

Washington Metropolitan Area Transit Authority (WMATA)

Compact Public Hearing Staff Report

Takoma Metro Station Parking and Bus Bay Changes

Staff Analysis of the Public Hearing and Staff Recommendations

Hearing No. 645
Docket No. R23-01

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- APPENDIX G: Concept Drawings
- APPENDIX H: Notice of Public Hearing Staff Report
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1.0 Introduction

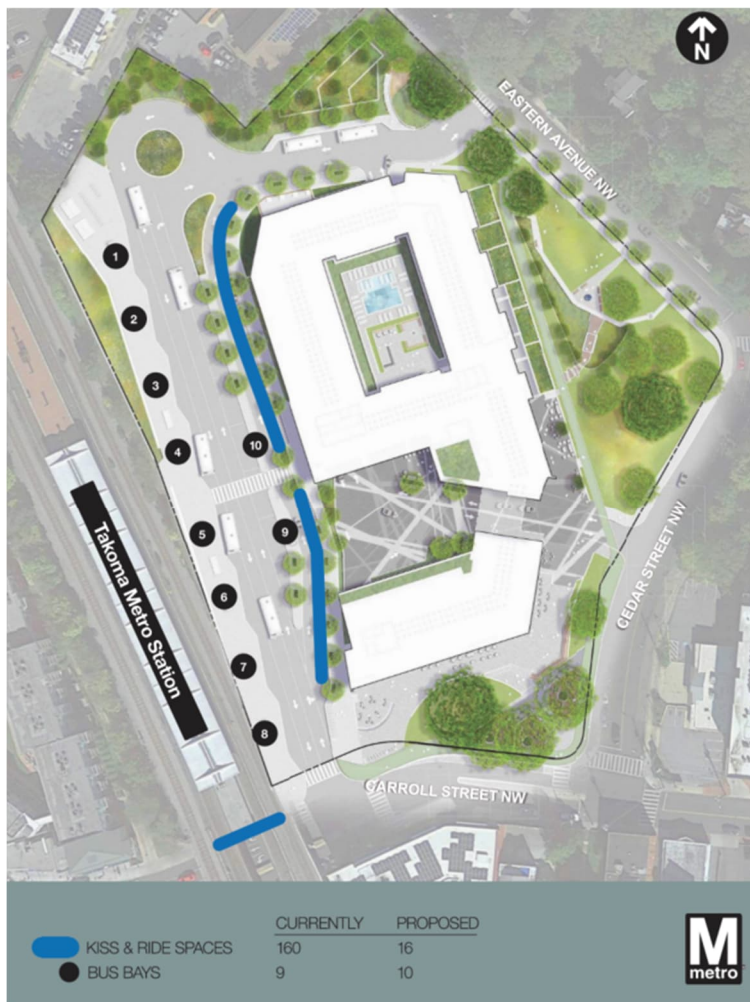
1.1 The Project

WMATA proposes changes (“Project”) to the Takoma Metro Station (“Metro Station” or “Takoma Station”) to enable a joint development project. The Project includes modifications to the parking and bus loop facilities at Takoma Station. The proposed joint development concept is shown in Figure 1 below; more detailed drawings can be found in Appendix G of this report.

Metro obtained public input on the following proposed transit modifications:

- Relocation of the bus loop and Kiss & Ride spaces
- Addition of one alighting bus stop
- Removal of 144 Kiss & Ride spaces
- Addition of a traffic signal on Carroll Street NW at the WMATA bus loop and Kiss & Ride entrance

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 Metro Station, which were presented at a public hearing on January 17, 2023. Details of the proposal were provided in the General Plans and the Environmental Evaluation, which included a parking analysis. The Notice of Public Hearing, Environmental Evaluation, and the General Plans were available online at www.wmata.com/plansandprojects beginning December 17, 2022 and are included in Appendices A, E, and F, 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

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, the following report is 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.

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 facility 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 (December 17, 2022 through January 27, 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 E of this report.

2.2 Stakeholder Communication

Metro sent a targeted email update on December 19, 2022 to 38 individuals representing 34 nearby stakeholders. Recipients included representatives from businesses, community-based organizations, places of worship, hospital and medical services, schools, government facilities and agencies, apartment and residential communities, and schools. Recipients were invited to provide feedback and attend the public hearing. The email included a link to an online survey. A summary of the survey findings can be found in Appendix E of this report. The list of stakeholders who received the targeted email can be found in Appendix B.

2.3 Targeted Marketing and Media

To obtain maximum reach, Metro used targeted marketing, in-person outreach, and media relations 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 3). 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](#).

Figure 3. Project Website



During the public comment period, the project webpage received 1,787 unique views. The average time spent on the page was just over 4 minutes. This webpage will remain online for the duration of the Project to serve as a resource for the public.

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 61,000 impressions and more than 2,000 engagements across all platforms (Table 1). Examples of social media content are shown on the following page. On January 12, 17, and 27, Montgomery County DOT tweeted out Metro’s link to the project details, survey, and public hearing.

Table 1. Social Media Engagement Summary

Media	Date	Details
Twitter	1/9/23	<ul style="list-style-type: none"> • 31,373 impressions • 927 engagements (including 23 retweets, 40 likes, 5 replies) • 334 link clicks
Twitter (second part to thread started on 1/9)	1/14/23	<ul style="list-style-type: none"> • 8,080 impressions • 120 engagements (including 5 retweets and 9 likes) • 42 link clicks
Facebook	1/9/23	<ul style="list-style-type: none"> • 1,112 people reached • 20 total engagements (20 reactions, 0 comments, 0 shares) • 15 link clicks
Facebook	1/14/23	<ul style="list-style-type: none"> • 6,480 people reached • 95 total engagements (73 reactions, 14 comments, 8 shares) • 51 link clicks

Takoma Metro Station – Parking and Bus Bay Changes

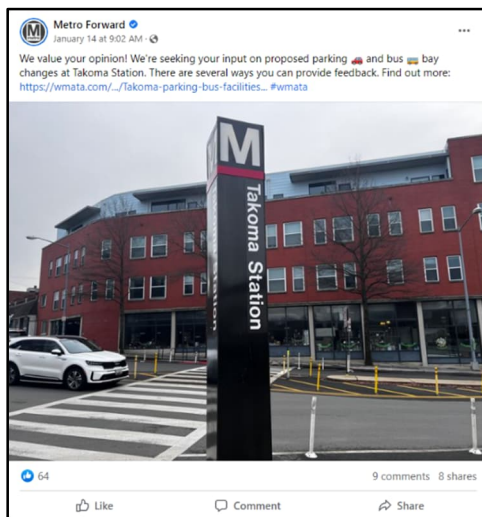
Compact Public Hearing Staff Report

Media	Date	Details
Instagram	1/9/23	<ul style="list-style-type: none"> 7,590 people reached 489 total engagements (470 reactions, 10 comments, 9 shares)
Instagram	1/14/23	<ul style="list-style-type: none"> 6,386 people reached 419 total engagements (407 reactions, 8 comments, 4 shares)
Nextdoor	1/10/23	<ul style="list-style-type: none"> Posted to the zip code around the station (20012) 53 impressions

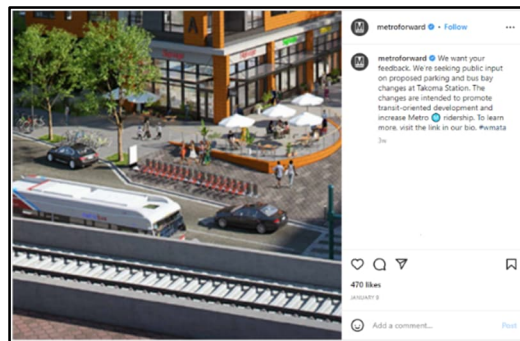
Note: Reach = the total number of people who saw the content (measure is estimated). Impressions = the number of times the content was displayed on a user's screen, no matter if it was seen, clicked, or engaged with or not. Engagements = Likes, comments, and shares.

Social Media Examples

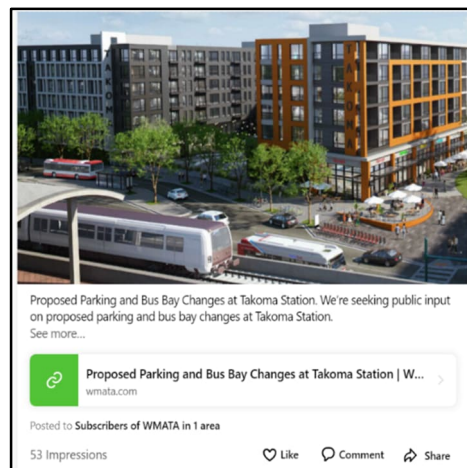
Facebook



Instagram



Nextdoor



Twitter



2.3.3 Print Advertising

Two legal notices were placed in *The Washington Post* prior to the public hearing. Paid advertisements were also placed in publications covering multiple languages based on the station's demographic profile: *Atref*, *El Tiempo Latino*, and *Washington Hispanic*. Table 2 lists the publications and the run dates.

Table 2. Summary of Print Advertisements

Publication	Language	Run Date(s)	Total Est. Impressions
Atref	Amharic	1/6/23	8,000
El Tiempo Latino	Spanish	1/6/23	49,200
The Washington Post	English	12/17/22, 12/24/22	98,400
Washington Hispanic	Spanish	12/23/22	45,000

2.3.4 Signage and Flyers

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

- Digital graphics were posted on the digital displays in the station mezzanine.
- Signs were posted at each bus bay at the station.
- Flyers were distributed to the station manager and throughout the station on January 5, 6, 14, 17, and 18.

We Want Your Feedback on Proposed Parking and Bus Bay Changes at Takoma Station

Metro is proposing parking and bus bay changes to promote transit-oriented development and modernize transit facilities.

Proposed changes include:

- Relocating the bus loop and Kiss & Ride
- Adding one bus stop
- Removing 144 Kiss & Ride spaces
- Adding a traffic signal on Carroll Street NW at the bus loop and Kiss & Ride entrance

There are two ways you can provide feedback:

- 1. Share your feedback online.**
Take the survey, provide written comments, or upload documents by 5 p.m. Friday, January 27, 2023 at wmata.com/plansandprojects.
- 2. Participate in a Public Hearing.**
Tuesday, January 17, 2023 at 6:30 p.m. Metro will host a hybrid Public Hearing with both in-person and virtual participation options.
 - In person:**
Takoma Elementary School – Auditorium
7010 Piney Branch Rd NW
Washington, DC
Metro staff will be on-site to answer questions before the Public Hearing.
 - By phone:** Call 855-925-2801 and enter meeting code 4773.
 - By video:** Advance registration is required. To register, email speak@wmata.com by 10 a.m. on Tuesday, January 17. Public feedback will be provided to Metro's Board of Directors as part of the final decision-making process.

Watch or Listen Live
Watch or listen to the virtual public hearing live at wmata.com/plansandprojects on YouTube, or by calling 855-925-2801 and entering meeting code 4773.

Learn More
wmata.com/plansandprojects | 202-637-1328

Queremos saber su opinión sobre los cambios propuestos en el estacionamiento y la zona para autobuses en la estación Takoma

Metro propone cambios en el estacionamiento y la zona para autobuses para promover el desarrollo orientado al transporte público, aumentar el número de pasajeros y modernizar las instalaciones de transporte público.

Los cambios propuestos incluyen:

- Reubicación del trayecto circular para autobús y de Kiss & Ride
- Adición de una parada de autobús solo de descenso de pasajeros
- Eliminación de 144 espacios de Kiss & Ride
- Adición de un semáforo en Carroll Street NW en la estación del trayecto circular para autobuses y en la entrada de Kiss & Ride

Hay dos formas en que puede proporcionar comentarios:

- 1. Envíe sus comentarios por internet.**
Realice la encuesta, proporcione comentarios por escrito o cargue documentos antes de las 5:00 p.m. del viernes, 27 de enero 2023 en wmata.com/plansandprojects.
- 2. Participe en una audiencia pública.**
Martes, 17 de enero de 2023 a las 6:30 p.m. Metro llevará a cabo una audiencia pública híbrida con la opción de participar en persona o de manera virtual.
 - En persona:**
Takoma Elementary School – auditorio
7010 Piney Branch Rd NW, Washington, DC
El personal de Metro estará en el lugar para responder preguntas antes de la audiencia pública.
 - Por teléfono:**
Lláme al 855-925-2801 e ingrese el código de reunión 4773.
 - Por videollamada:**
Se requiere inscripción previa. Para registrarse, envíe un correo electrónico a speak@wmata.com antes de las 10 a.m. del martes 17 de enero.

La opinión del público se hará llegar a la Junta Directiva de Metro como parte del proceso de la decisión final.

Vea o escuche en vivo
Mire o escuche la audiencia pública virtual en vivo en wmata.com/plansandprojects, en YouTube o por teléfono al 855-925-2801 e ingresando el código de reunión 4773.

Se solicita la participación pública independientemente de la raza, color de piel, nacionalidad, edad, género, religión, discapacidad o situación familiar. Se proporcionará interpretación de lenguaje de señas reestructurada (RSJ). Para solicitar adaptaciones especiales de conformidad con la Ley para Personas con Discapacidades (ADA) u otros servicios de interpretación de idiomas sin cargo, comuníquese con la Oficina del Secretario de la Junta al 202-462-2511 (TTY: 202-462-2033) o envíe un mensaje a speak@wmata.com lo antes posible, para que Metro pueda hacer los arreglos necesarios antes de la fecha de la audiencia pública.

Obtenga más información
wmata.com/plansandprojects | 202-637-1328

Printed and digital signs were posted in the station and at bus bays.

2.3.5 Media Relations

Metro issued a press release on January 9, 2023 to encourage public feedback on the project (Table 3).

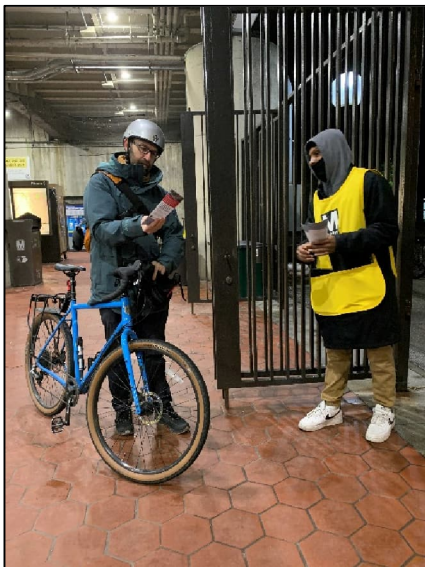
Table 3. Press Release Summary

Date	Title	Details
1/9/23	Metro seeks public input on proposed parking and bus bay changes at Takoma Station	Metro is seeking public input on the proposed parking and bus bay changes at Takoma Station

2.3.6 In-Person Outreach

Contracted professional bilingual outreach teams, in the yellow Metro-branded outreach aprons, were positioned at Takoma Station mezzanine and bus loop to inform customers and residents about the proposed changes and public hearing and encourage customers to provide comment via the online survey and at the public hearing. The outreach teams distributed a one-page flyers about the project and were equipped with tablets to assist customers with the online survey on-site. In-person outreach took place on the follow days and times:

- Thursday January 5, 6:00 a.m. – 10:30 a.m.
- Friday January 6, 2:00 p.m. – 6:30 p.m.
- Saturday January 14, 10:00 a.m. – 5:00 p.m.
- Tuesday January 17, 3:30 p.m. – 7:30 p.m.
- Wednesday January 18, 6:30 a.m. – 10:30 a.m.

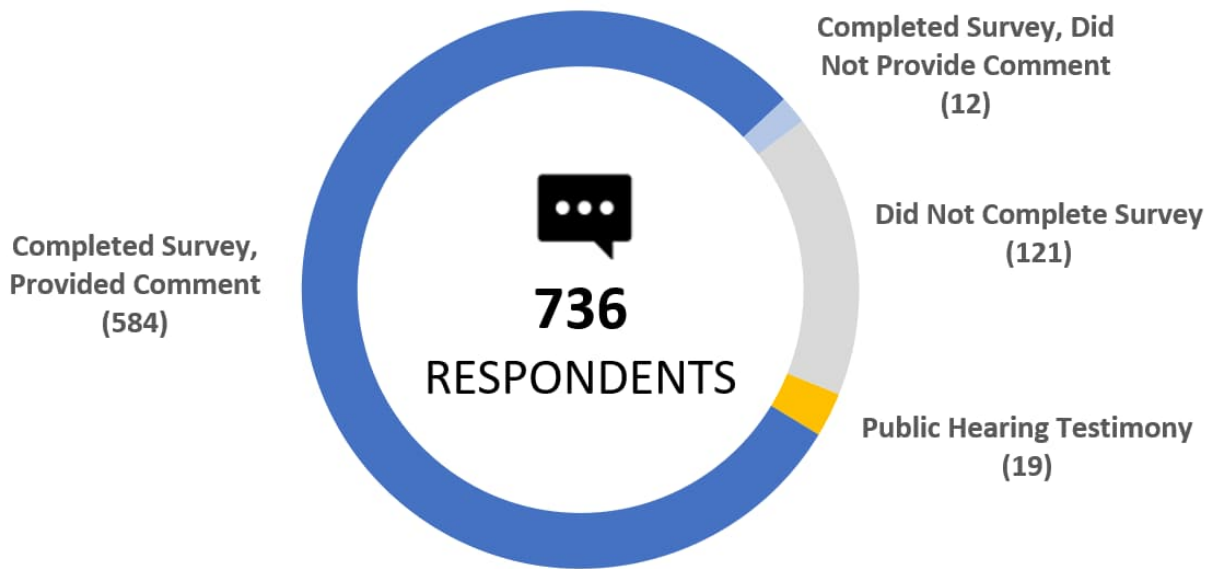


The days and times for the outreach were selected at times of high ridership to reach the maximum number of customers and to coincide with the public hearing to help get customers from the station to the public hearing location. Outreach staff were fluent in English, Spanish, and Amharic and identified by their yellow language button. Overall, the outreach team interacted with 2,985 customers, including 400 interactions in Spanish and 150 interactions in Amharic and distributed 1,297 one-page flyers.

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 717 people, 596 surveys were completed, and 584 survey respondents provided written comments. Additionally, nineteen oral testimonies were presented during the public hearing. See Figure 4. The public comment period was open from 9 a.m. Saturday December 17, 2022, through 5 p.m. Friday January 27, 2023.

Figure 4. Public Input Methods



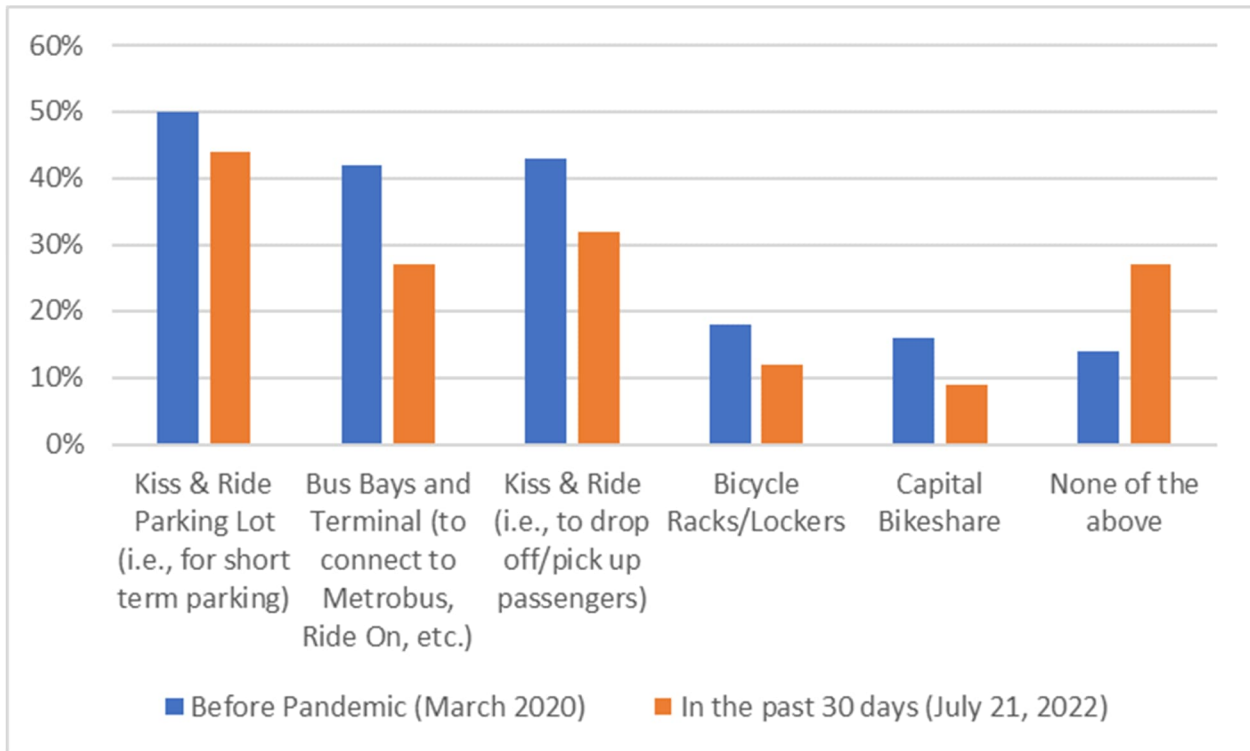
2.4.1 Facilities Used at Takoma Station

The survey asked respondents which facilities they typically used at the Takoma Station before the pandemic (March 2020) and in the past 30 days (Table 4 and Figure 5).

Table 4. Facility Usage at Takoma Station

Facilities Used Takoma Station	Before Pandemic (March 2020) n=557	In the past 30 days (July 21, 2022) n=557
Kiss & Ride Parking Lot (i.e., for short term parking)	50%	44%
Bus Bays and Terminal (to connect to Metrobus, Ride On, etc.)	42%	27%
Kiss & Ride (i.e., to drop off/pick up passengers)	43%	32%
Bicycle Racks/Lockers	18%	12%
Capital Bikeshare	16%	9%
None of the above	14%	27%

Figure 5. Facility Usage at Takoma Station



2.4.2 Survey Demographics

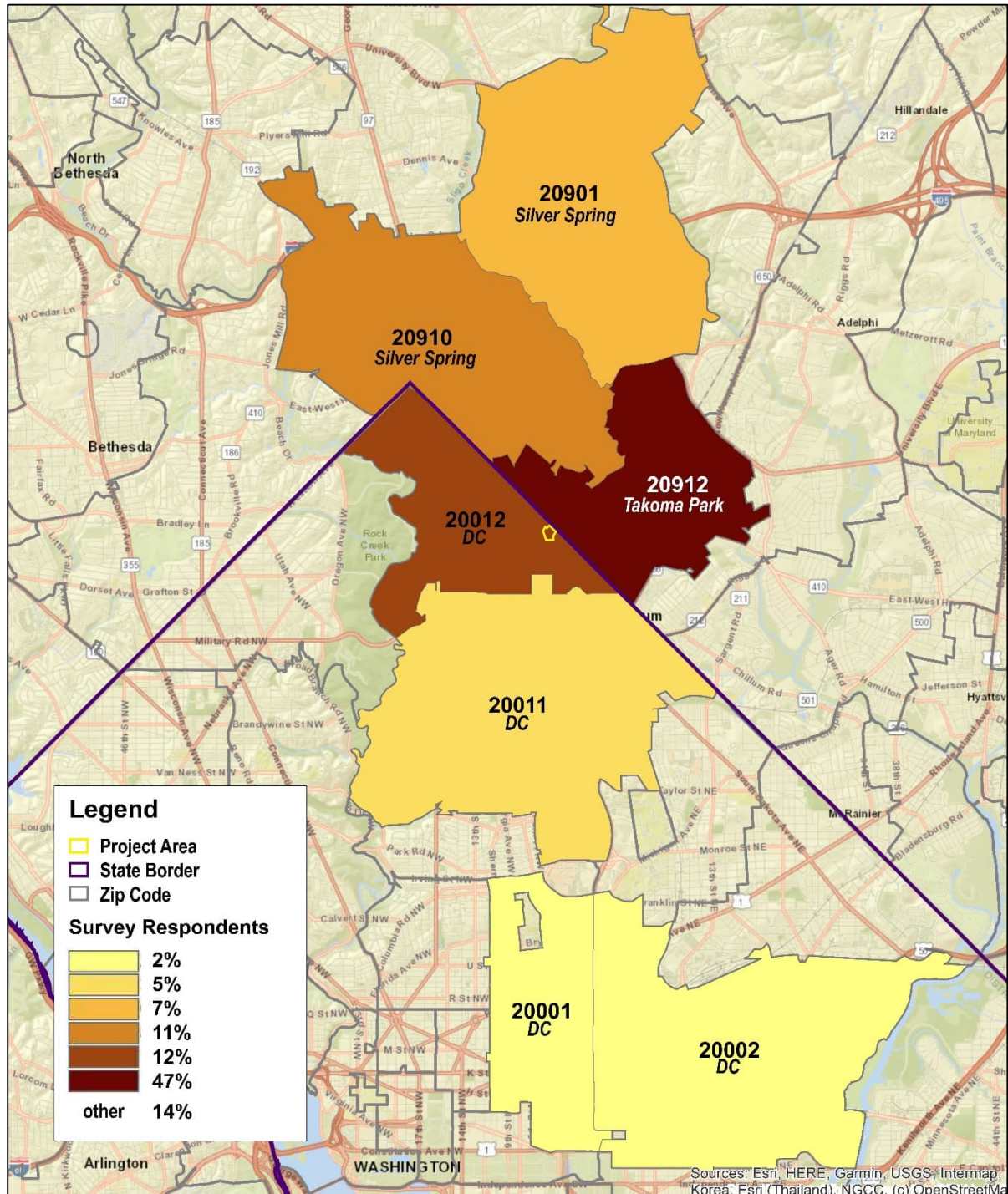
Table 5 shows the percentage breakdown of survey demographics. More than fifty percent of survey respondents were between the ages of 25 and 44. Almost all people responding to the survey identified as white and non-Latino. Sixty percent of respondents lived in single family, detached homes.

Most of the survey respondents (47%) said they live in Takoma Park, MD—more than double the number of respondents who live in Silver Spring, MD (18%). Twelve percent of survey respondents share the Project’s DC zip code (20012), and nine percent live in other DC zip codes. Fourteen percent of survey respondents said they live elsewhere. Figure 6 shows the percentage of respondents by zip code.

Table 5. Survey Demographics

Age (n=511)	18-24	5%
	25-34	22%
	35-44	31%
	45-54	17%
	55-64	10%
	65+	15%
Gender (n=559)	Male	52%
	Female	45%
	Other	3%
Hispanic or Latino (n=554)	Yes	7%
	No	93%
Race (n=557)	African American or Black	7%
	American Indian or Alaska Native	1%
	Asian	7%
	Native Hawaiian or other Pacific Islander	1%
	White	78%
	Other	6%
Zip Code (n=548)	20912 (Takoma Park, MD)	47%
	20012 (DC, Project)	12%
	20910 (Silver Spring, MD)	11%
	20901 (Silver Spring, MD)	7%
	20011 (DC)	5%
	20002 (DC)	2%
	20001 (DC)	2%
	Somewhere else	14%
Housing Type (n=596)	Apartment or condominium	25%
	Single family, detached house	60%
	Townhome, attached to other houses	13%
	Other	2%

Figure 6. Zip Codes of Survey Respondents



3.0 Summary of the Public Hearing In-Person and Virtual Compact Public Hearing

The Compact Public Hearing was held on Tuesday, January 17, 2023 at 6:30 p.m. Metro Board Vice Chair Lucinda Babers chaired the hearing. The hearing was a hybrid meeting where staff hosted attendees in-person at Takoma Elementary School Auditorium, 7010 Piney Branch Road, NW, Washington, DC. Others had the opportunity to participate via Zoom or watch a simultaneous live-stream of the hearing on Metro’s website and YouTube page [Metro Forward](#) (Figure 7 and Figure 8). The hearing was viewed on YouTube 210 times, and the recording remains available for reference on Metro Forward.

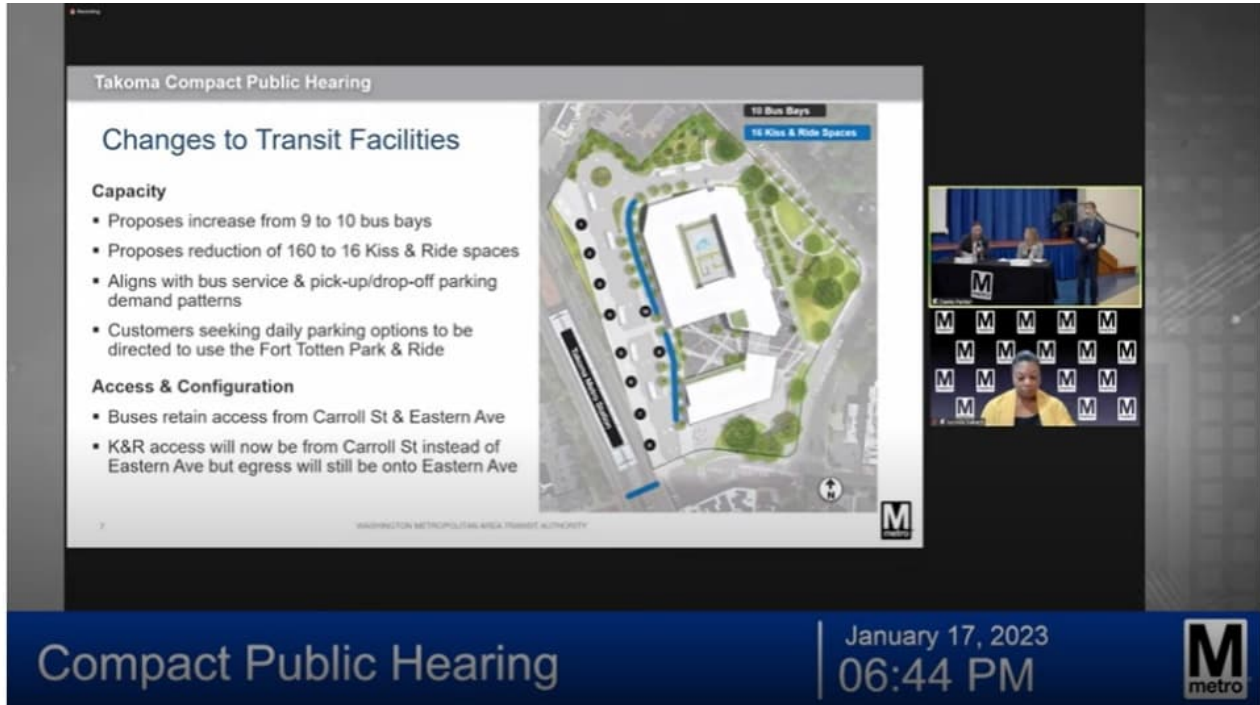
In keeping with Metro’s policy to ensure that a hearing is accessible to as many parties as possible, participants were also able to dial-in by phone and the hearing included live American Sign Language interpretation. The hearing’s recording on YouTube provides captions. The contracted professional 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. Babers, Metro staff described the proposed facility changes. Seventeen people provided oral testimony at the hearing in-person and two people provided oral testimony by phone. The staff presentation and script of the public hearing can be found in Appendices B and C of this report.

Figure 7. Takoma In-Person Public Hearing



Figure 8. Screenshot of Takoma Virtual Public Hearing



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 a.m. Saturday December 17, 2022 through 5 p.m. Friday January 27, 2023.

A total of 736 people responded to Metro’s request for comment. Of those, 584 people provided comment through the online survey and 19 individuals provided oral testimony at the public hearing (Table 6 and Figure 9). One comment was 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 numbers shown in

Table 7 is greater than the total number of actual comments received. Comments made for the public record are provided in Appendix E.

Table 6. Summary of Respondent Opinions

	Number	Percentage
Support	297	40%
Neither	213	29%
Oppose	226	31%
TOTAL	736	100%

Figure 9. Respondent Opinions

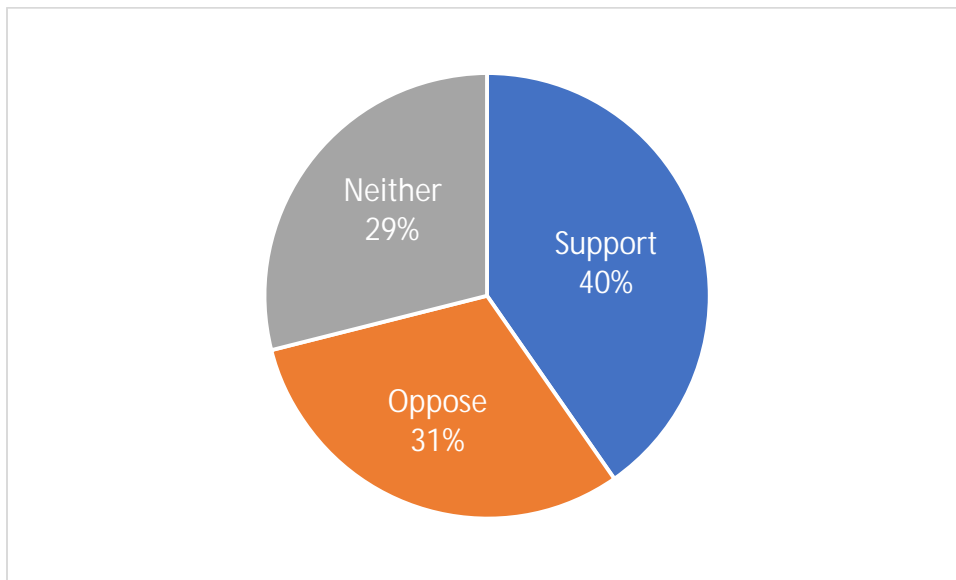


Table 7. Summary of Comments by Topic

Topic	Frequency	Overview
General Support for the Project	297	Comments expressed support of the project
General Opposition to the Project	226	Comments expressed opposition to the project
Kiss & Ride Spaces	292	Comments related to long-term and accessible parking needs at the station; not all these comments were in opposition to the project
Bicycle and Pedestrian Improvements	29	Comments expressed value of providing improved bicycle and pedestrian access to and through the station area
Review Process	16	Commenters did not think that Metro’s public hearing and DC’s land development process should be separate
Other Transit Related Comments	20	Comments associated with improvements or priorities Metro and RideOn should focus on
Other Comments	82	These comments were associated with green space, the environmental evaluation, and other topics not related to the above-described categories

5.0 Comments and Responses to Comments Received

The 584 written comments and 19 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 E for full comment details).

5.1 General Support for the Project

Forty percent of all respondents (297 comments) expressed support for the project. They supported the removal of the 144 Kiss & Ride spaces and relocation of the bus loop. People noted that the surface lot was underutilized and that 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 support the renovation plans, particularly moving the unnecessary parking spaces. I urge WMATA to move forward as quickly as possible to build desperately needed housing and commercial space for our community.*
- *I support changes to the Takoma Park Metro area, especially the removal of parking spaces when that leads to better mix of land use, including affordable housing and better green infrastructure (at the very least from the opportunity to change a swath of impermeable surface to at least some permeable). Takoma Park is a genuinely cool, unique area. It has a lot of draws already. Better pedestrian and bike access and, perhaps most importantly, safety; more control of vehicular traffic, and less vehicular traffic; and more space for mixed retail and housing would only benefit Takoma Park's stability, longevity, and appeal.*
- *The city needs more housing and this would be a great, Metro-accessible place to build it!*
- *Yes. Love the plan.*
- *I support changes to the Takoma Park Metro area, especially the removal of parking spaces when that leads to better mix of land use, including affordable housing and better green infrastructure (at the very least from the opportunity to change a swath of impermeable surface to at least some permeable).*
- *This sounds like an excellent plan!*
- *We need housing for people not cars*
- *This location is perfect for dense, transit-oriented housing. Please ensure that housing and mixed-use commercial development are part of the redevelopment plan.*
- *I would love to see the station updated to reflect its urban context and put the valuable land to more productive use. Count me as a vote for less parking and more housing around the station.*
- *Do it!*
- *This change would make my life much easier and be an overall improvement to our community!! strongly support the development of Metro's underutilized parking lot in Takoma DC. The proposal will create the necessary conditions for Metro to earn far more revenue from its land at the Takoma Metro station than it currently receives through the operation of an underutilized parking lot. We all benefit from a financially healthy public transit system with more riders. The spill-over of additional patrons to Takoma Park businesses will contribute to the financial health of Takoma Park MD and Takoma DC.*

5.2 General Opposition to the Project

Thirty-one percent of respondents (226 comments) expressed opposition to the overall project. Opposing commenters raised several concerns including kiss & ride utilization, green space preservation, safety concerns, and the development review process.

Representative Comments

- *This proposed project is a terrible idea.*
- *I do not support the proposed changes as currently defined. WMATA must do a more systematic and complete analysis of the traffic and environmental impact of the entire development. WMATA must also do more to engage all affected jurisdictions, most notably the neighboring Takoma Park, MD.*
- *I completely oppose this plan without further details.*
- *I'm opposed to the changes to the metro green space. (1) The green space gives much needed breathing room to commuters and strollers. (2) The planned development itself is large and unattractive. (3) The loss of paid parking will discourage Metro riders.*
- *Please do not eliminate all of these parking spaces. This will pose immense challenges for disabled people and those who live too far from the station to walk.*
- *I am opposed to this project. We need to have places to park. I am very concerned about the disabled and those who have long commutes and drive to Metro before embarking on long commutes. This is a terrible plan.*
- *As a resident of Takoma Park I am against the plan as it currently stands. More housing is a great thing to be sure, but it appears to be at the expense of green space and a significant impact on available parking.*

Metro Response: This redevelopment of the Takoma Station presents an opportunity to increase ridership in support of Metro's [Transit Oriented Development](#) and [Joint Development](#) policy objectives but also to help achieve the District's goals as well.

The District of Columbia has been planning redevelopment of this site since 2000 as a mixed-use hub that incorporates open space but with fewer parking spaces and less impervious area. After the District's extensive collaboration and outreach, the resulting [2002 Takoma Central District Plan](#) called for building more housing, mitigating commuter traffic, developing retail opportunities on Carroll Street NW, and improving the pedestrian environment. The proposed joint development project at the Takoma Metro Station is consistent with the goals identified in this Plan as well as [DC Office of Planning's Comprehensive Plan](#) and its [Rock Creek East Area Element](#), which proposes to concentrate economic development activity, employment growth, and new housing, including affordable housing at Takoma Metro station. Additionally, the [Future Land Use Map](#) (FLUM) also proposes an increase in development allowances from moderate to medium density.

5.3 Kiss & Ride Spaces

Respondents provided 292 comments related to parking needs at the station. Most people (233 comments) felt that some sort of long-term commuter parking was needed at the station, and 40 commenters expressed the need for accessible spaces for people with disabilities or limited mobility. Nineteen comments were that expecting customers to park at another station or to take the bus to the Metro station would not be feasible. Also, doubts were expressed about the lot's reported utilization.

It is important to note that not all parking comments were associated with opposition to the project. Sixty-six comments supported or were neutral about the project and expressed the need for some spaces (not necessarily the same number as provided today) to be available for customers at Takoma Station.

Representative Comments

- *Strongly support removing parking and expanding housing in this space.*
- *Remove as much parking as possible, replace with people-oriented infrastructure*
- *I think this plan makes sense, the 160 parking spot lot is a misuse of public land. On the other hand, metro helping along transit-oriented-development would help both the environment, as well as make financial sense.*
- *Please develop the land, the parking is mostly unused. But please keep a convenient kiss and drop area*
- *It is extremely helpful to have daily parking available at the Metro station, as it is a quick 10 minute drive from my residence and the RideOn buses are not reliable or timely. I strongly encourage Metro to reconsider the plan to remove the parking lot and identify alternatives for retaining some amount of daily spots at the station. If no parking remains available, I implore Metro to attempt to work with RideOn to improve and increase the bus availability and reliability. Thank you for your consideration.*
- *The recent changes to allow all day parking at the station have been extremely helpful to cut my commute time and make riding the metro more convenient. With the elimination of these parking spots, I will likely not ride the metro as often (currently 4 times a week). Please figure out a way to include parking spots for metro commuters as part of the building development. I assume there will be a parking garage for the people who will live in the complex, so building additional (paid) spots for commuters should be possible.*
- *I would support a proposal that removes 1/3 of the parking, but this proposal goes too far. I use the parking lot regularly, and though it is usually not at full capacity, removing all the spaces would create a major inconvenience. Saying we can go to Fort Totten is not realistic since their parking is 20 minutes away and often full.*
- *I strongly object to Metro's decision to eliminate all parking at the site. Your description of the current 144 spaces as 'Kiss and Ride' spaces is absolutely false, and contributes to the lack of trust of our community in your communication about this project. At a minimum, please consider retaining some parking for senior citizens and people living with disabilities. I do support the overall development plan, and I support reducing the number of parking spaces - just not eliminating entirely.*

Metro Response: The proposed change to remove 144 Kiss & Ride spaces in the surface lot is based on an evaluation of current and future parking demand for the Takoma Station as detailed in the Environmental Evaluation. The Project does not eliminate the facility, but will reconstruct and replace approximately 16 total spaces adjacent to the Metro station as on-street spaces. This includes two on-street ADA spaces adjacent to the crosswalk, near the station entrance.

The private development adjacent to the Metro facilities will also include retail parking and the [Planned Unit Development \(PUD\) application](#) anticipates parking spaces that will exceed the zoning minimum. These spaces are not Metro-owned or operated but can be utilized by the public for longer-term parking to access station area retail or to ride Metro. adjacent mixed-use joint development is undergoing the District's entitlements processes for jurisdictional approval of the number of developer-built parking spaces as part of the joint development. Updates, including the latest project traffic study, will be posted to the development's [Zoning Case page](#).

Regarding concerns about longer-term parking options recommended at Fort Totten Station, Staff will share these comments with Metropolitan Transit Police Department (MTPD) for consideration.

5.4 Bicycle and Pedestrian Improvements

Twenty-nine comments discussed the value of providing improved bicycle and pedestrian access to and through the station area and provided comments on activities and actions they would like to Metro and others make as part.

Representative Comments

- *I would encourage you all to keep parking minimized and work to make getting to the station by bike, bus, or foot easier and safer.*
- *This sounds great! DC needs transit oriented housing and this is a perfect opportunity. New residents will enliven the takoma community! Please make sure the pedestrian access is good and incorporate as many units as possible.*
- *Whatever happens in this space must: *Improve bicycle mobility, access and safety in a way that connects to existing bicycle infrastructure in the city.*
- *Please consider those who bike and walk to and from this station. There aren't any bike lanes at the station, and there's a large hill up to the silver spring section of the MBT. And the parking lot cars enter the road right near the bottom of the hill and there's no stopping the cars coming down the hill. Makes me nervous when I ride my bike from the station up to the MBT.*
- *I would also strongly request that WMATA do everything possible to promote pedestrian and cyclist safety around the Metro station - any intersection redevelopments should prioritize buses, pedestrians, and cyclists, with cars a distant afterthought. Additionally, WMATA should seek out opportunities to add secure bicycle parking to any developments. I would ride my bicycle to take the Metro much more often if there were secure, high-capacity bicycle storage protected from the weather, like that currently being planned by the county for the Bonifant-Dixon garage near Silver Spring station.*

Metro Response: The Project will enhance pedestrian and bicycle access to the Metro Station by removing the large Kiss & Ride surface lot and replacing with new sidewalks and shared use paths designed to promote a safe and inviting environment for pedestrians and cyclists—goals consistent with the District's [Bicycle Master Plan](#) and [Pedestrian Master Plan](#).

5.5 Review Process

A secondary concern raised in the comments (16 comments) was the separation of Metro's process and DC's land development process. Commenters expressed that it was inappropriate to decide what happens to WMATA's facilities without a full understanding and evaluation of what would go up in its place.

Representative Comments

- *I do not support the proposed changes as currently defined. WMATA must do a more systematic and complete analysis of the traffic and environmental impact of the entire development.*
- *I'm not pleased with this plan. There is insufficient detail to the plan, NO information on any proposed development, and there was NO information provided to Takoma Park residents, who would be most impacted by the changes, other than this recent posting. Most of DC is on the other side of the tracks and wouldn't even be impacted by any changes. It's insulting that you would work with younger people in DNCs in DC but ignore Takoma Park residents and station users in this way. It is also ridiculous to divorce any changes to the bus and parking from any proposed development.*
- *THIS NARROW PROPOSAL -- A SLICE OF A LARGER PROJECT -- SHOULD NOT BE CONSIDERED WITHOUT THE REST OF THE PIE. NO PRIOR PROPOSAL FOR "DEVELOPMENT" AT THE TP METRO WAS DELIBERATED IN SUCH A "SLICED" MANNER. DOING SO CALLS INTO QUESTION THE LEGITIMACY -- AND LEGALITY -- OF WMATA VIS-A-VIS "DEVELOPMENT" AT THE TP METRO STOP.*

Metro Response: These comments are outside of Metro's scope in this Compact Public Hearing, and will be shared with the District of Columbia for consideration. The public can further comment on the development Comments on the development plan can be addressed with the District of Columbia through their development review process, see [Zoning Case 22-36](#).

5.6 Transit Related Comments

Commenters provided suggestions not related specifically to the proposed project. These 20 comments included suggestions to increase reliability of the bus service that serves Takoma station, especially if long-term parking will be reduced; have Metro provide more amenities for pick-up/drop-off customers; install in-route electric bus vehicle infrastructure; crack down on fare evasion; and focus on fixing the existing system before taking on new projects.

Representative Comments

- *If you're taking away that many parking spaces in an already parking constrained part of town, then there needs to be much more investment in local transportation options. I completely support the need to prioritize public transport over driving, but that doesn't happen simply by eliminating parking. Especially at a time where people already don't see Metro as a reliable option. There needs to be complementary investment in public transport access. This metro stop already has few buses that serve it, a situation that is much worse in off-peak hours.*
- *12, 13, 25 the bus services are so bad. Invest on map that actually works. The buses should not leave too early, they don't even stop.*
- *We need to consider benches with covers to keep those waiting out of rain and snow. We also need to consider placement of garbage cans around the loop to prevent litter.*
- *Focus on fixing the metro - lower crime, increase reliability. Stop taking on new projects until you get the baseline down.*
- *Concerned that there are no plans for en-route electric bus charging infrastructure. Implementing at least EV ready infrastructure in conjunction with this redesign is the most responsible use of long term financing to support stated goals of carbon emission reductions.*
- *It is incredibly frustrating to see people regularly jump the turnstile without agents or anyone visibly doing anything to prevent people from breaking the law and not paying. I understand the agents don't have the authority to enforce this. I've traveled and lived in major metropolitan areas around the world and I've never seen such flagrant disregard for paying the metro fare. Simultaneously, the metro is one of the most expensive urban metro systems I've ever taken. It is unfair that I am directly with my fares and indirectly with my taxes supplementing people who are breaking the law.*

Metro Response: These comments are outside of Metro's scope in this Compact Public Hearing and will be shared with the respective Metro departments for consideration.

5.7 Other Comments

There were 82 comments that were not related to the issues discussed above. They included statements about green spaces and tree preservation, traffic analysis, stormwater management, safety within the new development, bus exhaust, the Environmental Evaluation, and activities and outcomes that should be a part of any development project, including affordable housing.

Representative Comments

- *Please keep the trees/natural vegetation for the wildlife!!! I also worry that this project will make surrounding areas extra hot.*
- *Importantly- and this should be key to any redevelopment- as much green space should be retained as possible, including saving the large mature trees in the current green space and along the Metro tracks. I've seen to many developments where the entire area was clear cut to facilitate construction. This need not be the case and it should be made a priority to save as many of the large trees as possible.*
- *The stormwater runoff is already bad, it better not get worse*
- *I was also shocked there hasn't been a traffic study to analyze the impact of the proposed changes on surrounding streets. The traffic light you want to install at the Carroll St., NW entrance to the Metro station could have a disastrous effect on the nearby Blair Road/Cedar Street/4th Street NW intersection, a frequent site of accidents that's rated an "F" by DC's transportation department. It is foolhardy to proceed with that traffic light without analyzing its effect on surrounding streets, and factoring in traffic from the apartment proposed on the site as well as all the other apartment buildings under construction in the area...*
- *I've spoken with a lot of people in Takoma/MD and some have said: -I don't see how I will feel safe walking through the complex at night after work when it's dark (females) - It looks like a bad idea (Ride On bus driver) -- I think you should ask the drivers their opinions as well as the residents and developers.*
- *Another issue never mentioned is trapped exhaust. When I walk to the metro about 8 am in the mornings, there are often 10 metro buses idling. Their fumes are released into the surrounding open area and filtered by over 200 trees. Where are the buses going to idle when there is no place for them on metro's site? And what will the air quality be near those buses, to be hemmed in on the side by an enormous retaining wall unrelieved by any grass slope or trees, and a 7-story apartment building on the other?*
- *I would oppose this project unless: 1) at least 20% of the proposed new housing units are set aside as affordable housing units for the long term, AND 2) the new apartment buildings have at least a couple of dozen parking spaces within the building, AND 3) the new apartment buildings have some retail space, community space, or other amenity that would help offset their impact on neighborhood resources.*

Metro Response: Matters related to the development plan are addressed in the District of Columbia review process, including through the review of the developer's [PUD application](#) and [Zoning Case 22-36](#).

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.

The proposed joint development project provides an open space design that considers existing heritage trees on site, and further details can be found in the Developer's PUD application. Tree preservation is a District of Columbia development review matter through DDOT's Urban Forestry Division.

The Developer will complete a traffic study as the District's development and entitlements process continues and will be posted on the project's [Zoning Case 22-36](#) page. Additionally, the Project site is being designed to account for the latest stormwater management requirements as defined by DOEE, which includes the addition of bioretention facilities—that do not exist today—that capture and temporarily store surface rain runoff on-site, where it is filtered and slowly reintroduced to the municipal system. As a result, on-site stormwater conditions will be significantly improved in the new design.

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 Takoma Metro Station. Staff finds that 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:

- Relocation of the bus loop and Kiss & Ride
- Addition of one alighting bus stop
- Removal of 144 Kiss & Ride spaces
- Addition of a traffic signal on Carroll Street NW at the WMATA bus loop and Kiss & Ride entrance

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 Takoma Station.

APPENDIX A: NOTICE OF PUBLIC HEARING



Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Changes to Transit Facilities at Takoma Metro Station
Washington, DC
Docket R23-01

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 Takoma Metro Station in Washington, DC as follows:

Hearing No. 645

Tuesday, January 17, 2023

Open House 6 p.m. **Public Hearing 6:30 p.m.**
Takoma Elementary School - Auditorium
7010 Piney Branch Rd NW
Washington, DC 20012

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:

wmata.com/plansandprojects or youtube.com/metroforward

To listen via telephone: 855-925-2801, Meeting Code 4773

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 Takoma 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 10 a.m. on Tuesday, January 17, 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 10 a.m. on Tuesday, January 17, 2023. Please submit only one speaker's name per request.

By telephone: Individuals should call (855) 925-2801 during the hearing and enter Meeting Code 4773. 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, December 17, 2022 and will close on Friday, January 27, 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, January 27, 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

WMATA proposes changes to the Takoma Metro Station (“Metro Station”) to enable a joint development project (“Project”). The Project’s site plan is consistent with Washington, DC’s future land use vision for the area.

The Project includes the following modifications of WMATA facilities:

- Relocation of the bus loop and Kiss & Ride
- Addition of one alighting bus stop
- Removal of 144 Kiss & Ride spaces
- Addition of a traffic signal on Carroll Street NW at the WMATA bus loop and Kiss & Ride entrance

Because the Project includes a modification of WMATA facilities and facility access, an Environmental Evaluation (EE) has been prepared 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	Improved busway configuration with additional capacity and safer access. Daily parkers at Takoma Metro Station will be encouraged to use the Fort Totten Park & Ride facility	Disruption to pedestrian, bicycle, and vehicular traffic during construction	Establish interim operations plan to maintain access during construction for motorized & non-motorized (bike/ped) traffic to the station
Stormwater	None – total impervious areas of transit facilities to be reduced	Minor sediment or erosion risk	Controls to be applied per District of Columbia requirements for construction operations
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 STAKEHOLDER LIST

Organization	Category
Old Takoma Business Association	BID/Civic Association
Addis Ababa Cuisine	Business
Aikido Martial Arts	Business
All Set Restaurant Bar	Business
Bus Boys and Poet	Business
Dance Exchange	Business
Denizens Brewing Company	Business
Dexterity Driving School	Business
Rhizome DC	Business
Willow Street Yoga	Business
Prince George's Park and Recreation	Event Venue
National Children's Center	Government Facility/Agency
Takoma Park Library	Government Facility/Agency
Takoma Park Maryland Library	Government Facility/Agency
CCI Health Wellness Services	Hospital/Medical Services
Walter Reed Army Medical Center	Hospital/Medical Services
Washington Adventist Hospital	Hospital/Medical Services
Hilltop Hostel	Hotel
Seekers Church	Place of Worship
Sligo Seventh Day Adventist Church	Place of Worship
Takoma Park Baptist Church	Place of Worship
Takoma Park Seventh Day Adventist Church	Place of Worship
Trinity Church	Place of Worship
Deauville Apartments	Residence
Edinburgh House	Residence
Gables Takoma Park	Residence
Action Langley Park Neighborhood Organization	Residence/Apts
Metro Village Apartments	Residence/Apts
Takoma Central Apartments	Residence/Apts
Takoma Village Cohousing	Residence/Apts
Montgomery College - Takoma Park/Silver Spring Campus	School
Strayer University - Takoma Park Campus	School
Washington Adventist University	School
Whittier Education Campus	School

APPENDIX C: PUBLIC HEARING PRESENTATION MATERIALS

Compact Public Hearing

R23-01

Takoma Station

January 17, 2023
Public Hearing



Agenda

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

wmata.com/plansandprojects

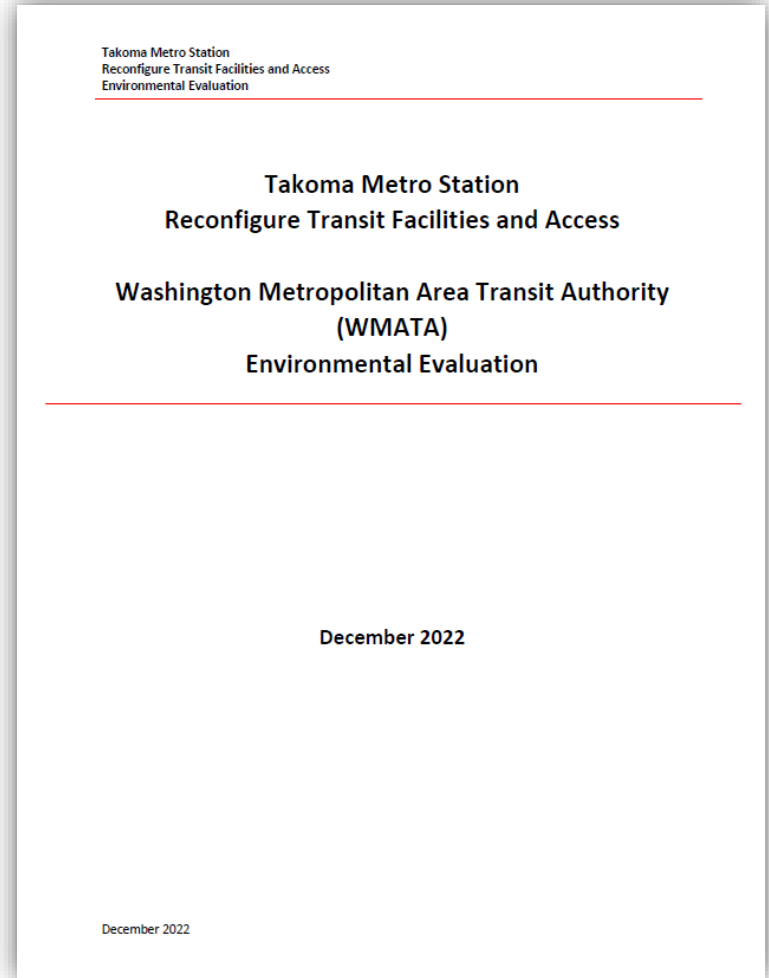
Para recibir información sobre este proyecto, sírvase llamar a la línea de servicio al cliente de Metro al 202-637-1328.

ስለዚህ ፕሮጀክት ተጨማሪ መረጃ ለማግኘት እባክዎ ሜትሮ ደንበኛ አገልግሎት መስመር ይደውሉ 202-637-1328.

Reference Materials

WMATA Compact Public Hearing Materials

- <https://www.wmata.com/initiatives/plans/takoma-joint-development.cfm>
- www.wmata.com/plansandprojects



Providing Testimony at Hearing

Call **855-925-2801** and enter code **4773**

Press *3 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 input on the following changes to the facilities at the Takoma Metro Station:
 - Relocation of the bus loop and Kiss & Ride
 - Addition of one alighting bus stop
 - Removal of 144 Kiss & Ride spaces
 - Addition of a traffic signal on Carroll Street NW at the WMATA bus loop and Kiss & Ride entrance

Background

- 1978 Station opens
- 2005 WMATA Board approval of Joint Development Agreement
- 2007 1st Compact Public Hearing to consolidate parking facilities
- 2008 Financial market crisis
- 2014 2nd Compact Public Hearing to reduce parking capacity
- 2021 DC Comprehensive Plan update adopted, increasing development potential

Existing Site



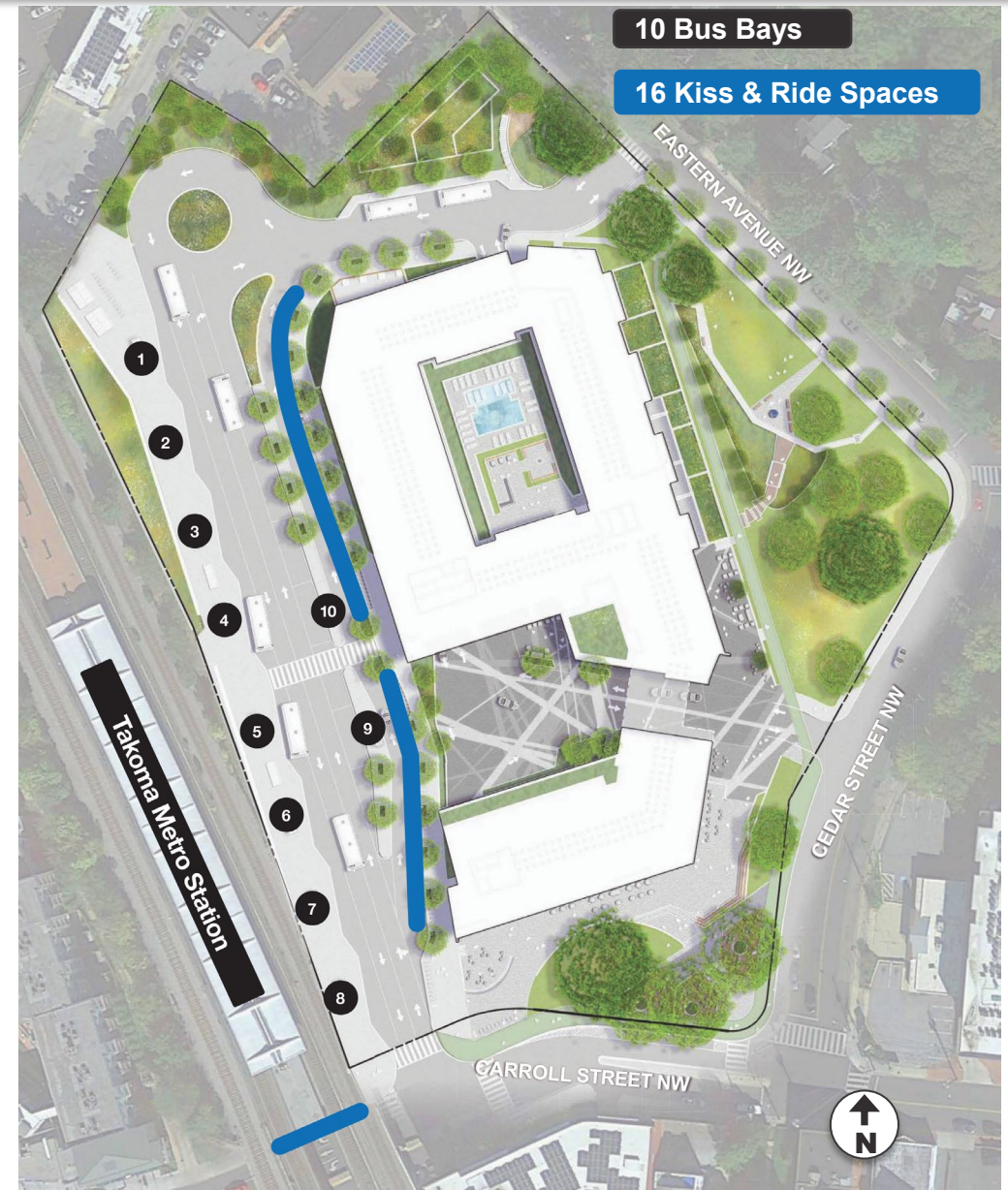
Changes to Transit Facilities

Capacity

- Proposes increase from 9 to 10 bus bays
- Proposes reduction of 160 to 16 Kiss & Ride spaces
- Aligns with bus service & pick-up/drop-off parking demand patterns
- Customers seeking daily parking options to be directed to use the Fort Totten Park & Ride

Access & Configuration

- Buses retain access from Carroll St & Eastern Ave
- K&R access will now be from Carroll St instead of Eastern Ave but egress will still be onto Eastern Ave



Environmental Analysis

- An Environmental Evaluation (EE) for the transit facility changes has been provided as part of the Docket. Likely environmental impacts are summarized in the table below.

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization and Mitigation Efforts
Transportation	Improved busway configuration. Daily parkers encouraged to use the Fort Totten Park & Ride facility	Disruption to pedestrian, bicycle, and vehicular traffic during construction	Establish interim operations plan to maintain access during construction
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.

Providing Testimony at Hearing

Call **855-925-2801** and enter code **4773**

Press *3 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

Providing Written Comments

Must be received by **5 p.m. on Friday, January 27, 2023**

Option 1

Submit online at:

www.wmata.com/plansandprojects

- 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 “Takoma 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 complaints
 - 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

January 27, 2023

Public Review Comment
Period Closes

Spring 2023

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

Summer 2023

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

Thank you for
your participation!



APPENDIX D: PUBLIC HEARING SCRIPT

MS. BABERS

SLIDE 1

- I call this meeting to order.
- I am Lucinda Babers, the Vice Chair of the Metro Board of Directors and the District's Deputy Mayor for Operations and Infrastructure.
- With me tonight is Jennifer Ellison, Metro's Board Corporate Secretary, and
- Steven Segerlin [SEGG-ERR-LYNN], the Director for 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 City of Takoma Park Councilmember Jason Small. Welcome, Councilmember Small.

SLIDE 2 - AGENDA

- This hearing is convened by the Metro Board of Directors to gather public comments on a proposed changes to the Takoma 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 project, 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 this project are available online at these links in the presentation. 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 Atref.
- 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 Zoom, 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 Zoom 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 *3. This will put you in the speakers' queue.
- Elected public officials will be allowed five minutes 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, 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 Mr. Segerlin for the staff presentation.

STEVEN

SLIDE 5 – PURPOSE OF HEARING

- Thank you, Vice Chair Babers.
- The Purpose of the Hearing is to obtain public input on the following changes to the facilities at the Takoma Metro Station:
 - Relocation of the bus loop and Kiss and Ride
 - Addition of one alighting bus stop
 - Removal of 144 Kiss and Ride spaces
 - Addition of a traffic signal on Carroll Street Northwest at the WMATA bus loop and Kiss and Ride entrance

SLIDE 6 – BACKGROUND

- Before discussing the changes further, let me give some context or background about how we got to this meeting today.
- As many of you may know, the Takoma Station opened in 1978 had around 5,000 to 6,000 riders per average weekday in the year leading up to the COVID-19 pandemic – and has recovered to around 2,500 riders per average weekday over the past few months.
- Since the station’s opening, there have been no substantial changes to the transit facilities, but there have long been discussions about opportunities for transit-oriented development.
- That lead Metro to engage a Joint Development partner in 2005, EYA to prepare an execute a plan to include housing at the station and any needed reconfiguration or resizing of the transit facilities, which currently include
 - 9 bus bays, and
 - 160 Kiss & Ride spaces
- Subsequently, Metro held a Compact Public Hearing in 2007 to consolidate parking facilities in support of an initial plan that largely consisted of townhouses, but that effort was delayed by the financial market crash in 2008.
- A few years later after the economic recovery, a new development plan was proposed that increased the housing potential, and a second Compact Public Hearing was held in 2014 to reduce parking capacity and consolidate it into a garage.
- After the Compact Hearing approval, the project did not proceed because of ambiguity in the DC Comprehensive Plan and because of unresolved community feedback about the proposed development concept – but in 2021 the District of Columbia adopted an update to the Comprehensive Plan that clarified and increased the housing development potential of the site to support of the District’s housing & transit-oriented development goals.
- Through the consultation process for the District’s Comprehensive Plan and community engagement led by development team over the past few years, a new site plan was proposed integrating that feedback, but requires reconfiguration of the both the parking & bus facilities.

SLIDE 7 – CHANGES TO TRANSIT FACILITIES

- Regarding the changes to the transit facilities, we’ll cover aspects of capacity and access & site configuration.
- For the bus facilities, the project proposes an increase in capacity from 9 to 10 bays with the additional location supporting bus alighting – OR customers departing buses – which will improve the operations of the bus loop and reduce congestion resulting from the high volume of bus services.
- For the Kiss & Ride facilities, the project proposes a reduction in capacity from 160 to 16 Kiss & Ride spaces.

- This capacity aligns with pick-up/drop-off parking demand patterns and includes some additional capacity to accommodate future growth in households in the station's park-shed that may result in increased pick-up/drop-off demand.
- The supporting data & analysis is included in the Environmental Evaluation Report posted on Metro's website. In this evaluation, another subset of customers was identified at Takoma Metro Station that are parking for extended periods of time – with more than 82% of users exceeding 2 hours to more than 12 hours in parking duration.
- With the proposed reduction in Kiss & Ride capacity, those customers seeking daily parking options will be directed to use the Fort Totten Park & Ride, which is the next station along the red line.
- Regarding access & configuration, the bus loop is proposed to be relocated closer to the Metro Station, but entrances will be retained on Carrol Street & Eastern Avenue.
- As for the Kiss & Ride, it will be reconstructed between the bus loop & development with access from Carroll Street instead of Eastern Avenue. However, the egress or exit of the Kiss & Ride will still be onto Eastern Avenue as it is today.

SLIDE 8 – ENVIRONMENTAL ANALYSIS

- Finally, as part of the Compact Public Hearing, Staff has prepared an Environmental Evaluation for the project to assess any permanent or temporary impacts and to identify opportunities to minimize or mitigation them.
- This analysis identifies whether there are impacts to transportation, stormwater, open space, and air quality and noise as a result of the changes to the transit facilities. This analysis does not evaluate impacts related to the private development, which are subject to review and approval by the District's entitlements and approval process.
- Regarding transportation, there should be no permanent impacts given that the parking capacity and trip potential is being reduced and some improvements given to the bus facility and safer pedestrian and bicycle access being provided on-site.
- During the reconstruction of the transit facilities and road network, an interim operations plan—sometimes called a Maintenance of Traffic plan—will be established to ensure access for all travel modes to the Takoma Metro Station is always provided throughout the project.
- 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 some minor temporary impacts during reconstruction of the transit facilities, 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 on the project. I'll turn the floor back over to Ms. Babers to go over the procedures for tonight's hearing.

SLIDE 9 – PROVIDING TESTIMONY AT HEARING

MS. BABERS

- Thank you, Mr. Segerlin. Briefly, I will cover the procedures that we will follow during the hearing.
- We will be alternating between the three ways that we are accepting comments today in this hearing: in person, via zoom, 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 Zoom 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 Zoom and watch the hearing on YouTube.
 - And those of you participating via telephone in the speaker's queue: when it's your turn to speak, we'll announce your phone number and you'll receive an automated message that it is your turn to speak.
- Elected public officials will be allowed five minutes 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 have a lot of folks who want to speak today.
- 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 written comments on the proposed changes.
- Further written testimony may be submitted and must be received by 5 PM January 27, 2023.
- Testimony can be submitted online at wmata.com *forward slash* plans and projects. Online, you can enter freeform testimony or upload letters or other documents.
- You can also mail testimony to: Office of the Secretary, SECT 2E, WMATA, Post Office Box 44390, Washington, D.C. 20026-4390. Please Reference "Takoma Public Hearing" in the "subject" line. This testimony must be received (not postmarked) by January 27th, 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 the project 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. 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 January 27, 2023. Staff anticipates releasing the draft staff report to the Metro website in the Spring.
- 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 and Supplement will be submitted to the Board of Directors for acceptance in the Summer.

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 Zoom 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 *3 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, January 27, 2023. Testimony can be submitted online at: W-M-A-T-A.com *forward slash* plansandprojects (all one word).
- 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 January 27, 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. January 27th.
- Thank you again for participating in this evening's hearing. Have a good evening.

APPENDIX E: SURVEY RESULTS AND COMMENTS

Proposed Parking and Bus Bay Changes at Takoma Station
 Q1. Proposed Parking and Bus Bay Changes at Takoma Station

Metro is proposing changes to parking and bus facilities at Takoma Station. The proposed changes would allow Metro and its private development partner to move forward with redevelopment plans, including future mixed-use development and transit facility modernization.



Proposed changes to the site include:

- Relocating the bus loop and Kiss & Ride
- Adding one drop-off only bus stop
- Removing 144 Kiss & Ride spaces
- Adding a traffic signal on Cedar Street NW and Carroll Street NW

Proposed changes are intended to promote transit-oriented development, increase Metro ridership, enhance bicycle and pedestrian access to the station, and modernize transit facilities.

How do you wish to use this form to provide your comment regarding the Proposed Parking and Bus Bay Changes at Takoma Station?

	(n=717)
Type and submit a written comment	95%
Upload and submit a document	3%
Both upload a document and type a written comment	2%

Proposed Parking and Bus Bay Changes at Takoma Station

Q2. Now, some basic background questions to close out the survey: Metro will host a Public Hearing on Wednesday, January 17, 2023, at 6:30 p.m. You can participate in in person, virtually or by phone. Do you plan on attending?

	(n=593)
1. Yes, in-person	5%
2. Yes, virtually	12%
3. Yes, by phone	1%
4. No	61%
5. Not sure	21%

Q3. Which type of housing best describes your home?

	(n=596)
1. Apartment or condominium	25%
2. Single family, detached house	60%
3. Townhome, attached to other houses	13%
4. Other	1%

Q4. Before the pandemic (i.e. before March 2020), which of the following facilities did you typically use at the Takoma Station?

	(n=557)
1. Kiss & Ride Parking Lot (i.e. for short term parking)	45%
2. Bus Bays and Terminal (to connect to Metrobus, Ride On, etc.)	38%
3. Kiss and Ride (i.e. to drop off and pick up of passengers)	38%
4. Bicycle racks/lockers	16%
5. Capital Bikeshare	15%
6. None of the above	13%
7. Something else	3%
8. Not Applicable (I didn't ride Metro before the pandemic, etc.)	10%

Proposed Parking and Bus Bay Changes at Takoma Station

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

	(n=557)
1. Kiss & Ride Parking Lot (i.e. for short term parking)	44%
2. Bus Bays and Terminal (to connect to Metrobus, Ride On, etc.)	27%
3. Kiss and Ride (i.e. to drop off and pick up of passengers)	32%
4. Bicycle racks/lockers	12%
5. Capital Bikeshare	9%
6. None of the above	27%

Q6. If you would like to receive email updates regarding this project, please enter your email address in the box below:

email addresses received are not included in this document

Q7. In what year were you born?

	(n=511)
Under 25	5%
25-34	22%
35-44	31%
45-54	17%
55-64	10%
65+	15%

Q8. What is your gender identity?

	(n=559)
Male	52%
Female	45%
Other	3%

Q9. Are you of Hispanic or Latino origin?

	(n=554)
Yes	7%
No	93%

Proposed Parking and Bus Bay Changes at Takoma Station

Q10. Which of the following best describes you? Please select all that apply.

	(n=557)
1. African American or Black	7%
2. American Indian or Alaska Native	1%
3. Asian	7%
4. Native Hawaiian or other Pacific Islander	1%
5. White	78%
6. Other	2%

Q11. What is your zip code?

	(n=548)
Takoma Park (20912)	47%
DC (20012)	12%
Silver Spring (20910)	11%
Silver Spring (20901)	7%
DC (20011)	5%
DC (20002)	2%
DC (20001)	2%
Somewhere else	14%

Comments Received Through Metro's Online Portal

1 I do not support the proposed changes as currently defined. WMATA must do a more systematic and complete analysis of the traffic and environmental impact of the entire development. WMATA must also do more to engage all affected jurisdictions, most notably the neighboring Takoma Park, MD. Please see the attached testimony for specific details on the failure of WMATA to fulfill these obligations. Furthermore, WMATA's assessments must put this development in the context of the many other new developments in the surrounding blocks, which will bring more than 1,000 new units to an area with failing intersections and growing traffic congestion. The proposed new light on Cedar Ave is particularly concerning as to the impact on traffic flows. I also oppose the removal of parking spaces for transit users. WMATA should work with the developer to retain public transit parking within the new structures being built. Surrounding streets cannot accommodate additional parking and there are individuals with health or other concerns that limit their ability to walk to metro. Thank you for taking these views into consideration.

2 I am opposed to the removal of all public metered parking at the lot (approx 144) - which WMATA has disingenuously labeled "Kiss and Ride" parking. The term "Kiss and Ride" in common parlance is a term which refers only to drop off and pick up. The proposed removal of all metered spaces will impede the public's access to the station and cause people to drive to their destinations, rather than take the train, a violation of WMATA's mandate to encourage transit use. WMATA is essentially proposing to transfer this public parking to the future occupants of the building by providing them private parking in the building garage. Such a transfer is a violation of WMATA's responsibility to preserve access to the station for the benefit of the public. In short, I support maintaining metered parking for what in the past has been referred to as "non-commuter" parking, that is, parking for 7 hours or less so that members of the nearby communities in Maryland and DC, including but not limited to the elderly and handicapped, can access the trains.

3 The picture you provide is fraudulent. It claims to be a picture of 100 actual parking spots that have never been part of Kiss and Ride. I will grant that this parking lot has never been user-friendly. I have yet to figure out how to park there, but I walk through it every day to get to the metro. And I use it on weekends, when I know it is free, to hop the metro downtown. It is unfortunate that it was never interplanted with flowering trees, that provision was not made for some all-day parking, that payment was not possible using a farecard. But that is no reason to eliminate it. If I cannot park at metro on the weekends, then I will just drive downtown. Another alternative would be to park on streets surrounding metro, but is that something that is 'transportation oriented?' Is that not pushing the parking problem onto someone else? Another issue never mentioned is trapped exhaust. When I walk to the metro about 8 am in the mornings, there are often 10 metro buses idling. Their fumes are released into the surrounding open area and filtered by over 200 trees. Where are the buses going to idle when there is no place for them on metro's site? And what will the air quality be near those buses, to be hemmed in on the side by an enormous retaining wall unrelieved by any grass slope or trees, and a 7-story apartment building on the other? The next set of questions are deceptive because they do not take into account the many of us who walk to the metro on a daily basis. My walk will now be significantly longer and more dangerous. I am used to walking home at midnight and always felt that the wide-open parking lot gave me security. A narrow canyon between a hulking retaining wall and a 7-story building feels threatening. It will also be much more polluted.

4 This is the final version of the draft document previously provided. In the next document I will attempt to attach the two photos referenced in the document that show that the parking area with 144 spaces is designated for 12 hour PARKING, not drop-offs or Kiss and Ride. The second photo shows the small area for 17 cars to park for a limited time to drop off or pick up passengers. These photos show that the Metro Report contained serious errors and mischaracterized the nature of the parking areas near the Takoma Metro stop.

5 RE: the Proposed Parking and Bus Bay Changes at Takoma Station. I'm especially concerned with the proposal to take away existing paid parking spaces from the surrounding communities that have relied on these parking spots for years. I urge you to leave the existing number of paid parking spots for use by Metro commuters in any new development on this site. NOTE: Most of these spaces have been designated as PARKING spots NOT "Kiss and Ride" spots for over 30 years that I've lived here. • The Plan Developers have misidentified the approximately 160 current paid parking spots as "Kiss and Ride" spaces. In fact, there are currently and historically only a handful of spaces identified as "Kiss and Ride." The rest of the spaces are identified as Paid Parking Spots – with meters and signed instruction regarding-hours-of-operation. The vast majority of the historical parking spots have been heavily used during daytime hours prior to the Pandemic and now with the Pandemic in the background parking spots are filling up again (NOTE: parking has been and still is available for multiple hours during weekdays as well as in the evenings and on the weekends). Also, note that several of the 160 parking spots are designated "Handicapped." Unfortunately the proposed plan doesn't even address the needs of the "Handicapped" nor our growing "Senior" population (65+ years old)

Comments Received Through Metro's Online Portal

that would like to stay in the neighborhood to "Retire in Place." • Until the Pandemic, these paid parking spots were used by local DC and MD residents – the lot was full or almost full during daylight hours as well as evenings and weekends. Please note that the handful of handicapped spots were most often FULL. • Much of the data in the Proposal was based on ParkMobile meter transaction records available since 2020 (p. 9 of the Report). Please note that the study period was at the height of the pandemic when many workplaces, stores, restaurants, etc. in DC were closed and tele-working, tele-medicine, tele-recreation, and take out pick-up and delivery had replaced Metro trips to brick-and-mortar workplaces and recreational activities. • No current and projected traffic and parking studies were presented. In addition to the over 400+ units proposed by EYA for construction at the Metro site, there are hundreds of apartment and condo units both under construction and proposed. Parking and Transportation studies must be done and/or updated to meet current conditions of vastly increased housing units adjacent to the Takoma Metro. • No studies were done to back up the assumption that current Takoma, DC and Takoma Park, MD residents will drive all the way to Fort Totten to use the Metro – once they're driving that far, some will surely drive to downtown DC theaters, restaurants, workplaces instead – thus Metro would be losing potential riders and DC would be gaining more traffic. From some parts of Takoma and Takoma Park, driving to Fort Totten would take 15-20 minutes (or more in rush hour) -- an additional burden for those with disabilities or for senior citizens. • Many of the Metro planners assume that everyone can either easily walk to Metro, ride a bike to Metro, or find a bus close to where they live that runs often enough and on weekends and nights. For example, one of the Ride-on buses (the 14) that goes from the Metro to a stop near my house runs infrequently on weekdays, stops running in the early evening – and has no service on Sundays. The other Ride-on near my house (the 24) only has inbound AM service from 5:25am until 8:30am and outbound PM service from 3:50PM-8:10PM. No service is available on the weekends. Do we expect senior citizens who often have multiple chronic illnesses and are taking multiple meds – some of which affect vision, hearing, balance, etc. – to ride a bike through heavy traffic to the metro? • Some of the EYA proposals have discussed providing parking for rental units in their proposed high-rise buildings. If the goal is to serve transportation needs, why provide parking for housing and/or retail establishments as opposed to Metro riders? Needs of Metro riders should be paramount. Otherwise, Metro riders may revert to their cars – surely not what we want to see in the era of severe climate change and declining Metro revenues. • Many people in the neighborhoods surrounding the Takoma Metro rely on being able to park at Takoma Station for numerous reasons: 1. They are disabled or partially-disabled 2. They are injured or have one or more chronic illness that are not disabling, but would make it difficult to walk or ride a bike to the station – here are but a few examples: i. Sciatica ii. Recent knee, foot, or hip surgery iii. Recovering from an infectious or non-infectious disease and fatigued iv. Carrying heavy items (or not-so-heavy) v. Carrying a baby or having 2 or more small children in hand vi. etc. 3. There are security concerns about walking to and from METRO, especially during nighttime hours, given the rise of assaults, armed robberies, etc. Safety at the transportation hub for Metro riders in the form of Metro parking for riders should take precedence to EYA building a larger number of housing units -- parking priority should go to meet the goals of transit users. The developers should NOT take away our current METRO parking to build an oversized apartment building. Rather, they need to continue to include parking for area residents who utilize Metro, especially the disabled and elderly (over 65 – Smart Card for Seniors users) – this should be a priority over providing parking spaces for their apartment buildings and retail shops). KEEP THE EXISTING NUMBER OF PARKING SPACES FOR METRO USERS AT THE TAKOMA STATION – after all its primary mission is as a Transportation Hub. Thank you for your consideration, Carol Mermey Holly Ave Takoma Park, MD

6 Do not remove the parking!!

Hi there, The QR code on your handout doesn't work (see attached screen shot). Perhaps you could just have the folks who hand out the brochures hold up big cardboards with the QR code on them for people to scan if you really want feedback? Please create space for people to be dropped off at the metro by the front entrance. I take the bus sometimes and walk sometimes but when I get a ride, particularly at night, I want to be able to have a family member pick me up there. The back parking lot is creepy, smells like urine, and the turnstile near the elevator is often broken. It is incredibly frustrating to see people regularly jump the turnstile without agents or anyone visibly doing anything to prevent people from breaking the law and not paying. I understand the agents don't have the authority to enforce this. I've traveled and lived in major metropolitan areas around the world and I've never seen such flagrant disregard for paying the metro fare. Simultaneously, the metro is one of the most expensive urban metro systems I've ever taken. It is unfair that I am directly with my fares and indirectly with my taxes supplementing people who are breaking the law. Other cities have figured out how to make people pay their fare, and to make equitable fares for folks who are students and/or are unable to pay. In New York they had cops for awhile making sure people didn't jump over. In Europe they

Comments Received Through Metro's Online Portal

do spot checks for receipts and give people tickets. In Pittsburgh the agent simply won't let you pass. I've seen police enforcing people paying ONCE and that was in metro center during rush hour. My parents benefit from the senior rate but meanwhile I often pay as much as \$7/day to take the metro from Takoma to points downtown. It's unfair and unaffordable. While I appreciate that you're making the bus free, that often takes longer. If you're hurting for money, collect the fares. Thank you.

8	More housing please!
9	The city needs more housing and this would be a great, metro accessible place to build it!
10	Mixed use is desperately needed. More housing is desperately needed. Housing near transit is desperately needed. It would be ideal if some of this housing could be *owned* instead of rented, but I would prefer this does not stop the development from taking place at all.
11	Yes - please build more housing by the Metro.
12	As a resident, I am entirely in favor of any pro-transit, pro-walkability, pro-student changes to the neighborhood. I hope that the parking lot to will be adapted into housing. The city urgently needs more housing (and fewer parking lots!)
13	More housing is good. Dense units in urban areas that meet market demand are the best way to fight climate change
14	This should absolutely be converted into housing!
15	It seems like the best use to serve as many people as possible would be multifamily housing or mixed-use development. The DC area needs a lot of housing to serve all the people who want to live here. Building apartments or condos would not only serve the people who live there and can take a train straight into DC for work; it would also help to relax costs on other housing in the area.
16	The area desperately needs more housing, and transit-proximate housing is the best housing. Parking minimums, especially somewhere so convenient to transit, are economically inefficient and irrational at best; using so much space for *just* parking is bordering on insane. This is a great opportunity to build, and plenty of other development in the greater DC area has shown that people do not mind being adjacent to tracks, or even prefer it; to wit, NoMa is now full of buildings looming over WMATA and normal rail tracks, and there doesn't seem to be a problem filling those units. Plus it provides opportunities for a more vibrant city by providing space for businesses, restaurants, and other services and amenities. What does parking provide? Space, often unused, that could be better utilized, that's what. End the hegemony of parking lots! (At MOST, I could see an argument for a garage on which housing is provided, a la the building at the end of the walkway thing out at ... Wiehle Reston I think? Some parking, and some housing. But that mostly makes sense if you're far enough out to require commuting by car before commuting by rail, and I'm not sure Takoma makes as much sense for that.) In short: DEVELOP THE LOT! Housing, not parking! Go as high and dense as legally allowed and ignore the NIMBYS.
17	Yes. Love the plan
18	I support changes to the Takoma Park Metro area, especially the removal of parking spaces when that leads to better mix of land use, including affordable housing and better green infrastructure (at the very least from the opportunity to change a swath of impermeable surface to at least some permeable). Takoma Park is a genuinely cool, unique area. It has a lot of draws already. Better pedestrian and bike access and, perhaps most importantly, safety; more control of vehicular traffic, and less vehicular traffic; and more space for mixed retail and housing would only benefit Takoma Park's stability, longevity, and appeal.
19	More housing & traffic lights would be a terrific improvement! Do it quickly!
20	Given chronic housing shortages and the general crisis around affordability, this parcel of land should absolutely be made available for housing. Hundreds of people living in this spot would likely become regular WMATA users. Such valuable land should not sit empty for some cars to park on now and then.
21	Crazy not to allow apartments next to Metro station--except that Metro is scarcely functioning these days.
22	Adding housing to the Takoma Park metro station in lieu of the huge bus lot and park area no one uses makes a lot of sense. DC and it's suburbs need more housing. This is evident from the often absurdly high prices people have to pay here. Adding more housing will help with price stability, especially in a desirable area like Takoma Park. Also, more housing near metro means more ridership for metro, and we need more people riding metro if we're going to meet our climate goals. Finally, this development project will help metro's finances, and we need a healthy Metro to keep our region moving. Fully support!
23	This sounds like an excellent plan!
24	Great idea to have more housing near Metro!
25	We need housing for people not cars

Comments Received Through Metro's Online Portal

26	There is not enough housing in the Maryland suburbs of DC. Please remove all parking from this station and build transit oriented, mixed use development here.
27	I think the WMATA, the city, and developers should prioritize building housing, removing parking, and making the area around Takoma station more friendly for pedestrians, cyclists, and other non-car traffic. Doing so would increase ridership and ensure metro is safely enjoyed by more.
28	Please build housing. We do not need more surface parking lots next to major transit stations.
29	The DC region needs more housing and less parking. I fully support the redevelopment of this space to promote transit oriented development. Cities are for people, not cars.
30	Metro should develop transit-oriented, low or mid-rise residential apartments or condos over street-level retail on this site.
31	Build some dang housing
32	Replace the parking lot with dense housing.
33	Land this close to a metro station should absolutely be used for housing. More housing is needed in DC and more housing that is close to metro is essential so that people can get around without needing a car.
34	Please build a lot of housing and some neighborhood-scale retail and workplaces/offices in this space that's walking distance from Takoma metro station.
35	I support and would like to see more housing and people walking distance to the metro in Takoma.
36	The district is in dire need for more housing, especially near metro stations. Please do whatever is possible to build as many homes as possible, as high as possible, near the metro station.
37	Build as much housing as possible. We have a housing shortage, and cannot be prioritizing parking when people need places to live.
38	Build as much housing as possible. We have a housing shortage, and many people are struggling to afford their rent. We need housing far more than we need parking.
39	This location is perfect for dense, transit-oriented housing. Please ensure that housing and mixed-use commercial development are part of the redevelopment plan.
40	I'm in favor of this redevelopment plan. We need more housing near transit stops.
41	I would love to see the station updated to reflect it's urban context and put the valuable land to more productive use. Count me as a vote for less parking and more housing around the station.
42	All suggested changes will benefit Takoma Park. I believe more housing close to transit is vital to the quality of life to residents.
43	Yes!!!
44	Please do this! I am a Montgomery county resident (longtime silver spring, now Chevy Chase) and my sister in law lives in Takoma Park. More housing please! Particularly adjacent to transit.
45	I want more housing
46	More housing is good for the community!
47	I strongly support these efforts. We need more transit oriented development in D.C. and to prioritize people over cars. We also desperately need housing in D.C., and this approach would provide some of that important housing
48	I am in favor of the new housing units
49	Turn it into apartments and townhouses. Do not encourage car usage.
50	Hooray for new housing! Build the apartments and get rid of the parking spaces!
51	I am a DC area homeowner. I believe that scarce land near metro stations should be densely developed, especially with housing.
52	Please develop the land, the parking is mostly unused. But please keep a convenient kiss and drop area
53	We Need more affordable Housing and it would be Good to have it By The Metro where people can Use it. Count me in Favor.
54	Strongly support removing parking and expanding housing in this space.
55	Attached please find collated feedback of Advisory Neighborhood Commission 4B. It includes, written testimony by Commissioner Evan Yeats (4B04) at the public hearing on January 17, 2023, two relevant Resolutions passed by the Commission and three relevant Letters passed by the Commission. All are in reverse chronological order and contain details on notice and legal standards where relevant.
56	This photo shows the daily parking rate for the 144 spots Metro proposes to eliminate. It's a PARKING area not a drop off area contrary Metro's erroneous Evaluation. Steven Ney, Esq
57	Here's the photo showing that the 144 spaces are for Daily Parking not drop off parking as stated in the Metro Environmental Evaluation. Steven Ney, Esq

Comments Received Through Metro's Online Portal

58	Do it!
59	I support transit oriented development. I visited the Takoma Park metro stop at night last weekend and found it really empty and quiet. By contrast, the NoMa stop near my home was lively at the same hour. I felt safer walking around the NoMa stop than the Takoma Park stop. Developing the Takoma Park metro stop will make that area feel safer as well.
60	Any plan to alter Metro parking facilities should include dense housing, allowing residents to quickly and easily walk a very short distance to the station.
61	Transit oriented development is environmentally friendly development. In order to reduce the impact of traffic more people must ride the metro. The best way to encourage that is development within a quarter mile of a metro stop. This parcel is one of best remaining opportunities near a metro. Opponents like to talk about green space, but a parking lot is not green space. This will not increase traffic but reduce it as those that choose to live in these potential apartments are ones that do not wish to rely on cars for all of their trips. Lastly the region does have an affordability problem. The best way to help that is to simply build more units. Despite what critics say about luxury apartments, the fact of the matter is if you build more, that has a trickle down affect. Build more, costs will come down. We shouldn't let those who already own a place hold hostage development that prevents others from gaining equal standing.
62	I support adding housing to this site. It is under utilized as just a parking lot. The area would benefit from development.
63	Housing for people, not cars!
64	I think removing the 'kiss' and ride spaces is a good idea. I'm hoping to see more plans on housing and amenities for the neighborhood that the site could be used for.
65	I strongly support the construction of new housing near mass transit, and especially in areas like Takoma Park, which due to a housing shortage are becoming unaffordable to all but the very wealthy.
66	Please develop this site in order to maximize housing. It's an ideal location for homes where residents would not need to own a car. That's a win for the environment and a win for housing needs, the most significant issue facing the DC area at this time.
67	we have way too many parking spots. my disabled friends don't drive, they need places to live. the new housing will make it easy to take metro and the parking lots are often empty anyways. why not let there be housing there? We have a housing crisis, and the new housing will make tax revenue. The extra parking is not friendly to people who are disabled and cars run into my wheelchair all the time and tailgate me because I am slow. I support removing as much parking as possible and putting in as much housing as possible
68	It would be good to add housing near public transit, and the current green space is minimally used by the public
69	I strongly support the proposed changes to the takoma station area to facilitate new housing close to transit.
70	This change would make my life much easier and be an overall improvement to our community!
71	Yes to everything but the traffic signal, please! - moco resident
72	Add more housing. There is plenty of parking, much of which is not used
73	It makes excellent sense to develop all metro station adjacent land for high density housing and ground-level commercial space serving residents. I fully support any and all efforts to build dense residential developments next to metro stations.
74	We should maximize the amount of housing in the proposal. Housing near transit just makes sense. We should remove as much parking as possible. I don't have a car and the excess parking is often dangerous at night anyways
75	I am a senior citizen who uses the Takoma Metro station to get to doctors' appointments and occasionally to go into DC for other reasons. If I have to arrange for a ride to and from the station because it is no longer possible for me to drive myself there and leave my car, I honestly do not know what I will do. I will not be able to afford one of the new apartments. My income is very limited.
76	These are not "kiss and ride" spaces - these are parking spaces that people use every day to commute to the city. If you eliminate the parking spaces, I will have nowhere to park making it difficult to commute to my job in downtown DC where I work for the federal government. If the plan is to increase ridership, this makes zero sense. And labeling these spaces "kiss and ride" is extremely disingenuous if not an outright lie. These are not spots used to briefly drop people off at the metro, they are all-day parking spaces and commuters utilize the park mobile app to pay for them.
77	I oppose removal of all metered parking at the Takoma Metro parking lot because I believe it will cause people to drive to their destinations rather than park and take the train. Your materials say that people can

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simply drive another 10 minutes and park at Ft. Totten. But that extra time and inconvenience will inevitably motivate people to choose to drive all the way into town. Further, you justify removing the "Kiss & Ride" spaces because you say they are underutilized. Converting their status to "Park & Ride" will reduce the current confusion that exists around how that parking area can legally be used and increase its utilization overall. I also oppose your proposed treatment of the heritage trees as described in the plan's Environmental Evaluation. The evaluation acknowledges that there are only four heritage trees on the site, and that many of the other trees on the site are in poor condition. Nevertheless, your plan will eliminate two of the heritage trees. Your plan calls for removing one heritage tree outright, a mature tree that is healthy and making a significant contribution to improved air quality as well as the beautification and ecological diversity of the site. You also propose relocating another heritage tree, but that action will in all likelihood kill that tree, given how difficult it is to successfully transplant any tree of significant size. The design needs to be reconfigured to protect all four heritage trees on the site, as well as the metered parking currently available.

78 First, I apologize I am late in submitting this. I am a working mother of a 14 month old and I just learned about the proposal. Here is how my life would change if you removed 144 kiss & ride spots from Takoma metro: I work in person, five days a week as a journalist. I drive to drop my son at daycare and then straight to the metro to get to work. When i finish my day, I am right back to the metro to drive and pick my son up. If you remove these spots and make it more difficult for people to park full time at the metro you are hands down making the life of young mothers and fathers more difficult. I had a panic attack when I learned of the proposal. I live in the hillwood manor neighborhood of Takoma - a block from the border of PG county. It's the only neighborhood of the city we could afford to live in. Having a young child and trying to work full time in office is trouble enough. Removing the kiss and ride spots is deciding you are going to make life impossible for someone like me, and destining me to spending 15 hours a week less with my son. I will probably have to end up quitting my job - and trust me, it's hard enough as a woman to stay in my field when you have kids. Don't do this. And don't tell me to go to Fort Totten because Ive done that and if you're ever driven down New Hampshire Ave during rush hour you know that it can take an hour to move a mile. Please don't do this.

79 As a mother of 5 young kids who I strongly oppose this development plan. I drive to the takoma park metro on the regular when I take my kids into DC. We park there and take metro into the city. It is very easy for us to get to the metro with stroller and multiple kids. Removing this would make it extremely difficult for families like mine who drive to public transit with multiple kids. Taking a bus with a stroller and multiple kids is so challenging and time consuming. Having to break down double stroller to enter the bus to reopen and proceed to metro. Having parking close to the elevator is very convenient and offers a level of safety when walking back to car after a day in the DC. When its dark early in the winter especially safer to have that convenience. Having a densely populated building with only 16 parking spaces for kiss and ride affordable daily rates is wrong on all levels and not a benefit to current community members.

80 I'm opposed to the changes to the metro green space. (1) The green space gives much needed breathing room to commuters and strollers. (2) The planned development itself is large and unattractive. (3) The loss of paid parking will discourage metro riders. In sum, I generally support density around metros, but (1) Takoma has recently significantly increased its density with the addition of several complexes. (2) not the detriment to the live-ability of the neighborhood (3) not if parking is eliminated and (4) the environment and aesthetic is so diminished.

81 Please preserve green space! And no shadows from whatever building/s will be erected! The space has a nice, almost a park-like quality right now and it's safe for me & my 8 year old. Relatively calm & ok for bikes too. Dont want it to turn into another snarled traffic nightmare like the disastrous 6-way intersection nearby at Blair/Cedar/4th. Our condo is directly adjacent to the Takoma Metro station. Some noise abatement will likely be needed

82 Takoma metro station parking lot has been in operation for decades serving customers and riders of train and bus services. I think it would be wrong to terminate the parking park just because some rich people paid to build houses over there. They should find a better place to build whatever they want elsewhere and leave the station park alone. God bless America.

83 I use the parking lot so that I can take metro to work. Without the parking I'll be forced to drive creating more emissions

84 The parking lot needs to stay as it is. I am 1 of the many that use this parking lot when I need to take the metro down into DC. I use this parking lot daily now that I commute into DC for work. Removing the parking lot would create a huge desterbance within the area and take away from the clam neighborhood environment that I feel good about leaving my car for multiple hours each day.

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85	<p>This proposed project is a terrible idea. Everyday I drive to the metro and use the parking lot, and everyday the lot is full of other commuters who are taking advantage of a public service that they support with their ridership. Not only does the parking lot allow me and so many other tax paying professionals access to Washington DC, where I work and contribute to the DC economy, but it also provides enrichment to my child and so many other children living in the the Takoma Park silver spring neighborhood. Erasing this parking lot will cut countless people off from Washington DC and culture it has to offer because getting there will become too burdensome. Not to mention the environmental impact. Everyone who used to metro into the city will now just drive there, further overcrowding our roads and eroding our environment with greenhouse gasses While this proposed plan may be a good idea for WMATA and some no name developer. It is a bad idea for our community and the lives of so many people who rely on and PAY FOR parking in this lot. I'm tired of nameless and faceless bureaucrats stomping on people's lives and livelihoods and thinking they are serving communities by overcrowding them with a philosophy of development at all costs. Rethink this terrible idea. I beg you. My child begs you. My neighbors beg you. Don't sell us out for a quick buck.</p>
86	<p>Please create parking spaces for residents of Takoma DC and Takoma Park MD who live further away from the metro than will the residents of the apartments constructed adjacent to the station. Many in surrounding DC and MD jurisdictions live a mile or more from the station. The surrounding area has much lower residential density than many DC metro station. People who are disable, elderly, with small children, and for other serious reasons cannot walk a mile or more to the Takoma Station, the one closest to their home. Removing the existing metered parking places will unduly burden taxpaying commuters who support the system and rely on metro. Apartment dwellers in the buildings next to the tracks do not need parking; residents living much farther away do. The existing parking lots are NOT kiss and ride lots. Commuters park all day at metered spaces. There is no other parking in nearby neighborhoods as street parking is short term and regulated by DC or Takoma Park or Montgomery County. While we support metro development we cannot support development that denies others the same commuting resources. The burden of your proposal will of course fall on the poorest commuters and is patently unfair.</p>
87	<p>The Takoma Station parking spaces are valuable for commuters in the surrounding neighborhoods. Will you add a new parking lot? I use Daily Parking daily, which has made getting to work much easier. Please create a new parking lot.</p>
88	<p>As a City of Takoma Park resident, I strongly support the development of Metro's underutilized parking lot in Takoma DC. The proposal will create the necessary conditions for Metro to earn far more revenue from its land at the Takoma Metro station than it currently receives through the operation of an underutilized parking lot. We all benefit from a financially healthy public transit system with more riders. The spill-over of additional patrons to Takoma Park businesses will contribute to the financial health of Takoma Park MD and Takoma DC. I fully support WMATA and EYA's vision of a vibrant neighborhood that will provide adequate mixed-use parking, while allowing a large plot of land to be upgraded for a more productive use favoring greater density and diversity, especially much-needed housing in a time of short supply. I encourage WMATA and EYA to explore ways to enhance density to improve Metro accessibility and safety including expansion of underground parking and higher buildings to preserve green space. Use of Takoma Metro has been in flux over the last few years with the pandemic and with closure of several private commuter parking lots on Willow and Laurel Streets in DC. The elimination of these lots has occurred with exciting property development benefitting both DC and MD residents. Unfortunately, given life circumstances, not all residents are able and ready to give up completely metered parking. I advocate for retention of some longer-term metered parking in the mix of resident, retail, and Metro parking to complement development. I favor approaches that have been taken at other urban Metro stations to support development and ridership like Rhode Island station. It appears much of the discussion has been dominated by abled bodied white residents. It would be good to hear from disabled and immigrant residents as well as Black and Brown residents who may not be as ready and able to sacrifice parking to walk, bike, or bus to Metro. Given the growth and development in the area, can WMATA confirm for public any future improvements in terms of safety, accessibility, and expansion of long-term parking at Fort Totten and Silver Spring. I look forward to WMATA and EYA's proposals for Takoma Metro site and encourage further elaboration of proposals to enhance broad use and development! The best is yet to come for Takoma! Best wishes, Troy Jacobs Flower Ave Takoma Park MD</p>
89	<p>Please do not eliminate the 144 parking spaces! I have no other way to get to the metro station.</p>
90	<p>I am writing to support the changes to parking at the Takoma metro and the new development at the site. We are in the midst of both a housing and climate crisis and the answer to both is dense transit oriented development near metro. I believe the top priority should be ensuring that the most amount of housing</p>

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feasible is put at the site through the densest development possible. I live around a mile and a half from the Takoma metro and when I need to use the train I either take the route 12 ride on bus or ride my bicycle. I believe you should consider replacing some of the currently planned kiss and ride spots with ADA parking for people with disabilities which I think would be considerate and help with community support, but to be clear I think that should be a matter of reprioritizing the currently planned spaces, and should not come at the expense of any units of housing.

91 There has been inadequate outreach efforts to get input on this proposal from residents and riders living in Takoma Park. I am President of the South of Sligo Citizens Association and received NO notice of these proposed changes. My contact information and that of all of our officers is maintained by Montgomery County so that we can be notified of proposed developments. This development will affect many more of our residents than most other developments in Takoma Park because of the nature of transit. I request that you provide clear and adequate outreach to Takoma Park residents and extend your comment period so that the views of all interested Takoma Park residents can be considered. I have heard from a few residents that they are opposed to the removal of parking. This parking is necessary for people to effectively use Metrorail for work and business appointments in downtown DC as well as medical appointments and social and political events. The Takoma Metro parking is heavily used which is clear evidence of its need. Your proposal is not in the public interest.

92 I am against the removal of hourly parking, handicapped parking, and established trees as part of the Takoma Metro development. I believe this development is not in the interest of the surrounding community nor in the stated mission of Metro. The removal of hourly parking will reduce overall ridership and visitors to the District merchants and social venues. Furthermore, the elimination of handicapped parking places an undue burden on handicapped riders who will have fewer choices in accessing Metro.

93 The elimination of public parking (long and shorter) at the Takoma metro station does not portend well for a transit hub that serves diverse metro riders. Taking a bus to the station may not work for all riders, depending on time of day and distance to bus stops. - There doesn't seem to be any provision for handicapped parking. - People will drive to the station and, inevitably end up parking on nearby residential streets, despite parking regulations. The proposed parking light at the underpass -- is this in addition to the light less than a block away at the corner of Blair and 4th St.? -- Will the additional bus bays solve the problem of buses currently idling on Cedar Street? The individual changes need to be considered in the context of an overall TRAFFIC STUDY.

94 I disagree with this recommendation. There are not enough parking spaces near the Takoma Park Metro station; particularly, given the residential parking restrictions. The ability to park at the Takoma Park Metro station provides numerous residents with a SAFE and affordable option for transportation to and from work at various hours. Additionally, the Takoma Park Metro station parking gives residents off all ages a means to travel and enjoy various recreational activities throughout the DMV.

95 I would like to oppose the elimination of parking at the Takoma metro. My family frequently utilizes the parking on weekdays and weekends. We use the parking on weekdays as we commute to our offices by Metro. Unfortunately the RideOn bus service is unreliable for us and the parking is important to ensure we arrive at our jobs on time. On weekends, we will park and take Metro to sporting events downtown or to the museums. With the elimination of this parking, we may likely eliminate our transit use and drive to our jobs downtown. On weekends, we would definitely eliminate our transit use and drive into the city. In our view, the proposal is not balanced given the transit deficiencies beyond the immediate metro station. We therefore ask that you reconsider the elimination of parking.

96 I use the Kiss and Ride at least 3 times a week and it would be a great shame to see the number of available spaces reduced down to 11% of its original number. The more disappointing part about this plan is that the proposed building will need to provide parking spaces for its prospective tenants who happens to be less than a 2 minute walk from the Station. It seems very counterintuitive that commuters traveling from further distances will have no where to park in order to continue their daily travels by Metro. Even if and a big "if" some of the private parking were to become accessible to the public, I'm generally sure it will come at a much higher cost. I would hope that WMATA reconsiders this part of the plan and its impact on their loyal commuters. Thank You!

97 I would like to request that WMATA make public the Usage Study it has conducted of the parking lot at Takoma Metro. I park there several days a week, and lately, it has become quite full. Many USG workers have not even gone back to the office yet and so the demand is likely to grow for a safe, convenient, and fast way to access Metro. Metro is a valuable community resource and one that I would like to continue to use. As a resident of Takoma Park, I believe I should be able to drive the short distance to the Metro and park there

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when commuting to work. The change has been a welcome one for me and for many who currently use the lot daily. I implore metro to provide sufficient COMMUTER ALL DAY parking with this plan. From the hearing, I understood there is currently NO COMMUTER ALL DAY parking that will be provided. This will be a major loss for the community and one that will make traffic to the other stations nearby worse. And traffic going into downtown worse. Parking there enables me to patronize the local businesses before and after work as well, which is important to the town. I would really like to make Metro accessible for all people with all life situations and arrangements. Whether picking or dropping kids off before/after work, whether they are impaired mobility wise, or if they are elderly. I also value the local small lot as a safe alternative to the large lots of the other nearby stations. As a woman commuting alone, I feel quite safe going to and from this station, in ways that I do not feel safe at the other stations / lots. Please consider keeping more commuter parking please for those of us who are going back to the office and contributing to our local economy!

98 The proposed plan for the Takoma Station describes removing 144 Kiss and Ride spots. However, these spots are not kiss and ride--they are day-long parking spots. These parking spots are critical for residents who are parking and riding the metro into downtown for work. Unfortunately, the RideOn busses have become extremely unreliable and scarce, so I need to park at the metro in order to make it to work on time in the morning and get to daycare pick-up on time after work. If you reduce the number of parking spots, I am not likely to seek another metro station with parking lots that is further north - instead, I will drive to work and you will lose a metro rider. I urge you to reconsider eliminating all 144 of the spots and leaving only 16 spots--this is simply not enough spots to accommodate the number of cars that are typically parked at the metro each day.

99 As a regular Metro rider who prefers to take public transportation I feel that cutting parking for the public will force me to use my car rather than take Metro. In the evening it is not advisable for a single person, or even a couple to have to walk to a home or to a car parked on a side street, Many people who regularly take the Metro to events downtown park in the public lot at night. Getting rid of the parking will decrease Metro ridership especially for seniors and people with disabilities. Please reconsider taking away public parking for Metro riders.

100 I strongly oppose the plan to eliminate of 144 parking spots at the Takoma Metro. In my experience, the spaces are used by people who are using the Metro, and not to drop people off. Eliminating the spaces will make the Takoma station unusable for residents who are not within walking distance of the station or a connecting bus route. Removing the parking spaces will deprive residents, many of whom are elderly, of the benefits of using Metro station that they rely on. The alternatives will be either drive to Fort Totten or to simply drive instead of taking the Metro at all.

101 The recent changes to allow all day parking at the station have been extremely helpful to cut my commute time and make riding the metro more convenient. With the elimination of these parking spots, I will likely not ride the metro as often (currently 4 times a week). Please figure out a way to include parking spots for metro commuters as part of the building development. I assume there will be a parking garage for the people who will live in the complex, so building additional (paid) spots for commuters should be possible.

102 Removing the parking spaces is not a reasonable idea. I and so many others use that parking lot to park while commuting to work via the metro. Should you go forward with this poor idea of removing the parking spaces, will there be alternative parking in that area? Before you make this decision, I would urge someone from your staff to actually go to the Takoma metro stop and see how many vehicles are in the lot each day. It's much more than a "Kiss and Ride"

103 My name is Mark Brochman, and I live within the city of Takoma Park. I too am concerned about the loss of the green space next to the metro. The plan states that of the four heritage trees located on the property, one will be removed, and one will be relocated. It is illegal to remove a heritage tree in the District of Columbia. Perhaps you are planning to just pay the very high fine for breaking this law. I respectfully request that you redesign the plan to leave the heritage trees undisturbed in their current locations. They provide much more value to our community than the benefits of this project. Also, this document does not include the full scope of this project, and is missing the plan & impact of the private development partner. No where is it clarified whether the heritage trees, or the special trees would remain, after the completion of the entire project. The parking study on page 10 was done in October of 2021, during the pandemic, when many were still working from home, and not using the metro system. I feel a new study needs to be done to reflect a more accurate account of the frequency of use for the metered parking. Although the 160 Kiss & Ride spaces have historically not been used as quick drop-off spaces as intended, that is no reason to disregard the need for daily & overnight parking specifically at the Takoma Park location. This will put more cars on the road, and increase congestion. Thank you

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104	<p>The parking area is heavily used both by people parking for all day or part of the day. Many do not have a second driver so drop off does not work for them. Building an apt building will do nothing for metro riders, elimination of parking will destroy the lives of many depend on metro services and reduce ridership, cause hardship and anger against metro services.</p>
105	<p>We are concerned about WMATA's proposed changes to the Metro parking lot at the Takoma station. We are nearby residents and can generally walk to the station. However, this is not advisable in the evening, given the potential dangers in walking in the dark from the station. We really are appalled at the proposal to eliminate all 144 metered parking spaces, as well as the handicapped spaces. In addition, as we (and many of our neighbors) are getting older, there are times when it really becomes essential to use the Metro parking spaces. We believe that making these changes will adversely affect ridership to and from the Takoma station and will really work in opposition to Metro's stated goal of increasing ridership. Paul and Rita Marth Cedar Avenue Takoma Park, MD</p>
106	<p>This is a very bad idea. Currently there is all day parking for commuters at Takoma Metro. This plan will eliminate the parking lot, forcing commuters to park a long way from the metro station and overloading the street parking in Takoma Park.</p>
107	<p>This mixed use development project for Takoma Dc and surrounding areas is long overdue. I'm so glad to see a lot of housing with minimal resident parking. Seems there could be improved handicapped and short term parking at this facility. (But if commuter parking is to be included you may need many more stories or improved traffic circulation. Please support robust housing right next to a metro station and transit hub. Thanks you.</p>
108	<p>I support the proposed changes to the Takoma Station area. I think mixed use development around it will very much so raise metro usage and add desirable places to live. It will promote more trips to and from that stop.</p>
109	<p>I oppose the proposed changes to the Takoma Park metro parking lot. The parking lot is used for daily parking and hourly parking which allows Takoma Park residents who do not live within walking distance to utilize the metro Red Line. As a community, we need to ensure accessibility to mass transit to reduce traffic, car emissions and serve vulnerable populations (seniors, non-drivers, handicapped). The current parking lot is mislabeled as a "kiss and ride only" as it is used daily by commuters who need daily parking.</p>
110	<p>Not sure how taking away hundreds of parking spaces is supposed to increase/enhance Metro ridership. We park at that station and board the Metro there. If you remove our ability to park there, that's 144 folks or more who now have to figure out another way to get to Metro - one that, by necessity, won't be nearly as convenient - or else drive to their destination. You are forcing hundreds of folks OFF of Metro by this move. As I think must be clear, I oppose taking away all ability to park at this station. Unless you offer an alternate space for parking, you are discommoding hundreds of regular commuter riders. While proclaiming your aim is to make Metro more accessible, you are, in fact, making it LESS accessible.</p>
111	<p>Takoma station is a major hub for Metro and generates a large portion of revenue for Metro. I park at this Metro station and if you eliminate the parking I will no longer ride the Metro. I will not wake up 45 minutes early and drive an additional 45 minutes to look for parking at Silver Spring or Ft. Totten to then pay Metro which is unreliable to commute to work.</p>
112	<p>We as a community do not want our lot taken away from us. This station is extremely helpful to many people in the area and will be creating stress on a lot of people.</p>
113	<p>Please do not eliminate the already small (144) number of parking spaces available at the Takoma Metro Station. Elimination of these spaces, which were originally designated for off-peak use, and now can be used from 5 AM to 2 AM, will reduce ridership. Many citizens of Takoma DC and Takoma Park, MD have need of these spaces. Even if we live within walking distance some, like me (age 78), are not able to walk several blocks over hilly terrain. Others may not want to walk home after dark, as concerns about street crime continue in our neighborhoods. Or, we may need to park near the station for an emergency or to be on time for an appointment, especially in inclement weather. The number of spaces available now is appropriate to the station's location in the middle of a residential neighborhood and encourages ridership. Eliminating these spaces does the opposite. Please do not do it. Jennifer Saloma Maple Ave. Takoma Park, MD</p>
114	<p>I am opposed to Metro's plan to redevelop the parking area at Takoma Metro. I am a daily commuter to downtown SW DC and use the daily parking. Alternative transit options for me if the parking were removed would add significantly more time to my commute and so I would most likely opt for driving all the way in to work.</p>
115	<p>I am a long time Takoma Park resident and I have used Metrorail and other public transit for 35 years. I am strongly opposed to Metro's plan to eliminate all public parking at the Takoma Metro station. I think that it is</p>

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important for Metro to provide easy access to its stations. This includes access for everyone, including people with disabilities and those who may have trouble walking or taking the bus to Metro from home. The public parking option at the Takoma Metro station has made it possible for me and many others to use Metrorail for our daily commute to work, especially during bad weather or during the winter when it gets dark early. I am also strongly opposed to the development of more than 400 new apartments next to downtown Takoma Park. This new planned development will greatly add to already increasing neighborhood congestion and completely change the character of our community. It will not increase Metro ridership but will make access to the station more difficult. I do understand that this kind of development will increase DC tax revenues and will give Metro a temporary source of needed money. But it provides no long-term solution to Metro's financial issues. For me, as an advocate and daily user of public transit, I would prefer to see Metro working for better access to its trains and buses, better long-term solutions to its infrastructure and financial issues, and a better quality of life—including open space around its stations—for the communities it serves. Thank you for the opportunity to comment on this disappointing plan.

116 I live in Takoma Park and commute to downtown DC, using the metro once or twice per week. Removing the parking at Takoma station will mean that it is far more efficient for me to drive downtown on those days when I would otherwise take the metro. It will reduce my use of metro significantly, and may even eliminate it. Going to Fort Totten is not really an option, as by the time I drive and park there, I have already dealt with enough traffic that it is easier for me to go directly downtown (in my car) from Takoma. In the past, I have sometimes walked to the metro (20 mins) or taken the bus (which has an erratic schedule), but both options are considerably less efficient than parking at the station. Bottom line, removing the parking spaces will certainly lead to a significant decrease in my use of metro. FYI, I note that in the survey, the parking spaces are identified as kiss & ride/short term. But these are daily parking spaces, which is what makes them essential for commuters such as myself, who arrive at 8:00 am and leave at 6 pm.

117 I am a resident of Takoma Park, MD and maintain a parking spot and drive to my office near Union Station, DC. I do this because I cannot rely on making timely connections between my home and the Takoma Metro station via Ride On to accommodate my child care obligations, so I drive from door-to-door. Just recently, I started using the Metro because I can park all day at the Takoma Metro and take the Red line to and from work, with minimal time getting to the station from my home and returning there at the end of the day to meet my child's bus. Although it would be less costly and more environmentally friendly for me to take Ride On between my home and the Takoma Metro, I simply cannot afford the additional time or risk running late with my work and family schedule. The all-day parking spots at the Takoma Metro station make it possible and more convenient for me to take the Metro to work. Without them, I'll have to go back to driving every day. Traffic on North Capital is horrendous during morning and afternoon drive times. It's a waste of fuel and time to sit in traffic and bad for the environment. I strongly oppose any plan to remove the all-day parking spots from Takoma Metro, which would only make metro less convenient and driving on already crowded DC streets far more likely. Also, please note: on the following pages, the parking is described as "short term" kiss-and-ride parking. That is no longer the case. Metro riders can park all day under the current arrangement.

118 I am kindly requesting that the daily parking spaces at Takoma Metro Station NOT be removed. These parking spaces are an essential part of many long time, hardworking residents daily commute throughout the 'extremely' congested DMV.

119 I oppose removal of all metered parking at the Takoma Metro parking lot because I believe it will cause people to drive to their destinations rather than park and take the train. Your materials say that people can simply drive another 10 minutes and park at Ft. Totten. But that extra time will inevitably motivate people to choose to drive all the way in. Further, you justify removing the "Kiss & Ride" spaces because you say they are underutilized. Converting their status to "Park & Ride" will reduce the current confusion that exists around how that parking area can legally be used and increase its utilization overall. I also oppose removal of the heritage tree that's called for in the plans, and described in the Environmental Evaluation. Your plans acknowledge that there are only four heritage trees on the site, and that many of the other trees on the site are in poor condition. Nevertheless, your plan will eliminate two of the heritage trees. Your plan calls for removing one heritage tree outright, a mature tree that is healthy and making a significant contribution to improved air quality as well as the beautification and ecological diversity of the site. You also propose relocating another heritage tree, an action that in all likelihood will kill that tree, given how difficult it is to successfully transplant any tree of significant size. The design needs to be reconfigured to protect both those trees, as well as the metered parking currently available. Thank you. Diane MacEachern, Takoma Park MD resident and frequent Takoma Metro user; M.S., School of Environment and Sustainability, University of Michigan

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I am submitted written comments to oppose the development project because it will remove 144 "kiss and ride" parking spaces at the Takoma Park Metro station. These parking spaces are very important to maintain for the quality of life and ease of transportation for the people in the community. These parking spaces allow commuters who do not live within walking distance of the Metro station to travel to Washington DC for work on a daily basis. The bus system for many community members is not sufficient to allow mass transit to the Metro station for everyone, and many people must drive to park at the Metro station. I am opposed to the proposed development for the reason that it will remove these parking spaces, and therefore make the Metro station useful for only the limited and wealthy community members who live within walking/biking distance to the Metro.

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STATEMENT OF PETER KOVAR HOLLY AVENUE TAKOMA PARK, MD A key challenge for the proposed Takoma Metro station development is the reality that -- while the project is located entirely within Washington, DC -- because of the geography of the site there will be significant impacts on residents of Takoma Park, Maryland. With that in mind, I encourage stakeholders to seek a pathway forward on the project which appropriately balances major relevant factors, including concerns which have been raised by residents of Takoma Park. Our area needs more affordable housing, smarter growth, convenient access to transit, preservation of green space, and compatible development. The design of the project, in weighing all of those goals, should preserve a much larger percentage of the existing Metro parking spaces than the current proposal would, and produce a building with a height more in line with most of the other close-by apartment buildings (not to mention those around the Fort Totten, Brookland, and Rhode Island Avenue Metro Stations), which typically don't exceed four or five stories. This WMATA hearing is to a large extent centered on transit and related matters, so -- beyond parking and traffic concerns -- questions about the development's height and footprint, its external design features, the kind of commercial tenants it may include, size and uses of green space, stormwater management, and so on, may be considered in more detail at later stages of the process. But decisions on matters more directly related to transportation will inevitably affect some of those points, so they shouldn't be separated from the current hearing. And in that context, it's worth looking briefly at previous versions of the proposed development. Early on, it took the form of condominiums with two-car garages, an idea which drew major opposition, given the likelihood it would promote excessive car-based commuting. That plan was ultimately withdrawn. When a later design calling for a larger apartment complex emerged in 2013, I was part of a small group of residents from both sides of the District-Maryland border which met with EYA and suggested a series of changes. Some of the recommendations from the group and from the 2013 Takoma Park City Council resolution (rotating the structure's physical orientation, preserving more green space, finding a better location for trash handling, widening the driveways, and creating a less monolithic façade on Eastern Avenue) were incorporated into subsequent versions of that plan. And even today's version of the proposal reflects aspects of some of those recommendations. For that earlier plan, the group also suggested underground parking as a way to retain a sufficient number of spots for tenants and Metro users, while enabling a lower building height. Although EYA didn't support that idea, the WMATA Board, at the group's urging, included in its resolution on the project at that time language calling for underground parking to be considered. In other words, this hasn't been a case of residents unalterably opposed to developing the site. Rather, there has been a willingness to work with EYA and WMATA to seek improvements to the development ideas which have been advanced. That's in contrast with some who under the rubric of smart growth have uncritically supported each version of the proposed development which has been put forward over the years. As noted above, I don't agree with the idea of eliminating, as the current plan does, so many of the parking spaces which are available for Metro riders (and which are certainly not "kiss and ride" spots, as WMATA's hearing announcement claims). On weekdays during business hours the lot is typically quite full, and it's heavily used during non-peak hours as well. It runs counter to smart growth concepts to in effect require people who can now access the station via short car trips to drive longer distances to reach other Metro stations where there is more parking. That is perhaps less of a concern for residents who live within easy walking distance of the station, as I do. But for those who live farther away within Takoma Park, or who otherwise may face physical challenges in terms of walking or who may prefer not to walk after dark, cutting back substantially on Metro parking spaces is short-sighted. More spaces can be preserved if the total number of apartment units is reduced and/or if -- as suggested in the earlier WMATA resolution -- undergrounding some of the parking spaces is part of the project. More broadly, because the nearby streets are relatively narrow, and intersections adjacent to the Metro station often fail even outside of rush hour, we need a clear analysis of the project's impact on traffic. In particular, with hundreds of additional new apartment units (separate from the EYA project) already planned or under construction in the area near the station, it would be preferable to have a comprehensive analysis of the combined traffic impact of all the

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new developments. The analysis should take into account not only the number of proposed parking spaces connected to each project, but an estimate of the number of additional automobiles that can be expected for residents of the proposed EYA building who don't obtain parking spaces as part of their tenancies, along with anticipated additional traffic related to the commercial components of the project, and safety for pedestrians, cyclists and disabled Metro users. This is an opportunity to demonstrate that there's no need for more extreme proposals to unduly dictate the terms of the public debate. Rather than insisting on a too-small project or pushing for one that's excessively large for the site, let's instead work together on a development that meets the surrounding community's needs in a balanced way. I urge the WMATA Board, EYA and other stakeholders to proceed along those lines.

122 I support this project, pending getting details of how much and what kind of parking will be available. Please include info about time limits for parking spaces and whom they are intended for. Also, please report how many disabled spots will be provided.

123 I am a homeowner in Takoma Park, Maryland, and I have lived in the DC Metro area for 28 years. I wholeheartedly support this redevelopment project and the associated changes to parking at the Takoma Metro station. While I am a professional housing economist, I have no financial or business-related associations that relate in any way to either WMATA or the development industry. Please note also that my views and comments are entirely my own and should not be taken to reflect those of my employer or any other persons or groups I am associated with. My interest in transit-oriented development in our region dates back to the late 1990s when, as a volunteer, I assisted MNC-PPC staff with analysis for their initial Transportation Policy Report. At that time, the Takoma Station area was one of many in DC and Maryland that was under-developed. The current proposal for mixed-use development addresses many urgent needs, including affordable housing, and has many positive design features including green space preservation, as well as an appropriate mix of parking. The one obvious drawback to this change is that it eliminates some low-cost all-day parking spots that were established in the Covid-19 era. Those who need Metro commuter parking would need to drive to Silver Spring or Fort Totten, which was the status quo for most of the Takoma station's history. I do not believe that this should be a roadblock to the proposed changes. Activists who are opposed to the overall project (or, indeed, to any development in their vicinity) have seized on this issue. In my view, though, this is merely a pretext and an opportunity to attempt to delay or derail development by forcing changes to make the project less economically viable or attractive. Sincerely, Walter Scott Takoma Park, MD

124 Dear WMATA, I am a resident of Takoma Park, MD since 1986 and I have been a frequent user of the Takoma Metro since then. As I have grown older, it has been helpful to use the parking lot at the Takoma Metro for trips downtown for medical appointments, to go to a museum or play or for shopping. I think doing away with almost all of the parking spots at Takoma Metro will be a hardship to people who do not have ready access to bus service to the metro and those people who are handicapped or older. I understand that you are encouraging people to use the Fort Totten parking facilities, but before the Covid pandemic that parking lot was always full by 8 am. I am assuming that as people go back to work, it will continue to fill up and people who want to use the metro during the day will not have any parking available. I urge you to find another solution so that people can continue to use the Metro parking lot during the day or evening so that they can ride Metro to their destination, rather than driving. Thank you for your attention to this concern. Sally Taber Auburn Avenue Takoma Park, MD

125 Please don't all but eliminate the parking at the metro

126 I'm handicapped and live in Takoma and think it's a very bad idea to reduce the Peking at Takoma metro from 166 spaces to 16

127 I'm not pleased with this plan. There is insufficient detail to the plan, NO information on any proposed development, and there was NO information provided to Takoma Park residents, who would be most impacted by the changes, other than this recent posting. Most of DC is on the other side of the tracks and wouldn't even be impacted by any changes. It's insulting that you would work with younger people in DNCs in DC but ignore Takoma Park residents and station users in this way. It is also ridiculous to divorce any changes to the bus and parking from any proposed development. WHY make changes at all except to promote development on the site--OUR PUBLIC SITE--without telling us your plans for the WHOLE of the site. You know that the prior proposed development was roundly rejected by Takoma Park residents, was too massive and imposing. So you you plan a divide and conquer approach? That is reprehensible. And 7 to 10 stories as discussed is way beyond the zoning for the area and would destroy the character of the site, especially the surrounding neighborhoods in Takoma Park. Removing virtually all parking is a horrible idea and discriminatory to elderly and disabled Metro riders. We NEED spaces where we can park and travel to doctor

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appointments and other activities downtown or in Bethesda or Rockville. The current parking is NOT "kiss and ride!" There are currently about 3 kiss and ride spots and many more metered spots. Having just a few 2-hour spots is ridiculous. If there are no backups, that might allow you to take a train downtown and turn right around and come back. That is not practical for anything. Saying people can drive and park at Fort Totten is also absurd and insulting. Those parking spots are full by early morning, much further to walk to the trains, and the neighborhood is not safe. It takes up to 40 minutes to drive there in the morning from my house in Takoma Park because of the traffic. And the Fort Totten neighborhood is much less safe. As a senior, I found this whole proposal insulting. If you want to make changes, the only change needed is to allow users to use their Smartrip cards for parking instead of carrying a ton of quarters!!! While you are being silent for now on any other changes to the lot, it is clear you plan to destroy the current green space and spring a massive development on the rest of the site on us. NO. STOP! This green space is part of our neighborhood. And we are not forgetting the agreement WMATA made years ago to keep the green space in perpetuity. We have a say in what happens on the site and we say no. Again your approach of severing the removal of parking and reconfiguring the bus bays while being silent on any development is reprehensible. I hear what some are saying about "smarter growth." I also know from decades as an environmental professional that what is sold as "smart growth" is really just slightly less dumb growth. And I know that people living in urban and suburban environments need green space, peace and quiet, and clean air to be healthy. Your proposal would destroy that. I am opposed.

128 I fully support the proposed transit infrastructure changes, as well as the site redevelopment itself. The most common concerns I hear from area residents relate to 1) stormwater impacts from both construction and post-redevelopment site use; and 2) the loss of kiss-and-ride parking slots that area residents use on an ad-hoc basis on evenings and weekends (close-by residents walk to metro for daily use, but they drive to and park at lot on evenings and weekends to take metro downtown to avoid walking home at night). I think the use of the Fort Totten lot seems a good workaround for the latter parking concern, while I think the stormwater program at the DC Dept. of Energy and Environment will address the latter. However, many of my neighbors remain more skeptical on one or both counts, so more discussion on these two points would be helpful.

129 Where are residents supposed to park? Are you removing all the parking spaces? Why are you calling it Kiss N Ride? There are regular spot for commuters. Those are needed and necessary. I don't think you should be removing all the parking spaces. Having parking at the station allows riders to use Metro to go into DC.

130 The Takoma Station daily parking lot and bus depot give thousands of people the ability to easily ride Metro every day on their commutes, including my wife and me. In this part of DC and Maryland, the Metro stations are farther apart and the neighborhoods are less walkable. By removing parking and bus options, you will make it extremely difficult for thousands of people to get to work or school and add significantly to local traffic. I understand the need for new housing, but build it on disused land, not land that is actively used. Or, better yet, convert some commercial real estate to housing in a post-pandemic world. This is a standard, unimaginative, and greedy move by local developers in which Metro is complicit. Don't build on our parking lot and bus depot.

131 Eliminating parking at Takoma Metro will reduce ridership. Being able to park there is why I take Metro to work in Washington. Before all-day parking was allowed, I had to walk 0.3 miles to a RideOn stop in all kinds of weather and wait for the often-delayed bus to take me to Metro. I often gave up and just drove all the way into D.C. The idea that commuters who want to park at a Metro station can just "go to Fort Totten" is unrealistic -- that stop is not convenient for many people who use Takoma. WMATA should be making it easier to use Metro, not more difficult. I'm all for creating more mixed-income housing, but there must be a way to do so while preserving parking.

132 I use the metro 2 to 3 times a week to get to work. Being able to park in Takoma has made my commute possible. Reducing parking paces to 16 is a no win solution.

133 I support replacing as many parking spots with the additional bus bays and housing. It will drive more transit ridership and reduce carbon emissions. I am excited to see this project progress.

134 More housing, less parking! It's ridiculous that nearly half a century after it opened, Takoma Park Station remains surrounded by suboptimal lane uses. The climate emergency makes it all the more important that we use land next to a transit station for something other than the cheap, subsidized car storage. The housing crisis also adds urgency to add housing next to this transit station. (Opposition from incumbent Jo wieners to new housing at this is immoral and should be ignored.)

135 I strongly support this change to the Takoma parking lot. It is both better for Metro's finances and for the region as a whole to have people living right next to the station, rather than an often-empty parking lot.

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Takoma Park is a dense, transit accessible, neighborhood and it shouldn't need a large parking lot to operate. A vocal minority will try to stop this project, as well as the hundreds of new neighbors it will bring. Please don't listen to them and build this project.

136 The proposed changes which involve removing the parking spots would be detrimental to the local community who rely on the parking to get to work on weekdays and weekends. Moreover, families use the parking on weekends and holidays to access downtown DC. Removing the parking would adversely affect people of color and of lower socio-economic status, who rely on the metro's more affordable parking options. Please DO NOT remove the parking Takoma Park.

137 I am incredibly disappointed that Metro is even considering removing the parking spaces at the Metro. This will only decrease the ridership of metro for people who live in and around Takoma Park. It appears Metro has sold out to the developers at the detriment of the community. Where are people who live in neighboring Takoma Park supposed to park? If we cannot park at the Takoma Park Metro, we might as well just drive and not use the Metro. This doesn't help the community, it hurts the community. I have lived in Takoma Park for more than 20 years and park at the Takoma Metro every time I go to DC. People would have used the Takoma lot to park for work if the Metro had not limited the hours of parking to prevent it. This is clearly a way for Metro to sell the land to a developer and make money. It has nothing to do with helping the community. I am disgusted by this proposal as it completely disincentivizes use of the Metro. The arguments raised in favor of the proposal make absolutely no sense whatsoever. It is only a way to make money by selling the land. It is outrageous.

138 This proposal eliminates all parking spaces and will significantly impact my ability to use metro. Currently there are no buses that run between the metro and my daughter's school and after care. I have to drive to drop her off, then I park at the metro as an alternative to driving downtown. The variability of summer camp locations only exacerbates this challenge. Even on days when I do not have to drop her off (no school days), the bus does not run with enough frequency or reliability to know I can for sure get a bus home from the metro in time for evening events. In addition, adding yet another high rise apartment building is going to further exacerbate parking in the area. If you do not live in a half mile radius of downtown, driving is Takoma a critical way of getting around. There are not safe bike lanes on the main roads (Piney, Carroll, or Maple), buses may not get you where you need to go, and sidewalks are inconsistent for scooters. Your proposal eliminates a main mode of access without creating any real alternatives.

139 The proposed plan to eliminate nearly all parking greatly reduces the utility of the Takoma Station for me. Suggesting Fort Totten as alternative parking is pointless as there are almost no spaces there. Making Metro usable only to those within walking distance is not conducive to increasing ridership

140 I am a supporter of Smart Growth. However, I do not understand how Smart Growth concepts align with eliminating ALL parking for the Takoma community (144 spaces) while providing 163 parking for new residents of an massive apartment building and an additional 67 spaces for retail. Either eliminate all parking OR provide some accommodation for residents in the Takoma Park community.

141 I do not like or support this idea. I have lived in Takoma for over 20 yrs and the area is becoming more and more congested. I like that you added the ParkMobile option and I feel that some metro stations need parking. I cannot always walk from my home to the metro, either because I have bags, or I'm fatigued but it is nice and convenient to drive to my local metro stop, park my car and hop on the train to parts of DC that has no parking hence my I am on the train! We already have enough apartments and tenants that have moved into this community and it is becoming congested and changing the vibe of the area.

142 This proposal is replacing a resource that serves the public with something for a select private few. It is unclear if a survey has been done to garner how many people use the park and ride at Takoma Station. If completed, were these results of such a survey made public? These metrics would help inform the level of need for parking at Takoma Station. And from that information, a better decision could be made on how to mitigate the disruption to parking. Diverting daily park and ride to Ft Totten is not reasonable if there is no plan to expand the already crowded parking availability at Ft Totten. Furthermore, being on the edge of DC where metro stations are farther apart, unlike downtown, walking from your place of residence is usually not realistic. Current patrons are unlikely to divert to Ft Totten and are more likely to drive to their final destinations, as southbound traffic to Ft Totten is already burdensome. In aligning with DC metro's desires to increase ridership, incentives such as easy parking solutions encourage those living on the outskirts of DC to take the metro.

143 The "Kiss & Ride" listed is mis-labeled. These are daily parking spaces that are vital the local community. Without them there is nowhere to park and we will not be able to use the metro at all.

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144	<p>I live in Takoma Park, MD and use the metro -- sometimes I walk, sometimes I use the short-term parking, and sometimes I park all day as a commuter. My comments: 1. It is duplicitous (and arguably illegal) to be looking at this "proposed parking and bus bay changes" as if they were a project in and of themselves. This project is being proposed only because of the much larger EYA construction plans. 2. The proposal says there are 144 "kiss and ride" parking spaces. This is factually incorrect; this inaccuracy casts suspicion on the proposal and on this process of soliciting comments. These are commuter parking places. Some of my neighbors and I use them for daylong parking (so that we can take the metro to our offices). At other times, we use them for shorter-term parking for taking the metro to a doctor's appointment, or to park safely at the metro in the evening etc. Those of my neighbors who cannot walk to the metro, either because they are physically unable or because of the distance from their homes, depend on these commuter parking spaces. 3. Telling residents who live closer to TP metro that they should just drive further & park at Fort Totten instead hardly makes sense in terms of the goals of real "smart growth" or a metro system. Think of the added car emissions of what is a longer drive and of the more crowded streets from TP to FT, etc. Indeed, I find this "just park at FT instead" logic quite baffling. But if Fort Totten is the alternative, then there has to be an environmental assessment and a traffic assessment of that aspect of the changes in parking. 4. Others have suggested that commuters can just park on city streets. But there are very few such streets within walking distance of the metro that do not have limited parking due to residential parking restrictions. Those residential parking restrictions are very important on our already busy close-in streets. So, again: where is the assessment of the impact of the proposed lack of commuter parking on city parking and traffic? 5. The purpose of a metro station is to provide transit. The reason there is a TP metro and not just a Fort Totten or a Silver Spring metro is precisely to be sure that there is a convenient metro stop, with appropriate parking, for residents in both TP, MD and TP, DC. This proposal negates that very purpose. IN SUM: THIS NARROW PROPOSAL -- A SLICE OF A LARGER PROJECT -- SHOULD NOT BE CONSIDERED WITHOUT THE REST OF THE PIE. NO PRIOR PROPOSAL FOR "DEVELOPMENT" AT THE TP METRO WAS DELIBERATED IN SUCH A "SLICED" MANNER. DOING SO CALLS INTO QUESTION THE LEGITIMACY -- AND LEGALITY -- OF WMATA VIS-A-VIS "DEVELOPMENT" AT THE TP METRO STOP.</p>
145	<p>There are little to no long term/daily public parking options in this area. The Metro parking lot that is proposed to be removed is the only parking lot around that allows for public parking all day. The only other public parking options nearby are 2-hour street parking. I use this parking lot so that I can park while I'm at work. 2-hour street parking doesn't work for working 8-hours a day. This parking lot is largely used by commuters who need to drive into Takoma to either work there or Metro further into the city. Removing this parking lot removes a major transportation need. This lot is very full every weekday - that is clear proof of its necessity to the local area.</p>
146	<p>I rely on the parking at the Takoma station for my daily commute. The parking lot is rarely full and could likely lose some spaces without impact, but I think 144 spaces is too many.</p>
147	<p>The Takoma Metro station parking has an important function for families whose children attend the Takoma Park Child Development center and the Takoma Children's School. These parking spaces are more accessible for elderly grandparents as well - the lot is located right at the metro and requires very easy access to the parking spaces and the metro elevator. Takoma park has one of the few areas where multigenerational family access is super easy.</p>
148	<p>I'm all for redevelopment....train station needs to be updated and the area could definitely use more apts/restaurants/bars</p>
149	<p>I am against the relocation of the bus loop and Kiss & Ride as well as completely removing Kiss & Ride spaces. An added traffic light would be a great addition; however, if it's all or nothing, then I am against it all.</p>
150	<p>Thousands of people in the area depend on metro parking to make their commutes possible at the Takoma metro. Creating a drastic overhaul to my life, alongside everybody else who utilizes parking, is outrageous for the proposed plans of adding a residential apartment. There is current, daily parking at this metro. IT IS NOT A KISS AND RIDE AREA, as metro believes. People depend on this to get to work each day, and there simply are not equitable alternatives for these people to use the metro with the elimination of these parking spots. Parking at the Takoma metro is vital for accessibility of Washington DC and removal of parking is inequitable and unjust. Parking in metro stations outside of Washington DC is incredibly important to allow the members of our community who cannot afford the high rent prices of Washington DC to commute in. It sets disturbing precedent for surrounding areas and promotes the idea of only privileged and wealthy individuals being able to afford to work in the city. I will consider moving from the area if this change is made. It would add over an hour to my commute each day, an absurd amount for how close I live to the city.</p>

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151	The plans to develop the greenspace and parking lot at Takoma Park metro station does not serve the community or Metro's interest in increasing ridership. Without daily/hourly/handicap parking, ridership will decline in Takoma Park, a community that is supportive of public transit. The proposed plan will cripple commuter and handicap access to the station. It makes NO SENSE. Please STOP this ill-advised and anti-community development plan.
152	That parking you want to remove is not kiss and ride, and those who use kiss and ride don't park. That is the parking people like me (70 years old) use to take the metro downtown. There are many older people in our community who rely on that parking. I ask that you leave that parking for its intended purpose.
153	Although this proposal is much better than the previous dense development plan, there is so little open space available around here it seems to make much more sense to leave the very scarce parking provided here and use the remaining space as a quiet park space, and then redevelop the 7-11 lot as housing.
154	I live at the corner of cedar and eastern. I feel that there needs to be parking for people that use the Metro.
155	I'm strongly opposed to this idea. It's terrible for anyone who lives more than 15 minutes walk from the station. The existing bus service to the station is unreliable and infrequent even when it adheres to the schedule. You will effectively be eliminating the metro or forcing people to build in an extra 30 plus minutes every day for commuting.
156	I am a Takoma Park resident and I am urging you: please do not reduce public commuter parking for the Takoma metro! I am looking out on the parking lot that is now 90 percent full, as it is most weekdays as Covid has wained. The lot allows all day parking for commuters as well as hourly parking and handicapped parking. Nearly all of these parkers are presumably heading downtown. How many of them would simply push on to Fort Totten through the rush hour on Blair and New Hampshire, and how many would simply drive downtown? Or maybe not go at all? To eliminate this parking is idiotic if METRO truly seeks to serve the community, to keep Takoma viable as a commuter hub, and provide a viable METRO option for all. Thank you.
157	I think it's absolutely necessary to have parking spaces remain for the Takoma Metro Station, especially considering senior citizens, the disabled, and people with small children. The assumption that everyone can walk to the station is absurd. At night, it is too dangerous for people to walk to or from that station. There have been many muggings and other crimes in that area. Buses don't go where everyone lives, and they are not frequent enough to substitute for the use of cars. Weather is also an issue if the assumption is that everyone can walk to the station. If there is ice on the sidewalks, it's very hot, or very cold it can be dangerous. People don't live just a few blocks from the station. It can be too long a walk for many in the Takoma Park area. I strongly oppose the idea of getting rid of the parking lot.
158	Plz do not eliminate parking at the Takoma Station. If anything, liberalize the hours one might park there and modernize the payment method.
159	I strongly oppose the elimination of most public parking at Takoma Station. This parking lot serves many Takoma Park, MD residents who do not live close enough to the station to walk. You will be forcing them to find other ways to commute and given the added step of configuring a Ride-On bus to the metro station increases the likelihood that many of these people will drive to work instead, which is not your intent. Please consider the adverse consequences of removing the parking. Thank you! Dawn Reeves Glenside Drive Takoma Park MD
160	I completely oppose this plan without further details.
161	Do not take away the parking spaces! With all the new development and housing, the need for parking will only increase!
162	Currently, there seems to be decent parking space utilization at Takoma station, certainly more than what the proposed 16 parking spaces would provide. Removing that many parking spaces would represent a hardship for those of us who live alone and drive to the Metro station, especially in circumstances of inclement weather. On rainy days the existing parking lot is typically 50% - 75% full. For the meager gains in bus bays, losing that much parking capacity to the proposed green space is a bad trade-off and will discourage ridership.
163	I am a resident of Takoma Park, MD and live within a mile of this project. I encourage METRO to proceed with its plan to remove the surface parking area/bus loop and replace them with dense, transit-adjacent housing.
164	I am a Takoma park Maryland resident. Although I support development near public transit hubs, I also believe in easy access to those transportation hubs. Removing essentially all of the public parking at the site impedes that needed accessibility. I would think that derogating Metro access is at odds with a (the?) core WMATA objective. Surely there is a reasonable way to develop the site without doing this evident harm to public transit. Steven Silverman cedar ave takoma park MD
165	Hello. I live in Silver Spring and agree with the plan to eliminate surface parking at this Metro stop. Using this property for car storage is a waste of valuable space and encourages car use, exactly what Metrorail itself was

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intended to replace. As for the proposed development, the more users/occupants the better. Keep in mind not too many people want to live immediately adjacent to a busy railroad right-of-way due to the noise. Some sort of buffer will be necessary. Otherwise, putting hundreds of potential Metro users next to a rail station makes good sense. Thanks.

166	I am a Takoma Park resident and rely on the parking spots at the metro station. Please don't eliminate these spots or please be sure to provide spots for those of us that need to use metro! It's important to have spots available for access to metro. We might not need as many as currently available but I can't tell from your plans if you intent to eliminate all paid parking spots or just some. Eliminating all spots would cause a huge burden and as you can see, many spots are being used each day. Please don't eliminate all paid daily use parking!
167	Please keep the parking spaces at the Takoma Metro. They are necessary for people who live just a little too far to walk, or who cannot walk, to access the Metro station, which is an important link to downtown and the broader metro region.
168	Please do not eliminate all of these parking spaces. This will pose immense challenges for disabled people and those who live too far from the station to walk.
169	I live 3 block from the Takoma Metro Station. First of all, I support development/housing at Metro stations to reduce car traffic and create Metro based community. However, there are a few inaccuracies in the Takoma Station info. This is NOT only a Kiss & Ride. There are space for parking that are particularly important for persons who are elderly and/or have a disability. I do NOT want to see parking eliminated entirely. Please consider this comment.
170	As a commuter, and a single parent who cannot afford to live within easy walking distance of the Metro but who still needs easy access to my car in case of emergency, I strongly oppose the removal of commuter parking at the Takoma Metro. Please consider preserving commuter parking, even if it requires a shift to the planned development.
171	I do not think this is a good idea. It doesn't seem appropriate to do an analysis of use of this station during pandemic times- it is not representative of typical use patterns. Personally, I use this parking lot as my preferred lot as the other stations near to me are riddled with safety concernsZ the silver spring lots are far from the station and are not easy for metro access. Also, they are public lots and in the last few years there has been a lot of crime in those lots specifically (lots of smash and grab and armed muggings) as well as much crime all over that are- shootouts, high speed car chases, increase in petty crime, armed muggings. I do not feel safe with the prospect of using that parking facility. I feel the same about fort totten- the station itself is rather unsafe and there has been much crime in the parking lot. Forest Glen is never patrolled and has also experienced crime and a lot of station closings. The community counts on having that small amount of spaces at Takoma metro, as it is easier to access metro for those with accessibility concerns. Buses are slow and not reliable and don't service every neighborhood around, so trying to force people into using them more is an unrealistic initiative.
172	Takoma metro station is the closest station with available parking that allows community members to take advantage of metro into DC. What are the alternative options for removal of parking spots? How will community members be able to access this public transportation when the metro stops are few and far between and limited in our area?
173	While I will miss the parking at the metro I believe mixed use development including residences to encourage transit use is a far more valuable use of the property. As it is now, the Takoma Metro is underwhelming. It would be wonderful to have a vibrant surrounding area that incorporates condos and apartments. Takoma is a desirable, walkable community but too many people are priced out. We desperately need more housing in this part of Maryland and DC. I support this project.
174	I support the proposal to remove the parking and build more housing.
175	My name is Andrew, and I have lived my entire life in the DC area. I grew up on Bonifant Street in Silver Spring, roughly equidistant from the Silver Spring and Takoma Metro stations. This area desperately needs more high-density, sustainable, walkable development, and I strongly support any efforts by Metro to develop as many units of housing and as many retail amenities as possible. High-density is exactly what we need on Metro-owned land - it will both provide income through rent and land sales to WMATA, and induce more Metro ridership, which will reduce the amount of subsidy required to operate Metro service and provide impetus to improve frequency and service quality in the future. Beyond the general comment in support of as much housing as possible, I would also strongly request that WMATA do everything possible to promote pedestrian and cyclist safety around the Metro station - any intersection redevelopments should prioritize buses, pedestrians, and cyclists, with cars a distant afterthought. Additionally, WMATA should seek out

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opportunities to add secure bicycle parking to any developments. I would ride my bicycle to take the Metro much more often if there were secure, high-capacity bicycle storage protected from the weather, like that currently being planned by the county for the Bonifant-Dixon garage near Silver Spring station. Thank you for taking the time to read my comments.

176	We should absolutely transition the mostly empty parking into more housing in the area. The spaces are barely used as-is and bringing more people and more local businesses into the neighborhood benefits us all.
177	The parking spaces aren't being used and aren't necessary.
178	I fully support all plans to build more housing near metro stops.
179	I strongly support the removal of parking in place of housing development adjacent to the metro. Though I am a strong believer in history and tradition, and thus I respect that Takoma Park was named after the inventor of parking lots, I also value the importance of the 1896 streetcar in the development of Takoma Park and look forward to a future when the neighborhood is again centered around housing adjacent to transit and does not instead prioritize parking
180	I am very supportive of the proposed development. Bike and pedestrian improvements should be prioritized, as should bringing new affordable housing to the area. Thank you!
181	I strongly support the proposal to relocate the bus loop, remove the parking, and build housing on the WMATA-owned parcels adjacent to the Takoma Metro Station. As Metro knows better than anybody, the entire DC region benefits when people live transit-oriented lifestyles where they do not need to use a car all the time. Although it is true that park-and-rides enable some transit ridership, that commuter use pales in comparison to the ridership that is gained from people living next to transit and building their lives around it. I am one of these people and my daily commute has been just one part of my Metro usage: I have ridden Metro to visit friends, to go to the airport and train station, to meet my parents for dinner downtown, to see shows at the Kennedy Center, to be disappointed by the Hoyas at the Verizon Center, to get my phone fixed at the Sprint store, to testify at the Wilson Building, to get my hair cut at Diego's, to feed my friend's cat in Pentagon City when he was on vacation, to go to mass at St. Augustine's on Sunday, to grab a drink on U Street, and even to take home a bar cart and turntable from Target. In short, Metro is simply the way I get around DC. When people treat Metro that way, it results in far more ridership than any park-and-ride could ever generate. So replace the parking at Takoma with housing! You will end up with more folks who treat Metro as the default.
182	I am a homeowner in Takoma DC and fully support this plan. It makes no sense to subsidize car ridership when we have bus, bike, and walking infrastructure, and hope to build more. The new building will help alleviate high housing costs. We must continue to grow or Takoma will become a boring ghost town of elderly millionaires where no one else can afford to live.
183	No notes! Fully support taking away as many parking spaces as possible. Thank you!
184	It is hard to tell from the description and picture whether there will be a drop off location for riders arriving at the metro by car. Since there is no longer parking, many riders will need to be dropped off by family or ride sharing services. The current drop off areas in the Kiss and Ride are impractical so most riders get dropped off on Carol St. The additional traffic calming measures that block the previous drop off area before the bridge has made the situation very unsafe as drivers now need to drop off riders under the bridge where traffic is lining up to turn. PLEASE consider addressing that situation prior to and during construction, and having a permanent fix with the new construction. Thank you.
185	To whom it may concern, I'm writing in support of the plans to eliminate all parking at the Takoma Metro Station. I believe the societal and economic benefits of additional housing at this location far outweigh any benefits from keeping the parking lot. Research has shown that reducing parking does not impact the demand for transit services; instead, it increases the proportion of people taking alternative modes to get to the transit station. The additional housing would be a much needed step towards alleviating the housing shortage in this city and would almost certainly result in more metro usage and less car traffic. Please move forward with this plan for the good of the city and its residents. Best regards, Zach Proom
186	I testified at the public meeting at Takoma ES concerning the scope of the public meeting. WMATA limited the scope of the meeting to the relocation of the bus bays and elimination of the 144 PARKING SPACES. Referring to the 144 PARKING SPACES proposed for elimination as "Kiss and Ride" spaces is patently dishonest.. I do not expect public agencies to be dishonest. The incorrect referral to "Kiss and Ride" spaces is still on the WMATA website today weeks after public commenters pointed out the (in my view) intentional error. My other comment concerning the scope of the public meeting is that WMATA is [intentionally in my view] avoiding assessing the impacts of the ENTIRE project. Limiting WMATA's assessment to the impacts of moving the bus bays and parking and ignoring the proverbial elephant in the room, the BUILDING, is patently dishonest.

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Presenters at the public meeting and public commenters pointed out that there is no traffic study. If this was a Federal government project WMATA would be REQUIRED to conduct a traffic study prior to making ANY decision on selling the property, AND WMATA would be REQUIRED to assess ALL of the impacts of their decision to sell the property including, of course, the impacts of the building the property is being sold to build. Conducting a traffic study AFTER WMATA sells the property would be useless to inform WMATA's, and the public's decision making. WMATA should conduct a complete study of ALL of the impacts of WMATA's decision to sell the property. At present WMATA is assessing maybe ten percent of the impacts. Neither WMATA nor the public know anything about the impacts of selling the property on traffic, air quality, water quality, or anything else because WMATA has not assessed the impacts. WMATA telling the public that stormwater impacts of the building are not WMATA's responsibility is dishonest and deceptive, especially when my neighbors on Eastern Avenue already have stormwater accumulating on their lawns. If the Takoma Station land sale was a Federal government project, what WMATA is doing by piecemealing the impact assessment would not be legal. WMATA should step back from their decision making process, assess ALL of the potential impacts of selling the property, and allow WMATA and the public to make a fully informed decision concerning whether to sell the property, and to whom, and for what purpose. And WMATA arguing publicly that they are constrained by a contract and their hands are tied and they cannot assess all of the impacts of the decision to sell the property is also dishonest. If WMATA has a contract with a particular developer, the contract can and should be modified to allow WMATA to fully assess the impacts of WMATA's decision to sell the property. My point is that the public has an expectation of an honest and open decision making process, and we are not getting that with WMATA's current decision making process. That needs to change before any decision is made.

187 To Whom It May Concern: I am a physically disabled resident of Takoma Park who uses the metro parking lot daily to go to work. My disability limits my mobility and my residence is too far to walk to Takoma station, so I park and pay everyday to get work on time. The metro has been a lifeline for me because it allows me to remain gainfully employed. Without the parking lot, my life would be much more difficult than it already is. It would require me to add more travel time to/from work. Given my mobility, it will be very easy for me to miss a bus, potentially making my daily trip to/from work much longer. I am not asking for sympathy, only for reconsideration of your plans because it would affect a lot of people, particularly people like me who have physical disabilities. Thank you. Hong Ta-Moore (Mr.)

188 I have been a resident of Takoma Park for the past 7 years, and started driving to the Takoma Metro station about 6 months ago when I changed jobs that requires me to be in the office 4 days per week. It is extremely helpful to have daily parking available at the Metro station, as it is a quick 10 minute drive from my residence and the RideOn buses are not reliable or timely. I strongly encourage Metro to reconsider the plan to remove the parking lot and identify alternatives for retaining some amount of daily spots at the station. If no parking remains available, I implore Metro to attempt to work with RideOn to improve and increase the bus availability and reliability. Thank you for your consideration.

189 I agree with the proposed development plan. More housing is needed in the area. For too long, the residents of the City of Takoma Park had stood in the way of development. Housing is in dire need in this area. This plan moves the needled forward and put lands to good use.

190 I am fully supportive of building additional housing here. There is no reason to preserve parking spaces when there is such an incredible housing shortage. I live in an apartment very close by and am fully supportive of making this area more dense.

191 The value of 144 parking spaces pales in comparison to the value of allowing hundreds of people and dozens of families to find a new home next to a metro station. 144 parking spots is not even enough to fill one train, never mind consistently provide enough riders to support current Metro service levels. WMATA should never allow the prioritization of parking above supporting housing for families.

192 I support housing at Takoma metro. There is plenty of parking in Silver Spring and Fort Totten stations.

193 The area in and around the TP metro has become increasingly more dangerous with crimes and shootings in the rise. I don't feel comfortable walking around that area anymore. If there are no places to park, I can't see using this metro stop as a viable transit option. On average, I usually see 20 cars on the lot. Can u hold on I o at least that's many? It would make a world of difference for those that live slightly too far to walk. The entire neighborhood is permit only and that lot is the only thing that encourages me to use metro.

194 I am absolutely in favor of WMATA building more housing next to the Takoma Metro Station. I live in an apartment building in Takoma, DC, just around the corner. Dense housing and commercial corridors near existing transit infrastructure are one of the primary ways we can start to address two crises at once: (1) housing is too expensive in DC - the solution is to build more! (2) building more housing near transit also helps

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reduce climate emissions. Manhattan has the least carbon emissions per Capita than anywhere else in the country. Why? It's not because of electric cars or LED lightbulbs, it's because the citizens who live there DON'T DRIVE CARS. My opinion: get rid of all parking at Takoma Metro Station, run more buses more frequently to other areas of DC and MD from which people might take the Takoma Metro, and build a 30-story apartment building. Go. Fight. Win. BUILD MORE HOUSING

195	I am dismayed to learn that Metro plans to eliminate all but a small number of parking places at Takoma Metro. I use these often on weekends, and I note the lot is heavily used during weekdays. Suggesting that riders opt to park at Fort Totten is very inconsiderate of your users. I'm all for developing open areas near Metro, but I don't see why an underground parking garage available to Metro riders isn't part of the plan. I also worry about bike lockers at Takoma. Are they to be eliminated too? I'm glad to see plans to increase ridership, but pushing away your current riders seems to be a poor plan to do that.
196	I am opposed to this project. We do not need more expensive condos. We need parking. We have old people and disabled people who need parking.
197	I am opposed to this project. We need to have places to park. I am very concerned about the disabled and those who have long commutes and drive to metro before embarking on long commutes. This is a terrible plan.
198	As a driver, WMATA public transit user (bus and metro), and DC resident, I highly approve of this plan. Relocating the kiss and ride/bus loop will make things work better. Taking away the parking space is what makes this feasible and a good, forward looking plan. I say that as a driver because I know parking does not serve people and communities! Cars sit for 90% of their lives, and instead our focus needs to remain on catering to those who take public transit and want to live in walkable communities, like Takoma.
199	I would not be able to use the Takoma station, despite it being the closest to my home, if there was no parking. I am disabled and rely on accessible parking. Biking, and walking won't work for me. If there were a limited amount of accessible spaces they would likely be full early in the day.
200	I support the transit-oriented development planned by wmata. Modernizing public transportation, building mixed-use development, and created less car dependent spaces are really the only hope we have in creating a more sustainable future.
201	The Takoma Metro parking has been essential for the community who need to drive to the metro to use it. The mentioned parking spots are not kiss and ride, which indicates that someone is being kissed goodbye and dropped off. It is actually a parking lot where people park and leave there car for how ever many hours (as noted by the parking meters there which are not found in kiss and rides). This allows many to use the metro rather than drive into DC and decreasing traffic and pollution. I urge you to reconsider this plan and along with the development proposed, provide sufficient parking for the residents who need it. Thank you
202	I am happy to see the parking lot turned in to mixed use development :)
203	Metro has a great opportunity to promote transit-oriented development here and should seize the moment. We need more transit-accessible housing, not a parking lot serving a subway station in a walkable neighborhood.
204	I object to the proposal to remove all public parking from Takoma's Metro Station. These are not Kiss and Ride spots as described in the WMATA posting. Rather, they are spots that can be used by locals for whom walking and cycling are not reasonable options. This may be because of age, mobility, distance, or time. Multiple problems arise from this aspect of the proposal. In the overarching sense, a public good is transferred to private hands for profit. That is the root of the remaining problems, because the private owners have no incentive to be of assistance to the public in terms of access to the Metro. The ensuing problems included loss of ridership, increased car traffic, dense and/or unsafe traffic with parking in the surrounding neighborhoods, damage to neighboring businesses because of loss of foot traffic and loss of parking, hardship for neighbors who are not able to walk or bike to Metro. Furthermore, the plan to relocate the bus lanes obscures the loss of green space that provides health and cooling for our urban neighborhood. The lanes are relocated for the purpose of downgrading what is another public good--a park-like environment for those approaching Metro. Such environments are key climate protections for city neighborhoods, and relocating the buses to allow for this destructive move is more harmful than "relocation" conveys. My objections to rerouting the buses is this: the plan for bus lane location should be made with enhancement of city green space as a concern.
205	I would like to express my strong support for Metro's proposal to remove 144 kiss and ride parking spaces from the Takoma Metro station. As WMATA is well aware, those 144 parking spaces translate to a minuscule fraction of the approximately 1400 individuals a SINGLE 8 car train can convey (assuming a capacity of 175 persons per car). Therefore, it is self evident that these parking spaces are only being utilized by a small fraction of Metro riders. The Takoma region would be better served by replacing the valuable land occupied

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by these parking spaces with a mixed-use development that will provide sustainable, transit-adjacent housing for hundreds of additional residents and add additional retail space in the coveted Takoma corridor. Thank you very much for considering these comments! -Robert Fares Montgomery County resident and frequent Metro rider

206	I am writing to oppose the new development next to the Takoma Metro Station. Although this station is in the District of Columbia, it is mainly used as a commuter station for residents in nearby Takoma Park, MD and Takoma DC who are going downtown to work or for entertainment. It is not in a business area and is not destination for commuters. Because of this, parking is needed for the residents who are too far away to walk. Ride On Bus service has been cut since the beginning of the pandemic, and taking a bus to the Metro outside of rush hour is difficult. There are already several multi-family residential buildings near the Metro, including one directly on the opposite side of the tracks from the proposed site. Another new high rise is currently under construction right across from the Metro Station, and there are several other new apartment buildings nearby. All of these buildings have easy pedestrian access to the Metro station. At this time, many people are not going into the city for work every weekday, so demand for housing next to a noisy Metro station is most likely lower than it was a few years ago, and will probably not rise in the near future. Thank you.
207	I support the proposed project and the associated elimination of the current parking spaces.
208	I strongly disagree with removing Kiss and Ride parking spaces and green space for this development. It's illogical to allow the removal of all those parking spaces with no replacement, making it less likely that people will use Metro for commuting, and eliminating that green space is short-sighted and harmful to the community and our environment. I strongly urge you to reconsider this proposal to allow development only on existing parking lots/roadways, maintain the green space, and require that the development replace displaced parking spaces. Please don't prioritize finances and developer preference over environment and community.
209	I support this project for more TOD development. There should be a majority of affordable housing in the new development.
210	This project is long overdue and, if anything, not ambitious enough. In any other country, the area next to a rapid transit station offering service every 6 minutes would be skyscrapers housing thousands of people. We have a housing crisis, and need to treat housing as a good thing that helps people, not as an evil thing to be stopped. It certainly shouldn't be stopped to preserve surface parking lots. Every parking space is about the size of a person's bedroom, and for a tower, multiple bedrooms. Anyone who wants a parking space can buy a monthly space somewhere. WMATA could even offer to sell them now, in advance, but I'd be surprised if many take you up on it.
211	This is going to be detrimental to the people who need to park and use the metro for work. Most citizens do not want this
212	I am a member of a local community organization focused on enhancing the health and well-being of Takoma Park and its surroundings. Whatever happens in this space must: *Improve bicycle mobility, access and safety in a way that connects to existing bicycle infrastructure in the city. *Ensure that a portion of the land is used to establish a community food forest, or other forms of edible landscaping (to boost local resilience and food security & sovereignty, enhance social well-being and to mitigate stormwater runoff and the heat island affect) Many thanks.
213	I use the Takoma Metro Station's parking, Kiss & Ride, and bus loop on a regular basis. I hope that WMATA will reconsider eliminating these elements from the Takoma Station.
214	Get rid of the parking and get some TOD built there.
215	The stated proposed changes include adding a traffic signal on Cedar Street NW and Carroll Street NW. However there is already a traffic signal there. Are you proposing a new traffic signal in-between the light at Cedar and Carrol and the one at Carrol, 4th and Blair? if so that would seem like too many in that short distance.
216	I support this move. To make metro thrive in the future it needs to become a regional rail rather than commuter. Putting more people and retail close to stops takes that a long way.
217	I oppose the parking changes, specifically the removal of 144 parking spaces (they're not "Kiss and Ride" spaces). If anything, parking spaces need to be added. Removing the spaces would result in at least 144 daily Metro riders driving, instead of using Metro, and put 144 more vehicles on the roads.
218	As a Takoma resident who uses metro regularly I am in total agreement with these changes and believe that the majority of people who utilize this metro station do not require parking, or at least not the current number or parking spaces. This area is better utilized as a mixed use community space to increase foot traffic

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	in the neighborhood and naturally increase revenue and attendance in local business and community activities. A large parking lot promotes a transient nature and offers nothing to the community at large.
219	I strongly support the proposed parking and bus bay changes at Takoma Station. These changes will allow for building highly transit-accessible housing which will lower the costs of housing in the area and reduce congestion.
220	As a frequent rider of the Red Line, I fully support the proposed plans. Converting the existing parking lots to mixed use development will be a net positive for the surrounding area and region.
221	I very much support this development. I am a regular user of the Takoma Station and I think it is long past due that the area directly around it be properly utilized to maximize use of the Metro and the connecting busses. I understand the concerns some have about parking, especially as someone with a child that has parked at the station. However, I would encourage you all to keep parking minimized and work to make getting to the station by bike, bus, or foot easier and safer. I'd also like to express my support for increasing the amount of affordable housing but not to such an extent that it kills the project. Lastly, I don't know if I missed it but it's unclear if the developer will be leasing the land from WMATA. I would hope that WMATA retains ownership of the land so that it can collect non-fare and non-state funds, a model that exists in other international cities with good transit use and development. Thank you for your consideration.
222	This sounds great! DC needs transit oriented housing and this is a perfect opportunity. New residents will enliven the Takoma community! Please make sure the pedestrian access is good and incorporate as many units as possible.
223	I fully support the relocation of the bus bay and removal of parking spaces to provide for transit oriented development. Providing high density, walkable communities near transit increases the return on infrastructure investment, provides desperately needed housing, and improves the health and well-being of nearby residents. I urge WMATA to support the maximum density allowed at this location with mixed use of retail and housing to bring the greatest number of residents to this transit location.
224	Very excited to see housing being planned right next to the metro stop! We have a massive housing shortage in the region and need more housing near jobs, amenities, and transit. Not only that but more housing here will support local businesses and help revitalize the storefronts on Carroll Ave across from the stop.
225	Hi I use metro parking at Takoma regularly to commute to work downtown. I just parked there this morning and the lot is very full. I would encourage you to collect data on how many commuters park in the lot each day. While 144 spots may not be needed, removing ALL parking spots at Takoma will be a significant disruption for many commuters who rely on metro parking. Thank you.
226	Sounds like a good idea. We need more housing and retail in this area. Don't know anyone that uses the kiss and ride.
227	It is confusing that WMATA is categorizing all 144 of the lost parking spaces as "Kiss and Ride" when they are clearly not. This is DAILY parking which is extremely useful to use this metro station. I agree that it is almost never full and Takoma could lose a lot of that parking, but there is clearly some need for daily/hourly parking at this station. Losing all parking spots would be a huge loss to mobility in our area.
228	Strongly in favor. Land adjacent to Metro stations should be used for dense housing and retail, not surface parking. Ignore the NIMBYs and do what's right.
229	We need less parking and more dense housing near stations!
230	In favor of these changes - we are in desperate need of housing and human lives are more important than parking spaces.
231	I fully support the removal of parking spaces, and am glad to see Metro prioritizing housing and other active uses of the space immediately adjoining transit stations.
232	Hello, I strongly support the elimination of parking spaces to allow for more housing. The DC region is facing a housing crisis and we need more housing. Many studies have proven that increasing the housing supply decreases housing costs, which decreases homelessness and displacement of low-income residents. More housing near a metro station is especially desirable since it would allow more people to rely on public transportation rather than cars, which would decrease carbon emissions from transportation. Increased density also decreases emissions since multi-unit buildings are less carbon intensive and new buildings tend to be more energy efficient overall. More housing near metro stations like Takoma Park would also allow for more types of housing for families like mine so that we can one day afford to live in the area.
233	I'm a daily rider of Metro and often park daily at the Takoma lot. That said, I am in full support of WMATA's efforts to re-develop this space to build metro accessible housing on rare infill space. It is crucial that we provide housing in our community that is walkable to mass transit.

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234	There must be some way to provide parking for the public. I am unable to walk to the bus stop. I am not alone in this. Dig a parking lot or keep things as they are.
235	This is a great project that will bring needed housing and commerce to the neighborhood and is in line with the city's vision to build more transit-oriented development. It aligns with a number of DC plans, such as moveDC, the Comprehensive Plan and Sustainable DC, among others. WMATA should move forward with this plan with haste. Further, WMATA should reconsider the presentation's guidance that Fort Totten serve as the new destination for residents and commuters seeking parking. The Fort Totten parking facility should be developed with even greater urgency due to both it's urban location, access to bus transit, access to the Met Branch Trail, and the fact it serves both the Red and Green Lines. This parking facility is in mis-alignment with the District's vision and its key planning documents. The same could be said for the Silver Spring Transit Center, which lacks development above the bus depot and has two large sparsely used parking lots (which I do myself occasionally use). But that is outside the scope of this project.
236	I depend on the parking spaces to access the metro and removing the parking spaces will make it more challenging to use the metro to commute to work. Where are commuters who have to drive to the metro supposed to park if we aren't close enough to walk? Does DC or Takoma Park, MD expect to modify the zone parking to enable parking on nearby streets? There is only a small amount of street parking nearby that is unzoned, and eliminating the metro parking will likely reduce the availability of those unzoned street parking spaces. Please consider an alternative plan to fully eliminating the metro parking or consider modifications to current zoned parking nearby the metro to enable to metro to be accessible to those who don't live within walking distance.
237	I live nearby in the historic district of takoma park. I am fully in favor of replacing parking with housing and mixed use retail. It is a horrible waste of public resources to use that space for cars so that wealthier individuals like myself can have more convenient access to the metro instead of someone who could live right there.
238	I am supportive of this project. Open-space parking lots like this are a waste of usable space for affordable and transit-oriented housing. The project should include some parking for metro riders so they don't park in the nearby neighborhood. In the spirit of Montgomery County's Thrive 2050, the Climate Action Plan, Climate Ready DC plan, this type of project is what we hope to see more of in the region. Please ensure the project achieves a high level of a green building certification, is all-electric where possible, and includes climate adaptation features.
239	I strongly support the reconfiguration and redevelopment of this land. Please work with relevant parties to improve and/or straighten the Metropolitan Branch Trail through this site.
240	I would support a proposal that removes 1/3 of the parking, but this proposal goes too far. I use the parking lot regularly, and though it is usually not at full capacity, removing all the spaces would create a major inconvenience. Saying we can go to Fort Totten is not realistic since their parking is 20 minutes away and often full. I purchased my home in Takoma Park in part because of the convenience of the metro station with park and ride spaces. I like the idea of more housing and retail, but not at the exclusion of all metro parking.
241	This is a fantastic idea that is long overdue. The priority of WMATA, and it's infrastructure, should be serving people; not cars! Moreover, making room for much needed housing in this area is the type of transit oriented development that is needed for a sustainable future in DC and Montgomery County. I fully support this project and urge WMATA to see it through!
242	WMATA should take all efforts to change parking at the station to support development projects.
243	Please accept the proposal to reduce parking in favor of more housing in TP. Our area needs additional units and density. Consider making parking available under the new building!
244	I am innfavor of the new building with apartments and retail. However, vutting 144 parking spaces(they are not Kiss & ride they are day parking for commuters) would be a mistake without alson improving the frequency and reliabilitybof rideon bus services from the Maryland side. Preserving 50 spaces while also increasing the parking charges to control demand might be a good compromise. The charges are currently \$5 for a full day.
245	I am a resident of Takoma Park, MD who has used Metro and these parking facilities for over 26 years. I support the development of this parcel for apartments and retail, as well as the relocation of bus bays and the reconfiguration of parking.
246	I fully support the proposed development at the Takoma Metro station. It will provide much needed housing and also reduce the need to drive in favor of taking public transit.
247	I am in support of this proposal. We need less parking and less auto infrastructure, which is killing people and our environment. We need more housing and help alleviate our housing crisis and more car-free and car-light

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	residents who can support the Metro we love. Please advance this project without delay. I appreciate the opportunity to give feedback
248	I am a Takoma Park resident and property owner. I also live 2 blocks from the proposed project. I fully support this project and the proposed plan appears sensible and will greatly increase the variety of housing and retail adjacent to Takoma Station. In addition, the project will provide additional noise reduction between the trains and the residential neighborhood. Takoma does not need to protect parking.
249	My comment is inspired by the pleas of a neighbor, who bought a house near mine specifically so that she could use her car to access Metro from the parking at the Takoma Station. She feels that it is the safest way for her to travel with her mobility issues. I support additional affordable housing but think that some parking spaces, especially for those with mobility challenges should be retained in order to enable independence among riders with various needs. Thank you for considering real people and their concerns.
250	This is a good project. Metro should not be running massive parking lots in urban locations, where much needed housing could be built instead. We should be locating dense housing adjacent to metro stations to maximize transit use. Fort Totten is another location where this could be done.
251	I am very much in favor of this initiative. Kudos to Metro for being creative about increasing future ridership as well as recognizing the importance of density near transit. Best wishes!
252	We live about 2.5 miles away and rely on the parking spaces for our daily commute by metro. We only have one car and we have created a routine that includes using it to drop off and pick up our kid from daycare. Without the parking spaces that routine falls apart. We will likely have to save to buy another car and we will stop using metro. This plan makes metro less accessible for people like my family. Please prioritize including commuter parking spots.
253	Removal of the 144 Daily Parking spaces is a terrible idea. I am a handicapped senior, who moved to the Longbranch Silver Spring area. One of the main reasons I chose the house I bought was because of easy access to occasionally use the Metro. I drive a short distance, park my car with all my emergency supplies and equipment, enjoy a day downtown or visit many doctors in the Dupont Circle area and come back safely to my car even at night. Not having that easy access to the station - having to take a scheduled bus with limited hours would completely ruin this access. And not only for me, but for many tens of thousands of others who live a short drive away from Metro and use it as I do. My blind, diabetic and handicapped husband passed away in 2021, but we used my ability to park at the Takoma Metro as a lifeline to get to his doctors and enjoy mobility and city life safely.
254	Removing any parking is ludicrous! The only people this plan helps is contractors, not the people who use the station.
255	I strongly disagree with the planned changes to the Takoma Metro station. My husband and I depend on parking at the Takoma Station in order to be able to commute using Metro to our daily jobs. If the parking goes away, I don't know how we will get to work, and it may mean that we drive or have to find another less environmentally sound solution. It will also, inevitably, increase our commute times. If you look at a map of the metro, you can see that all of the other metro stops out as far as Takoma have parking, because cars are (unfortunately) necessary to get to the metro in these areas. Takoma already has less parking than these stops, so why would you take away what we have? In addition, it looks like you are planning to take away many of the bus options by transitioning to only one bus stop. This is a huge decrease in service for the Takoma area and is unacceptable. The 'bus loop' is also absolutely necessary as a way to separate buses from the near grid-lock situation with cars around the station during rush hour. Taking it away will harm the traffic patterns and decrease quality of life for both the bus riders and also for the drivers in the area. Finally, this in conjunction with the parking going away will increase the nightmare for (newly non-driving and non-parking) pedestrians trying to get to the metro (it's already not a great walking set-up nearby). This is overall a terrible idea. Do not enact the proposed changes.
256	I think this area should be developed. The parking lot is barely used.
257	I am opposed to removing all the parking at the Takoma metro station. I rely on being able to park at the station, especially when riding the Metro at night due to safety concerns traveling by myself (neighbors have been mugged walking home when followed off the Metro)
258	My family relies on parking at the Takoma metro to commute to work. If you eliminate parking at metro (or cut it down to a tiny 16-spot lot) it means we will have to drive into the city. It seems irresponsible to keep approving all these new developments in the Takoma neighborhood while eliminating parking. Takoma is a suburban community that does not have the bike or public transportation infrastructure to support all these new developments and residents while eliminating parking. I can't rely on the bus to get to metro because it's still not back to pre-pandemic frequency. Parking at the metro is essential for metro commuters!

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259	<p>I support better utilizing the land for infill development. However a 90% reduction in parking spaces is drastic. It makes sense to have regular daily Parkers be directed to Fort Totten parking garage but on any given weekday, there is still a need for more short term parking than 16 spots. If it is possible to increase the spots by a few, that will help many of us commuters being picked up.</p>
260	<p>I rely on the parking at Takoma metro to commute to and from work via metro. I do not live near metro and need to be able to park close enough that when I return I can retrieve my car quickly to pick up my child at daycare. There is some street parking nearby but it is a fairly significant walk in bad weather or if running late. I support the idea of more housing but would strongly urge you to consider leaving more parking for commuters than is currently planned. Thank you for considering.</p>
261	<p>An informal poll of my neighbors living on Gist Ave (7 blocks from the Takoma Metro) showed that ALL are against removing parking spaces. The parking lot is being actively used by metro riders/commuters during the work week and on weekends for riding to downtown DC, etc "No" to removing parking spaces.</p>
262	<p>I'm supportive of more housing</p>
263	<p>As a resident of Takoma Park I am against the plan as it currently stands. More housing is a great thing to be sure, but it appears to be at the expense of green space and a significant impact on available parking. On a daily basis more than 16 spots are in use at the metro. This metro does not have sufficient bike storage to allow folks to bike to the metro as an option, and many area residents live too far from the metro to walk. Taking the bus instead of a car adds at least 20 minutes to a commute making it not a feasible alternative. Already this area suffers from near miss accidents on a regular basis because of the terrible set-up for pick-up/drop-off from the metro. Cutting the parking area this severely will also push cars that wait there for pick-up into the street and increase the likelihood of accidents, including those involving pedestrians. While certainly parking can be reduced, I think it is ill-advised to reduce it to this extreme level and will create more problems than it solves.</p>
264	<p>I would prefer if more of the parking spaces were preserved. Sometimes I use the metro with my kids to go downtown to the museums, but we are too far to walk to the metro, and the bus schedule is not very convenient or reliable. I drive to the metro and park there. If 144 parking spaces are removed then I will likely not drive to the metro or use it anymore. I do not think this plan will increase metro use.</p>
265	<p>The current kiss and ride feature is essential to dropping off Metro passengers by auto. Being able to stop the car, allowing the Metro rider to get something out of the car's trunk, and then walk easily to the Metro entrance is important to our household on at least a once a week basis. The current arrangement works, though after dark or in the rain, the walk from car to Metro turnstiles feels a bit dark (so a security concern) or in the rain, wet. This could be improved easily with more lights, a canopy covering and perhaps allowing the drop spot to be closer to the actual station entrance.</p>
266	<p>Yes to the housing!</p>
267	<p>Parking is a VERY important aspect of my ability to take the Metro at Takoma. If there is no parking, I would not be able to metro and would have to drive to downtown DC. Keep the parking lot at the Takoma Metro!</p>
268	<p>I park at the Takoma metro station at least 2x a week. The lot is not all kiss and ride parking, the vast majority is daily parking and is typically at least 3/4 full during the week. Without the ability to park at the Takoma metro, I will have to drive to my office in downtown Washington DC instead of taking the metro.</p>
269	<p>I recently started parking at the Takoma metro station because the buses (12, 13, 25) are not frequent and reliable. I found myself too often waiting in the cold for the next bus (especially after work in the evenings). I decided to start parking in the long term section and it has enhanced my commuting experience significantly. I don't usually have a problem finding long-term parking spots which is wonderful. I think it is important to have these parking spots available to commuters in the future and I do not recommend moving the location of the parking because the proximity to the metro station is ideal. Please construct the proposed mixed-use development in another location. Sincerely,</p>
270	<p>I am in favor of this proposal</p>
271	<p>I do not think that metro should get rid of the parking spots. Train riders deserve to be able to park at the bus in this area as they are able too at Fort totten and other stations which are located in areas that have elements of suburbia. Eliminating these parking spots will most likely reduce ridership in a time in which Metro needs people to ride the metro .</p>
272	<p>We use the Takoma kiss and ride frequently as a convenient and safe place to pick up or drop off family or friends taking the Metro. I hope this doesn't go away.</p>
273	<p>The proposed changes to the Takoma Metro "Kiss and Ride" parking lot will introduce significant burden to the residents who rely on this parking for access to jobs and facilities around the DC metro area. Specifically, the parking area currently provides necessary accessibility to the metro, particularly for people who cannot</p>

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afford housing close to the metro stop or bus routes. Removal of the parking area will prohibit access to lower income communities and promote further gentrification of the area. As a resident of the area and a frequent rider of the metro I, as many in my community, rely on the metro parking to get to my job. I am confident that the metro will consider the significant economic and social repercussions that this proposed project will have on our community.

274	I fully support this development. Climate change is real and our population is increasing. Building high density housing near the metro is the best way to fight climate change. I have lived in the area for 7 years and am excited for this development to move forward!
275	This is a TERRIBLE idea. D.C. Needs to use all of its empty housing vacated by empty business in the downtown. Furthermore, cramming more housing into Takoma Park areas is not wise. More crowding? Really. Finally, if METRO (which I ride daily) wants to recover its \$\$, EVERYONE needs to pay - MANY people jump the gates daily and refuse to pay for the bus. This is a nice green area for many of us and if we really want to be GREEN - we need to use all of the empty housing that is vacant and probably overpriced. Tearing down this lot is NOT the way to resolve METRO \$\$ troubles; addressing the real problem of unaffordable housing in DC AND folks not paying for their ridership fares - that is the problem. Did folks notice that the 7-11 at this same area of Takoma was just sold and more housing was placed on that corner? Where will this ever end?
276	Please do everything possible to prioritize transit, walking and biking.
277	Having parking is an incentive for our family to use Takoma Station. Without it, we would consider driving.
278	I use the parking at takoma station frequently. Without more frequent and predictable ground transportation from my home, the station will become less accessible. Its unclear if the proposed plans eliminate all public parking spaces, or just reduces the number. A reduction in number seems feasible. Eliminating all public access parking without comprehensive upgrades to bus system in Takoma Park, Takoma and surrounding Montgomery county region would be a disservice to the community.
279	I think this proposal is horrible and I oppose it vehemently. I don't understand how 144 spaces can be labeled as "kiss-and-ride" spots. Those are daily parking spots with meters that charge \$5 for the entire day. This change would entirely eliminate my ability to use the Takoma Metro Station.
280	I use the parking lot often and would like it to remain. If parking is removed, parking will shift to Piney Branch and risk more accidents with the higher car traffic on Piney Branch
281	I use the Takoma park and ride 3x a week. I park my car here each time. It helps reduce traffic congestion in the city for commuters. I think it would be very disappointing to see the parking spots eliminated, thus making it impractical for people to drive and and take the metro, which I believe is what it was designed for in the 1st place. Please reconsider.
282	I am opposed to Metro eliminating parking spaces at Takoma Station. Daily and hourly parking is a necessity for many residents, including myself, at a time when metro bus service has been severely curtailed. Please make sure parking spots remain available!
283	I am writing to support the proposed development at the Takoma Metro Station. I have lived in Takoma Park, MD for over 20 years and I have used the parking lot frequently. While I have appreciated the convenience that the parking lot provides, it is far more important to me to have in-fill (including affordable) housing that is metro accessible. We all win when we reduce the need for car trips. As the plan develops, I hope that it will optimize bicyclist and pedestrian-friendly features. Thank you for the opportunity to comment.
284	This is very sad news for our household. We depend on the parking at the metro for our commute because other alternatives are just not feasible. We don't live close to a bus route, it's too far to walk or bike, and we can't drive because our jobs don't allow for parking. If this happens we would have to consider moving from the area, which would be a shame because we like it so much. If you plan to remove all the parking spaces, please at least consider replacing them in a nearby location so people like us who depend on them can continue using metro and still live relatively far away from the nearest station. Thank you S. Persson resident in the Takoma park area
285	This is a terrible idea, taking away spots that already are NOT meant for all day parking. A quick trip on Metro will now require scouring the near-by neighborhood for spots. This "survey" is coming late, and it seems like the decision has already been made. Takoma Station is a low profile station, with very limited parking compared with SS or Fort Totten, and it should be left that way.
286	I am opposed to the removal of the 144 parking spaces. These spaces are needed by the community and are especially important for those of us with disabilities and for seniors.
287	Takoma station needs parking spaces for the commuter community, especially for elderly and disabled riders. A kiss and ride serve is not adequate for our needs. In order to provide these spaces development must be on

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	a smaller scale. The proposed building on the site is much too big and overwhelms the residential houses and low height apartments that are adjacent to the station.
288	If you eliminate those 144 spots, where do you expect people to park? Not everyone has ready access to a bus line or lives too far away to walk. Won't this push more cars into the neighborhood where parking is often an issue. There will also be more cars associated with the new development. I strongly oppose this measure, as my family lives in Shephard Park and at times it is not feasible to walk to the Takoma Station.
289	As a long time resident of Takoma Park, and now a bona fide senior of 71, the importance of being able to drive and park at the Metro has been so important and helpful. It would be both a major inconvenience and a bit of an insult to us older citizens to remove badly need parking. I am confident that I am speaking for many others in the community to request you consider keeping as many parking spaces as possible. Thanks you. Steven Mackler Lincoln Avenue Takoma Park, MD
290	Metro riders with mobility issues and who live outside of walk-shed of the station will have significant reductions of access to Takoma Metro with the loss of 144 metered parking spaces. The plan labels these Kiss and Ride, which does not adequately describe multi-hour parking. While not daily parking, these spaces provide extremely useful, close to entrance short term parking. The alternative stations of Fort Totten and Silver Spring represent driving times of 10-15 minutes additional from Takoma Metro Station. Please consider expanding the short-term parking, as part of the configuration of outdoor space or as a condition of development. Frank Demarais , Maple Ave Takoma Park MD
291	As a Takoma Park resident I believe the loss of public parking adjacent to the Takoma Metro station would be unfortunate both for those who drive a significant distance to make use of the existing lot and those who live closer but use the lot on a sporadic or spot basis. The existing parking is used for more than simply "Kiss and Ride" access to the Metro, but more extensive use on both a regular and spot basis. The description of the changes describes both retail and further housing development that is likely to bring increased traffic to the area at the same time the level of public parking is being reduced. Losing that parking, along with the added development that is planned for the site, will also put additional pressure on limited parking near the station in Takoma Park. Taken as a whole with the significant current development (e.g., at Eastern and Carrol and on Willow), the changes now being planned portend less comfortable ready access to Metro and a more dense, potentially foreboding Takoma environment.
292	Reducing parking to nothing will prevent some folks (older, infirm, handicapped, families with young children,...) from using the station. Also problematic is the elimination of buses, which ties into some of these same access issues.
293	I am an area resident who parks at Takoma Station some, but not all, of the time that I use the Metro. It is a misnomer to call the parking spaces "Kiss & Ride" -- people park, get on the metro, do their business wherever, return to the station, and get back in their cars. We need to keep this commuter parking. The developers of the site can make it possible if the planned building is not so big. I do not object to development of this property, but this plan reduces our accessibility to the Metro. We need a plan that includes parking for area residents, especially the disabled and elderly.
294	As a resident of Takoma Park, I wholeheartedly support development of the area by the metro. However, the plan to reduce parking from 160 spaces to 16 is too extreme. I live about a 20 minute walk to the metro, so I am fortunate that my husband and I can walk there much of the time, but that is often not feasible due to weather, timing, or the logistics of having a baby with us. I consistently see more than 16 spaces filled in the lot. I'm concerned about spots reaching capacity under the new plan — especially if some spots are filled by patrons of new businesses in the development.
295	I'm concerned about losing 144 public parking spaces to a development. Many people, including seniors, disabled and folks who cannot walk to the metro rely on these spaces to commute into the city. Additionally, traffic backs up pretty bad on carroll ave and im concerned about the light and affect it will have on backing up traffic on blair road.
296	It is very disturbing that this proposal does not accurately describe the parking proposed for removal. This proposal will remove All existing community parking. This is unacceptable and will severely limit access to WMATA transit by community members in Takoma Park Maryland. Last time I checked, WMATA stands for TRANSIT and not housing. That means transit functions should be the highest priority, not housing. development including this proposal, should NOT be allowed because it will permanently reduce transit usability by those in the larger Takoma Park community.
297	WHY? Silver Spring Metro is a nightmare to try to park. Fort Totten can be on the scary side. Takoma metro is small and tolerable. When you can get the pot smoking kids out of the elevator corridor. Metro is there a

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need for multi- dwelling units or is this a money grab? Has there been a study? Has Old Takoma voiced their concerns. I for one oppose the removal of the parking lot.!

298 The parking spaces at the Takoma Metro station are an important way for our community to access use of the metro trains. Many neighbors can walk, but many also cannot make the distance, and driving to the park is the best option. Additionally, our neighborhood (sadly) is the scene of many muggings in the late evening. When I access Metro for evening events (sports events and cultural activities) I drive to the station as I do not want to walk home in the dark. If the parking lot was not there it will be a burden on close enighbors for street parking, which is limited. The designation of "144 kiss and ride" is an inaccurate description of the parking, which is actually hourly parking for Metro riders. If it exclusively becomes kiss and ride that will double the trips, if indeed the rider has a family member/friend dropping them off or picking them up. Abolishing a well-used community resource that actually benefits Metro users is short sighted. Carol Hightower Cedar Ave, Takoma Park, Metro rider since inception in 1976

299 Removing all the parking will make me less likely to commute by metro and instead would make me have to drive into the city for work. The parking at Takoma makes it more accessible.

300 Regarding the "Kiss & Ride" - This is clearly more than a Kiss and Ride parking lot. The parking lot is used for hourly and daily parking. This is an important feature of the Takoma metro location. While perhaps it could be reduced, converting to a Kiss and Ride only is an extreme change that would have significant consequences to those who rely on the station for commuting into the city. Similarly, what would people use if there was only one "drop off" bus stop only? This is a drastic change with long lasting effects to multiple commuters! Please consider thoroughly!

301 The 100+ parking spots at the Takoma Metro Station are not used for Kiss and Ride but for parking. It is quite weird to see them referred to as Kiss and Ride spots. I have used these parking spaces for many years so that in evenings and on weekends I can take advantage of the subway to attend cultural events and classes downtown or go to restaurants and be able to drive home on return. This is one of the main reasons I paid a premium to live in the Takoma area. The typical time needed for one of my trips is 4 to 5 hours. Walking the streets at night when I return home has always been worrisome but as I age it is impossible to imagine that muggers will not be looking for foolish people like in the dark of the night. DC police coverage in this area is renowned for its lack of presence. To expose citizens to crime is itself collusion with criminals. Taking a cab or Uber is too expensive. Without being able to park at the Metro I will either stop attending events in town or drive if there is a way to park affordably in town. Removing these parking spots is the opposite of transit friendly. It is transit antagonistic and defeating. Having parking spaces at the Metro stop, by contrast, supports the economy of Washington DC and this supports the business mission of Metro, to serve the transportation needs of residents. The very thought of removing all these spaces is bewildering. There is no parking at the Silver Spring Metro, and the parking at Fort Totten is way too insecure for evenings. Please be reasonable and restore enough parking to serve evening demand for 4 to 5 hour periods. You are the transportation experts, and I hope you will start acting like such. Thank you.

302 Excited to see the development occur especially the new guiding design and integration of the green space. There are many who are mobility assisted in the local community so pls keep in mind widths and grades of walkways and paths, ramps and access points to city owned sidewalks and ability of car drop off areas. Overall excited to see the residential and retail (a grocer would be superb) in this new development.

303 It will not serve the Takoma and Takoma Park communities to get rid of all the parking at Takoma Station. The parking lot is NOT all kiss and ride, more than half of it is metered spots and spots for people with disabilities. The parking lot is very busy and well used and many people, including my family use the parking lot in order to use Metro to go downtown in the evenings, for meetings downtown, or on weekends for the day. We would not be able to do that if we could not park nearby. The neighborhoods around the metro parking are already very parked up with residents and are permit only. So many Metro riders depend on the parking lot at Takoma station. You might be able to cut it in half and have the kiss and ride part elsewhere, but the regular metered and disabled parking needs to stay.

304 Removing the parking from Takoma Station is a terrible idea. It will lower metro ridership and increase congestion and the parking burden on the surrounding neighborhood. Aside from commuters, it is a key conduit to allow residents to travel into the city. It is much faster to metro downtown compared to driving. If parking is removed, those trips will be replaced by cars, or worse, eliminated altogether. The net benefit to the bus stops is minimal in comparison. There is plenty of space to add bus stops in the existing bus loop, or on Eastern Ave or Cedar St.

305 I strongly oppose the proposed reduction in the number of kiss and ride spaces, as well as the overall reduction of public parking spaces on the Metro site. Many residents who want to access Metro from Takoma

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cannot walk from their homes to the station due to various disabilities and conditions. With an aging population, the number of residents who would be adversely affected only will increase. The limitations on Metro access that would be caused by the proposed changes would be exacerbated by the influx of residents in the proposed condominium who will take up on-street parking slots due to the inadequate number of parking that are provided in the condominium plan. Yuri Zelinsky Takoma Park, MD

306 I am writing to urge Metro to retain the 160 public parking spaces at the Takoma Metro station. Contrary to the environmental evaluation, only a few of these are Kiss & Ride spaces: All but roughly a half-dozen are long term parking. Also contrary to the environmental analysis (performed during the pandemic when telecommuting was much more prevalent than before or since), during normal times they are used heavily. And as long as they are available, these parking spaces will continue to be used heavily. Having parking available at the Metro is essential for those with disabilities, seniors, parents with small children, and others who have difficulty getting from the Takoma Metro station to their homes nearby. It is also important for those wanting to use Metro to access the District in the evening but feel unsafe walking home after dark due to frequent outbreaks of muggings in the area surrounding the Takoma Metro station. Bus service is infrequent, unreliable, and, in many cases, unavailable outside of rush hour. For many, the distance from the nearest bus stop to their homes may be unacceptable as well. The environmental evaluation claims that parking at Fort Totten is a good substitute for parking at Takoma. I beg to differ. Once people are taking the extra time in their cars to get to Fort Totten, some (perhaps many) will find it just as easy to continue driving to their destinations. For others, the parking lot at Fort Totten is unacceptable due to distance from the parking lot to the station, fear of crime, exposure to the elements, etc. Metro is certain to lose at least some ridership as a result. Sufficient public parking will also be necessary to make any commercial development in the proposed mixed-use project economically viable. Driving continues to be essential for anyone making bulky purchases like groceries, dry goods, etc. Anyone claiming otherwise is deluding themselves.

307 We are senior citizens .We live in takoma park and often drive and park on the parking lot to take the metro. If we cannot park there anymore, we would not use metro anymore since it would discourage us by removing so much parking. Since we live here, it would be helpful to reserve the parking spots for the locals. Thank you

308 I believe it's incorrect to label current parking "Kiss and ride". For years (until sometime in the last couple of years), the Takoma Metro lot was not intended for commuters, nor was it considered a "kiss and ride" lot for people to be dropped off. The short-term (up to 7 hours) parking spots have been a critical asset for many local residents (both DC and MD) who need to use Metro for a whole range of reasons - medical appointments, cultural events, and more. Not everyone can walk to Metro -- elderly, disabled, small children, and those who are uneasy about the safety of walking home late at night. Please ask the developers to retain 144 parking spots, with a 7-hour limit to minimize use of the lot by commuters. Cutting back on these parking spots is going to mean a reduction in Metro ridership. Thank you, Linda Carlson, Valley View Ave., Takoma Park, MD

309 I'm a resident of Takoma Park, and live just a couple of blocks from the Takoma metro station. I write in support of the proposed changes. Our aim should be to increase the use of public transportation, and reduce the dependence on cars for transportation. The proposed changes do just that, by increasing the potential for the site to be used in a way that will bring increased ridership to the metro. I've lived near the metro for 10 years. For most of that time the parking lot was a kiss and ride, and was very under used. Increasing the potential for infill near the station, and prioritizing the space for users for public transport (rather than car users) is fully in line with METRO's mandate. Moreover, for those people who are dependent on cars to access the metro, the Fort Totten station is very close, and has an enormous parking lot that is never full.

310 I am 80 years old and use TAKOMA METRO regularly. I live too far from the station to walk, so I drive and park and so appreciate the available parking. I only drive in the neighborhood to buy groceries at Safeway on Thayer, the local TPPC church and the METRO parking lot. I am working hard to stay in my home and use public transportation. I WOULD GREATLY GRIEVE NOT BEING ABLE TO USE THE PARKING LOT. I cannot drive to Fort Totten as my Dr wants me to drive only a few blocks in the daylight hours. Not having use of a parking space would be both sad and unthinkable as I live alone and have limited mobility. PLEASE ALLOW MORE PARKING SPACES THAN YOUR PLAN SHOWS. It would be horrible for the many older persons who have been regular riders since METRO opened and cannot bear to loose the ability to park and ride. Thank you for considering my needs which represent all my friends who live near by. Mary Duru

311 The 144 spaces now described as Kiss and Ride, are not Kiss and Ride. They are metered parking spaces so that people can drive to the station, park, pay, and ride MetroRail or Metro Bus. If Metro eliminates these spaces, people will drive all the way to their destinations rather than parking and then riding. Takoma Metro riders are usually going to downtown DC. MD and DC traffic will be worse and Metro ridership will go down.

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Plus the proposed changes would eliminate parking for disabled people, who could no longer use the system and would drive to the destinations rather than ride a Metro bus or train. I'm for building housing at the Metro. I favor smart growth. However, eliminating (rather than reducing) parking opportunities, would not be smart and would counteract our efforts to increase Metro ridership.

312 We who are aging who live in Takoma Park Maryland need to keep enough parking spaces so we can park at Metro. Do not get rid of 144 Park & Ride spots. Keep all of the 144 Kiss and Ride spots. Also make it easy for us in Maryland to access Metro without getting run over by buses, climbing stairs, etc. Jill Gay, Spruce Avenue, Takoma Park, MD

313 I am opposed to removing the parking spaces which are mischaracterized in the description as solely "kiss and ride". While there are a few kiss and ride spaces now, most of the current spaces are available for multi-hour parking. Their removal would make it more difficult to make shorter duration trips on metro (e.g. for medical appointments, business meetings, shopping, etc.)

314 I am very concerned about the loss of public parking. My husband and I live not far from the Metro, and usually walk, but as we age we may need to park. I am 75 now. If all that is left is "Kiss and Ride" that won't help us at all. Please maintain the current number of parking spaces.

315 The proposal states that it will remove 144 kiss and ride parking spaces. These are no longer kiss and ride spaces, at the present time they're commuter spaces and are fully used. It's important to keep some commuter parking at this station particularly for individuals who have a disability for our elderly. I hope that metro and the development partner can reconfigure development to provide commuter parking

316 As a resident of 343 Cedar Street NW next to Takoma Metro, I fully support the plans to develop this site with housing and retail, along with the bus bay changes. From everything I have heard about this project, it will bring significant improvements to the neighborhood. There is such a big demand for new housing in the area, so I would favor the maximum number of units to be built. The additional residents will also strengthen the shopping and restaurant options and help keep the area around the station safe.

317 I live one-half mile from the Takoma Metro station. I can and do walk there. But many of my neighbors in our city cannot, either because they live too far away, or because they are older or live with disabilities. In addition to older and disabled neighbors, many of us currently use the parking in the evening, because sadly we do not feel safe to walk home alone from the station after an evening out in DC. I strongly object to Metro's decision to eliminate all parking at the site. Your description of the current 144 spaces as 'Kiss and Ride' spaces is absolutely false, and contributes to the lack of trust of our community in your communication about this project. At a minimum, please consider retaining some parking for senior citizens and people living with disabilities. I do support the overall development plan, and I support reducing the number of parking spaces - just not eliminating entirely. Last, I have some concerns that the plan does not allow for future expansions of bus transit (more bus bays). Thank you for considering my comments.

318 Thank you for the opportunity to respond to this request. The City of Takoma Park City Council would like to submit the following feedback regarding the proposed changes to the Takoma Metro Station. We look forward to working with you on addressing these questions. Talisha Searcy Mayor of Takoma Park

319 I support the proposed parking and bus bay changes at the Takoma Metro station, as a step toward boosting transit ridership and more effective land use including the creation of new, mixed-income housing and commercial and park space. A reduction in parking is appropriate and welcome as way of increasing transit utilization while reducing the traffic impact of new residences and businesses. There are adequate parking facilities nearby in Silver Spring and Fort Totten for those who do wish to drive to/from a station for transit use. The loss of Takoma parking will be offset by ridership gains from new residents. Thank you for your consideration.

320 There are not 145 Kiss and Ride spots. There are 145 PARKING spots. Parking should be retained at least for handicapped and 65+ citizens who may find it difficult or impossible to drive to Silver Spring or Fort Totten to park. Importantly- and this should be key to any redevelopment- as much green space should be retained as possible, including saving the large mature trees in the current green space and along the Metro tracks. I've seen to many developments where the entire area was clear cut to facilitate construction. This need not be the case and it should be made a priority to save as many of the large trees as possible.

321 I am in favor of removing the automobile parking spaces from the Takoma Metro Station. Providing parking at this site is a waste of space - we should instead focus on making this site highly accessible on foot and by bicycle. Most of the people who are coming out in opposition to removing the parking live within an easy walking distance of the Metro Station, in the surrounding neighborhoods. They are going to have to walk to their final destination once they get off the train, anyway - so a short walk to the Metro Station should not be an undue burden. This land is so valuable, and we gain so much more by building a transit-oriented

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development that is also a destination for the people who live near the Takoma Station, than we would gain by providing real estate for people to park their cars. We need high volume, secure bicycle parking at this station, as well.

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- 322 The parking lot at Takoma Station CURRENTLY PROVIDES HOURS LONG PARKING and MUST CONTINUE to provide that parking, or even more parking, to the local community. It seems dishonest of you to claim that all current spaces are kiss-and-ride spaces since you must certainly know that these spaces provide hours, not minutes, of parking and are widely used by the community. Revise your plan. Include at a minimum the current level of parking for patrons.
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- 323 The parking in the current proposal looks fine - this is an underutilized parking lot of prime real estate that should be used for housing. Particularly once the Purple Line is built, the Takoma stop will be surrounded in all sides by other nearby Metro stations. Please do not hold up this development.
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- 324 This plan to remove all current commuter parking (It is not Kiss and Ride only) will create a hardship for commuters who enter Metro at the Takoma Station. Residents with special needs and seniors especially will not be able to access the station as they do now. Early morning and late night Metro users from the area but who live too far to walk would have to use taxis. This removal of accessibility is not necessary to the building project at Takoma. The developer just needs to make sure not to plan a building which is too large to allow current and perhaps even more parking for residents of the area around the Takoma stop. I personally use this lot and pay to do so. The lot is almost always full ever since a proper system of payment was installed. If I the paid commuter parking is completely removed from the Takoma Station, I and others will be forced to use taxis. Removal of commuter parking should not be necessary for development to take place. I would like to see development at the Metro, but not at the cost of our commuter services.
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- 325 As a resident who has used the Takoma station for various reasons for the last 10 years these are my general comments: Parking: - These are not all kiss and ride spots. They are paid parking for all day. This is misrepresented in the proposal. - The parking proposal will directly impact me. I park there up to four times a week for work and also has made it easier with older relatives who can not walk as well on weekends. I will have to probably switch to another metro stop or use a highly unreliable bus route. This will provide a very big inconvenience for residents. - Suggest incorporating more paid parking (maybe a small garage) to fully represent and provide is being used in the station. Green Space: -Have you ever came off the metro in the spring and the fall and after a day in the "grind" feel this sense of calm? That is what the green space at the metro provides for me (and I can not believe I am the only one). This proposal is destroying most of that. This will directly impact our community in may ways- the look and also peoples emotions (green spaces create calmness and studies shown less crime). What will happen to the cherry trees? I think the lose of this green space needs to be addressed more fully and reconsidered. I would pick it over the parking.
-
- 326 I strongly oppose the elimination of rider parking at the Takoma Metro. While we live a 12-minute walk away from the Takoma Metro station, when we go out at night (to a restaurant, play or sporting event) and return home after 10:00 pm, the walk home is unsafe. For the 26 years we have lived in Takoma Park, we have always parked at the Takoma Metro when going out at night. To eliminate this option will sharply reduce or eliminate our use of Metro in the evening. That would be counterproductive to your core mission, which is to maximize the use of the Metro. Please redesign this project in order to retain the current number of Metro rider parking spaces at Takoma Metro. Thank you for your consideration. Bruce Kozarsky Willow Ave. Takoma Park MD
-
- 327 I want daily, hourly, and handicapped parking at the Takoma Metro Station preserved. I also want to see secure location for parking/locking up your personal bicycle.
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- 328 I am a resident of Takoma Park who uses the park and ride. I am in favor of converting the parking lot into housing with increased bike access. Please also provide better transit options to the metro station, such as a tram line down Eastern Ave. Thank you. Gregory Kohler
-
- 329 It would be helpful to provide the data that support the claims. People will just drive to work or drive to another station. Those that are close enough can already walk or bike and that isn't always an accessible option for many. Why not mixed use but offer more parking to commuters not just the residents of the place being built? Takoma park Is larger than just those who live downtown and a huge hill divides parts and makes some options less accessible for people. Why does it have to be either/or? Why can't it be both residences and sufficient parking? The current proposal doesn't seem to provide that.
-
- 330 My name is Sabrina Eaton and I live across the street from the Takoma Metro station on Eastern Ave. I would like to share several concerns I have about the proposed changes to its facilities and how they'll impact neighbors and the surrounding community. It is flat out wrong to describe the parking you're eliminating as "Kiss & Ride." For \$4.70, people can use an app to park there from 5 AM through 2 AM. That's all-day

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commuter parking. The lot is often packed. WMATA is supposed to be a transit agency and this plan would deny access to customers who drive to the Takoma station. The plan should retain more parking spaces for Metro users and ensure handicapped parking access to the station elevator for those who need it. I was also shocked there hasn't been a traffic study to analyze the impact of the proposed changes on surrounding streets. The traffic light you want to install at the Carroll St., NW entrance to the Metro station could have a disastrous effect on the nearby Blair Road/Cedar Street/4th Street NW intersection, a frequent site of accidents that's rated an "F" by DC's transportation department. It is foolhardy to proceed with that traffic light without analyzing its effect on surrounding streets, and factoring in traffic from the apartment proposed on the site as well as all the other apartment buildings under construction in the area. Your environmental study falsely claims that there's no flooding issues in the area. Runoff from your current bus ingress and egress creates a waterfall on my property during heavy downpours. Stormwater from WMATA's property gushes out the bus entrance, overwhelms the street's storm sewers, and streams over my retaining wall after spilling down my neighbor's driveway. These floodwaters knocked over our longtime retaining wall in 2021, forcing me to spend many thousands of dollars to replace it. Footage of this problem and a photo of my collapsed retaining wall is at the 3:17 mark of the below video on flooding problems in Takoma Park. Please use the Metro station reconfiguration to fix this problem and stop claiming it does not exist.
<https://www.youtube.com/watch?v=ZU4nzYpwLsY&t=197s>

331 I am against the proposed changes. I use the parking at Takoma station at least 5 days a week, and allows me to use the metro conveniently and frequently. To call all the spaces at Takoma "Kiss & Ride" spaces is dismissive and not reflective of how the majority of the over 100 spaces are used. If the parking is removed from Takoma, I would find another solution to my transit needs, and avoid using the metro. The time it would take me to drive to Fort Totten, and proposed in the in plans, as well as the walking distance from the parking to the platform at Fort Totten (as I'm disabled and use a cane) make it unlikely that I would save any time using that station over finding another transit solution.

332 This is such a great reprioritization of space. We all know that some of the most valuable space in a city is the area neighboring a public transit station. Great to see this station mirror that of the transit-oriented developments in Arlington!

333 Hi, I'd like to comment that my wife and I are Takoma Park residents, and use the metro station regularly and find it very helpful. We often take advantage of the option to park our car in the lot and then ride, so we wanted to highlight that we'd prefer that a reasonable number of parking spaces be maintained in any eventual redevelopment plan. We understand if some number of spaces might need to be eliminated to make room for other priorities, but perhaps a reduction by half to something like 80 spaces would be more reasonable, rather than the proposed 90% reduction which seems overly draconian. Thanks very much, David

334 To whom it may concern, My name is Doug and I live about one and a half miles from the bus stop, and I wanted to express my concern about the removal of all of the parking spots at Takoma Park metro stop. Removing nearly all of the spaces at takoma park metro stop will make it much harder for me to get to work. Currently, I drive to the metro station, and park at the kiss and ride parking, and hop on the metro because I work close to downtown. The Bus is not very convenient for me to take to the metro stop, because it does not come often enough. While there are often some empty spaces in the parking lot, removing nearly all of the spaces is quite extreme. Frankly, I'm not exactly sure how I'd get to work once nearly all of the parking spaces are removed. And, I worry that removing all of the parking at the metro stop will make it so that those of us who drive have to park further away, in town near takoma park, where it is often challenging to find street parking already. If the goal is to use that space better for development, perhaps some of the spaces could be condensed into a small parking structure, or only "some" of the spaces could be removed (60-80 parking spots would probably suffice there). Thank you so much for allowing public comment, for reading this, and for taking my comment into consideration. All the best, Doug

335 I support most of the proposed changes, except the elimination of the majority of Kiss & Ride spaces. Allotting at least 50 spaces seems more reasonable to accommodate Metro riders who drive in to the station and park for the day.

336 I support redeveloping the site to include housing. I would like to see a bicycle access improved and connected with the Metropolitan Branch Trail. I would also like to see the park space preserved but add more amenities to activate it.

337 The parking spaces with affordable parking prices are the reason we use Takoma Station. Please do not get rid of all the parking spaces with affordable parking. There are very few metro stations with affordable public parking - so it's either drive to your location or find a metro with said parking. I can understand reducing parking places to develop something but please do not get rid of all of them!

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338	<p>Thousands of housing units are already being built or have just been built within a quarter-mile of this Metro. It is not clear yet whether more are needed. Meanwhile, the parking at this Metro allows people from throughout the region to park and take Metro, rather than drive into the City. This is essential to reduce car traffic in the City. Zeroing out the parking is a terrible idea. Also, there is zero need for new retail--retail is struggling, and there is a lot of turnover and empty storefronts nearby. The green space with large, mature trees is essential to the rapidly-growing community all around the metro. Do not fill it in. Thank you</p>
339	<p>I've spoken with a lot of people in Takoma/MD and some have said: - I don't see how I will feel safe walking through the complex at night after work when it's dark (females) - It looks like a bad idea (Ride On bus driver) -- I think you should ask the drivers their opinions as well as the residents and developers. - The stormwater runoff is already bad, it better not get worse</p>
340	<p>I am a manager of a Main Street Takoma small business and a resident of Takoma Park for almost 31 years. The City of Takoma Park has always been home to unique shops, restaurants and experiences. However, what sets it apart isn't necessarily what's here, but what isn't. The proposed change to the Kiss & Ride / green space does not convey efficient or aligned with the philosophy the town was founded on. I do think there is a compromise to better use the (mostly) empty parking lots. But, I do not think removing the green areas around the lots will be received negatively by those who have lived and work in the area. Over the last 5-8 years a shift has happened in Takoma Park. It is no longer DC's best kept secret neighborhood. It offered the convenience of city life but with small town friendly hospitality...an enchanting oasis. Alas, the proposed changes prove the charm is gone. Takoma Park is now suffocating. The area has boomed because it's NOT like DC. Sadly, this is no longer true. Roads have not been widened or modified to accommodate the projects built, every walkway feels cramped, it takes over 10 minutes to drive half a mile to work, the skyline is disappearing, construction plagues every block, and green is being replaced by asphalt and concrete. Please do not cram more overpriced condos or unwanted "flavor of the week" type commercial buildings in this city. Yes, please, streamline the bus area/routes and parking lot spaces to better serve the community. However, the ultimate goal of this proposed plan isn't based in utility. This proposal fakes as an efficiency plan, but in reality it's about future monetary gain with private companies; which is totally fine. I understand how things work. Just please be honest when presenting this to the public. Here's a novel idea: improvement is not defined by how much you ADD. The area I question CAN be improved WITHOUT building over natural/green spaces. In summation: the proposed changes to the Takoma Park metro area are not aligned with what the long time residents want for our neighborhood. It would remove too much green and natural space, and confirm the City is becoming just another generic, gentrified and unappealing city.</p>
341	<p>Please do not take away all of the parking spots. Parking in Takoma Park (MD and DC) is already sparse and a problem! Please do not build another monstrosity that will create more traffic in what is already a traffic heavy and backed up area. Please keep some of the green space!</p>
342	<p>I think the parking lot is underutilized and using the space for something else would be an improvement. I think a kiss and ride type lane is important, since I sometimes pick up and drop off people at the metro. They usually go through the elevator entrance/exit when I do that. I also take the bus sometimes and I think it's important to have multiple bays for drop-off/pick-up since so many different bus lines go through there.</p>
343	<p>These changes sound great!</p>
344	<p>I am in favor of smart growth which includes denser development adjacent to Metro stations. People in Takoma Park tend to have so many opinions and reservations about development that we end up with a NIMBY situation. Of course there are always downsides as well as upsides to any development project, and you can't make an omelette without breaking eggs. Bottom line is I support this project and hope it moves forward expeditiously. That is my personal opinion.</p>
345	<p>I support responsible transit development and hope that this change to the project creates more opportunities for multimodal transportation but most importantly provides an opportunity for increased affordable housing in the area near the metro station. I hope that there are steep requirements related to the % of affordable housing required in these units. I support the removal of the kiss & ride stops in favor of a more accessible train station for all residents and those without cars.</p>
346	<p>Please move forward with this project. It's absurd that this metro station doesn't have more housing, more density, and a civic lot for parking like every other metro station near it.</p>
347	<p>As a resident of Takoma Park, MD, I go to the station nearly every day and I can't wait to see what the area will become with new neighbors and amenities right next to the station. I understand the bus loop and parking changes are necessary to accommodate the new development, so to me, the changes WMATA is proposing are positive as long as the development occurs. For people who make use of the park and ride, could WMATA assist them in transitioning to use the underutilized Silver Spring garages? I also think there</p>

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	should be a better space for a pick-up/drop-off zone, such as formalizing the space that's already being used for that purpose underneath the overpass.
348	I do NOT agree with reducing the parking spaces. I use the lot to park and ride on the Metro. I live too far to walk to the Metro and this is the nearest metro to me. If you reduce the number of parking spaces, then I recommend changing the bus schedules so they come more frequently and adding bus services to Georgia Ave. I think the bus service should be increased with multiple buses. It is INSANE to only have one drop off. If you want to increase ridership and make this a public transit friendly locale, then there MUST be bus service to/from the Metro, especially if you reduce the number of parking spaces.
349	I think it makes sense to largely eliminate the parking lot and to make for a more efficient kiss and ride lane.
350	If you get rid of 144 spaces you will be effecting many people being able to park near the station. That is really a bummer. But I see the need for the buses to have a better turn around. Have you considered building a two story small garage in the remaining space allocated for parking? It would mean the loss of less than 144 spaces
351	I'm once again strongly let down by this plan. But since you clearly intend to proceed I request that for every mature tree you cut down you protect another 100 from ever being cut down and plant new trees 100 as well. Mature trees are critical to our future. Shame on you for cutting any of them down in the name of progress.
352	Hello, I am a resident of Takoma Park and I live five minutes by bike from the Takoma Metro Station. I'm writing in to express strong support for whatever parking configuration is most compatible with the largest, densest possible development on the Takoma site. As an unstably housed renter and young adult who worries that I won't be able to afford to start a family in the DMV due to its spiraling housing crisis, I am eager to see WMATA be a part of the solution by maximizing housing supply on its property. The parking lot is currently underutilized and many of the commuters who use it could instead access the station by Metrobus, walking, or drop-off options. I think it is a poor public policy choice to prioritize their desire for private vehicle storage over the pressing need for housing in the community. Thank you.
353	I am a resident and condo owner in Takoma Park, MD and I support development of the parking lot to include mixed use residential and commercial real estate.
354	If you add businesses and condos in this area, they should be required to have adequate parking to serve those who live there. While I understand this is designed to promote transit use, the reality is it will bring more cars as well and Takoma Park is already sorely lacking adequate parking.
355	While I support more transit-oriented development near this metro station, I feel that it should be done to preserve the existing daily parking spaces. It is a relatively small lot right now, with not many alternative parking options for daily commuters. Ride on bus options are currently very inconsistent and inconvenient, necessitating limited parking for some area commuters. While the lot has not been at capacity due to the impact of the pandemic, there has been a steady increase in use as people start to return to the office more frequently. As many people have hybrid work schedules, other lots that only offer monthly or weekly rates are not options (e.g. I commute two days per week, so a daily lot option near the metro is important). If this lot is removed, I will likely not use Metro at all--and drive into town for my commute, which is counter to the goals of this project.
356	As a 3-year resident of Takoma Park, I write to strongly support the development of metro's underutilized parking lot in Takoma DC. I fully support WMATA and EYA's vision of a vibrant multi-use neighborhood that will provide adequate parking for short-term metro use and catering to local residents using metro to attend events and outings down town, while allowing a large plot of land to be upgraded for a more productive use that will benefit the economy of Takoma Park MD and Takoma DC and provide much-needed housing in a time when that is in short supply. Green space near a bus loop never made sense and was never utilized. Since the construction of the Takoma metro station land-use policy decisions in both DC and Maryland have prevented significant redevelopment of many large plots of land, including this one. There is now ample research proving that the best environmental use of land around public transit is for housing and/or mixed-use construction, not an impervious parking lot that encourages more driving. Governments around the region are working to encourage the development of more housing, especially subsidized housing, around public transit nodes that were built with taxpayer support. The proposal creates the proper conditions to redevelop the land east of the station to build more housing, especially affordable housing, and appears to improve the transfer process for bus riders. The proposal will create the necessary conditions for Metro to earn far more revenue from its land at the Takoma Metro station than it currently receives through the operation of an underutilized parking lot. We all benefit from a financially healthy public transit system. The

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	proposed redevelopment rightly balances the needs for transit-accessible housing, commuter access, bus transfers, and the preservation of open space. I enthusiastically support Metro's proposal!
357	Removing parking spaces decreases the utility of commuting via metro for many users. Takoma Station serves a community that is diverse and not necessarily within walking distance to metro. Condos only increase the ease of commute for those living in them! Keep the metro accessible to all!
358	Please do not eliminate so much parking for those of us driving to the metro and parking while at work. I do this 2-3 times per week, and having the ability to park supports my use of the metro because it allows me to pick up and transport my kids (and carpool kids) at the end of the day. Since more people have been coming back to downtown DC offices the lot is nearly full by late morning. There is no alternative where you can park this near the metro all day and pay online or with a card.
359	Focus on fixing the metro - lower crime, increase reliability. Stop taking on new projects until you get the baseline down.
360	I am a resident of Takoma Park and work downtown. The parking spots are vital to my commute daily and I hope consideration is given to spots who live locally, but are unable to walk to the metro stop.
361	Increased housing and density is great. Above ground parking is an eyesore and creates undue runoff. That said, there should be underground parking to account for the same number of spaces, many people purchased homes or moved to area with their transit plans in mind and this is pretty bait and switch for them. Also, the park of the building being on the far side is the metro and Carroll Ave is a shame. It's so nice to pull into takoma and see the trees, it is part of the character of the community. Please consider requiring the building to move the open space to the Carroll and metro sides of the building.
362	Love this idea. We live in Takoma only a few blocks from the metro station and are in full support of all aspects of this project. Looks great!
363	Removing the parking lot and replacing it with the grossly insufficient number of publicly available parking spaces essentially renders the entire metro stop inaccessible to the population who lives more than 1 mile from the metro station. Those within 1 mile of the station are exclusively high income and do not commute by metro anyway. It is an egregious example of overdevelopment, simultaneously eliminating crucial green space and public metro access. The scale of this enormous development should be reconsidered as it is out of touch with the needs of the community!
364	Go for it!
365	There has never been enough parking at this metro station. In addition, need a safe place for pick up / drop offs, ideally not far from accessible entrances. And secure bike storage.
366	I am fully supportive of the shift to make the Takoma Park metro station more oriented towards transit oriented development. As a metro rider, there is nothing more annoying than getting to a station and having to walk through a sea of parking lots before I can get to anything useful, like housing, restaurants, or office spaces. I believe we should provide as much density as possible on this site and reduce parking spaces to the highest degree available.
367	Fully support redevelopment (finally) of this space!
368	I disagree with this project. Having parking by the metro encourages people who live farther from the station to drive only to the station rather than all the way to their destination in DC.
369	I support this plan.
370	As a decade plus resident I am thrilled to see this project underway and whole heartedly support the plan to bring more biking, walking and public transit along with density for this urban community. It's long overdue. As a global resilient and equitable cities planner and practitioner and environmental advisor it's also great to see these steps as a professional in making cities better for all.
371	Please don't go forward with this development. The kiss and ride space and the parking are so useful to those of us with mobility issues and children/strollers. It's such a relief to be able to park there and easily get on the metro with the stroller and my child. As a person with long haul covid, I struggle with fatigue. I know I am not alone. The spaces and the green space next to it are a welcome departure from any other metro station layouts.
372	Please do not remove parking at the Takoma metro.
373	Estoy totalmente de acuerdo con esto. Pero mi unica sugerencia es que tiene que respetarse los arboles de este espacio. Es importante tener mas housing sin descuidar nuestros espacios verdes.
374	Yes, please! Please get this done ASAP
375	I like the plans and looking forward to having more neighbors and retail near the station

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376	Anything is an improvement over the current situation. I know there are a lot of parking lot fans in TKPK but almost anything would be a better use of space.
377	I am not in favor of reducing the size of the Metro parking lot and bus depot to build more apartment buildings. That neighborhood has or will have hundreds of new apartments and condos. Those residents need the trees and green space in the area in and around the Metro parking lot to walk their dogs and relax. There is no Park land in that part of Takoma DC or Takoma Park, Md.
378	For any version of this work, I believe it is important to maintain at least 144 spaces of parking. I don't care if they are part of a garage of the new development or maintain the current design. Not sure why development can't have a commuter parking lot....
379	Will removing 144 parking spaces leave any parking spaces?
380	I'm in favor of development but it should also include parking for commuters.
381	This is a great proposal and as a Takoma Park, MD resident I welcome any new housing development and enhanced mass transit. I am looking forward to better biking facilities and a better utilized space.
382	Anything Metro can do to increase density, walkability, and bikeability is extremely welcome! As a nearby resident when I come in to the station it is via Bike or occasionally bus. Further, ignore the NIMBYs who are anti development. Good mixed use housing and retail would be extremely welcome in the area. We need more affordable housing, and increasing the housing stock, particularly with affordable homes, would be great for the area.
383	I'm in support of the project to redevelop the land adjacent to the metro, including the plan to streamline the bus stop, remove surface parking, and promote new housing. It would be great if there was still a place to do kiss-and-ride drop-offs in the new plan.
384	This development project is long overdue and we are thrilled to see it finally moving forward. Development of additional housing and retail near public transit will be good for Takoma / Takoma Park and the larger area.
385	I look forward to improving density and public transportation
386	Please make more daily parking available. Many of us need this access to get to work!
387	I am not officially designated disabled as I am able to work part-time and am trying to avoid the stigma as a professional. I really treasure a place to park near the Metro. I've worked most of my life to combat climate change and understand the issues related to the last mile of public transit. But a benign brain tumor I've had for the past 13 years makes riding a bus untenable, though I can tolerate car travel. I also use the parking when going to a restaurant in Old Town. I would have to take an Uber or Lyft to get downtown. And isn't the whole point of Metro to make it easy to use? Why do the Fort Totten and Silver Spring stations have plenty of parking, but we won't? I would be much happier with a mixed use plan that incorporates parking. And I think there are many people like me post-covid. People for whom a bus ride is exhausting and causes vertigo or other problems.
388	As a community member on the DC side of Takoma whose household uses Metro at least a few times weekly, and walks through the area for other amenities (shopping, food, recreation, etc...) weekly, I strongly support the proposed changes to the parking and bus bays at Takoma Station. First, the added retail and housing would be a wonderful addition for residents, and also help connect the DC and Maryland sides of Main Street Takoma where the current configuration leaves a large disconnect. Second, the surface parking is largely unused at the point and with Forest Glen just a 10 minute drive, there is ample parking for commuters who live outside of walking distance to a Metro to utilize the rail transportation. This proposal also includes more bus bays which would hopefully encourage WMATA to better implement bus service to this area. The current lines are spotty and run almost exclusively North/South, so I would hope the increase in bus bays would encourage more bus lines and frequency as well. Third, the current traffic pattern is unsafe, and adding a light at Carroll would be tremendously help.
389	please keep the trees/natural vegetation for the wildlife!!! i also worry that this project will make surrounding areas extra hot (please walk on carroll next to takoma central in the summer); please consider development without environmental impacts (ex. huge heat difference vs. tree-lined streets). what will be done to ensure these developments are eco-friendly as well as cost-effective? i live nearby and worry about construction noise/traffic/trash as well. thank you!
390	This seems like a well-conceived program. I would appreciate the retention of some surface parking for those with limited mobility or small children, but the current amount seems to exceed demand. Increasing bus service, particularly up to the Philadelphia/piney branch intersection, and toward takoma elementary, would also help mitigate demand for parking.
391	As a 2-year resident of Takoma DC, and a spouse of a 38-year resident of Washington DC, I fully support WMATA and EYA's vision of a vibrant multi-use neighborhood that allows for a large plot of land to be

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upgraded for a more productive use that will benefit the economy of the Takoma DC neighborhood and provide much-needed housing in a time when that is in short supply. Since the construction of the Takoma metro station land-use policy decisions in both DC and Maryland have prevented significant redevelopment of many large plots of land, including this one. There is now ample research proving that the best environmental use of land around public transit is for housing and/or mixed-use construction, not an impervious parking lot that encourages more driving. Driving has long and short term risks to neighborhood health and climate change. Governments around the region are working to encourage the development of more housing, especially subsidized housing, around public transit nodes that were built with taxpayer support. The proposal creates the proper conditions to redevelop land currently used in an inefficient manner to build more housing. The proposal will create the necessary conditions for Metro to earn far more revenue from its land at the Takoma Metro station than it currently receives through the operation of an underutilized parking lot. We all benefit from a financially healthy public transit system. Given the changes in financial health since COVID, the opportunity to increase revenue is a very important reason to move forward. Areas around transit need to have housing, mixed use space and create a haven for community. They should not be a parking area for vehicles, especially in 2023. I enthusiastically SUPPORT this project.

392	I am for this development and for the elimination of parking to allow for close in housing near transit. This lot is not for commuters anyway given the hours restriction. Please don't give in to people who rarely use the metro wanting to preserve a small amount of parking.
393	I support development as long as it's pedestrian friendly and not too dense.
394	It is really important to have cheap for free easy to access LONG TERM parking at the metro. The current parking situation is Great and while I support increasing housing in walkable areas there needs to be consideration to those who drive and commute into the city or those who use the metro for recreation. However these changes are made there needs to continue to be parking that costs no more than \$7 a day and allows people to easily get to the metro. A decrease in parking will also be a huge decrease in ridership.
395	Having some parking at the stations is great, but also really welcome more mixed use and density. Please plan on keeping some parking...
396	I fully support denser housing by public transportation
397	As a 10-year resident of Takoma Park, I write to strongly support the development of metro's underutilized parking lot in Takoma DC. I fully support WMATA and EYA's vision of a vibrant multi-use neighborhood that will provide adequate parking for short-term metro use, while allowing a large plot of land to be upgraded for a more productive use that will benefit the economy of Takoma Park MD and Takoma DC and provide much-needed housing in a time when that is in short supply. Since the construction of the Takoma metro station land-use policy decisions in both DC and Maryland have prevented significant redevelopment of many large plots of land, including this one. There is now ample research proving that the best environmental use of land around public transit is for housing and/or mixed-use construction, not an impervious parking lot that encourages more driving. Governments around the region are working to encourage the development of more housing, especially subsidized housing, around public transit nodes that were built with taxpayer support. The proposal creates the proper conditions to redevelop the land east of the station to build more housing, especially affordable housing, and appears to improve the transfer process for bus riders. The proposal will create the necessary conditions for Metro to earn far more revenue from its land at the Takoma Metro station than it currently receives through the operation of an underutilized parking lot. We all benefit from a financially healthy public transit system. The proposed redevelopment rightly balances the needs for transit-accessible housing, commuter access, bus transfers, and the preservation of open space. I enthusiastically support Metro's proposal! -Alan Zibel (Philadelphia Avenue) Takoma Park Md
398	I don't think they should be removing parking spaces. There won't be enough spots to park.
399	I think that this is great and as a resident who lives in the area and regularly walks past this large mostly empty parking lot I am supportive of this plan.
400	I only support this project if it will address the lack of affordable housing in the city.
401	I am a resident of Takoma Park, Maryland, I live less than 1 mile from the Takoma Station, and I regularly use metro on my commute to work, so the proposed changes would significantly impact me. Given the negative neighborhood impact of almost completely eliminating parking at the metro station and adding new housing units without parking or services for them, I would oppose this project unless: 1) at least 20% of the proposed new housing units are set aside as affordable housing units for the long term, AND 2) the new apartment buildings have at least a couple of dozen parking spaces within the building, AND 3) the new apartment buildings have some retail space, community space, or other amenity that would help offset their impact on neighborhood resources. The map of the proposed new project layout does not include the Capital Bikeshare

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station at Takoma - please add that to the map/plan to ensure this neighborhood resource is preserved. If Metro is proposing to remove the Capital Bikeshare station, I would oppose the project, and that negative impact needs to be made clear. I understand Metro is in a tight financial situation for the foreseeable future and needs to earn money by developing vacant WMATA-owned land, so that need should be taken into account by the community. I also understand there is a large and growing shortage of affordable housing in the Takoma area, which is why I am requesting a substantial commitment to affordable housing be part of the development plan. I am disappointed in Metro that the public messaging on this project has not clearly explained the almost complete elimination of public parking at the station and size of the new building to be constructed, but instead emphasizes the minor change of "adding one bus stop." Please modify the public messaging, especially the summarized impacts, to make those impacts clear to the community. After accounting for handicapped parking spaces, there is likely to be less than 6 parking spaces at the station, correct?

402 I am struggling to complete this survey because I am unclear where the bus loop and Kiss & Ride would be relocated to, and how many Kiss and Ride spaces would remain after removing 144 of them. Also, I would like to know if WMATA has done its due diligence to understand how many folks are currently using the Kiss & Ride spaces and if it is being underutilized. I like the idea of having more transit-oriented development since I currently have to walk 15 minutes to the metro from my apartment and would like to see additional retail/services in the neighborhood. I also am in favor of actions that would decrease DC's carbon footprint through increasing ridership and enhancing bicycle/pedestrian access. I wonder if there could also be ways to enhance lighting near the metro stop. It feels very dark at night in the parking lot and on the surrounding streets near the Metro when I walk home on Cedar and Piney Branch.

403 Removing parking is a counter productive idea. If you make it harder to for people to park they will do the obvious. They will drive downtown and park there. This defeats the stated objective of increasing metro ridership!! Keep and expand the parking area.

404 I am in favor of the proposed changes. The proposed changes right-sizes the amount of parking at the station and brings much needed housing to the neighborhood. It will also better tie the neighborhood together and make walking and biking to the station safer for residents and visitors.

405 Removing 144 parking spots will leave VERY FEW parking spots. Where are cars supposed to park. Do NOT want to have to drive to Fort Totten. That's a long ways away along very busy roads. I OBJECT!!!! strenuously And why wasn't the neighborhood informed of these plans? I didn't hear about the public hearing until the DAY OF (1/17). Way too late to participate.

406 While I understand the importance of housing, and I appreciate the addition of housing in the area, I am strongly against the removal of ALL parking from this area. My wife is among the residents within one mile of the area that uses this Metro regularly for her travel into the city for work. She has to go to the Metro before it's dark and has to often come back after dark, I will add that I am among those that use the Metro to move into downtown DC on a regular basis. Having NO parking at the Metro will impact any families that have to drive. The lack of parking at all is not appropriate as nearly ALL Metro stations within suburbs have some type of parking. I will add that this station is also used by buses on a regular basis - both coming from the city and then into Montgomery County. PLEASE do not remove ALL of the parking from this station.

407 I am writing to express my strong support for the proposed reduction in parking and reconfiguration of the bus bays at the Takoma Metro station. I live in Takoma Park MD, and commute downtown nearly every weekday by taking the RideOn bus and the red line. This project will benefit me personally on a daily basis- moving the bus bays closer to the station entrance will be convenient, the traffic light will increase safety, and the businesses that will eventually fill the new EYA building will surely sell items I want and need. However, even if these plans would not benefit me personally, prioritizing land use around transit for housing is the right thing to do for the climate, for housing affordability, and for reducing traffic congestion throughout our region. I am impressed and happy WMATA is finally aggressively pursuing the path of transit-oriented development, and I look forward to continuing to be a daily Metro rider. Sincerely, Ashley Evans Brookshier Carroll Ave Takoma Park MD

408 I am in favor of promoting mixed used development around the Takoma Station. I do feel the parking spaces are underutilized because they cannot be used for a full work day, so if they are being repurposed for transit oriented development that makes sense. As far as the bus loop, I wish that it could be redesigned so it's easier for pedestrians to access the Metro entrance on Carroll Ave.

409 We truly appreciate having the park and ride parking access at the Takoma Station. We use the parking lot there and take the red line multiple times per week. Parking revenues can be used for Transit operations and maintenance. Please keep the park and ride parking there intact. Thank you!

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410	<p>Dear WMATA, This plan for the Takoma metro station is a great use of your resources and will benefit the neighborhood, the region and the planet. It will provide much-needed housing in a prime location and provide WMATA with much-needed funds. I'm a commuter who lives about a mile from the Takoma station and use it regularly to get to my job in downtown Washington. I ride my bike and park it at the station. Sometimes on weekends my family uses the parking lot there if we are going to an event downtown. I understand this project will reduce the amount of available parking. That is fine -- this is prime real estate and should go toward a more valuable use than surface parking. Doubtless you're going to get vocal feedback from affluent nearby homeowners who will oppose this project. They may claim to speak on behalf of "the community"; please know that they speak only in their own narrow self-interest. I hope you move ahead with this project quickly. Sincerely, Andy Sullivan Silver Spring, MD</p>
411	<p>As a Takoma Park, MD resident who uses the ride on bus to connect to the metro, I am fully supportive of proposed changes to promote more public transit. The current parking lot and green space located at the metro seems like a missed opportunity for development that benefits Takoma, DC residents and Takoma Park, MD residents. It would be great to see housing and mixed use development there. Specifically, regarding the parking lot, it is often underutilized, especially since the pandemic. I never see it close to full and there are many transit options to get to the metro. As an occasional biker to the metro, it would also be good to see improvements to promote more cycling, including space to lock your bike and monitoring to deter individuals from stealing bikes. The lockers are there, but it seems like there could be a better technical solution.</p>
412	<p>The drastic reduction of parking availability will remove a useful and needed option for local residents. Please do not remove daily parking options at this station.</p>
413	<p>Hello, As a frequent metro rider (both train and bus) and Takoma Park resident, I want to commend you all for this development. It is about time that location and it 's ill-used parking lot was turned into housing that will revitalize that area, and lead to many more transit riders (helping the environment). I urge you all to not consider the few loud predominantly older white voices against this project who reside in the million dollar homes adjacent to the metro. It's time for forward thinking. And this development and changes to the parking and bus bay are exactly that. Cheers, Tom Di Liberto</p>
414	<p>Please do not reduce the number of parking spots and kiss and ride spots. These spots allow residents to take the metro instead of driving longer distances to their offices or other destinations. Reducing the parking spots and kiss and ride spots will have the impact of more people driving longer distances and fewer relying on metro. That is bad for the community and bad for the environment. Thank you. Julie Kashen Takoma Park, MD</p>
415	<p>As a resident of the neighborhood and frequent user of the transit station (primarily Metro, occasionally bus), I am very supportive of these plans. Land is so scarce for transit oriented development that the large, frequently empty lot surrounding Takoma station stands out as an egregious underutilization of a public asset. With young children, I have parked in the Kiss and Ride before to save the longish walk to the Metro for little legs, but I am happy to give up that privilege for a greener, denser, healthier, more active, and more equitable community. I am looking forward to seeing Takoma station become a real node and anchor for the community. It's a great neighborhood, full of vitality and passion -- removing the economically and socially inert parking lot at its core will only strengthen the neighborhood further. We'll be able to bring more residents and life to the community, creating the conditions for Takoma's vital small business sector to thrive. I applaud Metro for their efforts to optimize their land holdings for the benefit of DC residents and neighborhoods. The plans look thoughtful, safe, and community-forward. Kenan Fikri Piney Branch Road NW</p>
416	<p>Please consider those who bike and walk to and from this station. There aren't any bike lanes at the station, and there's a large hill up to the silver spring section of the MBT. And the parking lot cars enter the road right near the bottom of the hill and there's no stopping the cars coming down the hill. Makes me nervous when I ride my bike from the station up to the MBT.</p>
417	<p>I live on Cedar Sr very close to the project location and strongly support the project. The current bus loop and surface parking are an empty swath of our community that will be put to better use with housing and retail, while making the bus station easier to navigate. Next, think about adding a metro station entrance on the north side of the station...</p>
418	<p>Fantastic idea! As a commuter, transit oriented development is something I look for when moving somewhere. These options will reduce car dependency in the region, and provide shorter commute times to DC for those who live in Takoma. In addition to providing more walking access to local businesses, this seems like a win. Parking is essentially always a public liability and a waste of space, especially space that's empty most of the time.</p>
419	<p>Parking in the city of Takoma can be limited; it would be important to still have some parking available at the station.</p>

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420	<p>My name is David Wiley and I support the planned changes. I live in a single-family home quite close-by-- about a 10-minute walk from Takoma Metro. Although many people in a similar situation are opposed to higher density development, I support it, for environmental, economic, equity reasons, and because it makes for a more dynamic neighborhood. Although we occasionally park at Takoma Metro and will miss that, we're okay with that, as the development will benefit the larger community. Although local people should be justifiably proud of stopping the freeway a few decade ago, I submit that transit-oriented development is very different, and will advance many of the values that the prior freeway fighters hold dear. A request: to make up for the lawn and trees that will be lost, could an area of similar environmental value, which is located far from transit, be protected from development? Thanks for soliciting comments.</p>
421	<p>This makes no sense. There is very little available parking in the Takoma, DC and the Takoma Park, MD area, yet WMATA proposes to reduce the available parking at the Takoma Station by almost 90%. That will reduce Metro ridership. Moreover, the narrative accompanying the proposal falsely states that the project will not increase stormwater run-off. That fails to take into account the impacts of the construction within the footprint, which is part of the proposed change.</p>
422	<p>I support</p>
423	<p>I'm concerned about the lack of parking at the Metro.</p>
424	<p>I support the development of housing on the Takoma station property but oppose the loss of 144 "Kiss & Ride" parking spaces. My family relies on paid parking at the Takoma station for our daily Metrorail commutes to work downtown. Our home on the 1100 block of Jackson Ave. is too far to walk to Takoma station. Taking the bus adds 30+ minutes to our commute each way. Being able to park at the Takoma station means that my family only needs a single car. Parking is scarce near the station, and the closest paid lot (7000 Carroll Ave) is poorly managed and far less convenient than parking at the Metro. The Takoma Station, like Fort Totten and Silver Spring, is used by many car commuters and requires ample parking. Car commuting, while environmentally displeasing, is essential for a large portion of Takoma Park households. Certainly, the station site can be developed while still providing 50+ public parking spaces, e.g., in a parking deck built as part of the housing structure. Eliminating all but 14 spaces will disadvantage Takoma Park families like mine who do not live within walking distance of the Metro station. Moreover, I question the need for the massive housing development as presented in the proposed plan, given all the new condos / apartments recently built and under construction near the Takoma station. Parking in the Takoma station area, including downtown Takoma Park, is already meager. Adding more housing and losing 144 commuter parking spaces would be unfair to both residents and businesses.</p>
425	<p>After reading all of the documents, I am in support of this plan. Having a legitimate parking lot near the metro station would be great, but I understand that Kiss and Ride is not to be that parking lot. Indeed, there are usually spots for overnight parking on the side streets. I don't have a car though, so that aspect of the plan is inapplicable to me. I agree that having more and accessible bus stops is a great idea, as well as a kiss and ride near the bus loop (that will be better than the situation I always see, which is people being dropped off right in front of the metro...which blocks traffic, pedestrians, and buses). I will miss the trees that are in the current park, but I appreciate that some can be re-planted and moved. A traffic signal is a good idea, especially with the updated bus loop, kiss and ride, and whatever building will be built next to the station. I live at Takoma Central and take the metro/bus very often. I realize this might be inconvenient during construction, but the end goal of having more development, an efficient use of the space, and especially a better bus loop will be worth it in the end. I hope the sidewalks will indeed be available and not blocked off. I have some concerns about the increased traffic that will occur after the full development occurs, but for this particular parking and bus bay change, I believe this is a solid plan.</p>
426	<p>I live at 6805 Laurel St. NW, in walking distance of Takoma Metro. Our family relies on metro to get to work and school. I am writing in full support of the proposed changes.</p>
427	<p>I am disabled and want to question and protest the elimination of the current 144 parking spaces at the Takoma Station metro, I am disabled and my wife cannot push my wheelchair from our home on Holly Avenue to the metro site. These parking places are NOT kiss and ride. There is hourly and daily parking available there. To tell us to drive to Ft Totten if we wish to access metro by car is ridiculous. Why should all Montgomery County residents who need parking to access metro lose these possibilities to park at Takoma station in order for NEW potential riders who MAY occupy the huge building planned for the site be allowed to park and ride while we who have used metro over the years are denied convenient access? This plan does not meet the goal of increasing metro ridership, particularly for disabled and elderly residents who rely on those parking places. ' There are also other issues with the proposed development: too large an increase in density(440 new condos???) , no real environmental impact or transportation/road usage study, scale out of</p>

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proportion to even NEW development in the rest of TKPK, loss of promised green space, etc. etc, This project needs to be rethought. Sincerely, John E Varnum, Holly Avenue, Takoma Park, MD

428	I am opposed to disturbing the green space.
429	The parking lot is kinda filled and at least 75% filled. I think reducing the majority will be affecting a lot of us.
430	I support improving bicycle access to the station and removing parking spots.
431	12, 13, 25 the bus services are so bad. Envest on map that actually works. The buses should not leave too early, they don't even stop.
432	I support the proposed changes and believe the space should be developed as quickly as possible.
433	I am a resident of Takoma DC, Metro rider, and frequent visitor to the area around the station. I am strongly in favor of the proposed changes. This project is the right thing to do from an environmental perspective and will bring additional resources and vibrancy to the neighborhood.
434	I understand some who live adjacent to this development have concerns about its size, increase traffic, and loss of the green space. I live about 1.5 miles away so am not affected directly. I am generally in favor of transit-oriented development and the increase in people I think will help with the downtown Takoma economy. Something that has been a source of concern for the 20+ years I've lived in Takoma Park. This will likely divide the community. But we need more housing stock and I'd rather fill-in the urban landscape than have us build townhouses in Olney or towards Fredericksburg and incur the increase in car traffic.
435	Remove parking space in favor of TOD
436	If you're taking away that many parking spaces in an already parking constrained part of town, then there needs to be much more investment in local transportation options. I completely support the need to prioritize public transport over driving, but that doesn't happen simply by eliminating parking. Especially at a time where people already don't see Metro as a reliable option. There needs to be complementary investment in public transport access. This metro stop already has few buses that serve it, a situation that is much worse in off-peak hours. Of course, that is a joint metro/MoCo issue, made worse by the fact that MoCo RideOn buses don't even have trackers to show you where they actually are in their route. This is a long way to say that while I would prefer to increase my metro to car ratio, I am actually reducing it, with more days commuting by car than metro. And going downtown after hours is such a headache, especially to figure out getting home, that I have almost stopped using metro entirely. If metro is trying to win back customers, reducing access options - in this case parking - is counterproductive. Otherwise, I have no comments on the changes presented, and look forward to the space being better designed for traffic flows.
437	I think this is overall a strong idea to strengthen the immediate area surrounding the Takoma metro stop. I fully support removing parking for kiss and ride in favor of providing improved bus access immediately outside the station. I would strongly urge WMATA or the District government to ensure development on the site includes significant housing additions for low-income residents of the area, since this site has access to the local community business district and direct metro lines into the city. Please do as much as possible to not only preserve the trees and green space as buffer but to make the spaces welcoming as a park to the local community.
438	As an initial matter, I object to this proposed parking and bus bay changes at Takoma Station. The proposals removes well-used and necessary parking spots for daily commuters, which will further increase congestion and parking issues on Takoma's residential streets, making it difficult for residents to park. WMATA's response that parkers should go to Fort Totten must be rejected - this will only further hinder and remove options for Takoma DC and Takoma Park residents. WMATA claims the current parking is "Kiss-and-Ride" which is defined as a "brief stop to allow the dropping off and picking up of passengers." The parking lot at the Takoma Station is much more than that - it offers approximately 140 spaces for hourly and daily parking, including handicapped parking. WMATA does not take this into account. The information provided by WMATA at this point concerning the environmental and transportation impact is not supported by data, but rather loose claims that there will be no permanent transportation, stormwater or Air Quality and Noise impacts at the Takoma Metro station. WMATA is required to undertake a complete analysis of the site and proposed development and must do so prior to moving forward with any proposed plan.
439	Please reconsider removing the kiss and ride parking spots at the Takoma Metro. These parking spots allow commuters, families, and other people in the surrounding neighborhoods to use the metro to get to work, school, and local attractions. Without the kiss and ride parking stops, my family would likely end up driving more and using the metro less. They are crucial to me getting to work on time while also being able to drop and off and pick up my child from daycare. The parking lot is nearly full most days and is clearly being used. Many areas surrounding the metro are currently under development adding more housing and businesses already. Thank you for your consideration. Best, Aleena Oberthur 9002 Walden Rd, Silver Spring

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440	I think this is a great idea, I hope there are varied commercial businesses and affordable housing as a part of this
441	As a resident of Takoma Park, I strongly support any parking and bus bay changes needed to facilitate the redevelopment of this site. Any changes that facilitate the construction of new housing and other transit-oriented development are welcome.
442	As a local resident of Takoma Park, MD, I would like to express my support for this initiative. I both walk and drive to the metro regularly, and believe that a better overall use of this space will be a significant improvement for our community, both on the MD and DC sides of Takoma, provide needed affordable and market rate transit-friendly housing options to our communities that are in desperate need of both, introduce additional resources and opportunities for community-appropriate commercial establishments, while maintaining an appropriate amount of parking options. I would support finding a solution to the balance of less parking, yet still access to folks in our community who cannot walk to the metro area, with the understanding that there is no need for the amount of parking that is currently there. I am willing to endure the discomfort of the construction and alternative access points that will likely come for the overall long-term benefit that this development promises to provide to our community.
443	I strongly support the proposed changes for Takoma Station. The current parking lot is under-utilized, and relocating the bus bays closer to the rail tracks would be an improvement both for neighbors and site utilization. The proposed development is appropriately sized for the location, especially when compared to other existing and planned buildings on adjacent blocks in Takoma. Any smaller building would be a missed opportunity to add housing near a public transit hub. It would also much better utilize the site and help activate this block in our community by adding new retail space that would help to bridge the existing Takoma retail corridor. In addition, the current green space is heavily underutilized. The plans to shift and preserve green space would be a significant public benefit. Thank you for the opportunity to comment.
444	I think this is a really bad idea. Takoma Park needs more parking spaces, not fewer. And the idea that we can build more residential units without creating more demand for parking is simply false. Even if new residents don't own a car, they will need parking for package delivery, meal delivery, and visitors. Please work with Takoma Park local government to increase parking and decrease residential units. Thank you.
445	It is a misstatement that the current 100 plus spaces are for short term kiss and ride and are not essential. This parking is important for the current neighborhood use both for full day trips via Metro as well as for use to visit local establishments. With the proposed development, there will be increased demand on parking with a denser population and more services. Removal of access to parking is not appropriate. The density is also not currently supported by the existing traffic patterns - there are backlogs of traffic at rush hour with the current population and usage. The addition of these housing units will increase the problem of traffic flow. Your plan does not make/recommend/guarantee means to address this for the neighborhood.
446	I am against the removal of the 160 Kiss & Ride spaces at the Takoma Metro Station as proposed in the Docket Materials. Since 2018, I have lived on the border between Takoma and Silver Spring. I am a government employee and my duties still require me to commute downtown to the National Mall on a regular basis. There is no employee parking at my work space so I rely on public transportation in the form of both buses and Metrorail, and would leave my car at home. Just like most aspects of our lives, I can tell that my original routine commute has been negatively impacted as a result pandemic. First, I've noticed a dramatic reduction in the frequency of Ride On buses that service my street in comparison to 2019. If you do catch one, and its heading for Silver Spring Metro, the 1 mile distance takes an embarrassing 20-25 minutes due to the frequency of stops, the congestion on Fenton Street, and the construction from the Purple Line project. I discovered that by just driving to Takoma Metro, parking for the day, and then taking the Metro, reduced my commute by 20-30 minutes. It also meant that on my return trip from work, I had immediate access to a vehicle to get me home, instead of potentially being stranded at Silver Spring, waiting for buses. Constantly checking live feeds of buses and trains when leaving my workplace, and gambling on which metro station and which bus in the moment would most efficiently get me home is something I tolerated in the pre-pandemic era, but no longer. I want to maintain the right of having a streamlined process to go to/from work. Please don't take one of the few "easy" things that I have in this new post-pandemic life. Isn't that the service that parking lots like Takoma's are supposed to provide to its residents? Furthermore, I would like to argue against what the author of the Environmental Evaluation says on page 20, Section 4.2.3: "With the reduction in capacity, customers seeking to park for longer durations will be directed to use the Park & Ride facilities at the Fort Totten Metro Station, which is only seven to ten minutes away by car and in the direction of travel for most commuters using the Takoma Metro Station". When I first began commuting back to my office, I actually thought that by driving to Fort Totten and parking there would be the more efficient new commute. I was

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greatly mistaken. Traffic along Blair Road during morning rush hour is HORRIFIC and extremely congested - taking me at least 20-30 minutes to get to the station. And, since you are only eliminating 1 stop from the route, it does not recoup the additional time it took to get there. I've actually experimented it myself. Driving from my home to Fort Totten, and taking the Metro into my workspace vs. driving from my home to Takoma and taking the train - the Takoma option has beaten the Fort Totten option by 10-15 minutes, easily! Also, before the pandemic, as someone who learned this the hard way, if you did not get to Fort Totten Metro parking station before 9am on a weekday, you did NOT get a parking spot. If this proposed plan goes through, and more people return the office, and Takoma riders are shuffled to Fort Totten, I am worried that too many people will be without access to parking and be forced to overpay at commercial lots.

447 The description of the current parking at the station in Tkpk is wrong. The approximately 140 parking places are NOT kids and ride. They are hourly and daily parking spots. The proposed development would eliminate all of these and leave no way for Maryland residents who are unable to walk or bike to metro due to disability or age or because they are bringing babies or young children to use the metro. Directing them to use fort rotten is ludicrous. So my question is what can be done to provide parking so current users of metro. Not just those who may live in the proposed development can access metro in takoma park? I also have a question about the supposed environmental impact statement. It seems really inadequate. When will a real environmental impact statement be done?

448 Park n Rides offer a great opportunity to promote suburban riders, however when these spaces are removed it becomes difficult to make transit more attractive. Increasing service frequency and upgrading stations for service that doesn't serve or help connect commuters is not making transit more attractive. Transit should be attractive on multiple levels, by many measures and allow all members of the community access even if a route is not accessible to their doorstep. The last few miles or minutes is just as important as the greater distance.

449 I support removing the Kiss & Ride spaces to make way for transit-oriented development and more housing!

450 This looks like an excellent project. Removing parking for transit-oriented development is the exact type of project that the DC region desperately needs -- good for housing costs, good for multimodal transportation / lowering car usage, and good for city finances.

451 I support the proposed changes and the project. This project is long overdue and I would encourage WMATA and city leaders to aggressively go forward to complete this important "smart growth" project. Anthony R. Giancola, P. E. (Former WMATA Alternate board member 2007-2016) Cedar St. N. W. Washington DC 20012

452 I am in favor of changes that help make this a multi-use space. I am a regular rider of the Metro, a resident of the neighborhood and someone who also occasionally uses the existing parking lot both for pick ups ("kiss and ride") and parking my car for a few hours while I ride the Metro. I am comfortable with the changes to parking and the bus areas because they will allow more other uses of the space like retail and housing which will enhance our area. It will also feel safer to have residents and more activity around the station. I am confident that we will be able to utilize parking at the Silver Spring Metro if needed.

453 Dear WMATA, My name is Carter Dougherty and I am a resident of Takoma Park, MD, residing at 6 Crescent Place, a short walk away from the Takoma Metro. I am writing to encourage you to proceed with all due haste to approve the proposed parking and bus bay changes at Takoma Metro and pave the way for a redevelopment that has been long in coming, perhaps too long. I would like to add that you should not, by any means, overestimate any community opposition you do hear. You will no doubt hear from very vocal residents in Takoma Park who oppose this change, or seek to delay it through endless procedural hoops. This flavor of opposition to (re)development has been present here for awhile, but it has demonstrably little impact, beyond extending public meetings into the wee hours. You have a good plan, talented people to evaluate it, and momentum on your side. Don't lose it. And get those shovels in the ground. Sincerely, Carter Dougherty 6 Crescent Place Takoma Park, MD 20912

454 I am opposed to elimination of the 144 'kiss and ride' parking spaces. Obviously these spaces are not 'kiss and ride' and I do not appreciate Metro misleading the public. Currently all day parking is allowed, and before COVID it was limited to a few hours. These facts prove the representation is misleading. And to encourage parkers to park at Fort Totten is not a solution, there are much fewer spaces in their parking lot. I am now aware of Case 22-36, which shows that the parking spaces are to be sold for a 7-8 story apartment bldg. That means Metro will only be using the green space along Cedar Street for the increase in bus lanes, etc. The congestion on the roads around the metro, especially Carrol to Cedar is very dense due to all the apartment buildings built along Carrol and on Willow Ave. I cannot understand an environmental impact statement that would view this added congestion as not a problem, to say the least. These plans are very disappointing. Going

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through questions on the rest of these pages is even misleading in not acknowledging the long term parking at Takoma. It's really insulting to the residents of the area not to acknowledge this fact.

455	Please remove parking and build more housing.
456	I support reconfiguration and redevelopment. I hope redevelopment makes the plaza in front of the Metro station look nicer with plantings and benches, since currently it is just empty space. I also hope redevelopment preserves as many existing trees as possible, and includes places for people from the community to sit and eat food they bring with them.
457	More dense development is needed than proposed. Specifically, a grocery store is badly needed in this very spot.
458	As a Takoma Park resident who uses this Metro frequently to commute downtown, I am in SUPPORT of the proposed plan. Takoma Metro is an urban station and housing density should be maximized around it. Residents who prefer to drive to Metro stations (rather than taking a bus) can easily get to Silver Spring or Fort Totten. Residents who live close to Takoma can walk or take one of the many buses that serve the stations.
459	This is a fantastic idea. This plan allows for dense, modern transit-oriented development on the most valuable parcel of land directly adjacent to the station, while still providing ample infrastructure for station users. This is a step in the right direction for a more sustainable and transit-oriented future in the D.C. area. I would strongly support Metro applying this concept to many of its other stations that are currently flanked by large parking lots. For example, stations like Branch Avenue, West Falls Church, and many others could have their facilities consolidated to make room for nearby development. Wiehle-Reston East is a great example of how to still provide station parking while also allowing for valuable development adjacent to the station.
460	Love the idea! Why would we need parking in DC when WMATA exists to get us places! If possible, can we get a bike lane or get the DC council to put on on carroll st?
461	I think removing all of the daily parking is going too far. A lot of people in Takoma Park and East Silver Spring use the daily parking if the Takoma station is too far of a walk from their home, and retaining at least some (maybe 25?) daily parking spaces would be worthwhile, maybe within the parking for the new residential development.
462	Love the project. Get rid of all the parking and put up and giant apartment building tower please! Transit works better when more people live closely.
463	Do it! Great change for all
464	Thanks to WMATA for the opportunity to comment. My family and I support this proposal. As a family with two small children who are regular users of the Takoma Station and the WMATA and RideOn buses that service it, we welcome these changes which will better reflect the needs of those who use the station most. We support the improvement and added capacity to the bus bay and the removal of underused parking, restrictions on which rendered it inaccessible for many working families anyway. We also regularly park at Fort Totten and can attest that this is a convenient and accessible option. Please move forward with the proposed plan. Gretchen Goldman Takoma Park, MD
465	What are the expected impacts of removing the 144 Kiss and Ride spaces and directing users to the FortTotten Kiss andRide? How many of the 144 spaces at Takoma are regularly used? Did you survey current users? (where they are coming from; via which route will they go to FTTotten?) How will this change impact road traffic on Blair Road? Thank you
466	I approve of the plan
467	I live on Maple Avenue in Takoma Park, MD roughly a half mile from the site location. As someone deeply motivated to see increased housing options and retail vibrancy in Takoma Park, I strongly support this project. Best, Dave Bend
468	Hello - I use the Takoma Metro parking lot to park and ride to and from the office in downtown DC multiple times a week. I live in Silver Spring and *must* drive in order to drop my children off at daycare before I head to work. My wife uses the same parking lot. We understand the value of developing livable communities near metro, but we *sincerely* hope that there's a path towards more parking spaces than the 8 or so that are proposed in the new plan. Parking and riding at metro is the only feasible path for us to get to and from work factoring in daycare dropoff. There is no way we can take a bus or other public transportation. But we vastly prefer to metro to work than drive. We hope there's a way to maintain some parking spots or offer pay to park options that are consistently available near Takoma Metro. Walkability is very important and something my wife and I support, but eliminating these parking spots doesn't change whether I drive to work - it just makes it more likely I drive all the way instead of driving to a metro station.

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469	<p>I'm excited about the new development here. It will be transit-oriented and higher density and is a very positive change. There are two suggestions I have regarding this process and the plan: 1. Although I welcome this change, I think the presentation of the loss of "kiss and ride" spots is misleading and should be corrected. There will be a loss of actual parking spots ("park and ride") on a larger scale than a loss of "kiss and ride." While the current parking lot is not set up for SmarTrip card use like most lots, there are parking spots for daytime parking that are used by people who ride the train elsewhere. I think it is okay to remove these because they are not widely used, but it will have a slight impact on convenience when going to events and things, and it should be fairly and accurately presented in the information WMATA shares. 2. I suggest narrowing the entrance/exit and perhaps making it only an exit at the driveway that will be closest to the Metro station (mostly for buses). It is currently uncomfortable and feels unsafe to cross that wide driveway now, with buses turning in and out, and it seems like it will be even more trafficked with this plan. A one-way directionality and/or a narrowing so it is not very wide for pedestrians to cross would help. Thank you.</p>
470	<p>I wholeheartedly approve of the repurposing of the current parking space at Takoma station into a more appropriate facility, be it green space, the new bus loop, or a new mixed-use development. The station is located in an extremely walkable area with adequate bus and cyclist connectivity. I do also think the community would not find it too big a loss to lose the current bus loop's green space. I am concerned, however, with the drastic reduction in Kiss & Ride spaces. Though a reduction is necessary, and warranted, it does seem excessive to reduce the number of spaces by 100.</p>
471	<p>The parking spaces at the Takoma Station are not kiss and ride spaces. I use those spaces to park my car daily so I can go to work on the metro. If you remove these spaces will there be other parking options? If the spaces are removed completely, this will affect hundreds of metro riders.</p>
472	<p>I strongly support the proposed development at Takoma Metro. The proposed plans preserve green space and add much needed transit accessible housing. The proposed building also replaces a severely underutilized parking lot. The only time I have seen the parking lot 1/2 full is for pickup/dropoff for the Summer at Sandy Springs bus (summer camp). Otherwise the parking lot is an eyesore. I hope that Metro has gathered information from ParkMobile to accurately estimate utilization and determine the number of commuter spots actually needed. Nothing beats objective data. The proposal should move forward taking these data into account.</p>
473	<p>I am who totally against the proposed changes. The parking lot has only recently started to be a functional lot dedicated to consumers. Prior to the pandemic the lot only allowed parking during very inconvenient times from 8:30-3. It also only allowed you to use quarters to pay for parking. Since the switch to ParkMobile parking has been a lot more convenient. However, removing the parking spaces would be a significant inconvenience. Parking in and around Takoma is scarce. Removing the parking lot would make it nearly impossible to find a convenient, reliable, safe, and affordable place to park. Please do not follow through and cater to developers who only care about the money they can make via overpriced housing. At the very least ensure that there is at least 90 spaces available for parking.</p>
474	<p>Please do not get rid of parking at Takoma Park. For those who argue that the lot is not used I would argue that the schedule that is currently displayed at the station discourages parking so that it is not used efficiently. The posted times are not commuter friendly-after 8:30am and before 3pm. It's as if the times are purposefully inconvenient so that the space is not used and developers can say that it can be put to better use. The times are horrible. Please help those in Takoma Park who do not live within walking distance be able to park at their local station to commute to work.</p>
475	<p>I am concerned that 16 parking spots for metro are insufficient. Have any usage studies been done. When I park there to go downtown, there are well over 16 cars there - even early in the morning. Can the plans include more daily parking for metro commuters. Not all people in Takoma Park live within a short walk to the metro. Those in Ward 6 are too far to walk and buses are unreliable. Parking at the metro has dramatically increased my quality of life as I have been required to return to the office post-pandemic.</p>
476	<p>I strongly support the plans to reformat the bus lanes and kiss & ride at Takoma Metro to make way for new housing. I live in the neighborhood and am a frequent (multiple times weekly) user of the Takoma Metro station. Updating the station in this way will better serve both me and the entire community. Additionally, I strongly support the installation of a traffic light at the entrance to the bus bay/kiss & ride. In the current configuration, this is a very frequently used crossing, and the lack of traffic control for drivers results in frequent dangerous near-collisions.</p>
477	<p>Looks good to me!</p>
478	<p>I use this parking lot consistently in order to take the metro to and from work and it is generally heavily used. If the parking lot was moved I would have to drive significantly farther in order to take the metro for work.</p>

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	Given that there isn't consistent bus service from many areas in Takoma Park & surrounding areas to the metro - WMATA should consider keeping the parking lot (or build a garage for metro rider use).
479	Please do not remove the 144 spots at the Takoma Park metro. There is very little parking available for those of us who don't live within walking distance. Many people use this parking to get downtown to work several times a week. It's been wonderful to have a no-stress available parking lot to get to work daily since the lot has opened for all-day parking. Those of us who live too far to walk (i.e., ward 6) need this parking lot to get downtown in an affordable way. More and more employers in DC are asking for workers to come back downtown. This will make it impossible and so expensive for many to get to work.
480	I support the proposed changes to the parking to allow for the proposed development.
481	I'm thrilled for there to be more housing near the metro, especially with a portion designated as affordable (though all rental housing lowers rents for all of us). The current parking lot is way too large and totally under-used, and not necessary at all, especially given how walkable, bikeable, and bus-connected this neighborhood is. I have no concerns about the bus bay redesign, nor the loss of green space. The loss of these cheap parking spaces will ultimately benefit EVERYONE in the community, far more so than leaving them as they are. Please proceed with these changes.
482	I would like to vocalize my full and enthusiastic support towards this proposal. The development of mixed-use housing near transit stops will reduce pressure on the local housing market, lower emissions, and increase Metro ridership.
483	I am most interested in the proposed traffic light as it will make walking near the metro station safer, especially for families with some children.
484	This proposal is ridiculous! There has been too much development around this Metro station over the past few years. A new apartment building is almost complete on the corner at Carroll Avenue, there are new apartments on Maple Street, a new over 55 complex on Maple, apartments above the retail block on Carroll where Busboys & Poets is. The community needs more green space and no new apartments that no one can afford.
485	I do not want the public parking to be eliminated. I use this three times a week to get to work. It is convenient, safe, and accessible for individuals that would like to use the metro. I happily drive the 24 minutes to park at Takoma for all my WMATA needs. This provides citizens in and around Takoma Park to have a easily place to park and ride the metro into DC and other places on the metro routes.
486	I agree on the removal of the parking spots. I also agree that some land should be sold to create convos or housing close to such high quality transit
487	I am a Ward 6 resident and I am writing here to support the proposed plans to develop on the WMATA Takoma Park station to remove the kiss & ride parking spaces. The proposed housing to be added would likely make up a large deficit of the missed riders from the parking spaces. Also, it is a great proposal to add much-needed housing in this otherwise exclusive and very expensive community. Transit-oriented development like this is critical to a sustainable WMATA and region as a whole. The housing is sorely needed and this is a win-win situation for the community and WMATA. Please approve the development plans. Thank you, Brian Goggin
488	This is a good idea to remove parking spaces for more bus options
489	Thank you for allowing the public to weigh in on this matter. As a resident of Takoma Park, Maryland who regularly uses the Takoma metro stop, I firmly oppose the near-total removal of all parking for commuters. It risks yet another pitfall for Metro and WMATA more generally. Almost everyone I know who commutes into DC for work from either Takoma Park or Silver Spring using the Takoma metro stop has to use their personal car to get to the station because of the myriad problems with the RideOn service, most notably its unreliability and the quality of its drivers. At a time when Metro continues to grapple with historically low ridership, creating another obstacle to using the mass transit system frankly does not make sense. If Metro wants to install a mixed-use development at the site, it should ensure that parking continues to be available at current levels for the general public. From what I can ascertain, just one-tenth of parking will be available -- 16 spots in the proposal compared to the 160 available now. Most weekdays see the current lot filled to near capacity. While the weekends see less use, it is still critical for many riders to be able to park at the metro to get into the district using metro.
490	I'm not sure what the parking lot utilization is at Takoma, but let it be clear that Transit-Oriented Development and better bus facilities are a much better use of WMATA's land at this location than the current uses. It's time for this project to move forward, and expanding the bus facilities to accomodate more local and regional service is essential to making this work while still providing more homes for people near transit.

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491	I am in support of these changes because public transit users are the priority, and they should be given more space to de-incentivize car use.
492	It would be helpful to have more information about what the redevelopment plan is and what kinds of businesses will replace the parking, but overall it seems like a good idea, particularly if it promotes metro usage and does not create issues for the folks who currently rely on the Park & Ride.
493	I am in full support of removing parking for this proposed plan. I think that people tend to think small term but in the big picture, excessive parking is causing people to be more car dependent than they would be were parking slightly more difficult to find.
494	100% support this proposal, the highest and best use for areas next to stops is dense development like the housing proposed instead of this parking lot
495	I applaud metro's move to increase housing in close proximity to the station and reduce kids and ride parking spaces which take up a large footprint while not creating walkable TOD.
496	More TOD near existing metro stops is a huge step toward less car dependency. I'd love more bicycle parking near stations to be able to extend the walkable range of the station, and I'd love more capital bike share options at more metro stations to use in the destination end of a metro ride. Bus connections are important too. Let's ditch all parking except a few ADA spots, and redevelop the city for a better future!
497	Do the thing. Remove the parking. Make the land useful. Parking is a waste of precious resources.
498	Love it! I live biking distance and this sounds very helpful.
499	The most important thing in determining whether a transit network does or does not get decent ridership is land use within 1/2 mile of stations. This means you want dense mixed use with connections to other transit lines and not parking lots.
500	Get rid of parking and add transit oriented development.
501	Absolutely! Public transportation works best when it supports pedestrians. Not just drivers. Having these spaces removed will allow for more bus flow and require less people to take a car to the train station in the first place
502	More transit oriented development is always welcome! Hope that this plan moves forward!
503	I support the proposed changes, especially if they result in more transport oriented devolpment
504	I support the proposed changes. DC should be a published transpotion town. NOT a car-centric stroad.
505	In favor of these proposed changes. Better transfers between bus and rail are essential to any transit system.
506	I think this is a good plan. Parking spaces always provide limited gains to transit, as 144 spaces would barely fill 2 cars of a metro train. I think it is much more valuable to have a stronger bus connection to the station to foster ridership through busses.
507	Kiss and ride parking has existed at the Takoma Metro Station for decades. I and fellow Taklma residents utilize these parking spots every day in order to enable further leverage public mass transit (metro) to commute into DC. Eliminating these parking spaces will result in me and other commuters in the area choosing to simply drive into the rest of the way into DC, undercutting WMATA's supposed goal of increasing utilization of public mass transit. As a decades long resident of Takoma who regularly uses the parking and metro access at Takoma Station, I strongly oppose the elimination of the kiss and ride parking spaces and urge WMATA to reconsider this ill-advised plan.
508	I am in favor of removing the parking and increasing connectivity for buses. Parking is not a great use of land around transit stations.
509	We need better options for parking to include payment options and more reasonable time limits.
510	I'm excited by the proposed plan to encourage people to use the metro, bus, bike, and walk. Hopefully this modernization will be well thought out to provide ease of use and ease of navigation as well as promote biking and pedestrian access. Will there be bike storage and bike trails? How about bike maintenance and repair facilities? It's also important these plans consider the environment in both design, construction, and use. Having park space, trees, seating, and more that allow people the space to relax comfortably, engage with the area businesses, and enhances the beauty of Takoma.
511	I love this idea. Taking away parking/kiss and ride spaces and replacing them with mixed use buildings will help shift metro usage away from mostly commuter riders to general, all day riders, which i think will help build a stronger ridership base. I would definitely benefit from this.
512	The existing parking lot and bus bay is a blight. It should be replaced with as many housing units as possible, with storefronts and a public space with trees and other greenery that can operate as a central square/meeting place for the Takoma neighborhood.

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513	<p>I approve of the changes generally. It seems as if bus capacity will be neutral or possibly be expanded. The kiss & ride capacity seems diminished, but perhaps the one lane will suffice. The only other requirements that should be upheld, in my opinion, are: -Required affordability of any potential residential units built on site, above and beyond DC inclusionary zoning. We should be accommodating the lowest AMI families and individuals possible. -Increase connectivity between the station and the DC neighborhood of Takoma on the other side of the tracks. This could be as simple as way finding, signs, and lighting the underpass of the Metro track bridge over Cedar Street NW. It could also involve facilitating a wider sidewalk under the overpass for pedestrians. -Maintaining and expanding bike and pedestrian connections throughout. -Overall, clearer signage and way finding around the station, including approaches from all directions.</p>
514	<p>As a resident of Takoma, I strongly support the proposal, which will enable the construction of very needed housing while also promoting transit-oriented development.</p>
515	<p>Very excited to have this development and really appreciate the hard work of ANC 4B to make sure that the development prioritizes affordable housing, environmental construction, and public transit options (like biking and bus). I look forward to having this in our community! Jaime Willis 20012</p>
516	<p>Hello, As a DC resident who lives close to and uses the Takoma stop daily, I am very excited for the new station development and appreciate all of the hard work that the WMATA team has put into bringing this project forward! I have a couple items that you may have already considered, but I think would be helpful for this project: 1. A significant portion of the nearby neighborhood (bounded by Fern, Piney Branch, Butternut, and Georgia) is classified as a food desert. There will apparently be a new Whole Foods in the Walter Reed development, but has WMATA considered urging the developer to make space for a grocery or market in the new development? Will restaurant spaces be considered? Link: http://food-deserts.com/food-deserts-in-washington-d-c/ 2. The Metropolitan Branch Trail (bike trail from Union Station to Silver Spring) is scheduled to run close to the Takoma station (from the east on Carrol to Cedar St to Eastern Ave), and your environmental evaluation notes that there are no bike lanes along those streets currently. Has WMATA considered or coordinated with DDOT on how it may better incorporate the trail into the station redesign to integrate safe multi-modal transportation options? It appears that a pedestrian network and accessible path will run through and on the edges of the project, but are those bike lanes? Specifically, could a protected bike lane be added along the outer edge of the project (Carrol, Cedar, and Eastern)? Link: https://www.capitaltrailscoalition.org/metropolitan-branch-trail/ 3. In keeping with DC's Vision Zero, Blair road between Piney Branch and Cedar, which leads to the station, has a very narrow sidewalk and I have personally witnessed many instances of pedestrians being put in danger by unsafe drivers along that road. Since WMATA has been able to get a new stoplight on Carrol, do you have the ability to influence changes to that road? The (hopefully) increased pedestrian traffic to the station will only increase the danger along this narrow sidewalk. 4. In keeping with DC's goal of adding 36,000 new housing units by 2025, is the project able to add more than the planned 430 units? Is there some community pushback or zoning regulations preventing this? As a local resident who cares about combating climate change and increasing housing affordability in the region, I would strongly support adding more housing units to the project. Thank you so much for taking the time to read my comments! Joe</p>
517	<p>This is exactly the sort of transit oriented development that the District and WMATA should be pursuing. Replacing underused parking spaces with much needed housing and new amenities for existing and new residents will bring significant benefits to the community, bringing new housing units that can reduce displacement and attract new residents, reduce resident dependence on automobiles, boost Metro ridership, and enhance economic opportunities and activity in DC and Maryland. I am excited to see this redevelopment plan move forward and am entirely in support of the proposed changes. If anything I would want to see less parking for the proposed apartment building.</p>
518	<p>I am very happy to see the removal of parking spaces. Every parking spot that is removed represents an additional housing unit we can add to the area. We do not need cars but we need homes. I excited to see the Metro move away from building stations to large amounts of dedicated parking. Vehicle parking is counter productive for a municipal transportation system.</p>
519	<p>Please maximize the available space for the future mixed-use development and prioritize building as much housing as possible in this transit rich site. Please deprioritize competing objectives like parking, aesthetics, "green" space, community amenities etc. so that this site can do the most good to alleviate the housing crisis.</p>
520	<p>Concerned that there are no plans for en-route electric bus charging infrastructure. Implementing at least EV ready infrastructure in conjunction with this redesign is the most responsible use of long term financing to support stated goals of carbon emission reductions.</p>

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521	I oppose removing the kiss & ride parking spots. The neighborhoods surrounding the station are very hilly and have deficient sidewalk access, which makes it difficult to walk to the station from even a close distance. This is particularly true for those of us with small children who cannot safely ride a bus or use a stroller to walk up and down Van Buren to get to the metro station. If the kiss & ride spots are no longer available, they will make the use of public transportation an even less likely option.
522	The large open of area of grass and trees does not need to be removed.
523	Remove as much parking as possible, replace with people-oriented infrastructure
524	The new plan needs to incorporate significantly more single day parking spots. I drive and park at the Takoma Metro station 5 days of a week and typically see at least 40 to 60 other cars parked there in the morning and evening daily. Eliminating all daylong parking and only supplying a measly 16 kids and ride spaces will likely drive down ridership and contribute to traffic congestion. Metro should perform a months long study of post-pandemic usage of the Takoma Metro parking lot to get a better idea of the number of daylong parking spots that should be included in the redevelopment project and revise plans accordingly.
525	This is great. Build more housing.
526	I really like the proposals. I am very much in favor of removing parking spaces as it reduces dependence on cars and allows us to use the space in more efficient ways. This proposal should move forward to allow for transit-oriented development!!
527	I think this plan is great. I've dropped my wife of frequently at the current kiss and ride and always notice how empty the lot is, so it's great it's being used. Additionally, I like how there will now be something in this space which seems mostly unused whenever I walk past it.
528	Do not remove the parking spaces
529	I don't love these changes. with the additional restrictions around parking in that area, it would make it near impossible to drive to the metro and take the metro places, especially with young children where waiting for busses that also run very infrequently is not an option.
530	Some additional parking is needed. I moved near this station because of the parking lot and now you want to cater to people who live in a new apartment building. This is not fair. I do not have bus service to the station and it is too far to walk. In addition, the center area of the traffic circle should be driveable (wheels can go onto the circle island partially), at least partially, for buses and ambulances that need to make a U turn.
531	I support it wholeheartedly. My only concern is that there should be more housing. I would support DC adjusting the zoning to allow for more units.
532	Should provide more pick up and drop off space. Currently it's not usable
533	As a metro rider who frequently uses the kiss and ride parking spaces at Takoma, I am completely opposed to the proposed plan to remove 144 spaces. To leave only 16 spaces for rides to use is unacceptable. I ask that the planning committee, please reconsider this decision.
534	As a commuter who frequently uses the kids & ride spaces at Takoma Station, I am very taken aback as to how the new proposal aims to remove 144 parking spaces. Leaving only 16 spaces available for your valued customers is unacceptable. I am completely against the removal of that amount of parking spaces. I hope that you all will seriously take the concerns of the individuals you actually live and work in the Takoma community. Thank you!
535	I strongly endorse the proposed changes, including removal of parking spaces. The proposed changes will promote transit-oriented development, increase Metro ridership, enhance bicycle and pedestrian access to the station, and modernize transit facilities.
536	- Remove Kiss and ride - Remove any parking from the buildings - Restrict roads next to the station to bus only access - Add protected bicycle lanes on all the roads next to the stations - Widen sidewalks - Limit all the streets and roads next to the station to two lanes - Increase bus service
537	I think this plan makes sense, the 160 parking spot lot is a misuse of public land. On the other hand, metro helping along transit-oriented-development would help both the environment, as well as make financial sense.
538	I support the renovation plans, particularly moving the unnecessary parking spaces. I urge WMATA to move forward as quickly as possible to build desperately needed housing and commercial space for our community.
539	I park in this lot but agree it is better used for development, as long as it's dense enough to justify the lost spaces. Hopefully it will be many hundreds of units, and will transform the useless patch of grass into a useful park/plaza. I also support the traffic light. I have three suggestions: 1. Please further improve the pedestrian crossing at the Carroll Street entrance to the bus loop, where bus drivers are always courteous of pedestrians but passing car drivers are often not. Narrowing the crossing using paint and flexiposts was great, but let's

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take this opportunity to harden it with real curbs, bollards, and speed cushions (wide enough for buses to pass over unhindered). 2. At the pedestrian crosswalk over the entrance to the bus loop, where tons of people will be walking between the station and the new development, that crosswalk should be wider and it should use some kind of special paver/markings beyond the normal zebra stripes. This is not a normal crossing and the normal standards will not do for it. Ideally it should be a raised crosswalk, but I understand that's probably impractical with all the buses. Anything we can do shy of a raised crosswalk to remind everyone it's THE SIDEWALK, not just a driveway, would be good. Different colors, island refuges, a raised cushion at the car lane (if not bus lane), whatever and everything we can think of. Make it clear it's a pedestrian-first space, and everyone else is a guest. 3. Regarding the little circular island in the middle of the bus turn-around cul de sac in the northwest corner of the site: Please do not make this grass. It will just end up weeds. Flowers would be OK but it's a great opportunity for some kind of low-key public art that wouldn't need to be maintained as often as landscaping.

540 As a Takoma Park resident who rides the metro every weekday, I fully support redeveloping this area. However, I think the plans are missing one small, but vital, feature: a safe sidewalk along the northern boundary connecting Eastern Ave with the bus bays and metro entrances. As it is currently proposed, the many riders walking in from the residential area across Eastern Ave will end up walking in the active bus lanes to get to the buses/metro (like they currently do unsafely through the existing parking lot). This small change will make it safer for all of those individuals to access transit without sacrificing any bus bays or packing spots-just a few feet of grass. Please move forward with that one minor modification!

541 The 144 spaces that you propose to remove are *not* Kiss & Ride spaces, as you incorrectly state in this proposal. These are paid parking spaces that permit Takoma DC & Takoma Park MD residents, such as myself, to utilize the Takoma Metro for transit. For decades, these parking spaces were unused because they were limited to hours in the middle of the work day, preventing use by commuters with full-time day jobs. When Metro changed the policies, allowing expanded use of these spots to correspond with a 17-hour timeframe of work hours, this vital information was not effectively communicated to riders and potential riders. My Takoma Park neighbor of 20-years, who rides Metro every day, was astounded when I informed her that parking is permitted at the Takoma Metro. "When did they change that!?" And if a *lawyer* didn't know about the rule change, I'm guessing lots of other people were unaware of this as well. Surely this lack of information contributed to the relatively moderate usage of this parking lot. Unfortunately, public transit options to this station are not a viable option. I tried for years to take RideOn bus to and from the Metrorail station, and finally gave up. They are too unreliable. To describe RideOn bus schedules as aspirational would be generous. And the operators consistently engage in unsafe behavior. I heard one RideOn operator tell a passenger that he used to work for Metro, but left because Metro had "too many rules." That does not inspire confidence in the safety of RideOn bus service. Equally troubling is the frequent practice of RideOn operators to leave stops before the scheduled time. This was particularly problematic in the evening, when on numerous occasions I was stranded at the Takoma Station because the last #14 bus left before the scheduled time. This happened with such frequency that I kept the RideOn service manager's phone number in my cell phone. WMATA does not provide bus service anywhere near our home, so that is not an option for our family. Unreliable and unsafe RideOn service is a community problem. If we can't rely on RideOn to get us to the Metro, we must drive to the station. Or, as many of my neighbors do, drive downtown. Denying residents the use of paid parking at the Takoma station forces us to drive to our destination. That is bad for the environment, bad for our wallets and bad for Metro.

542 I suppose that these are necessary if development is to move forward. However, the view shown of what is supposed to be the current configuration of the site appears to me to be inaccurate. It shows far more parking than actually exists. The new plan that eliminates the existing park-like area directly on front of the station is more accurate in scale and scope, but doesn't seem to reflect how the removal of the existing parking spaces would affect the new configuration of bus bays and parking, which look like they would simply be in the same space in which they're currently located. And why more development when there is already too much empty office space in the DC area? Unless what is planned is residential this project shouldn't happen.

543 I support the redevelopment of these parking spaces into housing. I use the Takoma Metro stop multiple times a day, and even park there sometimes! But we desperately need more housing close to transit and I strongly support this development.

544 This project posting is very deceptive. Shame on Metro (first time I've ever said those words). The majority of these spaces are NOT Kiss and Ride, but paid, daily parking. Eliminating them will totally eliminate any convenient, affordable parking for this station, a major inconvenience for the many people who pay to use

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this lot every day. I have lived in this area for 30 years and park at the Takoma Metro lot at least several times a week, more so after the COVID pandemic. I am strongly against this proposed project. There are so many new apartment units recently and currently being built within a short walking distance of the Takoma Metro station. Is it really in the best interest of the neighborhood to eliminate a vital green space and much-needed parking? I don't think so. Thank you for considering my comments.

545	I agree
546	I agree with these changes
547	The proposed Takoma Metro plan is flawed for two reasons: 1. The elimination of parking will reduce the number of people who use the Metro. Elimination of parking will also force parking into the neighborhoods surrounding the metro station. 2. The proposed plans do not provide for enough space for the buses to pick up and drop off passengers. The current configuration is barely large enough to accommodate the buses to access the pickup and drop off locations, and if any scheduling errors occur where two buses are attempting to access the same location (a frequent occurrence), it will case a jam in the entire bus area.
548	Don't change anything. Leave the parking lots alone.
549	I need to be able to park at the Takoma stop 7 days a week because the buses in Takoma Park almost never come.
550	Please don't take away the parking spaces. Some parking is needed. We all can't take the ride on to the metro. Thank you
551	The large parking lot (aka Kiss and Ride) has long been an underutilized space. Parking lots need to go underground and Takoma Park could learn much from this approach.
552	This is a great project! The project bring brings bus passengers closer to the metro entrance, removes parking, upgrades the park, and adds more TOD. This will all help to drive ridership! I am excited to see this project move ahead quickly!
553	Without being provided the alternative layout of the space, I would rather keep the current layout. It's fine to add a drop-off bus stop, but the layout is already conducive to commuters who bus, bike, or walk in. The provided kiss and ride/ parking is reliably used for commuting purposes. If changes are being considered in regards to the parking- the policies around parking rules is the best place to start. Otherwise, it may benefit developers but the changes would create a less convenient infrastructure for commuters.
554	Looks great! More of this, please.
555	I prefer if there were more than 16 kiss and ride lots.
556	This project results in unacceptable elimination of green space by the metro station and adds 430 living units that will increase cars and congestion in an already congested residential neighborhood
557	I am appose to this
558	We need to consider not only those who need to park for the day but those who park temporarily to pick up family and loved ones. We need to consider benches with covers to keep those waiting out of rain and snow. We also need to consider placement of garbage cans around the loop to prevent liter.
559	Parking for cars at the Takoma stop provides critical access to metro trains in an area is poorly served by inconvenient bus routes. Without parking hundreds of daily commuters will forego public transportation for single occupancy vehicles. Please preserve daily parking spots to facilitate public transportation use.
560	I oppose the elimination of daylong parking at Takoma Metro. In early 2022, I was required to report to work in person and being able to park at Takoma station is the only way I've been able to do school drop off, aftercare pickup and make it to work on time. The \$5 fee for parking is also affordable. The other changes seem fine but I honestly don't know what I'd do if all the parking was eliminated at the station.
561	Please don't do this to the neighborhood!
562	I already submitted comments with the expectation that I would be allowed to speak in person on the planned date of January 11. Oopsie! You changed your collective minds. Possibly lost them. I am just so angry that, contrary to Metro's initiatives everywhere else in the region, you are deliberately REMOVING our ability to use the Metro--we who live in Takoma Park and over 1/2 mile from the station. From everything I can tell, my new option is to drive further to get to a different Metro Station, Fort Totten or Glenmont. But it would be just as easy to drive to my destination, so, in other words, WHY WOULD I USE METRO? Of course, I expect to to drive to my destination, spending more money and creating more emissions. . In what possible way does this increase the use of public transportation? I can hear you saying that I could take public transportation from the Takoma Station. No. I can't. There are never any taxis at the Takoma Station, and if you expect me to walk home after the last bus shows us at the Takoma Station (8:46 pm), you really have lost it. It is dark, it is hilly, it's a 20-minute walk, I have bad feet, and it is just a terrible option. I won't consider it. Is

Comments Received Through Metro's Online Portal

there a plan to increase bus frequency? Is there a plan to have buses go from the Takoma Station into Maryland until the last train of the day? No? I did not think so. You really do not care about public transportation. Don't pretend that you do.

563	This project is a really good idea and something I would really like to see done to our community. Don't have people come just to park and leave - make it a destination!
564	Don't change it we need it and the historic Takoma look
565	From what is listed, I don't see any purpose in removing the parking spaces.
566	I live in Takoma Park and I take Metro frequently, both to medical appointments in downtown DC and to events in DC at night. I park at the Takoma Station, particularly now, because tendinitis makes it difficult for me to walk. The only buses that travel near me are the Montgomery County Ride-on 14 and 24 that go up Piney Branch; and the 17 and F4 buses that travel down Philadelphia. Neither is available for late night transportation. It seems to me that the entire proposal is geared to removing people who are dependent on parking from the Metro system. I certainly will not use Metro in the evening if I can't park at the Takoma Station. Walking home at 11 p.m. is not an option I will consider. Are you going to improve the frequency of the buses and (more importantly) are you going to extend the bus hours to coincide with the last train for the night? If not, what exactly am I supposed to do?
567	Would like to see green space kept. Additional light on Carroll Avenue will significantly back up traffic - not recommended.
568	Metro should be ashamed of this proposed redesigned land grab. The unidentified contractors that are in partnership with Metro are only looking at Money and not the value of the community. The identified land area, especially the green space, has existed in the DC/Takoma community for decades. This entire area is being overrun with condo's, apartments, shops and stores that are destroying the quaint small town feel that makes Takoma and the historic DC area a place to raise families and being a close neighborhood. Takoma and the DC historical area are well known for its majestic trees and beautiful azaleas bushes. Bull dozing over the green space to build more concrete structures does not promote the tranquility and lushness of this area. Climate change is real. Maintaining and supporting green space is imperative to the health and future of the city and the world. Furthermore, the infrastructure in this surrounding area has not been touched or updated to support the newly developed buildings and structures already in the area. As for relocating and removing the bus loop and kiss/ride will not increase metro ridership. It is advisable to promote transit oriented development that includes bike ridership, walkable areas and more auto safety routes too make this area more user friendly.
569	How could we possibly agree to the changes without knowing where things will be moved to? I completely do not agree with any changes until there is clarity on why we need to make changes and how it will improve the experience of residents and travelers who use the station. We need to understand the impact of the changes and this proposed approach tells us nothing.
570	I support the conversion of the parking lot into mixed use development. I do not support the removal of the green park area. I do support the addition of a stop light at Carrol and Cedar.
571	I think that the proposed changes are wholly appropriate and long overdue. As someone who uses that station for my daily commute, the improved bus connectivity and bus amenities would be amazing. And it's exciting to see a more intentionally activated open space. The, perhaps the bigger issue on the table, the mix-use structure makes so much sense! It's right next to the Metro! And a hub for so many buses! Having more shops and housing right there seems like a no brainer. The things I would ask to be sure to be included in any final plan are the following: first, I want to make sure that the bike infrastructure is TOP NOTCH. Right now, there are a handful of bike racks, a Capital Bikeshare station that is always low on bikes or empty, and some longer-term storage options that are kind of inconspicuous to the uninitiated. I would love to see expanded bikeshare stalls and a more robust, secured bike parking facility for people who commute by bike regularly. Second, I would want to make sure that the public spaces around the new structures are ACTUALLY welcoming to the public. No fenced off night time hours, no hostile architecture to disincentivize sitting or sleeping, lots of ADA accessible seating, and good pedestrian scale lighting. And don't let anyone bully this into including a dog park! Thanks for taking the time to hear this.

To: WMATA

From: Jessica Landman, Takoma Park MD resident and Takoma Metro commuter

Subject: proposed Takoma Metro Station development by EYA, CaseNo.22-36.

I am writing regarding the proposed design for the Takoma Metro site, and the proposed elimination of Metro parking for the public's use. I oppose this action and urge WMATA to reconsider.

A better balance between the needs of transit users and development on this site is necessary; the site is not a fully-urban one. It but serves a semi-suburban location, for which the parking enables many people to access the metro and avoid taking cars into the city; indeed, when the Metro was first being built it was envisioned by the planners as a location where a 500-car garage should be built and the 140+/- lot was the compromise reached because of the semi-urban nature of neighborhood.

By doing away with the parking, which is heavily used today, you will be significantly reducing the community's transit access. That would contravene the Compact, which says that any 'improvements' to the metro system are supposed to be to increase ridership (see Compact Article II).

While more housing is also welcome, system overload will result in a detriment to transit accessibility at this location. Far more transit trips will be replaced by car trips as a result of this action than would be the case if you struck a better balance by setting a more appropriate limit to the size of the building and the number of parking spaces that remain available for transit users.

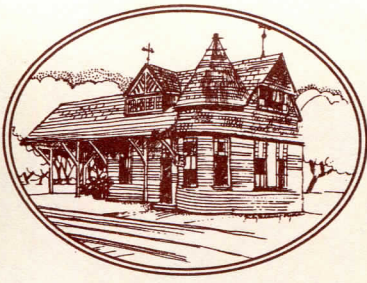
The arguments made by the Village of Takoma Park in their submission are very persuasive. Many people in Takoma Park and Takoma DC are able to age in place and still work or spend their entertainment dollars in DC by utilizing the Metro thanks to the availability of this parking lot. Retain the lot and build a reasonable quantity of housing above it: do not reduce the quality of public transit services for current residents.

Elimination of more than half of the spaces will deprive users of this safe alternative to driving downtown. Suggesting that they drive to an alternative, unfamiliar neighborhood, several miles away, to catch the Metro is unrealistic: moreover, it would do far less to limit air emissions.

Like many of my neighbors in Takoma Park, Md and Takoma, D.C, I have been pleased to see the infill development around the Metro at other privately-owned sites and would also welcome a well-designed project on the Takoma Metro site that was proportionate and provides affordable housing. The relocation of bus lanes closer to the Station is also a smart idea, and makes preservation of a green space more workable, which is also very welcome.

That being said, it is non-negotiable that whatever development occurs cannot be acceptable if it actually interferes with transit users' access or reduces ridership; providing ease of access should be the primary goal of any change, and the action that is now proposed will actually move us further away from that goal. It cannot be approved consistent with WMATA's own compact, and I urge you to reject this proposed parking plan.

Jessica Landman



Historic Takoma, Inc.

Preserving the Heritage of Takoma Park, MD and DC
www.historictakoma.org ♦ 301-270-2831

WMATA Hearing on Takoma Metro
Testimony Submitted on January 27, 2023
By Diana Kohn, President
Historic Takoma, Inc.
7328 Carroll Avenue
Takoma Park, MD 20912
301-270-2831

Thank you for the opportunity to comment on behalf of Historic Takoma, Inc., on the proposed plan for redevelopment of the Takoma Metro Station.

Historic Takoma is a membership-based, all-volunteer, 501(c)(3) non-profit organization founded to preserve the history and protect the unique architectural character of Takoma Park, District of Columbia, and Takoma Park, Maryland. As such, we endeavor to ensure that any new development enhances the livability of our community

Takoma Park residents in both DC and Maryland rely on Metrorail and Metrobus as well as Ride-On services at the station. We therefore want to ensure that it continues to be a well functioning transit station, and that it is safe and convenient for pedestrians, bikers and riders.

We have concerns about each of the four issues identified for comment in the Takoma Station proposal:

Proposed Traffic Light Addition

The proposed addition of a traffic light at the station entrance could help to ensure the safety of pedestrians and bikers coming from and leaving the station, but it could also increase traffic congestion around the station. It is unclear what the overall management plan is for how all these factors – cars, buses, pedestrians, bikers, and thru traffic will navigate not just the site, but the three residential streets that border the Metro site itself

The issue of traffic signals must be part of a larger overall traffic study as to how to manage safety and access. However, WMATA has delayed such a study and is asking for approval before local residents have a clear picture of the impact. Historic Takoma asserts such a study should be undertaken first before proceeding any further

Pedestrian and Bike Traffic Impact

The new proposed configuration will require that all pedestrians and bikers arriving at the station must cross the Kiss and Ride lane and the bus lanes to reach the entrance to the station itself

7328 Carroll Avenue ♦ Takoma Park, MD ♦ 20912
Reply to: P.O. Box 5781 ♦ Takoma Park, MD ♦ 20913

Historic Takoma is a 501(c)(3) organization incorporated in Maryland and the District of Columbia

Pedestrians and bikers must be able to safely navigate this route. A well-functioning transit station must also include adequate space for bike storage and bike share.

Reimagining the Parking Lot

The proposed plan envisions eliminating the current 160 parking spaces and creating only drop-off/pick-up parking. Our observation is that the current parking lot is heavily used. We are concerned about the impact on neighborhood streets when drivers can no longer park at the station. Our experience is that Metro users will inevitably seek to park on neighborhood streets (despite permit regulations). In addition, we are concerned that this change makes no provision for handicap-accessible parking.

Bus Bays

We see several factors which need to be taken into account with this new arrangement of bus bays. Where will buses idle while awaiting the start of their next cycle? Currently buses routinely idle off-site on Cedar Street/Avenue. We have an opportunity to solve the problem by ensuring enough bus bays for increased demand for bus access in the future. It is unclear whether the new plan ensures sufficient space for this idling to take place on the Metro site itself. Any new plan should ensure the continued access of Ride-On buses to the Metro site and the capacity for possible expansion. Planning for the future is also a hallmark of a well-functioning station.

Storm Water

In addition to the four issues discussed above, we are concerned about stormwater runoff. Currently stormwater runoff from the large paved area that makes up the parking lot, the Kiss and Ride, and the bus turn around and bays is a problem for the houses on Eastern Avenue. WMATA should take care to design the proposed station to correct this problem. We see no mention of it in the proposed plan.

Traffic Planning and Management

The proposed changes to the Takoma Station will have significant impacts on traffic flow on many adjacent streets. We urge WMATA to conduct a comprehensive traffic study that addresses all aspects of the proposed station changes on the adjacent streets and neighborhoods. These proposed plans should not move forward until the traffic study is completed and reviewed by the public.

Like WMATA, Historic Takoma wants to ensure the best possible transit-oriented solutions that will improve the livability of our unique Takoma Park DC and MD communities – now and in the future.

City of Takoma Park

Office of the City Council
Phone: 301-891-7230
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ov
Fax: 301-270-8794



7500 Maple Avenue
Takoma Park, MD 20912
www.takomaparkmd.gov

Talisha Searcy, Mayor

January 27, 2023

Dear Washington Metropolitan Area Transit Authority (WMATA),

Thank you for the opportunity to provide comments on Metro's proposed changes to parking and bus facilities at Takoma Station. The City of Takoma Park has made it a priority to ensure a livable community for all of its residents which includes providing a range of safe, high quality, affordable, and stable housing options that are equitably available in neighborhoods throughout the community. The development at Takoma Station, specifically the affordable housing component, aligns with this goal. More dense development at transit sites also supports the City's climate action goals to reduce impacts on greenhouse emissions from transportation as well as buildings. Thus, the Council continues to believe, as was stated in the City's 2013 resolution on the project, (Resolution 2013-68), that the project has enormous potential to be a signature project for the City of Takoma Park as much as for the District of Columbia.

Per the guidance provided during the WMATA public hearing on Tuesday, January 17, 2023, the City of Takoma Park's questions/comments are limited to the proposed changes noted in the document materials. The City of Takoma Park would like to submit the following questions/comments for the record.

Parking: The proposed plan reduces the number of long-term non-commuter parking spaces from 160 to 16 15-minute Kiss & Ride spaces. Although parking at the Takoma Metro station was not intended to be long-term commuter parking, a number of residents, especially senior citizens and individuals with disabilities, use the parking spaces to access the Metro. WMATA currently offers parking for several hours which residents use for short-term daily parking. The City of Takoma Park would like to know:

- Will the development project include daily parking for metro riders? If so, how many spaces will be available?
- Will WMATA make a recommendation to the District of Columbia regarding the number of parking spaces needed for inclusion in the development project based on current use of short-term parking at Takoma Station?
- For parking that will be available as part of the development project, what is the anticipated price for users?
- Elimination of parking could disproportionately impact Metro access for seniors, individuals with disabilities, households without support networks, and those in need of financial resources. What equity considerations regarding the current use of the parking lot did WMATA consider and how does it plan to mitigate them?

Stormwater Management: The Environment Evaluation notes that WMATA will follow DC requirements for stormwater management with the proposed change in the layout of its property. However, the City of Takoma Park wants to stress the importance of WMATA adhering to stormwater management requirements as City residents who reside in properties that border the development are currently experiencing flooding due to stormwater issues. We would like to be assured that the current situation for these residents will not be made worse, especially as climate change impacts increase over time. The City of Takoma Park would like to know:

- How will WMATA manage cross-jurisdiction stormwater impacts from its altered layout during construction and in the long term? The City of Takoma Park is willing to work with WMATA to identify ways to mitigate stormwater impacts on the City of Takoma Park border.

Traffic: Pedestrian and bicyclist safety is critically important. The proposal includes adding a traffic signal on Carroll Street NW at the bus loop and Kiss & Ride entrance. The City of Takoma Park would like to know:

- Has there been a traffic study conducted by WMATA to assess the impact of adding this new traffic signal, and when is it available for review?
- Did WMATA consider the future development (i.e. resident parking, traffic flow) when determining placement of the new traffic signal? If not, will the developer be responsible for conducting traffic studies to address potential future traffic flow concerns?

The City of Takoma Park appreciates the modifications WMATA and your development partner EYA have made to the design based on feedback from the City of Takoma Park. Moreover, we

appreciate WMATA's willingness to meet with the City and look forward to engaging with you and EYA to ensure that this valuable project meets the needs of both the residents of the City of Takoma Park and the District of Columbia.

Sincerely,

Talisha Searcy, Mayor
on behalf of the City of Takoma Park City Council

Councilmember Shana Fulcher
Councilmember Cindy Dyballa
Councilmember Randy Gibson
Councilmember Terry Seamens
Councilmember Cara Honzack
Councilmember Jason Smith

This photo shows the daily parking rate for the 144 spots Metro proposes to eliminate. It's a PARKING area not a drop off area contrary Metro's erroneous Evaluation.



Here's the photo showing that the 144 spaces are for Daily Parking not drop off parking as stated in the Metro Environmental Evaluation.



Steven Ney, Esq

Redevelopment of Takoma Metro Without Retaining Public Parking is Not in the Public Interest

As a long-term community resident and user of the Takoma Metro parking lot and kiss and ride since 1996, I oppose the redevelopment of that Metro station without retaining adequate public parking capacity. This public parking is a community resource that is available, at modest cost, to everyone, helping to ensure equitable access to Metro. Elimination of this parking will only benefit wealthy developers and the privileged few who can afford to purchase the new, expensive housing to be built on that spot.

1. **Parking and Redevelopment Can and Should Co-Exist.** The original plan approved by Metro for the EYA redevelopment included the retention of very significant public parking. This feature **MUST** be restored. Eliminating this parking only benefits the developer and the few who can buy these expensive new housing units at the expense of the public at large. Retaining parking while building transit oriented development serves the community best.
2. **Elimination Exacerbates Metro's Last Mile Problem.** Metro is only useful if the community can access it. The area's bus system is incomplete, leaving many islands with no or poor service (I'm served by the limited hours Ride On route 19). Moreover, our buses are unreliable.
3. **Metro's Parking Demand Studies are Grossly Flawed.** The materials supporting the elimination of parking at Takoma Metro cite (i) low demand at Takoma, and (ii) excess space at Fort Totten. According to the materials, this was determined in September 2021. However, 2021 was during the height of COVID when a very large number of people were not going downtown. Prior to COVID, the Fort Totten lot was completely full every time I took the train by, and the Takoma lot was heavily used, particularly the portion of the lot that provided longer term parking (under Park Mobile, up to 15 hours). The 7 hour portion of the lot (8:30 to 3:30 weekdays) was robustly used as well.
4. **Weekend Access.** The Takoma Metro lot is routinely used by families and tourists on weekends. Unlike the numerous Metro riders that I regularly see leap over the fare gates without bothering to pay, this group of users nearly always pays its fares.
5. **Hybrid Work Environment Requires Flexible Parking Arrangements.** The newly developing hybrid work environment involves people going to the office downtown for partial days or on unusual schedules. Supporting this new work model requires flexible parking arrangements to be available. Otherwise, people will drive to the office or use ride share services and Metro will lose these customers.

In sum, the redevelopment of Takoma Metro can (i) be transit focused, and (ii) preserve meaningful parking options for the community. The original approved proposal proves this point. Removing the parking damages the community at large and lines the pockets of a private developer.

Douglas Pelley, Silver Spring MD

RE: the Proposed Parking and Bus Bay Changes at Takoma Station.

I'm especially concerned with the proposal to take away existing paid parking spaces from the surrounding communities that have relied on these parking spots for years. I urge you to leave the existing number of paid parking spots for use by Metro commuters in any new development on this site. NOTE: Most of these spaces have been designated as PARKING spots NOT "Kiss and Ride" spots for over 30 years that I've lived here.

- The Plan Developers have misidentified the approximately 160 current paid parking spots as "Kiss and Ride" spaces. In fact, there are currently and historically only a handful of spaces *identified as "Kiss and Ride."* The rest of the spaces are identified as Paid Parking Spots – with meters and signed instruction regarding-hours-of-operation. The vast majority of the historical parking spots have been heavily used during daytime hours prior to the Pandemic and now with the Pandemic in the background parking spots are filling up again (NOTE: parking has been and still is available for multiple hours during weekdays as well as in the evenings and on the weekends). Also, note that several of the 160 parking spots are designated "Handicapped." Unfortunately the proposed plan doesn't even address the needs of the "Handicapped" nor our growing "Senior" population (65+ years old) that would like to stay in the neighborhood to "Retire in Place."
- Until the Pandemic, these paid parking spots were used by local DC and MD residents – the lot was full or almost full during daylight hours as well as evenings and weekends. Please note that the handful of handicapped spots were most often FULL.
- Much of the data in the Proposal was based on ParkMobile meter transaction records available since 2020 (p. 9 of the Report). Please note that the study period was at the height of the pandemic when many workplaces, stores, restaurants, etc. in DC were closed and tele-working, tele-medicine, tele-recreation, and take out pick-up and delivery had replaced Metro trips to brick-and-mortar workplaces and recreational activities.
- No current and projected traffic and parking studies were presented. In addition to the over 400+ units proposed by EYA for construction at the Metro site, there are hundreds of apartment and condo units both under construction and proposed. Parking and Transportation studies must be done and/or updated to meet current conditions of vastly increased housing units adjacent to the Takoma Metro.

- No studies were done to back up the assumption that current Takoma, DC and Takoma Park, MD residents will drive all the way to Fort Totten to use the Metro – once they're driving that far, some will surely drive to downtown DC theaters, restaurants, workplaces instead – thus Metro would be losing potential riders and DC would be gaining more traffic. From some parts of Takoma and Takoma Park, driving to Fort Totten would take 15-20 minutes (or more in rush hour) -- an additional burden for those with disabilities or for senior citizens.
- Many of the Metro planners assume that everyone can either easily walk to Metro, ride a bike to Metro, or find a bus close to where they live that runs often enough and on weekends and nights. For example, one of the Ride-on buses (the 14) that goes from the Metro to a stop near my house runs infrequently on weekdays, stops running in the early evening – and has no service on Sundays. The other Ride-on near my house (the 24) only has inbound AM service from 5:25am until 8:30am and outbound PM service from 3:50PM-8:10PM. No service is available on the weekends. Do we expect senior citizens who often have multiple chronic illnesses and are taking multiple meds – some of which affect vision, hearing, balance, etc. – to ride a bike through heavy traffic to the metro?
- Some of the EYA proposals have discussed providing parking for rental units in their proposed high-rise buildings. If the goal is to serve transportation needs, why provide parking for housing and/or retail establishments as opposed to Metro riders? Needs of Metro riders should be paramount. Otherwise, Metro riders may revert to their cars – surely not what we want to see in the era of severe climate change and declining Metro revenues.
- Many people in the neighborhoods surrounding the Takoma Metro rely on being able to park at Takoma Station for numerous reasons:
 1. They are disabled or partially-disabled
 2. They are injured or have one or more chronic illness that are not disabling, but would make it difficult to walk or ride a bike to the station – here are but a few examples:
 - i. Sciatica
 - ii. Recent knee, foot, or hip surgery
 - iii. Recovering from an infectious or non-infections disease and fatigued
 - iv. Carrying heavy items (or not-so-heavy)
 - v. Carrying a baby or having 2 or more small children in hand
 - vi. etc.
 3. There are security concerns about walking to and from METRO, especially during nighttime hours, given the rise of assaults, armed robberies, etc.

Safety at the transportation hub for Metro riders in the form of Metro parking for riders should take precedence to EYA building a larger number of housing units -- parking priority should go to meet the goals of transit users.

The developers should NOT take away our current METRO parking to build an oversized apartment building. Rather, they need to continue to include parking for area residents who utilize Metro, especially the disabled and elderly (over 65 – Smart Card for Seniors users) – this should be a priority over providing parking spaces for their apartment buildings and retail shops). **KEEP THE EXISTING NUMBER OF PARKING SPACES FOR METRO USERS AT THE TAKOMA STATION** – after all its primary mission is as a Transportation Hub.

Thank you for your consideration,
Carol Mermey
Takoma Park, MD

January 23, 2023

Re: Proposed Elimination of 144 parking spaces at the Takoma Metro

Dear Metro:

I am writing on behalf of the Village of Takoma Park, a non-profit organization in Takoma Park dedicated to providing intergenerational support to seniors and persons with disabilities who wish to live actively in the Takoma Park community. We have more than 200 members and support from many other members of the community. Takoma Park is approximately 55 % African-American or people of color.

We strongly oppose the elimination of 144 parking spots at the Takoma Metro

A stated purpose of Metro's proposal is to "increase Metro ridership". We believe eliminating these 144 parking spaces will have the opposite effect. It will drive people to stay in their cars and away from using Metro when they cannot park there.

Members of the Village of Takoma Park and other residents of Takoma Park are elderly or are people with disabilities. We are attempting to help people live well in the community, to age in place. To achieve that laudable purpose we make frequent use of these parking spots at the Metro to go downtown and to other destinations.

Metro's Environmental Evaluation asserts that the 144 spaces being eliminated are KISS and RIDE SPACES (page 9) and that they not being used for "their intended purpose" (page 20). Both of these statements are flatly wrong.

First, those 144 spaces are officially designated by Metro for "DAILY PARKING- \$4.70 MAXIMUM RATE- 5 AM to 2AM." See photo attached. They are not temporary drop off spaces. (In a separate area there are 17 drop-off spaces in Section A with a sign stating "15 Minute Parking-Driver Attended Waiting Only". See photo attached)

Second, Metro's Evaluation itself confirms that the 144 parking places are being used for their intended purpose. They enable people to park in the designated spaces so they can take the Metro, not to drop someone off. As the Evaluation notes, 88% of the parking spaces are used by people for more than two hours (page 9). In other words, they are parking exactly as intended by Metro.

These 144 parking places have been used for more than 40 years. Removing them will deprive the residents of this urban-suburban area, many of whom elderly and/or people with disabilities, of a significant benefit they rely upon so they can use Metro.

In addition, it is critical that the ---handicapped parking spaces be maintained for persons with disabilities can access the Metro system.

Thanks for your consideration.

Steven Ney
Board Member
Village of Takoma Park

cc.

Marc Elrich, Montgomer County Executive
Kate Stewart, Member, Montgomery County Council
Talisha Searcy, Mayor of Takoma Park
Randy Gibson, Member, City Council of Takoma Park



Government of the District of Columbia Advisory Neighborhood Commission 4B

By Electronic Mail

January 23, 2023

Anthony J. Hood, Chair
District of Columbia Zoning Commission
441 4th Street, NW, Suite 200S
Washington, DC 20001

RE: Supporting and Providing Additional Feedback on Application of TM Associates, LLC, and Washington Metropolitan Area Transit Authority for Consolidated Approval of Planned Unit Development and Map Amendment at Takoma Metrorail Station (ZC Case #22-36)

Dear Chair Hood:

TM Associates, LLC (EYA Multifamily, the Developer) and the Washington Metropolitan Area Transit Authority (WMATA) have applied to the Zoning Commission for consideration of a consolidated Planned Unit Development and Zoning Map Amendment to develop a new multifamily mixed-used development on the parking lot of the Takoma Metrorail Station (Lot 806 in Square 3351, Lots 820, 822, 823, 829, 831, 839-841, and 845-851 in Square 3352, and Lots 811-813 in Square 3353) under Case #22-36 and rezone the property to the MU-5A zone, as noticed to Advisory Neighborhood Commission 4B on April 21, 2022. The Developer seeks to construct 430-440 residential units, 15-18,000 square feet of ground-floor retail, a new transit zone adjacent to the Metrorail station for buses, and a 1.8 acre park and plaza. This project is known as the "Takoma Station Development."

The Takoma Station Development site is located within Advisory Neighborhood Commission 4B, Single Member District 4B04, the Takoma Park Historic District, and the Rock Creek East planning area. As part of their application, the Developer has met with the Commission's Housing Justice Committee (March 2, 2022) and the Commission (April 25, 2022, June 27, 2022, and November 28, 2022), as well as participated in three joint public Single Member District meetings hosted by the Commissioner for Single Member District 4B04, Evan Yeats, the Commissioner for Single Member District 4B02, Erin Palmer, and the former Commissioner for Single Member District 4B07, Geoff Bromaghim, who collectively represent the area including and around the Takoma Station Development site.

This Letter supplements the Commission’s prior actions on this project and incorporates them here by reference. See [Letter](#): Providing Feedback on the Proposed Planned Unit Development at the Takoma Metro Station (June 27, 2022); [Letter](#): Supporting Affordable Housing in High-Needs Areas Tax Abatement for Takoma Metro Station Development (May 23, 2022).

Advisory Neighborhood Commission 4B is supportive of efforts to bring new housing to transit accessible areas, including adjacent to the Takoma Metrorail Station. For example, the Commission has supported numerous efforts to provide new housing around the Station, with a particular emphasis on affordable housing. See [Resolution 4B-22-1006](#), Supporting Application for Map Amendment for Elm Gardens, 7050 Eastern Avenue, NW (Oct. 24, 2022); [Resolution 4B-20-1107](#), Supporting the Preliminary Design for 6928 Maple Street, NW (Nov. 23, 2020); [Resolution 4B-20-0905](#), Supporting the Provision of DHCD Funding for 218 Vine Street NW (Sept. 28, 2020); [Resolution 4B-20-0410](#), Supporting Proposed Design for 300-308 Carroll Street NW (Apr. 27, 2020); [Resolution 4B-19-0606](#), Supporting Proposed Design for 218 Cedar Street NW (June 24, 2019).

Advisory Neighborhood Commission 4B has previously provided feedback on the land use of this area through the drafting process of an updated Comprehensive Plan for the District, stating: “the Commission generally supports increased density around the Takoma Metro Station and other high-quality transit corridors, in part because individuals of all income levels should have access to robust public transit options. The Commission believes that any effort to increase density, particularly on publicly-owned land, should maximize affordable housing, including deeply affordable housing, including through affordable housing set-asides that capture a significant portion of the value provided through any re-zoning. In addition, the Commission believes that any development of these sites should require developer efforts to mitigate transportation and infrastructure impacts on surrounding communities, including mechanisms for stormwater impact mitigation and for increased transit service to ensure livability for existing neighborhoods.” [Resolution 4B-20-0104](#), Providing Feedback on Proposed Changes to the Comprehensive Plan (Jan. 27, 2020).

Advisory Neighborhood Commission 4B believes “that the affordable housing crisis requires the District to use every tool available to ensure affordable housing” and that “the increased supply of housing – while important – will not alone solve the affordable housing crisis, particularly as related to extremely-low and very low-income households, and must be accompanied by active and robust City goals and policies to ensure affordability, including affordability for extremely low- and very low-income households, in relation to increased supply.” [Resolution 4B-20-0104](#), Providing Feedback on Proposed Changes to the Comprehensive Plan (Jan. 27, 2020).

The District of Columbia government, through [Mayor’s Order 2019-036](#), has set a goal of 36,000 new housing units by 2025, of which 12,000 are to be affordable to households earning below 80 percent of area median income. The Rock Creek East planning area includes a goal of 1,500 new affordable housing units and [has only produced 57.9%](#) of that goal so far. The approximately 70 affordable units as part of this Planned Unit Development would meet more than 11% of that remaining goal. The Commission has previously “oppose[d] any design

changes ... that will reduce the number of units in [a] project to ensure that the community meets the[se] goals.” [Resolution 4B-22-1007](#), Supporting Construction of an Apartment Building at 7050 Eastern Avenue, NW (HPA 22-487) (Oct. 24, 2022).

Advisory Neighborhood Commission 4B acknowledges the Applicant’s Exhibit I (“Applicant’s Response to ANC 4B Conditions in Support of Application”) and provides the following additional feedback in support of the Commission’s housing and affordable housing goals:

- The current Planned Unit Development is significantly improved from the plan proposed by the Developer in 2005 and approved through the WMATA compact hearing process by offering almost twice as much public area recreational and green space, twice as much housing, and three times as much affordable housing, as well as better bicycle and pedestrian facilities and improved connections to neighborhood businesses and retail in Takoma, Washington, DC and Takoma Park, Maryland.
- The Developer’s application is reflective of extensive engagement with both the community and the Commission. The design and proffered amenities have iteratively improved through that process and are aligned with community priorities and the Commission’s extensive feedback. The Commission looks forward to the ongoing engagement around the public spaces as part of this project, as provided in the Developer’s application. The changes to the project since the Commission’s [Letter](#) of June 27, 2022 have been relatively minor and in-line with the Commission’s goals.
- The Developer’s application is responsive to the feedback provided in the Commission’s June 27, 2022, [Letter](#). The Commission requests that the Zoning Commission order specifically include the requirement that the Developer engage in ongoing efforts (not just efforts via the initial application or cycle) to seek participation in the [Tax Abatements for Affordable Housing in High-Needs Areas](#) (HANTA) program offered by the Department of Housing and Community Development (until granted or no longer applicable) that will increase the percentage of residential square footage dedicated to income-restricted affordable housing to at least 33%. If the tax abatement is granted, the Developer should seek to maximize the number of units provided at 30% of Area Median Income and maximize the number of additional affordable three bedroom units. See [Letter: Supporting Affordable Housing in High-Needs Areas Tax Abatement for Takoma Metro Station Development](#) (May 23, 2022). This requirement would ensure the project is aligned with the Commission’s goals of maximizing affordable housing to every extent possible.
- The Commission appreciates the prominent placemaking and signage in the current renderings and plans and requests that the Developer and the Zoning Commission preserve them in future revisions.

With these conditions and those already agreed upon by the Developer, Advisory Neighborhood Commission 4B is strongly supportive of the consolidated application for a Planned Unit

Development and Map Amendment and believes it meets the standards of Chapter 3 of Subtitle X and Chapter 3 of Subtitle Z of the Zoning Regulations because it will provide substantial public benefits and will advance important goals and policies of the District of Columbia. For those reasons, the Commission requests the application be approved.

Advisory Neighborhood Commission 4B, at a duly noticed public meeting, with a quorum being the “majority of the total number of commissioner positions currently filled in Commission 4B,” at its January 23, 2023, meeting voted with 10 Yeas, 0 Nays, and 0 Abstentions to send this letter.

The Commission also voted with 10 Yeas, 0 Nays, and 0 Abstentions to appoint the Commissioner for Single Member District 4B04, Evan Yeats, the Commissioner for Single Member District 4B02, Erin Palmer, the Commissioner for Single Member District 4B08, Alison Brooks, or any member of the Executive Committee in their absence, to be authorized to communicate this letter and represent the Commission in communication with the Zoning Commission or any DC government entity regarding this matter.

Sincerely,

Evan Yeats, ANC 4B01 Commissioner
Erin Palmer, ANC 4B02 Commissioner
Alison Brooks, ANC 4B08 Commissioner

cc: Janeese Lewis-George, Councilmember, Ward 4
Washington Metropolitan Area Transit Authority

Thank you for allowing me to testify this evening. My name is Evan Yeats and I am the Advisory Neighborhood Commissioner for Single Member District 4B04 - the area that contains the Takoma Metro Station and the proposed project. This is my third term representing the area surrounding the Metro station and I am authorized to speak on behalf of the Commission by our [Resolutions 4B-20-0403](#) (April 27, 2020) and [4B-21-0602](#) (June 28, 2021), and our letters providing feedback on the development of [May 23, 2022](#) and [June 27, 2022](#) (among others). All of the cited letters and resolutions passed unanimously and I will submit them to the record.

The Commission is in support of the reconfiguration of the WMATA operations that are considered as part of this project. The Commission has worked extensively on this proposal for the previous year and has grounded our support and feedback in at least seven public meetings on this proposal with extensive community participation. These plans are extensively improved over the 2005 proposal - including three times as much affordable housing and twice as much community-serving park space, in part due to this feedback process.

Right now, the Takoma Metro Station - as currently configured and maintained by Metro - is not a community-serving space. The inability of Metro to adequately maintain the lighting and grounds, the lack of community-serving features in the open space and the inability of local groups, including the Commission, to permit the space for functions means even the most attractive portion of the space remains a hole in the middle of the “downtown” of our community. (See [Resolution 4B-21-0602](#)) The proposed plans, thanks in part to the feedback of the Commission, much more strongly connects our community and offers usable recreation and park space that will be permanently open to the community and a retail plaza that will better connect the two spines of our local business district.

The surface parking lot adjacent to the Metro is both an eyesore and environmentally unfriendly. Maintaining an oversized impervious surface directly adjacent to the Metro separates our neighborhoods from transit, creates problems with runoff and encourages additional traffic on our local streets furthering local pollution and a global climate crisis. The current lot is underpriced and is still underutilized. Our Commission has found that private parking lots near the Metro are generally severely underutilized and the Metro lot is no exception. It is also asking my neighbors to bear the burden of congestion, traffic safety injuries and deaths, and pollution in service of commuters, a proposition which I wholeheartedly reject.

The reconfigured bus loop will better serve transit users such as my constituents. The proposed improved bike storage station will replace unsightly and inefficient bike storage solutions and fulfill a Metro plan that was first presented to our community in 2020. (See [Resolution 4B-20-0403](#)) The pathway will improve access to the station for bicyclists and pedestrians. The reconfiguration of the intersection of the bus loop and Carroll Street NW will improve the pedestrian experience and narrow the roadway to slow vehicle speeds. (See [Resolution 4B-19-0603](#))

Finally, Advisory Neighborhood Commission 4B is supportive of efforts to bring new housing to transit accessible areas, including adjacent to the Takoma Metrorail Station. For example, the

Commission has supported numerous efforts to provide new housing around the Station, with a particular emphasis on affordable housing. See [Resolution 4B-22-1006](#), Supporting Application for Map Amendment for Elm Gardens, 7050 Eastern Avenue, NW (Oct. 24, 2022); [Resolution 4B-20-1107](#), Supporting the Preliminary Design for 6928 Maple Street, NW (Nov. 23, 2020); [Resolution 4B-20-0905](#), Supporting the Provision of DHCD Funding for 218 Vine Street NW (Sept. 28, 2020); [Resolution 4B-20-0410](#), Supporting Proposed Design for 300-308 Carroll Street NW (Apr. 27, 2020); [Resolution 4B-19-0606](#), Supporting Proposed Design for 218 Cedar Street NW (June 24, 2019).

Advisory Neighborhood Commission 4B has previously provided feedback on the land use of this area through the drafting process of an updated Comprehensive Plan for the District, stating: “the Commission generally supports increased density around the Takoma Metro Station and other high-quality transit corridors, in part because individuals of all income levels should have access to robust public transit options.” [Resolution 4B-20-0104](#), Providing Feedback on Proposed Changes to the Comprehensive Plan (Jan. 27, 2020).

The District of Columbia government, through [Mayor’s Order 2019-036](#), has set a goal of 36,000 new housing units by 2025, of which 12,000 are to be affordable to households earning below 80 percent of area median income. The Rock Creek East planning area, in which this site resides, has a goal of 1,500 new affordable housing units and [has only produced 57.9%](#) of that goal so far. The approximately 70 affordable units as part of this Planned Unit Development are beyond what is required by the District’s Inclusionary Zoning program and would meet more than 11% of that remaining goal. These proposed units also include rare deeply affordable family-sized units (three bedroom units for those earning below 30% of Median Family Income). The Commission has previously “oppose[d] any design changes ... that will reduce the number of units in [a] project to ensure that the community meets the[se] goals,” and are working with the Developer to participate in a District of Columbia tax abatement program that could allow the doubling of the number of affordable units in this development and help us continue our work for housing for all in our community.

I urge the Board of Directors to approve the reconfiguration of the Takoma Metrorail Station and defer to the judgment of the elected body and residents most impacted by the decision - those of Advisory Neighborhood Commission 4B.



Government of the District of Columbia Advisory Neighborhood Commission 4B

By Electronic Mail

June 27, 2022

Anthony J. Hood, Chair
District of Columbia Zoning Commission
441 4th Street, NW, Suite 200S
Washington, DC 20001

RE: Providing Feedback on the Proposed Planned Unit Development at the Takoma Metro Station

Dear Chair Hood:

EYA Multifamily, LLC (the Developer) has been selected by the Washington Metropolitan Area Transit Authority (WMATA) to develop a new multifamily development on the parking lot of the Takoma Metrorail Station. The Developer notified the Commission on April 21, 2022, of their intent to file for a Planned Unit Development for Lot 806 in Square 3351, Lots 820, 822, 823, 829, 831, 839-841, and 845-851 in Square 3352, and Lots 811-813 in Square 3353 and seek to rezone it to the MU-5A zone. The Developer seeks to construct a mixed-use building providing approximately 410 residential units, 10,000-20,000 square feet of ground-floor retail, a new transit zone adjacent to the Metrorail station for buses, and a 1.5-2-acre park (the “Takoma Station Development”).

The Takoma Station Development site is located within Advisory Neighborhood Commission 4B, Single Member District 4B01, and within the Rock Creek East planning area. As part of their application, the Developer has met with the Commission’s Housing Justice Committee (March 2, 2022) and the Commission (April 25, 2022, and June 27, 2022), as well as participated in three joint public Single Member District meetings hosted by the Commissioners for 4B01, 4B02 and 4B07.

Advisory Neighborhood Commission 4B is generally supportive of efforts to bring new housing to transit accessible areas, including adjacent to the Takoma Metrorail Station. The Commission has supported numerous efforts to bring new housing to the area, with a particular emphasis on affordable housing. See [Resolution 4B-19-0606](#), Supporting Proposed Design for 218 Cedar Street NW (June 24, 2019); [Resolution 4B-20-0410](#), Supporting Proposed Design for 300-308

Carroll Street NW (April 27, 2020); [Resolution 4B-20-0905](#), Supporting the Provision of DHCD Funding for 218 Vine Street NW (September 28, 2020); [Resolution 4B-20-1107](#), Supporting the Preliminary Design for 6928 Maple Street, NW (November 23, 2020).

Advisory Neighborhood Commission 4B has previously provided feedback on the land use of this area through the drafting process of an updated Comprehensive Plan, stating: “the Commission generally supports increased density around the Takoma Metro Station and other high-quality transit corridors, in part because individuals of all income levels should have access to robust public transit options. The Commission believes that any effort to increase density, particularly on publicly-owned land, should maximize affordable housing, including deeply affordable housing, including through affordable housing set-asides that capture a significant portion of the value provided through any re-zoning. In addition, the Commission believes that any development of these sites should require developer efforts to mitigate transportation and infrastructure impacts on surrounding communities, including mechanisms for stormwater impact mitigation and for increased transit service to ensure livability for existing neighborhoods.” See [Resolution 4B-20-0104](#), Providing Feedback on Proposed Changes to the Comprehensive Plan (January 27, 2020).

Advisory Neighborhood Commission 4B believes “that the affordable housing crisis requires the District to use every tool available to ensure affordable housing” and that “the increased supply of housing – while important – will not alone solve the affordable housing crisis, particularly as related to extremely-low and very low-income households, and must be accompanied by active and robust City goals and policies to ensure affordability, including affordability for extremely low- and very low-income households, in relation to increased supply.” See [Resolution 4B-20-0104](#), Providing Feedback on Proposed Changes to the Comprehensive Plan (January 27, 2020).

With those goals in mind, Advisory Neighborhood Commission 4B requests that the Planned Unit Development order for the proposed Takoma Station Development be approved with the following conditions:

- That the Developer provide at least 15% of the square footage of the residential development as income-restricted affordable housing, including at least 3% affordable at 30% of Area Median Income and 12% affordable at 60% of Area Median Income.
- That the Developer provide as many three bedroom (“family-sized”) affordable units as possible, and as many at the 30% of Area Median Income affordability level as possible.
- That the Developer continue to seek participation (until granted or no longer applicable) in the [Tax Abatements for Affordable Housing in High-Needs Areas](#) (HANTA) program offered by the Department of Housing and Community Development that will increase the percentage of square footage dedicated to income-restricted affordable housing to at least 33% of residential square footage. If the tax abatement is granted, the Developer should seek to maximize the number of units provided at the 30% of Area Median

Income levels and maximize the number of additional affordable three bedroom units. See [Letter](#) re: Supporting Affordable Housing in High-Needs Areas Tax Abatement for Takoma Metro Station Development (May 23, 2022).

- That the Developer provide at least 1.8 acres of public open space maintained by the Developer as part of the project and continue to work with the Commission and the community in ensuring the best uses for that space.
- That the proposed retail transit plaza be designed to facilitate movement through the site to the community and to other businesses and provide wayfinding signage that encourages patronizing local businesses, exploring the broader Takoma community, and connecting local businesses on both sides of the Metro station. The Developer shall seek feedback and input on this signage from the Old Takoma Business Association/Main Street Takoma, which could also include historical information about the neighborhood and community “kiosks” to share flyers and information regarding community events.
- That the proposed passive recreational “park” space include, at a minimum, lighting, benches, trash cans, water fountains, attractive landscaping, and a recreational component and that these amenities be available to the public and not designed in any way to limit use.
- That the Developer work with the community and the Commission to identify the best high-quality recreational component for the “park” space – such as a playground, splash pad, fit lot, and/or community gathering place and then construct it.
- That the Developer enter into an easement permanently ensuring that the park space be open and available to the public in perpetuity with operating hours from at least dawn until dusk daily and limiting closures for private or restricted events to no more than four hours every month.
- That the Developer work with the community and the Commission to identify and create public art projects as part of the development as required by DC law with a particular emphasis on art from local women and people of color and participatory or playable art.
- That sidewalks or trails or multiuse paths on all sides of the proposed development, but particularly on Carroll Street, NW, be at least 15 feet wide if possible, to match the width of sidewalks East of the development on Carroll Street, NW and provide a safe and low-stress pedestrian experience.
- That the Developer provide no more residential parking spaces than .33 spaces per residential unit and the Commission would support lower parking provisions in exchange for increasing the number of affordable units and deeply affordable units.

- That the Developer provide short-term retail parking that is open to the public with operating hours that begin at least 30 minutes prior to the opening of the Takoma Metrorail station and conclude no earlier than one hour after the closing of the Takoma Metrorail station of between 20 and 70 spaces and that includes ample accessible parking.
- That the Developer seek to preserve as many healthy trees on the site as possible and preserve every heritage tree on the site, including through relocation, if necessary.
- That the Developer provide a shared multiuse path to ensure Metro access that is at least 12 feet wide to traverse the proposed park space and work with the District Department of Transportation to ensure the proposed shared use path is routed to minimize the impact on trees.
- That the Developer work with the District Department of Transportation to permanently implement through hardening the traffic calming and pedestrian safety measures at the Takoma Metrorail entrance – including through curb extensions, pedestrian refuges, and bump outs that seek to minimize pedestrian crossing distances. See [Resolution 4B-19-0603](#) Supporting Pedestrian Safety Improvements by the Takoma Metro Station (June 24, 2019).
- That the Developer seek to maximize safety for vulnerable road users and pedestrians throughout the project and surrounding areas through the use of physical traffic engineering to include, where possible, roadway narrowing, chicanes or chokers, raised or textured crosswalks, pedestrian refuge islands, and curb bumpouts to tighten turning radii and shorten crossing distances. The Developer shall implement such measures via permanent infrastructure (*i.e.*, through concrete construction, not through paint or flexposts), wherever possible and permitted by the District Department of Transportation and WMATA.
- That the Developer construct the building and grounds to be accessible to persons with disabilities including elevator access and accessible residential units in the building, accessible parking in the short term and residential parking facilities, and curb cuts and ramps for outdoor amenities.
- That the Developer and WMATA replace the current 104 bike racks with the same number of outdoor bike racks and that the 30 “unattractive, inefficient, and dated plastic bike storage boxes” be replaced with a modern bike storage facility similar to the one proposed by WMATA in 2020 and presented to the Commission as part of HPA 20-221. See [Resolution 4B-20-0403](#) Supporting Construction of a Bike Storage Facility at East Entrance to Takoma Metrorail Station (HPA 20-221) (April 27, 2020).
- That the Developer provide substantial stormwater mitigation through the integration of bioretention, bioswales, roof runoff recapture and reuse, and permeable pavement, as

well as permanent maintenance of these features, and work with the Commission on possible educational opportunities around stormwater mitigation.

- That the Developer install solar panels on all unobstructed flat roof surfaces.

Advisory Neighborhood Commission 4B, at a duly noticed public meeting, with a quorum being the “majority of the total number of commissioner positions currently filled in Commission 4B,” at its June 27, 2022, meeting voted with 6 Yeas, 0 Nays, and 0 Abstentions to send this letter.

The Commission also voted with 6 Yeas, 0 Nays, and 0 Abstentions to appoint the Commissioner for Single Member District 4B01, Evan Yeats, the Commissioner for Single Member District 4B02, Erin Palmer, and the Commissioner for Single Member District 4B07, Geoff Bromaghim, or any member of the Executive Committee in their absence, to be authorized to communicate this letter and represent Advisory Neighborhood Commission 4B in communication with your any DC government entity regarding this matter.

Sincerely,

Evan Yeats, ANC 4B01 Commissioner
Erin Palmer, ANC 4B02 Commissioner
Geoff Bromaghim, ANC 4B07 Commissioner

cc: Janeese Lewis-George, Councilmember, Ward 4



Government of the District of Columbia Advisory Neighborhood Commission 4B

By Electronic Mail

May 23, 2022

Drew Hubbard, Interim Director
DC Department of Housing and Community Development
1800 Martin Luther King Avenue S.E.
Washington, DC 20020

RE: Supporting Affordable Housing in High-Needs Areas Tax Abatement for Takoma Metro Station Development

Dear Interim Director Hubbard:

Housing is a human right, and all District residents are entitled to safe, stable, and secure housing. See [Letter](#) re: Advisory Neighborhood Commission 4B FY2023 Budget Priorities (Apr. 25, 2022); [Letter](#) re: Advisory Neighborhood Commission 4B Fiscal Year 2022 Budget Priorities (Mar. 22, 2021)

To that end, Advisory Neighborhood Commission 4B has formed a Housing Justice Committee with an explicit goal to “maximize affordable housing” within the Commission area and that “[t]he Commission believes in doing our fair share regarding deeply affordable housing within our Commission boundaries.” See [Resolution 4B-20-0205](#), Establishing Housing Justice Committee (Feb. 24, 2020); [Resolution 4B-22-0104](#), Reauthorizing Advisory Neighborhood Commission 4B’s Housing Justice Committee (Jan. 24, 2022); [Resolution 4B-20-1107](#), Supporting the Preliminary Design for 6928 Maple Street, NW (Nov. 23, 2020)

Advisory Neighborhood Commission 4B has also believes “that the affordable housing crisis requires the District to use every tool available to ensure affordable housing” and that “the increased supply of housing – while important – will not alone solve the affordable housing crisis, particularly as related to extremely-low and very low-income households, and must be accompanied by active and robust City goals and policies to ensure affordability, including affordability for extremely low- and very low-income households, in relation to increased supply.” See [Resolution 4B-20-0104](#), Providing Feedback on Proposed Changes to the Comprehensive Plan.

EYA Multifamily, LLC has been selected by the Washington Metropolitan Area Transit Authority to develop a new multifamily development on the parking lot of the Takoma Metrorail Station. On April 21, 2022 they notified the Commission of their intent to file for a Planned Unit Development for Lot 806 in Square 3351 and Lots 820, 822, 823, 829, 831, 839-841, and 845-851 in Square 3352, and Lots 811-813 in Square 3353 and seek to rezone it to the MU-5A zone to construct a mixed-use building providing approximately 350-380 residential units, 10,000 – 20,000 square feet of ground-floor retail, a new transit zone adjacent to the Metrorail station for buses, and a 1.5-2-acre park (the “Takoma Station Development”). This site is located within Advisory Neighborhood Commission 4B, Single Member District 4B01, and within the Rock Creek East planning area. As part of that application, they have met with the Commission’s Housing Justice Committee (March 2, 2022) and the Commission (April 25, 2022) and three joint public Single Member District meetings hosted by the Commissioners for 4B01, 4B02 and 4B07.

The [Tax Abatements for Affordable Housing in High-Needs Areas](#) (HANTA) program offered by the Department of Housing and Community Development to “spur the development of new affordable housing units in the...Rock Creek East...planning area.”

As currently envisioned, the Takoma Station Development would make 15% of units available as affordable and EYA Multifamily, LLC has committed to the Commission to having some of the units be both family-sized (three bedroom) and deeply affordable (for occupants making 30% of Area Median Income or less). However, with receipt of the HANTA tax abatement, EYA Multifamily has committed to ensuring that 33% of units are affordable in the Takoma Station Development, more than doubling the amount of affordable housing production on the site. As part of the above-stated Commission goals of maximizing affordable housing within Commission area, Advisory Neighborhood Commission 4B supports the application of EYA Multifamily, LLC for the HANTA tax abatement program and urges the Department of Housing and Community Development to grant it to the Takoma Metro Station Development.

Advisory Neighborhood Commission 4B, at a duly noticed public meeting, with a quorum being the “majority of the total number of commissioner positions currently filled in Commission 4B,” at its May 23, 2022, meeting voted with 8 Yeas, 0 Nays, and 0 Abstentions to send this letter.

The Commission also voted with 8 Yeas, 0 Nays, and 0 Abstentions to appoint the Commissioner for Single Member District 4B01, Evan Yeats, the Commissioner for Single Member District 4B02, Erin Palmer, and the Commissioner for Single Member District 4B07, Geoff Bromaghim, or any member of the Executive Committee in their absence, to be authorized to communicate this letter and represent Advisory Neighborhood Commission 4B in communication with your any DC government entity regarding this matter.

Sincerely,

Evan Yeats, ANC 4B01 Commissioner
Erin Palmer, ANC 4B02 Commissioner

Geoff Bromaghim, ANC 4B07 Commissioner

cc: John Falchichio, Deputy Mayor for Planning and Economic Development
Janeese Lewis-George, Councilmember, Ward 4



Government of the District of Columbia Advisory Neighborhood Commission 4B

RESOLUTION #4B-21-0602

**Requesting Functioning Lights at Takoma Metro Station
Adopted June 28, 2021**

Advisory Neighborhood Commission (ANC) 4B takes note of the following:

- Public transit, including both rail and bus, is an essential method of transportation for both ANC 4B residents and visitors.
- Thousands of our constituents depend on the bus and Metrorail to get to work, school, healthcare appointments, grocery stores and more.
- Takoma Station is located within ANC 4B, Single Member District 4B01, and is served by Metrorail's Red Line as well as bus lines operated by Washington Metropolitan Area Transit Authority (WMATA) and Montgomery County's RideOn service. Takoma Metro Station and its environs are owned, operated and maintained by WMATA.
- The WMATA-owned "green space" adjacent to the Metro station is a community hub and open space utilized by the community as a gathering place and cut through.
- WMATA has repeatedly failed to adequately maintain the lighting in and around the station including around the accessible entrance, the bus stops and turnaround and the green space, sometimes with more than half of the light fixtures not functioning.
- The Commissioner for Single Member District has repeatedly contacted WMATA requesting repairs of the lighting both privately via email and publicly via Twitter since [September 2020](#).
- ANC 4B constituents have also contacted WMATA and their respective Commissioners about the lighting at Takoma Station being poorly maintained or not functioning.
- Failure to maintain adequate lighting makes the Takoma Metro Station and its environs uninviting and less accessible.

RESOLVED:

- That Advisory Neighborhood Commission 4B urges the Washington Area Metropolitan Area Transit Authority (WMATA) to rapidly repair and adequately maintain the lighting at Takoma Metro Station.

FURTHER RESOLVED:

That the Commission designates Commissioner Evan Yeats, ANC 4B01, to represent the Commission in all matters relating to this resolution.

FURTHER RESOLVED:

That, in the event the designated representative Commissioner cannot carry out their representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matter relating to this resolution.

FURTHER RESOLVED:

Consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions, and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

ADOPTED by voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of seven members was present) on June 28, 2021, by a vote of 7 yes, 0 no, 0 abstentions.



**Government of the District of Columbia
Advisory Neighborhood Commission 4B**

RESOLUTION #4B-20-0403

**Supporting Construction of a Bike Storage Facility at East Entrance to
Takoma Metrorail Station (HPA 20-221)**

Adopted April 27, 2020

Advisory Neighborhood Commission 4B (ANC 4B or the Commission) takes note of the following:

- The applicant (Washington Metropolitan Area Transit Authority or WMATA) has proposed the demolition of existing plastic bike storage “boxes” and replacement with a modern, attractive bike storage facility at the East Entrance of the Takoma Metrorail Station.
- The Takoma Metrorail Station, 327 Cedar Street, NW, falls within the boundaries of ANC 4B, Single Member District 4B01.
- 327 Cedar Street, NW, is within the Takoma Park Historic District, requiring the approval of the Historic Preservation Review Board for Construction (HPA 20-221).
- The Takoma Metrorail Station is a valuable multimodal transit hub and center of community activity for the broader Takoma and Northern Ward 4 community.
- The station is served by high frequency heavy rail, regional bus through WMATA, local buses through Montgomery County RideOn, bikeshare through Capital Bikeshare, scooter and bikeshare through several dockless providers, taxicabs through a designated stand, several pedestrian access points, and bike routes from both Maryland and the District of Columbia including the planned route of the Metropolitan Branch Trail.
- Approximately 5-9% of DC workers [commute by bicycle](#) and even more commute using both bicycle and train.

- Currently, bike commuters are served at the Takoma Metrorail station by exposed outdoor parking or unattractive, inefficient, and dated plastic bike storage boxes.
- Bicycle commuting is one of the most environmentally-friendly and low-impact methods of commuting in light of the global climate change crisis.
- If we don't preserve our planet against the catastrophic impact of climate change, we won't be able to historically preserve anything else.
- All of the construction of the Metrorail station and surrounding environs is from outside the period of significance for the Takoma Park Historic District and is significantly set apart from buildings of historic significance.

RESOLVED:

That Advisory Neighborhood Commission 4B supports the application to the Historic Preservation Review Board for construction of a bike storage facility at the East entrance of the Takoma Metrorail Station, 327 Cedar Street, NW.

FURTHER RESOLVED:

That the Commission believes that the bike storage facility will be an attractive and necessary community asset and urges WMATA to commence construction as soon as practicable.

FURTHER RESOLVED:

That the Commission designates Commissioner Evan Yeats, ANC 4B01, to represent the Commission in all matters relating to this resolution.

FURTHER RESOLVED:

That, in the event the designated representative Commissioner cannot carry out his representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matter relating to this resolution.

FURTHER RESOLVED:

Consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position

of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

ADOPTED by a voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of nine of nine members was present) on April 27, 2020 by a vote of 9 yes, 0 no, 0 abstain.



**Government of the District of Columbia
Advisory Neighborhood Commission 4B**

**RESOLUTION #4B-19-0603
Supporting Pedestrian Safety Improvements by the
Takoma Metro Station**

Adopted June 24, 2019

Advisory Neighborhood Commission 4B (ANC 4B or the Commission) takes note of the following:

- The Takoma Metro Station and surrounding area is a critical transportation junction for ANC 4B and the surrounding area.
- Thousands of pedestrians access the Station, bus bays and surrounding businesses every day - with a heavily-used unsignalized crosswalk across Carroll Street, NW being a key part of that access.
- This crosswalk was previously raised, but has been allowed to deteriorate or been removed, creating a dangerous situation for pedestrians in this important area.

RESOLVED:

That Advisory Neighborhood Commission 4B supports the DC Department of Transportation's proposed interim safety measures for the crosswalk at Carroll Street, NW, by the Takoma Metro Station - including enhanced painting, flexpost bump outs and a larger pedestrian refuge.

FURTHER RESOLVED:

That the Commission requests the DC Department of Transportation immediately begin to study and implement more permanent safety measures (such as concrete curb extensions or restoration of the raised crosswalk) for this crosswalk, as well as the broader Takoma Metro Station area.

FURTHER RESOLVED:

That the Commission designates Commissioner Evan Yeats, ANC 4B01, to represent the Commission in all matters relating to this resolution.

FURTHER RESOLVED:

That, in the event the designated representative Commissioner cannot carry out his representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matters relating to this resolution.

FURTHER RESOLVED:

Consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

ADOPTED by a show of hands vote at a regular public meeting (notice of which was properly given, and at which a quorum of eight of nine members was present) on June 24, 2019, by a vote of 8 yes, 0 no, 0 abstain.

I testified at the public meeting at Takoma ES concerning the scope of the public meeting. WMATA limited the scope of the meeting to the relocation of the bus bays and elimination of the 144 PARKING SPACES. Referring to the 144 PARKING SPACES proposed for elimination as "Kiss and Ride" spaces is patently dishonest. I do not expect public agencies to be dishonest. The incorrect referral to "Kiss and Ride" spaces is still on the WMATA website today weeks after public commenters pointed out the (in my view) intentional error. My other comment concerning the scope of the public meeting is that WMATA is [intentionally in my view] avoiding assessing the impacts of the ENTIRE project. Limiting WMATA's assessment to the impacts of moving the bus bays and parking and ignoring the proverbial elephant in the room, the BUILDING, is patently dishonest. Presenters at the public meeting and public commenters pointed out that there is no traffic study. If this was a Federal government project WMATA would be REQUIRED to conduct a traffic study prior to making ANY decision on selling the property, AND WMATA would be REQUIRED to assess ALL of the impacts of their decision to sell the property including, of course, the impacts of the building the property is being sold to build. Conducting a traffic study AFTER WMATA sells the property would be useless to inform WMATA's, and the public's decision making. WMATA should conduct a complete study of ALL of the impacts of WMATA's decision to sell the property. At present WMATA is assessing maybe ten percent of the impacts. Neither WMATA nor the public know anything about the impacts of selling the property on traffic, air quality, water quality, or anything else because WMATA has not assessed the impacts. WMATA telling the public that stormwater impacts of the building are not WMATA's responsibility is dishonest and deceptive, especially when my neighbors on Eastern Avenue already have stormwater accumulating on their lawns. If the Takoma Station land sale was a Federal government project, what WMATA is doing by piecemealing the impact assessment would not be legal. WMATA should step back from their decision making process, assess ALL of the potential impacts of selling the property, and allow WMATA and the public to make a fully informed decision concerning whether to sell the property, and to whom, and for what purpose. And WMATA arguing publicly that they are constrained by a contract and their hands are tied and they cannot assess all of the impacts of the decision to sell the property is also dishonest. If WMATA has a contract with a particular developer, the contract can and should be modified to allow WMATA to fully assess the impacts of WMATA's decision to sell the property. My point is that the public has an expectation of an honest and open decision making process, and we are not getting that with WMATA's current decision making process. That needs to change before any decision is made.



In re: Takoma Metro Station Proposed Parking and Bus Bay Changes

Dear WMATA Board of Directors,

Takoma for All (TFA) is a non-profit community organization composed of Maryland and Washington D.C. neighbors who advocate for a more vibrant, inclusive, and prosperous community. Our steering committee and members have thoroughly reviewed your proposed plans for the Takoma Metro Station and we are immensely supportive of the proposal.

The data is clear: the parking lot adjacent to the Takoma Metro Station has been chronically underutilized for the vast majority of its 40-year existence. The parking lot was probably overbuilt in 1978, because there was very little dense development around the station. While some moderate development has occurred around the station, intervening land-use policy decisions in both DC and Maryland in the form of historic districts have prevented significant redevelopment of many large plots of land.

The science is clear: transit policy is climate policy. The underutilized surface parking lot at the Takoma Metro Station has been a long-term mistake. While previous Metro leadership can be forgiven for building a parking lot during an era when little was known about climate change, there is now ample research proving that the best environmental use of land around public transit is for housing and/or mixed-use construction, not an impervious parking lot that encourages more driving.

We note here that Metro's public materials suggest that kiss/ride parking is decreasing from 160 to 16 spaces, but we believe that number is inaccurate. The proposed redevelopment plan by EYA shows 67 metered public parking spaces and 16 kiss/ride spaces. A few years ago, the Board approved a redevelopment plan that would have decreased the public parking to 87 short-term parking spaces and 21 kiss/ride spaces. So this new proposal isn't very different from the previously-approved proposal and makes logical sense based upon Metro's data.

Economic justice demands that governments develop and encourage the development of more housing, especially subsidized housing, around public transit nodes that were built with taxpayer funding. The proposal creates the proper conditions to redevelop the land east of the station to build more housing, especially affordable housing. Metro's proposal also appears to improve the transfer process for bus riders who are disproportionately Black, Indigenous, and people of color.

Finally, as specified in WMATA's Compact, the Board must consider many current and prospective conditions in the transit zone where this proposal is to be built. This proposal will create the necessary conditions for Metro to increasing the supply of market-rate and

subsidized housing. This proposal will also provide Metro to accrue more revenue from its land at the Takoma Metro station than it currently receives through operation of an underutilized parking lot. This proposal will also enhance the vitality and beauty of the area surrounding the Takoma Metro station. And finally, this proposal will not dislocate any local families or businesses.

In summary, the proposed redevelopment rightly balances the needs for transit-accessible housing, bus and limited commuter access, and curation of a programmed community space. We enthusiastically support Metro's proposal!

Sincerely,

Anthony Camilli

Lead Representative

Takoma For All

www.takomaforall.org

Facebook/Twitter: @takomaforall

From Barbara Berman
Takoma Park, MD

I totally depend on the parking spaces at the Takoma Metro because I can't use public transportation on a regular basis with the bad legs I have post-car accident in my late twenties. Losing them would mean I couldn't use Metro.

Fort Totten is not a safe Metro station, especially not for a single woman. It's also large and requires significant walking. Silver Spring is huge with major walking and confusion requirements and the parking lots of both of them plus Forest Glen are completely filled up after morning rush hour. Silver Spring and Forest Glen are at least 15 minutes away by car and Fort Totten is significantly more. Takoma Station is five minutes away by car, I can always find parking, and it's small so I don't have to walk far. You cannot park at Takoma Metro for more than seven hours, so that cuts out the commuter group. I've always been able to stretch that a little with my handicapped placard, so I got to take Metro to work when I had a job downtown.

There is so much traffic around Takoma Metro now that I can't imagine adding anything to that small, complicated, congested area that would improve it enough to counteract the added stress of more cars.

People who have never had mobility problems, have even average stamina, and have immune systems that are not troubled by standing around waiting for public transport in the rain/snow/pollution-heat aren't concerned about what happens to people who aren't lucky enough to share those blessings; but we are here and need to be taken into account. Physical problems don't just occur when we get older. Children, especially small ones, don't have stamina and can't walk far; neither can you if you have an accident or need surgery at any age; and asthma and allergies seem to manifest at birth nowadays so the highly polluted D.C. air and the spring and fall pollen counts knock out large numbers of people.

I don't use the handicapped spaces at the front of the Kiss and Ride Takoma because they are almost always full. That means they are needed! I go to the back row, put my handicapped placard in place on the rearview mirror, and get on Metro. Because I'm in the back, the meter readers don't bother me, or the other four or five handicapped vehicles that are on the back row as well. We're out of the way. I don't know if this option would be available in another configuration. It works because the lot is small and we're not fighting commuter traffic, and it means as many handicapped vehicles can park there as necessary. Everyone gets to ride!

Dear Sir or Madam,

I am writing in support of the proposed changes accompanying development at the Takoma Metro station.

My family and I live less than a mile from the Takoma Metro. We access the station by walking, taking the bus, or using the kiss-and-ride. We often have our small children with us – in a few years they will be going to the station by themselves. In four years living here, we have never parked at the station.

The current design will make bus circulation easier and preserve the kiss-and-ride. More importantly, it will improve the station access area. The ground floor retail will put more eyes on the street and create safe places to wait near the station. As I anticipate sending my children on Metro trips by themselves, I will feel better knowing that the station is in a well-used area integrated into my community.

Thanks for your time,

Katrina Furth
Takoma Park

January 25, 2023

TO: WMATA BOARD MEMBERS & STAFF

RE: TESTIMONY ON PROPOSED CHANGES TO TAKOMA METRO SITE:
SUFFICIENCY OF COMPACT PUBLIC HEARING, JANUARY 17, 2023

FROM: FRANCES E. PHIPPS, 7210 HOLLY AVE., TAKOMA PARK, MD.

SUMMARY OF ISSUES:

January 17, 2023 Public **Hearing does not meet Compact Requirements** for project analysis and impacts and is inadequate for Board Consideration. [The Compact is the legal organizing document for WMATA signed by D.C., Maryland, Virginia and the Federal Government.

1. WMATA is *the sole owner* of the Takoma Metro Site on January 17, 2023 and is responsible for preparation and publication of “*project*” analysis and impacts.
2. WMATA Staff did not comply with Compact requirements to *analyze the entire “project”* which will cause change to the site. Staff selectively ignored and would not allow public discussion of 80% of the change caused by WMATA’s joint development partnership with EYA.
3. WMATA did not present an *adequate Environmental Analysis* of the proposed “project” and its changes.
4. WMATA did not present a *traffic/transportation analysis* of proposed changes of the “project” to public parking, handicapped access, the new traffic light nor access the impact on adjacent two lane streets and future level of service.
5. WMATA states, in its Environmental Evaluation, that the *Project will not substantially increase ridership*.
6. WMATA did not present a *Section 106 Analysis of Federal Transportation* spending on impacts to cultural resources as required by the use of Federal Funds which impact a historic resource.
7. WMATA did not *collaborate closely with local affected jurisdiction* of Takoma Park, Maryland.

The information and materials presented for the Public Hearing did not include the mandated requirements in the areas cited above. The result is that the public was not presented the information and analysis it is entitled to and is required by WMATA’s own organizing charter and its Public Participation Plan, 2020-2023.

For these reasons, which will be detailed in this written testimony, the WMATA Board should direct staff to revisit these issues and ensure their results comply with all mandated requirements. Once this is obtained, a legitimate public hearing should be scheduled for comment.

1. WMATA IS SOLE OWNER OF THE TAKOMA METRO SITE:

The owner of the property/project is responsible for the analysis of changes to the site and the impacts of those changes.

The Application to the District of Columbia Zoning Commission for Review and Approval of a Consolidated Planned Unit Development and Amendment to the Zoning Map, November 28, 2022, prepared by “TM Associates, LLC and the Washington Metropolitan Area Transit Authority” states:

“The Property is owned by WMATA and is located in the Takoma neighborhood of Ward 4.”
P.1

While it is the intent of WMATA to transfer ownership of a portion of the site to its joint development partner EYA, it had not done so at the time of the Public Hearing. WMATA therefore bears the burden of complying with its own regulations for analysis.

Conclusion: WMATA was solely responsible to meet the requirements of a Compact Public Hearing and WMATA’S Public Participation Plan 2020-2023 at its Hearing on January 17, 2023.

2. WMATA STAFF DID NOT ANALYZE THE ENTIRE PROJECT:

As the owner of the Property, WMATA is responsible for the analysis of changes and impacts of those changes. WMATA’s Public Participation Plan 2020-2023 states that:

“When a project is initiated, whether internally at Metro or externally adjacent to Metro, the *Project Owner or Manager must consider its impacts to customers and community members throughout the project’s life cycle and the final product’s lifespan.* The Project Owner or Manager is tasked with identifying whether or not the project triggers the Public Participation Plan, assessing the breadth and impacts of the project scope, and contacting Metro’s Office of Content & Strategic Communications (CASC) to begin the intake process.” P. 12.

Qualifying Projects of this requirement:

“This includes any projects that require NEPA environmental evaluations and impact reports and/or amend the mass transit plan.” P.12

The “Project Owner” in the case of changes at the Takoma Metro site, on the date of the public hearing, is WMATA. The materials prepared by the Project Owner, at the Public Hearing of January 17, 2023 did not address the “breadth and impacts of the project scope” which includes the development of a +/- 90 foot high, mixed use building with 434 residential units and 16,000 square feet of retail. The project also provides for new private parking and eliminates all public, transit related parking. This will have a significant adverse impact on ridership from Montgomery County.

The selective and limited analysis provided in this hearing is in direct contrast to the two prior Compact Hearings for this site in 2007 and 2014. In those hearings, WMATA joined with its partner EYA and provided complete analysis in compliance with Compact requirements.

Conclusion: The public materials and the public process of the January 17, 2023 Hearing did not comply with WMATA’s own requirements and practice of a Compact public hearing on the Takoma site and must be considered out of compliance with the Compact and its own Public Participation Plan.

3. WMATA DID NOT PROVIDE AN ADEQUATE ENVIRONMENTAL ANALYSIS:

WMATA’s report, Environmental Evaluation, December 2022 states:

“To support WMATA Compact requirements, specifically Section 14(c)(1), this Environmental Evaluation *describes the Project* and documents the potential effects of the Takoma Station facility modifications on the human and natural environment in terms of transportation, social, economic, and environmental factors.” P.5

The above statement is incorrect. It is an assertion. WMATA does not describe the Project. Rather, it focuses on just approximately 25% of the Project which is the transit facilities and access *and ignores the approximately 75% of the Project which will have significant environmental impacts.*

However in Section 3.0 Project Description, WMATA states that it has “collaborated to develop a feasible site plan that is supported by the District’s stakeholders and the local community.” P.13 Weak though this is, it is the first time that WMATA materials acknowledge their involvement and thus their responsibility for analysis of the entire site. The next paragraph tries to shift this responsibility:

“The developer proposes that the Project has defined zones for transit use, open space, and a residential building with approximately 430 units and around 16,000 square feet of retail.” P.13

This is an accurate, summarized description of the Project which Compact requirements identify as needing to be analyzed. However, the materials provided for the Public Hearing of January 17, 2023 did not detail this Project. Staff ignored changes to approximately 75% of the site and provided a one page Environmental Analysis stating:

“An Environmental Evaluation (EE) for the transit facility changes has been provided as part of the Docket. Likely Environmental impacts are summarized in the table below.” P.8

The Table lists the issues of Transportation, Stormwater, and Air Quality. To no surprise, given the lack of professional or complete analysis, the Public Hearing materials concluded that there were “no permanent environmental impacts” in these three areas.

Conclusion: WMATA must prepare a complete environmental impact statement for the entire Project which meets professional standards.

4. WMATA DID NOT PROVIDE A TRAFFIC/TRANSPORTATION ANALYSIS:

The materials provided for the Public Hearing and the Environmental Evaluation did not provide an analysis of the proposed changes of the “Project” to public transit-oriented parking; to handicapped access; to the installation of a new traffic light, nor to any impact on the adjacent two lane streets and the

resulting level of service. WMATA has stated that there would be no enlargement of adjoining and contributing streets.

It is a fact that due to the proposed changes, there will no longer be any public transit-oriented parking provided on site. The only parking provided will be private residential and short term retail parking. The report justifies this elimination of public transit-oriented parking due to the findings of a parking survey that was carried out in October, 2021 – in the depth of Covid lockdowns. In spite of that constraint, the survey noted that 43% of the users at that time were long-term parkers of over 8 hours. WMATA proposes to eliminate this public transit-oriented parking in favor of private residential and retail parking. This will have an adverse impact on those transit ridership particularly arriving from Montgomery County.

The solution WMATA offers is for residents to drive to Fort Totten. This will have a major impact on elderly, the handicapped and on Montgomery County residents. Takoma Park Councilmember Jason Small of Ward 6, the most remote Ward from Metro, testified on January 17th that this would have an adverse impact on his constituents and he raised concerns about the safety issues at Fort Totten which needed to be addressed.

The possibility exists, that potential Metro riders who are directed to Fort Totten may decide to continue downtown, skipping metro altogether and reducing WMATA's ridership and revenue.

Conclusion: WMATA must consider if the provision of private parking and the elimination of public transit-oriented parking serves the mission of the agency. It should work with the two jurisdictions which border the site and develop a transit and transportation analysis which identifies impacts and their mitigation

5. WMATA STATES PROJECT WILL NOT SUBSTANTIALLY INCREASE RIDERSHIP:

The goal of all Metro improvements is to increase use of the metro transit system, as stated in COMPACT, Article II- Purpose and Functions.

However, the Environmental Evaluation in "Project Impacts", 4.2 Transportation, 4.2.1 Metrorail states:

"Any increase in ridership at the Metro station due to residential and employment opportunities associated with the development is not expected to be substantial enough to cause any significant impact on Metrorail operations." P.19

Conclusion: WMATA must state clearly that the goal of any changes is to incorporate those aspects which increase Metro ridership and reject those elements of the Project which result in decreasing ridership. It needs to rethink its approach to parking and access.

6. WMATA DID NOT CARRY OUT A SECTION 106 ANALYSIS:

Section 106 of the National Historic Preservation Act is a law which requires examining the use of Federal funds in a manner which may create adverse impacts on historic properties and cultural resources. WMATA will be using Federal funds on the proposed changes to the Takoma Metro Station.

In its reports and public statements WMATA has never acknowledges that the site itself is located on Historic District land and is located within a Historic District. This District includes the directly adjacent neighborhoods of Takoma Park, Md. and Takoma, D.C. There is also one Historic Category III National structure, the Cady Lee Mansion which is on the other end of the same block as the Metro site.

While the emphasis of Section 106 is on a historic structure or structures, there is increasing acknowledgement that the context of the total cultural resource is important. One method used by Jurisdictions in assessing impact is to define an *Area of Potential Effects* which provides all parties with a basis for understanding the geographic extent of anticipated impact of a proposed project.

The construction of a massive, ninety foot high structure – almost twice the height and size of surrounding new development – with 434 residential units, parking and retail space as well as bus and kiss and ride facilities will have a significant and adverse impact on the small scale (one and two story) historic residential properties in the District and in Maryland facing this development from approximately 100’ away. It will dominate the line of sight and over shadow its surrounding structures. It may affect sunlight and shadow. It will increase light pollution, particularly at night. It may adversely affect the quality of life as well as property values. But most significantly, it is out of all proportion to the surrounding commercial and residential neighborhoods.

The WMATA COMPACT requires that:

“The Board, in preparation, revision, alteration or amendment of a mass transit plan, shall
(1) Consider data with respect to current and prospective conditions in the 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 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;” p.7

Conclusion: WMATA must meet the requirements of a Section 106 analysis regarding impacts on the directly adjacent Historic District and its Compact requirement to consider the preservation of beauty and aesthetics.

7. WMATA DID NOT COLLABORATE WITH LOCAL AFFECTED JURISDICTION:

The Public Participation Plan 2022-2023 identifies as its Goal Two: Collaboration, and states:

“*Ensure local jurisdiction partners and Metro Board members are engaged with, and included in, outreach activities when their communities are affected.*” P.3

Additionally, the Public Participation Plan identifies in Appendix A, P. 50, the public participation requirements of DOT Ss 5307 grant funds stating:

“c) Publish a proposed program of projects in a way that affected citizens, private transportation providers, and *local elected officials* have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the recipient.”

In spite of the fact that Takoma Park will bear the greatest impact of the proposed changes to the Takoma Metro site that is on its border, WMATA has not provided a public briefing, much less a hearing, to the Mayor and Council and the community.

Conclusion: WMATA must engage actively with the Takoma Park officials and citizens as well as with the Montgomery County Park and Planning Commission, and the Montgomery County Board members.

IN CONCLUSION: Many in Takoma Park, Md and Takoma, D.C would welcome a well-designed project with a structure on the Takoma Metro site which respects the historic aspects of the surrounding District and provides affordable housing. Most would agree that the site should ensure that increasing ridership and providing ease of access should be the primary goal of any change. Many applaud the relocation of bus lanes closer to the Station and approve of locating a green buffer adjacent to Eastern Avenue.

However, there are significant concerns about the proposed height and density of the brutalist designed residential structure and about the impact of exchanging public parking for private parking. A Compact Public Hearing, which complies with the requirements listed above, and provides professional and complete analysis of these issues, their impacts and how to mitigate them, would go a long way toward addressing these community concerns.

For these reasons, I believe that the WMATA Board must direct staff to revisit these issues and ensure their results comply with Compact and Public Participations requirements and those of its Federal funding sources. It would be inappropriate for the Board to receive and act on staff work which does not meet these requirements. A public hearing, which is in compliance with the Agency’s own rules, should be scheduled for comment once these analyses have been completed.

Respectfully submitted,

Frances E. Phipps, [frances.phipps@verizon.net]

Testimony at WMATA Public Hearing:
Proposed Changes to Transit Facilities, Docket 23-01, Hearing No. 645
January 17, 2023
Takoma Elementary School, 7010 Piney Branch Road, WDC

My name is Christine Simpson. I live on Cedar Avenue in Takoma Park, MD, about 2 blocks from the Takoma Metro Station.

I want to share some of my concerns with your proposed changes.

1. Eliminating Parking Spaces

WMATA proposes to remove 144 of – what they call - Kiss and Ride -- spaces. First, I believe there is a terminology problem here. Most of us USERS understand “Kiss and Ride spaces” to mean spaces for picking up and dropping off riders.

We USERS of the lot also know that there are some 150 metered parking spaces which neighbors use if they must drive to Metro and then park, while taking the train into town for an appointment, a movie, or play...

Sometimes my husband and I will park there – for example -- to go to a baseball game. Or, we might do this if we're going out to dinner and the weather is bad or we're worried about crime as we walk home at night. Others might drive to the station because it is too far to walk or they're not well enough to walk.

In short, it's a terrible idea to eliminate these 150 metered spaces. More people will simply drive to their destinations -- which is the opposite of what we all should be doing and the opposite of what WMATA should be trying to encourage.

2. Bus Bay – only one “alighting” addition

The plan calls for adding only one bus bay and only for getting off (alighting). At one point in the past, the Takoma Transportation Study suggested that an additional 3 bus bays (for a total of 12) would be necessary for the Station. Is WMATA allowing enough space for future growth?

3. New Traffic Signal on Carroll, new Driveway on Cedar

A new traffic signal is proposed on Carroll at the current bus loop entrance. Also, a new driveway will be opened onto Cedar to allow entry for residents of the new building, along with retail customers, and loading vehicles. In the past, the many of the intersections surrounding the Metro station were defined as “failing.” Will a new driveway and a new traffic signal further add to this congestion, slowing down buses trying to access the site?

4. Combining bus and private vehicular traffic

WMATA proposes to have buses and private vehicles enter the station at what is now the buses-only entrance on Carroll. Also, residents of the new building will be able to drive their vehicles into the site at Eastern Ave., along with buses. At one time, the Takoma Central District Plan, considered the combining of bus and car traffic at Metro sites to be inherently dangerous. Has something changed?

5. Pedestrians crossing traffic lanes

WMATA has proposed various new pedestrian routes through the development. In Figure 7 of the Environmental Evaluation, it appears that walkers from neighborhoods to the northwest of the site (e.g., Holly Avenue, Piney Branch Road) will be directed to cross in the center of the bus and Kiss and Ride lanes. Mixing of pedestrians with buses and private vehicles in the center of the development is unsafe.

6. Development-Related Concerns

While I know this hearing is focused on transit changes at the station – and I hope I have addressed some– WMATA’s “Environmental Evaluation” document that accompanied the public notice of this hearing does contain some statements that concern the development that I believe should be noted.

On page 13, the WMATA document states: “The building design, location, and orientation address neighbor concerns about its compatibility with the neighborhood.”

I disagree and I think WMATA may be getting ahead of itself here.

I and many other Takoma Park, Maryland neighbors continue to have serious concerns about the compatibility of the proposed structure's height and massing with the existing neighborhood.

Also on page 21 of WMATA's "Environmental Evaluation," WMATA states that the current zoning of the site is MU-4. However, it fails to mention that on November 28, WMATA and the developer together filed an application with the DC Zoning Commission for a Planned Unit Development and Amendment to Zoning Map (Case No. 22-36). The application includes a request to change the zoning at the site to MU-5A, which would allow for an increase in the height from that allowed by the current zoning of MU-4. Why was this not mentioned?

In sum, we the taxpayers, helped fund the original development of the Takoma Metro Station, and we continue to support it with our tax dollars and Metro fares. We expect you, WMATA, as public stewards, to protect these precious facilities for public transit so that we, the public, can access them, now and in the future.

Thank you.



COUNCIL OF THE DISTRICT OF COLUMBIA
JOHN A. WILSON BUILDING
1350 PENNSYLVANIA AVENUE NW
WASHINGTON, DC 20004

JANESE LEWIS GEORGE
Ward 4 Councilmember
Chair of the Committee on
Facilities and Family Services

COMMITTEE MEMBER
Committee on Transportation and the Environment
Committee on Executive Administration and Labor
Committee on Public Works and Operations

January 27, 2023

Randy Clarke
General Manager, Washington Metropolitan Area Transit Authority (WMATA)
300 7th St SW
Washington, DC 20024

Dear General Manager Clarke:

As the Ward 4 Councilmember, I write to **express my strong support** for WMATA's proposed changes to the transit facilities at the Takoma Metro Station (Docket R23-01). Having reviewed the environmental report and general plans for changes to the facilities, as well as monitoring public comment at the recent public hearing held at Takoma Elementary on January 17, I believe this project will confer significant benefits to the surrounding community. Please associate my comments with the position of ANC 4B, including Chair Alison Brooks (4B08), Commissioner Evan Yeats (4B04), Commissioner Erin Palmer (4B02), and former Commissioner Geoff Bromaghim in support of this proposal. As the Advisory Neighborhood Commission for this area, ANC 4B has conducted an extensive community engagement and public input process to ensure that residents' voices are heard and shape this proposal for the better.

The planned Takoma Station Development will enhance the affordability and livability of Takoma Park. The new development, which will replace an under-utilized surface parking lot, includes over 400 units of new residential housing, at least 62 of which will be affordable and six which will be three-bedroom units affordable at the "extremely low-income" level for households earning less than 30% of the area median income. At a time when our community, the District, and the entire DC region are facing a housing affordability crisis that is driving widespread displacement, these new proposed housing units – especially deeply affordable and family-sized apartments – are desperately needed. Importantly, the developer has an application to the Department of Housing and Community Development (DHCD)'s HANTA tax abatement program that could significantly increase the number of affordable units at the Takoma Metro Station Development, particularly the number of deeply affordable and multibedroom units. I am urging DHCD to grant the abatement in order to accomplish this goal.

Further, the development includes new retail space, safer pedestrian facilities, modern bike storage, and improved bus-route accessibility that will improve the value and function of the site. The proposal also includes expanded green space for the public – an amenity of immeasurable value in our urban environment. I also appreciate the consideration of the project's impacts on stormwater management, sustainability through solar energy, and environmental justice. Further, I concur with the designers that the plan is consistent with the District's Comprehensive Plan, especially that the Takoma Metrorail station is a key location for transit-oriented mixed-use development.

Thank you for the opportunity to share my support for this proposal and thank you for your ongoing work to improve transit accessibility and development in Ward 4 and throughout the region.

Sincerely,

Janeese Lewis George
Ward Councilmember
Chair, Committee on Facilities & Family Services

Statement Regarding Proposed Changes to Transit Facilities at the Takoma Metro Station, Docket R23-01

The description of current parking at the Takoma Metro station is highly inaccurate. WMATA should postpone this hearing pending a proper description of the design, regulation, and intended use of the current parking at the Takoma Metro station. To do otherwise is to continue to confuse the public about this major proposed change in a vital community service through the elimination of hourly and daily parking altogether. Some specific points of error in the document:

1. The document refers to the current park lot as having 144 Kiss and Ride spaces. This is also prominently noted on the flyers posted in the parking lot announcing the public hearing. *In fact these spaces are for hourly and daily parking and have been for some time.* The signage throughout the lot is clear on this fact. This misrepresentation prevents the public from understanding the fundamental change that WMATA envisions: Eliminating hourly and daily parking at the Takoma Metro station altogether.
2. At other points in the document the description is fully confusing, e.g. page 7 refers to "160 Kiss and Ride spaces, which are comprised of 151 metered spaces." Page 9 says that "The Takoma Metro Station does not have any Park & Ride facilities" It clearly does have park and ride spaces (137 by my count including 6 for handicapped and 2 for motorcycles) that can be used for any length of time up to 21 hours (no overnight parking is allowed). It currently has only five that would be considered Kiss and Ride (15 minute standing permitted only)
3. Page 20 incorrectly states that the proposed Kiss and Ride spaces will be closer to the Metro entrance. In fact the current kiss and ride drop off is closer to the Metro station via the elevator access to the platform, particularly important for handicapped. Also unlike the proposed layout there is no need to walk across traffic once exiting a car.
4. The document incorrectly notes that the metering system only accepts quarters and \$1 dollar coins. In fact the modern metering system installed by Metro a while back accepts credit cards as well.
5. The document incorrectly identifies a 7-11 store across the street from the project. In fact the building was razed at least two years ago.
6. WMATA's inaccuracies regarding parking at the Takoma Metro station also extends to the WMATA website that notes that there are 58 metered spaces but no daily parking.

In sum, there is no way for the community to properly assess and therefore contribute their views on proposed changes without a proper description of the current use of the site.

Peter Feiden

Takoma Park, Md.

Testimony Received at January 17, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

Jason Small

Thank you. My name is Jason Small. I am the representative from Ward six to the Takoma Park City Council and I am happy to be providing my first official testimony as a member of that body to this hearing. I would like to say to begin with that I'm a longtime advocate for both fair and affordable housing. I know the buzzwords of affirmatively furthering fair housing and all the other things that could possibly signal to someone that that is the case. I began working on these things probably right around the time that WMATA began thinking about transit oriented development and I also have professional experience working with WMATA on their transit oriented development plan in the, primarily in the phase two rollout, which included some places along the orange and blue lines in Maryland. I'd just like to say that as a representative of award that has largely been in transportation locked since the beginning of the Metro, that it is my burden to say that there is some degree of concern among the constituents that I served that the number of parking spaces that have been kept for long-term parking may be too small.

There are some concerns about whether or not the study was done during a covid or pandemic peak and whether or not that might have affected the overall analysis of available parking and there were some other concerns that I feel that it would be obvious to raise. With regard to the issue, if you live where we live, then you are aware that it is a traffic and or commuting difficulty to go anywhere during the appropriate times of any rush hour. The bus is, as currently running in the area, are not quite as reliable as they possibly could or should be, and so it makes for a stressful commute. Generally. Adding to that pressure by having people go to Fort Totten is perhaps for some people not as significant an issue, but for the people who live in Ward six, it would add approximately 15 minutes to your daily commute and if the purpose of commuting and being on Metro is to avoid the stress associated with commuting, it is a decent enough concern of my constituents that I felt it appropriate to raise here.

In addition to that unpleasantly, I have been asked to express some degree of concern about the overall safety and efficacy of parking at Fort Totten. The if you are a regular user of that place, then you know that they're often at least the perception of really interesting public safety issues and so it is one of those things that additionally gives people in the ward concern. I think the last thing I would like to say about that is that those things being said, the people that I spoke to in advance of coming here are unreservedly in favor of transit oriented development and they're unre observably in favor of WMATA and the private developer developing their land in the District of Columbia. We are well aware of the need for affordable housing all over and we are well aware of the prospects for density and increasing opportunity as opposed to disquiet among immediately adjacent neighborhoods. The manner in which we were asked, I was asked to present today was directly related to attaching the parking issues to larger issues of design or concern about density. I do not share those concerns. I do share the concerns of the residents award six concerning the number of available long-term parking spaces. Thank you. Okay.

Evan Yates

Good evening and thank you in particular to Deputy Mayor Babers for allowing me to speak tonight. My name is Evan Yates. I'm the advisory neighborhood commissioner for single member to depict four B zero four. That's the area that contains the Takoma Metro station and this proposed project, this is my third term representing the area surrounding the Metro station and I'm authorized to speak on behalf of commission four B by our resolutions of April, 2020. June 28th, 2021 are letters of May 23rd, 2022. In June 27th, 2022, all of the cited letters and resolutions passed unanimously and I'll submit them to the record. The commission is in support of the reconfiguration of WADA operations that are considered as

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part of this project. The commission has worked extensively on this proposal for the previous year and has grounded our support in feedback in at least seven public meetings on this proposal with extensive community participation.

These plans are extensively improved over the previous proposal, including three times as much affordable housing and twice as much community serving park space in part due to that feedback process. Right now, the Takoma Metro Station as currently configured and maintained by Metro is not a community serving space. The inability of Metro to adequately maintain the lighting and grounds the lack of community serving features in the open space and the inability of local groups including the commission to permit the space for functions means even the most attractive portions of the space remain a whole in the middle of the downtown of our community. The proposed plans, thanks in part to the feedback of the commission, much more strongly connect our community and offer usable recreation and park space that will permanently open the community and a retail plaza that will better connect the two spines of our local business district.

The surface parking lot adjacent to Metro is both an eyesore and environmentally unfriendly. Maintaining an oversized impervious surface directly adjacent to transit separates our neighborhoods from their transit services, creates problems with runoff and encourages additional traffic on our local streets, furthering local pollution and a global climate crisis. The current lot is underpriced and is still underutilized. The commission has found that private parking lots near the Metro are generally underutilized and this Metro lot is no exception. It is also asking my neighbors to bear the burden of congestion, traffic, safety injuries and deaths and pollution in the service of commuters from other communities. A proposition I wholeheartedly reject. I will also note that while outside the scope of this hearing, the proposed development includes 67 public parking spaces that people will be able to pay to use. I'm also as four B, represents part of the Fort Totten community, deeply disappointed by the characterizations of the Fort Totten Metro station, which is an asset to our community and our commission area.

The reconfigured bus loop will better serve transit users including permanently ensconcing the existing a lighting behavior that we see in riders today. The improved bike storage station will replace an unsightly and inefficient bike storage boxes and fulfill a Metro plan that was first presented to our community in 2020. The shared use pathway will improve access to the station for bicyclists and pedestrians. The reconfiguration of the intersection of the bus loop and Carol Streets Northwest will improve the pedestrian experience and narrow the roadway to slow vehicle speeds and remove the onsite of the Im permanent in intended to be temporary flex post solutions for safety at that intersection. Finally, advisory Neighborhood Commission four B is supportive of efforts to bring new housing to transit accessible areas including adjacent to the Takoma Metro station. We recognize it's outside the scope of this hearing, but we've supported numerous efforts with a particular emphasis on affordable housing.

We previously provided feedback on the land use of this area through the drafting process of the updated comprehensive plan of the District of Columbia and stated that we generally support increased density around Takoma Metro Station and other high quality transit corridors in part because individuals of all income levels should have access to robust public transit options. The District of Columbia government through the mayor's order has set a goal of 36,000 new housing units by 2025 of which 12,000 are to be affordable. The household's earning below 80% of area median income. The Rock Creek East Planning area of which this site resides has a goal of 1500 new affordable housing units and is only produced about 58% of that goal so far. The approximately 70 affordable units as part of this

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development are beyond what is required by the district's inclusionary zoning program and would meet more than 11% of that remaining goal.

These proposed units also include rare, deeply affordable, family sized three bedroom accessible to people earning less than 30% of medium family income. We have proposed design changes that will reduce the number of units in a project so that our community can meet these goals and are working with the developer to participate in a tax abatement program that could allow the doubling of the number of affordable units in this developed and continue our work to allow housing for all in this community. I urge the board of directors to improve the reconfiguration of the Takoma Metro Station and defer to the judgment of the elected body and residents most impacted by the decision. Those of Advisory Neighborhood Commission four V. Thank you.

Ilana Perus

Hi, my name is Ilana Perus and I'm a resident of Takoma Park. I've lived in Takoma Park for 24 years in three different places. I support the changes to the Takoma Park Metro. The proposed changes, I believe it will knit our neighborhoods of Takoma, DC and Takoma Park, Maryland back together. It will make the safe, the space safer for people walking and biking Viking to the station. It will allow us to build more housing, new housing and affordable housing to support our community and our local small businesses and it will create the opportunity to have the civic plaza and the park that people have spoken about. I believe that this new configuration will also help protect our neighbors from the bus fumes, the bus bays and the noise by putting them between the building and the Metro station.

The new development proposes short-term parking with it next to its retail space and will be open for short-term Metro users, which I think is great and this brings us also in line with other Metro stations like Cleveland Park or other areas that are surrounded by apartment buildings and have housing behind that so that we are more of an urban Metro stop with a way to support all of our businesses and the people in the neighborhood. I believe this gives us an opportunity to really build one strong Takoma and I support these changes. Thank you for the opportunity to comment you.

Cheryl Cort

Good evening. My name is Cheryl Cort. I'm with a nonprofit called Coalition for Smarter Growth. We're the leading nonprofit in the DC region, including suburban Maryland, 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, investments needed to make those communities flourish. We're excited to be testifying in support of the proposed changes to the transit facilities at the Takoma Metro Station. I've, I've been working on reconfiguring the, the Metro station and adding housing and complimentary uses since 2000, so I'm excited to to be here again today to talk about it. After reviewing a number of plans over a long period, I'm happy to say that we, you know, on the one hand we missed the opportunity over 20 years to build housing opportunities at this Metro station and build a better Metro station, but today I'm, I think that these are really fantastic plans and, and can create a much more dynamic Metro station and safer and more comfortable space. In terms of the changes, I think the 10 bus base, which is adding a new bus bay re the reconfigure, reconfigure along the train embankment with, with the, the bus loop connecting still from Eastern and Carroll makes a lot of sense and bus space will now face an apartment building and also be connected to a civic plaza and retail, which will create more comfort and sense of safety for bus riders who are waiting for a Metro station.

We, we support the, the reconfiguration overall of the site in order to accommodate a significant

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amount of housing, housing and affordable housing, which will add riders and more opportunities for low-income riders to live close to Metro and a bus hub. The Civic plaza for the, the ground floor with ground floor retail is a benefit to transit riders as well, adding the conveniences and, and meeting spaces and a an enhanced pedestrian environment. The 16 pickup and drop-off spaces are placed in close proximity to the Metro entrance, which makes, makes sense and, and we support this approach rather than maintaining the 160 kiss and rides spaces. We note too that the plan is for 67 retail parking spaces, which along with adjacent street parking, which might more appropriately serve a number of the, the, the parking demand that's now taken up at the, the Metro parking lot and in fact maybe one model is at the Rhode Island Avenue Metro Station. There's shared parking between residence retail and Metro Parkers and that might be a model to look at. We appreciate the green space buffers proposed and the 1.8 acres of open space and we are excited about enhancing the walk and bike facilities and traffic coming in the area. We hope to see expanded bike parking and, and we wanna see bike parking inside the fair gates. Thank you.

Sabrina Eaton

Hi there. I wanted to thank you all for holding the hearing and coming out here today and listening to residents of the area. My name is Sabrina Eaton and I live across the street from the Takoma Metro Station. I would like to share several concerns I have about the proposed changes to its facilities and how they'll impact neighbors and the surrounding community. It is wrong to describe the parking you're eliminating as Kiss and Ride for \$4 and 70 cents. People can use an app to park there from 5:00 AM through 2:00 AM that's all day commuter parking and the lot is often packed. WMATA is supposed to be a transit agency and this plan would deny access to customers who drive to the Takoma station. The plan should retain more parking spaces for Metro users and ensure handicapped parking access to the station elevator for those who need it.

I was also shocked there hasn't been a traffic study to analyze the impact of the proposed changes on surrounding streets. The traffic lights you want to install at the Carroll Street Northwest entrance of the Metro station could have a disastrous effect on the nearby Blair Road, Cedar Street, fourth Street Northwest intersection, a frequent site of accidents that's rated an F by DC's Transportation Department. It is foolhardy to proceed with that traffic light without analyzing its effect on surrounding streets and factoring traffic from the apartments proposed on the site as well as all the other apartment buildings that are under construction in that area. Also, your environmental study falsely claims that there's no flooding issues currently in the area. Runoff from your current bus ingress and egress creates a waterfall on my property during heavy downfalls flood waters from Wilma's property knocked over retaining wall on my property in 2021 that cost thousands of dollars to replace. Please use the Metro station reconfiguration to correct those problems and stop claiming they don't exist. Thank you very much.

Anthony Camilli

Takoma for All is a non-profit community organization composed of Maryland and Washington D.C. neighbors who advocate for a more vibrant, inclusive, and prosperous community. Our steering committee and members have thoroughly reviewed your proposed plans for the Takoma Metro Station and we are immensely supportive of the proposal.

The data is clear: the parking lot adjacent to the Takoma Metro Station has been chronically underutilized for the vast majority of its 40-year existence. The parking lot was probably overbuilt in 1978, because there was very little dense development around the station. While some moderate

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development has occurred around the station, intervening land-use policy decisions in both DC and Maryland in the form of historic districts have prevented significant redevelopment of many large plots of land.

The science is clear: transit policy is climate policy. The underutilized surface parking lot at the Takoma Metro Station has been a long-term mistake. While previous Metro leadership can be forgiven for building a parking lot during an era when little was known about climate change, there is now ample research proving that the best environmental use of land around public transit is for housing and/or mixed-use construction, not an impervious parking lot that encourages more driving.

We note here that Metro's public materials suggest that kiss/ride parking is decreasing from 160 to 16 spaces, but we believe that number is inaccurate. The proposed redevelopment plan by EYA shows 67 metered public parking spaces and 16 kiss/ride spaces. A few years ago, the Board approved a redevelopment plan that would have decreased the public parking to 87 short-term parking spaces and 21 kiss/ride spaces. So this new proposal isn't very different from the previously-approved proposal and makes logical sense based upon Metro's data.

Economic justice demands that governments develop and encourage the development of more housing, especially subsidized housing, around public transit nodes that were built with taxpayer funding. The proposal creates the proper conditions to redevelop the land east of the station to build more housing, especially affordable housing. Metro's proposal also appears to improve the transfer process for bus riders who are disproportionately Black, Indigenous, and people of color.

Finally, as specified in WMATA's Compact, the Board must consider many current and prospective conditions in the transit zone where this proposal is to be built. This proposal will create the necessary conditions for Metro to increasing the supply of market-rate and subsidized housing. This proposal will also provide Metro to accrue more revenue from its land at the Takoma Metro station than it currently receives through operation of an underutilized parking lot. This proposal will also enhance the vitality and beauty of the area surrounding the Takoma Metro station. And finally, this proposal will not dislocate any local families or businesses.

In summary, the proposed redevelopment rightly balances the needs for transit-accessible housing, bus and limited commuter access, and curation of a programmed community space. We enthusiastically support Metro's proposal!

Jim Sebastian

Good evening. Thank you for the opportunity to speak. My name's Jim Sebastian, I live on Baltimore Avenue and Takoma Park Maryland. Lot of good points have been made already. Not a lot new to say, but I just wanna say I do support the proposed changes as well as the development, the new housing, the affordable housing, the open space, as well as the new retail on the issue of parking. I agree with earlier speakers, it's not an issue of kissing ride, it's really more pickup and drop off. I think the new plan provides adequate pickup and dropoff space to the extent people need to park for longer. There will be the 67 spaces in the, in their, in the development. It is my understanding, I've lived here about 30 years, but it's my understanding it was critical that in the development of the parking and the continued maintenance of the parking, we did not want to have all day commuter parking at the Takoma station.

Whether you, you agree with that or not, that was, that was kind of a, a tenant for many years and I

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think that still makes, makes some sense. I did want to get more detail on the bike parking. I, I think we need to maintain the parking we have, make it more secure closer to the entrance, possibly even bring the bike parking on the other side of the Metro entrance gate. Make sure that the capital bike share station is at least maintained as current size or perhaps increased, also located near the station in. Then of course make sure the bicycle and pedestrian access getting to the front of the station is, is good. In terms of the signal at Carroll, I think that is probably mainly a pedestrian safety issue where people are trying to get to the station now and if it's installed it can be synchronized with the other two signals, not maybe there's another type of crossing that could be considered, but that's all I got from tonight. Thank you.

Michael Hernandez

Hi. Thank you for holding this session. My name is Michael Hernandez. I am here in my own personal capacity as a resident of Takoma Park. Like many people in Takoma Park, I use Metro to commute into the district during the weekdays and on the weekends. That has of course took a little bit of a dip in 2020, but it's returned to almost pre pandemic norms for me and like many residents in Takoma Park, I rely upon the MoveOn bus system to get to Metro when I don't have access to parking, as was the case prior to the pandemic that resulted in majors impediments for me to use the Metro because I would frequently be left getting to Metro late because MoveOn is unreliable. Now, while I agree with many of the points made by prior speakers here, I do have to raise concerns about the near total elimination of longer term parking in the new facility and I would just, I prepared five questions for Metro, but since during this public hearing we're not gonna be taking questions. I will just pose them as statements and that is first, why take a Maximus position on the parking at the Metro 16 short term spots replacing 6 160 longer term parking spots doesn't make a lot of sense to me. It seems like we could have some kind of negotiated middle ground rather than just mixing nearly all of it.

The next point, I know that in the conversations with Steven prior to this meeting, you are working on improving bus service and I would simply strongly recommend to the board that they commit to ensuring that if this plan goes forward, the bus service particularly MoveOn, be improved. Now, we did talk a little bit about how Metro's going to encourage people to use the Port Totten station for longer term parking and I'm just wondering what kind of environmental system has been done for that new plan. What would the environmental impacts be of people who would normally travel a mile, a mile and a half via car instead traveling, maybe double the distance to get to Fort Totten and the last point, how has Metro determined that this new housing will significantly add to ridership? Most people have not returned to the office full-time. That's simply a fact that's born out by the numbers that Stephen put forward here. Pre pandemic levels of 5,000, 6,000 rider now being in 2,500, what data does Metro have to ensure or or to, to assess that the people who will be moving into this new housing will be more likely to use Metro. Thank you.

Sarah Green

Hello, my name is Sarah Green and I've lived on Piney Branch Road for 47 years. I was in the room, the first public hearing we had at a church of, I guess it was promised Land Baptist Church I think. Anyway, we the first public hearing that was in 1998, so we've been here a long time. We've been doing this a long time and one of, one of the things that that has always bothered me about the way Metro is dealing with this. We went to many public hearings and we spoke at several Metro board meetings and what is happening is you've divided the process between what the development is going to look like and what the public, what the Metro service is going to be like, and I think that's a very poor way of, of looking at this.

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We should be looking at the entire proposal as a package. You're putting development there, you're changing mass transit space. It's supposed to work and I, I think it's a very poor process, so I I wanna comment on that. The other thing I wanna comment on is there has been no traffic study. My neighbor, Sabrina Eaton, just mentioned that there's no traffic study. I, I didn't realize that, I assume there would be some kind of traffic study. Again, bad public policy. Last thing I wanna say is that I heard another speaker talk about this as an urban Metro station. We're not an urban Metro station. I'm sorry, I mean this is not Cleveland Park, it is not DuPont Circle. We are a suburban area, we are a historic district. We have always been proud of that. I guess people disagree with that, but that's, that's just not the way the characterization of our community. I talk to people all the time who say, oh, to comma, oh, I just, I, it's the historic, just the low scale. This is, this is not to describe us as an urban district and to ask for changes reflective of that as an urban district, I believe is, is not accurate, but again, people will disagree. Anyway, thank you very much for the opportunity to speak. I value the Metro station. I value the community and I'd, I'd like to see something that's well designed and in the public interest. Thanks again.

Cliff Schwartz

Good evening. My name is Cliff Schwartz and I'm an 18 year homeowner in Takoma Park. These are my five points. Number one, I agree with the points made by council members small number two, regarding parking going from 160 to only 16 two hour spots. This will not encourage people who already live in Takoma and Takoma Park to use mass transit if they can't park for more than a reasonable duration. Three, a two hour time limit makes little sense. What is the rationale for a two hour max limit if a rider will be using the Metro to go into DC or Bethesda, for example. Number four, this will hurt or adversely affect senior citizens and people with disabilities who do not want to go all the way to Fort Totten and deal with that parking lot for all of the issues already mentioned. And five, in summary, this will encourage many more people to drive cars in the face of our dire need to reduce our carbon footprint and reduce global warming. Thank you.

Christine Simpson

My name is Christine Simpson. I live on Cedar Avenue in Takoma Park, Maryland, about two blocks from the Takoma Metro Station. I wanna share some of my concerns with your proposed changes. WMATA proposes to remove 144 of what they call the kiss and ride spaces. First, I believe there's a terminology problem here. Most of US users of BLO understand that KISS and ride spaces means spaces for picking up and dropping off riders. We users of ALO also know that there are about 150 meter spaces, which neighbors use sometimes if they must drive to the Metro and then park while taking the train into town for a movie or play or whatever. Sometimes my husband and I will park there, for example, to go to a baseball game or we might park there for going out to dinner and the weather's bad or we're worried about crime as we might walk home at night.

Others might drive to the station because it's too far to walk or they're not well enough to walk. I think it's a terrible idea to eliminate these metered spaces. People will simply drive to their destinations as the previous speaker said, which is the opposite of what we should all be doing and the opposite of what WMATA should be encouraging. The plans also call for the addition of only one bus bay to for a total of 10 and it would only be a bus base for getting off for a lighting at one point in the past. The Takoma transportation study has suggested that an additional three bus base for a total of 12 would be necessary for the station. This WMATA allowing enough space for future bus growth. WMATA proposes to have buses and private vehicles enter the station at what is now the buses only entrance on Carroll

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and and also on Eastern.

At one time the Takoma Central District Plan considered the combining of bus and car traffic at the Takoma Metro site to be inherently dangerous. Has something changed? While I know this is here, this hearing is focused on, WMATA is focused on transit changes at the station. I hope I've addressed some WMATA environmental evaluation, which is the document that accompanies the public notice of this hearing contains and also admits some statements that do concern the future development at the site. I think they, they should be pointed out on page 13, the WMATA document states that the building design, location and orientation address neighbor concerns about its compatibility with the neighborhood. I disagree and I believe that I and many other Takoma Park, Maryland neighbors continue to have serious concerns about the compatibility of the proposed structure with the existing neighborhood. I also wanna point out that on page 21 that this environmental evaluation WMATA states that the current zoning of the site is MU four N use four.

However, it fails to mention that on November 28th, WMATA and the developer jointly filed an application to change the zoning at the site to MU five A, which would allow for a significantly greater height. I don't understand why this was not mentioned in some, we the taxpayers help to fund the original development of the Takoma Metro Station. We continue to support it with our tax dollars and Metro fairs. We expect you WMATA, as public stewards to protect these precious facilities for public transit so that we the public can access them now and in the future. Thank you for the time.

Barbara Rosen Black

Good evening. My name is Barbara Rosen Black. I moved to Takoma Park about 18 years ago, partly because I value and use public transportation. I use the Takoma parking lot as a safe and user-friendly place to leave my car to the five minute drive home. Fort Totten parking is not a safe nearby alternative, especially for older residents such as myself. It is large and isolated and at night I believe that expecting senior citizens to use Fort Totten parking discriminates against us. Thank you.

Peter Fadden

Good evening. I'm Peter Fadden. I live on Eastern Avenue, which is across the street from the Takoma Metro Station. I'm gonna limit myself mostly to the report itself because I find it very limited and inaccurate. The description of the current parking of the Takoma Metro Station is highly inaccurate. Some specific points of error in the document. The document refers as noted by others to 144 kiss and ride spaces and up here I notice that the number is one 60. This is also prominently noted on the flyers posted in the parking lot announcing this public hearing. In fact, these spaces are for hourly and daily parking and have been for some time. The signage throughout the lot is clear on this fact. This misrepresentation prevents the public from understanding the fundamental change that WMATA envisions, which is eliminating entirely hourly and daily parking and dedicated handicap parking at the Takoma Metro Station altogether.

At other points in the document, the description is fully confusing. Page seven refers to a quote, 160 kissing ride spaces, which are comprised of 151 metered spaces. It's not clear to me how you pay order to stop and kiss and leave. It clearly does have park and ride spaces. Page nine says it doesn't and these can be used up for 21 hours. Page 20 incorrectly states that the proposed kiss and ride spaces will be closer to the Metro entrance, which is not true. The current kiss and ride is closer to the, to the platform via the elevator. The document incorrectly notes that the meter metering system only accepts quarters and \$1 coins. In fact, it accepts credit cards. It's a modern system put in two or three years ago that

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people are familiar with by now. Has nothing to do with the old meters that were still there, but presumably that's what's being described here.

Small point, the seven 11 across the street has been gone for three years and this inaccuracy extends to the description of the station on the WMATA website, which refers to it as having 58 metered spaces but no daily parking. So my suggestion is that WMATA go back to the drawing board and better describe this. This is an important point because the posters themselves referred to the change being contemplated as we rule of 144 kissing ride spaces and if I didn't know better and I were a parker, I would assume that this has absolutely nothing to do with me. So it's taken some education for our community in Takoma Park in Takoma, DC to even understand what's being contemplated here. And if I hadn't by curiosity across the street and read the poster, we could print this big, I would have never known how totally inaccurate the description was. One final point to tell people to go down to Fort Totten is to just add to the traffic, the congestion and the pollution. And I don't think too many people would want to do that. Thank you.

Diana Cone

Thank you. I'm Diana Cone, president of the historic Takoma, which represents both Takoma, Maryland, Takoma Park, Maryland, and Takoma, DC And I'm seconding some of what you just heard from Peter and others ahead of him. We, this site sits both in right on the border of Maryland and DC and it has ramifications for people on both sides. And so I would like to make sure that WMATA considers both st both residents on both sides as stakeholders. The second point I'd like to make is that the, the traffic study is mentioned as a future event, the Future project for WMATA and the situation presented by, in particular the new traffic light at the underpass strikes, strikes me as creating a whole set of bottlenecks that need to be carefully looked at.

Consider that you will have buses coming in and out right under the underpass at Carroll. You will have the right, the kiss and ride cars coming out. You have through traffic constantly going past the station pedestrians and then about 3,300 yards away you have another traffic light at Carroll and Cedar. And that creates a, has the real potential to create major congestion on the boundaries of this site and would make the flow of traffic virtually impossible. And if Guo wants to find a, create a feasible plan for that will be supported by the entire community, both sides, including the drivers driving through the, the, the intersections, the residents, the new residence in whatever. All the new developments around these things need to be carefully considered going forward and that will allow for a balance between density and congestion.

Anita Morrison

Hi, I wanna thank you for this opportunity to speak. My name is Anita Morrison and I'm an urban economist with an office one block from the Takoma Metro Station. I support the proposed changes to the Metro station parking and bus days because it allows for the creation of badly needed, affordable and market rate housing, place making improvements and an upgrade in these facilities for pedestrians and bikes. So my practice includes a focus on affordable housing, so I understand just how badly the Takoma community needs affordable housing units, particularly family sized units with three bedrooms. These larger units are hard to find even at market rents, so they will be particularly valuable in addressing a serious need. Their location at the Takoma station will provide easy transportation to jobs as compared with other locations, not well served by transit.

Access to good jobs is often a difficult barrier for workers trying to improve their economic status. The

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civic plaza with retail spaces adjacent to the Metro station will help enliven the area and better integrated into the Takoma community

Having watched how little use the current green space has gotten over the past decade, I expect the newly configured space with public art will be a big improvement.

I recognize that the development requires a reduction in the number of public parking spaces, but I believe that's a beneficial trade off. Coupled with better bike access and sidewalks, the parking restrictions will encourage more people to access the Metro via bus, bike and foot. So overall, the enhanced public realm with quality mixed income housing development will provide a long-term benefit to the Takoma community. One that is long overdue. Thank you.

No Name Provided

Hello, this is student at school near Takoma Metro Station Sky and we support the changes to the Takoma Metro Station. We would like, we think that the changes will make the area safer and more comfortable for the children that go to dci. It also will help their maybe be more like the 50 40, 54, 52 and 90 and 59. These students are always really packed and it's hard to get space, but the number of students are not recognized or counted. Those students don't recognized carded. Those students, they like don't care. Their kids are free card care would like that. Those changes like that don't affect the students because the buses are already really crowded. You would like that the amount of students speak into consideration while make these changes. Thank you.

Robert Lanson

Yes. My name is Robert Lanson. I live on Cedar Avenue in Takoma, Clark. About two blocks from here. My question has to do with the scope of this hearing. You'd mentioned previously that the size and configuration of the building is outside of the scope of this hearing and other commenters have commented that Metro should be analyzing the entire scope of the project, not just buses. A lot of people came here not to figure out how you're going to move buses from one place to another, but how this building is going to work and you haven't explained that or accepted public comments on it. I think that is irresponsible and you should be analyzing the entire project from start to finish in one hearing before call to see. Thank you.

John Gelle

Hi. I wasn't planning to speak. My name is John Gelle. This is my first time attending one of these meetings. I'm a resident of Takoma Park and I was pleasantly surprised to see so many folks who were here to support the project. I have a two year old son and I would love for him to grow up in a world where parking wasn't the biggest concern for a lot of folks. Many, many colleges have mentioned the climate crisis. There's also a housing crisis and a homelessness crisis that we face in this city. And study after study has shown that increasing the amount of housing, not just affordable but all housing is the best way to deal with the homelessness crisis that is present in DC and Montgomery County.

One of the speakers said that they were here at the first, one of the first meetings about this project in 1998. And to me that is really telling that this has been going on for 25 years and yet we still have a parking lot there part, you know, impervious space. And I really hope that those who are here opposing the project and I'm sure that they are, are bringing their concerns here in good faith and not in just an effort to delay and delay the project as has been happening for a very, very long time. So I urge Metro to, you know, take these comments into a, into consideration, but to try to move forward where

Testimony Received at January 17, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

possible because I know many of my neighbors agree that the development would be a really great thing for our community. Thank you.

Celine Berth

Thank you so much. My name is Celine Berth. I live in Takoma Park. I'm sorry that I'm late. I've got little kids and that time came first, but we got that outta the way. So glad to be here. I'm really glad that WMATA is looking at this project. I think it's an excellent improvement to our community and as an economist, I wanna just say one thing about sort of zooming out and looking at the big picture for transit. One of my big concerns as we move into a Zoom world, we've got half of the folks here on Zoom, is that transit systems will have a hard time paying to maintain the level of service that we've been accustomed to over the last 30, 50 years. And adding more housing directly adjacent to transit stations is an excellent way to sort of push against that headwind, be able to maintain the ridership capacity and keep the service we're used to. We can't just assume that Metro will be able to run as many trains with as many conductors at as many hours as you know, kind of what we grew up with and being able to have more riders in that pool. Some of them will be working from home, but some of them will be taking Metro and helping to keep that service for all of us because for transit congestion works backwards. The more people use it, the better the service gets. So thank you so much and thank you for your time.

APPENDIX F: ENVIRONMENTAL EVALUATION

**Takoma Metro Station
Reconfigure Transit Facilities and Access**

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

December 2022

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1.0 INTRODUCTION

WMATA proposes changes to the Takoma Metro Station (“Metro Station” or “Takoma Station”) to enable a joint development project (“Project”). Because the Project includes a modification of Metro Station facilities and facility access, this Environmental Evaluation has been prepared to assess the potential effects of this action.

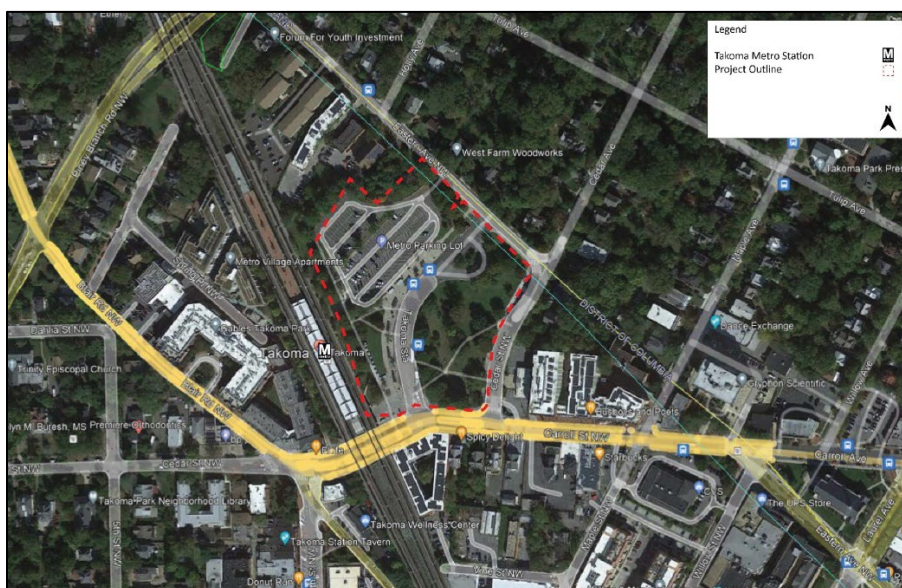
The Project includes the following modifications of WMATA facilities:

- Relocation of the bus loop and Kiss & Ride
- Addition of one alighting bus stop
- Removal of 144 Kiss & Ride spaces
- Addition of a traffic signal on Carroll Street NW at the WMATA bus loop and Kiss & Ride entrance

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

The project area (see project location, or “Project Site”) is a 6.7-acre, WMATA-owned parcel on the east side of the Takoma Station platform. The Project Site is in Washington, DC and borders Montgomery County, Maryland and the City of Takoma Park on the east. The project location is shown in Figure 1.

Figure 1. Project Location Map



Source: Google Earth

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2.0 EXISTING SITE DESCRIPTION

The Takoma Metro Station is a station on the east leg of WMATA's Red Line and is located between the Silver Spring and Fort Totten stations. There are no Park & Ride parking spaces, and there are 160 Kiss & Ride spaces, which are comprised of 151 metered spaces, six ADA spaces (non-metered), and three motorcycle spaces (non-metered). Meters accept only quarters and \$1 coins.

Several local bus services serve the Metro Station including Metrobus and Montgomery County Ride On.

The Metro Station can be accessed from Carroll Street NW and Eastern Avenue NW. To access the Kiss & Ride spaces, visitors must use Eastern Avenue NW. The bus loop provides two-way bus traffic between Carroll Street NW and Eastern Avenue NW. Seven bike racks are located near the station entrance, and sixty bike lockers are located along the bus loop.

The primary entrance to the Metro Station is through a plaza at the corner of Carroll Street NW and the bus loop. There is elevator-access to the platform across from the Kiss & Ride lot.

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

Figure 2. Existing Transportation Facilities



2.1 Metrobus and Other Local Bus Providers

Eight Metrobus routes and eight Ride On routes come to the Takoma Metro Station. The station has nine bus bays, six on the west side of the bus loop and three on the east side. The bus bays are sawtooth, and only authorized vehicles are allowed in the bus loop.

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

Table 1. Local Bus Summary Table

Operator	Route	Termini	Approx. Weekday Headway (minutes)	Span of Service
Metrobus	52	L'Enfant Plaza Metro Station	20-30	4 trips on Saturday Sundays
Metrobus	54	L'Enfant Plaza Metro Station	15-30	Monday through Sunday
Metrobus	59	Federal Triangle Metro Station	15	Weekdays Peak Periods
Metrobus	62	Georgia Avenue – Petworth Metro Station	15-25	Monday through Sunday
Metrobus	63	Federal Triangle Metro Station	8-15 Weekdays 30 Weekends	Weekdays Peak Periods Weekends Day Time
Metrobus	F1	Cheverly Metro Station	25-60	Weekdays
Metrobus	F2	Cheverly Metro Station	25-60	Weekday Evenings Weekend Day Time
Metrobus	K2	Fort Totten Metro Station	20	Weekday Peak Periods
Ride On	12	Silver Spring Metro Station	15-30	Monday through Sunday
Ride On	13	Silver Spring Metro Station	15-30	Weekday Peak Periods
Ride On	14	Silver Spring Metro Station	30	Weekdays and Saturday
Ride On	16	Silver Spring Metro Station	15-30	Monday through Sunday
Ride On	18	Langley Park	30	Monday through Sunday

Operator	Route	Termini	Approx. Weekday Headway (minutes)	Span of Service
Ride On	18	Silver Spring Metro Station	30	Weekdays and Saturday
Ride On	24	Hillandale	20-30	Weekday PM Peak
Ride On	25	Langley Park	15-30	Weekday Peak Periods

Source: [Takoma Station.pdf \(wmata.com\)](#)

2.2 Park & Ride

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

2.3 Kiss & Ride

The Takoma Metro Station has 160 Kiss & Ride parking spaces that are meant to support short-term pick-up and drop-off activities for customers riding Metro. These facilities reside in a single parking lot located east of the Metrorail tracks and just north of the bus loop. Within the 160 K&R spaces there are 151 metered spaces, six ADA (non-metered) spaces, and three motorcycle (non-metered) spaces.

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 107.4 customers used the Kiss & Ride facility throughout an average weekday when adjusting the available data to pre-COVID ridership rates. Of these Kiss & Ride users only 3 percent 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 59 percent of users are parking for an extended time period, exceeding four hours or more, and that there is a significant amount of daily and overnight parking occurring, which is not the intended primary use for the Kiss & Ride facility.

Alternatively, the customer survey data identified that 10 percent of rail customers were dropped-off at the station and 6 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 137 and 84 customers, respectively. These volumes could create demand for up to 11 parking spaces after considering

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average parking dwell times and an 85 percent peak usage factor to represent the busiest 15-minutes of the peak hour.

Table 2. Kiss & Ride Meter Transactions by Dwell Time

Parking Duration	Average Weekday Parking Meter Transactions October 2021		Average Weekday Parking Meter Transactions Adjusted to Pre-COVID Ridership Rates (2015-2019)
Less than 15 minutes	1.3	(3%)	3.4
15 minutes to 1 hour	3.0	(8%)	8.2
1 to 2 hours	2.5	(6%)	6.8
2 to 4 hours	9.5	(24%)	26.0
4 to 8 hours	6.0	(15%)	16.4
8 to 12 hours	17.0	(6%)	6.8
More than 12 hours	14.5	(37%)	39.7
Total	39.3	(100%)	107.4

Table 3. Kiss & Ride Parking Demand Analysis

Factors	Drop-Off	Pick-Up
Average Weekday Peak Hour Rail Trips (1) [A]	1,228 entries	965 exits
Access Mode Share (2) [B]	10%	6%
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)	4 spaces	7 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

2.4 Bicycle and Pedestrian Access

There are sidewalks on both sides of Carroll Street NW, Cedar Street NW, and Eastern Avenue NW. The sidewalks continue into the station area from Carroll Street NW. On the west (or station side) of the bus loop, the sidewalk continues to Eastern Avenue NW. On the other side of the bus loop, the sidewalk ends past the final bus bay.

There are no bicycle lanes on Carroll Street NW, Cedar Street NW, or Eastern Avenue NW.

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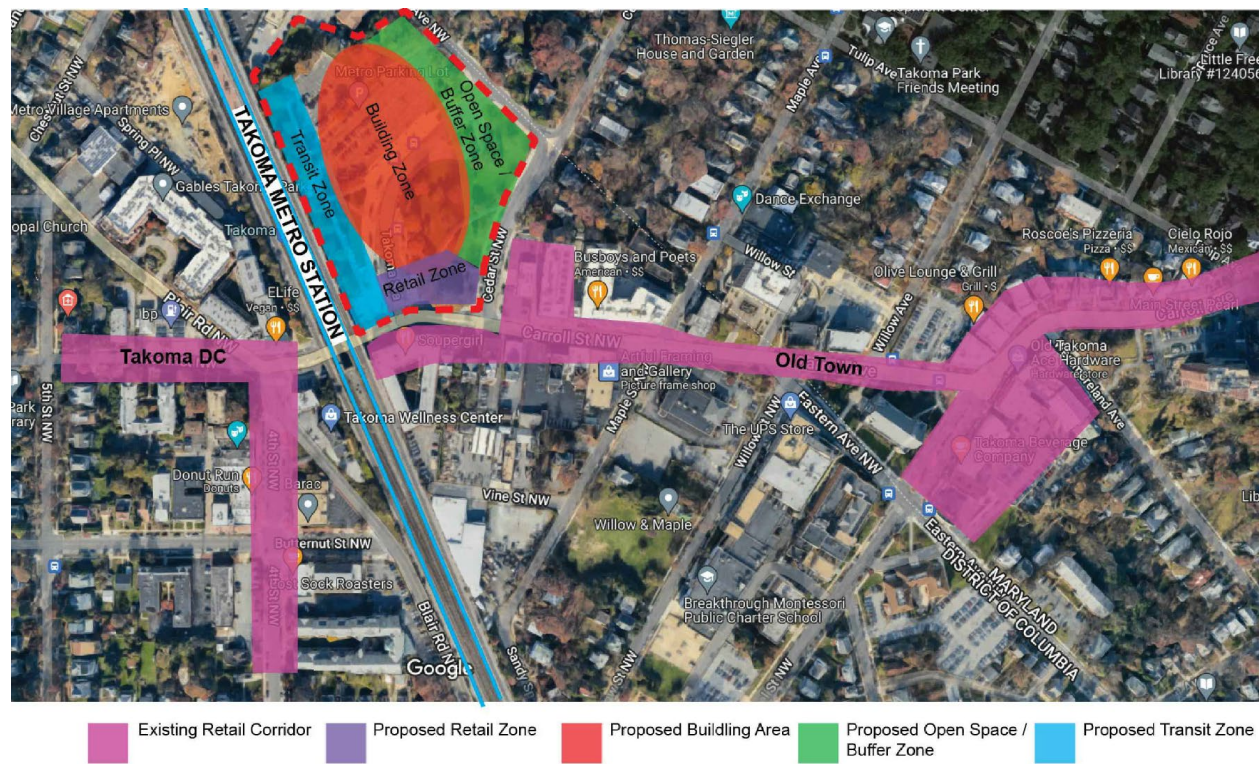
3.0 PROJECT DESCRIPTION

WMATA executed a joint development agreement with EYA Development (EYA) in 2005 and together have collaborated to develop a feasible site plan that is supported by the District’s stakeholders and the local community (“the Project”).

The developer proposes that the Project has defined zones for transit use, open space, and a residential building with approximately 430 units and around 16,000 square feet of retail. These zones are shown in context to the Project and its surrounding neighborhood in Figure 3. Metro’s uses are consolidated into one portion of site, close to the Metro entrances, thereby improving the customer experience. The currently underutilized open space will be transformed into a neighborhood amenity.

The proposed two-acre open space has two zones: 1) a passive recreational space along Eastern Avenue NW and 2) an activated retail and transit plaza facing Carroll Street. The building design, location, and orientation address neighbor concerns about its compatibility with the neighborhood. The landscaped open space provides a buffer between the building and existing single-family homes, and the building’s design decreases in height closer to Eastern Avenue NW.

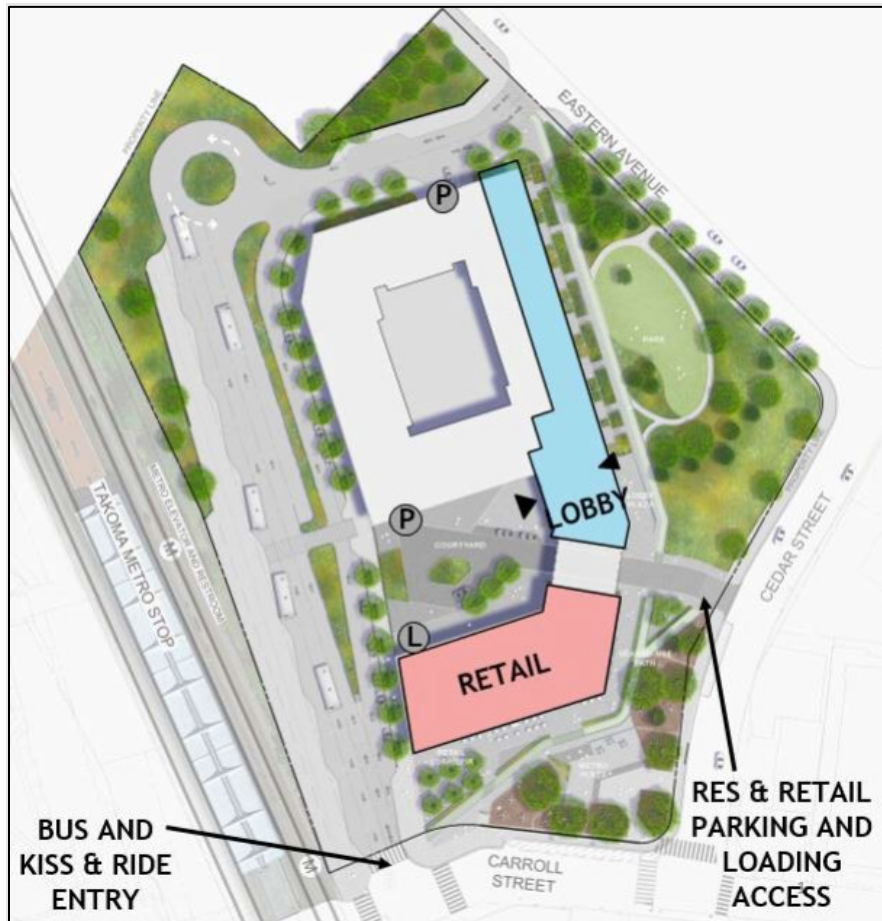
Figure 3. Site Context



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The Project's site plan, shown in Figure 4, is consistent with the District's future land use vision for the area and is further elaborated in Sections 4.3 and 4.4. The Project will help the Metro Station become part of Takoma's retail corridor, which currently extends on both sides of the station, but is deficient directly in front of the station area.

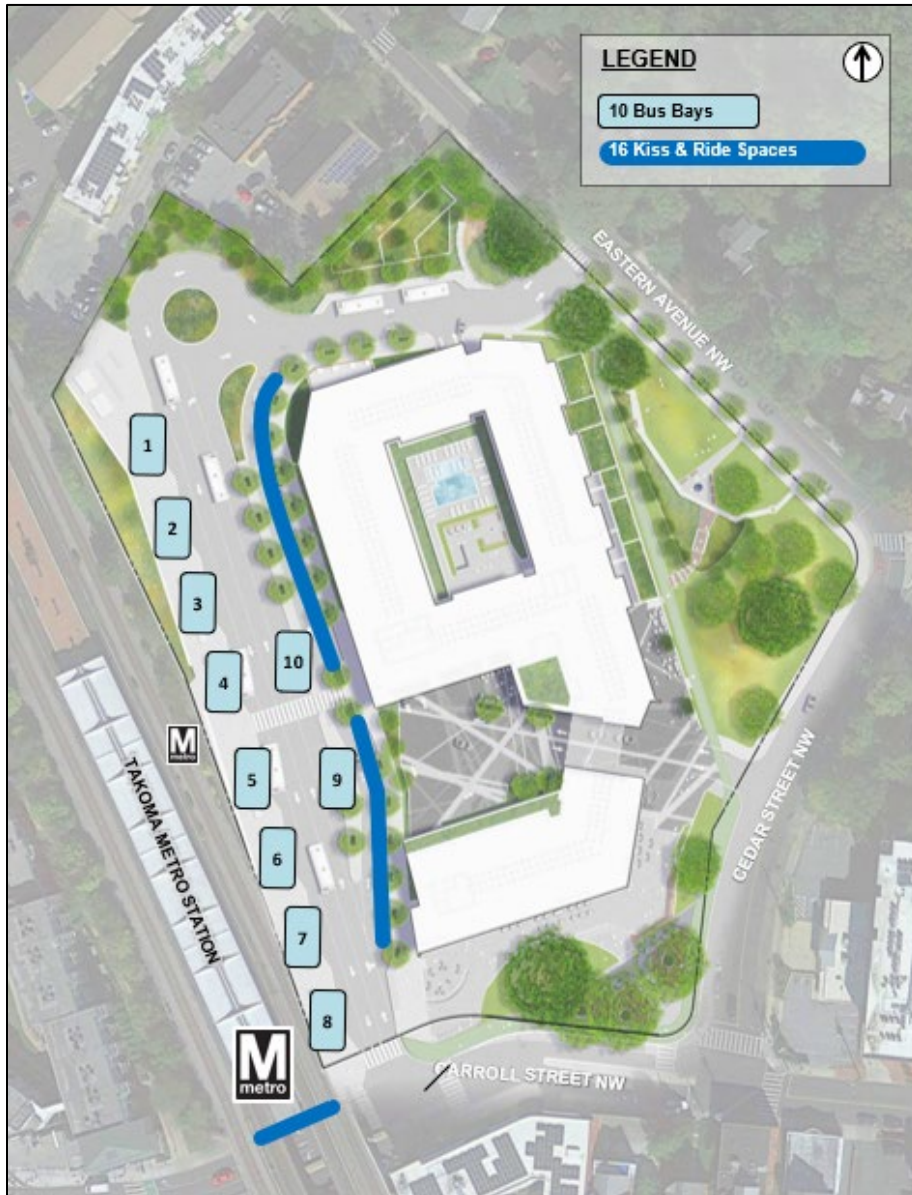
Figure 4. Project Site Plan



The Project includes the following modifications of WMATA facilities (See Figure 5):

- Relocation of the bus loop and Kiss & Ride
- Addition of one alighting bus stop
- Removal of 144 Kiss & Ride spaces
- Addition of a traffic signal on Carroll Street NW at the WMATA bus loop and Kiss & Ride entrance

Figure 5. Modifications to WMATA Facilities



3.1 Modifications to Bus Loop

The proposed bus loop will be reconfigured and relocated to be adjacent to the Metro Station. The bus loop will follow the orientation of the Metrorail tracks, rather than curving away from the station entrance as it does today. Buses will continue to enter the bus loop from Carroll Street NW (northbound) or from Eastern Avenue NW (southbound), depending on the bus route.

The southbound bus loop includes eight bus bays adjacent to the Metro Station entry and the northbound bus loop includes two bus bays. This will provide one more bus bay than is currently at the site.

3.2 Modifications to Kiss & Ride

The proposed Kiss & Ride facility will be removed and relocated adjacent to the reconstructed bus loop and closer to the Metrorail station entrance than the lot that exists today. The future design will consist of 16 total curbside parking spaces that reflects the peak hour parking demand analysis described in Section 2.3 with a 50 percent growth factor applied to accommodate future increases in pick-up and drop-off rates. Approximately 14 Kiss & Ride spaces will be provided in tandem along the building's west curb line, directly to the east of the reconfigured bus loop. About two Kiss & Ride spaces will be provided in tandem on Carroll Street NW as shown in Figure 5. The Kiss & Ride spaces can be accessed from Carroll Street NW and drivers must exit at Eastern Avenue NW. There will be no Kiss & Ride access from Eastern Avenue NW.

3.3 Modifications to Roadway Access

The alignments of the roadways adjacent to the Takoma Metro Station – Eastern Avenue NW, Cedar Street NW, and Carroll Street NW – will not change. There will be the addition of a traffic signal on Carroll Street NW at the WMATA bus loop and Kiss & Ride entrance

The bus loop will maintain access to and from Carroll Street NW and Eastern Avenue NW. Kiss & Ride spaces will no longer be accessible from Eastern Avenue NW as the entry to the Kiss & Ride zone has been consolidated to one entry on Carroll Street NW with an exit on Eastern Avenue NW.

Residential parking, retail parking, and loading will occur at a proposed driveway off Cedar Street NW. Access to residential parking will also be allowed off Eastern Avenue NW at the same roadway entrance as the bus loop. Figure 6 depicts the site plan with vehicular circulation.

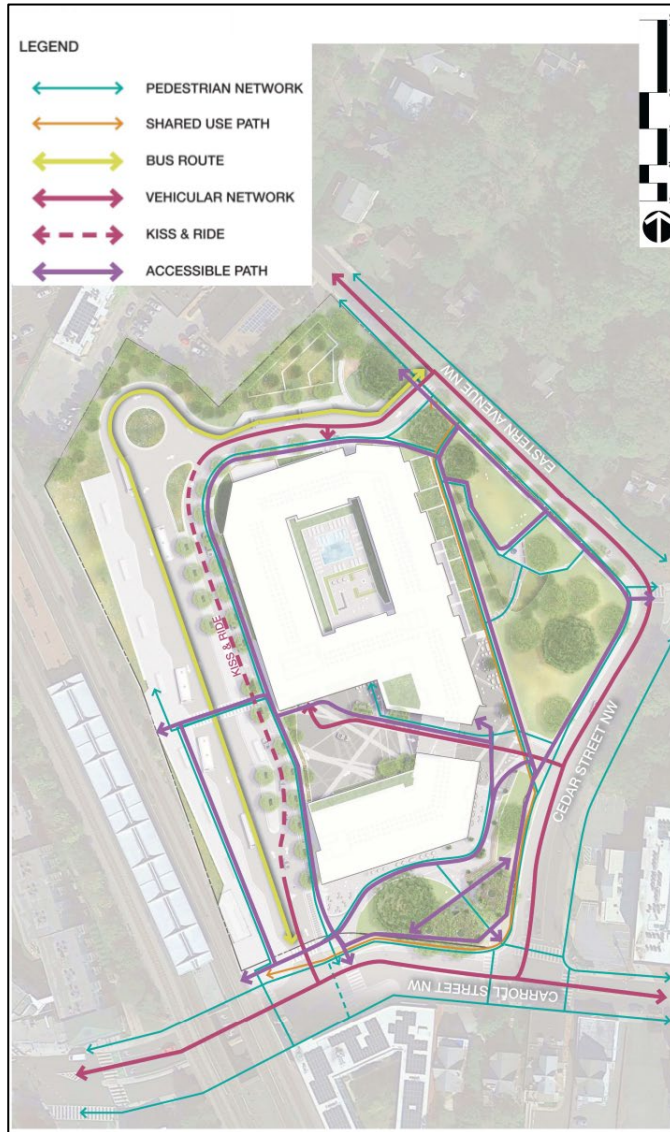
Figure 6. Proposed Site Circulation



3.4 Modifications to Bicycle and Pedestrian Access

As part of the Project, a shared-use path integrated with the open space on the east side of the building is proposed. This path will efficiently take people through the space around Eastern Avenue NW, Cedar Street NW, and Carroll Street NW, ending/beginning at the corner across from the Metro Station entrance at Carroll Street NW, see Figure 7. The existing sidewalks along Eastern Avenue NW, Cedar Street NW, and Carroll Street NW will remain.

Figure 7. Shared-Use Path and Sidewalk Location



3.5 Stormwater Management and Drainage Improvements

The existing 3' diameter storm drain that currently runs through the site will be rerouted to allow for the placement of the new building. Various bioretention facilities will be installed on site to meet the District's Department of Energy and Environment's (DOEE) stormwater management requirements.

WMATA facilities will not be impacted by the drainage improvements or utility relocations.

4.0 PROJECT IMPACTS

This section evaluates the potential environmental effects of the Project elements of specific to WMATA's interests and as described in Section 3.

4.1 Land Acquisitions, Displacements, and Dispositions

WMATA will convey a portion of its property to its joint developer for residential and retail development, which will require relocation and/or modification of some WMATA facilities as described in Section 3. It will not be necessary for non-WMATA land—that is, land that is privately-owned by others—to be acquired. The WMATA property used for housing and retail development will be conveyed fee simple to the Developer.

4.2 Transportation

4.2.1 Metrorail

The Project will improve station access and not be changing Metrorail service. Any increase in ridership at the Metro station due to residential and employment opportunities associated with the development is not expected to be substantial enough to cause any significant impact on Metrorail operations.

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

4.2.2 Local Bus Routes

The Project will provide an improved busway configuration with additional capacity and safer passenger access. Local bus service will not change. All routes accessing the bus bays may experience a marginal increase in ridership from people traveling to and from the residential and retail uses associated with the Project. No permanent impact to bus operations is anticipated.

Changes to the location of the bus loop within the site will improve customer safety and have minimal impact on bus travel times. During construction there may be some disruptions to bus operations and pedestrian access to the bus bays. Interim operations plans will be developed to maintain access to the buses and the station.

4.2.3 Kiss & Ride Spaces

The number of Kiss & Ride spaces available at Takoma Metro Station will be reduced from 160 spaces to approximately 16 spaces to align with pick-up and drop-off parking demand rates.

Analysis of parking demand at Takoma Metro Station, described in Section 2.3, identified that pick-up and drop-off parking demand for the Kiss & Ride facility is much lower than the existing

facility capacity and that most users were daily or overnight parking in the facility, which was not its intended use.

With the reduction in capacity, customers seeking to park for longer durations will be directed to use the Park & Ride facilities at the Fort Totten Metro Station, which is only seven to ten minutes away by car and in the direction of travel for most commuters using the Takoma Metro Station.

4.2.4 Pedestrian and Bicycle Access

The existing sidewalks along Eastern Avenue NW, Cedar Street NW, and Carroll Street NW will remain. There will be improved pedestrian and bike infrastructure with the development of a shared-use path integrated with the open space on the east side of the building. More information can be found in Section 3.4.

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.

4.2.5 Traffic

The Developer has initiated a traffic study, and once the residential parameters for the Project are finalized, the Developer will coordinate with the District Department of Transportation (DDOT) to confirm the study parameters and prepare the required Comprehensive Transportation Review. Traffic count data is being collecting, and the Developer is preparing a draft scoping form.

The Project will maintain and enhance WMATA customer access to and through the site in three ways:

- Relocate the bus bays closer to the Metro entrance
- Move Kiss & Ride spaces closer to the Metro entrance
- Enhance pedestrian safety with modernized crosswalks

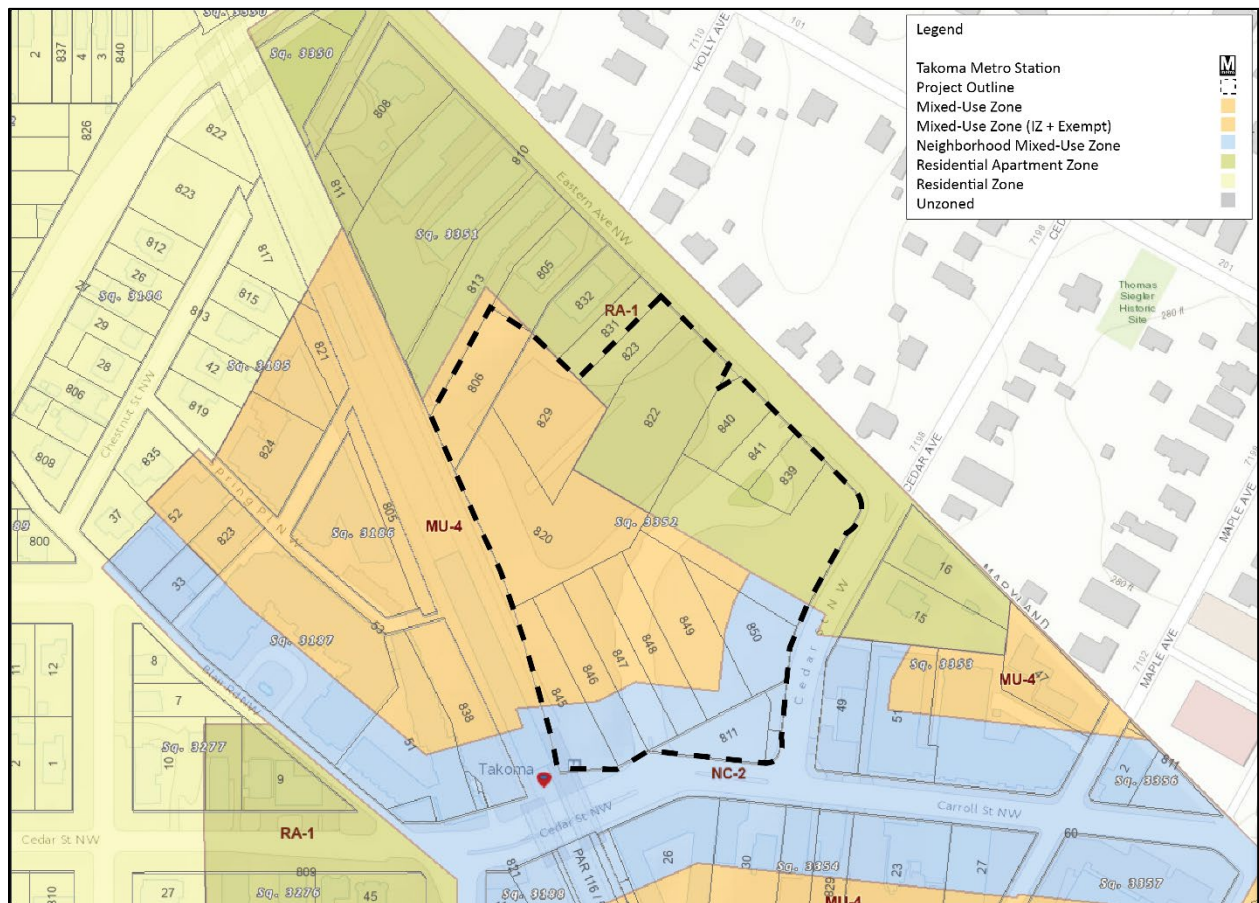
The Project also proposes a new traffic signal at the WMATA bus loop and Kiss & Ride entrance and Carroll Street NW.

During construction there may be disruptions to vehicular traffic. Maintenance of traffic plans will be developed to maintain station access during construction.

4.3 Zoning and Land Use

Based on the District of Columbia Office of Zoning (DCOZ) *Official Zoning Map*, the Project site is zoned NC-2, MU-4, and RA-1. DCOZ defines NC-2 as Neighborhood Mixed-Use Zone, MU-4 as Mixed-Use Zone, and RA-1 as Residential Apartment. The NC-2 zone allows for stable mixed-use areas permitting a range of commercial and multiple dwelling unit residential development in defined neighborhood commercial areas. The MU-4 District allows for mixed-use developments permitting a broad range of commercial, institutional, and multiple dwelling unit residential development at varying densities. The RA-1 District allows for areas predominantly developed with low- to moderate-density development, including detached dwellings, rowhouses, and low-rise apartments. Figure 8 shows the existing zoning classifications around the station area.

Figure 8. Existing Zoning Map

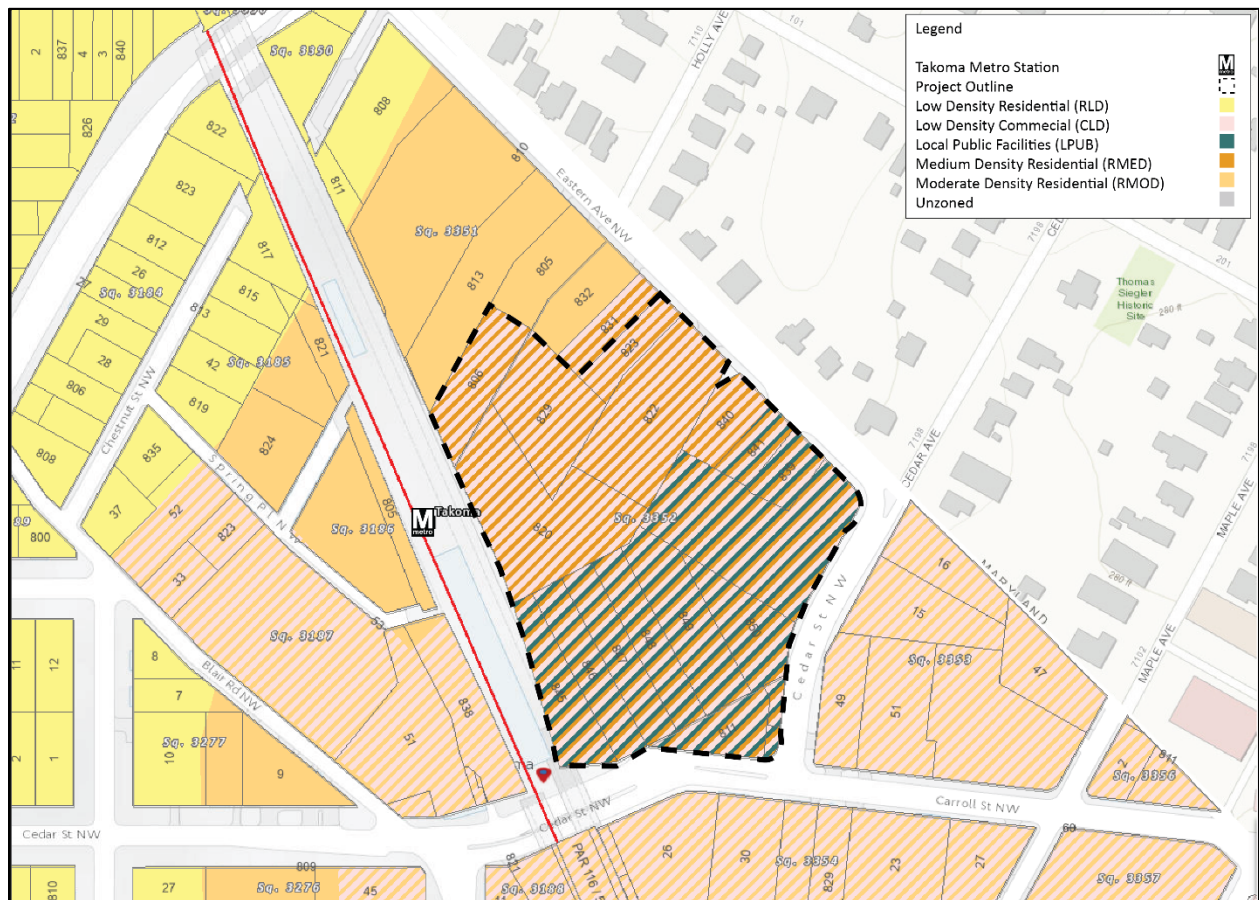


Source: DC Office of Zoning

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According to the D.C. Office of Planning (DCOP) *Existing Land Use Map*, the existing land use of the parcel(s) containing much of the Project is Transport, Communication, Utilities, which currently includes the Kiss & Ride lot. However, the DCOP 2021 Comprehensive Plan features a *Future Land Use Map* that provides a generalized view of how land in the District is intended to be used (see Figure 9). The future land use of the parcel(s) containing much of the Project is intended to be used as a mix of Low Density Commercial (CLD), where retail, office, and service businesses are the predominant uses; Medium Density Residential (RMED), where mid-rise apartment buildings are the predominant use, and Local Public Facilities (LPUB), which includes land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions.

Figure 9. Future Land Use Map



Source: DC Office of Zoning

4.4 Planning Consistency

Table 2 identifies applicable local plans and evaluates the Project’s consistency with them.

Table 4. Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
District of Columbia Comprehensive Plan	Identifies the Takoma Metrorail station as one of the key locations for targeted transit-oriented development that will maximize regional accessibility and mobility. Some of the listed principles of transit-oriented development includes mixed uses, diverse housing types, pedestrian-friendly design, programmed open public spaces, higher density, strong transit connections, and bicycle & pedestrian connectivity.	DCOP	2021	None
District of Columbia Comprehensive Plan Future Land Use Map	Places the Takoma Metrorail station in a mixed land use district combining Medium Density Residential with Local Public Facilities. The area immediately surrounding the parcel consists of Moderate Density Residential and Low Density Commercial.	DCOP	2022	None
District of Columbia Comprehensive Plan Rock Creek East Area Element	The detailed small area plan for the 7.4 square mile section of northern Washington, DC identifies the Takoma Metrorail station as a key location for transit-oriented mixed-use development. It discusses the need for economic growth and affordable housing near the station accompanied by improved transit and bike facilities in the surrounding area to increase access to the Metrorail system.	DCOP	2022	None
District of Columbia Bicycle Master Plan	Identifies the correlation between the proximity to a Metrorail station and the number of commuters using bicycles, making the argument that Metrorail stations should improve on-site and surrounding bicycle infrastructure to encourage multimodal commutes. While the plan from 2005 is almost two decades old, the city is currently working on an updated version.	DDOT	2005	None

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Plan	Description	Author	Date	Inconsistencies
Thrive Montgomery 2050 – General Plan Update	Promotes Transit-Oriented Development and encourages the concept of “15-Minute Living,” a nuanced approach to mixed-use development that includes area-specific investment into uses that maximize local access to essential programming. The plan also outlines the need for transit, bicycle, and pedestrian infrastructure around Metrorail stations to reduce the County’s dependency on automobiles.	Montgomery County Office of Planning and Development	2021	None
Montgomery County Bicycle Master Plan	Outlines the approach to implement a comprehensive network of low-stress bicycle facilities that connects people to critical locations like Metrorail stations in order to create a more equitable system of sustainable transportation facilities.	Montgomery County Office of Planning and Development	2018	None

4.5 Neighborhoods and Community Facilities

The Project is in a residential and commercial area of Washington, DC, bound on the north by Eastern Avenue NW and apartment buildings followed by single-family homes, on the east by Cedar Street NW followed by a 7-Eleven and the Takoma Central mixed-use development, on the south by Cedar Street NW/Carroll Avenue NW followed by retail businesses and the Elevation 314 mixed-use development, and on the west by the Takoma Metro Station followed by several apartment complexes.

Adjacent transportation infrastructure—such as the Takoma Metro Station Kiss & Ride lot — separate the Project from existing community facilities.

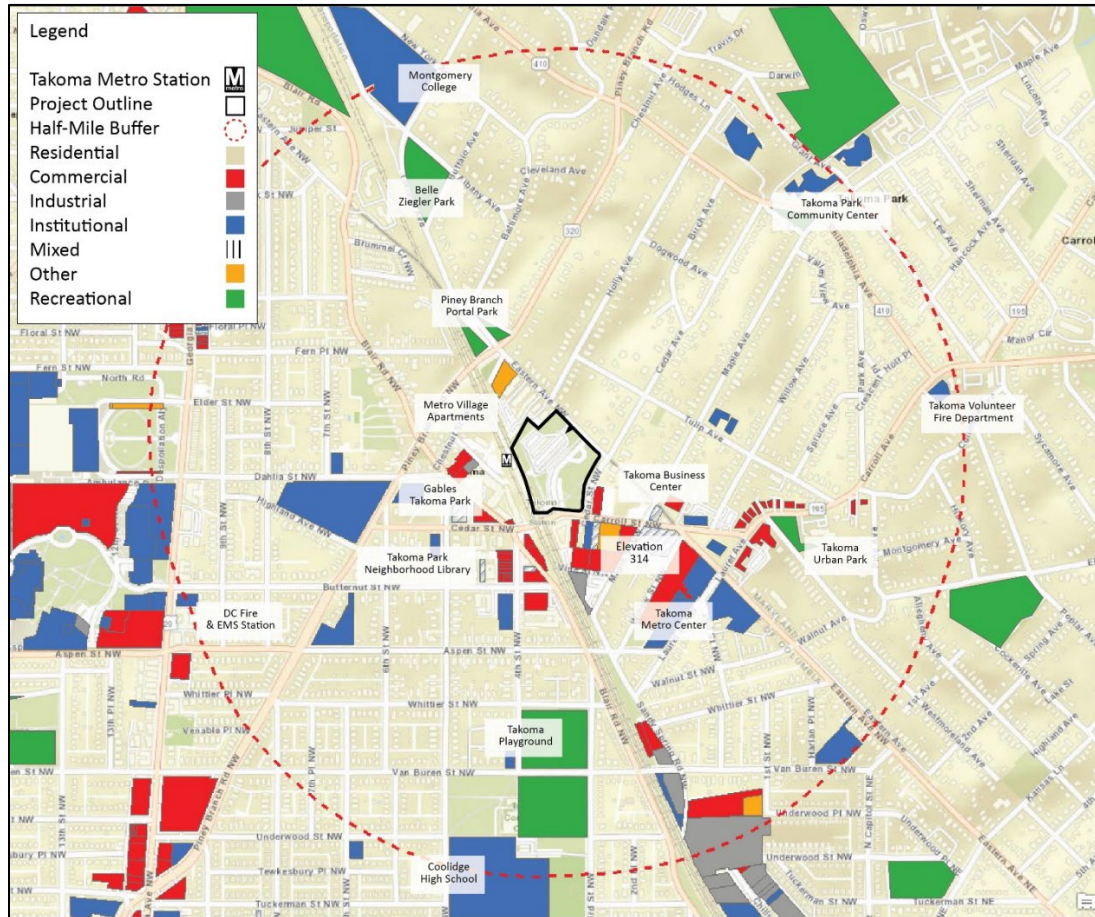
Within a half-mile of the Project are the Takoma and Lamond Riggs residential neighborhoods to the southwest and the City of Takoma Park, Maryland to the northeast. There are also the following neighborhood/community facilities:

- Takoma Urban Park, Takoma Playground, and Belle Ziegler Park
- Montgomery College Takoma Park/Silver Spring Campus
- Takoma Park Community Center/Sam Abbot Citizen’s Center

Figure 10 shows the station area in relation to the surrounding neighborhoods and community facilities.

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Figure 10. Neighborhood and Community Map



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

4.6.1 Identification of Environmental Justice Populations

A half-mile radius around the Project area (“Census Project Study Area”) was determined to be the appropriate study area boundary to analyze the presence of Environmental Justice Populations; 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. The study area with block groups identified are shown in Figure 11. Takoma Park, Montgomery County, and Washington, DC were selected as comparison areas for the Environmental Justice analysis. Minority populations were then analyzed at the Census block group level using demographic data from the U.S.

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Census Bureau’s Decennial Census (2020). Since low-income data was not available at the block group level, Median Household Incomes were identified to compare the block groups.

Figure 11. Study Area with Block Groups

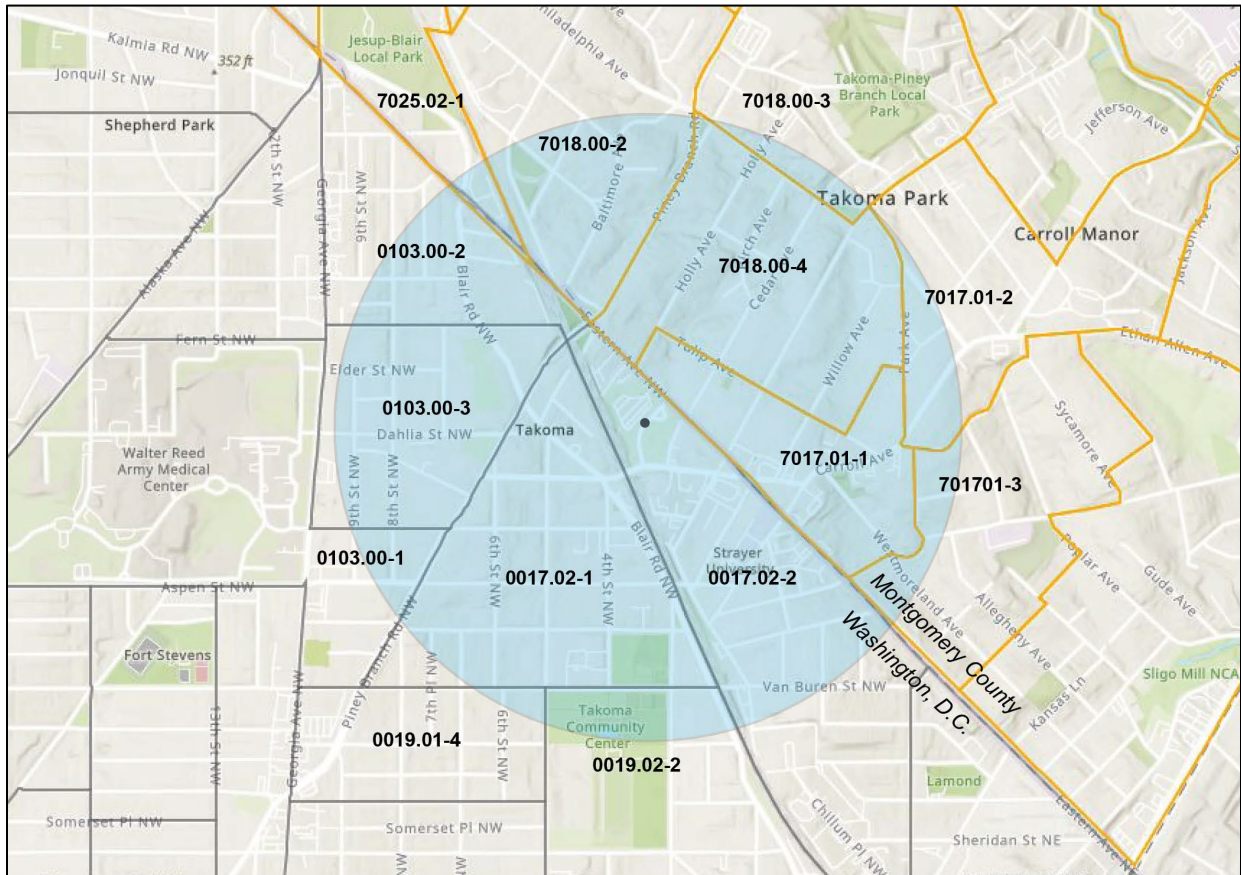


Table 3 lists the percentages of minority residents in each of the block groups in the half-mile Census Project Study Area, and compares the total to Takoma Park, Montgomery County, and Washington, DC. The percentage of minority residents within the Census Project Study Area (62.7%) was higher than any of the comparison locations (56.4% of Takoma Park, 40.6% of Montgomery County, and 33.6% of Washington, DC).

Table 3 also identifies the Median Household Income for each of the block groups in the half-mile Census Project Study Area, and compares the average of the Census Project Study Area to Washington, DC. The average Median Household Income of the Census Project Study Area groups was higher than the Median Household Income of Washington, DC; however, eight of the fourteen block groups in the Census Project Study Area had Median Household Incomes below that of Washington, DC.

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Household Income data was not available for Census Tract 7017.01, Block Group 1.

Table 5. Minority Population and Median Household Income by Block Group

Census Tract (Block Group)	Total Population	Minority Population	Percent (%)	Median Household Income (MHI)	Percent of DC MHI (%)
0017.02 (1)	1,599	964	60.3%	\$ 133,906	147.4%
0017.02 (2)	1,757	1,207	68.7%	\$ 96,250	106.0%
0019.01 (4)	895	701	78.3%	\$ 41,336	45.5%
0019.02 (2)	790	607	76.8%	\$ 76,964	84.7%
0103.00 (1)	765	615	80.4%	\$ 92,212	101.5%
0103.00 (2)	1,458	1,268	87.0%	\$ 104,821	115.4%
0103.00 (3)	1,381	1,076	77.9%	\$ 76,688	84.4%
7017.01 (1)	726	308	42.4%	N/A	N/A
7017.01 (2)	1,862	937	50.3%	\$ 75,694	83.3%
7017.01 (3)	936	213	22.8%	\$ 174,107	191.7%
7018.00 (2)	976	341	34.9%	\$ 174,063	191.6%
7018.00 (3)	1,215	1,014	83.5%	\$ 62,371	68.7%
7018.00 (4)	958	205	21.4%	\$ 196,413	216.2%
7025.02 (1)	1,731	1,226	70.8%	\$ 68,722	75.7%
Census Project Study Area Total	17,049	10,682	62.7%	\$ 105,657	116.3%
<i>City of Takoma Park</i>	17,629	9,946	56.4%	\$ 83,919	92.4%
<i>Montgomery County</i>	1,062,061	431,424	40.6%	\$ 111,812	123.1%
<i>Washington, DC</i>	689,545	231,762	33.6%	\$ 90,842	N/A

Table 4 provides a breakdown of the minority groups present within the Census Project Study Area. The largest minority group within the Census Project Study Area is Black / African American (39.8%), higher than Takoma Park (31.9%) and Montgomery County (18.6%), but lower than Washington, DC (41.4%). The second largest minority group within the Census Project Study Area is Hispanic or Latino (17.7%), higher than Takoma Park (15.7%) and Washington, DC (11.3%), but lower than Montgomery County (20.5%). 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) altogether make up 14.5% of the population.

Table 6. Minority Population by Group

Minority Group	Census Project Study Area		Takoma Park		Montgomery County		Washington, DC	
	Number	% of Total Pop.	Number	% of Total Pop.	Number	% of Total Pop.	Number	% of Total Pop.
<i>Black / African American</i>	6,792	39.8%	5,621	31.9%	197,077	18.6%	285,810	41.4%
<i>American Indian / Alaska Native</i>	82	0.5%	116	0.7%	7,036	0.7%	3,193	0.5%
<i>Asian</i>	608	3.6%	816	4.6%	163,507	15.4%	33,545	4.9%
<i>Native Hawaiian or Other Pacific Islander</i>	12	0.1%	10	0.1%	610	0.1%	432	0.1%
<i>Two or More Races</i>	1,748	10.3%	1,973	11.2%	119,262	11.2%	56,077	8.1%
<i>Hispanic or Latino</i>	3,016	17.7%	2,764	15.7%	217,409	20.5%	77,652	11.3%
<i>Other</i>	1,294	7.6%	1,410	8.0%	116,786	11.0%	37,294	5.4%
<i>Minority Total</i>	13,552	79.5%	12,710	72.1%	821,687	77.4%	494,003	71.6%

4.6.2 Assessment of Disproportionately High and Adverse Impacts

There is no anticipated human environmental impact, including health, economic, and social, on the identified minority and low-income populations within the project study area. No adverse impacts to neighborhoods, community facilities, air quality, noise, vibration, or traffic are anticipated as a result of the Project. Considering these factors, the joint development project would not have “disproportionately high and adverse effects” on Environmental Justice Populations.

4.7 Cultural Resources

The Project site currently has no above-ground historic structures, and the ground has been substantially disturbed during site development for the original Metro station facilities.

4.8 Public Parklands

The following public parklands are located within a half-mile of the study area: Piney Branch Portal Park, Belle Ziegler Park, portions of Jesup Blair Park, Takoma Urban Park, and Takoma

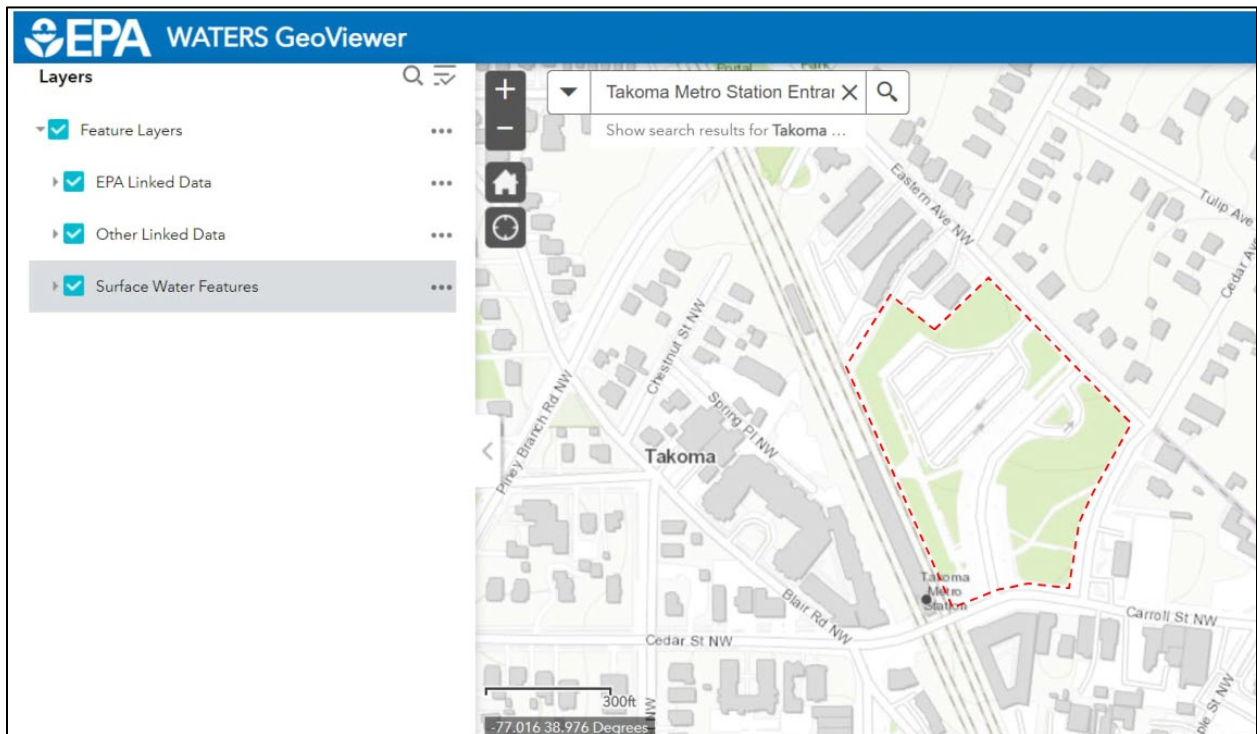
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Playground. No parks or recreation areas would be impacted by the Project. Refer to Figure 10 for the location of public parklands in proximity to the Takoma Metro Station.

4.9 Wetland and Waters of the U.S.

The project area does not anticipate encountering any wetland or Waters of the US in the study site, as there has not been any identification of body of water. See Figure 12 and Figure 13.

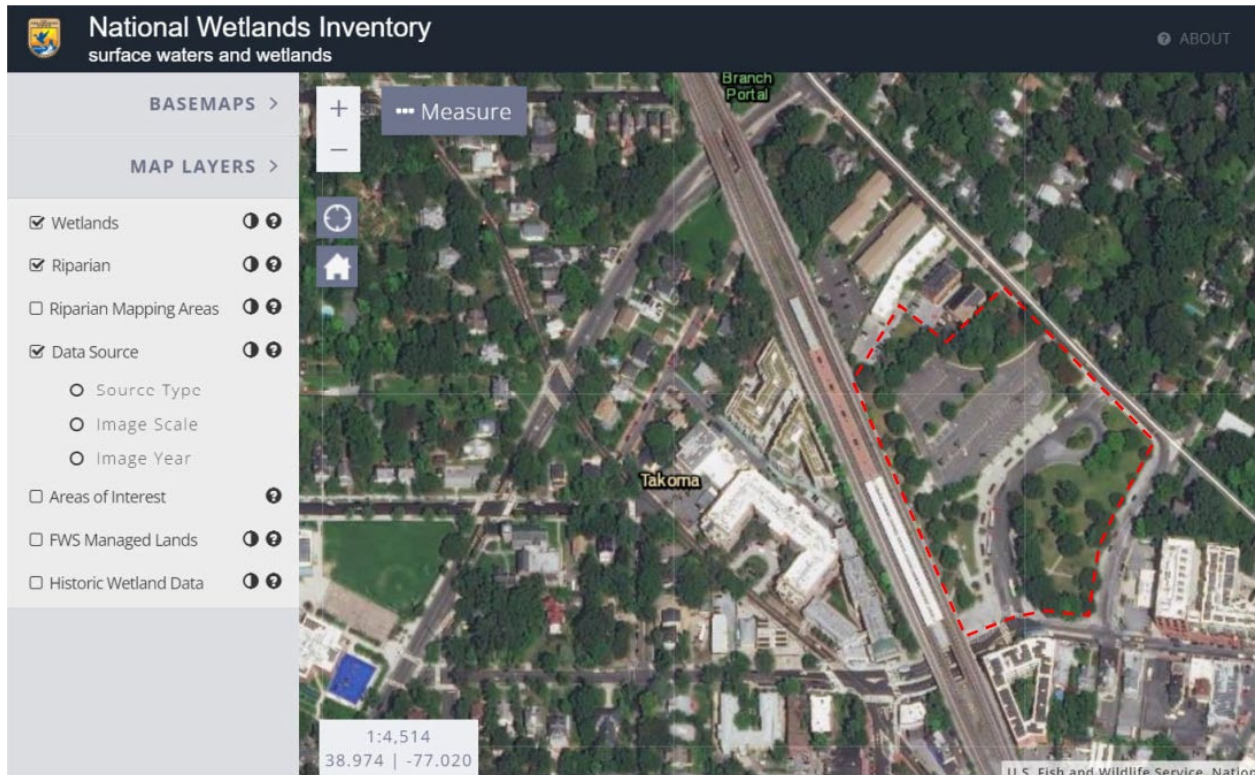
Figure 12. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

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Figure 13. National Wetlands Inventory Map



Source: US Fish and Wildlife Wetlands Inventory

4.9.1 County and State Water Regulation Buffers

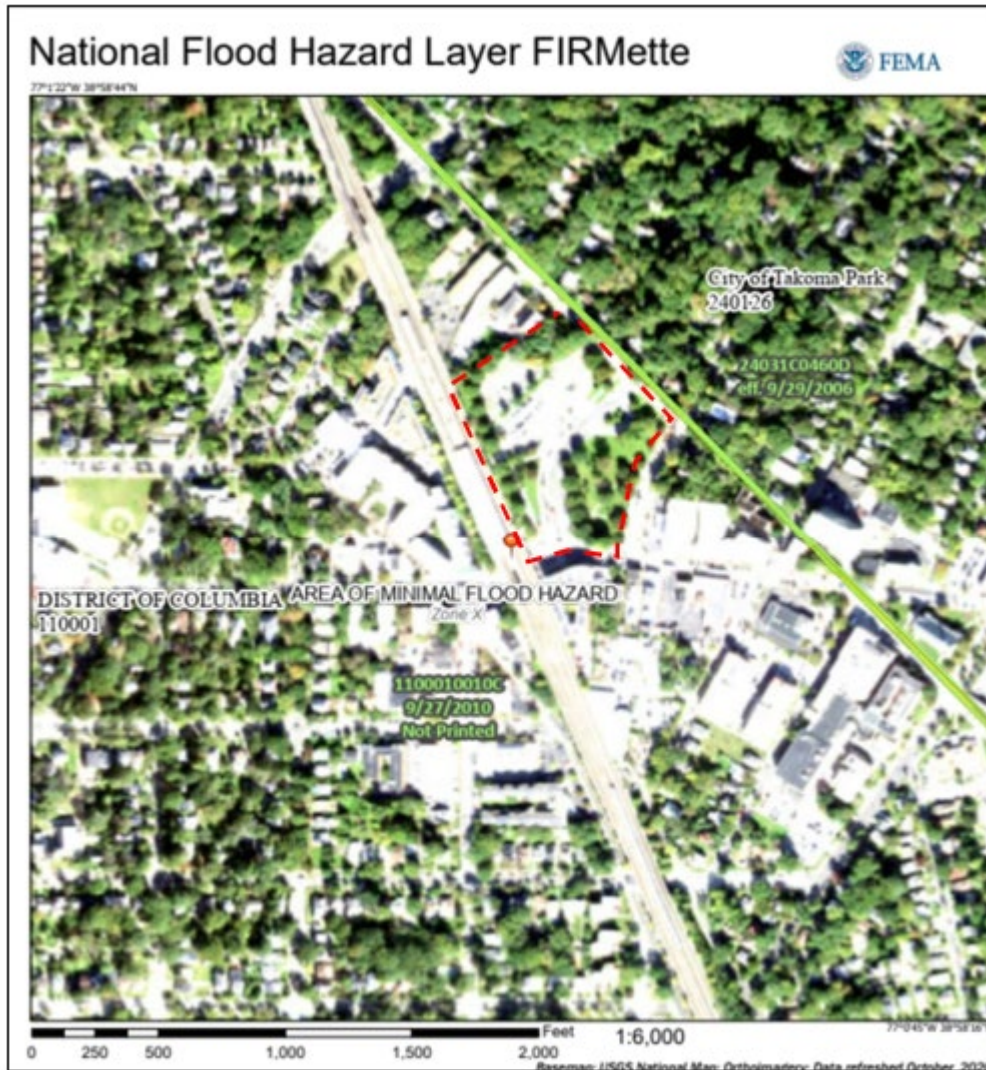
The District of Columbia has many urban wetlands that are located within 500 feet or less of urban development. The DC Wetland Program Plan provides a framework and direction for the Department of Energy and Environment to build, strengthen, and improve the ability of the district to protect and conserve its wetlands.

However, there is no body of water at or adjacent to the Project site. Therefore, no impact is expected.

4.10 Floodplains

The effective Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Map (“FIRM”) shows that there are no floodplains present within the Project area. The Project area is classified as an area of minimal flood hazard. See Figure 14.

Figure 14. National Flood Hazard Map



4.11 Water Quality

No water quality facilities are present for the existing site. Redevelopment for the project will be needed to install various bioretention facilities in order to retain and treat the 1.2-inch storm event to meet the District's Department of Energy and Environments Stormwater Management requirements for water quality.

State and federal laws set annual or seasonal standards with quantifiable criteria to protect a water body, depending on its designated use. MDE uses these standards to 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.

The existing 3' diameter storm drain that currently runs through the site will be rerouted for the placement of the new building. The facilities at WMATA will be impacted by installing the various bioretention facilities, as mentioned above by the District's Department of Energy and Environments Stormwater Management. This will follow the requirements desired for the new bus bays, kiss & ride roadway alignment, and new building.

There will be no permanent impacts 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 Greater Metropolitan Washington area is currently designated as a nonattainment area for 8-hour ozone (O₃) and annual average particulate matter less than 2.5 microns (PM_{2.5}). The Metropolitan Washington area is in attainment for all other pollutants including carbon monoxide (CO), particulate matter less than 10 microns (PM₁₀), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

No impact is anticipated by the Project.

The site will abide with WMATA's clean air framework by following the goal of reducing its transportation-related carbon footprint. During the construction phase, air monitoring stations will be set up around the perimeter of the project site to take measurements of the air with the intent of limiting debris and dust from leaving the site area.

There will be no permanent impacts resulting from the changes to the transit facilities. During construction there may be construction-related dust associated with equipment and operation. To minimize the impact, the team will employ dust-mitigation measures including wetting soils and cleaning equipment.

4.13 Forest Stands

The Project is not anticipated to affect any forest stands. A tree inventory and assessment were conducted on June 15, 2022, by Wetland Studies & Solutions Inc. Of the 142 trees that were recorded, 65 are identified as Special Trees under DC code and 4 are Heritage Trees.

Of the four Heritage Trees, two Heritage Trees will remain in place/as-is, one will be relocated to a new location on the site within the new park, and WMATA/EYA has a permit to remove the heritage tree that sits where the new WMATA bus lane will be located. An arborist will create a plan using best practices for relocating the one heritage tree as well as protecting the other trees during construction.

Of the 65 Special Trees onsite, there are 31 that are in either fair, poor, or dead condition. The team is consulting with an arborist to design the park in a way that preserves as many trees as possible. The final tree plan will be shared once the design is finalized.

During construction there will be limited access to the on-site open space. However, once complete, the underutilized open space will be transformed into a neighborhood amenity.

4.14 Threatened and Endangered Species

No impact to federally protected species or habitat is expected as a result of the Project.

An official species list of potential threatened and endangered species from the USFWS IPaC online application was reviewed for the project area. The Northern Long-eared Bat (NLEB) and the Hay's Spring Amphipod were the only species identified in the official species list for the Project area. No critical habitats were identified.

4.15 Utilities

The Project is not anticipated to affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services.

4.16 Safety and Security

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

The new development will be professionally managed with controlled access and adequate lighting in and throughout the premises.

4.17 Hazardous and Contaminated Materials

Hazardous and contaminated materials include oil and other hazardous substances that present an imminent and substantial danger to public health and the environment. Federal laws that regulate hazardous and contaminated materials include:

- Comprehensive Environmental Response, Compensation, and Liability Act;
- Resource Conservation and Recovery Act;

- Toxic Substances Control Act;
- Clean Water Act; and
- Clean Air Act.

A Phase I Environmental Site Assessment (ESA) was prepared on October 28, 2021 for the Project consistent with the requirements of the American Society of Testing and Materials (ASTM) E1527-13, Standard Practice for Environmental Site Assessments: Phase I ESA Process and EPA Standards and Practices for All Appropriate Inquiries contained in CFR Part 312.

The Phase I ESA identified the following recognized environmental conditions (REC) at the site:

- The property was improved with a gas station between the 1920s and 1960s and former on-site investigations have detected petroleum contamination in its vicinity. Therefore, this historical use is considered to be a REC for the subject property.
- The property maintained at least two gasoline tanks (not associated with the former gas station) and were located in the southwestern corner of the property. These historical Underground Storage Tanks (UST) with no additional regulatory data are considered to be RECs for the subject property.
- Several gas stations and other UST facilities were historically located to the south of the subject property. One of these properties was identified on the Leaky Underground Storage Tank database with a documented release. Former on-site investigations have detected petroleum contamination along the southern property boundary, and therefore, these historical facilities are considered to be a REC for the subject property.

The Developer is solely responsible for any permits or other documentation required related to hazardous and contaminated materials.

4.18 Noise and Vibration

No impact on existing noise-sensitive receptors is anticipated.

If the Project is constructed, the existing Metrobus and Metrorail transit operations would continue to operate as they do today with no increase in service anticipated. The Metrorail tracks would continue to function as they do now, and the existing bus routes would continue to serve the Metro station although they would do so from the proposed relocated bus loop.

The Developer is responsible for quantifying and mitigating noise and vibration impacts from the Project on the private development project. The Developer is also responsible for constructing the joint development in a manner that mitigates potential noise and vibration

impacts from rail, mass transit, and station-related sources to the Project's new residences and commercial uses.

There will be no permanent impacts resulting from the changes to the transit facilities. The project will generate typical noise levels related to construction processes and will abide by Washington, DC noise ordinances. Mitigation activities could include minimizing night-time work and utilizing noise control measures. Once the project is complete no unusual noise generation anticipated by the development.

4.19 Secondary and Cumulative Impacts

4.19.1 Secondary Impacts

No adverse secondary impacts are anticipated as a result of the Project. Secondary impacts of the project would result from the increase in permanent residents and workers at the Project site. The joint development's housing, and commercial uses would increase the overall employee and resident population of the area and would contribute to a marginal increase in economic activity in the project vicinity, including demand for goods, services, and housing.

4.19.2 Cumulative Impacts

No adverse cumulative impacts are anticipated as a result of the Project and the activities undertaken in the Project would contribute minimal incremental effects to natural resource socioeconomic, and transit conditions.

4.20 Construction Impacts

Construction of the Project will not close the Metro Station to passengers at any time. During construction, all modes of access would be maintained. The Developer will need to prepare and submit a maintenance of traffic plan to WMATA for approval.

The project will be phased to minimize the impact on WMATA operations. The project will begin by installing the new utilities and bus loop prior to decommissioning the existing infrastructure so that WMATA operations will remain in service. During construction of the multifamily building, adequate safety features will be installed around the site to protect pedestrians/vehicles accessing the WMATA bus lanes and metro station.

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 Washington, DC noise ordinance and WMATA design criteria.

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5.0 PUBLIC INVOLVEMENT

WMATA and Washington, DC will keep the public informed about the Project through public outreach. A public hearing in accordance with the WMATA Compact will be scheduled for January 17th, 2022 at 6:30PM. The hearing will provide the public with the opportunity to comment. Notice of the public hearing will be published in the *Washington Post* as required by the WMATA Compact. The project webpage includes information about the project, general plans, a survey tool to collect written feedback, and a link to a dedicated project webpage in Spanish.

The subject of this hearing will be the following:

- Relocation of the bus loop and Kiss & Ride
- Addition of one alighting bus stop
- Removal of 144 Kiss & Ride spaces
- Addition of a traffic signal on Carroll Street NW at the WMATA bus loop and Kiss & Ride Entrance

A public hearing staff report summarizing comments received at the hearing with staff responses will be released for public review and comment. The staff report will be made available online and in hard copy at WMATA headquarters and libraries in the project vicinity.

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

- Online at wmata.com/plans and projects
- Written comments mailed to: Office of the Secretary, Washington Metropolitan Area Transit Authority, 300 7th Street, NW, Washington, DC 20024
- A public hearing with in-person, online, or phone participation options

In addition to these efforts, WMATA posted information about the public hearing and project on various social media channels.

All comments must be received by 5pm on January 27th, 2022 to be included in the public record.

6.0 REFERENCES

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

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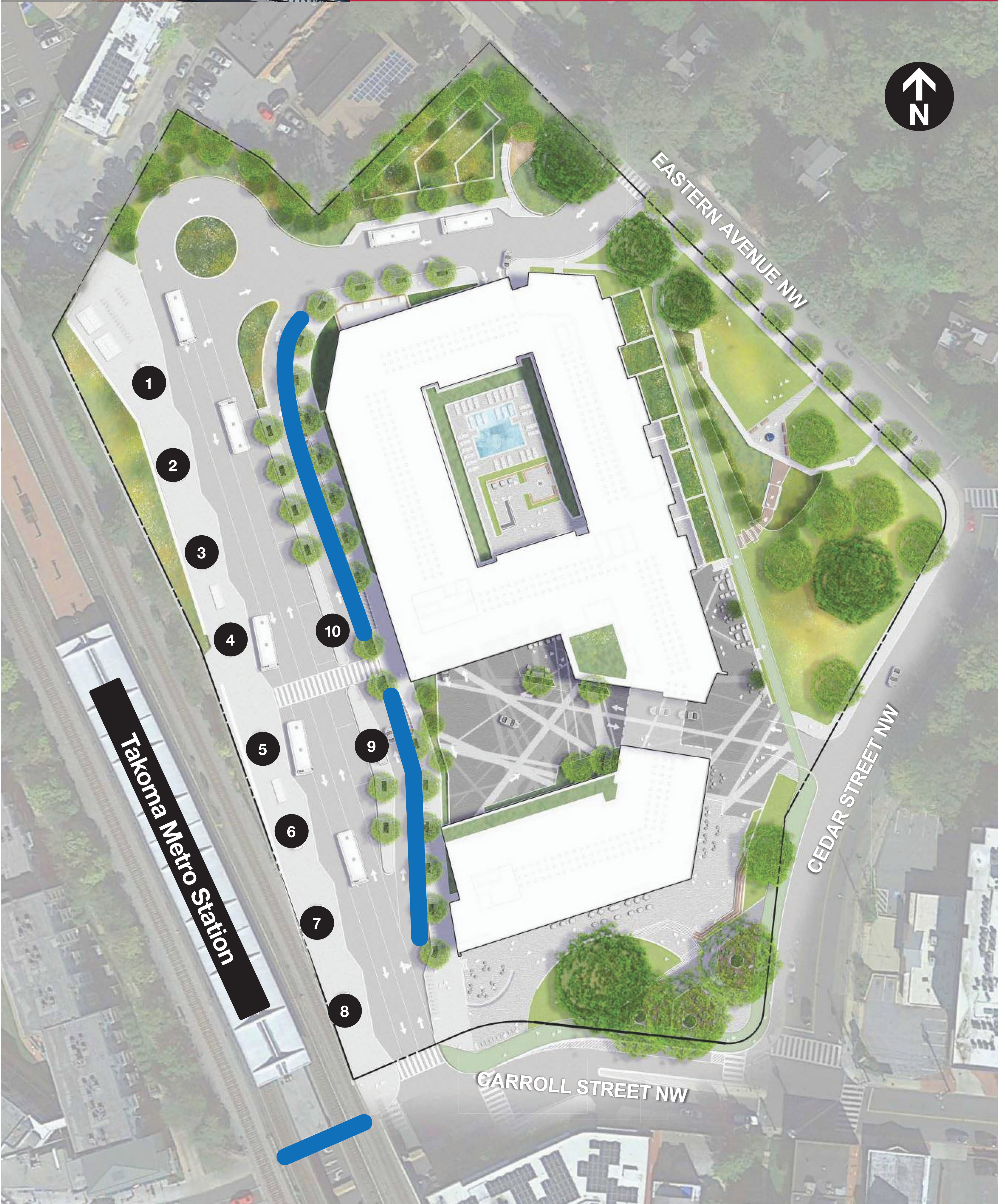
IPaC information for Planning and Consultation
<https://ipac.ecosphere.fws.gov/location/EUFLDWNANNFVFENMBEGZT6HJQP/resources>

District of Columbia Wetland Program Plan [wetland-program-plan_dc-doee_final.pdf \(epa.gov\)](#)

APPENDIX G: CONCEPT DRAWINGS



Proposed Parking and Bus Bay Changes at Takoma Station



- KISS & RIDE SPACES
- BUS BAYS

	CURRENTLY	PROPOSED
KISS & RIDE SPACES	160	16
BUS BAYS	9	10



APPENDIX H: NOTICE OF PUBLIC HEARING STAFF REPORT

APPENDIX I: COMMENTS RECEIVED ON THE PUBLIC HEARING STAFF REPORT

