



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.