Staff Report will be submitted to the Board of Directors for acceptance at the end of the calendar year.

SLIDE 13 – THANK YOU FOR YOUR PARTICIPATION

- Now that we have all the background out of the way, it's time to call the first witness.
- We'll begin with those on Teams tonight and then go through those joining in person and via phone, until everyone who wants to provide testimony has had that opportunity. Our first speaker is _____.

Read the names from the speakers list to be provided to you in advance. Additional speakers will be put into the speakers queue from the phone line. Staff will announce the phone numbers of those in the speakers queue. When there are no more names:

- Is there anyone present in this room who wishes to provide testimony? Please approach the mic.
- Is there anyone else on the phone who wishes to provide testimony tonight? If so, please press *5 to be put in the speakers' queue. (Wait 20-30 seconds to see if anyone joins speakers' queue.) If not, this hearing is now concluded.
- As a reminder, we'll be accepting written testimony until 5 p.m. on Friday, July 21, 2023
Testimony can be submitted online at: [W-M-A-T-A.com forward slash plansandprojects](https://www.wmata.com/forward/slash/plansandprojects) (all one word), then navigate to the Deanwood project page.
- Testimony can also be sent via U.S. Mail to: Office of the Secretary, WMATA, S-E-C-T 2E, PO Box 44390. Washington, DC 20026-4390. All mailed testimony must be received (not postmarked), by 5 p.m. on Friday July 21, 2023.
- As a reminder, a video recording of this hearing will be posted on YouTube at [YouTube.com/MetroForward](https://www.youtube.com/MetroForward), if you'd like to view it to help with developing written testimony, which, again, must be received by Metro by 5 p.m. July 21.
- Thank you again for participating in this evening's hearing. Have a good evening.

APPENDIX D: SURVEY RESULTS AND COMMENTS

Proposed Parking Changes at Deanwood Station

Proposed Parking Changes at Deanwood Station

Metro is proposing to eliminate the 194-space Park & Ride facility at Deanwood Station. All other transit facilities, including the bus loop and Kiss & Ride, would remain the same.

Metro parking would remain available at nearby stations, including Cheverly and Minnesota Ave—all within a 10-minute driving radius.

Metro previously approved eliminating Deanwood’s Park & Ride facility in 2018. We are repeating the public hearing process to ensure that current community members can provide feedback on the proposed changes.



Read more about our analysis of the impact of transforming the Deanwood Park & Ride facility in our Environmental Evaluation at wmata.com/plansandprojects.

Q1. How would you like to provide a comment?

	(n=159)
Type and submit a comment	95%
Upload and submit a document	4%
Both upload a document and type a comment	1%

Proposed Parking Changes at Deanwood Station

Q2. Which type of housing best describes your home?

	(n=149)
Apartment or condominium	26%
Single family, detached house	42%
Townhome, attached to other houses	26%
Other (please explain)	5%

Q3. Do you primarily use Deanwood Station to.....

	(n=147)
Ride Metrorail	63%
Ride Metrobus	1%
Ride Both	20%
I don't use Deanwood station	14%
Other (please explain)	3%

Q4. For the last trip you took from Deanwood station, how do you get to Deanwood Metro Station? Please select one.

	(n=148)
Walk	45%
Metrobus	11%
Car and parked at Deanwood Station	25%
Dropped off by someone at Deanwood Station	4%
Carpool with others and parked at Deanwood Station	0%
Bicycle	5%
Rented Bicycle or Scooter	0%
Taxi/Ride share (e.g. Uber, Lyft)	1%
Other (please explain)	8%

Q5. In the past 30 days, which of the following facilities did you use at the Deanwood Station?

	(n=148)
Bus Bays and Station/Stops (to connect to Metrobus, Metrorail, etc.)	42%
Park & Ride (i.e. for all day or longer-term parking)	27%
Kiss & Ride Parking Lot (i.e. for short term parking)	20%
Pick up and Drop off Zone	23%
Bicycle racks	10%
None of the above	26%

ONLY SHOW TO THOSE WHO USED PARK & RIDE IN THE PAST 30 DAYS IN Q5

Q6. How often have you parked at the Deanwood Station Park & Ride in past 30 days?

	Those who used the Deanwood in the past 30 days (n=40)	All survey respondents (n=148)
1 day only	0%	0%
2-3 days	13%	3%
3-5 days	20%	5%
5-10 days	8%	2%
More than 10 days	53%	14%
Zero days – I have not parked here in the past 30 days	8%	2%

ONLY SHOW TO THOSE WHO USED PARK & RIDE IN THE PAST 30 DAYS IN Q6

Q7. How many miles do you travel to park at the Deanwood Station Park & Ride? (Approximately)

	Those who used the Deanwood in the past 30 days (n=36)	All survey respondents (n=148)
Less than 1 mile	14%	3%
1 to 2 miles	28%	7%
2 to 3 miles	19%	5%
More than 3 miles	39%	9%

ONLY SHOW TO THOSE WHO USED PARK & RIDE IN THE PAST 30 DAYS IN Q6

Q8. In an average week, which days of the week do you park at Deanwood Station Park & Ride? Please select all that apply.

	Those who used the Deanwood in the past 30 days (n=36)	All survey respondents (n=148)
Monday	69%	17%
Tuesday	75%	18%
Wednesday	83%	20%
Thursday	78%	19%
Friday	69%	17%
Saturday	31%	7%
Sunday	19%	5%

ONLY SHOW TO THOSE WHO USED PARK & RIDE IN THE PAST 30 DAYS IN Q6

Q9. What is the main reason you park at Deanwood Station Park & Ride? Please select only one.

	Those who used the Deanwood in the past 30 days (n=37)	All survey respondents (n=148)
To ride Metrorail	86%	22%
To ride Metrobus	8%	2%
I work nearby the Deanwood Station	3%	1%
I use it as a parking lot for nearby locations/buildings (Rec Center, Aquatic Center, playground, library, etc.)	0%	0%
Other	3%	1%

ONLY SHOW TO THOSE WHO USED PARK & RIDE IN THE PAST 30 DAYS IN Q6 & RODE BUS/RAIL IN Q9

Q10. If the Park & Ride lot at Deanwood Metro Station was no longer available, would you continue to ride Metrorail / Metrobus from the Deanwood station?

	Those who used the Deanwood in the past 30 days to ride Metrorail and/or Metrobus (n=34)	All survey respondents (n=148)
Yes	29%	7%
No	71%	16%

ONLY SHOW TO THOSE WHO USED SAID “NO” IN Q10

Q11. Would you consider parking at another Metro station to use Metro? Please select one.

	Those who would NOT continue to ride from Deanwood (n=24)	All survey respondents (n=148)
No, I would no longer park at a Metro station	75%	12%
Yes, I would park at Minnesota Ave Metro Station	0%	0%
Yes, I would park at Cheverly Ave Metro Station	4%	1%
Other Metro Station (please explain)	21%	3%

ONLY SHOW TO THOSE WHO USED SAID “NO” IN Q11

Q12. Why would you not park at another Metro station. Please select all that apply.

	Those who would NOT Park at another station (n=18)	All survey respondents (n=148)
Driving to other Metrorail stations with parking is not convenient.	67%	8%
It is too difficult getting into or out of parking lots at other Metrorail stations.	17%	2%
I am concerned there would not be enough parking at other stations.	44%	5%
Parking at the other stations would be too expensive.	17%	2%
I am concerned about my personal safety while parking at other stations.	56%	7%
Something else (please explain)	11%	1%

ONLY SHOW TO THOSE WHO USED SAID “YES” IN Q10

Q13. How would you get to the Deanwood Metro Station if the parking lot were not available? Please select one.

How would you get to the Deanwood Metro Station if the parking lot were not available? Please select one.	Those who would still use Deanwood without Park & Ride (n=9)	All respondents (n=148)
Metrobus	11%	1%
Other bus service	0%	0%
Dropped off by someone	0%	0%
Rented bicycle or scooter	0%	0%
Bicycle	22%	1%
Walk/Wheelchair	22%	1%
Taxi/Ride Share/Lyft/Uber/Other car service	0%	0%
Park somewhere else nearby the station	22%	1%
Other (please specify):	22%	1%

ONLY SHOW TO THOSE WHO USED PARK & RIDE IN THE PAST 30 DAYS IN Q6

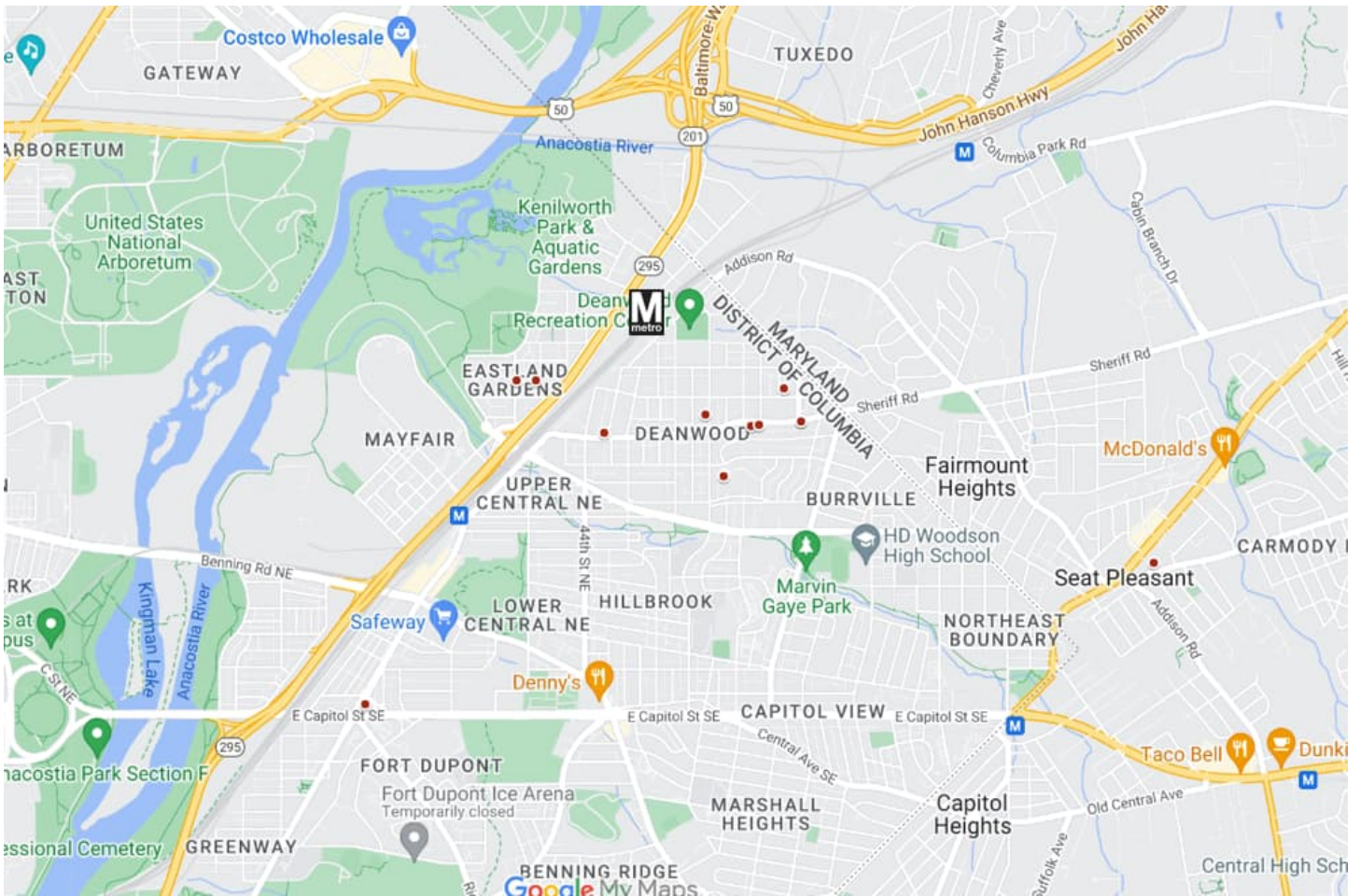
Q14. If the Park & Ride lot at Deanwood Metro Station was no longer available, would you still take Metrorail or Metrobus for the same amount of trips as you do currently?

	Those who used the Deanwood Park & Ride in the past 30 days (n=32)	All respondents (n=148)
Yes	34%	7%
No	66%	14%

Proposed Parking Changes at Deanwood Station

ONLY SHOW TO THOSE WHO USED PARK & RIDE IN THE PAST 30 DAYS IN Q6

Q14A. To help us better understand how you currently use the Deanwood Station, it would be very helpful to know approximately where you live. (N=15)



SHOW ALL

Q15. If you would like to receive email updates regarding this project, please enter your email address in the box below:

Proposed Parking Changes at Deanwood Station

Q16. In what year were you born? / What is your age

	(n=121)
18-24	5%
25-34	31%
35-44	35%
45-54	17%
55-64	9%
65+	4%
<i>Average Age</i>	<i>40</i>

Q17. What is your gender identity?

	(n=135)
Male	53%
Female	46%
Other	1%

Q18. Are you of Hispanic or Latino origin?

	(n=125)
Yes	16%
No	84%

Q19. Which of the following best describes you?

	(n=133)
American Indian	2%
Asian	5%
Black	44%
Latino	15%
Middle-Eastern	2%
Multiple Race	3%
Native Hawaiian	1%
White Non-Latino	29%

Proposed Parking Changes at Deanwood Station

Q20. What is your annual household income (before taxes)?

	(n=125)
Less than \$10,000	3%
\$10,000 - \$14,999	0%
\$15,000 - \$19,999	4%
\$20,000 - \$24,999	6%
\$25,000 - \$29,999	6%
\$30,000 - \$49,999	10%
\$50,000 - \$74,999	18%
\$75,000 - \$99,999	10%
\$100,000 - \$149,999	18%
\$150,000 - \$199,999	15%
\$200,000 or more	10%

Q21. Where to you live?

	(n=106)
DC	78%
Maryland	14%
Virginia	7%
Other	1%

Comments Received Through Metro's Survey

1	I strongly support any of WMATA's efforts to redevelop surface lots into higher-value properties.
2	I am opposed to parking changes at Deanwood Station. I use the Metro parking lot and my family and neighbors use this. We have been in the neighborhood for over 27 years and the Metro parking was one of the reasons we moved in the neighborhood. Please DO NOT CHANGE THE PARKING AT THE DEANWOOD STATION.
3	Keep the metro parking at Deanwood. We need the parking in the community.
4	The metro parking at Deanwood is a blessing. Please do not change this for the proposed project. We are longtime DC residents and are privileged to have a decent parking lot in the neighborhood.
5	I vote For the park and ride lot elimination. Some type of food retail is better suited for this Ward.
6	Hello, I live off sheriff Rd and I frequently park at Deanwood metro on the weekends. I'm in full support of future development and the removal off of the parking lot spaces on one condition. Please consider installing Bike and Ride infrastructure so the neighborhood residents can bike to the metro and securely lock their bikes.
7	Hello, In favor of reducing parking for daily/longer term parking (metro trips). However, I oppose any plan that does not include sufficient free/validated short term parking for retail and entertainment purposes. If grocery store in area of single family homes, do not expect people to be walking .5-1 mile with bags of groceries (see any DC Trader Joe's, Target, or Whole Foods - below level parking). Also, until crime decreases, cars are safer for singles. Less public local transit and SFH/lower occupancy levels of the area means further distances to commute, and cars are essential EOTR (I'm not going to do shopping in one area, go home and walk .5 mile for retail in another). Same for picking up take out. Sure eliminate park and ride/long term - but do not yet eliminate parking. The area is not yet ready for zero car.
8	I support this idea. This should be a high rise with ground level retail space to provide some necessary density to help support the retail. The Project should include some affordable units but not be solely affordable housing; we have a lot of those projects already in Ward 7.
9	Deanwood is a real neighborhood, unspoiled by businesses. This mixed use is a terrible idea. Even an apartment building is a terrible idea. Look at what is around the Minnesota station and you will see what this kind of development will invite - trash, drugs, homeless, vagrants and violence. Leave the neighborhood alone.
10	I understand that this would be good for the area. However, where will people park who use this station? Will you turn the other lot into a small parking area? If not, most of us who drive will have to commute to another station with parking. Please note Minnesota Ave. Station is dangerous and most of us will never park there. I will not get shot or robbed trying to park just to get to work. I just ask that you see if you can turn the other lot into a small metro parking lot. What does it have about 30 spots? That should be good enough for Deanwood.
11	Please get rid of the parking. It's inefficient usage of space that could be used for so many other purposes. The goal of transit is to reduce the use of cars so it only increases the reliance on cars.
12	I think this is a great idea! No one uses the park and ride. Please add mixed use housing.
13	I would like to hear more about the plan before I comment. Thank you.
14	Yes nobody uses it
15	Get rid of it, It's never full
16	This is ridiculous!!! It prices the customer OUT of their neighborhoods WITHOUT making it affordable to buy or live there!!!!
17	Is this the beginning of gentrification in my area?
18	I would like a grocery store or restaurants in the place.
19	"New Development" sounds a lot like "new displacement"
20	All For a new development as long as the people who already live in the area benefit from it
21	We'd like something useful for the communities youth or a grocery store the people here live in a food desert
22	Why didn't the changes go through in 2018 since it was already approved. We want the elimination of the parking lot if it will bring positive changes to the community of deadwood
23	I would love for new development to positive impact the resident who lived here over 20 years & not gentrified the area. It is important for Deanwood station to be revamp.
24	I disagree because I used the parking lot with my kids to ride their bike.
25	Leave it as a parking lot because it makes the community safe but I would prefer small Latino grocery store
26	Put a grocery store or even a convenience store. Please God.
27	I am all for mixed development use at the Deanwood metro. I purchased my home in Deanwood in May 2021 and would support this cause to reduce the crime and improve on the economic conditions of the neighborhood. It would benefit many people.

Comments Received Through Metro's Survey

28	Why is metro closing the parking lot at deanwood. I don't want to leave my car at a different station or fight for parking at deanwoods kiss and ride.
29	Tiendas de comida y apartamentos
30	Hopefully the new development is a grocery store or something that the community actually needs
31	I would be in favor of eliminating the park and ride only on the condition that the future development provide significant benefit to the local community in the way of a grocery store, library, park, restaurants, and retail. The 295 corridor is already under going gentrification with significant housing projects. The area does not need more housing projects - it needs more amenities for those who already live there. So long as 50% of the square footage development is dedicated to non-housing and non-industrial use, but rather community amenities described above, I would be in favor of eliminating the parking for such a project.
32	I would be in favor of removing the parking structure with the following conditions. There are enough housing/apartment developments happening nearby Deanwood Metro station. There needs to be more grocery store or restaurants in this area. I saw today, many people visit the Aquatic Gardens, and there were not many food options available coming from this metro stop.
33	Dean wood needs to be revamp with community support & adding value to the city by adding a grocery store
34	Why is the hearing happening so soon. Metro didn't give us enough time to request off for the hearing. I would like it to stay ass a parking lot I use it daily
35	Grocery store and shopping center
36	Given the lack of grocery stores in this neighborhood, the best use of this space would be to build a large supermarket. It would be best to offer this space to an an affordable chain like Lidl. There is already a library next door which is good as it is. No need for another one or moving this one.
37	iii
38	Encourage
39	Encourage
40	Encourage
41	As the neighborhood continues to develop, more condos are being built. I have yet to see any of the new properties contain parking. There is already a high usage of available street parking. As home prices go up, the people who move in are even more likely to have cars, and nowhere to put them, causing more congestion. What would really help would be if that metro parking lot was a pay by the day. If it is being under utilized, it's because it is reserved parking and less accessible to the imitate residents. Finding parking in the imitate area, across from the pool, rec center and sports field is very limited. At the very least, any project which seeks to build more amenities to draw more people to that area MUST include parking so that the situation is not made even worse. Also, as a resident who lives in the imitate area to the parking lot, I often park there on the street to use the pool because it is not safe to walk home in the evening.
42	Please don't close the parking lot to inconvenience me because the city wants the gentrified Deanwood
43	Why will the removal of the parking lot benefit customers? I need somewhere to park my car while I travel to the city
44	They should do something with the parking lot. It doesn't really get used.
45	We need a grocery store
46	Dear Sir/Madam, I have been leaving 5 minutes ride from the metro for more than 20 years and this has been a great plus. Now we welcome others business around such as, groceries with fresh food, pharmacy but please no more liquor stores. Furthermore, you need please to keep some for safe parking. Thank you for your consideration Alice A.
47	I oppose this change for the following reasons: -it wouldn't be enough space for retail or apartments of practical value. -putting a building on the lot would intensify the feeling of density within the environment and create a boxed in feeling. -it would make the area more overcrowded with people. -it would cause higher traffic congestion in an already highly congested area during morning and evening rush hour. -There is already a library across the street and is rarely very busy. -
48	A grocery store please
49	https://questionpro.blob.core.windows.net/web/questionpro/userimages/15345/2499320/11158601/123522903/128611538-123522903-Deanwood-Community-Priorities-for-WMTA-Deanwood-Station-Joint-Development-Project.pdf?sig=%2FTu7HrWKRd6Z%2Fu9KdV3GQKYNys0fSC4cpX5c2j5KgLw%3D&se=2033-07-11T12%3A04%3A29Z&sv=2018-03-28&sp=rd&sr=b
50	They should leave it as a parking. Metro shouldn't inconvenience the parking riders they use the parking lot.

Comments Received Through Metro's Survey

51	Completely against building housing the community needs something like a grocery store. Metro needs to advertise this better.
52	They should keep this parking lot it's the nearest one and it's inconvenient to park somewhere else
53	Is metro thinking of helping the deanwood community or displacing it
54	Can metro add a grocery store in the replacement of the park and ride
55	https://questionpro.blob.core.windows.net/web/questionpro/userimages/15345/2499320/11158601/123522903/128613312-123522903-Deanwood-Community-Priorities-for-WMTA-Deanwood-Station-Joint-Development-Project.pdf?sig=uld3gViPxRBebgwhvJ42%2BpcCs1uvI%2FsQNogwjSP2PDc%3D&se=2033-07-11T14%3A51%3A51Z&sv=2018-03-28&sp=rd&sr=b
56	I'm excited to learn more about this proposal and want to better understand how it fits into the larger approach toward changing this area. The devil is in the details, so to speak. What's most important to me is bringing stakeholders together to have influence on what might happen if the redevelopment move forward.
57	I am writing to express my support for WMATA's proposed plan to eliminate the public parking lot at Deanwood Metro Station, thereby paving the way for the development of a mixed-use development space. This progressive initiative demonstrates a forward-thinking approach to urban planning that prioritizes sustainable growth and enhances the overall experience of commuters and residents alike. The potential transformation of the Deanwood Metro Station area into a mixed-use development holds numerous benefits for the community. By repurposing the existing parking spaces, WMATA has the opportunity to create a vibrant hub that integrates residential, commercial, and recreational amenities. This approach aligns perfectly with the evolving needs and aspirations of modern urban environments, fostering a sense of community, encouraging economic growth, and improving quality of life for all. While I know it is early in the process, I would also like to take this opportunity to express support for utilizing a portion of the space to provide the community with a grocery store. The Deanwood neighborhood continues to lack access to fresh foods and must rely on convenience stores which primarily sell processed and less healthy options. The location next to our metro would enable many people to make use of a grocery store as well. Thank you for your attention and for the opportunity to provide my input on the proposed plan.
58	This community needs a parking lot. There are more than 20 cars that use Deanwood parking lot on daily bases. It would be helpful to consider us and don't take all the parking space. Leave about 30 spaces for WMATA RIDERS. This community needs things added not token away. We need parking lot, parks, library, grocery store. Please consider the community before making changes.
59	My suggestion is to keep parking lot. I believe that any commercial stores, apartment buildings, condo's, etc will just draw more attending, crowds and hanging out spots that may cause more friction.
60	I am a Deanwood community resident. We do not need more housing here in the Deanwood community. The parking at the Deanwood Station's transit facilities should remain the same and untouched. Directing the Deanwood community to an already overcrowded Minnesota Avenue Metro Park and Ride facility, and Cheverly (which is outside of the District of Columbia) is unacceptable. I do not agree with the proposed changes to remove all 194 space Park & Ride facility.
61	The only way I want this to move forward is if you already have the retail locked into a contract. We don't need more minimarkets or liquor stores. We need a solid grocery story (NOT Safeway). We also don't need a building with empty space at the base because the developer and DC didn't do what they should have done and gotten someone in there. Eastland Gardens, a nearby neighborhood, has many folks that are of retirement age (including the folks in the huge new 55+ community being built near the Aquatic Gardens) and may not be able to take metro if they have to walk to it (for many the Deanwood Station is the closest station). And the bus (U7) runs so infrequently as to be useless. Losing all of the parking would be devastating. Why can't you leave some of the parking and develop the rest. Or, open the Kiss and Ride to parking. Saying that we can just shift to the Minnesota Ave Station parking is silly. First, the lot isn't safe (it's basically street parking in a low foot-trafficked area). Second, I don't believe you can use your Smart Card to park there - it's regular meters. All around this seems like a bad idea to me.
62	I fully support the re-development of this space, and hope it will include housing and neighborhood amenities with a specific priority given to grocery stores. A public library while a nice idea would be duplicative and repetitive of the Deanwood Library located within the Deanwood Recreation Center across the street.
63	It is totally unfair to remove parking at the Deanwood Station. Not everyone who uses the station lives in walking distance. It is a transportation hub where people arrive to go to work, airport, train station and carry their belongings. We like any other subway station should have parking! Seniors should expect to be able to park at the station. Every station should have access to parking.

Comments Received Through Metro's Survey

64	I write to support the proposed redevelopment of the Deanwood Metro station parking lot. I live a short walk from Deanwood station. The lack of resources in Deanwood is an infuriating legacy of underinvestment in Black communities. WMATA is proposing a move that would generate revenue for WMATA, increase Metrorail ridership, and help right these historical wrongs. It is not an exaggeration to say that WMATA's proposal would have the most beneficial impact on Deanwood of any development proposal that I have seen in my years of living here.
65	Overall, I agree to the proposal. The current parking is used by PG commuters and does not help Deanwood residents. Please consider a grocery store/supermarket as a retail option (Whole Foods). Also you can consider local restaurants such as Cava or Politics and Prose. Also, please note that this is the NE entrance to DC from Maryland, consider including a 'Welcome to DC' or 'Welcome to Deanwood' sign or mural. -Do not use this retail space for fast foods. I don't agree with the relocation of the library to this site since it is already located across the street.
66	Please provide mixed use development including retail space and rental units. -A grocery store can increase metro ridership in Deanwood. -NO AFFORDABLE HOUSING: We do not need affordable housing. This is one of the most affordable areas of DC. Market rentals should be well below DC average. -NO LIBRARY: Do not use all space for a library. We do not need a larger library. We already have a library. Please bring retail space that is currently non-existent. -
67	I'm a Deanwood resident who relies on metro to commute to work in downtown DC and Arlington. I agree with the proposed changes at Deanwood Station to eliminate the parking space. Since the Covid-19 pandemic the parking has been mostly empty. This change is long overdue. The space can better serve the community and encourage new ridership. I agree with the proposal to fill the space with a mixed-used development that includes retail and housing. Also agree with the proposal of locating the public library in that space as it will serve as an anchor for other businesses, including a coffee shop, restaurant, bakery, etc. A new development will bring much needed amenities and safety to an underserved area. Almost every single metro station in DC, Maryland, and Virginia has been developed and Deanwood lags behind. Deanwood taxpayers have been demanding this development for years. This is the second time we've been asked to provide comments about this proposal. Hopefully this time WMATA and the city will complete the process and develop the area. Deanwood taxpayers have paid for this and it's time we see the results.
68	Do to the lack of supermarkets in the neighborhood a large grocery store would be great!! Lidl/Aldi/Giant. Everyone in Deanwood should have the chance to buy fresh produce. A great Library is already right next door.
69	Yo Pienso que es una buena idea. Si no se esta usando el parqueo major utilizarlo para algo mejor
70	I believe that making any type of development changes to Deanwood metro would be a mistake. It's so much crime as far as living space. I believe it's more safe to have the police at the metro and provide transportation for the residents versus development for housing or retail spaces it will only cause more crime in the neighborhood. Which it is already a negative impact far as living. I believe it is better for the space be provided for the residence traveling to and from work instead of changing premises to a living space... Thank you for allowing me to share my feed back. A near by resident
71	The metro space should not be eliminated. That areas serves as a safe space for local commuters to use, reside, park and go to work safely and makes our Deanwood community so special. I strongly recommend not doing that and am opposed to all alternative options that would replace it.
72	I don't approve of taking the parking spaces away, because we need them when we have to go to the courts for jury duty. Also to go down town shopping or dining, since there are limited parking down town, and it seems like when the district needs a change it's the deanwood area that's targeted,. Why can't we have some peace in our area?
73	Please allow the maximum amount of housing at highest building as possible.
74	Please do not remove the parking spaces. Parking in dc is already limited enough. One of the primary reasons people choose to live east of the river is because parking is easier. Designated park and ride spaces reduce congestion and improve traffic flow, increase safety (decreasing accidents), improve accessibility to metro, and increase economic activity. Additionally, I live with in walking distance to Deanwood station and street parking is pretty easy right now. I worry that if parking spaces are removed it will cause more people who don't live on my block to park on my block and potentially take me and my neighbors parking spaces.
75	Yes please eliminate all parking. We need to build more housing and retail near metro stations. You should also eliminate parking at Minnesota Ave and Benning Road Station too.
76	As a resident of Deanwood 46th St. NE. I am very supportive of this proposal. We need more investment in our neighborhood and things retail that is not a corner store. Laura Hale Resident of Deanwood

Comments Received Through Metro's Survey

77	Closing this extremely underused lot within DC and turning it into much needed housing next to a metro station is a fantastic idea. I hope this is approved and that the groundbreaking is swift
78	I do not agree.
79	This is a good idea. We need more transit oriented development and more housing in the DC metro region.
80	The Deanwood parking lot should be eliminated and replaced with a mixed use development – apartments, 1+ restaurants, and community amenities
81	I live 6 minutes away from deanwood station This is the only place that I can park and take the metro rather than driving in traffic to Minnesota ave (which I hated) Deanwood is a convenience to a lot of us metro riders if I have to drive father I will just skip the train and drive to work
82	As long as metro buses are operating to and from the station, removing parking in exchange for mixed use high density residences is very welcomed. This will offer metro riders with a much more convenient car-free lifestyle and reduce greenhouse gas emissions. Yes please!!!
83	I am in support of the proposal to eliminate the surface parking lot in favor the the development.
84	Remove literally every single parking spot as soon as possible, and replace this lot with much needed mixed use, transit-oriented development
85	I want the parking lot to remain. I use it regularly and I live in Deanwood. There is no where else to park in the area and not get a ticket. Plus the neighborhood feels unsafe to walk to the metro station. I do not want the mixed use space.
86	I fully support transforming the inefficient parking lot at the Deanwood station into a better use. I hope the new development will have at least a small park available to the public
87	The proposed plan to replace the seldomly-used parking lot near the Deanwood Station may be a way to compensate for the losses due to fare evasion. If it so, then so shall it be. Also, the establishment of building mixed housing and businesses in Prince Georges County, Maryland, seems to be a way to attract more people to come to Metrorail. Now, Maryland will get its lion's share of things to come.
88	Absoutely support! This area can use some fresh development, and bolster ridership in this area. Utilization of this parking area is a very easy win.
89	Please eliminate the parking lot. There is no need to waste valuable land in the city with surface level parking at a metro stop. The neighborhood will be far better served by development of this land and creating useful additions to city life. People who feel the need to drive to a metro station can avail themselves of stations in the suburbs.
90	I am very much in favor of Metro's proposed changes to Deanwood Station's transit facilities to support future mixed-use development. More housing is nice, but this neighborhood also needs more neighborhood amenities such as retail and restaurants. The current 194-space Park & Ride facility is a massive waste of land use. Please forgo a library however. This space should be used for nice apartments, retail and restaurants; all of which this community currently lacks.
91	I do not think they should get rid of Deanwood station to build that will be more crime it is enough crime at Deanwood and Minn. Ave. Do not agree with removeing the station.
92	Good. Metro has too many parking lots. Mixed use development is a much better use of the space. The station has decent bus service already, and Better Bus should improve it in the future. This means that driving to the station isn't often necessary, and whenever it is, people can just drive a short distance to a different station.
93	I don't wish for Section 8 people to live in the same housing quarters as people who work. If they are on vouchers then they should be placed in public housing until they can eventually work their way out. Why should any working class person have to subject themselves to living around non working class people.
94	I support the closure of the lot. I am a daily Metro Rail and Bus commuter. The increased revenue from new riders and the proposed joint use development would improve the entire system.
95	I think you should keep the parking lot.
96	The park and ride parking is great. We use it on the weekends. Do not get rid of all of it. There is plenty of land for development near the metro and there's already a huge, nice recreation center across the street. This is a very short-sighted proposal.
97	I think that you should leave the parking space alone. Ya'll don't make no damn sense. Ya'll cry and whine about climate change, but then you take away the parking spaces people need to drive their cars to the Metro Station so they can take the train and save the planet. What a joke.
98	Removing the parking lot would provide lots of space that can be used for better economic purposes. Such as housing and retail, and having it so close to the metro station would be a big opportunity for mixed-use,

Comments Received Through Metro's Survey

	transit-oriented development. While a parking lot has no benefits and only puts a drain on the city's finances (maintenance) and wastes space .
99	I agree that the lot is underutilized. A quality grocery store (Giant, etc) would be great in this space. It could be built as the lower level of an apartment community to maximize the space.
100	I support changing the parking lot into a mixed-use development.
101	Yes please close the surface parking lot & redevelop it. The few times I have parked there esp on the weekends I was one of a handful of cars still there when it got dark. Usage is not high enough to justify keeping it around.
102	This is a great idea, more housing should be built around metro stations and less parking.
103	Adding mix-use development sounds nice but it adds more traffic and what happens to parking? This takes away from it and most parking would go to retail and apartments rather than the metro. Not everyone is willing to walk or catch busses just to ride the metro.
104	I am fully in favor of replacing this parking lot for multi-use development!
105	I support the proposal.
106	I would like to see the parking lot remain the same, if any ch nor I would love to see additional green space. I have lived in this community for over 40 years and I have seen many changes over time. At this point I feel the community does not need any more of the idle promises of mixed use buildings. We already have 3 existing projects that have failed to deliver on the promise of mixed use. Leave the parking lot as is. Thanks
107	I live at 4917 Minnesota Ave NE. I can hear the platform announcer from inside my house. We absolutely need some mixed-use items here. In the community - there is a food desert. An amazon fresh market would be great. Anything here would cause additional traffic and slow up the buses and impact the very busy intersection of Eastern Ave and Minnesota. There are other impacts because of the trap house on Eastern and the crack dealers on 48th Place. There are thefts, robberies, crimes, and overdoses. I moved into my property on January 2022 and all these are regular occurrences with lots of police activity - so some real thought needs to go into what is placed here. Adding something here will impact our sightline. Arcadia's Mobile Market services the Community Center. A post office drop box might be nice. The Post Office; Starbucks; Tropical Smoothie Cafe are too far to service this area. The congestion around Dakota Crossing and the on ramp to Annapolis are only getting worse. We need a Chop't Creative Salad Works or a Sweetgreen. We need a Trader Joe's because the Pennsylvania Ave location is too far as well. This could be a community garden (like Lederer Gardens) or a parklet. We need solar panels as well; and recycling bins.
108	Mixed use is great. There should be no parking at this station.
109	I support these proposed parking changes. Metro should take advantage of this opportunity to create additional transit oriented development. Any opportunity for additional affordable housing or additional amenities should be taken advantage of. Additionally, with the new pedestrian bridge over to Kenilworth Aquatic Gardens, this could be an opportunity to drastically enhance the neighborhood and reconnect a part of DC bisected by a highway.
110	All of these plans are nice - but the water main in front of 4917 minnesota ave ne is still pumping out lead. there needs to be a collaboration with DC Water to complete the small water main replacement prior to any changes at the P/R lot. community should have input on the businesses as well. a Co-OP would be great, similar to the Takoma Park Silver Spring one. TPSS probably has existing models with community gardens as well and seed exchanges. that area gets full sun. definitely more benches and recycle bins and solar trash compactors, asap.
111	I support the proposal to replace parking with housing.
112	After reviewing the proposal, I feel that it would be a great ideal to eliminate the parking at Deanwood. Current users can be accommodated at nearby stations, and hopefully the new use of the land would benefit the community, Metro riders and WMATA.
113	I disagree with proposed movement of the parking area for housing. Deanwood is a great neighborhood and housing that isn't affordable will hurt the neighborhood.
114	I support the development of this surface parking lot. There is a housing shortage and people prefer to live near a Metro station in order to reduce or eliminate the need for driving a vehicle. If there is a need in the community to keep a limited number of parking spots, then perhaps the future development could include a public parking garage with spots set aside for Metro commuters.
115	4.19.1, Secondary Impacts states: 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

Comments Received Through Metro's Survey

	increase in economic activity in the vicinity, including demand for goods, services, and housing. What are the Joint Development's proposed uses? Will any of these uses result in the displacement of long-time residents?
116	Work with Parks and Recreation Department to develop a shared parking facility. When they have events, attendees can park there instead of taking residents parking places. They are rude, destructive and dirty. There has to be a better way to use this unused facility. People come from other neighborhoods and Maryland to park on unposted streets for the entire day. They are not ticketed, booted and/or towed, yet we the residents have to be inconvenienced. Please, let's find a resolution that will include everyone. Thank you, Debbie Marlowe 1311 49th Street NE
117	This is a fantastic idea! Development immediately surrounding Metro stations should be a high priority.
118	It's a good thing that they're getting rid of the parking at Deanwood Station. Not only it's a waste of space, but it's a blight on the neighborhood. Plus, there's a rec center that should be safe for kids and everyone in Deanwood. Nobody should hear the constant honking and smell the pollution from the exhausts. Ideally, this location is good for not for new residents committed to stay in Deanwood but a new supermarket that will greatly help Deanwood from staying as a food desert. Thus, getting rid of this parking lot is a great thing for Deanwood.
119	I fully support the proposed parking changes at Deanwood station. I believe this will greatly benefit the community and the city at large because it will reduce car dependency by allowing people to live closer to the metro station. Reducing car dependency makes the community and city better. I think it's also important to encourage development in the District, and I hope to see similar changes at Anacostia and Minnesota Ave stations.
120	If we build retail or housing over the site, we cannot eliminate parking. I propose building a luxury market rate apartment with a % affordable units over retail (Harris Teeter/Streetz Market or Fast Casual Restaurants and a Pete's/Capital One Cafe coffee shop with 85-100 underground spaces. A sound barrier would need to be erected to minimize freight train noise along that section of the tracks for any housing.
121	I don't have a need to use the parking facility at Deanwood Station, (I am within walking distance) but their are people in my community and surrounding area that do. I think the spaces should remain as is. I don't think these people want to drive away from their familiar area to catch Metro. Everybody wants to save time. So take into consideration the feelings of these people, especially our Seniors!!! Don't we want what's best for them? We don't need any more housing and neighborhood amenities. We've got a nice Rec center with a public library across the street with all sorts of amenities, such as a swimming pool, basketball court, computer room, seniors room, conference room etc. Housing and retail would be too expensive for our community and Ward 7. So will you reconsider your proposal and allow my neighborhood to stay as is? Thank You!!
122	https://questionpro.blob.core.windows.net/web/questionpro/userimages/15345/2499320/11158601/123522903/128780989-123522903-SMD7C07-Testimony---Deanwood-Metro-Station-Parking-Lot-Development.docx?sig=vgp5CMzpqa9YtZJJCpt1%2BKeRF4ul63aF5pP6BKwrWHs%3D&se=2033-07-21T11%3A29%3A14Z&sv=2018-03-28&sp=rd&sr=b
123	https://questionpro.blob.core.windows.net/web/questionpro/userimages/15345/2499320/11158601/123522903/128781109-123522903-J-Sanders-Deanwood-Station-WMATA-Testimony-July-2023.docx?sig=eBj5JUOGI7jZQm7hKfv9ujYH%2BwlqaON6LCm4pjhmHjY%3D&se=2033-07-21T11%3A36%3A44Z&sv=2018-03-28&sp=rd&sr=b
124	I don't think the proposed plan makes sense. I don't think we need all the parking either. There is Aleashia a library there
125	Mixed use development projects are the future for this area to help recover from decades of car-dependent growth and expand the economy sustainably. A new development at Deanwood over an underutilized field of concrete will certainly help improve the neighborhood, and develop the local economy far better than what's being done with the valuable land today.
126	Is Metro trying to make daily commuting even more difficult for passengers? Between station closures, increased fares (how about doing something about the hundreds of people that the officers watch jump the turnstiles everyday?) to eliminating parking options, Metro is making a painful commute worse. Give the riders some options and manage your business practices...everyone will be happier.
127	This neighbor would like to see Deanwood Library relocated to the site as a full- service Library. In addition, this neighbor would like to see a business incubator located on that site. This neighbor would like to own the air rights above Deanwood Metro on the Minnesota Avenue side. Thank you.
128	I strongly support the joint development of the parking lot. Please prioritize DC Public library and other commercial uses like a grocery store.

Comments Received Through Metro's Survey

129	<p>Submitted testimony of Dr. ThienVinh Nguyen on behalf of Friends of Deanwood Library Hello, I'm Dr. ThienVinh Nguyen, and I'm the President of the Friends of Deanwood Library. I'm also a resident of Deanwood; I've been living here since 2016. Thank you for the opportunity to testify. I'm here to talk about three things today: 1) the magic of public libraries; 2) the inequality of libraries in Washington DC; 3) and how this development can fix this library inequality problem and be a transformative one. Libraries are magical and joyous places. They are one of the few public spaces where you don't have to spend money. In DC, there are no overdue library fees. In addition to being able to check out books, patrons can check out tools. There's free community programming and workshops -- kids can learn to build dioramas and adults can get help filing their taxes. They serve as convening places for knowledge and community. Yet, not all neighborhoods in DC have equal access to the magic of libraries and library resources. Our current library here in Deanwood is a one-room 7,000 square foot space co-located inside the Deanwood Recreation Center. In addition, since it's a co-located library, it's difficult to liaise with the right agency when there are maintenance and building needs. Our first library in Deanwood was the size of a kiosk. Meanwhile, other parts of DC have fancier and full size libraries, located in wealthier and whiter parts of DC. I'm pleased that through community advocacy, and support from DC Public Library and DC Council, that we have \$24 million dollars in the budget for the construction of a full service library. Our group has engaged with the community on both the location and what we'd like see in the library. There is overwhelming support for this site for a library. Some design features we've discussed is a sustainability built full size library with a ground floor footprint, state of the art technology, dinosaur books, meeting rooms, a room with window for our Friends group, an art gallery, and a cafe. So what am I urging you to do right now? We want this project to be expedited! We don't want to wait any longer for a full service library. This site would be ideal as it's across the street from Deanwood Recreation Center and schools, and the Deanwood Metro. It would certainly get foot traffic. We also support a comprehensive plan and vision for the site, with mixed use retail. On behalf of the Friends of Deanwood Library, we fully support this development project -- can be one that can be transformative and includes a magical full size library. Thank you.</p>
130	<p>Please provide more community amenities like a dog park! Deanwood has so many dogs but no good parks to take them too. Deanwood needs more community amenities.</p>
131	<p>My name is Marcus Wood, I am a Deanwood homeowner/resident and I'm the Chair for the Friends of Deanwood Recreation. Developing the WMATA parking into usable space is essential to the rise of the great and historic neighborhood. Moving the Library to that space and out of the Rec center will allow us to redevelop that space inside of the rec center for more community offerings to community residents.</p>
132	<p>Give Deanwood more parks. We need a dog park and maybe a splash park. More amenities in Deanwood!</p>
133	<p>I moved here in 1998 mainly because of the proximity to the metro station. I will support the development if this could include with a new library, a post office, groceries with fresh vegetables, a safer parking garage and no alcohol stores. About a month ago, my car was broken into for parking on the street close to the Deanwood station. I am taking care of my elderly mother so I need to park close to the metro. I cannot go allway to Minnesota metro. Thank you for considering my comment.</p>
134	<p>I am for eliminating the parking only if plans includes providing amenities like a small grocery store, restaurants and such. Deanwood does not need anymore low income housing. The entire ward is a good desert and no one seems to want to address that issue.</p>
135	<p>This is an EXCELLENT plan, and I applaud Metro for making the logical and proven choice to favor dense mixed-use development around rail transit stations. This type of planning and development offers significant environmental, aesthetic, financial, and ridership benefits for the region, and I look forward to this plan advancing quickly. I strongly call upon Metro and local governments to pursue similar transit-oriented development projects at the many other Metro stations that are currently surrounded by even more enormous parking lots. I would also point out Wiehle-Reston East as a particularly good example of a station with robust transit-oriented development that still offers park-and-ride facilities. Keep up the good work!</p>
136	<p>Allow Parks and Recreation to use it for their games and events. This should mitigate any parking issues for the residents of 49th, Quarrels, Nash Streets, etc., in that area.</p>
137	<p>No, I am against this proposal. We need the parking spots to remain for residents who have to commute via metro to work and to places in the city where parking is either incredibly expensive or non-existent. The repurposing of this area to include mixed-income housing and retail further encourages concrete nature of Ward 7. The displacement of commuters to cheverly or Minnesota Ave is problematic and does nothing to support residents. Please reconsider this plan. Thanks!</p>

Comments Received Through Metro's Survey

138	<p>I support this! I do think that eliminating parking should be accompanied by improvements in local bus service, especially on weekends.</p> <hr/> <p>https://questionpro.blob.core.windows.net/web/questionpro/userimages/15345/2499320/11158601/123522903/128791006-123522903-20180613-B-Heard-Ltr-to-WMATA-re-Deanwood_Redacted.pdf?sig=ccEckxouq%2Bm59eVN1I91%2BXorXy%2Bxm0UYGDHS1hup%2F2A%3D&se=2033-07-22T10%3A38%3A59Z&sv=2018-03-28&sp=rd&sr=b</p>
139	<p>Hello: I am attaching a copy of the public comments I submitted during the 2018 public comment cycle, regarding proposed WMATA joint development of the Deanwood Metro Station parking lot. Thank you for your consideration. Sincerely, Bradley E. Heard 415 Zelma Ave Capitol Heights, MD 20743</p> <hr/> <p>I would like the parking to remain available at Deanwood Station because we already have limited parking available for people that ride the subway in Ward 7. If this space is taken, then the residents around the area will have to fight their parking spaces being taken by people coming to use the subway that are coming from Maryland. This station is close to the DC/MD line and a lot of people come from MD to use Deanwood Station. Also, the area is too small to have mixed use residential and retail. Where are they going to park? It is going to be a real problem for residents that live in the area around Deanwood. You will have seniors not going out because if the move their car they have to walk too far. People parking would be in someone's residential space ALL DAY. This is not fair, and it is too much for the residents that already live and pay taxes in Deanwood. Leave the parking lot so there will not be any issues for residents in Deanwood. Thank you.</p> <hr/> <p>https://questionpro.blob.core.windows.net/web/questionpro/userimages/15345/2499320/11158601/123522903/128226410-123522903-DCPL---Deanwood-Library---Letter-of-Intent---March-7-2023.pdf?sig=yUdRd7%2BaIANE4UHZ7RRSgtNONGV%2FraxXJlnKxH06rQc%3D&se=2033-06-16T07%3A40%3A33Z&sv=2018-03-28&sp=rd&sr=b</p>
140	
141	

Bradley E. Heard

██████████ Zelma Avenue
Capitol Heights, MD 20743
(240) ██████████

██████████@██████████

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



June 29, 2023

RE: Deanwood Community Priorities for WMATA Deanwood Station “Joint Development” Project

Dear Washington Metropolitan Area Transit Authority,

The Deanwood Citizens Association (DCA) in collaboration with the Friends of Deanwood Library, are writing to express our community's priorities for the proposal to eliminate the park and ride lot at the Deanwood Metro Station for future joint development in our neighborhood. We appreciate the opportunity to contribute to the planning and vision of this project, as it has the potential to be a transformative event for one of the oldest and longest-standing Black communities in Washington D.C.

First and foremost, we believe that for a future development at the site to be successful all stakeholders involved should incorporate equitable development planning principles whereas we ensure the future project is a driver of inclusive development – development that provides opportunities for all Deanwood residents and surrounding neighborhoods such as Kenilworth Gardens. It must be community-driven, enhance transparency, and collaboration for the mutual benefit of achieving priorities for all stakeholders. The following long espoused priorities should be a guide for the development at the Deanwood Station park and ride lot:

Full-Service DC Public Library: We fully support the advocacy and vision of the Friends of Deanwood Library and other community members in the construction of a new full-service library on this site. In addition to \$24 million dollars of available funding from the DC government, we also have support from the DC Public Library that this site would be ideal for the new full-service library. The community has been historically underserved by vital library resources. This location is ideal given its proximity to transportation, schools, and the Deanwood Community Center across the street. In previous design sessions with the community, members have expressed that the library should be full-service (at least 20,000 square feet), with a ground floor entrance and footprint for foot traffic and accessibility, meeting rooms of different sizes, state of the art technology including a makerspace, outdoor seating and sustainable landscaping, art gallery spaces that also commemorates the history of the former Deanwood Library Kiosk, and a cafe. We believe in continued community engagement to bring this vision to life and for comprehensive visioning of this site to include other community-serving amenities.



Neighborhood Serving Retail: We want to emphasize the importance of a medium-scale grocery store within the future development at the Deanwood Metro Station. Access to fresh and healthy food options is crucial for the well-being of our residents, particularly for those who may face barriers in traveling to larger grocery stores located outside our neighborhood. We believe that the inclusion of a well-stocked grocery store will address this need, promote healthier living, and contribute to the overall vitality of our community in terms of job opportunities for local residents in Deanwood and also the Far Northeast sections of the city.

In addition to a grocery store, we strongly advocate for mixed-use retail development that attracts visitors to our neighborhood. Deanwood has always had a strong sense of community pride and spirit and we want people to visit our attractive neighborhoods and access ample green spaces such as the U.S National Parks Kenilworth Aquatic Gardens. By incorporating a variety of businesses, restaurants, and entertainment venues, we can create a vibrant destination that draws people from both within and outside the community.

Housing: Regarding this priority, although we are very early in the development process, if housing will be included then we encourage WMATA and developers on this project to prioritize measures that ensure individuals and families of varying income levels can continue to call Deanwood their home or future home.

Civic Bonding/Arts & Culture/Urban Design: We encourage the inclusion of spaces that promote arts and culture, community events, public space activation and opportunities for small local creative and arts-based businesses to thrive, and for residents & visitors to celebrate the history and culture of Deanwood. The first school in the nation to provide vocational training for African-American females, the Nannie Helen Burroughs School, was established in 1909 in Deanwood. The first and only major amusement park within Washington, D.C proper, Suburban Gardens, operated from 1921 to 1940 as a site for African Americans who were excluded by whites from Glen Echo Amusement Park in nearby Maryland. We strongly recommend the development's stakeholders infuse Deanwood's historic backdrop into the future joint development to enhance the neighborhood context.

Supporting Small and Local Business/Local Sourcing: In the past, the DCA has negotiated Community Benefits Agreements with developers to mitigate concerns and potential issues associated with the development project. Within these agreements, developers commit to



sourcing and hiring local Deanwood and/or Ward 7 contractors to perform contracting services on a competitive basis.

The Deanwood Station Joint Development project would be a great opportunity for WMATA to support these small and local businesses that would benefit by winning contracts and subcontracting opportunities for this transformative project. For too long, systemic barriers to contracting and procurement opportunities have deprived Deanwood businesses to succeed. Many Deanwood based-certified business enterprises that are eligible and have done work in various other parts of the city and region would be proud to contribute their skills and sweat in the future joint development at Deanwood Metro and one day proudly say to their family, "I helped to build that here in Deanwood."

Community engagement and transparency: To achieve these priorities, we emphasize the importance of community engagement and transparency throughout the planning and implementation process. Regular public meetings, workshops, and open forums will allow community members to voice their concerns, provide feedback, and actively participate in shaping the development project. It is essential to create a platform where diverse voices are heard and taken into consideration, ultimately leading to a project that is aligned with the needs and aspirations of the Deanwood community.

In conclusion, we appreciate the opportunity to share the priorities of the Deanwood Washington D.C community regarding the future joint development project. We firmly believe that by supporting a medium-scale grocery store, incorporating these four community priorities we can create a thriving, inclusive, and sustainable neighborhood around the WMATA Metro station. We eagerly look forward to collaborating with the WMATA and other stakeholders to ensure that this project reflects the values and aspirations of our community.

On behalf of the Deanwood Citizens Association and the Friends of Deanwood Library, I would like to thank you for your attention to our concerns. We remain committed to working together to create a brighter future for Deanwood.

Sincerely,

Patricia Stamper, President
Deanwood Citizens Association

Advisory Neighborhood Commission

Single Member District (SMD) 7C07

July 12th, 2023

My name is Antawan Holmes, and I am the Chair for ANC7C and the ANC Commissioner for Single Member District 7C07 where the Deanwood Metro Station is located. I am here this evening to testify my support for the elimination of the Park and Ride Lot for future Economic Development consisting of the following:

1. A full-service Deanwood Library
2. A full-service Grocery Store
3. Relocation of UDC Community College
4. Commercial Real Estate

During the Deanwood Metro Station Access Improvement Study that was held at the Deanwood Recreation Center in 2012, the Deanwood Community and I made a recommendation to have a Grocery Store at this location. During the 2018 Deanwood Metro Station disposition hearing, the Deanwood Community and I made recommendations to add the UDC Community College Campus and Deanwood Library to the Grocery Store request from 2012. Today, the Deanwood Community and I are requesting to include additional Commercial Real Estate and undergrounding the Metro and CSX with our previous site requests.

With the proliferation of affordable housing without adjacent commercial amenities within ANC7C over the last decade as well as 25% of all group home located in Ward 7, the Deanwood Community does not want any residential housing units nor commercial real estate to house Non-Profit entities at this location. In addition, with large affordable housing developments like Addison Row in neighboring Prince George County (0.8 miles from Deanwood Metro) marketing the Deanwood Metro as an amenity, this further shows that affordable housing is not required at the Metro Station. Ultimately, the Deanwood Community has strong concerns about the reconcentration of poverty in the Greater Deanwood Area as other projects to address these matters have stalled.

In conclusion, we look for this project to be the catalyst for positive economic activity for the Deanwood Community, ANC7C and Ward 7. I want to thank the Metro Board and staff for working directly with the Deanwood Citizens Association and ANC7C to ensure that all voices have been heard, especially those like myself, who have been participating in the process over the last decade. Thank you again for hosting this meeting in Deanwood and the Community and I look forward to additional engagement from WMATA about the next steps for this development.

Regards,

Antawan Holmes

July 21, 2023

My name is Jimell Sanders, and I live in the Deanwood community. I am a member of the Deanwood Citizens Association and have served as President and Treasurer. I am submitting my support for the elimination of the Park and Ride Lot for future Economic Development consisting of the following:

1. A full-service Deanwood Library
2. A full-service Grocery Store
3. Relocation of UDC Community College
4. Commercial Real Estate

Since 2012 the Deanwood community has been clear and vocal about our need for economic activity within the greater community. We lack for available commercial spaces. We also lack for post-secondary education and training opportunities. The majority of children in the District live in Wards 7 & 8. Ward 7 is also home to a disproportionate amount of underemployed and unemployed adults. We need opportunities to educate and train for all stages of life. The Deanwood Community and I are requesting to include additional Commercial Real Estate and undergrounding the Metro and CSX with our previous site requests.

With the proliferation of affordable housing without adjacent commercial amenities within ANC7C over the last decade as well as 25% of all group home located in Ward 7, the Deanwood Community does not want any residential housing units nor commercial real estate to house Non-Profit entities at this location. In addition, with large affordable housing developments like Addison Row in neighboring Prince George County (0.8 miles from Deanwood Metro) marketing the Deanwood Metro as an amenity, this further shows that affordable housing is not required at the Metro Station. Ultimately, the Deanwood Community has strong concerns about the reconcentration of poverty in the Greater Deanwood Area as other projects to address these matters have stalled.

I want to thank the Metro Board and staff for working directly with the Deanwood Citizens Association and ANC7C to ensure that all voices have been heard.

Sincerely,

Jimell Sanders

Testimony Received at July 11, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

Mr. Holmes:

Good evening, thank you. My name is Antawan Holmes. I am the ANC Single Member District Commissioner for ANC 7C, in which the Deanwood Metro Station parking lot resides, and I'm also the chair of ANC 7C. I appreciate you, the Metro, coming back here again so we can have a discussion about the parking lot.

As one of the few who participated in the first discussion about what should be done to deal with the Metro station back in 2012, hearing the folks, our residents, stated very clearly that we wanted to be able to address the food issue at that time, so we had already said we wanted a grocery store, and we had that on record at the meeting – we had it at the Deanwood Recreation Center. Upon having the 2018 meeting, again, a very good partnership between WMATA and Deanwood Citizens' Association, as well as ANC 7C, we reiterated that we wanted to continue to talk about the issue of food deserts in Ward 7 and we'd like to have a grocery store at that site.

In addition, we're also working with UDC – we wanted to be able to address educational outcomes and educational equity East of the River, so being able to partner with them to have that be a site for the community college that is currently located downtown would have been another way we want to see that type of development on that site.

And also since that time, as well, we've also been working with the Council as well as we have the Friends of the Deanwood Library working with DCPL to be able to make sure that the Deanwood Library be made whole and be a full-service library and better for the community for that project.

And we hope with that, being able to do that project would help to speed up the timeline to move forward on that. Ultimately what we've, what has been said at a lot of community meetings whether they be the Deanwood Citizens' Association or ANC 7C, is that, you know, we have worked very hard with the city to do a lot of affordable housing project and we really have had a lack of amenities to go along with any and all of those projects. This is an opportunity to finally have a diversity in economic development in the greater Deanwood community.

So again, we would try, we would press that we would love to see economic development such as the Deanwood Library there as a government anchor site, as well as a grocery store, and the commercial. And again, for us, what we would want to see is educational, sorry, what we want to see is educational equity, and so UDC on that site would definitely be a great, another great tenant at that location.

Testimony Received at July 11, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

Mr. Green:

Thank you for having me. My name is Anthony Lorenzo Green. I'm Advisory Neighborhood Commissioner for Single Member District 7C04, which is who lives along Sheriff Road or a block connected to Sheriff Road. I'm also the Vice Chair of Advisory Neighborhood Commission 7C.

I'm here to testify in support of the proposed change for the Park-and-Ride lot. I was here five years ago and testified – one of the few that testified a few years ago about this, and one of the things I'll bring up today is a lot of the community members did not appreciate some of the silence that has happened since then. Yes, we had to go through COVID, we went through it with everybody else, but as Commissioners, we have to answer to the community who are constantly raising questions: What is the future? Where are we in this process? What is DC Government's role to play? And how can we improve communication with the community because the more we practice that in everything we do, we know that when we get to the final plans of what it will look like, there won't be any big issues about people not being full aware of what's coming and what the community collectively decided should be at that site.

I'm fully in support of the DC Public Library having a full-service library at this site. (They're) proposing to have one, and I hope this is one that is in full agreement with Metro and when they select the developer that this is a priority in the RFP process to make this a priority. We don't have a full-service library here, if you want to tell it. You know we don't share a lot of amenities at this library that other libraries across the city have. We don't even have meeting rooms in the library that are available for people in our community to get access for free, so I'm very hopeful that this is, I'll say a proposed part of the plan, and I hope that is something that we, y'know, we don't talk about today and then we get a year or two down the road and it's like, "Oh well, we couldn't do it." I think we say today that it is a big priority for us.

I know a few years ago we did bring up housing at the site and there was talk about more affordable housing being included as part of the plan, along with a grocery store, along with UDC actually setting an anchor on this side of town, in the far northeast part of town where we know a lot of our community members could get better access to educational opportunities. And that's the type of educational opportunity that I would like to see at that site as part of an anchor, so that we can ensure that affordable housing is part of the mix.

I know affordable housing gets, you know, all we... A lot of people, I'll just put it like this, a lot of people like to use that as a way to tear down projects, but what is called affordable is not really affordable for a lot of people. And we have to be clear about that.

The line continues to increase of what's considered affordable, so we, as we do all these development projects across the city, especially hearing about what's coming downtown, where we're reducing the number of affordable units downtown, we're even getting rid of

Testimony Received at July 11, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

TOPA rights for people who would want to move downtown. We've got to make sure that we still maintain batches of affordability over here in Northeast.

So that's what I wanted to contribute today. I know that this is just the first step to make that change and the next step is who you pick as a developer and DC government's part, and ensuring that they're working with our community, but I want to make sure that Deanwood comes first in how we're selecting development projects, how we're picking people to work on these projects. We have to be a priority. We have a lot of people in our community who can do the work, who have the skills and we have to make sure that they are connected. Thank you, thank you.

Ms. Crain-Kemp:

Good evening. My name is Deborah Crain-Kemp, and I would like to say good evening to the WMATA representatives here as well as to the Deanwood community. I am the project manager for the Deanwood, I'm sorry, the Nannie Helen Burroughs Corridor Small Area Plan and that is with the DC Office of Planning. We had a kick-off for this particular plan in April, so I'm here this evening to share some information, which I do have handouts in the back of the room with some information about the Small Area Plan, clarifying the boundaries of that plan, but also to shed some light on a previous study that was done for the greater Deanwood community that included the Deanwood Metro station.

Some of the recommendations from that study, which was completed in 2008, recommended that potential, the potential is there at the Metro station for commercial or mixed-use development. And also that having development would put eyes on the street in this particular community and that would be of a great benefit. Also at that point in time the Small Area Plan for 2008 recommended a new Deanwood recreation Center. And we see now that we have a beautiful recreation center. And since that time we, the Office of Planning, has been in contact and extended communication with DC Public Libraries to, as the community has recommended, have a library co-located on that development site. So, I'm just basically here this evening to share a little history on the planning efforts that have taken place there and also to support mixed-use development on that site which would include a public library facility, a full-service library. So, thank you very much for the opportunity to speak.

Ms. Bynum:

Good evening. I wanted to say – I appreciate the fact that you want to do some changes and improve the community, I just want you to consider the people who actually live here and the impact that those changes may bring, including parking, trash, the services that we as a community pay for that we don't receive necessarily as consistently as other areas of the city, and that's really what I want to say.

Testimony Received at July 11, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

Mr. Sanchez:

Hello, my name is Javier Sanchez and I'm speaking on behalf of the Deanwood Citizens Association; I'm the vice-chairman of the economic development committee. In collaboration with the Friends of the Deanwood Library, we want to express our community's priorities for the proposal at the Deanwood Metro Station.

First and foremost, we believe that (for) a future development at the site to be successful, all stakeholders involved should incorporate equitable development planning principles, where we ensure the future project is a driver for inclusive development and must be community-driven, enhance transparency and collaboration.

Mutual priorities should be a guide for the development and support the advocacy and vision of the Friends of Deanwood Library and other community members in the construction of a new full-service library on the site.

We want to emphasize the importance of a medium-scale grocery store within the development for access for fresh and healthy food options. And in addition to a grocery store, we strongly advocate for a mixed-use retail development that attracts visitors to our neighborhood.

Housing: regarding this priority, we are very early in the process, but if housing will be included, we encourage you, on this project, to prioritize measures that ensure individuals and families of varying income levels can continue to call Deanwood their home and future home. In supporting small local businesses, in the past, the DCA has negotiated Community Benefits Agreements with developers to mitigate concerns and potential issues associated with the project. Within these agreements, developers commit to sourcing and hiring local Deanwood and/or Ward 7 contractors. This would be a great opportunity for WMATA to support these small local businesses that would benefit by winning contracts and subcontracting opportunities for this project.

Community engagement and transparency: To achieve these priorities, we emphasize the importance of community engagement and transport transparency throughout the planning and implementation process.

Thank you very much. We appreciate the opportunity to share these priorities for Deanwood.

Testimony Received at July 11, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

Ms. Nguyen:

Hello, my name is Dr. ThienVinh Nguyen and I'm the president of the Friends of Deanwood Library. I'm a Deanwood resident and I've been living here since 2016.

I'm here to talk about three things today: the first is about the magic of public libraries, the second is about the inequality of libraries in Washington, DC, and the third is how this development can fix this library inequality problem and be a transformative development.

Libraries are magical and joyous places – they're one of the few places where you don't have to spend money. In DC, there are even no library fees. In addition to being able to check out books, patrons can check out tools, they can access the maker spaces.... There are also places with free community programming and workshops. Kids can learn how to build dioramas, adults can learn how to file taxes. They also serve as places for knowledge and convening spots for community meetings.

Yet not all neighborhoods in DC have equal access to libraries and library resources. Our current library here in Deanwood is a one-room, seven thousand square foot space located inside the Deanwood Recreation Center. Since it's a co-located library, we've run into issues of maintenance and finding the right agency when there are building needs.

Our first library here in the neighborhood was a kiosk, meanwhile in other parts of DC there are much larger and fancier libraries.

I'm really, really pleased that through community advocacy and support from DC Public Library and DC Council that we have \$24 million in the budget to build a full-service library in the neighborhood. Our group has engaged with the community in terms of where we want it to be located and what we'd like to see in this library. There's overwhelming support for this space at the Deanwood metro parking lot - about have included a sustainably built full service library with ground floor footprint state-of-the-art technology, dinosaur books, meeting rooms, a room for the Friends group, an art gallery and a café to name a few. There's no shortage of a vision for this library.

So, what am I urging you to do right now? We want this project to be expedited; we don't want to wait any longer for a full-service library. The site will be ideal – like I mentioned, it would have foot traffic, it would be located near a number of schools... So, on behalf of the Friends of the Deanwood Library we fully support the development of this project, one that we believe will be transformative and would include a magical full-service library. Thank you.

Testimony Received at July 11, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

Mr. Richman:

Hello. Thank you for engaging the community today. My testimony will be almost identical to my testimony at the last Compact hearing in 2018. My name is Max Richman. I'm a Deanwood resident and a strongly support development of the Deanwood Metro parking lot. WMATA's ten-year plan – this will be new, I didn't talk about this because it just came out last year – calls for prioritizing equity. The Deanwood community is an underserved community as you've heard from many of the other speakers, so it's vital that this development bring necessary development to the community. Please follow through on the WMATA plan to prioritize equity and the expedient development of this site.

We want to ensure that the work also contracts local Deanwood contracts, hires local Deanwood labor to really maximize the local economic development as much as possible. To increase ridership, which we know is a critical WMATA goal, it's really important that this site have a lot of commercial and serve as a commercial anchor. The Comprehensive Plan calls for this area to be a commercial center and that parking lot is the crown jewel for that opportunity. Commercial tenants could include DC Public Library, as you hear there's a lot of support for that, the University of the District of Columbia, or other commercial entities like a grocery store. Deanwood used to have dozens of grocery stores – there's a book called "Black Food Geographies" that talks about all the grocery stores that used to be here. Today there are zero. So there's a real need for this development to be for health and economic development in the community.

As you heard from Dr. Nguyen the community has already successfully advocated for \$24 million, a down payment for that library; it's already funded, it's already in the bank, the District of Columbia, they're just waiting to cut a check. So let's make sure this moves expediently and let's make sure this moves quickly. Because none of us, WMATA included, can afford to wait another five years for those funds to land. Please continue to engage the community. Thank you for coming today - continue to work closely with the community whether this goes through a PUD process so the ANC has weight. If it does not, please find other ways to bring the community to this process because we really can help this project be successful and help WMATA maximize revenue and ridership. Thank you.

Ms. Lehman:

Good evening. My name is Valerie and I am a citizen of the Deanwood neighborhood. I've lived here about three years, and I am here simply to register my support. I think that the uses for the parking lot that have been discussed by the other speakers today – grocery store, library, housing UDC campus – any of those would be better uses than the parking lot that is not used so much today. So, I am here to register my support as a Deanwood citizen. Thank you.

APPENDIX E: ENVIRONMENTAL EVALUATION

Deanwood Metro Station Modification of Transit Facilities

Washington Metropolitan Area Transit Authority (WMATA) Environmental Evaluation

June 2023

This page is intentionally left blank.

Table of Contents

1.0 INTRODUCTION	5
2.0 EXISTING SITE DESCRIPTION.....	7
2.1 Bicycle and Pedestrian Access	8
2.2 Metrorail	8
2.3 Metrobus	8
2.4 Kiss & Ride	9
2.5 Park & Ride	11
2.6 Census Project Study Area Demographics	11
2.6.1 Age and Sex	12
2.6.2 Race and Ethnicity	13
3.0 PROJECT DESCRIPTION.....	15
3.1 Modifications to Bicycle and Pedestrian Access.....	15
3.2 Modifications to Metrorail	15
3.3 Modifications to the Bus Loop.....	15
3.4 Modifications to Roadway Access	15
3.5 Modifications to Kiss & Ride.....	15
3.6 Park & Ride	15
4.0 PROJECT IMPACTS	17
4.1 Land Acquisitions, Displacements, and Dispositions	17
4.2 Transportation	17
4.2.1 Pedestrian and Bicycle Access	17
4.2.2 Metrorail.....	17
4.2.3 Local Bus Routes	17
4.2.4 Kiss & Ride	18
4.2.5 Park & Ride	18
4.2.6 Traffic	22
4.3 Zoning and Land Use	22
4.4 Planning Consistency	26
4.5 Neighborhoods and Community Facilities	26
4.6 Environmental Justice Populations.....	28

4.6.1 Identification of Environmental Justice Populations	28
4.6.2 Assessment of Disproportionately High and Adverse Impacts.....	29
4.7 Cultural Resources	29
4.8 Public Parklands.....	30
4.9 Wetland and Waters of the U.S.....	30
4.10 Floodplains	30
4.11 Water Quality	30
4.12 Air Quality.....	31
4.13 Forest Stands	31
4.14 Threatened and Endangered Species	31
4.15 Utilities	31
4.16 Safety and Security	32
4.17 Hazardous and Contaminated Materials	32
4.18 Noise and Vibration	32
4.19 Secondary and Cumulative Impacts.....	33
4.19.1 Secondary Impacts	33
4.19.2 Cumulative Impacts.....	33
4.20 Construction Impacts	33
5.0 PUBLIC INVOLVEMENT.....	35
6.0 REFERENCES	37
APPENDIX A: 2018 Public Hearing Staff Report	39

Figure 1. Project Location Map	6
Figure 2. Existing Transportation Facilities	7
Figure 3. Deanwood Kiss & Ride Meter Data	10
Figure 4. Census Study Area with Block Groups	12
Figure 5. Deanwood Station Park & Ride Lot	16
Figure 6. Deanwood Park & Ride Utilization.....	19
Figure 7. Cheverly Park & Ride Utilization	19
Figure 8. Minnesota Ave. Park & Ride Utilization	20
Figure 9. Deanwood Parkshed Map	21
Figure 10. Existing Zoning	23
Figure 11. Existing Land Use	24
Figure 12. Future Land Use	25
Figure 13. Neighborhoods and Community Facilities.....	27
Table 1. Local Bus Summary Table	9
Table 2. Kiss & Ride Meter Transactions by Dwell Time (Weekday)	10
Table 3. Kiss & Ride Parking Demand Analysis.....	11
Table 4. Census Project Study Area Male Population by Age	12
Table 5. Census Project Study Area Female Population by Age.....	13
Table 6. Minority Population by Group	14
Table 7. Travel Time Impacts for Deanwood Park & Ride Frequent Customers to Change Stations.....	22
Table 8. Minority and Low-Income Populations by Block Group.....	29

This page is intentionally left blank.

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).

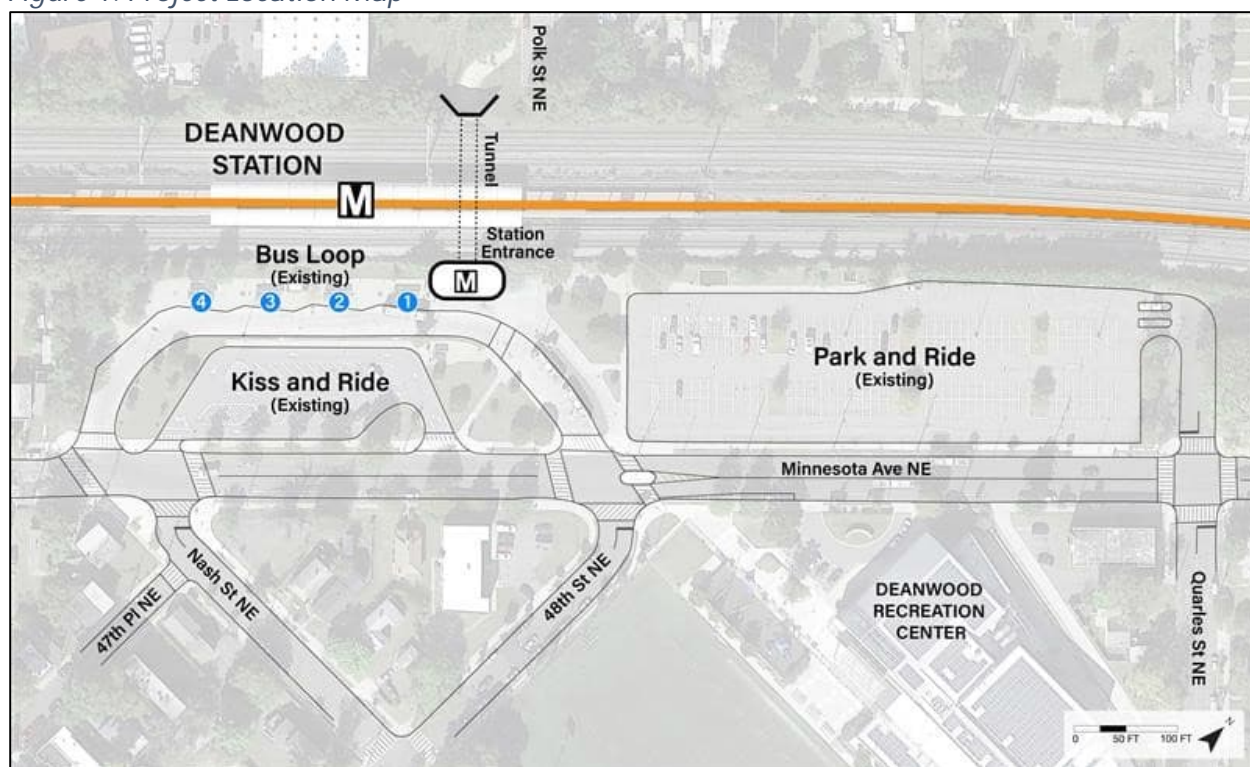
The average mid-week peak hour utilization or occupancy of the Deanwood Park & Ride facility in the three years leading up to the pandemic (2017-2019) was 70 vehicles. As of April 2023, Metro has observed the average mid-week peak hour utilization to be approximately 20 vehicles. These vehicles can be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

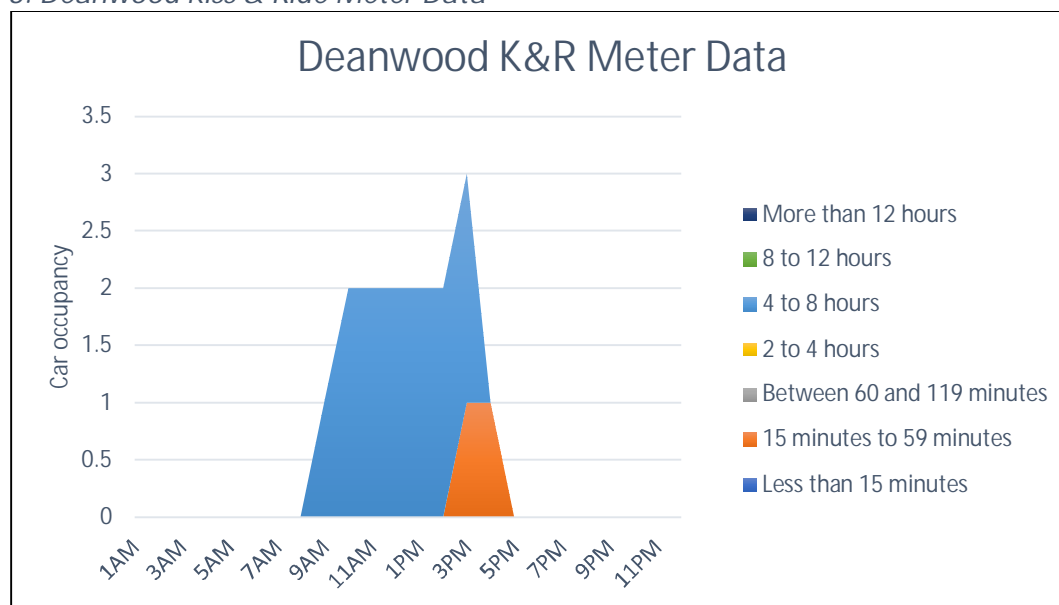
- ParkMobile parking meter transaction records (available since installation in 2020)
- Customer surveys on modes of transport used to access Metrorail Stations (last produced in 2016)

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 = $(A * B) / C / D$

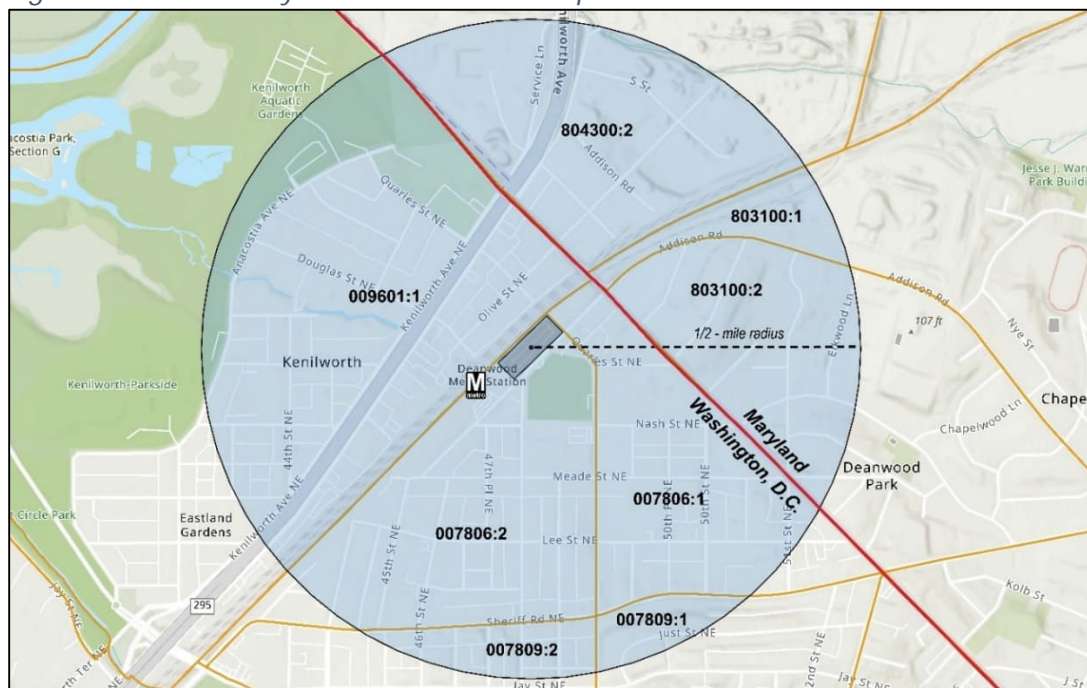
2.5 Park & Ride

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							Total
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	
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							Total
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	
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
<i>Black / African American</i>	10,980	81.3%	578,703	59.8%	285,810	41.4%
<i>American Indian / Alaska Native</i>	69	0.5%	8,935	0.9%	3,193	0.5%
<i>Asian</i>	66	0.5%	41,875	4.3%	33,585	4.9%
<i>Native Hawaiian or Other Pacific Islander</i>	7	0.1%	546	0.1%	432	0.1%
<i>Two or More Races</i>	747	5.5%	72,594	7.5%	56,077	8.1%
<i>Other</i>	1,136	8.4%	139,685	14.4%	37,294	5.4%
<i>Minority Populations (Race) Total</i>	13,005	96.3%	858,141	87.1%	416,351	60.4%
<i>Hispanic or Latino</i>	1,685	12.5%	205,463	21.2%	77,652	11.3%
<i>Not Hispanic or Latino</i>	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.

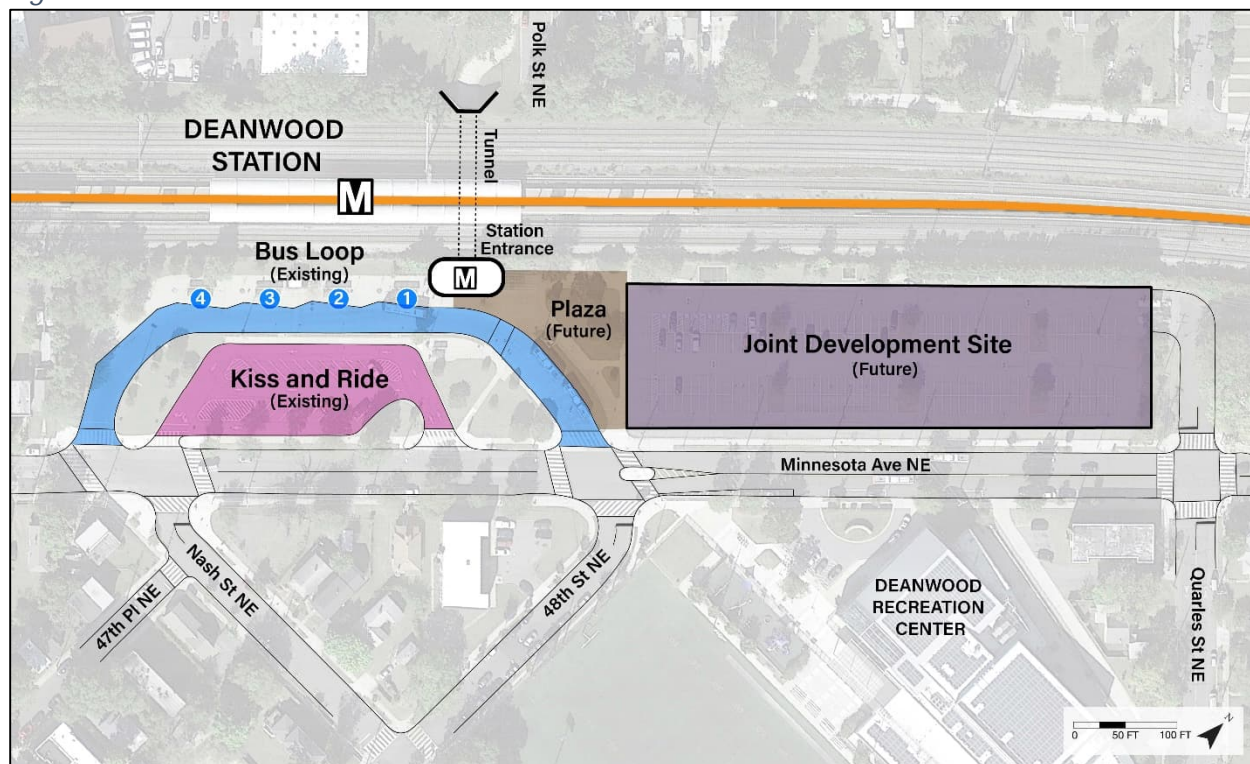
3.5 Modifications to Kiss & Ride

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

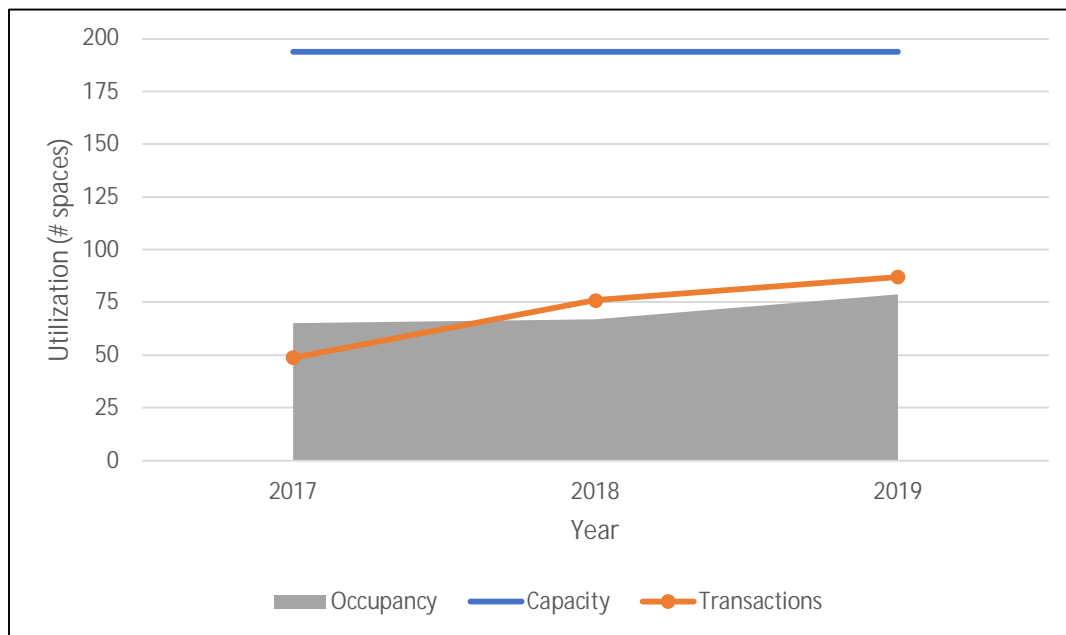


Figure 7. Cheverly Park & Ride Utilization

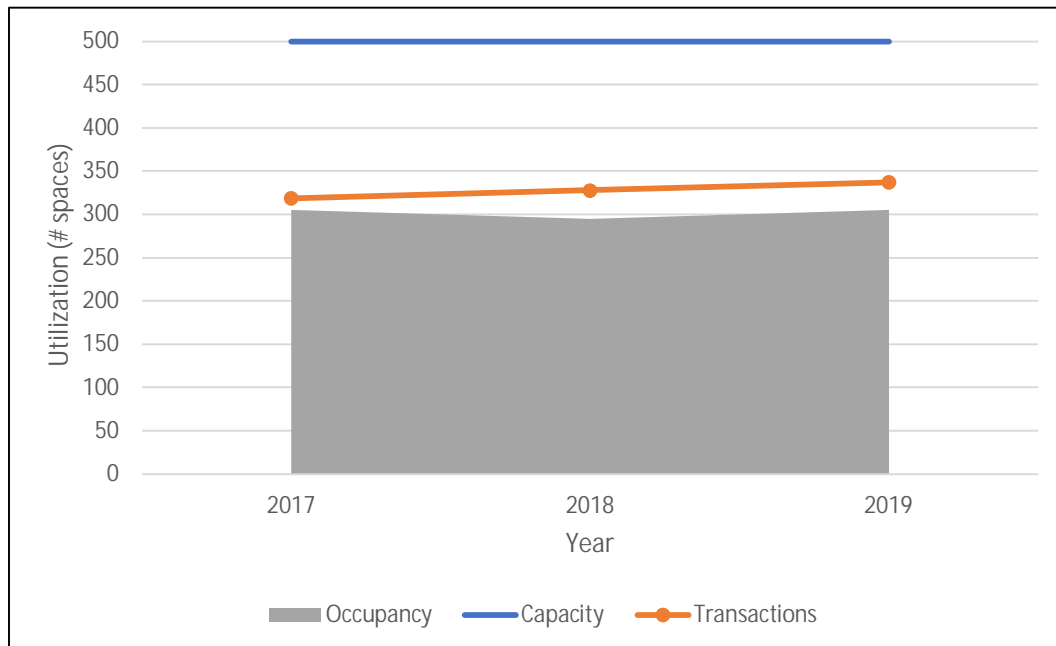


Figure 8. Minnesota Ave. Park & Ride Utilization

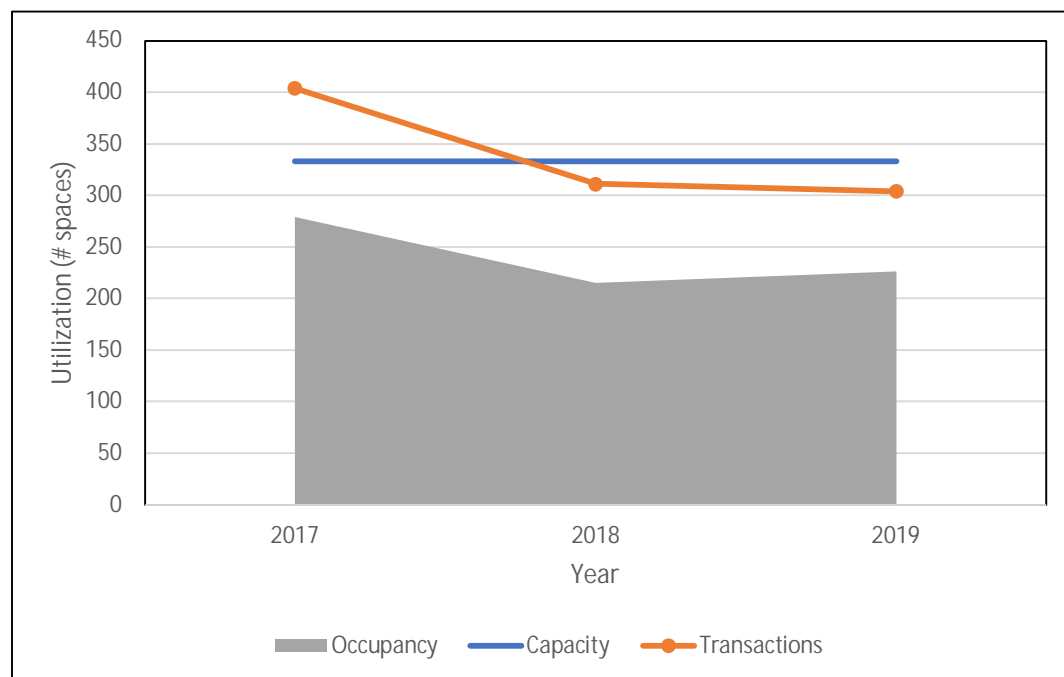


Figure 9. Deanwood Parkshed Map

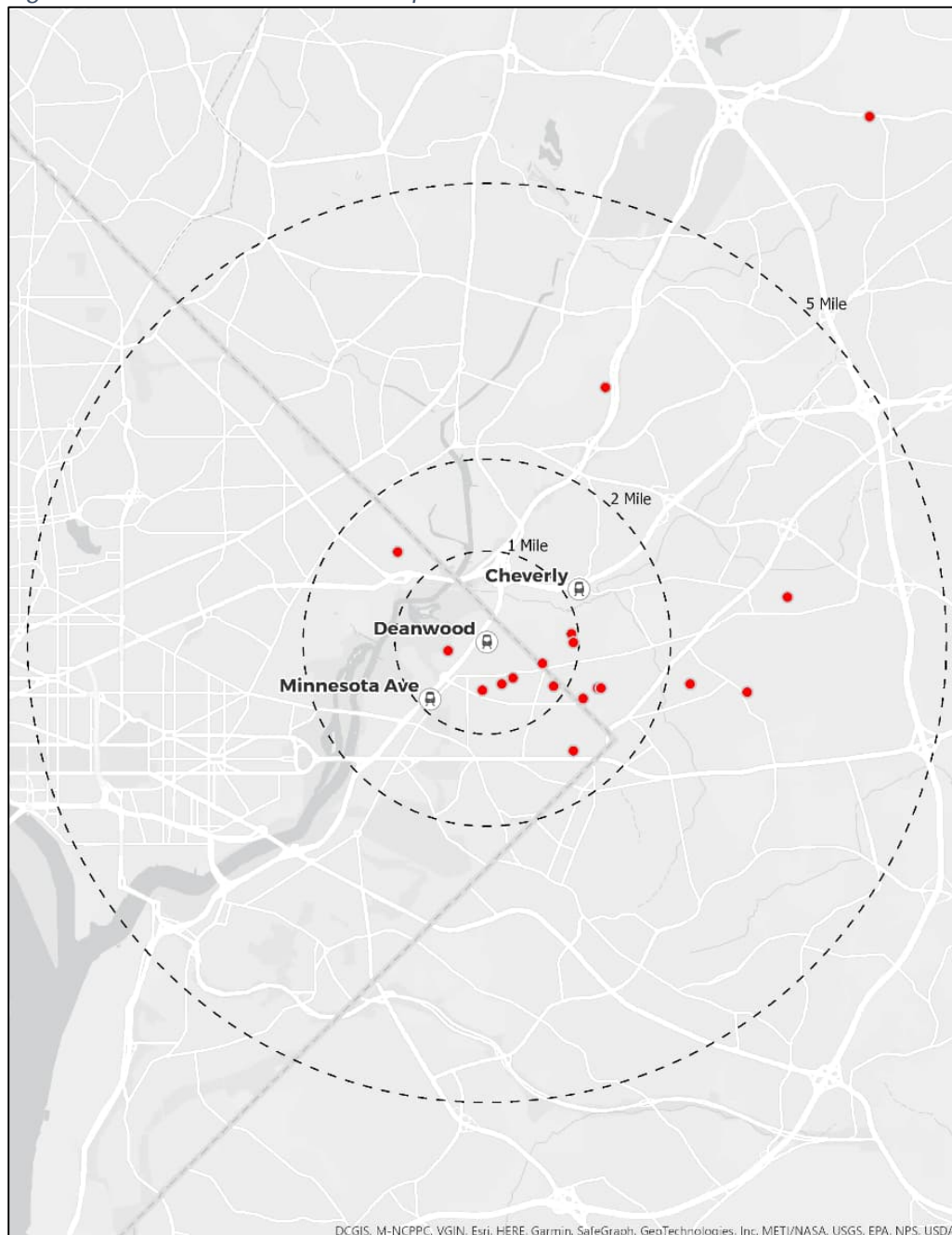


Table 7. Travel Time Impacts for Deanwood Park & Ride Frequent Customers to Change Stations

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

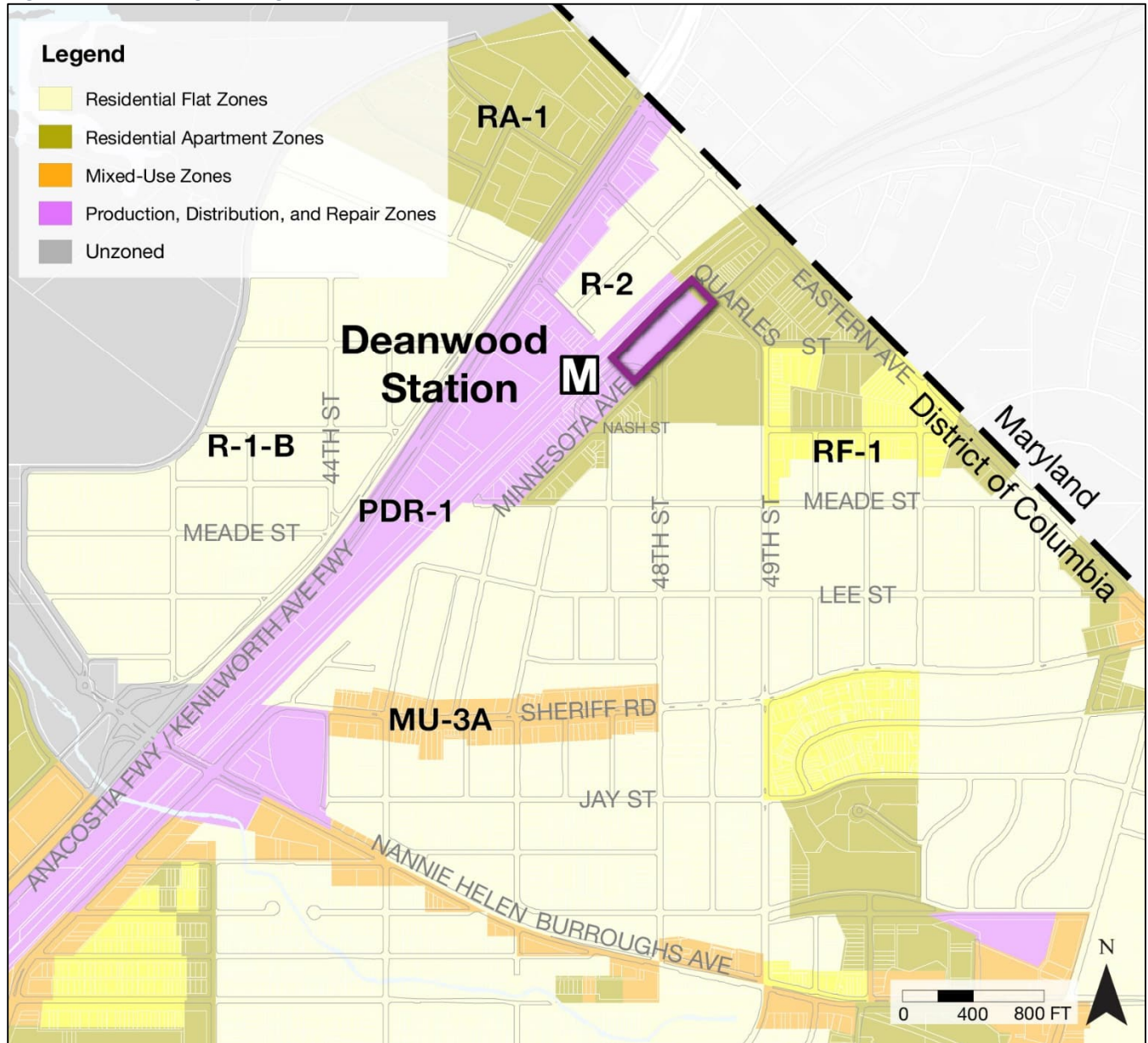


Figure 11. Existing Land Use

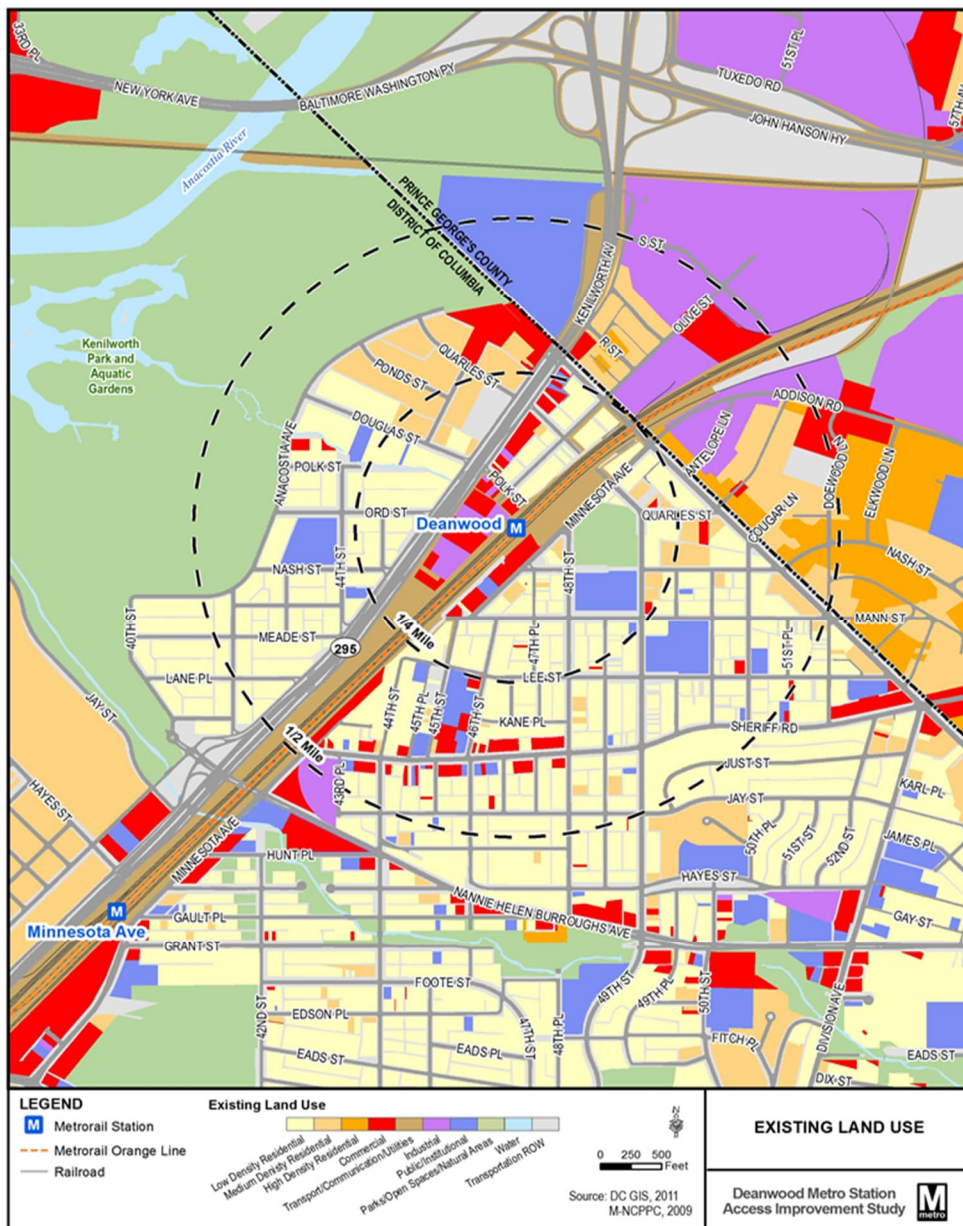
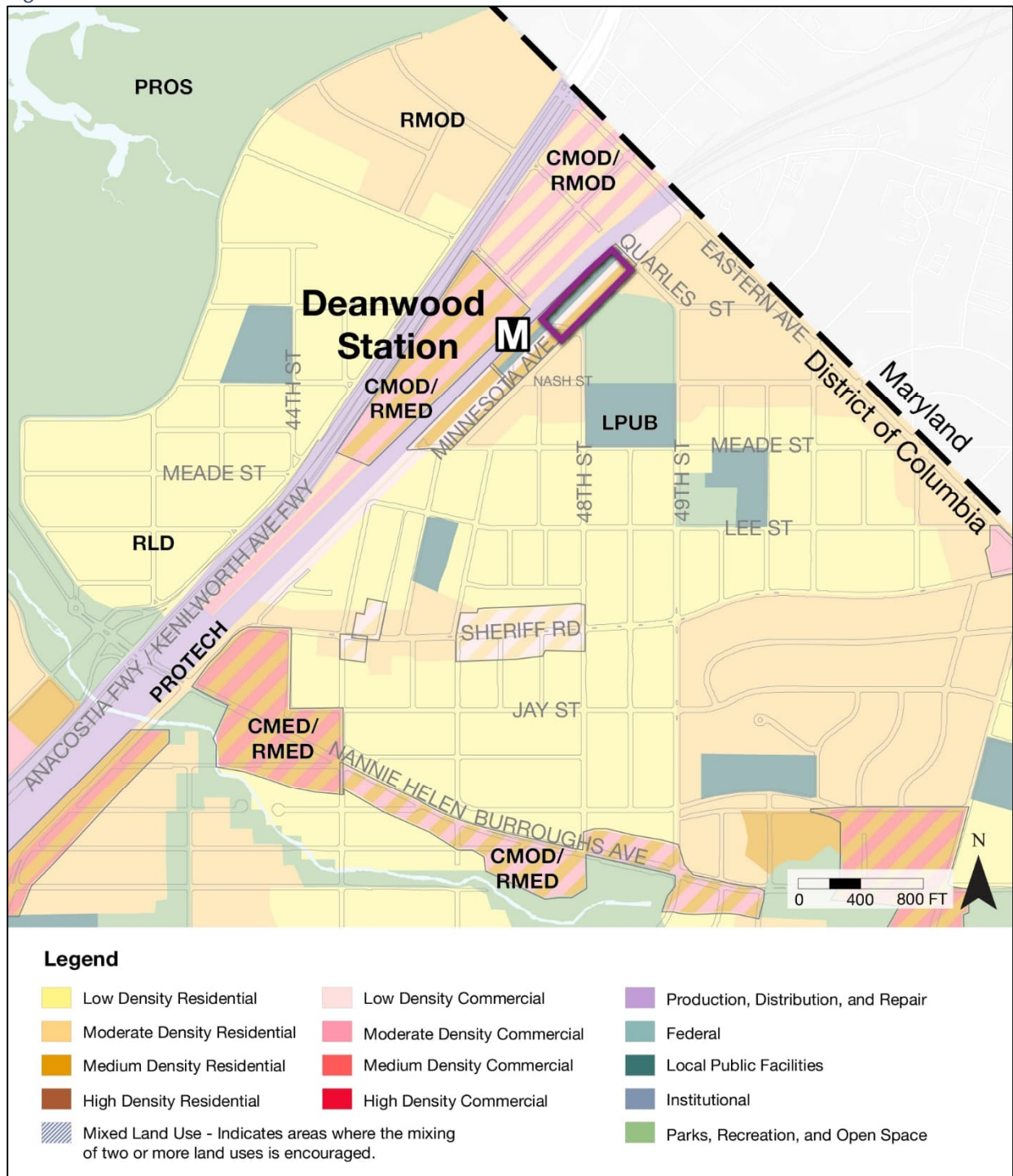


Figure 12. Future Land Use



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 County 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 (PM_{2.5}) 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.

This page is intentionally left blank.

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](https://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.

This page is intentionally left blank.

6.0 REFERENCES

Government of the District of Columbia Office of Zoning. Official Zoning Map. *Washington, DC* (2016) [DCOZ](#)

Government of the District of Columbia Office of Zoning. DC Zoning Handbook. *Washington, DC* [Neighborhood Mixed-Use – DC Zoning Handbook](#)

Government of the District of Columbia Office of Zoning. Existing Land Use Maps. (2005) *Washington, DC* [map_03.pdf \(dc.gov\)](#)

Government of the District of Columbia Office of Planning. Comprehensive Plan Future Land Use Map Proposed Amendments. (2021) [2021CompPlanLandUse.pdf \(dc.gov\)](#)

Open Data DC Existing Land Use. (2022) *Washington, DC* [Existing Land Use | Existing Land Use | Open Data DC](#)

Open Data DC Future Land Use. (2021) *Washington, DC* [Future Land Use | Open Data DC](#)
Government of the District of Columbia Office of Planning. Comprehensive Plan. (2021) *Washington, DC* [Comprehensive Plan | op \(dc.gov\)](#)

Government of the District of Columbia Office of Planning. District of Columbia Comprehensive Plan Deanwood Metro Station Small Area Plan. (2009) *Washington, DC* <https://planning.dc.gov/publication/brookland-cua-metro-station-small-area-plan-main-page>

U.S. Census Bureau (2020). *Hispanic or Latino, and Not Hispanic or Latino by Race 2020 Decennial Census*. Retrieved from [census.gov](#).

U.S. Census Bureau (2020). *Household Income in the past 12 Months (in 2020 Inflation-Adjusted Dollars) 2016-2020 American Community Survey 5-Year Estimates*. Retrieved from [census.gov](#).

U.S. Census Bureau (2020). *Median Household Income in the past 12 Months (in 2020 Inflation-Adjusted Dollars) 2016-2020 American Community Survey 5-Year Estimates*. Retrieved from [census.gov](#).

Washington Metropolitan Area Transit Authority. *Deanwood Metro Station Environmental Evaluation of Proposed Changes*, Washington, DC, (May 2018).

This page is intentionally left blank.

APPENDIX A: 2018 Public Hearing Staff Report

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**

TABLE OF CONTENTS

Introduction.....	3
1. Communication and Outreach to the Public	4
1.1 Pop-Up Events & Lot Brochure Distribution.....	4
1.2 Stakeholder Communication.....	6
1.3 Targeted Marketing & Media.....	7
1.4 Open House & Public Hearing	8
2. Public Input Results	9
2.1 Feedback Form Results	9
2.2 Results by Demographics	9
3. Comments Received for the Record via the Feedback Form, at the Public Hearing and in Writing	11
4. Comments and Responses to Comments Received.....	12
4.1 Closure of the Park & Ride Lot	12
4.2 Future Joint Development.....	13
4.3 Impacts on Nearby Streets	15
5. Comments Received on the Public hearing Staff Report	15
6. Responses to Comments Received After the Close of the Public Comment Period.....	16
7. Other Information for the Public Record	16
8. Staff Recommendation.....	16

APPENDICES

Appendix A	Notice of Public Hearing
Appendix B	Public Hearing Presentation Materials
Appendix C	Public Hearing Transcript
Appendix D	Written Comments
Appendix E	Environmental Evaluation
Appendix F	Notice of Public Hearing Staff Report [to be added after Staff Report is issued for public comment]
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:

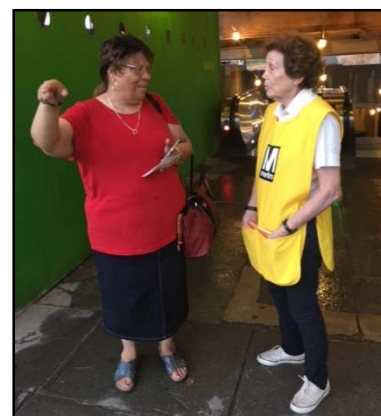
- Online feedback form in English and Spanish
- Paper feedback form in English/Spanish from the open house and public hearing
- Oral testimony at the public hearing

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.



DEANWOOD METRO FACILITIES
COMPACT PUBLIC HEARING STAFF REPORT



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



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 202-962-2011 or TTY: 202-692-2033 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.

Comparte 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 (free de costo), contacte al equipo del Proyecto al 202-962-2011 (TTY: 202-692-2033) 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.

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

Deanwood Day Celebration



1.3 Targeted Marketing & Media

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

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

Tweet regarding
Pop-up Event



Spanish ad



¡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.

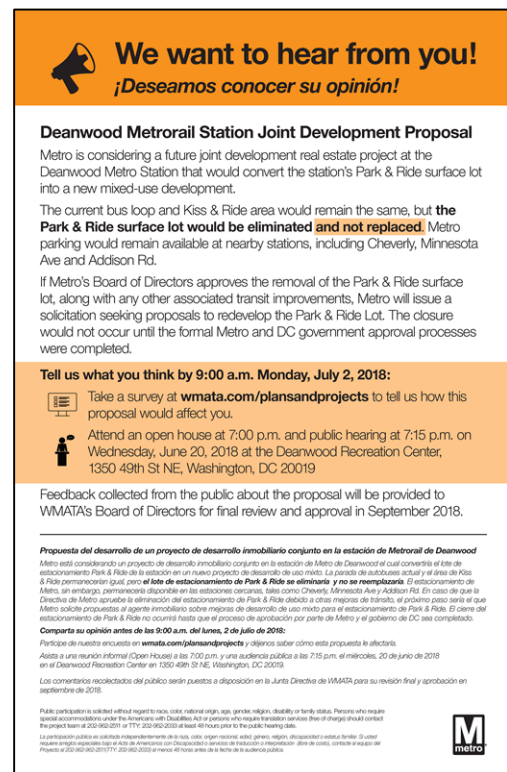
Comparte su opinión antes de las 9:00 a.m. del lunes, 2 de julio de 2018:

Participe de nuestra encuesta en wmata.com/plansandprojects y díganos cómo esta propuesta le afecta.

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 se realizará independientemente de la raza, color, origen nacional, edad, género, religión, discapacidad o estado familiar. Si usted requiere asistencia especial bajo el Acta de Americans con Disabilities o servicios de traducción o interpretación (Blea de voz), contáctese al equipo del Proyecto al 202-362-9502-3117 (TTY: 202-362-3333) o envíe un correo electrónico a la oficina de la audiencia pública.



We want to hear from you!

¡Deseamos conocer su opinión!

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.

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.

Comparte 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 díganos cómo esta propuesta le afecta.

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.

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 (Blea if interpreted) contact the project team at 202-362-9502 or TTY: 202-362-3333 at least 48 hours prior to the public hearing date.

La participación pública se realizará independientemente de la raza, color, origen nacional, edad, género, religión, discapacidad o estado familiar. Si usted requiere asistencia especial bajo el Acta de Americans con Disabilities o servicios de traducción o interpretación (Blea de voz), contáctese al equipo del Proyecto al 202-362-9502-3117 (TTY: 202-362-3333) o envíe un correo electrónico a la oficina de la audiencia pública.



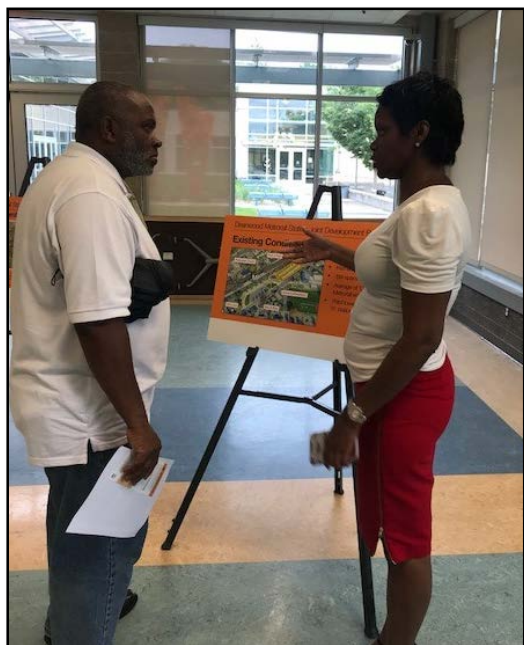
Station sign in English/Spanish

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 ADA¹-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

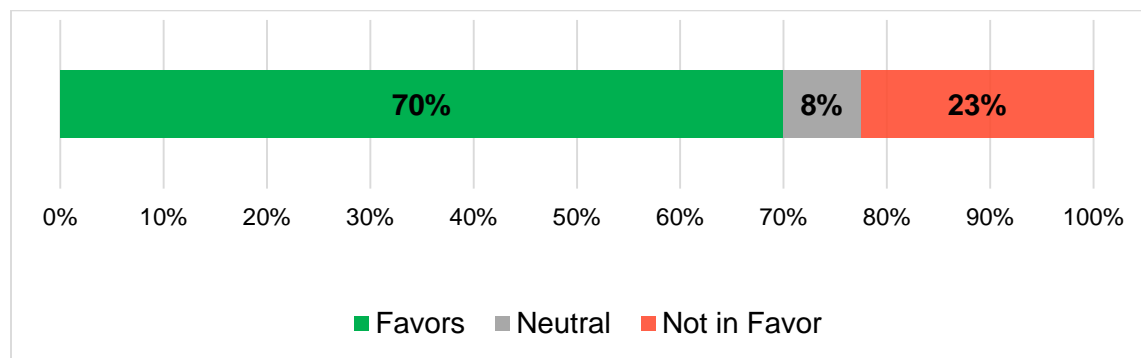
Metro collected public input through the online and paper feedback form, letters sent to the Board Secretary's Office, and oral testimony at the public hearing. Metro received 147 responses about the proposal during the public comment period.

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**.

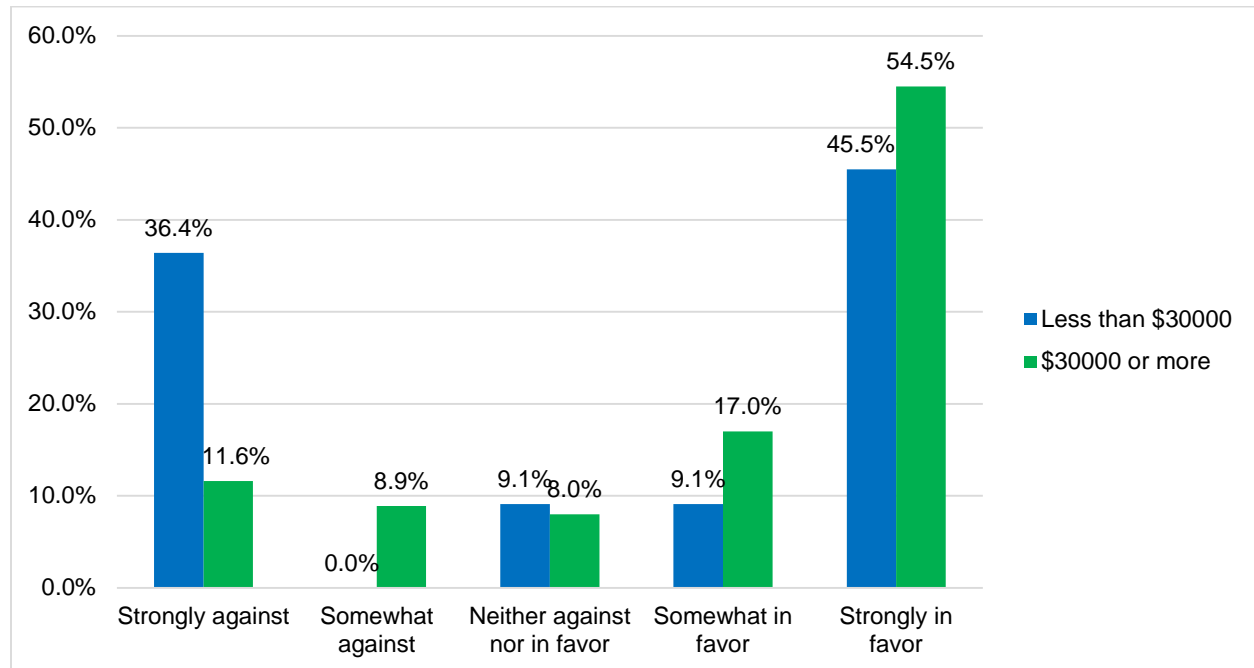
Nearly seventy percent (70%) of respondents were in favor of the proposed changes to Deanwood's Park & Ride surface lot. Fifty-five percent (55%) were strongly in favor of converting the lot into mixed-use development.

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.

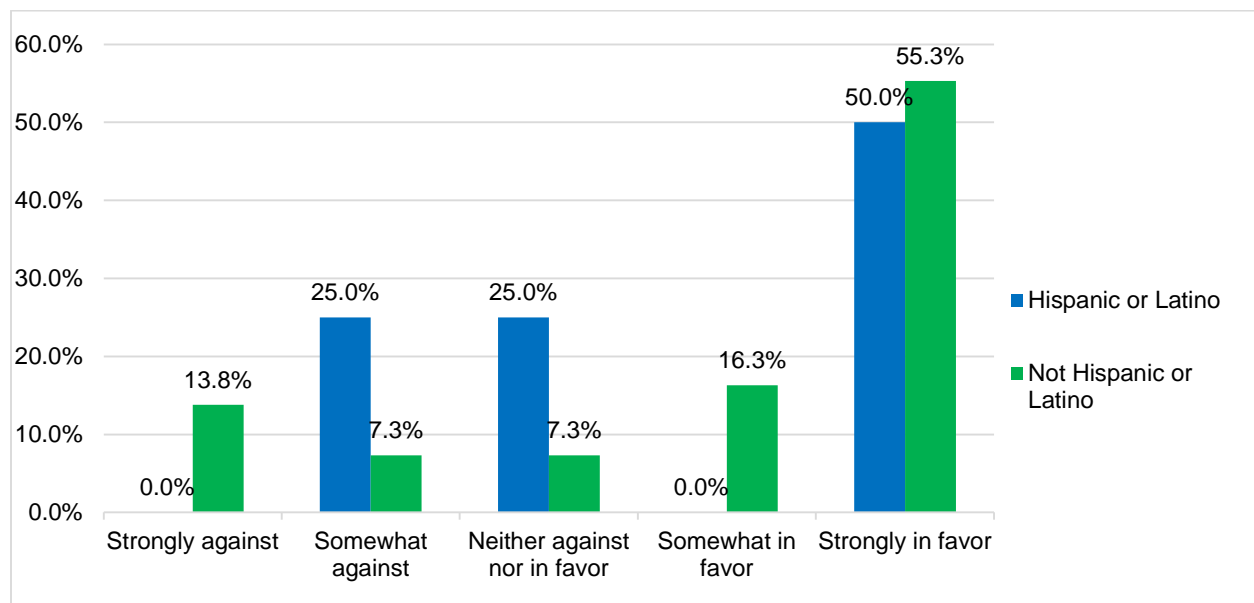


2.2 Results by Demographics

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.

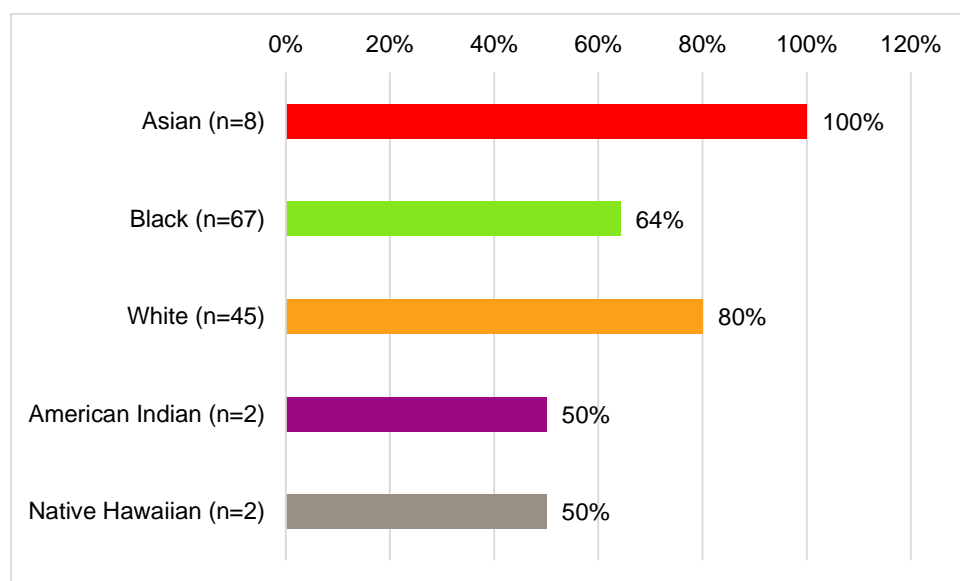


Seventy-two percent (72%) of Non-Hispanics were in favor of the proposal to eliminate the Park & Ride lot to make way for a mixed use development at the Deanwood Metrorail Station, whereas only fifty percent (50%) of respondents of Hispanic or Latino origin were in favor of the proposal.



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 submitted letters via the online feedback form. Of these two, the Chair of ANC-7D submitted written comments in furtherance of her oral testimony at the public hearing on behalf of the ANC. It should be noted that the Chair of ANC-7C and an ANC-7C Commissioner also testified at the public hearing.

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

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

3.1 Closure of the Park & Ride Lot

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

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

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

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

3.2 Future Joint Development

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

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

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

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

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

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

Written comments from one individual from Capitol Heights, Maryland, proposed significantly more development (325 dwelling units, 65 of them affordable; a 50,000 square foot (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. Responses 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.



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

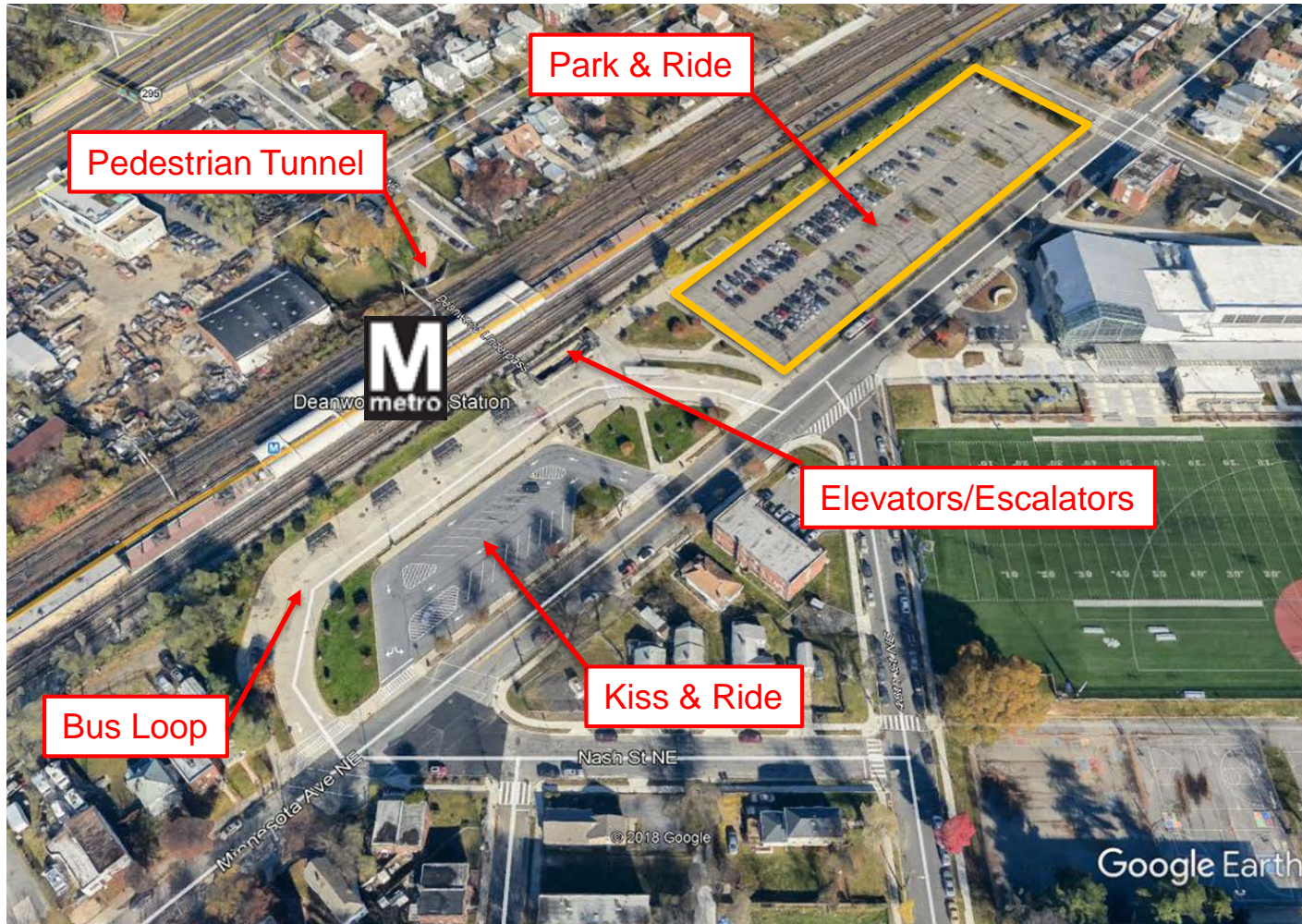
Provide opportunities to obtain goods and services near transit stations

Offer active public spaces

Promote and enhance ridership

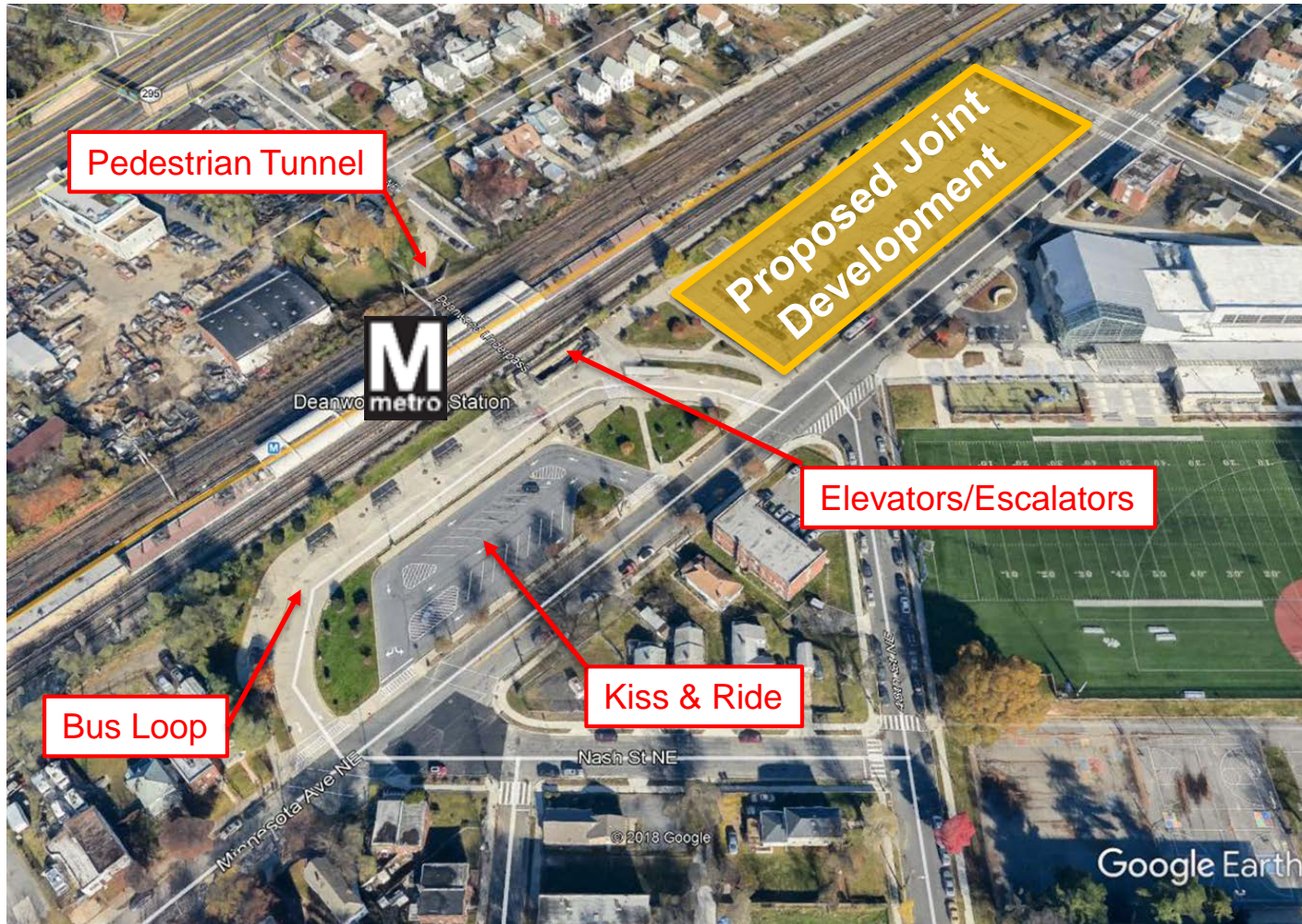
Encourage revitalization and growth in communities that Metro serves

Deanwood Metro Station – Existing Conditions



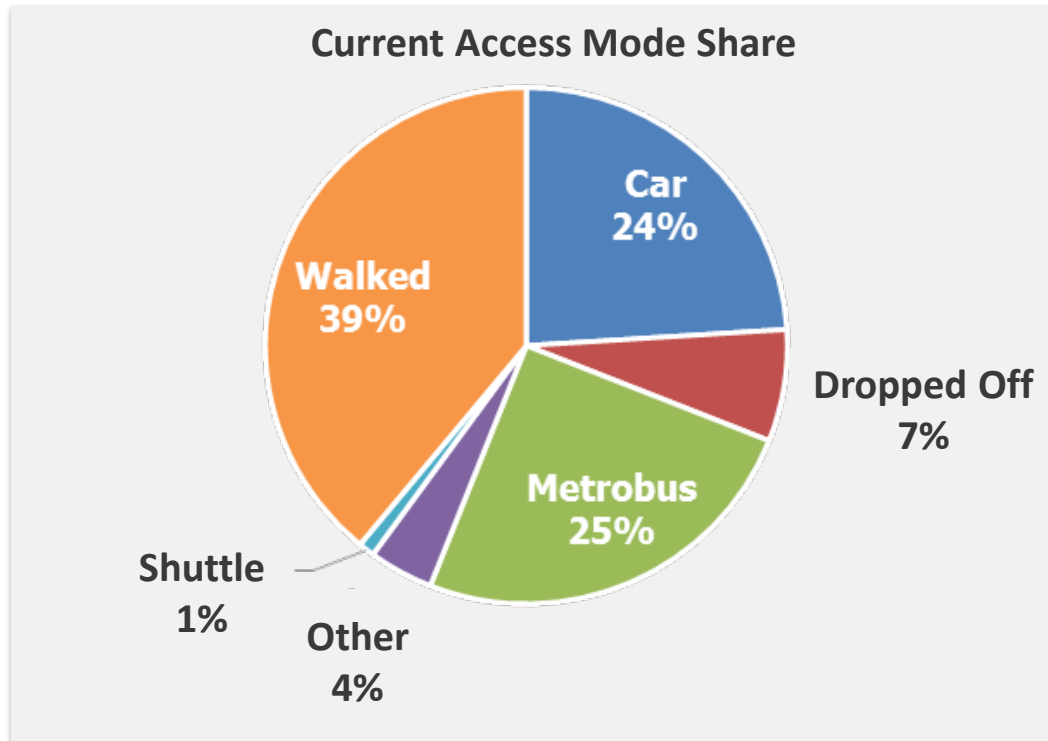
- 6 bus bays
- Kiss & Ride lot
- 194-space Park & Ride lot
- Average of 1,242 weekday Metrorail entries
- 3rd lowest ridership of 91 stations

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?”*

County

ex.

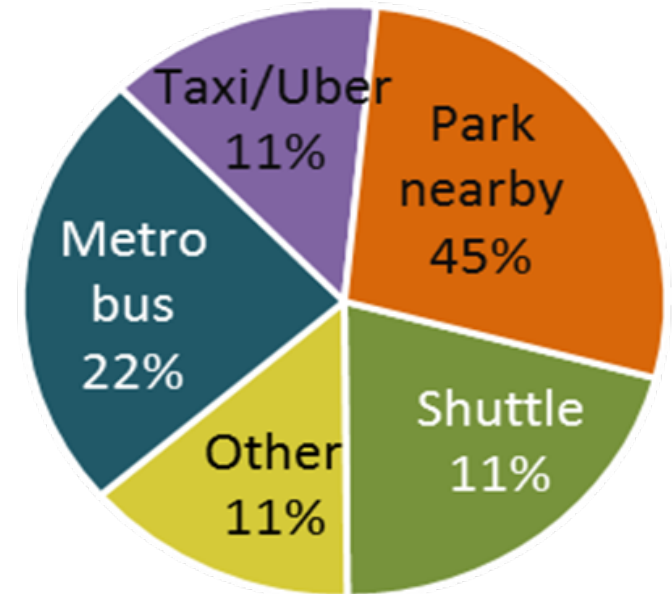
)

ous, walk)

Metro

emand

Customers Arriving by Other Means



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

Appendix D - Written Comments

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

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

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

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

32. I live on the corner of Eastern and Minnesota and am concerned about the affordability of my apartment with these proposed changes
33. I live very close to the metro so I'm partially concerned about the increase in foot traffic and the dangers that are sometimes associated with it. But I realize that foot traffic has pros and cons. I strongly support retail in the community that would increase access to healthy, affordable food, and I hope it would also raise property values.
34. I love the idea of finally seeing more development happening in Deanwood. I am concerned about it being over sized like the Rhode Island Avenue and Brookland developments.
35. I never knew there was parking available at the Eero 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 Cheverly instead. I think utilizing the space for mixed-use development would be a WAY BETTER use of the space for the whole community than way under-utilized flat top parking lot (and I'm someone who currently uses it). My only suggestion would be to consider keeping a select number of handicapped spaces with the redevelopment, as those do seem to be used nearly every day and people with mobility issues probably have fewer options if their parking spots disappear with the development.
39. I utilize the parking lot multiple times a week and on weekends. I know it is a low volume parking area but unless non-permitted parking is made available nearby the station to be able to park there it'll affect quite a few people, especially when there are events at the rec center that makes parking on the streets nearby hard to find. Or unless the kiss & ride area is made into an allowed parking area for metro riders.
40. I walk to and from the Deanwood metro daily and I've seen the handful of cars that use the parking lot during working hours. Compared to the option to have retail versus an empty lot, I'd prefer retail
41. I would like to know more about what they plan to build, will it be dining, retail, small business, etc.
42. I would like to see medium to high density. Allowing mixed-use development such as retail, office, full service grocery, and apartments.

Appendix D - Written Comments

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

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

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

Appendix D - Written Comments

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

415 Zelma Avenue
Capitol Heights, MD 20743
(240) 297-4439
bradley.heard@gmail.com

June 13, 2018

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

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

To Whom It May Concern:

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

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

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

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

Sincerely,

/s/ **Bradley E. Heard**

Bradley E. Heard

/bh
Enclosure

Deanwood Metro Station Parking Lot Proposed Joint Development Concept

Land Area: 1.6 acres = 69,696 SF

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

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

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

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

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

Residential Uses: 348,000 SF (5.0 FAR)

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



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

June 25, 2018

VIA EMAIL

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

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

Dear Committee:

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

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


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

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

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

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

Sincerely,



Sherice A. Muhammad

ANC 7D Commission

Chair

Testimony to WMATA
Regarding Dock R18-01

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

By Cheryl Cort
Policy Director
June 20, 2018

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

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

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

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

Page Two

Support for Deanwood Metro station facilities change
Coalition for Smarter Growth

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

Thank you for your consideration.

APPENDIX E

Deanwood Metro Station Environmental Evaluation Of Proposed Changes

Prepared by:



Washington Metropolitan Area Transit Authority

May 2018

Table of Contents

1.	INTRODUCTION.....	5
2.	EXISTING SITE DESCRIPTION.....	7
2.1	Metrorail	7
2.2	Bus Service	9
2.2.1	Kenilworth Avenue Line (R12)	9
2.2.2	Deanwood Minnesota Avenue Station Line (U7)	9
2.2.3	District Heights-Seat Pleasant Line (V14)	9
2.2.4	Deanwood Alabama Avenue Line (W4).....	10
2.3	Park & Ride	11
2.4	Kiss & Ride.....	11
2.5	Pedestrian and Bicycle Access	11
3.	DESCRIPTION OF CHANGES	11
3.1	Park & Ride Lot	11
3.2	Kiss & Ride Lot.....	11
3.3	Bus Loop and Layover Spaces	11
4.	PROJECT IMPACTS	13
4.1	Land Acquisitions and Displacements	13
4.2	Transportation	13
4.2.1	Parking	13
4.2.2	Traffic	13
4.2.3	Metrorail	14
4.2.4	Metrobus and Other Bus Routes	14
4.2.5	Pedestrian and Bicycle Access	14
4.3	Land Use and Zoning.....	14
4.4	Planning Consistency.....	17
4.5	Neighborhoods and Community Facilities	17
4.6	Environmental Justice Populations	19
4.6.1	Identification of Environmental Justice Populations.....	19
4.6.2	Assessment of Disproportionately High and Adverse Impacts.....	19
4.7	Cultural Resources.....	19
4.8	Public Parklands and Recreation Areas	20
4.9	Wetlands and Waters of the U.S.....	20
4.10	Floodplains.....	20
4.11	Water Quality	20
4.12	Air Quality.....	20
4.13	Threatened and Endangered Species	20
4.14	Utilities.....	20
4.15	Safety and Security.....	20
4.16	Hazardous and Contaminated Materials	21
4.17	Noise and Vibration.....	21
4.18	Secondary and Cumulative Impacts	21
4.18.1	Secondary Impacts	21
4.18.2	Cumulative Impacts	21
4.19	Construction Impacts	22



5.	PUBLIC INVOLVEMENT	22
6.	REFERENCES.....	22



List of Figures

Figure 1: Project Location	6
Figure 2: Existing Transportation Facilities	8
Figure 3: Existing Bus Routes.....	10
Figure 4: Deanwood Station Park & Ride Lot	12
Figure 5: Existing Land Use	17
Figure 6: Existing Zoning	18
Figure 7: Neighborhood and Community Facilities	22

List of Tables

Table 1: Deanwood Metro Station Weekday Entry/Exit Averages.....	7
Table 2: Weekday Metrobus Route Statistics	9

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

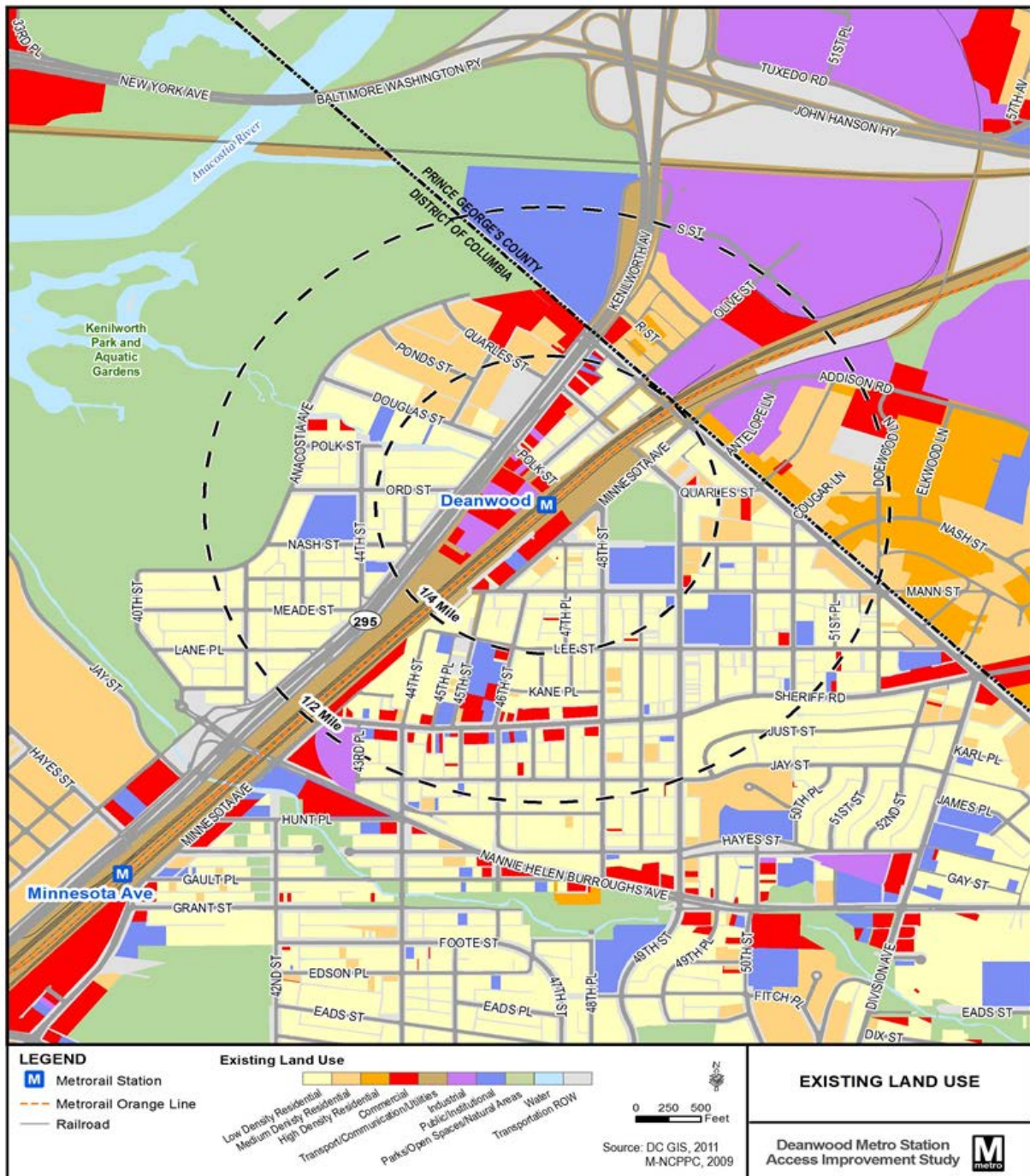
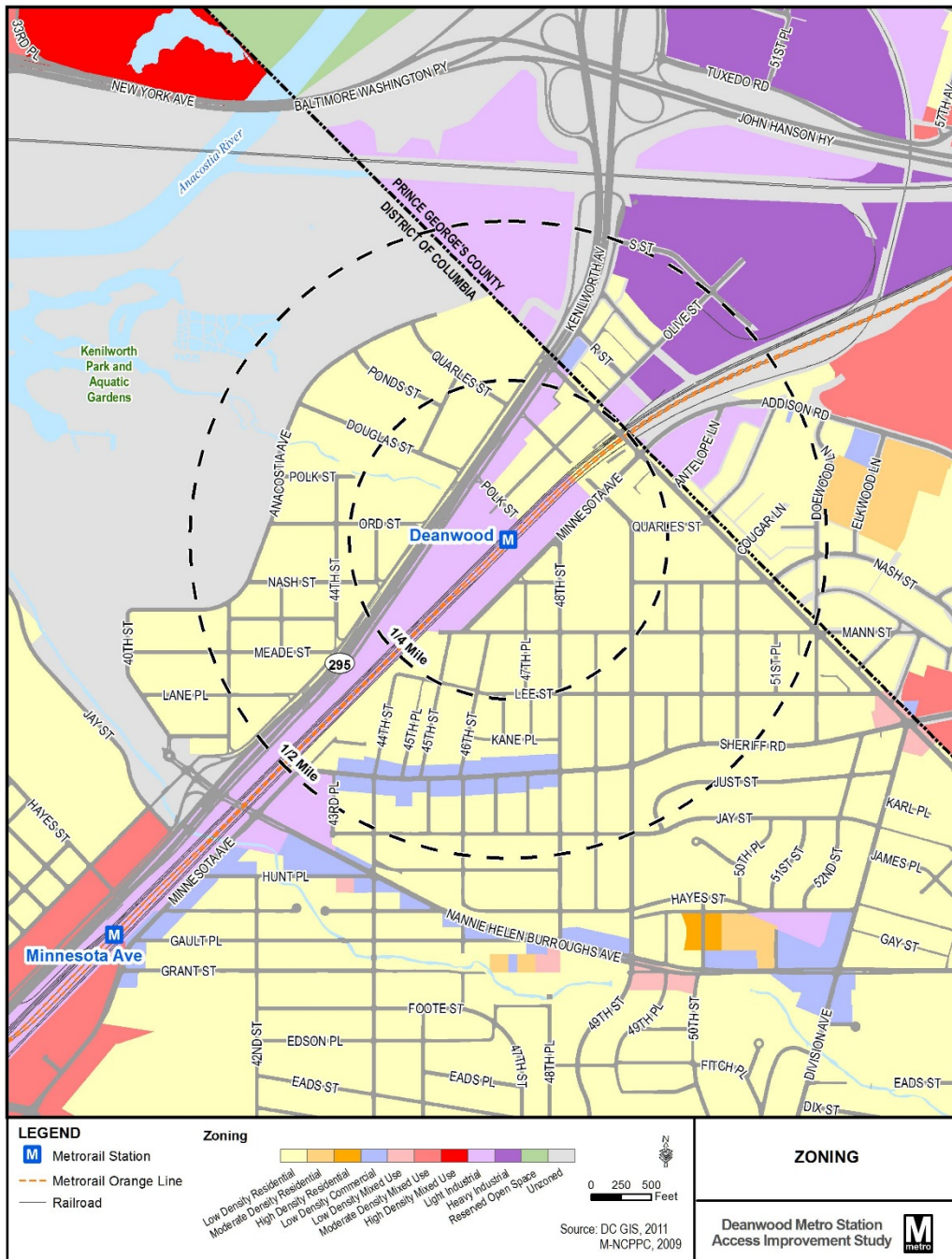


Figure 6: Existing Zoning



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.

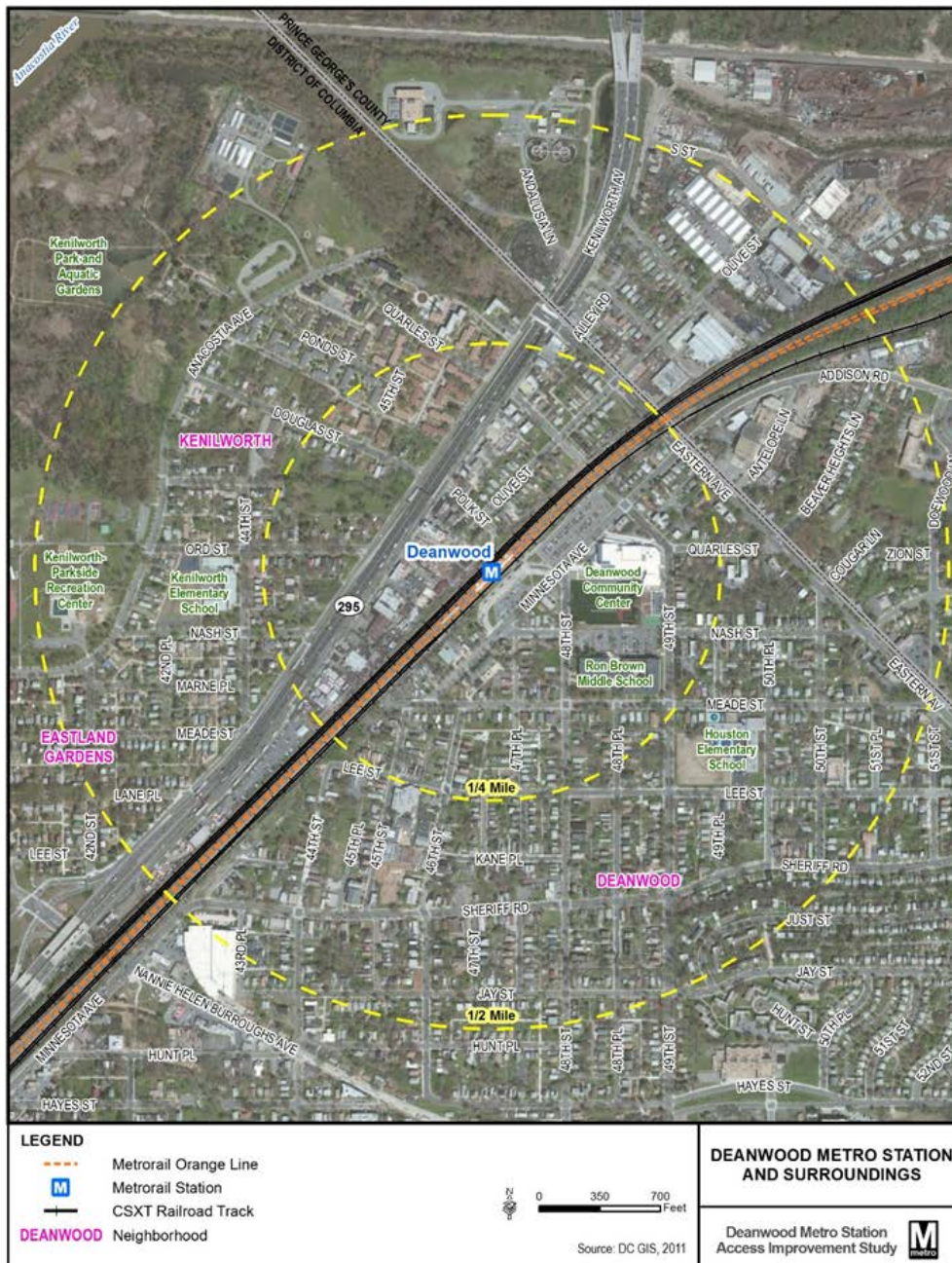
4.5 Neighborhoods and Community Facilities

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:

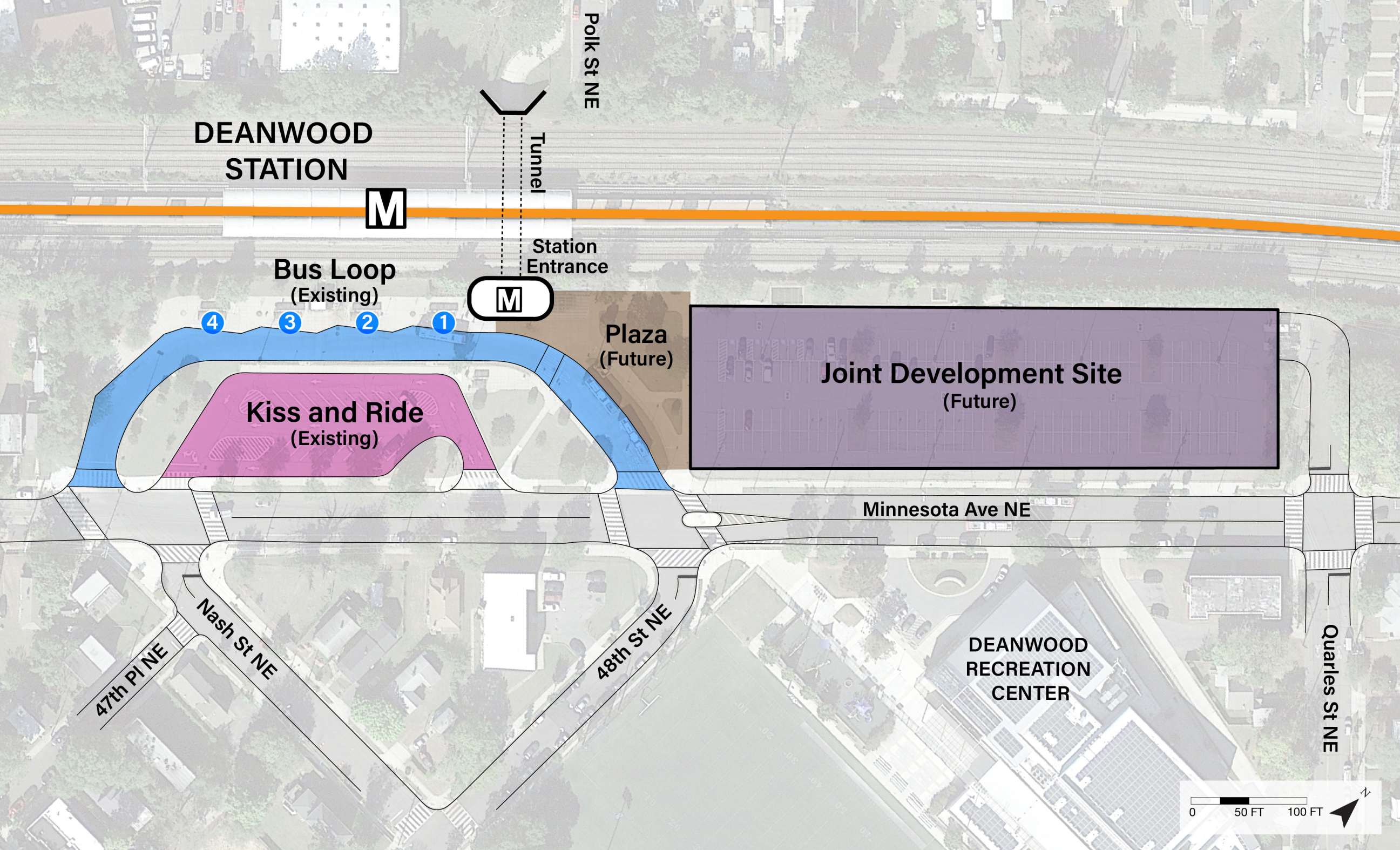
- Online survey on WMATA's website
- Public hearing

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

APPENDIX F: GENERAL CONCEPT PLAN



**DEANWOOD
STATION**



Polk St NE

Tunnel

Station
Entrance



**Bus Loop
(Existing)**

4

3

2

1

**Plaza
(Future)**

**Kiss and Ride
(Existing)**

**Joint Development Site
(Future)**

Minnesota Ave NE

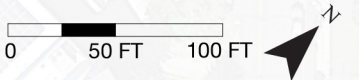
47th Pl NE

Nash St NE

48th St NE

Quarles St NE

**DEANWOOD
RECREATION
CENTER**



APPENDIX G: NOTICE OF PUBLIC HEARING STAFF REPORT

APPENDIX H: COMMENTS RECEIVED ON THE PUBLIC HEARING STAFF REPORT