



EXHIBIT 3

Deanwood Metro Station Environmental Evaluation Of Proposed Changes

Prepared by:



Washington Metropolitan Area Transit Authority

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1. INTRODUCTION

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

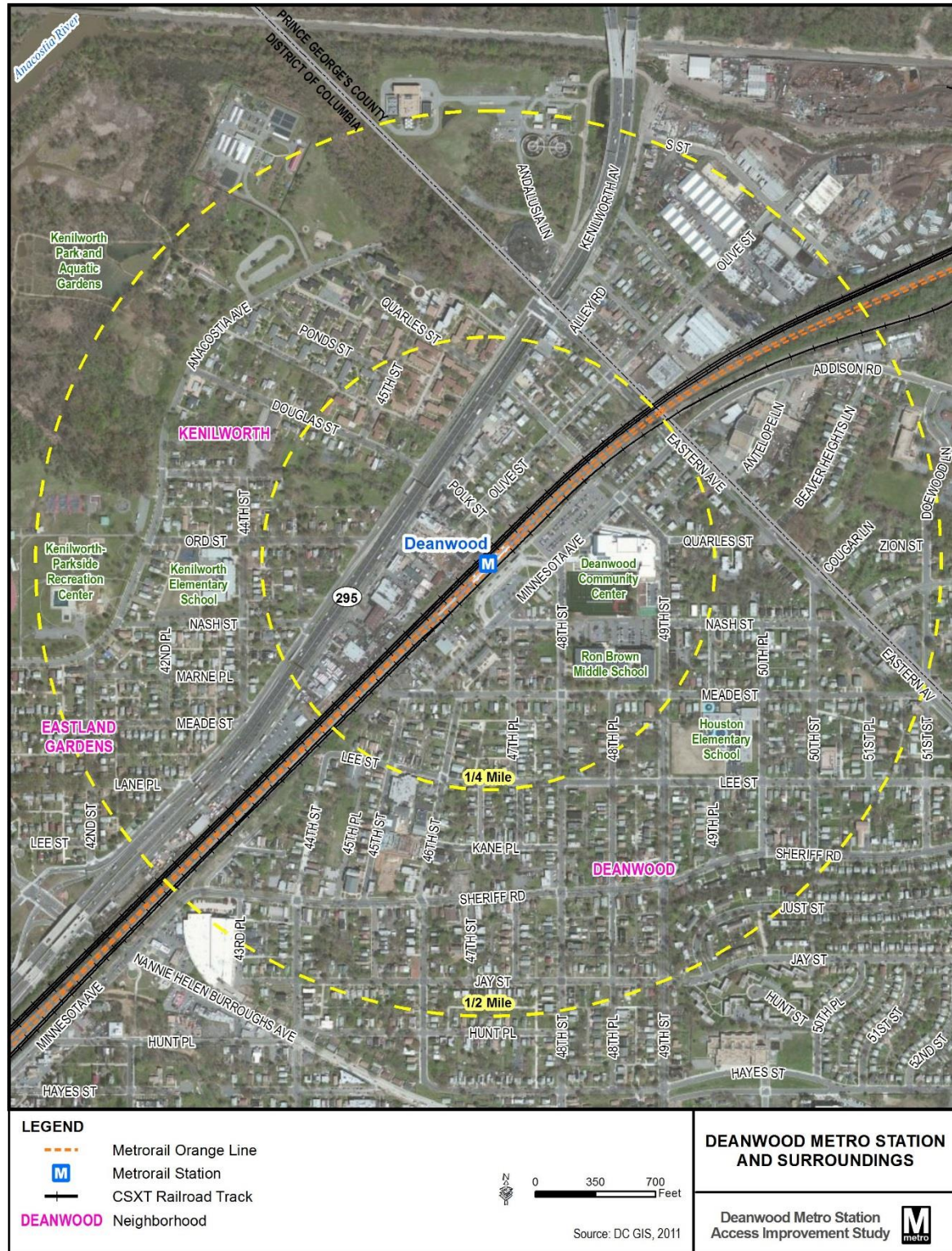
Because a Joint Development project would modify WMATA’s Metro station and station access by removing the Park & Ride surface lot, this environmental evaluation (“EE”) has been prepared to assess the potential impacts of permanently removing existing daily parking spaces. To support WMATA Compact requirements,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

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

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

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

Figure 1: Site Location



2. EXISTING SITE DESCRIPTION

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

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

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

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

2.1 Metrorail

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

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

Table 1: Deanwood Metro Station Weekday Entry/Exit Averages

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

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

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

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

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

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

Figure 2: Existing Transportation Facilities



2.2 Bus Service

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

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

Table 2: Weekday Metrobus Route Statistics

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

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

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

2.2.1 Kenilworth Avenue Line (R12)

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

2.2.2 Deanwood Minnesota Avenue Station Line (U7)

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

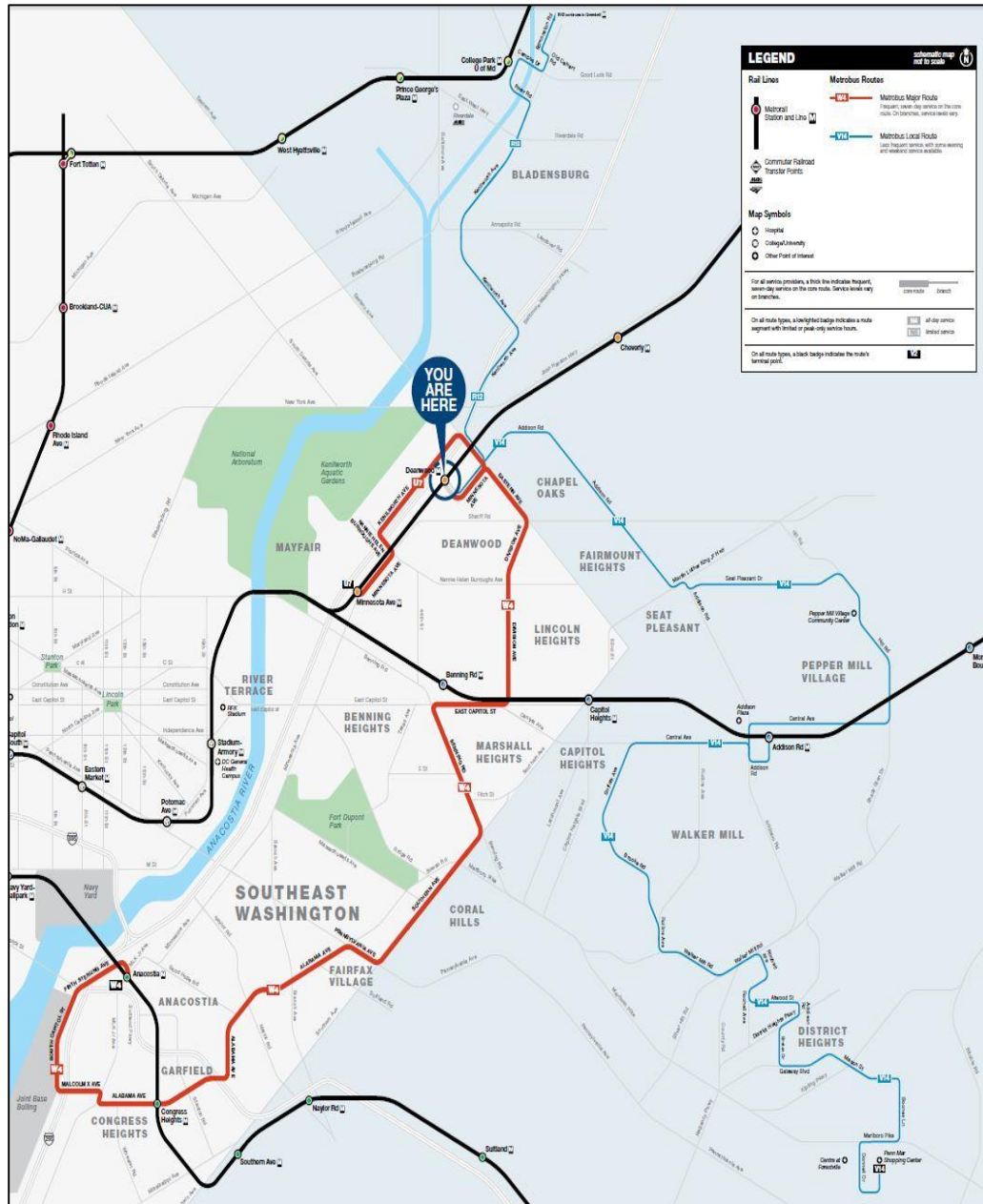
2.2.3 District Heights-Seat Pleasant Line (V14)

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

2.2.4 Deanwood Alabama Avenue Line (W4)

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

Figure 3: Existing Bus Routes



2.3 Park & Ride

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

2.4 Kiss & Ride

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

2.5 Pedestrian and Bicycle Access

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

3. DESCRIPTION OF CHANGES

3.1 Park & Ride Lot

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

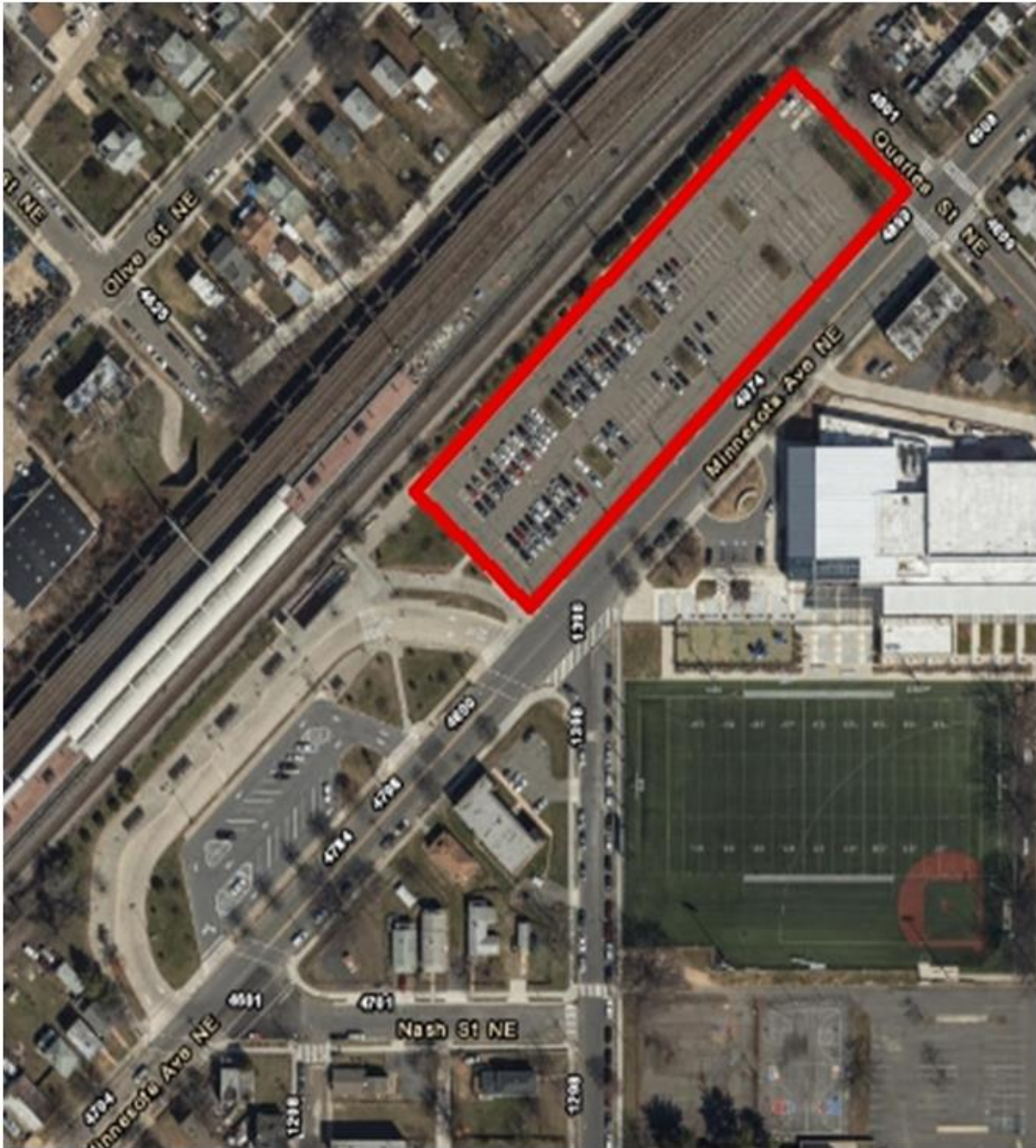
3.2 Kiss & Ride Lot

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

3.3 Bus Loop and Layover Spaces

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

Figure 4: Deanwood Metro Station Park & Ride Lot



4. PROJECT IMPACTS

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

4.1 Land Acquisitions and Displacements

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

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

4.2 Transportation

4.2.1 Parking

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

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

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

4.2.2 Traffic

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

4.2.3 Metrorail

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

4.2.4 Metrobus and Other Bus Routes

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

4.2.5 Pedestrian and Bicycle Access

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

4.3 Land Use and Zoning

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

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

Figure 5: Existing Land Use

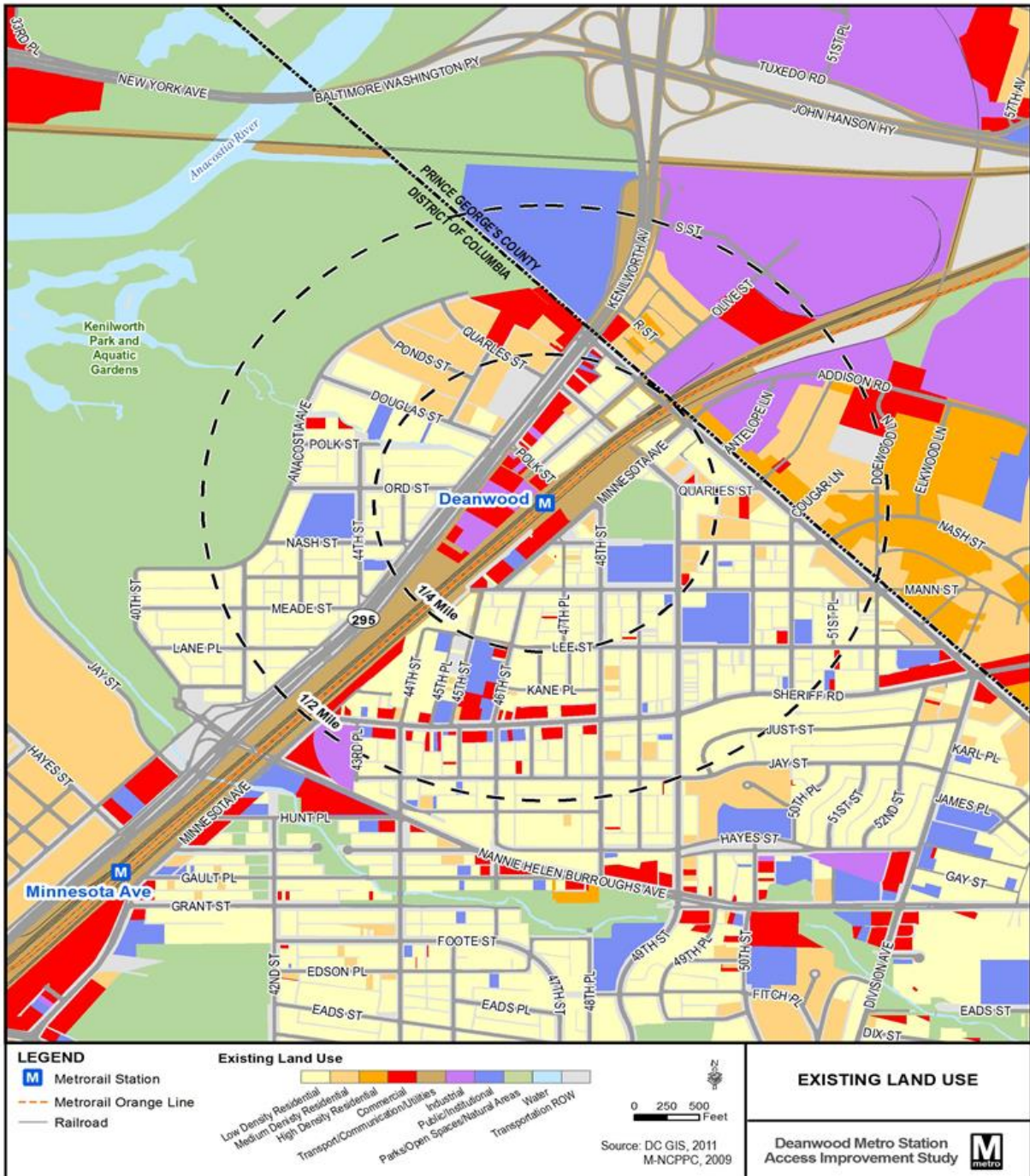
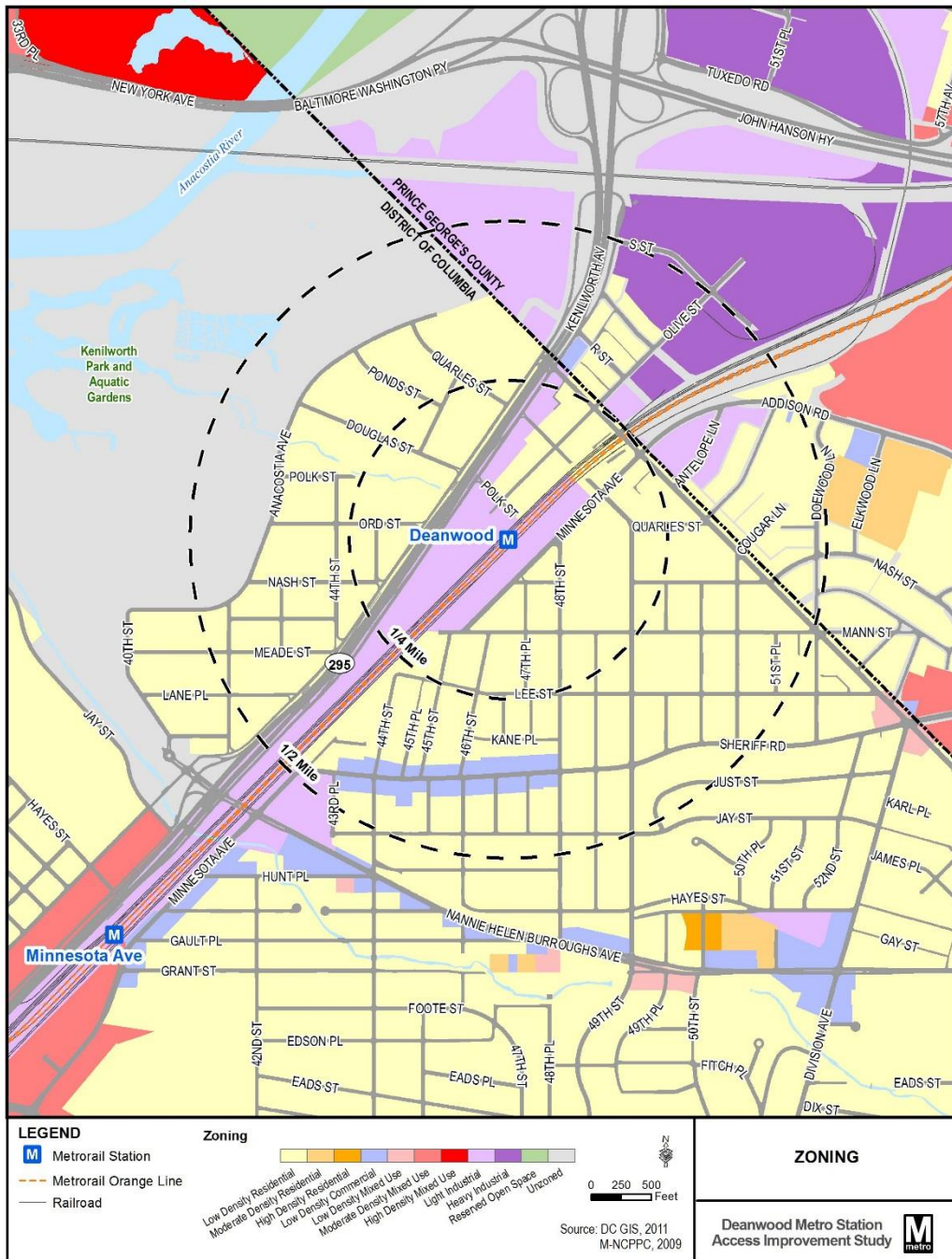


Figure 6: Existing Zoning



4.4 Planning Consistency

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

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

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

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

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

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

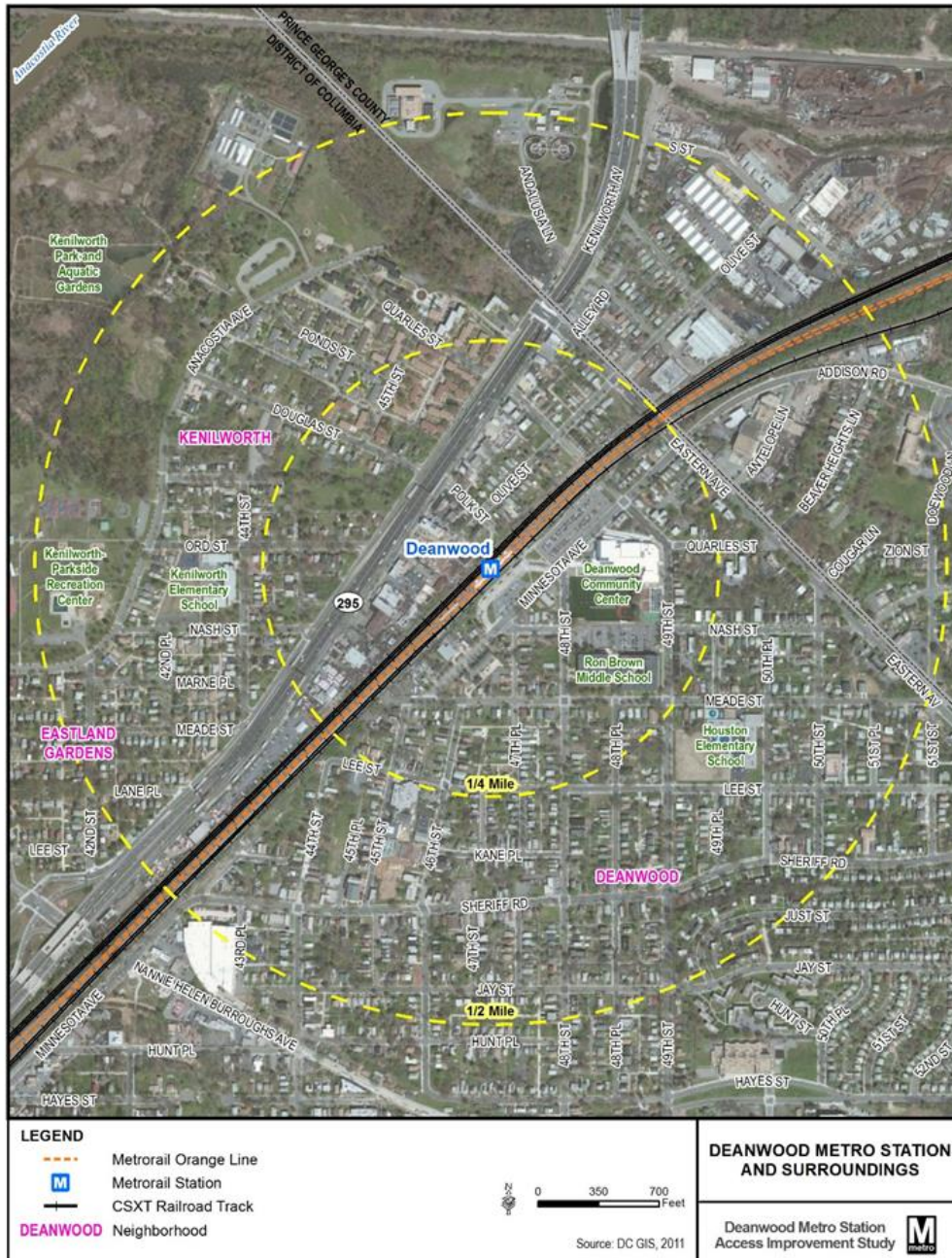
4.5 Neighborhoods and Community Facilities

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

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

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

Figure 7: Neighborhoods and Community Facilities





4.6 Environmental Justice Populations

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

4.6.1 Identification of Environmental Justice Populations

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

Table 3. Minority and Low-Income Population

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

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

4.6.2 Assessment of Disproportionately High and Adverse Impacts

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

4.7 Cultural Resources

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

4.8 Public Parklands and Recreation Areas

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

4.9 Wetlands and Waters of the U.S.

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

4.10 Floodplains

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

4.11 Water Quality

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

4.12 Air Quality

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

4.13 Threatened and Endangered Species

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

4.14 Utilities

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

4.15 Safety and Security

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

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

4.16 Hazardous and Contaminated Materials

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

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

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

4.17 Noise and Vibration

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

4.18 Secondary and Cumulative Impacts

4.18.1 Secondary Impacts

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

4.18.2 Cumulative Impacts

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

4.18.2.1 Traffic

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

4.18.2.2 Transit

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

4.19 Construction Impacts

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

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

5. PUBLIC INVOLVEMENT

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

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

- Online survey on WMATA's website
- Public hearing

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

6. REFERENCES

- *The Comprehensive Plan of the Nation's Capital - District Elements*, 2006 as amended
- *Deanwood/Great Streets-Nannie Helen Burroughs Ave NE & Minnesota Ave NE Strategic Development Plan*, March 2008
- *Deanwood Metro Station Access Improvement Study*, WMATA, June 2013
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