



Finance and Capital Committee

Action Item III-A

April 11, 2024

Joint Development Update

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

Document Number:
205729

Resolution:
 Yes No

Presentation Name:

Deanwood DCPL Joint Development Agreement

Project Manager:

Nia Rubin

Project Department:

Real Estate

Purpose/Key Highlights:

To seek Board authorization to execute a Joint Development Agreement, for the ground lease of .36 acre Metro owned site at the Deanwood Metrorail Station. This action aligns with Metro's Strategic Transformation Plan goal to advance regional opportunity and partnership.

Interested Parties:

District of Columbia Public Library

Background:

Metro received an unsolicited offer from DCPL to ground lease Metro property for a stand-alone, full-service library at the Deanwood Metrorail Station. The new public library will total approximately 20,000 to 25,000 gross square feet. DCPL has \$24 million in capital funding for the project and will oversee the design and construction of the library and the long-term operations and maintenance of the facility.

In 2018, Metro held a Compact hearing to consider changes to the transit facilities at Deanwood Metro Station. Due to economic conditions created by the COVID pandemic, Metro's joint development plans for the site were delayed. The 10-Year Joint Development Strategic Plan released in 2022 identified Deanwood Metro as a priority station for joint development. On July 11, 2023, Metro held another Compact hearing to discuss staff's recommendation to close the Park and Ride lot to create an opportunity for future joint development. The Board approved the Compact Hearing staff report and amendment to the Mass Transit Plan in December 2023.

Metro received an unsolicited offer from DCPL to ground lease Metro property for a stand-alone, full-service library at the Deanwood Metro Station. The new public library, totaling about 20,000 to 25,000 gross square feet. DCPL has \$24 million in capital funding for the project and will oversee the design and construction of the library and the long-term operations and maintenance of the facility.

Discussion:

Metro is a national leader in Joint Development, a federal program that involves delivering private development on transit-owned property in coordination with public transportation facilities. The projects provide economic, social, and environmental benefits to Metro, local jurisdictions and communities.

Metro's 10-Year Joint Development Strategic Plan establishes a goal to execute twenty new joint development agreements by 2032. These projects maximize the value of Metro assets by increasing transit ridership and generating new fare and real estate revenues. They also support local economic development and housing priorities and grow the tax base by introducing private uses on Metro property.

Metro's Joint Development policies allow for the consideration of unsolicited offers from jurisdictional partners. The proposed Joint Development Agreement meets the approval criteria in the Board of Director's Joint Development policy, as described below.

Board policy requirement	Proposed project
Maintains or enhances transit ridership, safety and/or access	The library will attract patrons and employees to the location, thus improving foot traffic and ridership at the station. The public plaza and other improvements will improve pedestrian safety and access to the station.
Maintains or enhances WMATA's ability to operate transit services and/or maintain the transit system	The project will provide access to Metro's traction power substation in accordance with Metro's requirements and specifications, and construct Metrobus Operator Relief facilities in the new library.
Has a positive net fiscal impact for WMATA	The project will increase ridership and fare revenue and provide capital improvements at no cost to Metro, including Operator Relief Facilities, a public plaza and a new TPSS driveway.
Is consistent with or enhances local land use and economic development plans	It is consistent with the DC Comprehensive Plan and the community's desire for a full-service library.
Complies with the FTA Guidelines	The JDA complies with FTA guidelines and its execution is contingent upon FTA concurrence.

There are no anticipated costs related to replacement of transit facilities for this project.

Future plans will include a solicitation for mixed use residential development adjacent to the library site.

Funding Impact:

There is no direct funding impact to Metro for this project. All costs associated with the project are the responsibility of District of Columbia Public Library.

Previous Actions:

Previous Actions	2018– Compact Hearing 2018 – Board Approval of Compact Hearing Report 2023 – Compact Hearing 2023 – Board Approval of Compact Hearing Report
Next Steps	2024 - Execute a Joint Development Agreement 2024 - Seek FTA concurrence of the JDA

Next Steps:

Once the Joint Development Agreement is executed, District of Columbia Public Library will solicit for a Design/Build contractor for this project to begin the design of the library.

Recommendation:

Approval to: Execute JDA for Deanwood DCPL

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

<input checked="" type="radio"/> Action <input type="radio"/> Information	Document Number: 205730	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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Presentation Name:

Brookland and Capitol Heights Stations CPH Staff Reports

Project Manager:

Liz Price

Project Department:

CFO/LAND - Office of Real Estate and Development

Purpose/Key Highlights:

To seek Board approval of Compact Public Hearing Staff Reports and amendments to the Mass Transit Plan for proposed changes to Brookland-CUA and Capitol Heights Stations.

- At Brookland-CUA, Metro proposes: (i) relocating and reconfiguring the bus loop and Kiss & Ride facilities at the eastern entrance, and (ii) reducing the Kiss & Ride capacity from 28 spaces to eight spaces. These changes will enable joint development, increase ridership and improve multi-modal access to the station.
- At Capitol Heights, Metro proposes: (i) relocating the bus loop and Kiss & Ride facilities, (ii) reducing Kiss & Ride capacity from 23 spaces to eight spaces, and (iii) eliminating the 372-space Park & Ride lot. These changes will enable joint development, increase ridership and improve multi-modal access to the station.

This action specifically aligns with Metro's Strategic Transformation Plan goal to advance regional opportunity and partnership.

Interested Parties:

None.

Background:

The Board authorized Compact public hearings on proposed changes at Brookland-CUA and Capitol Heights Metro stations in April 2023. The Compact public hearings, held in September 2023 and November 2023 respectively, used a hybrid in-

person/virtual approach. The Staff Reports summarizing the public comments and Staff's responses were prepared and published for a 10-day period in February 2024.

Discussion:

At the Brookland-CUA Metro station, Staff recommends reconfiguring the bus loop, relocating Kiss & Ride to an on-street facility, and reducing the total number of Kiss & Ride spaces from 28 to 8. These modifications will better integrate the Metro station into the surrounding community, provide enhanced customer service, improve access to the station for Metrobus riders, pedestrians and bicyclists, and support joint development. The changes are consistent with the District of Columbia's 2021 Comprehensive Plan Update and the 2009 Small Area Plan ("Plan") that was developed with community consultation. The Plan envisioned that the Metro station would become a mixed-use, transit-oriented and civic center for the community. The project proposes to concentrate economic development activity, employment growth, and new housing, including affordable housing at the Brookland Metro station. Additionally, the Future Land Use Map (FLUM) also proposes an increase in development allowances from moderate to medium density.

A hybrid in-person/virtual Compact public hearing was held on September 12, 2023. In addition to comments made at the Compact public hearing, feedback was also collected online. Analysis of the 517 comments received shows that 82 percent of respondents support the proposed Brookland Metro station changes or did not express an objection and 18 percent oppose the project. The most significant concern raised was ensuring the transit facility changes and joint development include modifications to make bicycle and pedestrian safety and access improvements.

At the Capitol Heights Metro station, Staff recommends relocating the bus loop and Kiss & Ride facilities, reducing the Kiss & Ride capacity from 23 spaces to 8, and eliminating the 372-space Park & Ride lot. These modifications will improve access to the station for Metrobus riders, pedestrians and bicyclists and support joint development. The changes are consistent with Prince George's County's goals including Plan 2035 and the Approved Capitol Heights District Development Plan. Plan 2035: Prince George's County Approved General Plan identifies the Capitol Heights Metro Station as a Local Center, which is an area targeted for transit-oriented development, that will maximize regional accessibility and mobility. The Approved Capitol Heights Transit District Development Plan prioritizes transit-oriented development and is intended to ensure that the development of land in the vicinity of the Capitol Heights Metro station maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that multimodal public transportation provides.

A hybrid in-person/virtual Compact Public Hearing was held on November 8, 2023. In addition to comments made at the Compact Public Hearing, feedback was also collected online. Analysis of the 128 comments received shows that 45 percent of respondents support the Capitol Heights Station changes or did not express an objection and 55 percent oppose the project. It is important to note that 46 percent of the 118 online survey respondents indicated that they used the Park & Ride facility

within the past 30 days. However, the 2023 rail passenger survey indicated that 21 percent of Capitol Heights passengers used the Park & Ride facility. This would indicate that the online survey about the proposed modifications at Capitol Heights over samples Park & Ride users.

The most significant concerns are related to the elimination of the Park & Ride spaces and crime/safety concerns at Addison Road Station, which has excess Park & Ride capacity and is proposed as an alternative for Capitol Heights Station Park & Ride users. The Staff Report explains the justification for reducing Park & Ride capacity and states that Metro will coordinate with Metro Transit Police Department (MTPD) to evaluate concerns and identify actions.

The proposed change to remove the 372-space Park & Ride surface parking lot is based on an evaluation of current and future parking demand for Capitol Heights Station. In the three years leading up to the pandemic (2017-2019), the peak hour utilization, or occupancy, of the Capitol Heights Station lot was 325 vehicles (87 percent utilization). Average mid-week peak hour utilization through May 2023 (post-pandemic) is down to 120 vehicles (32 percent utilization). These volumes can be accommodated at the 1,268-space Addison Road Park & Ride facility that had 572 total spaces vacant, or available for use, on an average mid-weekday in the years leading up to the pandemic (2017-2019) and based on 2023 parking demand data, presently has over 1,100 peak spaces available on an average mid-weekday. The Addison Road parking garage is 1.0 mile (3 minute drive) from Capitol Heights station.

Funding Impact:

There is no direct impact on funding.

Previous Actions:

November 2013 – Prior Solicitation for Brookland-CUA; no joint development agreement executed

2016 – Compact Public Hearing for Capitol Heights

2017 - Board approves closure of Capitol Heights Park & Ride

April 2023 – Board authorized staff to hold Compact Public Hearings for both Brookland and Capitol Heights Stations

September 2023 – Compact Public Hearing held for Brookland Station

November 2023 – Compact Public Hearing held for Capitol Heights Station

Next Steps:

2024 – Solicitation and Joint Development Agreement for both Brookland-CUA and Capitol Heights Stations.

2024 to 2025 – Rezoning and entitlements for both Brookland-CUA and Capitol Heights Stations.

2025 to 2027 – Tentative construction of proposed changes at both Brookland-CUA and Capitol Heights Stations.

Recommendation:

Approval to: Approval to: Approval of CPH Staff Reports and amendments to the Mass Transit Plan for proposed changes to Brookland-CUA and Capitol Heights Stations.

Joint Development Update

Finance and Capital Committee



Regional Opportunity & Partnership, a strategic goal from Your Metro, the Way Forward



Service excellence

Deliver safe, reliable, convenient, equitable, accessible, and enjoyable service for customers.



Talented teams

Attract, develop, and retain top talent where individuals feel valued, supported, and proud of their contribution.



Regional opportunity & partnership

Design transit service to move more people and equitably connect a growing region.



Sustainability

Manage resources responsibly to achieve a sustainable operating, capital, and environmental model.

Focus today



Objectives of Regional Opportunity & Partnership Goal

Community Partnership & Engagement |

Accelerate transit-oriented development increasing ridership for Metro and tax revenue for state and local jurisdictions.

Agenda

-
- 2024 Planned Joint Development Activity
-
- April Board Requests for Approval
 - Compact Public Hearing Staff Report and Mass Transit Plan Amendments: Brookland, Capitol Heights
 - Joint Development Agreement: Deanwood

Background

- **1975** Metro executes first joint development at Farragut Square (1101 Connecticut Ave NW)

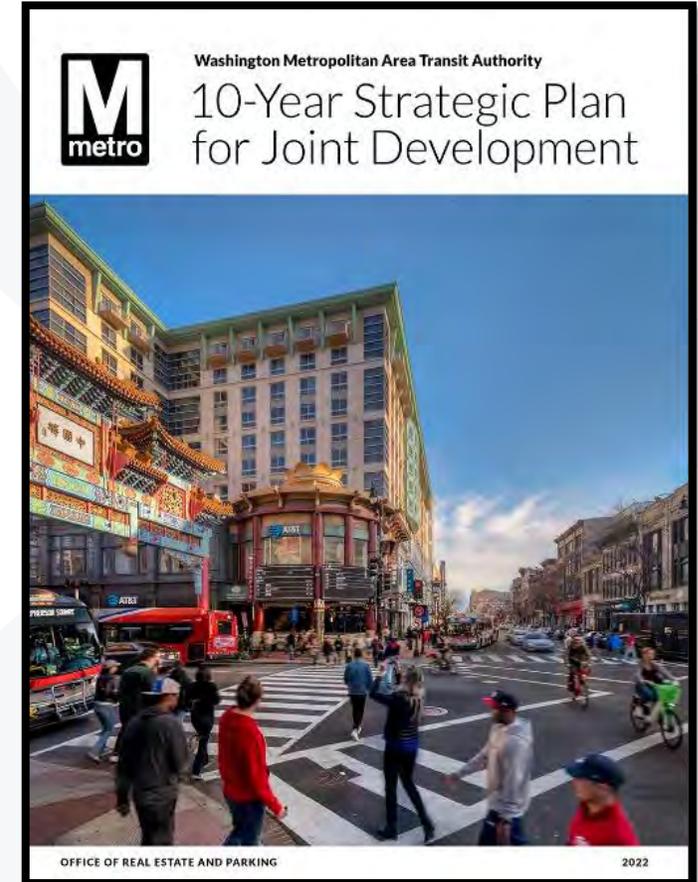
- **1975 - 2021** Joint development program delivers 17 million square feet of development at 30 stations

- **Jun 2021** \$125M Amazon Housing Equity Fund partnership with Metro announced

- **Apr 2022** Metro released 10-year Strategic Plan for Joint Development

- **Apr 2023** Board authorized six Compact hearings & seven joint development solicitations

- **Dec 2023** Board approved Compact hearing staff reports for Deanwood and Congress Heights



2024 Planned Joint Development Activity

2024 Joint Development Activity

2024 Planned Joint Development Activity

Four residential projects delivering 1,300+ units (800+ affordable)

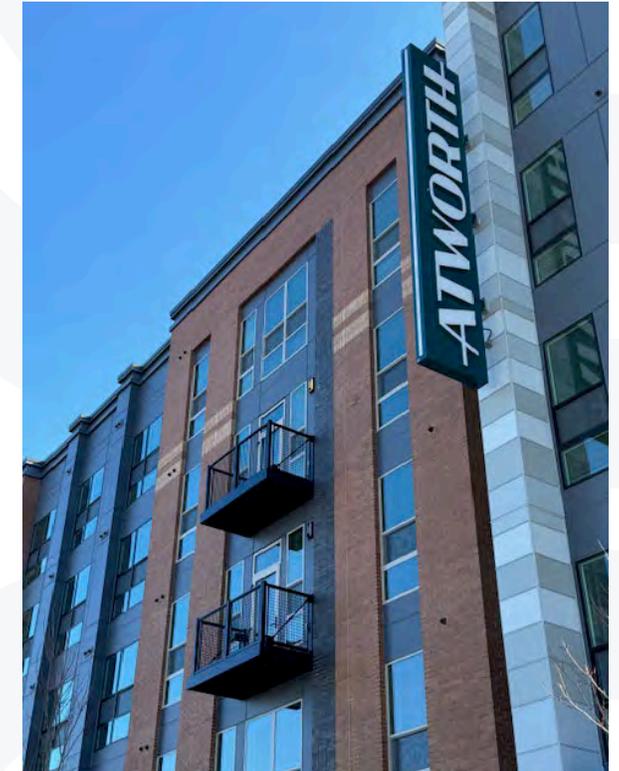
- Fairfax County: Avention Huntington Station
- Prince George's County: Margaux - New Carrollton, Atworth - College Park
- Montgomery County: Ravel & Royale & 1.2-acre public park - Grosvenor

Upcoming Solicitations

- Alexandria: Eisenhower
- Montgomery County: North Bethesda
- District of Columbia: Deanwood, Brookland
- Prince George's County: Capitol Heights

Joint Development Agreements (JDAs) & Excess Property Sales

- JDAs for six unsolicited proposals, including DC Public Libraries at Deanwood and Congress Heights
- Excess property sale at Downtown Largo to Prince George's County for library & cultural center



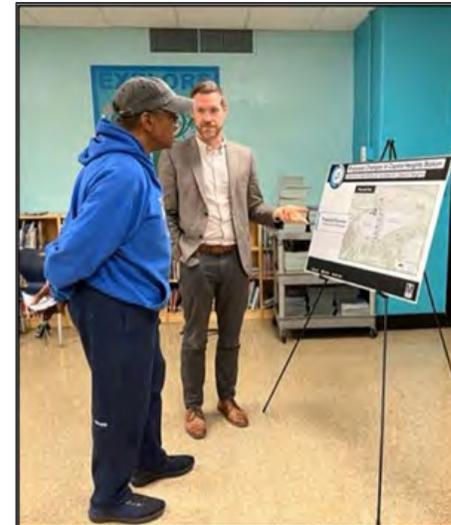
Atworth - College Park
451 units (100% Affordable)
Gilbane Development Co.

April Board Requests for Approval

Compact Hearing Community Outreach

April Board Requests for Approval

- Outreach conducted virtually and in-person
 - Targeted marketing and media (print and online)
 - Webpage, e-mails, and in-person outreach
 - Participation options by Teams & telephone
 - YouTube broadcast
 - Online survey and feedback form
- 10-day public comment period on staff reports held during February 2024



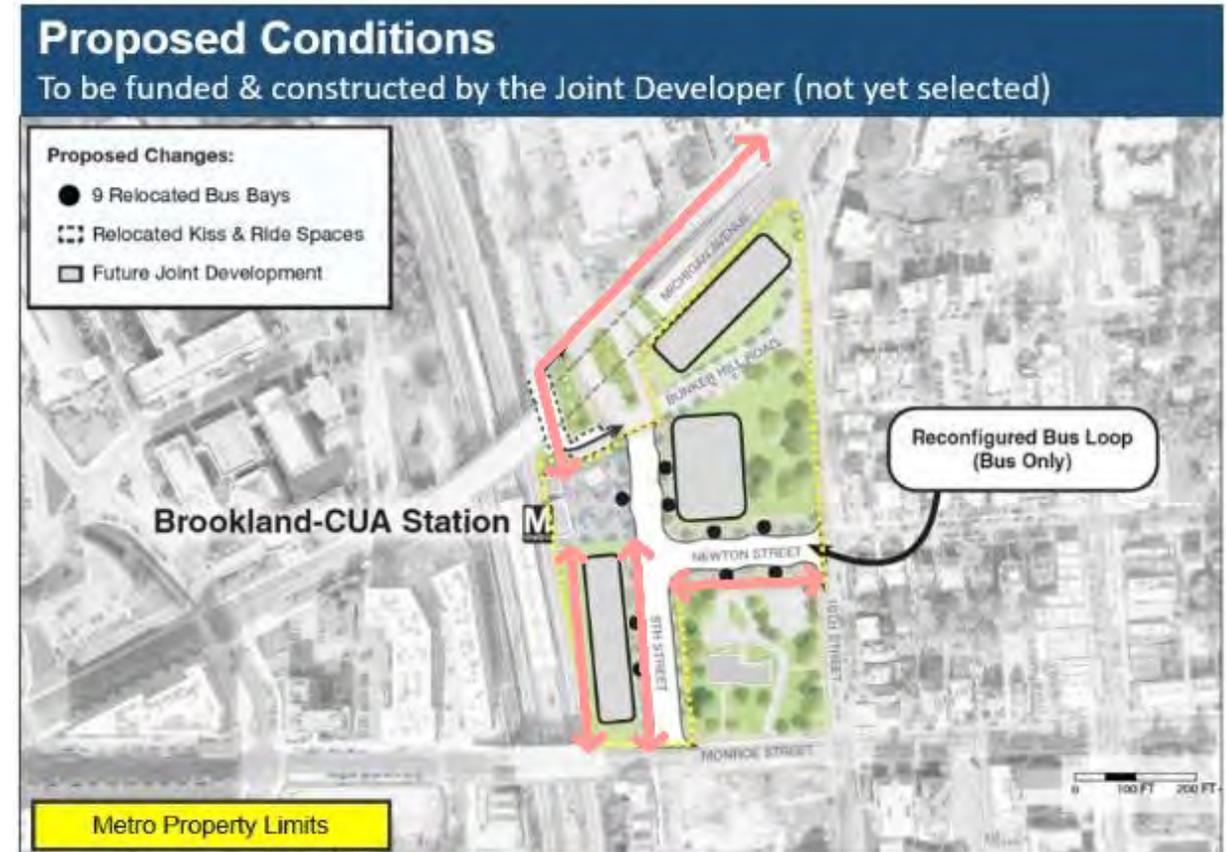
Brookland Compact Public Hearing

April Board Requests for Approval

Proposed changes enable Joint Development and increase ridership

- Replacing wide bus loop with on-street bus way
- Creating bus lay-over bays under Michigan Avenue bridge
- Replacing 28-space Kiss & Ride lot with eight on-street spaces
- Potential bicycle connections (in pink)

Public Hearing held September 12, 2023



(*) The Future Joint Development building footprints are conceptual for illustrative purposes only

Brookland

Project Feedback

- 58% Support
- 24% Neither
- 18% Oppose

517 total comments

Comment Frequency

- Bike/Ped Infra – 163
- Development Plan – 93
- Green Space – 66
- Congestion – 43
- Facility Changes – 27
- Metro Service – 32
- Other – 87

Most Significant Concerns

Pedestrian & Bicycle Safety

Response → Project improves lighting and bike/ped connections to the station. Additional opportunities will be explored through joint development

Joint Development Plan

Response → The public can further comment on the future joint development through the District's development review process

STAFF RECOMMENDATION – No revisions to originally proposed changes to the transit facilities based on Compact Hearing. Minor edits included in the staff report to emphasize importance of multi-modal access and opportunity to continue bike/ped planning through the joint development process.

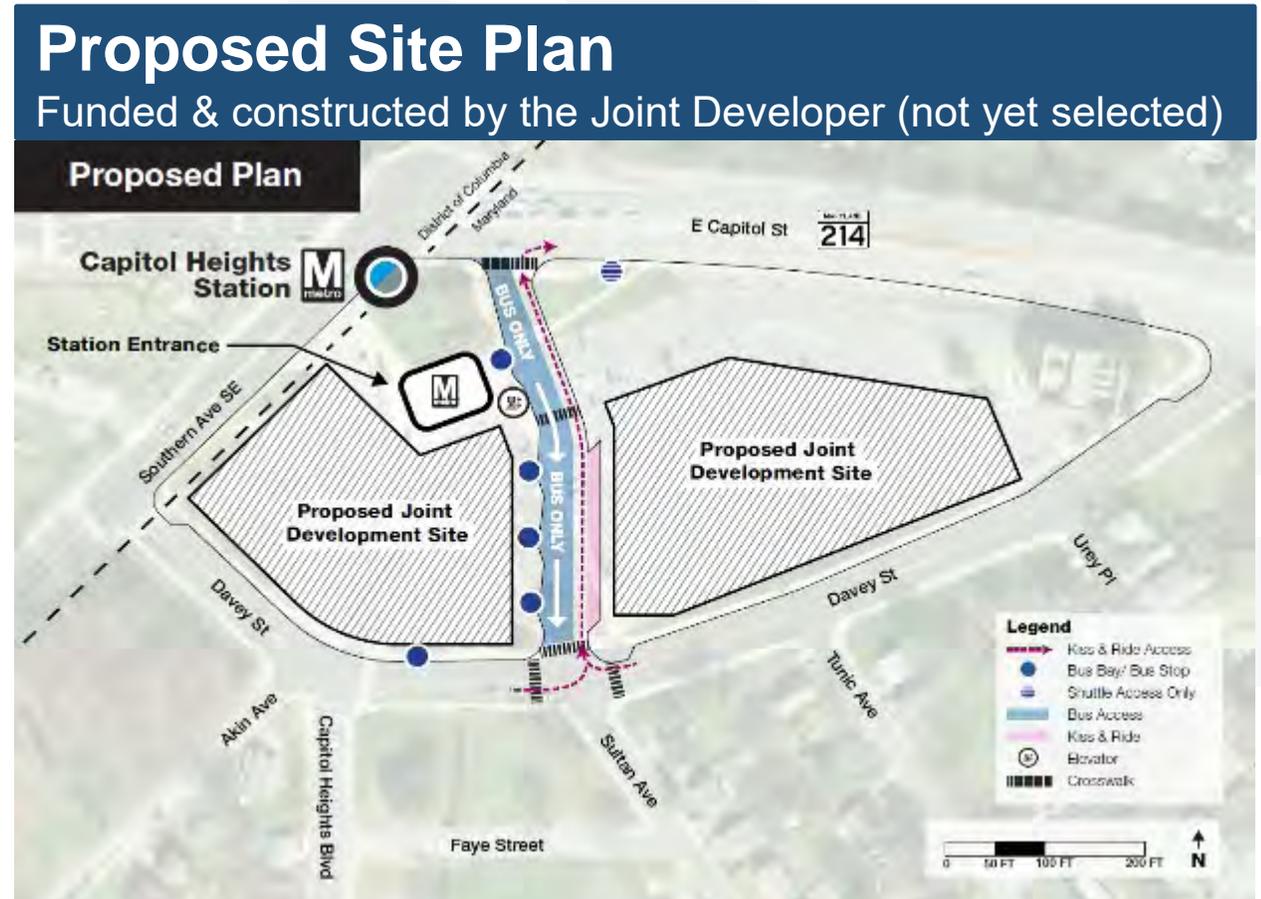
Capitol Heights Compact Public Hearing

April Board Requests for Approval

Proposed changes enable Joint Development and increase ridership

- Removal of the surface Park and Ride (Board previously approved in 2017)
- Reconstructing the bus loop with a smaller footprint and 1-for-1 replacement
- Replacing 23-space Kiss & Ride lot with eight on-street spaces
- Improved ped/bike connections

Public Hearing held November 8, 2023



(*) Future Joint Development building footprints are conceptual for illustrative purposes only

Capitol Heights

Project Feedback

- 37% Support
- 8% Neither
- 55% Oppose

128 total comments¹

Comment Frequency

- Park & Ride (P&R) – 70¹
- Safety at Addison Rd. – 17
- Safety and Service – 17
- Neighborhood Impact – 5
- Other – 25

Most Significant Concerns

Removal of Park & Ride

Response → Utilization is 35%.
1,000 spaces available at Addison Rd station
one mile away

Addison Rd Garage Safety

Response → Few historical incidents;
coordinate with MTPD to evaluate concerns
and identify actions

¹ The Compact Hearing survey over-samples parking customers. While 21% of Capitol Heights customers report using the P&R, 46% of survey respondents reported using the P&R.

STAFF RECOMMENDATION – Due to low parking utilization at Capitol Heights and high vacancy within a 3-minute drive at Addison Road, no revisions to the originally proposed transit facility changes as a result of the Compact Public Hearing.

Joint Development Agreement Approvals

April Board Requests for Approval

- **Approval Criteria (Joint Development Policies Section 2.0)**
 - Maintains or enhances transit ridership, safety and/or access
 - Maintains or enhances WMATA's ability to operate transit services and/or maintain the transit system
 - Has a positive net fiscal impact for WMATA
 - Is consistent with or enhances local land use and economic development plans
 - Complies with the FTA Guidelines

Deanwood Background

April Board Requests for Approval

- **2018** First Compact Public Hearing

- **Mar 2023** DC Public Library unsolicited proposal

- **Apr 2023** Board authorized Compact hearing & joint development solicitation

- **Jul 2023** Second Compact Public Hearing to eliminate parking

- **Dec 2023** Board approves Compact Public Hearing Staff Report & Mass Transit Plan amendment

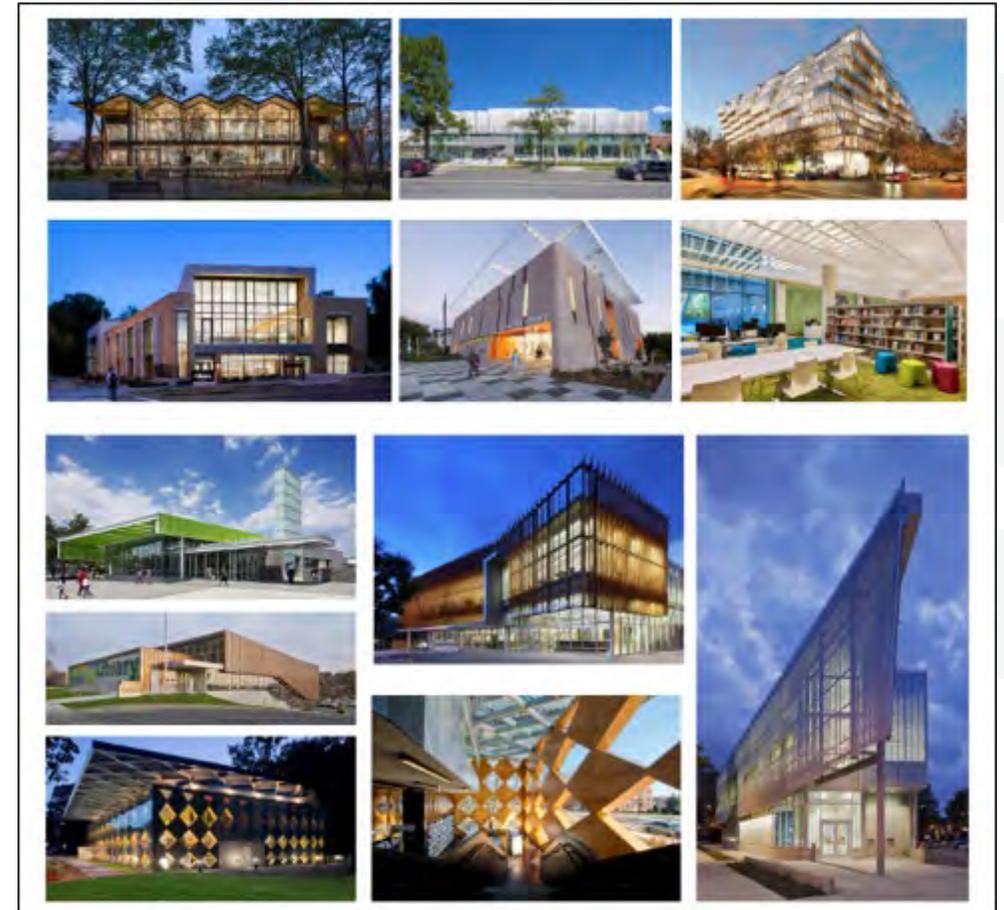
- **Jan 2024** Zoning map amendment submitted



Deanwood Joint Development Agreement

April Board Requests for Approval

- **Unsolicited offer for DC Public Library (DCPL)**
 - 20,000 - 25,000 sf state of the art library
 - \$25 million District funding
 - 99-year ground lease
 - DCPL to construct and maintain public plaza and construct transit facilities (bus operator bathroom, traction power substation access)



Deanwood Private Joint Development Opportunity

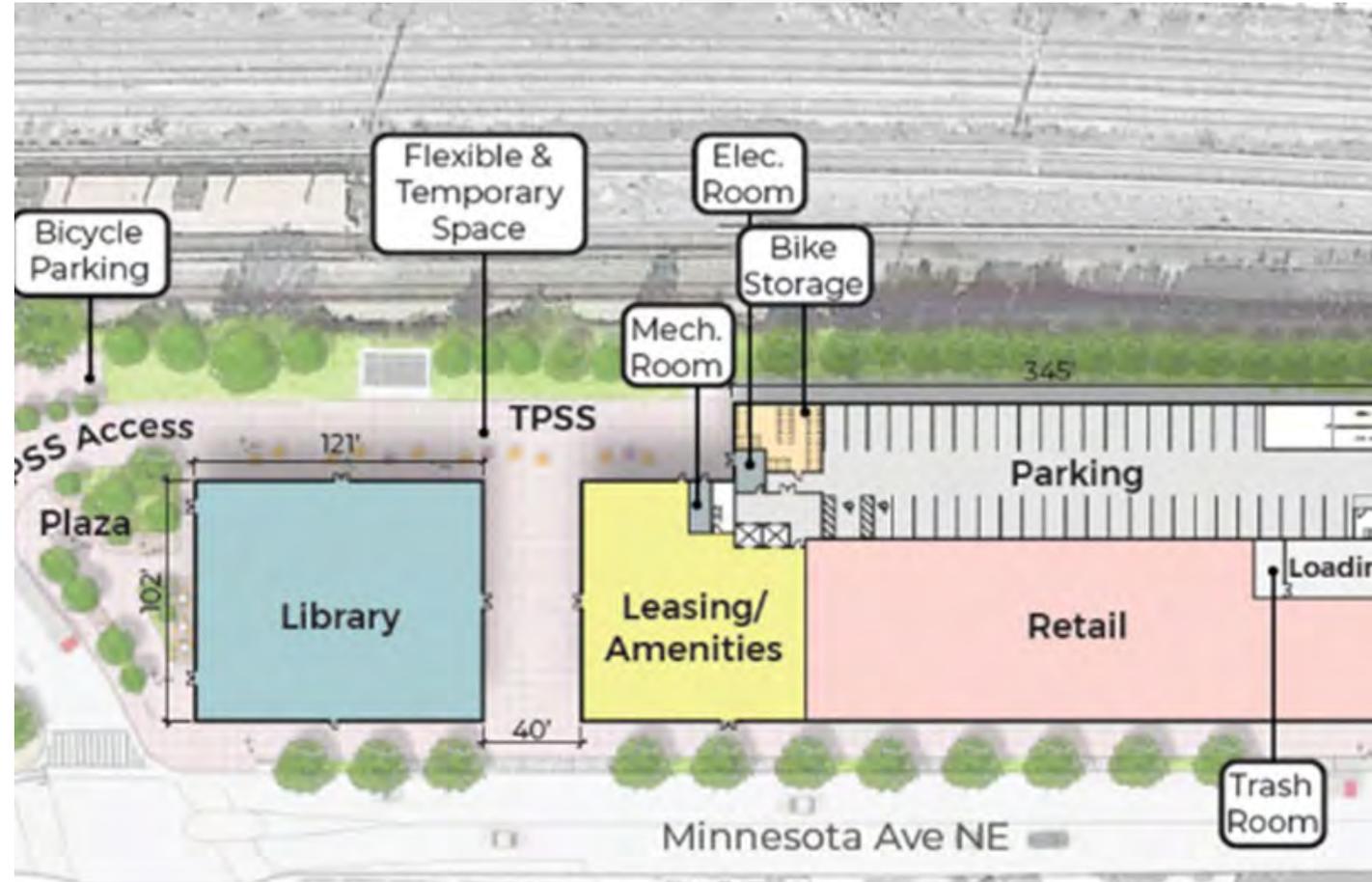
April Board Requests for Approval

Development Potential

- 240,000 square feet (~1.2 acres)
 - 175 - 200 units, 18,000 sf retail
- Rezone from PDR1 (industrial) to MU5B (mixed-use moderate density)

Project Timeline

- Spring 2024: Developer RFP released
- Fall 2024: Development partner selected
- 2025: Development agreement executed



Recommendation

Approval of:

- Compact Public Hearing Staff Reports and amendments to the Mass Transit Plan on proposed changes at:
 - Brookland-CUA
 - Capitol Heights
- Authorization to execute Joint Development Agreement for:
 - Deanwood

Thank you!

Washington Metropolitan
Area Transit Authority

SUBJECT: AUTHORIZATION TO EXECUTE A JOINT DEVELOPMENT AGREEMENT FOR PROPERTY AT THE DEANWOOD METRORAIL STATION

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Joint Development Policies, as amended by Resolution 2022-34, require the Board of Directors to authorize staff to execute a joint development agreement related to an unsolicited proposal; and

WHEREAS, Section 3.3 of the Joint Development Policies allow WMATA to consider unsolicited offers to lease or purchase WMATA property from a jurisdictional partner; and

WHEREAS, The District of Columbia Public Library ("DCPL") submitted to WMATA an unsolicited proposal to purchase approximately .36 acres of WMATA's property located at the Deanwood Metrorail Station to build a standalone, full-service library branch; and

WHEREAS, Staff has negotiated a joint development agreement with DCPL that meets the approval criteria for joint development in the Joint Development Policies and is consistent with **Metro's 10**-year Strategic Plan for Joint Development;

NOW, THEREFORE, be it

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer or his designee to execute a joint development agreement for the District of Columbia Public Library to purchase **WMATA's property of** approximately .36 acres land located at the Deanwood Metrorail Station; and be it finally

RESOLVED, That this Resolution shall take effect immediately to allow staff to timely execute the joint development agreement.

Reviewed as to form and legal sufficiency,

/s/ _____
Patricia Y. Lee
Executive Vice President, Chief Legal Officer
and General Counsel

WMATA File Structure No.:
21.9.4 Joint Development Agreements

PROPOSED

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT AND AMENDMENT OF MASS TRANSIT PLAN FOR CHANGES AT BROOKLAND-CUA METRO STATION

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Compact Section 15 requires the Board of Directors to transmit proposed changes to the Mass Transit Plan to certain enumerated agencies and conduct a public hearing; and

WHEREAS, Resolution 2023-12 authorized staff to hold a public hearing on proposed plans to (i) relocate the bus loop and Kiss & Ride facilities, and (ii) reduce Kiss & Ride capacity from 28 to eight (8) spaces at the Brookland-CUA Metro Station; and

WHEREAS, A report on the results of the public outreach and public hearing regarding the proposed plans at Brookland-CUA Metro Station entitled *Compact Public Hearing Staff Report, Staff Analysis of the Public Hearing and Staff Recommendations, Brookland-CUA Metrorail Station Joint Development Project* ("Brookland-CUA Staff Report") (Attachment A), was presented to the public for review and comment; and

WHEREAS, The final draft of the Brookland-CUA **Staff Report includes (i) staff's** recommendations that were presented to the public for review and comment on September 12, 2023, and (ii) the comments received during the public comment period.

NOW, THEREFORE, be it

RESOLVED, That the Board of Directors approves the *Compact Public Hearing Staff Report, Staff Analysis of the Public Hearing and Staff Recommendations, Brookland-CUA Metrorail Station Joint Development Project*, as set forth in Attachment A; and be it further

RESOLVED, That the Board of Directors amends the Mass Transit Plan to (i) reconfigure the bus loop, (ii) create bus bays under Michigan Avenue NE and along Newton Street, and (iii) relocate Kiss & Ride to on-street facilities and a reduction of spaces from 28 to eight (8) at Brookland-CUA Metro Station, as set forth in Attachment A; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with Compact Section 8(b).

Reviewed as to form and legal sufficiency,

/s/ _____

Patricia Y. Lee
Executive Vice President, Chief Legal Officer
and General Counsel

WMATA File Structure No.:
12.7.2 Master Plans/Mass Transit Plan (including transit zone modifications)

PROPOSED

Washington Metropolitan Area Transit Authority (WMATA)

Compact Public Hearing Staff Report

Brookland-CUA Metrorail Station Transit Facility Changes

Staff Analysis of the Public Hearing and Staff Recommendations

Hearing No. 652
Docket No. R23-03

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Appendices

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

1.0 Introduction

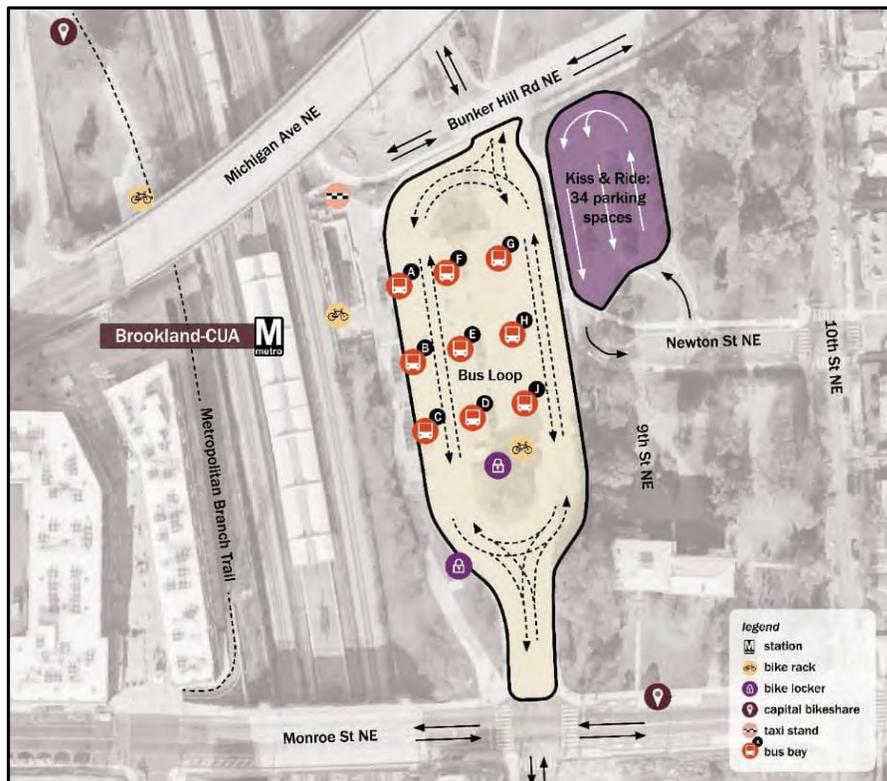
1.1 The Project

Metro proposes changes to the transit facilities at the eastern entrance of the Brookland-CUA Metro Station (“Metro Station” or “Brookland-CUA Station”) to enable a joint development project (“Project”), increase ridership, and strengthen bicycle and pedestrian connectivity. Improved multimodal connections are of particular importance to Metro and central to the joint development project to ensure safe access to the rail station. The Project involves a modification of Metro Station facilities and facility access (“Changes” or “Modifications”). The Brookland-CUA Metro Station does not have any Park & Ride facilities. The current conditions are shown in Figure 1 and the proposed joint development concept is shown in Figure 2 below and in Appendix G of this report. The proposed multimodal connections are shown in Figure 3.

Metro obtained public input on the following proposed transit modifications:

- Relocate the bus loop and Kiss & Ride facilities; and
- Reduce Kiss & Ride capacity from 28 to eight (8) spaces

Figure 1. Existing Transportation Facilities¹

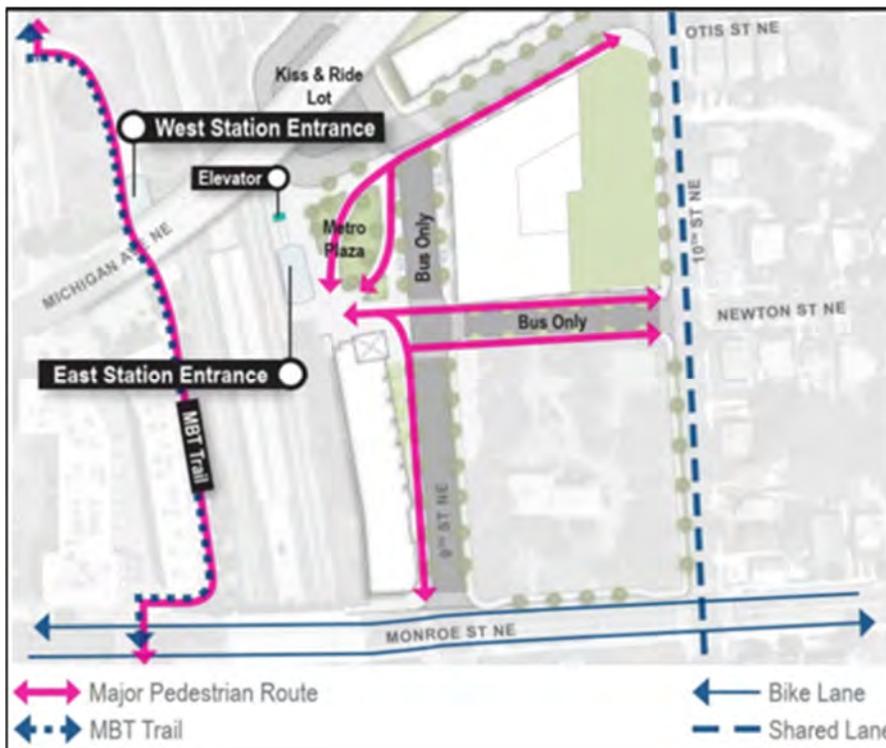


¹ Note that the 34 Kiss & Ride spaces include spaces that were previously designated for carshare providers.

Figure 2. Proposed Metro Facility Modifications



Figure 3. Proposed Multimodal Connections



Of specific interest to Metro customers are the changes to the transit facilities, station access, and bicycle and pedestrian circulation in the vicinity of the Metro Station, which were presented at a public hearing on September 12, 2023. Details of the proposal were provided in the General Plan and the Environmental Evaluation, which included a parking analysis. The proposed modifications will include nine (9) active bus bays, four (4) layover bus spaces, and eight (8) Kiss & Ride spaces.

The Notice of Public Hearing, Environmental Evaluation, and the General Concept Plan were available online at www.wmata.com/plansandprojects beginning September 11, 2023 and are included in Appendices A, F, and G, respectively, of this document.

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

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

Based on the feedback heard at the public hearing and the written comments received, Metro has engaged with DDOT and other stakeholders to identify ways to enhance bicycle and pedestrian connections to and through Metro property connecting to the surrounding public bicycle and sidewalk networks. These include the potential creation of a trail on the back side of the station entrance, as well as shared or separated bicycle facilities on Newton Street and under the bridge from Bunker Hill Road. Once a developer has been selected and more detailed plans are developed, multimodal facilities will be refined further.

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, a Public Hearing Staff Report is developed to provide 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.

The following is a summary of the 2023 public participation process. This draft report is shared with the public on the [project webpage](#) for review and comment for ten (10) days. Following that review, the report will be finalized and presented by staff to Metro’s Board of Directors, where the Board will make a determination on whether the proposed 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 4.

Figure 4. 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 (August 15, 2023 through September 22, 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 6,192 project information postcards to ten (10) mail routes within a 0.5-mile radius of the Brookland-CUA Station metro. The postcards provided the date and location of the public open house and hearing, the link and QR code to Metro’s Plans and Projects website, and a general overview of the proposed changes (Figure 5).

Additionally, Metro sent a targeted email on August 16, 2023 to 25 nearby stakeholders. Recipients included representatives from businesses, community-based organizations, places of worship, apartment and residential communities, schools and business improvement districts/civic associations. Recipients were invited to provide feedback and attend the public hearing. The email included a link to an online survey. A summary of all 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.

Figure 5. Project Postcard (front/back)



2.3 Targeted Marketing and Media

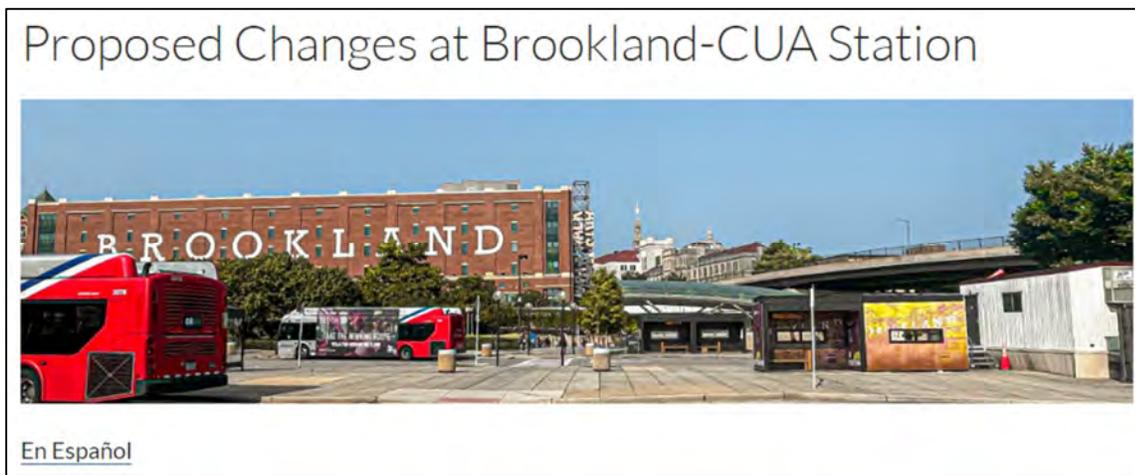
To obtain maximum reach, Metro used targeted marketing, in-person outreach, and media relations campaigns to increase awareness and encourage public feedback.

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 6). Information was presented in English, Spanish, Chinese, and Amharic. A variety of content was available for the public to review, including the environmental evaluation and design plans of the proposed changes. Metro’s public hearing was also streamed live on this page and on [YouTube](#).

During the public comment period, the project webpage received 602 unique views. This webpage will remain online for the duration of the Project to serve as a resource for the public.

Figure 6. Project Website



2.3.2 Social Media

Metro leveraged its social media following to inform the public about the Project across a variety of channels. In total, Metro’s social media posts resulted in more than 57,1000 impressions and more than 1,450 engagements across all platforms (Table 1). Examples of social media content are shown on the following page.

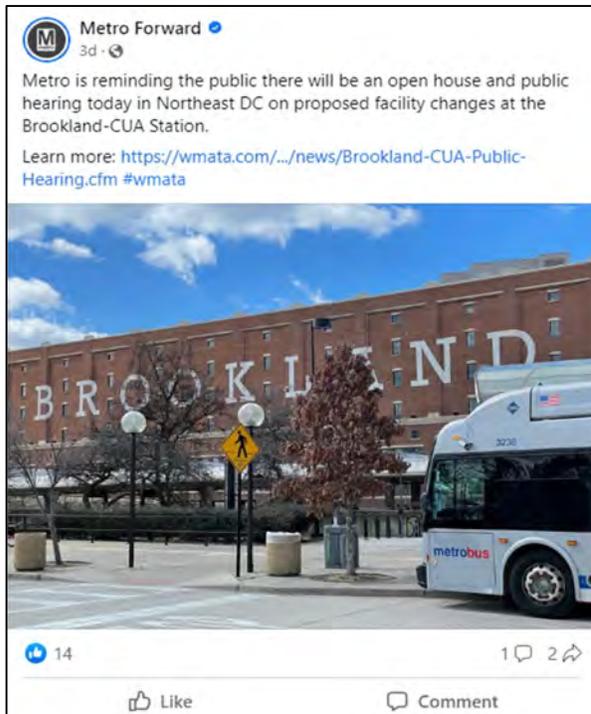
Table 1. Social Media Engagement Summary

Media	Date	Details
Facebook Event	9/11/23	<ul style="list-style-type: none"> • 56,752 people reached • 1,436 total engagements (87 reactions, 9 comments, 36 shares) • 1,297 link clicks
Facebook Post	9/12/23	<ul style="list-style-type: none"> • 19 total engagements (16 reactions, 1 comment, 2 shares)
QR Code Scans	8/21/23	<ul style="list-style-type: none"> • 23 banner scans • 2 brochure scans • 94 postcard scans • 119 station scans
NextDoor	6/30/23	<ul style="list-style-type: none"> • 205 impressions

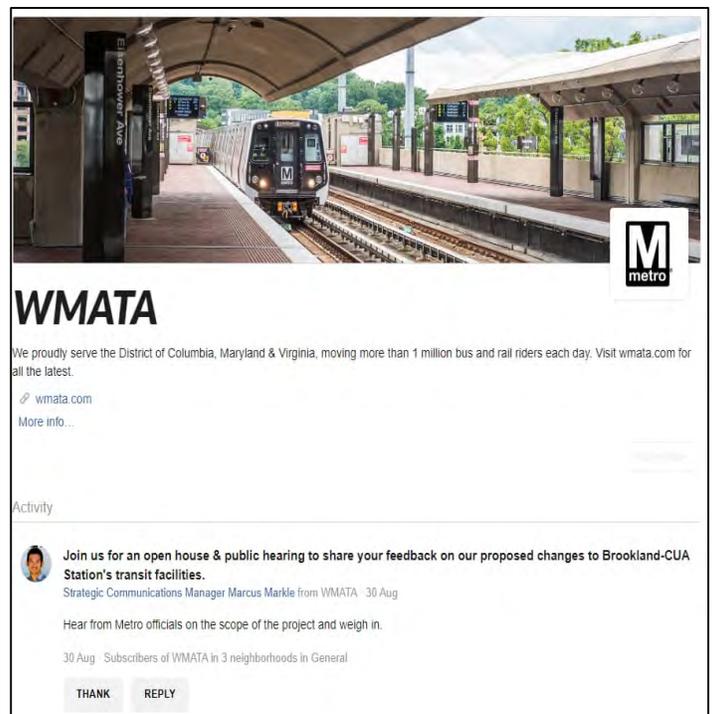
Note: Reach = the total number of people who saw the content (measure is estimated). Impressions = the number of times the content was displayed on a user's screen, no matter if it was seen, clicked, or engaged with or not. Engagements = Likes, comments, and shares.

Social Media Examples

Facebook



NextDoor



2.3.3 Print Advertising

A legal notice was 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: *El Tiempo Latino*, *Washington Afro*, *The Washington Post*, *Washington Informer*, *Washington Chinese Daily News*, and *Atref*. Table 2 lists the publications and the run dates. A copy of the public notice can be found in Appendix A of this report.

Table 2. Summary of Print Advertisements

Publication	Language	Run Date(s)	Total Est. Impressions
El Tiempo Latino	Spanish	9/4/23	45,000
Washington Afro	English	9/4/23	8,000
The Washington Post	English	8/19/23	98,400
Washington Informer	English	9/4/23	50,000
Washington Chinese Daily News	Chinese	9/4/23	45,000
Atref	Amharic	9/4/23	8,000

2.3.4 Digital Advertising

Metro launched a paid digital ad campaign designed to optimize public outreach in the Brookland neighborhood. The ads were targeted by zip-code and were available in English and Spanish (Figure 7). They resulted in a total of 225,000 impressions during their run time, September 7 to September 22, 2023.

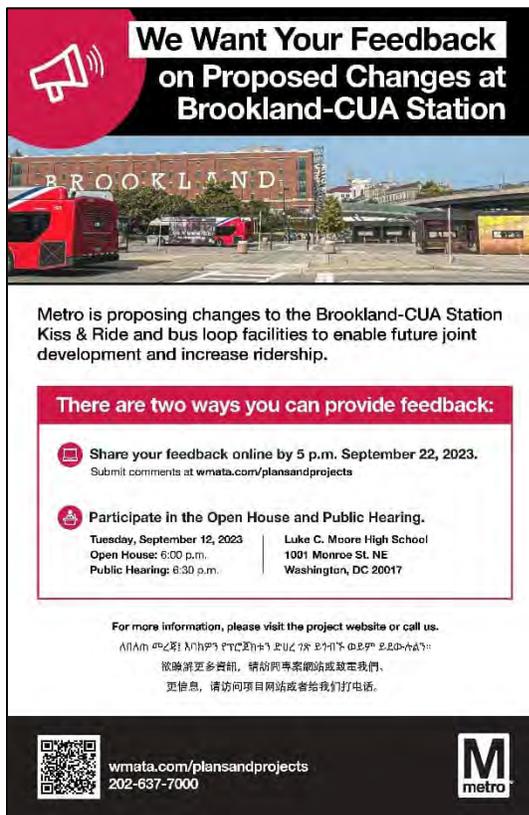
Figure 7. Digital Ad Banners in Spanish and English



2.3.5 Signage and Flyers

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

- Signs were posted on each side of the nine bus bay locations, two at the Kiss & Ride and one on Bunker Hill Road.
- Large A-frame signs were placed in front of fare gates in the station mezzanine, next to the elevator, and at the Northern entrance of the station.
- Banners (with both English and Spanish) were posted on fences between the bus loop and Kiss & Ride and by the station exit.
- Flyers were distributed to the station manager and throughout the station on September 6, 7, 9, 11, 12, 15, and 17, 2023.
- Directional signs and display boards were posted at and around Luke C. Moore High School on September 12, 2023 and were displayed at the public hearing.



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

2.3.6 Media Relations

Metro issued a press release on Augst 15, 2023 and September 11, 2023 to generate earned media coverage and encourage public feedback on the project (Table 3, Table 4, Figure 8).

Table 3. Press Release Summary

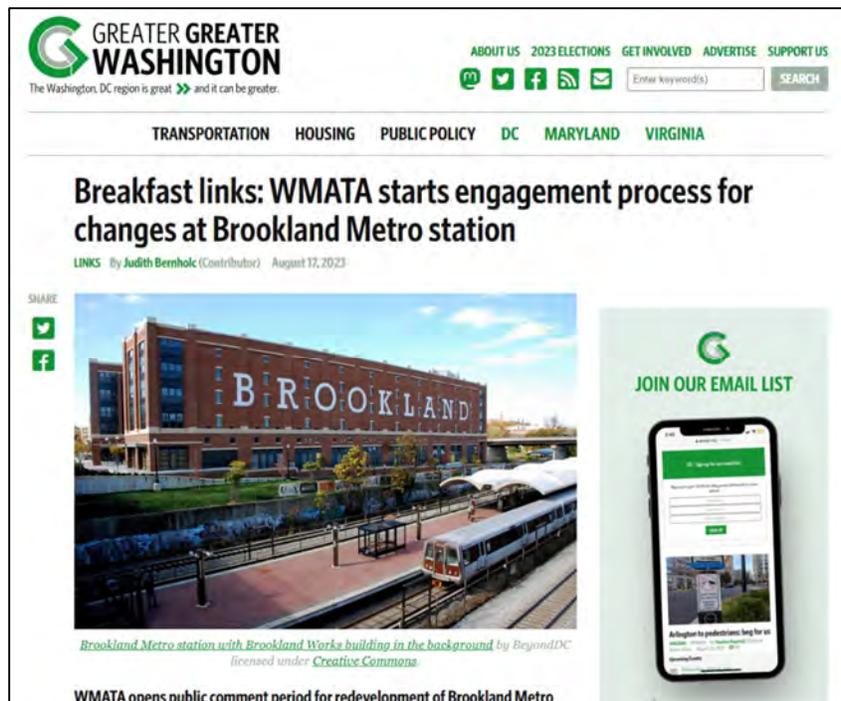
Date	Title	Details
8/15/23	Metro asks public to comment on proposed parking changes at Brookland-CUA Station for future joint development	Metro is seeking public feedback on the proposed facility changes at Brookland-CUA Station
9/11/23	Public hearing to be held Tuesday on proposed changes at Brookland-CUA Station for future joint development	Metro is reminding the public about the public hearing and to provide feedback on the proposed facility changes at Brookland-CUA Station

Earned Media Coverage

Table 4. Earned Media Summary

Media	Details
Greater Washington	WMATA starts engagement process for changes at Brookland Metro station

Figure 8. Earned Media Example



2.3.7 In-Person Outreach

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

- Wednesday, September 6, 2023, 6:30 a.m. – 11:30 a.m.
- Thursday, September 7, 2023, 1:30 p.m. – 7:30 p.m.
- Saturday, September 9, 2023, 12:30 p.m. – 6:30 p.m.
- Monday, September 11, 2023, 6:00 a.m. – 12:00 p.m.
- Tuesday, September 12, 2023, 1:00 p.m. – 7:30 p.m.
- Friday, September 15, 2023, 1:30 p.m. – 5:30 p.m.
- Sunday, September 17, 2023, 10:30 p.m. – 2:00 p.m.

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

Additionally, in-person outreach was conducted from September 2, 2023 to September 10, 2023 within the vicinity of Brookland--CUA Station (Figure 9). Outreach staff were fluent in English, Spanish and French and identified by their yellow language button. The community engagement effort took place at the following locations and times:

- FRESHFARM Monroe Street Farmers Market: Saturday, September 2, 2023, 8:00 a.m. – 2:00 p.m. and Saturday, September 9, 2023, 8:00 a.m. – 2:00 p.m.
- Turkey Thicket Recreation Center: Tuesday, September 5, 2023, 2:30 p.m. – 7:30 p.m.
- Yes! Organic Market: Saturday, September 9, 2023, 2:15 p.m. – 7:45 p.m.
- Church of Our Savior: Sunday, September 10, 2023, 10:30 a.m. – 12:30 p.m.
- Grace United Baptist Church: Sunday, September 10, 2023, 10:30 a.m. – 12:30 p.m.
- St. Anthony of Padua Methodist Church: Sunday, September 10, 2023, 11:00 a.m. – 1:00 p.m.
- Brookland Union Baptist Church: Sunday, September 10, 2023, 11:00 a.m. – 1:00 p.m.

Figure 9. Brookland-CUA Community Engagement



In-person outreach took place between September 2 and September 17, 2023. Overall, the outreach team interacted with 9,197 customers, including 1,909 interactions in Spanish, 4 interactions in Arabic, 389 interactions in Amharic, 183 interactions in Mandarin, 54 interactions in French, one (1) interaction in American Sign Language (ASL) and one (1) other non-English interaction. A total of 7,671 brochures were distributed including 715 brochures distributed at the FRESHFARM Monroe Street Farmers Market, 108 brochures distributed at the Turkey Thicket Recreation Center, 250 brochures distributed at the Yes! Organic Market, 70 brochures distributed at both the Church of Our Savior and Grace United Baptist Church, and 50 brochures distributed at both St. Anthony of Padua Methodist Church and Brookland Union Baptist Church.

Additionally, a total of 202 Metro Lift brochures were distributed, including 61 at the Turkey Thicket Recreation Center and 141 at the Yes! Organic Market.

2.4 Public Input Results

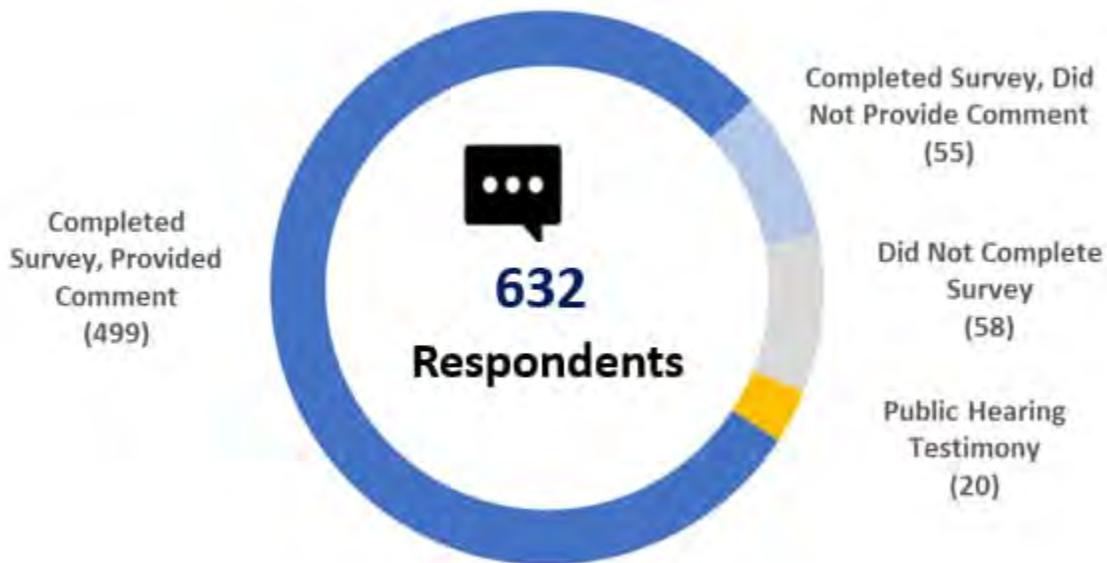
Metro collected public input during the public comment period through an online survey tool and at an In-Person and Virtual Compact Public Hearing.

The online survey was available on Metro’s webpage. During in-person outreach events the outreach team had iPads available that people could use to fill out the survey on the spot and also had a QR code that people could scan to take the survey on their phones.

The online survey was started by 612 people, 554 surveys were completed, and 499 survey respondents provided written comments. The public could provide comments through typing (95%), uploading (3%), or both typing and uploading a comment (2%). There were 16 uploaded comments. Additionally, 20 oral testimonies were presented during the public hearing.

The public comment period was open from 9:00 a.m. Tuesday, August 15, 2023, through 5:00 p.m. Friday, September 22, 2023. A summary of how people provided input is found in Figure 10.

Figure 10. Public Input Methods



2.4.1 Facilities Used at Brookland-CUA Station

In response to a survey question about the primary reason for using the Brookland Station, 59 percent said to ride Metrorail, 32 percent said to ride both Metrorail and Metrobus, and 3 percent said they don't use the station (Table 5 and Figure 11).

In addition, the survey asked respondents which facilities they typically used at the Brookland-CUA Station in the past 30 days (Table 6 and Figure 12).

Table 5. Primary Reason for Station Use

Primary Reason for Using Brookland Station	n= 506
Ride Metrorail	59%
Ride Metrobus	3%
Ride Both	32%
Don't use Brookland-CUA Station	3%
Other	3%

Figure 11. Primary Reason for Station Use

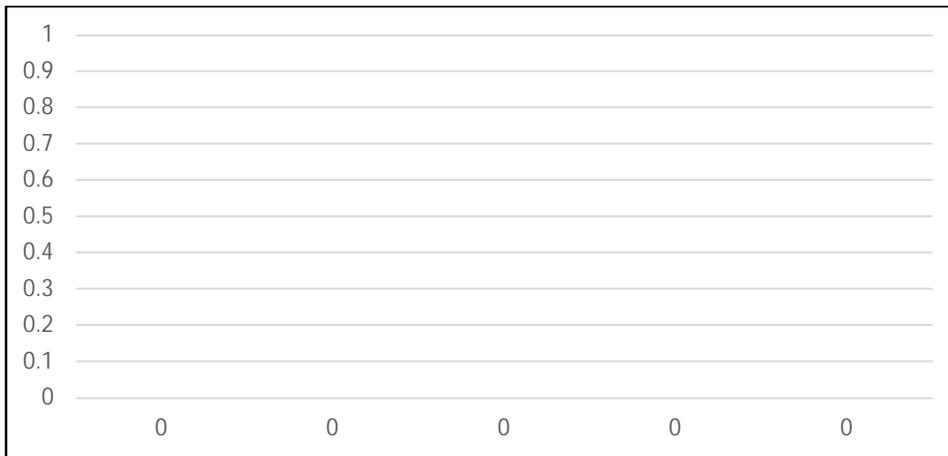
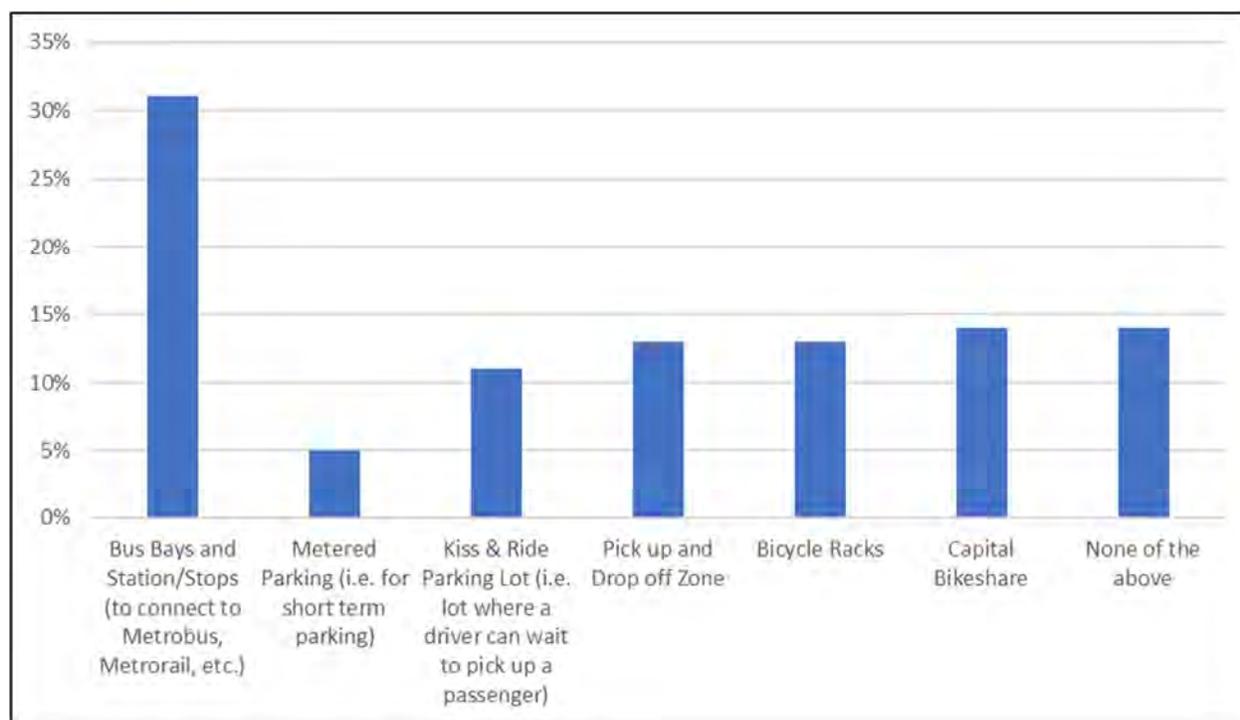


Table 6. Non-Rail Facility Usage at Brookland-CUA Station

Facilities Used Brookland-CUA Station	In the past 30 days (September 22, 2023) n=795
Bus Bays and Station/Stops (to connect to Metrobus, Metrorail, etc.)	32%
Metered Parking (i.e., for short term parking)	5%
Kiss & Ride Parking Lot (i.e., lot where a driver can wait to pick up a passenger)	11%
Pick Up and Drop off Zone*	13%
Bicycle racks	13%
Capital Bikeshare	14%
None of the above	13%

*Includes the formal and informal pick-up/drop-off areas surrounding the station

Figure 12. Non-Rail Facility Usage at Brookland-CUA Station



2.4.2 Survey Demographics

Table 7 shows the percentage breakdown of survey demographics. More than sixty percent of survey respondents were between the ages of 25 and 44. Seventy-two percent of the respondents identified as white, and 14 percent identified as African American or Black. Seven percent of people responding to the survey identified as Hispanic or Latino. Thirty-five percent of respondents lived in single family, detached homes.

Most of the survey respondents (94 percent) said they live in DC. Four (4) percent of survey respondents live in Maryland, and one (1) percent live in Virginia.

Table 7. Survey Demographics

Age (n=447)	18-24	6%
	25-34	22%
	35-44	46%
	45-54	13%
	55-64	6%
	65+	7%
Gender (n=486)	Male	53%
	Female	46%
	Other	1%
Hispanic or Latino (n=480)	Yes	7%
	No	93%
Race (n=480)	American Indian or Alaska Native	2%
	Asian	4%
	African American or Black	14%
	Native Hawaiian or other Pacific Islander	1%
	White	72%
	Other	7%
Zip Code (n=470)	20017 (DC)	59%
	20018 (DC)	14%
	20002 (DC)	7%
	20001 (DC)	3%
	20011 (DC)	2%
	Other (DC)	10%
	Somewhere else	6%
Housing Type (n=506)	Apartment or condominium	31%
	Single family, detached house	35%
	Townhome, attached to other houses	33%
	Other	1%

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

The Compact Public Hearing was held on Tuesday, September 12, 2023 at 6:30 p.m. Metro Board Alternate Director Spring Worth chaired the hearing. The hearing was a hybrid meeting where staff hosted attendees in-person at Luke C. Moore High School Auditorium, 1001 Monroe Street, NE, Washington, DC. Others had the opportunity to participate via phone or watch a simultaneous live-stream of the hearing on Metro’s website and YouTube page [Metro Forward](#) (Figure 13 and Figure 14). The hearing was viewed on YouTube 110 times, and the recording remains available for reference on Metro Forward.

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

Following an opening statement by Ms. Worth, Metro staff described the proposed facility changes. Twenty people provided oral testimony at the public hearing. The staff presentation and script of the public hearing can be found in Appendices C and D of this report.

Figure 13. Brookland In-Person Public Hearing



Figure 14. Screenshot of Brookland-CUA 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 9:00 a.m. Tuesday August 15, 2023 through 5:00 p.m. Friday September 22, 2023.

A total of 519 people responded to Metro’s request for comment. Of those, 483 people provided comment through the online survey, 16 uploaded written testimony, and 20 individuals provided oral testimony at the public hearing (Table 8 and Figure 15). Six comments were written in Spanish, and the remaining were in English. Table 9 provides a breakdown of the comments by topic. Because some comments contained multiple topics, the numbers shown in Table 9 are greater than the total number of actual comments received. Comments made for the public record are provided in Appendix D.

Table 8. Summary of Respondent Opinions

	Number	Percentage
Support	299	58%
Neither	124	24%
Oppose	94	18%
TOTAL	517*	100%

* Two comments had translation troubles and are not included in this tally.

Figure 15. Respondent Opinions

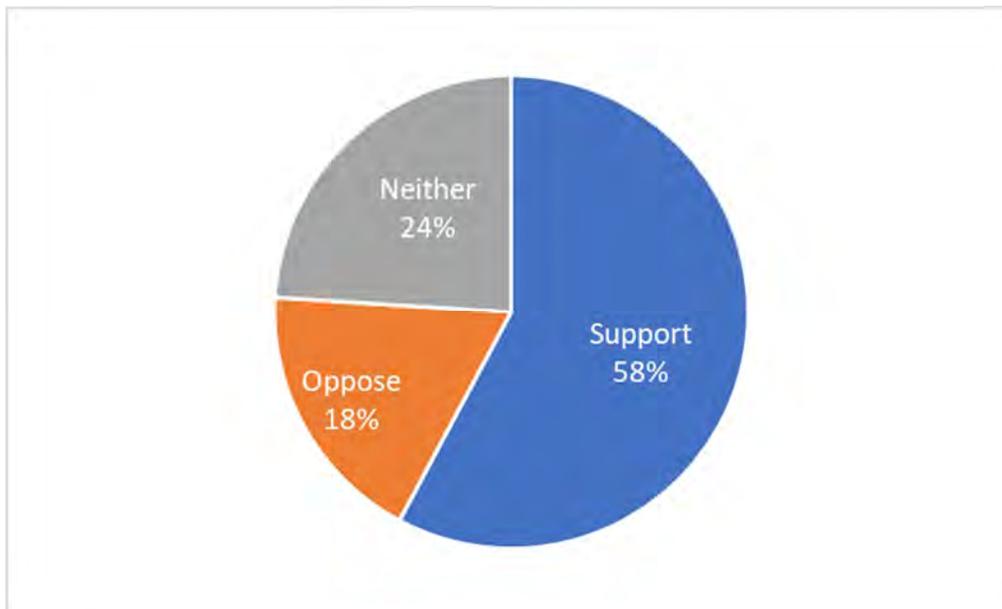


Table 9. Summary of Comments by Topic

Topic	Frequency	Overview
General Support for the Project	299	Comments expressed support of the project
General Opposition to the Project	94	Comments expressed opposition to the project
Bicycle and Pedestrian Improvements	163	Comments related bicycle and pedestrian access improvements
Provision of Green Space	66	Comments related to having green space at the station, either new or existing
Development Project's Design and Uses	93	Comments related to what elements should be included in the joint development project and the need to coordinate with the community
Traffic and Congestion	43	Comments associated with traffic and congestion the proposed changes would generate
Kiss & Ride Spaces and Bus Bay Locations	27	Comments related to parking needs at the station and proposed relocation of bus bays
Other Transit Related Concerns	32	Comments associated with improvements or priorities Metro should focus on
Other Comments	87	Comments related to topics and issues not discussed above.

5.0 Comments and Responses to Comments Received

The 517 written comments, 16 uploaded testimonies, and 20 oral testimonies were categorized into broader, recurring themes. Metro 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

Fifty eight percent of all respondents (299 comments) expressed support for the project. They supported the removal of the Kiss & Ride spaces and reconfiguring the bus loop for mixed use development. 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

- *Seems like a great idea, and interconnected transport serves the city as a whole*
- *I support the proposed changes.*
- *Wonderful! Looking forward to more neighbors in the neighborhood! Thank you to all involved for your work.*
- *Thanks for making this change--- Metro's funding through joint development is more important than parking spaces!*
- *Looks good to me, don't dilly dally on construction!*
- *Looks good! Less cars the better, and that part of town needs new non-SFH. I only hope the housing built contains units for families as well.*
- *Good idea*
- *I agree with the proposed changes overall. I like the potential for development, increased pedestrian and cyclist access/safety, as well as a reduction of the carbon footprint for car parking and water runoffs.*
- *My family is strongly supportive of the development of additional housing and retail in the area, to the maximum extent practicable. We support Metro's plans for the Brookland/CUA project area.*
- *I approve the plan. Housing is needed and pedestrian safety would be greatly appreciated.*
- *I think this proposal is a vast improvement on the land use of this area, certainly significantly better than the current arrangement. We have too many metro stations in prime locations with large parking lots or oversized bus areas (Fort Totten is another example). I also like that this proposes mixed-use to hopefully bring more stores/restaurants to the area, alongside providing new housing.*
- *I like the proposed changes*
- *I support this development project and believe it would bring much needed housing to Brookland.*
- *This mixed use development next to the metro makes a lot sense and bringing more amenities and vitality to the community.*
- *I think this is a good project.*

5.2 General Opposition to the Project

Eighteen percent of respondents (94 comments) expressed opposition to the overall project. Opposing commenters raised several concerns including removal of parking, gentrification, displacement, and safety concerns.

Representative Comments

- *I'm opposed to the removal of bus bays or any other structures. The area will grow and we will eventually need that space for the busses. More and more people are being forced to take public transportation.*
- *I oppose the changes proposed.*
- *This current proposal does not address current and future safety concerns. Due to the increase in documented violence, I am adamantly against this proposal.*
- *I do not like the idea at all. Leave the green space. I like the parking and kiss and ride, the bike area etc does not need improvement. The area allows for access in many directions. Don't change a thing!!*
- *Please stop this project. It will make this area very unsafe and will even reduce ridership.*
- *I am strongly OPPOSED to the proposed changes at Brookland station. It would create too much havoc and further destroy the distinctiveness that made Brookland what it used to be.*
- *We need more parking spots, not less. Especially if the G 8 is the only bus available*
- *I do not support the proposed changes. Leave the Brookland station as-is.*
- *I don't like it*
- *No*
- *I live across the street (200 footer) and I Will Not Support propose changes at Brookland-CUA Station.*
- *I do not support the reduction in the park-and-ride spaces, nor the moving of the bus bays to the street.*

Metro Response: This redevelopment of the Brookland-CUA 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. Since there are no residents on property today, there will be no displacement of existing residents.

In 2009, the Washington, DC Council adopted the [Brookland-CUA Metro Station Small Area Plan](#). The plan envisioned that the Metro Station would become a mixed-use, transit-oriented and civic core for the community. The proposed project at the Brookland-CUA Station is consistent with the goals identified in this Plan as well as [DC Office of Planning's Comprehensive Plan](#), which proposes to concentrate economic development activity, employment growth, and new housing, including affordable housing at Brookland-CUA Metro station. Additionally, the [Future Land Use Map](#) (FLUM) also proposes an increase in development allowances from moderate to medium density. Regarding concerns about bus routing and bus bays, the comments have been shared with the Metro Bus Planning Team and will be addressed going forward.

5.3 Bicycle and Pedestrian Improvements

Respondents provided 163 comments related to bicycle and pedestrian access improvements. For 46 commentors, this was their primary concern. That is, they didn't express support or opposition to the proposed transit facility changes and instead focused on the need for improved bicycle and pedestrian access. Many commentors requested that bike lanes, ideally protected bike lanes be installed. They requested that these lanes provide safer access to and through the station and potential joint development area. Additional Capital Bike share facilities, improved signage to the Metropolitan Branch Trail, and enhanced access from the west side of the station area were also suggested.

Representative Comments

- *Please include safe bike passage as part of the plan. Currently there is no safe way through the area, and the proposed plan doesn't address the problem.*
- *There is a great need for a bike lane at 10th and Monroe. There are multiple schools in the area. It is not safe.*
- *Please provide safe bike lanes through this space.*
- *Please include a separate N/S bike lane in the new bus depot*
- *No safe bike access -- please rethink bike access, perhaps by closing 10th st to cars*
- *Please plan for and create a North/South bike lane through the transit station. 10th Street is not safe, especially during high traffic times.*
- *Please help us get to school safely by building a bikeable route that goes under the Michigan bridge rather than having to cross michigan at the deadly intersection at 10th, where a cyclist died a couple years ago. Cars go too fast on Michigan! The bike route should go under the bridge and connect to the bike lanes on Monroe street.*
- *Please include bike access to/through the station in the reconfigured plans. Right now, bikes have to go on the sidewalk, which isn't great. Include protected bike lanes, please.*
- *I support the changes proposed, and further comment that connections to bus or other green, last-mile connections are important.*
- *I would love to see bicycle and pedestrian infrastructure integrated into the design so that the surrounding neighborhoods are also able to easily access the station.*
- *I support the plan to reconfigure the Brookland-CUA station to improve bicycle and pedestrian access and enable future mixed-use development.*
- *The pedestrian and bicycle improvements are very important. I don't own a car and having safe access to walk and bike to connect to metrorail and Metrobus is crucial*

Metro Response: Metro strongly supports bicycle/pedestrian connections to the station. Metro has been engaged in conversations with DDOT to discuss how best to improve connectivity between the station and adjacent bike lanes and sidewalks. Metro will continue to pursue new and improved bicycle/pedestrian connections as a future development advances and looks forward to continuing coordination with the ANC, DDOT, and future developer.

5.4 Provision of Green Space

There were 66 comments related to provision of green space. People stated that green space is an important resource. It helps reduce heat islands, provides home for wildlife, and one of the remaining green areas nearby. Approximately one third of commentors (21) felt that it was critical to keep the existing Brookland Green as is and impact to it was the primary reason for opposing the proposed changes. Other commenters felt that providing green space within the new development, but not necessarily keeping the existing Brookland Green would be important characteristics of the potential development. Others wanted assurances that mature trees would be preserved and protected as part of future development plans, but were generally supportive of the proposed changes.

Representative Comments

- *As a former member of the Brookland Neighborhood Community Association (BNCA), I am aware of an agreement that was made the last time development at the Brookland Metro Station was proposed. [I am told the agreement can be found in the files/records of the BNCA.] My understanding is that any development would not infringe upon, the green space that lies directly east of the Brookland Metro Station and is fronted by Newton Street, 10th Street, and Bunker Hill Road. I anticipate applications for development would request the removal or reduction of that green space.*
- *Whatever development you put at the Brookland Metro station should preserve the *entire* space locally known as 'the Brookland Green.' That is, the treed greenspace that runs beside the existing parking lot and kiss & ride space from Otis St. to Newton St.*
- *There are already plenty of plots for development and ongoing projects, whereas this is the last large green space in Brookland. It makes no sense to cover it in concrete.*
- *Do not build on the 'Brookland Green.'*
- *While I am in favor of the majority of the proposed change, I would be remiss if I didn't at least comment on the loss of green space that is outlined in this plan.*
- *It is an underused area and I hope the plan will not destroy the park but improve it.*
- *I have no concerns about the project plans and generally support this development plan, with the caveat that green space including large trees be preserved/made usable*
- *It is good that the project seems to protect existing trees and green space directly east of the metro station interest (i.e., the plum trees). However, the green space in the northern portion of the project area should also be considered, protected, and enhanced*

Metro Response: As shown in Figure 2 of this report, Metro's proposed site plan preserves open green space, also known as Brookland Green, in the northeast corner of the property.

5.5 Development Project's Design and Uses

Ninety-three comments related to what elements should be included in the joint development project and the need to coordinate with the community. An equal number of comments stressed the importance of ensuring that the housing constructed include affordable housing and that retail also be included in the plan (36 comments each). Commentors expressed the desire for a grocery store and other locally serving businesses. Eight comments were related to people not being able to provide an opinion on the project without having more detailed information about the specific development that would be occurring. Thirteen comments specifically called on Metro to coordinate with the community on the development process as it moves forward.

Representative Comments

- *I strongly support reducing the number of parking spaces in order to build more housing. It is essential that any housing plan focuses on creating affordable housing units.*
- *WMATA should pursue as much affordable housing here as possible, especially with an emphasis on adding family sized units (3 and 4 bedrooms) that are affordable.*
- *The housing development should provide affordable/low income options*
- *In favor of increasing mixed-use development so long as it is actually affordable housing, as well as in support of small local businesses.*
- *Unless the housing is all affordable (40k or less household income), there should be no additional housing added.*
- *I'm in support of additional development around the metro, so long as parking is limited and retail such as restaurants are available. Housing alone is not enough to make up for the lack of greenspace*
- *Im in support but please make sure there are restaurants and shops and not only residential!*
- *I am in favor of the reduction in car spaces, and further development of buildings, both housing and retail.*
- *I'm 100% for this development! We need more housing and retail built in the area, and this would be fantastic. I do think it should have a grocery store as part of the development*
- *I am very pro developing this site. I hope to see housing with retail and dining options that would compliment the McMillan Development. Ideally there would be a GROCERY STORE.*
- *Be more clear in the joint development part of the plan. There are few to no details on the subject.*
- *We need more low-income housing for diverse populations, especially our city's senior citizens. I am not opposed to development per se, however, I am opposed to throwing up high priced buildings without any plan.*
- *I hope you will consider her proposal carefully and engage with these community members in a meaningful way when weighing options for site improvement.*
- *To ensure that any decision about future development benefits current and future Brookland residents, we again urge Metro and the city officials to engage meaningfully and transparently with the Brookland community throughout the development process*

Metro Response: These comments are outside of Metro’s scope in the Compact Public Hearing and will be shared with the future developer once selected. The public can further comment on the development plan through the District’s development review process.

5.6 Traffic and Congestion

There were 43 comments associated with the traffic and congestion the proposed changes would generate.

Representative Comments

- *Adding bus traffic onto Newton from 10th is going to be problematic for morning rush hour. 10th st from Monroe to Michigan a parking lot during the school year around 8am.*
- *The intersection of 10th and Otis/Bunkerhill is an area of high congestion that might benefit from designating Otis between 10th and 12th as an eastbound one way.*
- *It's already difficult enough to drop my kid off but, what ur proposing will make it impossible to wait in order to pick them up. Three surrounding streets are already congested and parking restricted to surrounding residents. Those of us residents who want to drop/ pick up will be restricted. There is no safety on busses so I cannot use that as an alternative.*
- *I would like to be able to see how the traffic will flow. It is important that the traffic pattern avoids adding more traffic to Monroe street which gets backed up around rush hours. If buses primarily enter Michigan Ave via 10th, it will be important to coordinate lights to accommodate pedestrians and bicycles to avoid accidents like the one the killed a cyclist a few years ago*
- *Rush hour traffic is already too much on 10th feeding into Michigan ave. Please do not add a mixed use building bringing even more congestion to the area*
- *I am not opposed to the development, but I strongly urge the consideration of easing traffic congestion heading north on 10th street and inclusion of safe bike and pedestrian rights of way. Currently, heading north on 10th street in the mornings, this corridor can become incredibly clogged and cars and buses routinely perform incredibly unsafe maneuvers such as driving up the wrong side of the street to make turns or get around other cars*
- *It appears that there will be a significant increase in bus traffic on 10th St NE between Newton St and Bunker Hill Rd. in order to access and depart the Newton St Bus Loop. 10th St is already fairly congested with traffic moving between Monroe St and Michigan Ave NE. It appears that access to the relocated Kiss and Ride will further increase congestion at the intersections of Michigan Ave, 10th St, and Bunker Mill Rd (on both sides of Michigan Ave).*

Metro Response: Metro will share these comments with the developer ultimately selected for joint development and will be taken under consideration through the District’s development review process.

5.7 Kiss & Ride Spaces and Bus Bay Locations

There were 27 comments that either did not want to see the number of Kiss & Ride spaces reduced or the bus bay relocated. The majority of the comments (20) were associated with not wanting to see the number of Kiss & Ride spaces reduced and/or relocated. Relocating the bus bays raised concerns about traffic congestion and impact to Brooks Mansion (the DCTV building).

Representative Comments

- *Please, please do not reduce the kiss and ride parking so significantly. With the increased development, there will be a need for at least the same amount of parking there is now, if not more.*
- *Please do not reduce the Kiss & Ride spaces that significantly and also relocate the location. With that few spaces available on the street, double parked cars will quickly lead to traffic congestion and, potentially, accidents. Find a way to increase the number of spots on the street or do not relocate the Kiss & Ride to the proposed location.*
- *By reducing the amount of parking it makes it harder for people who live further away to park and ride the metro. I do not support the proposal to reduce the footprint of the Brookland metro station to allow for mixed use development.*
- *Seniors, like myself, who ride metro frequently need to park close to metro, especially at night.*
- *I'm opposed to the removal of bus bays or any other structures. The area will grow and we will eventually need that space for the busses.*
- *I would like to express my concern about the proposed changes to the bus bays as part of the plans to redevelop the WMATA property around the Brookland Metro station. While generally, I support the idea of redeveloping this land, the proposed changes to the bus bays would have a significant negative effect on the surrounding neighborhoods. Specifically, I oppose relocation of 4 of the 9 bus bays to Newton street.*
- *The longer distance from bus bay to station means that riders have to walk farther and are more likely to miss their bus in the proposed configuration compared to the current one where all buses are immediately visible (and a short walk) from the station entrance.*
- *We are concerned the infrastructure that is proposed to be built to relocate 4 bus bays across the front of the property will adversely affect the Landmark's setting, feeling and association, and introduces visual, atmospheric and audible elements that diminish the integrity of the property (criteria for maintaining integrity of National Historic Landmarks).*

Metro Response: The proposed change to remove 34 Kiss & Ride spaces in the surface lot is based on an evaluation of current and future parking demand for the Brookland-CUA Station as detailed in the Environmental Evaluation. The Project will replace approximately eight total spaces adjacent to the Metro station as on-street spaces. Metro will continue to coordinate with DDOT regarding on-street Kiss & Ride spaces as well as on-street pick-up/drop-off operations for the development sites.

Metro appreciates the comments regarding the bus bay relocations and creation of new ones under the Michigan Avenue bridge and along Newton Street. Metro and the future selected developer will take these under advisement as the joint development project move forward.

5.8 Other Transit Related Concerns

There were 32 comments associated with improvements or other priorities Metro should focus its attention toward. Approximately 45 percent (14 comments) were related to safety issues and need for improved lighting at the station and surrounding area. Other comments were associated with providing new, accessible entrances; installing harder-to-evade fare gates; improving and expanding bus service, and generally improving the transit riding experience.

Representative Comments

- *I hope to God this project will eliminate 'bus ghosting' leaving me stranded some nights, as a paying customer, (yes, I ride and pay).*
- *There *needs to be an elevator with street access at the station's west entrance for people with disabilities. Currently, there is only one to the street on the east entrance.*
- *Please consider improving the lighting along the pathway on the west side of the station as you walk toward the CUA entrance. This area is quite dark at night and does not feel safe, especially given recent instances of violent crime in this area.*
- *We need new fare gates, like some installed on the Blue and Orange lines. I'm tired of paying for my ticket while I see people jumping the turnstiles all the time. Get rid of the station managers too; they don't do anything about fare evasion or anything else, and are a waste of money.*
- *Please increase the street lighting in this area. It is very dark when I am walking to the bus stop in the morning and at night and this is not safe. The street lighting could be improved to increase everyone's safety.*
- *I would like increase frequency of buses to Brookland from Woodridge*
- *I am sick and tired, as most people are, of having to wait 20 minutes at Brookland for buses. If you can't create a functional bus service then **** off. No one is gonna pay for your **** and no one does*
- *Would love to see improvements to the metro station as well - namely, a southern entrance/exit from Monroe st.*
- *I wanted to mention that adding an elevator/step free access to the West entrance to the MBT would be a total game-changer because the Monroe St bridge is really difficult to go over in a manual wheelchair.*
- *The new restructuring is fine as long as the service is improved, because if there are going to be more homes and the frequency remains the same, it will be complicated.*
- *As you are making upgrades to the station, please consider adding a screen with bus arrival/departure information in the Metro entrance near the turnstiles.*
- *I dread riding the Washington metro. Metro should stop spending money on development and start running a first-world public transportation system. Thank you.*

Metro Response: These comments are outside of Metro’s scope in this Compact Public Hearing. However, Metro takes safety and fare evasion seriously and will share the public’s feedback and concerns with the respective Metro departments for consideration and further action.

5.9 Other Comments

There were 87 comments related to topics and issues not discussed above. Comments included questions about the process and potential benefits, detailed suggestions for redesigns, concern about access to DCTV, questions about shuttle pickup/drop off, desire to see Tuesday’s farmers market continue, etc.

Representative Comments

- *As someone who commutes via metro and then catches the shuttle from the Children's National garage to work daily, it is unclear what will happen to my commute.*
- *I work at the Catholic University and take the Metro everyday. I'm unsure how the proposed changes might affect me personally, or the university. I received a flyer at the station and read about the proposed changes. That was helpful. Thanks!*
- *How will this affect current riders. Potential benefits.*
- *I can't see the difference in the proposal, the information is not clear*
- *I'm speaking on behalf of myself and dozens of employees who work at DCTV, up the hill from the proposed 'Bus Only' lanes. This is a non-profit company who relies on grants. Currently, the only entrance into the building is through a secure, coded gate located on the proposed Bus Only road. There is no DCTV budget that would allow a new secure, coded gate to be built if we were barred access into our place of employment. This is my main issue. The development noise is a secondary concern. The business creates multimedia which requires filming of both video and audio, along with post-production audio design. Having buses encroach even closer to the building is detrimental to quality of work.*
- *Has the neighborhood Tuesday Farmer's market been consulted? Please coordinate continuation of the market during and post-construction, which has been operating under the Michigan Ave bridge on Tuesdays for several years*
- *Would love the joint development to be cohesive to the historic brookland mansion right next door.*
- *I also reiterate that an expanded memorial space to the great advocate of mass transit, Bernard Prior, should be considered for the new station.*

Metro Response: These comments are outside of Metro’s scope in this Compact Public Hearing and will be shared with the selected developer as the joint development project moves forward.

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

Comments received on the draft Public Hearing Staff Report can be found in Appendix I. The draft Public Hearing Staff Report was posted on Metro’s website on Monday, February 12, 2024, and public notice sent out Tuesday, February 13, 2024. The public comment period closed at 5:00 p.m. Friday, February 23, 2024.

Five (5) comments were received that discussed the following topics:

- Interest in additional detail about any development that could occur including projection of vehicular traffic flow of new residents and type and orientation of development activities (e.g., pick-up/drop-off, loading, deliveries, etc.).
- Appreciation that Metro will continue to look for ways to better accommodate bicyclists and pedestrians to and through the site, and requests that Metro take more direct role in making multimodal improvements on its property.
- Concerns about bus and vehicle traffic associated with roadway changes to the site, including idling and turning buses, impact to Brooks Mansion site, and pedestrian and bicycle access.
- More specific protection, programing, and stewardship of the Brookland Green.
- Request for edits to be made in the appendix of this report.

Metro Response: Concerns related to future development are outside of Metro’s scope in the Compact Public Hearing and will be shared with the future developer once selected to be considered in the project design. The public can further comment on the development plan through the District’s development review process.

Regarding multimodal facilities, Metro strongly supports bicycle/pedestrian connections to the station and will continue to work internally and with DDOT and the ANC to discuss how best to improve connectivity between the station and adjacent bike lanes and sidewalks. Additional specificity has been included in the introduction section of this report (see Figure 3).

Metro appreciates the comments regarding the bus bay relocations and creation of new ones under the Michigan Avenue bridge and along Newton Street. Metro and the future selected developer will take these concerns under advisement as the joint development project moves forward.

Metro’s proposed site plan preserves open green space in the northeast corner of the property. Programing and stewardship of the open space will be considered during the future joint development process in coordination with the District.

Regarding changes in the appendix requested by Brookland Neighborhood Civic Association (BNCA), Metro cannot edit the table in Appendix F since that is from the Environmental Evaluation (EE) that has been completed. But Metro can add BNCA as a stakeholder in Appendix B and will add them to Metro's stakeholder list for this project.

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 at the Brookland-CUA Metro Station eastern entrance. Staff finds there should be no revisions to the proposed bus loop and Kiss & Ride changes as a result of the Compact Public Hearing, public comment period on the draft staff report, and final staff report analysis.

The changes include the following modifications to Metro facilities:

- Relocate the bus loop and Kiss & Ride facilities; and
- Reduce Kiss & Ride capacity to eight (8) spaces

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 The Brookland-CUA Metro Station.

Staff will continue to refine the design of the joint development in coordination with the ANC, DDOT, and future developer, particularly the bicycle and pedestrian connectivity, as a result of the comments received from the public throughout this process. The bicycle and pedestrian facilities are outside the scope of the Compact Public Hearing process and can continue to be refined as the project evolves without needing to hold another Compact Public Hearing.

APPENDIX A: NOTICE OF PUBLIC HEARING

Continued on Next Page



**Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Changes to Transit Facilities at
Brookland - CUA Metro Station
Washington, DC
Docket R23-03**

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 Brookland - CUA Metro Station in Washington, DC as follows:

Hearing No. 652

Tuesday, September 12, 2023

Open House 6 p.m. Public Hearing 6:30 p.m.

Luke C. Moore High School
Auditorium
1001 Monroe Street NE
Washington, DC 20017

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

[youtube.com/metroforward](https://www.youtube.com/metroforward)

To listen via telephone: (206) 899-2028, Meeting Code 337 433 234#

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](https://www.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](https://www.wmata.com/plansandprojects)



PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the environmental report and general plans for changes to transit facilities at the Brookland - CUA Metro Station, Washington, D.C. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

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

In person: Individuals wishing to provide testimony in person during the hearing are encouraged to pre-register by emailing speak@wmata.com or calling (202) 962-2511 by 5 p.m. on Monday, September 11, 2023. Please submit only one speaker's name per request. Advance registration to provide in-person testimony is not required.

By videoconference: Individuals wishing to provide testimony during the hearing via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to speak@wmata.com by 5 p.m. on Monday, September 11, 2023. Please submit only one speaker's name per request.

By telephone: Individuals should call (206) 899-2028 during the hearing and enter Meeting Code 337 433 234#. 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, August 12, 2023 and will close on Friday, September 22, 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, September 22, 2023 to be included in the public record.

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

WHAT IS PROPOSED

Metro proposes changes (“Modifications”) to the Brookland - CUA Metro Station (“Metro Station”) transit facilities and facility access to enable joint development and increase ridership. The recommended changes are made after significant evaluation of future demand for the transit and Kiss & Ride facilities at the Metro Station.

The Modifications include:

- Reconfiguration of the bus loop
- Relocation of the Kiss & Ride lot to on-street facility
- Reduction of 34 Kiss & Ride spaces to eight spaces

The changes to the transit facilities will be funded and constructed by Metro’s future joint developer, which will be selected through a future solicitation.

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

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

Table 1. Environmental Impacts of Modifications

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization & Mitigation Efforts
Transportation	<p>Reconfiguration of the bus facilities will re-distribute bus movements over multiple intersections, which will minimize traffic congestion.</p> <p>Reduction of Kiss & Ride spaces will generate less traffic at the station and aligns with pick-up/drop-off demand.</p> <p>Reduced vehicular crossings for pedestrians & bicyclists improving safety.</p>	<p>Disruption to pedestrian, bicycle, and vehicular circulation during construction.</p>	<p>Interim locations for bus services, pick-up/drop-off, and bicyclist and pedestrian access will be maintained at all times during construction.</p> <p>Traffic controls and signage to be updated to reflect changes to bus and Kiss & Ride facilities.</p> <p>Customers seeking longer-term parking options will be directed to use Metro’s Rhode Island Ave Park & Ride facility. Other on-street parking options may also be created after development of the site.</p>
Stormwater	<p>None-total impervious areas of transit facilities to be reduced.</p>	<p>Minor sediment or erosion risk.</p>	<p>Controls to be applied per DC requirements.</p>
Air Quality and Noise	<p>No impacts resulting from changes to transit facilities.</p>	<p>Dust or noise from construction-related equipment and operation.</p>	<p>Cleaning, minimizing night-time work, noise control measures.</p>

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 Brookland - CUA 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

Continued on Next Page

Brookland-CUA Stakeholders

Basilica of the National Shrine	Place of Worship
Missionary Oblates of Mary Immaculate	Place of Worship
St. Anthony of Padua	Place of Worship
Brookland Artspace Lofts Apartments	Residence/Apts
Academy of Hope Adult Public Charter School - Ward 5	School
Archbishop Carroll High School	School
Bunker Hill Elementary School	School
Catholic University of America	School
Edgewood Arts Center	School
Elsie Whitlow Stokes PCS	School
Imagine Community Hope Charter School	School
Luke Charles Moore High School	School
Mary McLeod Bethune Day Academy Public Charter School	School
St. Anthony's Catholic School	School
The ARC of District of Columbia	School
Trinity Washington University	School
Rhode Island Main Street	BID/Civic Association
Brookland Neighborhood Civic Association*	BID/Civic Association
Lupin Baking Company	Business
San Antonio Bar & Grill	Business
ZEKE'S COFFEE OF DC	Business
Adams Place Shelter--Catholic Charities	Community-Based Organization (CBO)
Capital Area Food Bank	Community-Based Organization (CBO)
Edgewood Brookland Family Support Collaborative	Community-Based Organization (CBO)
Hispanic American Police Command Officers Association (HAPCOA)	Community-Based Organization (CBO)
Washington Area Community Investment Fund	Community-Based Organization (CBO)

*Added in February 2024 to be included on future Metro emails or notices

APPENDIX C: PUBLIC HEARING PRESENTATION MATERIALS

Continued on Next Page

Compact Public Hearing

R23-03

Brookland Station

September 12, 2023
Public Hearing



Agenda

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

wmata.com/plansandprojects > Brookland

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

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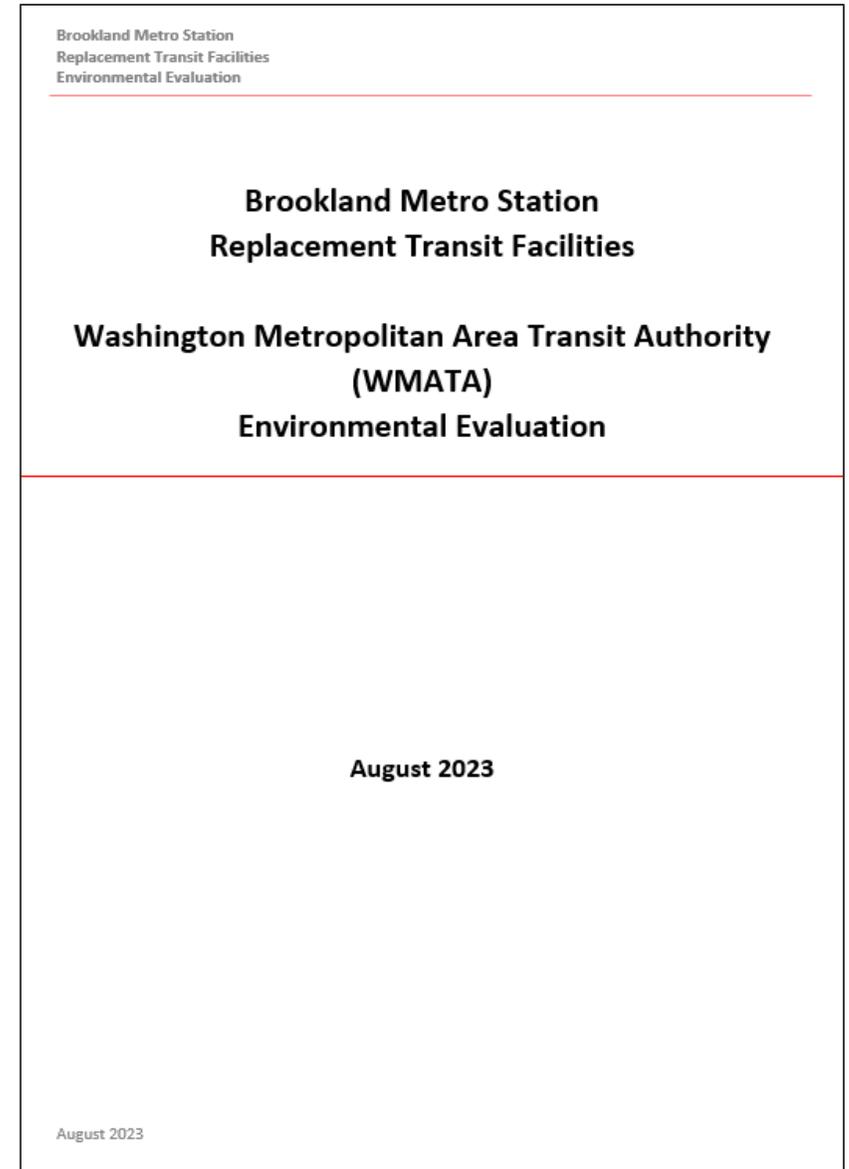
想要获取该项目的更多信息，请致电地铁客户服务热线 202-637-1328。

想要獲取有關此項目的其他信息，請致電地鐵客戶服務專線202-637-1328。

Reference Materials

WMATA Compact Public Hearing Materials

- General Plans
 - Environmental Evaluation
-
- wmata.com/plansandprojects > Brookland



Providing Testimony at Hearing

Call **(206) 899-2028** and enter code **337 433 234#**

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

Public Hearing Procedures

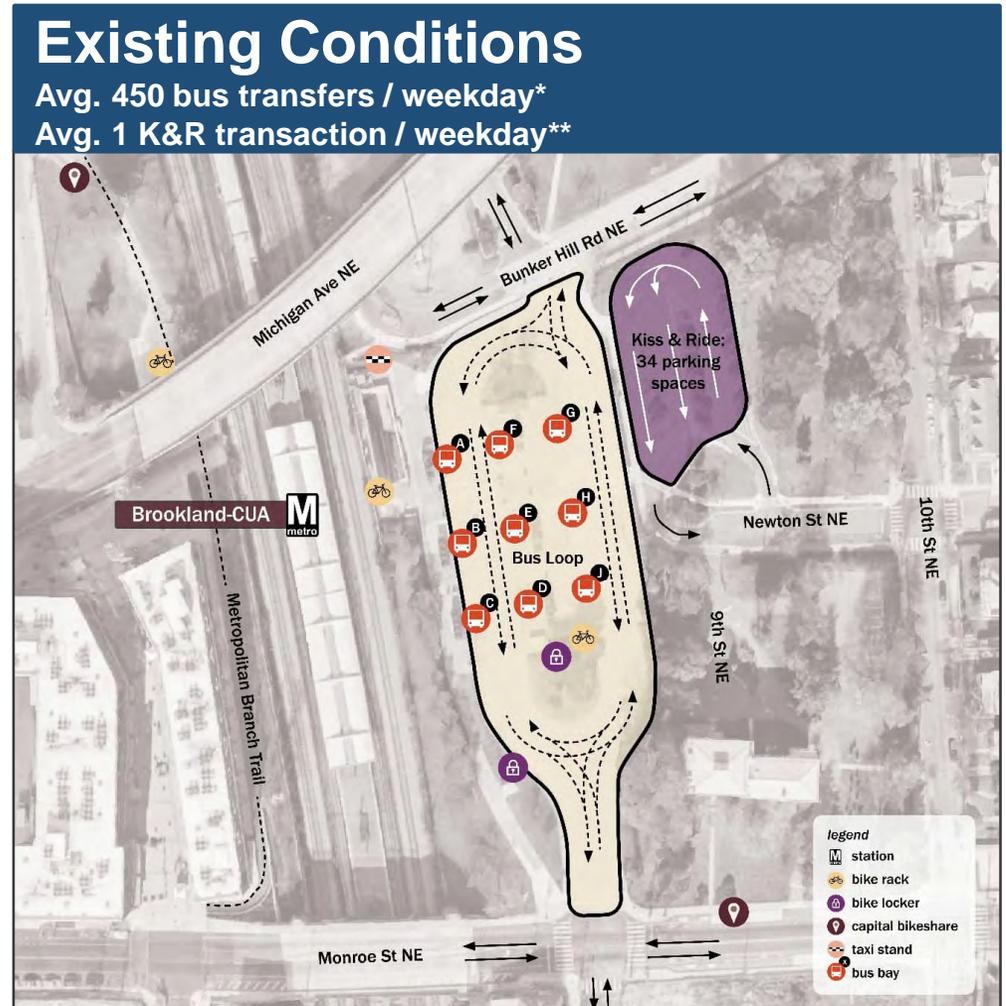
- Public Officials **5 minutes each**
- Private Citizens **3 minutes each**

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

Purpose of Hearing

To obtain public comments on the changes to transit facilities at the Brookland Metro Station that will **enable joint development & grow ridership**:

- Relocating the bus loop and Kiss & Ride facilities
- Reducing the Kiss & Ride capacity to eight spaces

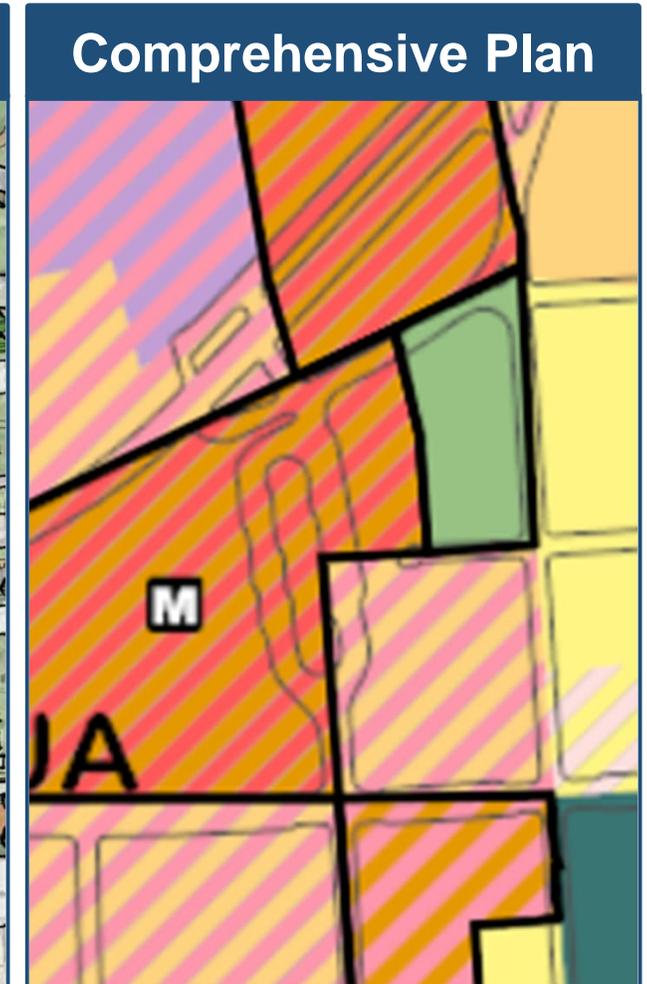


(*) Based on August 2023 bus ridership data
(**) Based on March 2023 ParkMobile records; 2.0 transactions on an average weekday if adjusted to pre-COVID ridership rates.



Background

- 1978 Station opens
- 2009 Small Area Plan adopted
- 2015 Metro Board approves prior Joint Development Agreement (JDA)
- 2018 Prior JDA expired
- 2021 Comprehensive Plan adopted increasing development allowances & establishing “Park” space
- 2023 Metro Board authorizes Compact hearing & issuance of Joint Development solicitation



Proposed Changes

Bus

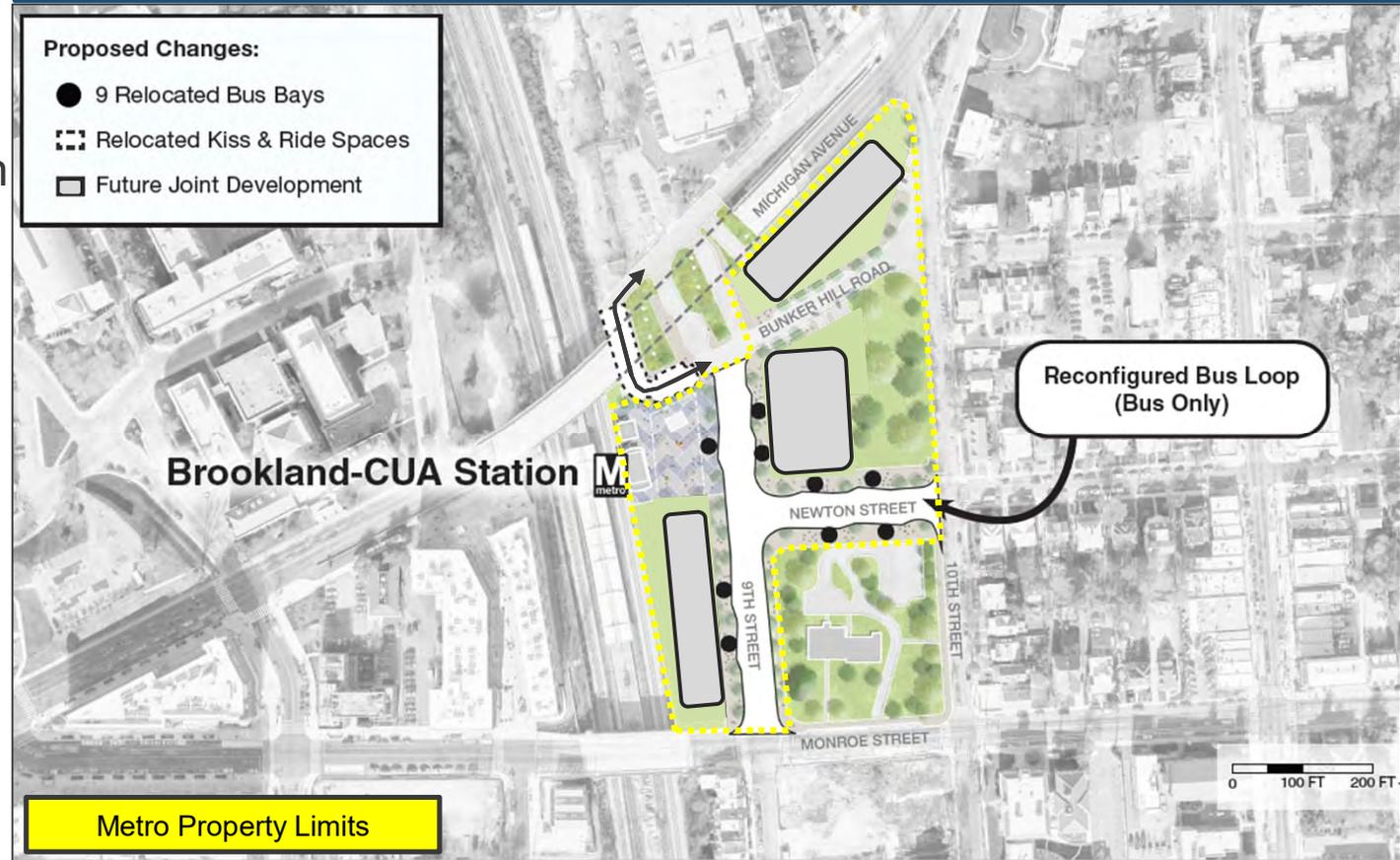
- 9 Bus Bays (1-for-1 replacement)
- Reconstructed in a more bicycle & pedestrian friendly footprint with fewer street crossings —improving safety

Kiss & Ride

- 8 Kiss & Ride spaces (75% reduction); aligns with pick-up/drop-off patterns
- Relocated as curbside parking facility along the Bunker Hill Road turnaround; does not restrict thru-traffic
- Van shuttles (Children’s Hospital, etc.) to use designated space within the Kiss & Ride

Proposed Conditions

To be funded & constructed by the Joint Developer (not yet selected)



(*) The Future Joint Development building footprints are conceptual for illustrative purposes only

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 Features	Permanent Impacts	Temporary Impacts Construction-related	Minimization & Mitigation Efforts
Traffic	<p>Bus movements are distributed over multiple intersections—reducing traffic congestion</p> <p>The relocated Kiss & Ride with lower capacity will generate less vehicular trips on 10th Street NE even after changes to bus movements</p> <p>Reduced vehicular crossings for pedestrians & bicyclists improves safety</p>	<p>Disruption to pedestrian, bicycle, and vehicular circulation during construction</p>	<p>Interim access for buses, pick-up/drop-off activity, and bicycles/pedestrians will be maintained at all times during construction</p> <p>Customers seeking longer-term parking options to use Metro’s Rhode Island Ave Park & Ride facility or other on-street parking options that may be created after development of the site</p>
Air Quality & Noise	<p>None—total impervious areas of transit facilities to be reduced</p>	<p>Minor sediment or erosion risk</p>	<p>Controls to be applied per DC requirements</p>
Stormwater	<p>No impacts resulting from changes to the transit facilities</p>	<p>Dust or noise from construction-related equipment and operation</p>	<p>Cleaning, minimizing night-time work, noise control measures</p>

Testify at Hearing

Call **(206) 899-2028** and enter code **337 433 234#**

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

Public Hearing Procedures

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

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

Written Comments

Comments must be received by **5 p.m. on Friday, September 22, 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:

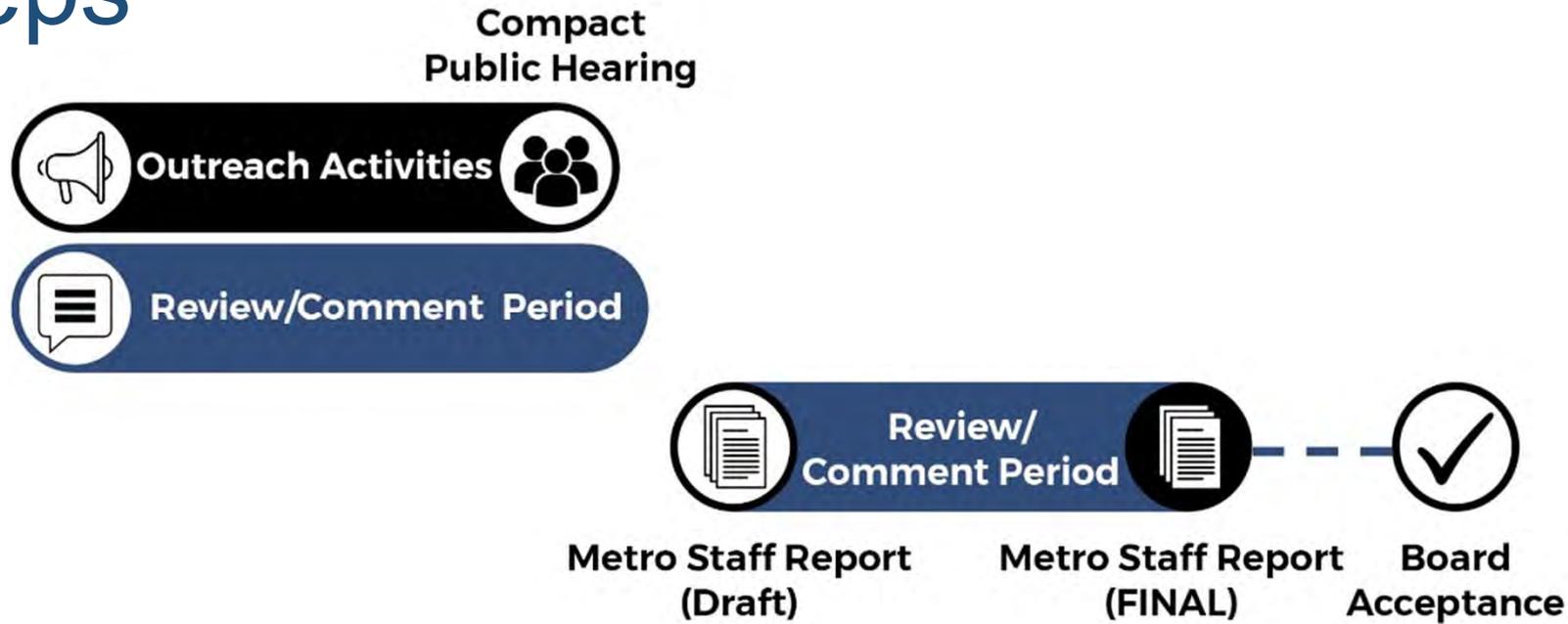
- Office of the Secretary
SECT 2E
WMATA
PO Box 44390 Washington, DC 20026-4390
- Reference “Brookland Public Hearing” in the subject line

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



September 22, 2023

Public Review Comment
Period Closes

November 2023

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

December 2023

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

Thank you for
your participation!



APPENDIX D: PUBLIC HEARING SCRIPT

Continued on Next Page

MS. WORTH

SLIDE 1

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

SLIDE 2 - AGENDA

- This hearing is convened by the Metro Board of Directors to gather public comments on proposed changes to the Brookland Metro Station located in Washington, D.C.
- This is our Agenda today: We will provide background information, describe the proposed changes, and discuss the protocol for providing comment. We will then hear public comments and discuss next steps.

SLIDE 3 – REFERENCE MATERIALS

- The General Plans and Environmental Evaluation for these changes are available online at [wmata.com/forward/slash/plans and projects](http://wmata.com/forward/slash/plans-and-projects). Two copies are also available in the hallway at the registration table.

Notice of this hearing was published in *The Washington Post*. Print ads were placed in *Atref* and the *Washington China Daily*. Banner ads appeared on digital devices for residents within a 10-mile radius of the Brookland-CUA Station. Social media ads were placed on Facebook, Instagram, and Next Door.

The hearing notice was also sent to all local governments and other organizations within the Compact Zone, as well as posted at wmata.com.

SLIDE 4- PROVIDING TESTIMONY AT HEARING

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

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

YASMINE

SLIDE 5 – PURPOSE OF HEARING

- Thank you, Ms. Worth
- The Purpose of the Hearing is to obtain public input on the following changes to the facilities at the Brookland Metro Station to enable joint development and grow Metro's ridership:
 - Relocating the bus loop and Kiss & Ride facilities
 - Reducing the Kiss & Ride spaces to eight spaces
- Currently these facilities support approximately 450 transit customers transferring between bus and rail services on an average weekday at Brookland Metro Station, and one paid parking transaction from the Kiss & Ride.
- For context, the Brookland Metro Station served 4,500 to 5,800 customers each weekday in the decade prior to COVID-19 pandemic. As of August 2023, ridership has recovered to around 3,000 customers each weekday.

SLIDE 6 – BACKGROUND

- Before discussing the changes further, let me give some background about how we got to this meeting today.
- The Brookland Station opened in 1978.
- In 2009, the Washington, DC Council adopted the Brookland/CUA Metro Station Small Area Plan. The plan envisioned that the Metro Station would become a mixed-use, transit-oriented and civic core for the community.
- In 2015, the Metro Board approved a Joint Development Agreement, or JDA, for Brookland that subsequently expired in 2018. *Joint Development* is a Federal Transit Administration term for when residential or commercial uses are developed on transit agency-owned property with a design that is closely coordinated with transit facilities.
- In 2021, the District of Columbia updated the Comprehensive Plan Future Land Use Map (or FLUM) which increased development allowances for the site from moderate to medium density and established a show “Parks, Recreation, and Open Space” along 10th street NE. This is consistent with the community feedback Metro received in 2015. This addition to the FLUM prompted Metro to revisit the Brookland site plan.
- In April 2023, the Metro Board authorized the staff to hold a Compact hearing on the changes to transit facilities that could enable the development with the goal of increasing ridership at the station and supporting the District of Columbia’s land use, housing, and economic development goals.
- In this meeting, the Board also authorized Metro to issue a Joint Development Solicitation to engage a developer that will lead the design and delivery of a mixed-use real estate project on Metro’s property including the reconstruction of the transit facilities and all coordination with the with the District government and community. However, the release of that solicitation has not yet occurred.

SLIDE 7 – PROPOSED CHANGES TO TRANSIT FACILITIES

- On the next few slides, we’ll cover the proposed changes to the transit facilities, covering aspects of site access and capacity, as well as provide a summary of key points from our Environmental Evaluation.
- Metro proposes to reconfigure the existing bus loop and Kiss & Ride lot. The reconfiguration will:
 - provide parcels for residential and/or commercial development,
 - better integrate the Metro Station into the fabric of the surrounding community,
 - offer an improved customer experience at the Metro Station entrance,
 - and enhance the adjacent open space.

- These actions are required to enable joint development at the site and help to grow Metro's ridership, and accordingly will be funded and constructed by the future joint developer, which has not yet been selected.
- The most significant change to the transit facilities involves the reconfiguration of the bus loop into a "street-like" transitway with a smaller, more bicycle & pedestrian-friendly footprint by extending Newton Street NE and 9th Street NE
- The new bus loop will also include 9 bus bays, which is the same capacity that exists today and can accommodate potential future increases in bus services.
- As for the Kiss & Ride facility, it will be relocated closer to the Metrorail station entrance and designed as a curb-side facility along the Bunker Hill Road turnaround, where most of the pick-up and drop-off activity informally occurs today. In this new design private vehicle traffic will not be restricted and can still use the Bunker Hill Road turnaround as they do today.
- Regarding capacity, the proposal is to reduce the capacity to 8 spaces, which aligns with pick-up and drop-off 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, it was identified there were few paid parking transactions using the ParkMobile system, and that the unpaid parking activity in the Kiss & Ride lot occurred for extended periods of time – exceeding 2 hours to more than 12 hours in duration, including some overnight parking.
- With the proposed reduction in Kiss & Ride capacity, those customers seeking daily or longer-term parking options will be directed to use the Rhode Island Ave Park & Ride, which is the next station along the red line, or other on-street or off-street parking options that may also be created after development of the site.
- As for private van shuttles, such as the Children's Hospital shuttle, they will be able to use a dedicated space within the reconstructed Kiss & Ride facility—similar to their current operations. Metro's Kiss & Ride standards allow any private shuttles up to 35-feet in length to use the facility without a permit. The Children's Hospital shuttle had not been using the existing Kiss & Ride lot since the Bunker Hill Road turnaround was more convenient to the Metro station entrance, which was part of the design logic for locating the future Kiss & Ride facility there.

SLIDE 8 – ENVIRONMENTAL ANALYSIS

- Finally, as part of the Compact Public Hearing, Staff has prepared an Environmental Evaluation for the project to assess any potential impacts and to identify opportunities to minimize or mitigate them.
- This analysis identifies whether there are impacts to transportation, stormwater, open space, air quality, noise, and other community or environmental features that directly result from Metro's proposed changes to the transit facilities only--in this case the reconfiguration of the bus loop and

reduction and relocation of Kiss & Ride spaces--and not the anticipated future development of the site.

- The District of Columbia will lead that evaluation process when the future selected developer submits application for review by the District's entitlements and buildings approval process.
- Regarding transportation, it is anticipated that reconfiguring the bus loop will re-distribute bus movements over multiple intersections, which will minimize traffic congestion. Relocating the Kiss & Ride with lower capacity will generate less traffic vehicular trips on 10th Street NE even after the changes to the bus movements and better align the facility with pick up and drop off demand. Reconfiguring the bus and Kiss & Ride facilities will improve safety for pedestrians and bicyclists because there will be fewer vehicular crossings to access the station.
- During construction, an interim operations plan—sometimes called a Maintenance of Traffic plan—will be established to ensure access for all travel modes to the Brookland 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 construction of the future joint development project, like dust, equipment noise, or sediment and erosion. These will be mitigated following typical construction mitigation techniques and following the District of Columbia's requirements for construction operations.
- This concludes my presentation. I'll turn the floor back over to Ms. Worth to go over the procedures for tonight's hearing.

MS. WORTH

SLIDE 9 – PROVIDING TESTIMONY AT HEARING

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

SLIDE 10 – PROVIDING WRITTEN COMMENTS

- In addition to the opportunity to speak at this evening's hearing, Metro also welcomes further comment on the proposed changes. There are two ways to provide comment: online and by mail.
- Comments must be received by 5 PM on Friday September 22, 2023.

- Online comments can be submitted through the Brookland project page, which can be found at [wmata.com forward slash plans and projects](http://wmata.com/forward/slash/plans-and-projects). Once there, you may type comments and upload letters or other documents.
- You can mail comments to: Office of the Secretary, SECT 2E, WMATA, Post Office Box 44390, Washington, D.C. 20026-4390. Please Reference "Brookland Public Hearing" in the *subject* line. Comments must be received (not postmarked) by September 22, 2023 in order to be included in the hearing record.
- Your comments will become part of the public record that will be reviewed by the Metro Board of Directors.
- Changes to what was presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

SLIDE 11 – THINGS OUTSIDE THE PURPOSE OF THIS HEARING

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

SLIDE 12 – NEXT STEPS

- The public comment period will close on September 22, 2023. Staff anticipates releasing the draft staff report to the Metro website in the November.
- Once the staff report is released to the public, those of you who provided comments will have the opportunity to review the report to ensure that we captured your comments accurately. That review and comment period will close two weeks after the draft staff report is posted.

- Staff anticipates that the Final Staff Report will be submitted to the Board of Directors for acceptance at the end of the calendar year.

SLIDE 13 – THANK YOU FOR YOUR PARTICIPATION

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

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

- Is there anyone present in this room who wishes to provide testimony? Please approach the mic.
- Is there anyone else on the phone who wishes to provide testimony tonight? If so, please press *5 to be put in the speakers' queue. (Wait 20-30 seconds to see if anyone joins speakers' queue.) If not, this hearing is now concluded.
- As a reminder, we'll be accepting written testimony until 5 p.m. on Friday, September 22, 2023. Testimony can be submitted online at: W-M-A-T-A.com *forward slash* plansandprojects (all one word), then navigate to the Brookland project page.
- Testimony can also be sent via U.S. Mail to: Office of the Secretary, WMATA, S-E-C-T 2E, PO Box 44390. Washington, DC 20026-4390. All mailed testimony must be received (not postmarked), by 5 p.m. on Friday September 22, 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. September 22.
- Thank you again for participating in this evening's hearing. Have a good evening.

APPENDIX E: SURVEY RESULTS AND COMMENTS

Continued on Next Page

Proposed Parking Changes at Brookland-CUA Station
Proposed Changes at Brookland-CUA Station

Metro is proposing changes to Brookland-CUA Station’s transit facilities to support future mixed-use development, which could include housing and retail.

The proposed changes include reconfiguration of the bus loop and reduction of the total number of Kiss & Ride spaces at the station from 34 to eight (8) spaces.



The proposed transit facility configuration also improves bicycle and pedestrian access to the Station by reducing intersections with passing vehicles. The proposed changes support the District’s Brookland-CUA Metro Station Small Area Plan and the Mayor's goal to create 36,000 new housing units, as identified in the 2021 Comprehensive Plan and Future Land Use Map.

Q1. How would you like to provide a comment?

1. Type and submit a comment
2. Upload and submit a document
3. Both upload a document and type a comment

	(n=550)
Type and submit a comment	95%
Upload and submit a document	3%
Both upload a document and type a comment	2%

Q2. Please provide your comments in the box below:

Proposed Parking Changes at Brookland-CUA Station



Q3. Which type of housing best describes your home?

	(n=506)
Apartment or condominium	31%
Single family, detached house	35%
Townhome, attached to other houses	33%
Other (please explain) _____	1%

Q4. Do you primarily use Brookland Station to.....

	(n=506)
Ride Metrorail	59%
Ride Metrobus	3%
Ride Both	32%
I don't use Brookland station	3%
Other (please explain) _____	3%

Q5. For the last trip you took from Brookland station, how do you get to Brookland Metro Station? Please select one.

	(n=499)
Walk	57%
Metrobus	12%
Car and parked at Metered Section at Brookland Station	4%
Dropped off by someone at Brookland Station	5%
Carpool with others and parked at Metered Section at Brookland Station	<1%
Bicycle	14%
Rented Bicycle or Scooter	14%
Taxi/Ride share (e.g. Uber, Lyft)	<1%
Other (please explain) _____	5%

Q6. In the past 30 days, which of the following facilities did you use at the Brookland Station?

	(n=795)
Bus Bays and Station/Stops (to connect to Metrobus, Metrorail, etc.)	32%
Metered Kiss & Ride Lot (i.e. for short-term parking)	5%
Kiss & Ride (i.e. lot where a driver can wait to pick up a passenger)	11%
Pick up and Drop off Zone	13%
Bicycle racks	13%
Capital Bikeshare	13%
None of the above	13%

Proposed Parking Changes at Brookland-CUA Station

Only show **blue module** to respondents who answered Q6 = “2. Metered Parking” (i.e. they used METERED Parking in the past 30 days)

Q7. How often have you parked at the Brookland Metered Kiss & Ride Lot in past 30 days?

	(n=37)	Comment
1 day only	19%	
2-3 days	30%	
3-5 days	16%	
5-10 days	14%	
More than 10 days	19%	
Zero days – I have not parked here in the past 30 days	3%	Go to Q19

Q8. How many miles do you travel to park at the Brookland Metered Kiss & Ride Lot in past 30 days? (Approximately)

	(n=36)	Comment
Less than 1 mile	33%	
1 to 2 miles	31%	
2 to 3 miles	19%	
More than 3 miles	17%	

Q9. In an average week, which days of the week do you park at Brookland Metered Kiss & Ride Lot? Please select all that apply.

	(n=127)	Comment
Monday	14%	
Tuesday	14%	
Wednesday	18%	
Thursday	21%	
Friday	13%	
Saturday	13%	
Sunday	7%	

Q10. What is the main reason you park at Brookland Metered Kiss & Ride Lot? Please select only one.

	(n=36)	Comment
To ride Metrorail	92%	
To ride Metrobus	6%	
I work nearby Brookland Station -> Go to Q19	<1%	
I use it as a parking lot for nearby locations/buildings (Catholic University, stores on The Arts Walk, etc.)	3%	Go to Q19
Other	0%	

Proposed Parking Changes at Brookland-CUA Station

Q11. If the Brookland Metered Kiss & Ride Lot was no longer available, would you continue to ride Metrorail / Metrobus from the Brookland station?

	(n=36)	Comment
Yes	37%	Q17
No	63%	Q18

Q12. Would you consider parking at another Metro station to use Metro? Please select one.

	(n=21)	Comment
No, I would no longer park at a Metro station	86%	Go to Q13
Yes, I would park at Rhode Island Metro Station	5%	Go to Q18
Yes, I would park at Fort Totten Metro Station	5%	Go to Q18
Other Metro Station (please explain)	5%	Go to Q18

Q13. Why would you not park at another Metro station. Please select all that apply.

	(n=46)	Comment
Driving to other Metrorail stations with parking is not convenient.	33%	Go TO Q19
It is too difficult getting into or out of parking lots at other Metrorail stations.	15%	Go TO Q19
I am concerned there would not be enough parking at other stations.	15%	Go TO Q19
Parking at the other stations would be too expensive.	9%	Go TO Q19
I am concerned about my personal safety while parking at other stations.	28%	Go TO Q19
Something else (please explain)	0%	Go TO Q19

Q17. How would you get to the Brookland Metro Station if the Kiss & Ride lot were not available? Please select one.

	(n=13)	
Metrobus	23%	
Other bus service	8%	
Dropped off by someone	0%	
Rented bicycle or scooter	0%	
Bicycle	15%	

Proposed Parking Changes at Brookland-CUA Station

Walk/Wheelchair	46%	
Taxi/Ride Share/Lyft/Uber/Other car service	0%	
Park somewhere else nearby the station	8%	

Q18. If the Brookland Metered Parking was no longer available, would you still take Metrorail or Metrobus for the same amount of trips as you do currently?

	(n=35)	Comment
Yes	40%	
No	60%	

Q18B. To help us better understand how you currently use the Brookland Station, it would be very helpful to know approximately where you live.

If you're not comfortable giving us your exact address, just drag the marker to a nearby address or intersection (e.g., an address next door or across the street):

You can zoom into the map by using the "+" and "-" buttons located on the lower right corner.

You can identify the location by dragging the marker to the map or enter the address or location manually in the provided text field and hit the search button.

If you don't have a permanent address or don't feel comfortable giving us any information, feel free to skip this question.



Q19. If you would like to receive email updates regarding this project, please enter your email address in the box below:

Proposed Parking Changes at Brookland-CUA Station

Q20. In what year were you born?

	(n=447)
18 to 24	6%
25 to 34	22%
35 to 44	46%
45 to 54	13%
55 to 64	7%
65+	7%

Q21. What is your gender identity?

	(n=486)
Male	56%
Female	41%
Other	3%

We understand that gender identity may not be fully captured by the options above. Should you wish to elaborate on your response or nonresponse to the previous question, you are invited to do so in the box below:

Q22. Are you of Hispanic or Latino origin?

	(n=480)
Yes	7%
No	93%

Q23. Which of the following best describes you? Please select all that apply.

	(n=480)
African American or Black	14%
American Indian or Alaska Native	2%
Asian	4%
Native Hawaiian or other Pacific Islander	<1%
White	72%
Other, please specify:	8%

Q24. What is your annual household income (before taxes)?

Proposed Parking Changes at Brookland-CUA Station

	(n=458)
Less than \$10,000	1%
\$10,000 - \$14,999	<1%
\$15,000 - \$19,999	1%
\$20,000 - \$24,999	<1%
\$25,000 - \$29,999	1%
\$30,000 - \$49,999	5%
\$50,000 - \$74,999	10%
\$75,000 - \$99,999	8%
\$100,000 - \$149,999	19%
\$150,000 - \$199,999	18%
\$200,000 or more	34%

Comments Received Through Metro's Survey

1	I'm in support of additional development around the metro, so long as parking is limited and retail such as restaurants are available. Housing alone is not enough to make up for the lack of greenspace
2	Brookland's green space must be protected. I would like to see a proposal that keeps all existing trees and grass areas as-is.
3	Im in support but please make sure there are restaurants and shops and not only residential!
4	Please make the area slated to be bus only as bike and bus only. Bike riders coming from the northeast side of the metro lack a safe way to connect to the MBT. 10th street does not have a bike lane and Michigan is of course full of speeding cars. This would greatly improve bike safety around the metro.
5	Strongly in favor of the proposed changes. Improved safety for pedestrians and bicycle riders and transit users is key
6	Please include bike access to/through the station in the reconfigured plans. Right now, bikes have to go on the sidewalk, which isn't great. Include protected bike lanes, please.
7	Provide bike connections! Either via extra large sidewalks or fully protected lanes.
8	Looks good, i am all for more development around the metro. More density is needed to get the supermarket and foot traffic necessary to maintain thriving businesses.
9	Very positive change. In keeping with the development of the neighborhood and allowing for room to grow before it's too late. The combination of service by several bus routes and the adjacent metro train route add tremendous value to any housing located here with benefits that greatly surpass the current use for parking and car-oriented travel. As a neighbor I am hoping the new developments will be multi story and mixed use. As a frequent biker through this area (dropping kid off at school) the opportunity to make the area safer for pedestrians and cyclists of all ages is one that should be seized.
10	I fully support adding dense housing close to the bus and metro, and measure to make it safer for pedestrians and bicyclists are great.
11	I am happy to see the proposed changes, especially mixed-use development. I would like to request and propose the inclusion of bike infrastructure, including protected bike lanes on either 9th or 10th Street as well as secure bike racks. Additional pedestrian infrastructure will also be needed, even with the minimal traffic in its current design, I have had a number of 'near misses' as a pedestrian in the crosswalk at the northern end of the current kiss and ride. I believe this is due to bus blind spots rather than dangerous bus driving - but, raised crosswalks and flashing lights would help keep pedestrians safe at the intersections of 9th St and Bunker Hill Road, 10th St and Newton St, and 9th St and Monroe St.
12	I am in favor of WMATA's proposal to reconfigure the land around Brookland-CUA station. This transit-oriented development proposal will enable Metro to gain more revenue from the land it owns as well as reduce local rents for housing in the Brookland neighborhood, an up-and-coming area in Northeast DC. Additional bike lanes will also encourage more riders to travel to the station and make bikers of all ages and abilities feel comfortable traveling via micromobility.
13	I support the changes proposed, and further comment that connections to bus or other green, last-mile connections are important.
14	I fully support the proposed changes. The proposed changes would contribute to achieving Mayor Bowser's goals of 1. increasing the amount of housing in DC (directly), 2. decreasing the number of vehicle miles traveled (by allowing more people to live in transit rich areas and reducing car dependency), and 3. reaching Vision Zero, or zero traffic fatalities (by reducing the number of vehicles used on a day to day basis in our city). If there are concerns about the loss of green space, some of the green space can be restored by closing roads. If there must be a tradeoff between housing neighbors and allowing car storage, WMATA must support housing our neighbors.
15	I'm opposed to the removal of bus bays or any other structures. The area will grow and we will eventually need that space for the busses. More and more people are being forced to take public transportation.
16	By reducing the amount of parking it makes it harder for people who live further away to park and ride the metro. I do not support the proposal to reduce the footprint of the Brookland metro station to allow for mixed use development.
17	As a resident nearby I support any and all mixed use developments and a vast reduction in space for cars. I would like increase frequency of buses to Brookland from Woodridge and protected bike lanes as well. More housing for people, less housing for cars. More retail options as well.

Comments Received Through Metro's Survey

18	I bike or take metro through this area nearly every day. This would be a great use of this underutilized space. It is a prime location and will help anchor and invigorate nearby businesses with new residents. These new resident will have great access to bus lines and the metro, making this an idea spot for the development. The reduced amount of kiss and ride spots is appropriate because of the low use of the current spaces and the nearby facilities at Fort Totten.
19	As a neighborhood resident with kids, this looks like a great safety improvement. I also would love for there to be taller, denser housing in this area. I encourage you to build as quickly as possible as our area faces a severe housing shortage.
20	This is great! Desperately needed TOD housing. Please maximize the full zoning envelope allowed here and minimize parking to the absolute floor. We only get one chance with this premium location, we need as many people as possible housed here and without personal vehicles in order to help hit our climate and vision zero goals.
21	I think this is a brilliant idea, and is a win for metro riders, neighbors, and bicyclists!
22	Looks great. Three suggestions. If you can build even more housing, you should. If you can run even more bus service you should. If you can eliminate even more parking, you should.
23	I strongly support the proposed station redesign and transit oriented development. The new units will help address the need for more housing across the city, especially housing that has convenient and safe access to public transit. I am also appreciative that the design, as proposed, puts the land around the metro station to better use while also making this part of the city safer for pedestrians and cyclists.
24	Highly support! There doesn't need to be any parking at this station but if there is, it should be underground as part of a development:
25	I am a Brookland resident and I strongly support the proposed changes!
26	Adding bus traffic onto Newton from 10th is going to be problematic for morning rush hour. 10th st from Monroe to Michigan a parking lot during the school year around 8am. Maybe they could rethink that or put in some limitations for that timeframe. I like infilling. I'd prioritize the development near Michigan and on 9th and shrink the footprint of the one in the middle to prioritize green space.
27	I own a home less than 2 blocks away from the metro station. I generally am in favor of changes that allow for greater density around the station and that make better use of the land than open lots and parking lots. One thing that is essential to consider is the impact on homeowners like me by changes such as reducing the parking lot from 34 to 8 spaces. If the city does not also change the rules right around the metro, my streets will become filled with parked cars able to park there all day with their registration because they do not have anywhere else to park at the station.
28	I am strongly supportive of this proposal. The parking area for the metro right now feels like wasted and precious space that has to be traversed to get to houses / things to do. It would be great to see more transit oriented development around the station
29	While I support this development and improvements that increase public transit ridership, I'm concerned about some of the development details. Will this development affect or replace the old growth trees in the green space adjacent to the current kiss and ride location? The map shows a building built adjacent to it but the full report notes a discrepancy that the unit could take up that green space, replacing it with a central green space in the building. Would all residents in the neighborhood have access to this space? Furthermore, with the Brookland area having one of the highest heat index's in the area. Losing any green space and old trees would further the negative health consequences of the urban heat island effect. Is there a plan in place to make sure this space is not replaced or damaged by the development?
30	I'm excited for the development and support it. I would also suggest that the surface parking gets eliminated entirely. There is plenty of bus connections to this station for those who commuting from their home to the metro. Additionally with the new mixed use developments there will very likely be way more underground parking spaces that metro could potentially lease out if needed.
31	Use the Douglass CLT to allow for permanently affordable housing, permanently affordable retail space, and for the community to have a direct say in its stewardship. Community land trusts are rooted in racial justice and are being used throughout the world, successfully, for this purpose.
32	I live in the Edgewood neighborhood and I strongly support this proposal on the condition that the buildings constructed have ground floor commercial space. The neighborhood needs more commercial space for retailers, restaurants, coffee shops and/or bars. There is a large residential population, in addition to the large college

Comments Received Through Metro's Survey

population, in the neighborhood that wants to be able to shop locally. Commercial space in WMATA owned/leased buildings directly across from a highly used metro stop will create a virtuous cycle where local residents shop more and want to ride metro more in order to have convenient shopping available. I don't think much needs to be said about the need for more housing options in DC so every unit this project creates should be applauded.

33	This proposal is a developer grab bring make under the guise of helping easement for pedestrians and bikers. Enough of the over development! It's already difficult enough to drop my kid off but, what ur proposing will make it impossible to wait in order to pick them up. Three surrounding streets are already congested and parking restricted to surrounding residents. Those of us residents who want to drop/ pick up will be restricted. There is no safety on busses so I cannot use that as an alternative.
34	This plan looks really good. That neighborhood could use more transit-oriented residential units, and less kiss & ride spots.
35	Remove as much parking as possible - any parking that remains should be for people with disabilities.
36	I strongly support reducing the number of parking spaces in order to build more housing. It is essential that any housing plan focuses on creating affordable housing units.
37	Looks great! To improve: I am disappointed that there has been no mention of accommodations of the neighborhood Tuesday Farmer's market. Please coordinate continuation of the market during and post-construction, which has been operating under the Michigan Ave bridge on Tuesdays for several years (https://www.lickingcreekbendfarm.com/markets.html 301-587-1739) Please provide bicycle access in the bus-only lanes. In my experience, bus drivers and cyclists co-mingle very well in designated HOV lanes across the city. As a cyclist, it's discouraging to access this station and I don't see an improvement. With the elevator only on the east side of the track, cyclists who metro or live/visit the proposed buildings would be forced onto the narrow sidewalks to get to current/new bike racks and to metro. I live to the southwest of the station. Traveling from Metropolitan Branch Trail from the south and then the Monroe Street bike lanes, cyclists are met with 'NO BICYCLES ON ROADWAY' signs. Cycling on sidewalks is not recommended anywhere else in the city. To avoid the narrow sidewalk often obstructed with waiting bus riders, it's a 4-block detour east to 10th, north to Bunker Hill (because Newton Street sidewalks have bus stops), then back west to the station, bike racks, and elevator. That's 2 extra left turns and 3 traffic lights. Future residents of buildings 1 and 2 would take the same detour via bicycle unless they use the sidewalks. Residents of building 3 (#11 on the map, #10 on the legend) wouldn't be as affected as buildings 1 and 2. Work with DDOT to close the dangerous slip lane at 10th and Bunker Hill. It's only used by the H8/H9. Replace the slip lane with green space (maybe a new location for the Farmer's market). Or make building #1 (#8 on your proposal) bigger to fill the slip lane and reposition the market nearby. A cyclist was killed by a bus driver (Children's National Hospital employee shuttle) 100 feet north of this slip lane at Michigan and 12th St NE. With these improvements, the station will better integrate into the neighborhood.
38	Brookland resident, fully support this plan as it establishes cohesion in the neighborhood and establishes a much better use of land planning. Would love the joint development to be cohesive to the historic brookland mansion right next door.
39	I strongly support eliminating many of the parking spaces and introducing mixed used developments into the Brookland Metro station site. I encourage incorporation of a bike lane/multi use path on 9th st to further integrate the metro stop into the bike network (it seems in the current proposal that getting a bike from Monroe may involve navigating on the sidewalk around bus stops)
40	I live 0.5 miles north of the RI/CU Metro stop and walk here. Overall very supportive of the plan. I like more apartments being built next to the metro. Fewer parking spaces is fine. It will be nice to see a better use for the space under the Michigan Ave bridge. I do have a couple suggestions/concerns. Please make the Bus only lanes for Bus and Bikes. Please make Bunker Hill Rd north of Michigan one way going south-east. The intersection at 10th/Bunker Hill/Michigan is a mess -- and/or there needs to be improved signage and lane painting at that intersection. Currently there is only left turns from Bunker Hill (north) onto 10th but cars still turn right to get onto Michigan even before having a green light, which should only be a left tern. Cars going south on 10th will block or cross Bunker Hill (north) when the light is red because they don't consider Bunker Hill an intersection. It is bad traffic flow plus the cars coming south-east on Michigan generally go considerably faster than the 25 limit and there is a slight curve in the road that makes it difficult for them to see when cars from 10th enter and for cars on 10th to see them coming. Traffic to the parking garage has and the additional kiss & ride traffic will make it messier. But basically, other than better signage/traffic flow and more bike lanes, the plan looks great.

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41	I have no concerns about the project plans and generally support this development plan, with the caveat that green space including large trees be preserved/made usable. The request I have is that the plans for the bus-only lane be adjusted to include bikes. Biking through the metro station (although disallowed by WMATA on posted signs) is currently the ONLY safe way I can bike North from 10th Street to the Met-Branch Trail. Please plan the station redesign with bike transit in mind and do not assume they can go around on the surrounding streets, because this is neither practical nor safe. Thank you!
42	I am not a resident of the neighborhood, but as a non-driver in the DMV, I always fully support moves towards transit-oriented development and safer/more convenient options for pedestrians and cyclists. Hope that this plan comes to fruition!
43	I support it!
44	Many residents in the neighborhood want MARKET RATE HOUSING. There is plenty of affordable housing in the neighborhood.
45	This is a fantastic plan, and I hope Metro will move swiftly to advance it. Dense, mixed-use development directly adjacent to Metro stations is a very powerful tool for increasing transit ridership, decreasing automobile use, and improving sustainability in our region. I applaud Metro for looking to capitalize on the underutilized rail-adjacent property it already owns, and I would strongly urge the agency to pursue similar projects at the many other Metro stations that are currently surrounded by parking lots. Stations such as Branch Avenue, Landover, Greenbelt, etc. are examples of where projects like this are sorely needed, and stations like Wiehle-Reston East and Dunn Loring are examples of stations with much better adjacent development while still offering parking.
46	I fully support this project. Transit-oriented development provides housing to people and creates jobs, all while utilizing WMATA's properties to synergetically increase rail uptake. I hope that the new buildings can max out the height and FAR restrictions to promote this goal as much as possible.
47	I'd like to see a Cava in the space as well as other retail.
48	I oppose the changes proposed.
49	As a Brookland resident I support the general thoughts behind reconfiguration and potential development, but I write to express that Metro's must consider the impacts to surrounding traffic on the community. In my experience the majority of non-public vehicle traffic at the station is pick up and drop off. As such, the changes to kiss and ride make sense (Bunker Hill Rd. where much of the drop off occurs already and reducing the number of parking spaces). However, Metro needs to better account for how private vehicles are supposed to enter and exit the kiss and ride area. Specifically, the proposal is for private vehicles to enter on Bunker Hill Rd. from 10th St., either north of Michigan or south of Michigan Avenue. The planning documents note that 10th St. south of Michigan Avenue is very congested during rush hour. This is true and the kiss and ride configuration does nothing to alleviate that, but rather is likely to amplify it. Moreover, the plan does not discuss that the northern intersection is also problematic, with a very short light and effectively an awkward 5-way intersection (because the intersection of 10th and Michigan share the light) and one that is already dangerous for pedestrians, cyclists and motorists. Furthermore there is significant commercial use of Bunker Hill on the portion north of Michigan Avenue with the Capital Certified Collision Center consistently parking customer cars on the road as well as the Verizon location parking it's commercial trucks. This often limits the road to one lane of traffic. Without adjustments to the parking restrictions and to the Bunker Hill intersections, the kiss and ride proposal will present a danger to the community. Metro must work with DDOT to evaluate what changes are appropriate in light of the changes to the station (whether that is changing part of 10th to one-way traffic, providing for a turn around at the kiss and ride, or changing the light sequence at the 10/Michigan intersection). Metro's goal of developing its space to benefit our community is laudable. But Metro needs to reassess how the kiss and ride will be used and how the traffic controls need to be changed to ensure safe and efficient access for everyone.
50	This current proposal does not address current and future safety concerns. Due to the increase in documented violence, I am adamantly against this proposal.
51	The current layout reduces the chances of people hanging out in the area. If we change it to mixed uses, the safety will be totally eroded and it will even reduce the ridership. Creating spaces there will not increase any ridership as we already know that many housing has been built in the neighborhoods. Safety and crime have been high so we should maintain order first. Please check the data and housing and crime in the vicinity of the station. The station is wide open and it is unlikely to commit felony. We should keep this station as it is now.
52	YES please! This space is badly underutilized. A lot of open space that is not enjoyed by anyone for any leisure activities could be improved to better serve the entire community.

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53	<p>It is wise to use this parking lot and convert it into something useful for DC. As DC grows so does the need for housing and those fearing that DC will be changed or scarred by development should look toward the future with optimism and comfort. For once, DC needs to build more housing to compensate the demand to live and work in DC. People should not have to be forced move out father away to Loudoun County or the edges of Howard County to commute to DC, a growing place to be. This site is great for not only it's close to Metro but it will help neighborhoods to grow and not be extremely concentrated or centralized to downtown. For DC to grow, all places must grow to have that same effect for everybody in DC.</p>
54	<p>Minimize any parking here. It makes sense to have a few (very few) park and ride, but the ideal number of dedicated parking spots is zero. The parking lot outside of the station is currently some of the most wasted space in the entire city. Maximize housing here, and use a joint development that ensures some of the revenue goes to WMATA (I'm sure you all want to do that already). If anyone wants to keep their parking or minimize the amount of housing here, kindly disregard them and do not drag this process to try and appease them.</p>
55	<p>I think the proposal is a fantastic way to increase housing and density around metro stations, allowing more people to access the system. I would love to see bicycle and pedestrian infrastructure integrated into the design so that the surrounding neighborhoods are also able to easily access the station.</p>
56	<p>More housing. More affordable housing especially. Mixed use developments. Commercial and Residential space within walking distance from the station.</p>
57	<p>My son and I bike to school everyday from Michigan Park along the Metro Branch Trail. There's a very dangerous intersection at 10th and Michigan that we avoid by going under the bridge and through the bus area. Please help us get to school safely by building a bikeable route that goes under the Michigan bridge rather than having to cross michigan at the deadly intersection at 10th, where a cyclist died a couple years ago. Cars go too fast on Michigan! The bike route should go under the bridge and connect to the bike lanes on Monroe street. Thank you for hearing our plea! Veronica & 6yo Max</p>
58	<p>Overall very supportive of this! It's currently very awkward to access the east entrance by bike, particularly from the northeast. You have to ride on sidewalk right now, which is fine, but could become difficult after development. Would be great to leave space near the new park&ride lot for better bike access.</p>
59	<p>I strongly support adding more housing and reducing the amount of car parking on WMATA-owned land at Brookland Station. I ask that WMATA work with the DC Planning office to explore whether upzoning the site is possible so that housing could be added at a greater density and unit count than is currently allowed by zoning. DC is in the midst of a housing crisis and it would be a shame to let this opportunity to add much-needed housing go to waste. In this case, it is especially important to add housing because of the proximity to transit. Thanks to Metro and the growing number of businesses supported by Brookland's recent housing developments, the neighborhood is becoming a great place to live without a car, or at least to use your car rarely if you have one. That is great news for meeting DC's climate goals given that cars are such a significant share of the city's emissions. Please build as much TOD at Brookland as you can!</p>
60	<p>I have lived in Edgewood for over seven years and I strongly support efforts to redevelop this site. I support maximizing the housing density, and any necessary amendments to permit Metro to build as many market-rate housing units as possible. Housing is extremely scarce in DC and the only solution to that is to build more. The housing units should not require (or minimize as much as possible) the need for parking units- living next to the metro and the Metropolitan Branch Trail should incentivize the residents to rely on non-car means to get around. The new housing here will support local businesses, which have not thrived due to the lack of sufficient density accounted for in prior planned developments such as Monroe Street Markets.</p>
61	<p>I support reducing the parking nearby this station and the building of more dense housing.</p>
62	<p>I strongly support this change. The current amount of parking is unnecessary, and makes accessing the station, or transferring between modes of transportation, unpleasant for pedestrians and cyclists. I also bike this route occasionally, and will appreciate the safety improvements.</p>
63	<p>Seems like a good idea. Mixed use development near transit is good, and it's important to provide good bike access to the station to widen the reach of the Metrorail system.</p>
64	<p>I think this is a great idea. As a resident of Brookland and user of the metro station, I believe changing the bus lanes and removing most of the kiss and ride spots would be a great way to spur development in that part of the neighborhood. We simply don't need 34 spots for a metro station in an urban area and that space could be better utilized for retail and housing.</p>
65	<p>This is an excellent idea. As a resident of Brookland for 8+ years, I fully support it as proposed. In addition, Is it possible to put the bus station below grade and the to have additional housing/retail at floor level above the</p>

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	depot? If so, I'm all for that too. Also, what's up with the vacant lot across from the bus depot? That needs to be developed too - such a waste of space and not a full grocery store anywhere nearby.
66	I'm a strong proponent of this plan. I believe more housing, walkability, and bikeability around this metro stop will help increase ridership.
67	I do not agree with the center building existing. That square should be left as a public green space for all to enjoy.
68	There are already plenty of plots for development and ongoing projects, whereas this is the last large green space in Brookland. It makes no sense to cover it in concrete. Moreover, the idea that because of 400 units ridership will increase is ridiculous. This is one project that should never move forward and I will do my best as a neighbor to stop it.
69	I am writing to register my view, which will be shared by many Brooklanders, that this project must not impinge into the Brookland Green. It should be designed around the Green in such a way as to enhance the Green while preserving it as a public park space. WMATA and Council member McDuffie reached an agreement on this about 10 years ago and when the FLUM was recently updated this protection was codified into the Plan. My support for development of the site will be contingent on seeing full and unconditional commitment to preserve and enhance this space for the community.
70	If the city is giving up public transportation space for development it should be imperative that housing include affordable housing, far greater than the current requirements for private developments. Prices have increased significantly in this neighborhood and it's critical that we continue to invest in economically diverse neighborhoods and ensure that all families have a place to live here in the district. Smart affordable housing that enables families to live here is important, so we aren't just creating housing for young professionals of greater means.
71	This is a great opportunity to build as much housing as possible and take advantage of the red line station. Please consider building to the maximum possible building height in DC (13 stories) and include ground floor retail. Also, given the great connection to transit and the metro branch trail, parking should be limited for residents. This area should be easy for many residents without vehicles to get around. Hopefully this can lead to further development in the surrounding which will help spur more transit usage at the station.
72	It is absolutely ludicrous of WMATA to even think about putting more mixed used development on the tiny bit of green space currently at BROOKLAND metro - LEAVE ENOUGH ALONE ALREADY. If you do this - you will totally obliterate the peaceful, walkability of our beloved Brookland Metro - you will ruin the sanctity of the shrinking space. STOP THE MADNESS - STOP OVERDEVELOPMENT!!!! LET US LIVE
73	I do not like the idea at all. Leave the green space. I like the parking and kiss and ride, the bike area etc does not need improvement. The area allows for access in many directions. Don't change a thing!!
74	I live about 4 blocks from the Brookland/CUA Metro station and use the train and buses. I am very glad to see the preservation of the Brookland Green and Brooks Mansion and surrounding green space, and hope that Brookland Green becomes a more inviting and useful space for neighbors as a part of this development process, without harming the beautiful mature trees. I would like to be able to see how the traffic will flow. It is important that the traffic pattern avoids adding more traffic to Monroe street which gets backed up around rush hours. If buses primarily enter Michigan Ave via 10th, it will be important to coordinate lights to accommodate pedestrians and bicycles to avoid accidents like the one that killed a cyclist a few years ago. I strongly support metro-oriented development, and would like to see the projects include a significant proportion of deeply affordable housing.
75	Thanks for preserving green space. Will the hospital vans still have their pickup location near the metro? That has been an important service both for hospital employees and for neighborhood residents with disabilities (my husband is one) who regularly use the hospitals.
76	I take the bus and metro and do not drive. Therefore, I would like to see safe crossings and ample space for walking. The crossings as of now are not safe.
77	I have a slight concern for the number/location of the kiss and ride spaces. I think 8 spaces is theoretically adequate. However, I'm not sure if the fact that they are curb side spaces rather than in a lot will encourage more people to use them as parking spaces and leave their cars there. Also, in order for 8 spaces to work, Metro will need to do a MUCH better job at keeping their employees from parking there for their entire shift.
78	Please do this! Fewer cars, more housing, better pedestrian access.

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79	Without further information on the 'future joint development' there is reason for concern that this space would be used for additional unaffordable, family-unfriendly housing in a neighborhood that already lacks the infrastructure to support the current population. Brookland has no walkable full-service grocery stores and an influx of studio, 1, and 2 bedroom housing in pricey buildings. What it needs is family housing (3+ bedrooms) and a means to support increased density & development if it's going to be brought in.
80	I support this proposal, the more development brookland has the better
81	This project will have a big impact on the safety of the neighborhood. We have seen a lot of new construction in the near vicinity of the station but it doesn't mean that there is a big increase in ridership. Making it a crowded area will just increase people hanging in the area and creating 'dark' spots making it very unsafe. Please do not change this station.
82	I am in support of this development, and more. Especially more housing. Keep it coming. Can you build more housing over the bus loop too like in Bethesda.
83	I support the proposed reconfiguration of WMATA bus bays and kiss-n-ride facilities at the Brookland Metro Station. The proposed changes appear to enhance transportation safety and efficiency while freeing up real estate for potential joint development projects that will enhance economic vitality and affordability along with transportation efficiency in the Brookland neighborhood.
84	The community does NOT want mature trees to be cut down. Any plans that involve the destruction of nature trees especially for developer profit is not in line with what we the people want.
85	I fully support additional housing units in Brookland. I live in the area and dedicated planned multi-unit housing is a much better solution than the haphazard destruction of individual buildings on 12th street and subsequent construction of multilevel and bizarrely shaped two unit 'condos'. However, my main concern is that there are not sufficient shops and other support infrastructure in Brookland for additional people. The language in the proposal 'could include retail', I wish, would be stronger. What can we do to entice more businesses to the Brookland area? Many shopping units on Monroe St. Market are vacant, as are the buildings on 12th st. There is no shopping for the Hannover apartments on 8th toward the Metro branch trail. I'm concerned about the bus bays on Newton - the street is already one-way and has been under construction from the new apartment building between 12th and 10th and this has been challenging for people going to and from the metro. Please keep Newton St. accessible to the people living on that side of Brookland (it wasn't clear from the images what the ultimate plan was).
86	I'm opposed to 400 housing units in the community green space along 10th Street NE. Community green space is important for the environment and for the mental health and well being of residents. In addition, high density housing will bring additional congestion and pollution to an area that is already busy and negatively affect the quality of life of residents.
87	Do not build on the 'Brookland Green.' You have plenty of space for apartments, please leave the grass and trees that contribute a lot to the area. Putting buses on 10th Street is ridiculous. You would have to eliminate parking entirely to allow buses to pass each other. And your creating an inconvenience for bus users.
88	The proposal would be a huge loss of green space in Brookland and loss of trees. Hugely opposed to this
89	Do not disturb the green space on 10th street. We need more greenery to combat heat for DC residents
90	Keep the area as it is. It is nice to use a variety of buses from the Brookland metro and not have to guess which street the bus stand is located on. It is great to have a buffer from the metro station and the community. Unfortunately, the proposed development will not make housing reasonable in DC and add to the congested streets around Brookland.
91	I support the plan to reconfigure the Brookland-CUA station to improve bicycle and pedestrian access and enable future mixed-use development.
92	We strongly support the proposed changes at Brookland-CUA Station, particularly if they will lead to development of new retail opportunities in and around the Brookland-CUA metro station. We live several blocks away from this area and would very much appreciate new retail that also contributes to more walkability of the neighborhood.
93	First it would be helpful to have the information on the same page as the page to provide feedback. As the system does not allow me to have 2 tabs open in order to review and provide my feedback at the same time. So please fix this. Positives of this plan include the housing. Housing is needed and hopefully low income housing is what is part of this plan. An area of improvement is the kiss and ride area. Based on the map, it appears as though this area is significantly diminished and farther away from the main area of the metro exit. This will

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make it harder for people with disabilities to access and area and farther to talk to it. Being blind the current set up is a bit complicated, but not much as long as I cross the first main section. With this it appears as though it is farther away.

94	I really approve of the WMATA plan to reduce parking spaces and build mixed use housing. WE NEED HOUSING. It's not important to me whether the housing includes an affordable component because any housing is good housing at this point. I'm just worried that if the WMATA requires an affordable component, then the housing development won't pencil out for the developers and we won't get any housing at all. THE MORE HOUSING THE BETTER. Put hundreds of homes here!
95	The environment and green spaces need to be protected in the Brookland community. Do not reduce green spaces and public seating for the sake of big-business profits. We need green space in Black communities!!
96	I am a senior citizen, live in Brookland neighborhood. I park my car and ride subway to my several doctors appointment when are all on the redline. Before retiring, I rode subway. I also ride everywhere, I.e. movie, hair appointment, facials, capital one arena , etc. I think it is crazy to decrease the parking spaces. Why in the world would you do this? Parking lot is always full. Where are we suppose to park? Please reconsider this crazy plan. Why participated you to do this? I am very upset.
97	As the region experiences a housing shortage, and vehicle traffic chokes our streets, adapting to future demands now is essential. I fully support WMATA's current reconfiguration and joint-development plan for Brookland-CUA.
98	Thanks for making this change--- Metro's funding through joint development is more important than parking spaces!
99	I am highly in favor of these changes designed to allow more mixed-use and retail near the Brookland metro. I was recently searching to move within the District and ultimately had to reject living in Brookland because of the lack of a grocery store within walking distance. Although the transit access is excellent, the lack of a complete community in this neighborhood meant that it was not accessible for my partner and I. If the goal for the new units at this development is to provide a certain number of affordable units or units between 30-50% AMI, the lack of affordable services in the area must be addressed concurrently.
100	Wonderful! Looking forward to more neighbors in the neighborhood! Thank you to all involved for your work.
101	Seems like a great idea, and interconnected transport serves the city as a whole
102	Add a police station or more cameras to the neighborhood instead of housing. The hardworking, tax-paying, gainfully employed residents of Brookland have become the target of criminals who are able to assault, steal, and murder consequence-free. The neighborhood appreciates the uptick in police presence following the one-shot execution of a working man at the bus stop at 7th and Monroe last month, but we'd appreciate not getting killed or being subject to violence even more. I'd like to stress: that man wanted to use public transit to get home, just like progressive members of city leadership and the public desire. However, instead of getting a ride home, he was executed. The city should prioritize the safety of its residents before going big on more projects. The Mayor's developer friends can do without another no-bid contract while she sorts out how to keep residents alive and their possessions in their possession.
103	I appreciate WMATA putting this proposal forward. I have the following comments for any future development. - Density: This is on top of a metro station next to existing high density housing and a university makes it the definition of a place worthy of high density transit oriented development. WMATA should pursue the maximum density possible at MU-10. -Affordability: Given the location, transit accessibility, and walkability - WMATA should pursue as much affordable housing here as possible, especially with an emphasis on adding family sized units (3 and 4 bedrooms) that are affordable. A model WMATA should pursue is that of Montgomery County's social housing program that seeks to create mixed income developments that are split between deeply affordable, moderate income, and market rate units. This serves not only to create long term affordability, but can sustain the development financially in the long term and reduces income and racial segregation. -MBT connections: While this redevelopment is located near the Metropolitan Branch Trail - it is imperative that any redevelopment ensures direct access to the MBT and future protected bike lanes from the site. -Extensive and continuous bus shelters: Any changes to the bus boarding area at the station should expand the existing shelters so they are continuous and connected to the station and people can stay covered continuously. Additionally adding trees nearby to provide for cooling during the summer months would be great as trees can lower the ambient air temperature. -Flood mitigation measures and green surfaces: I would strongly encourage any new development to maximize green infrastructure. This includes flood mitigation measures such as green roofs and

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adding as much tree canopy as possible given that this particular part of Brookland is one of the worst heat islands in DC.

104	Moving the kiss-and-ride space makes it much less useful to those of us who live between Rhode Island and Brookland stations. Please leave it on the south/east side and do NOT remove spaces. We use those! Adding 'development' to an already newly-congested area makes no sense. The Monroe Street Monstrosity (I think somebody named it market something or other) is already taking up a chunk of the sky in this area. Leave the rest alone, for heaven's sake. Are you proposing more building in that outline on the drawing just south of Michigan (where the Tuesday farmer's market is)? Is that serious? The way Monroe, Michigan, and the Brookland metro are being chopped up there is no breathing, peaceful space left. More housing can go west of the park. They have an abundance of green space.
105	too many units- too crowded. dont destroy our green space - controls heat. you are lowering the value of my house. i should sell and get out before you make my neighborhood unlivable.
106	Please do not add anymore housing and retail as the additional housing and retail from the last 7 years has greatly increased traffic, reduced green space and Brookland less liveable. Please do not remove anymore greenspace from Brookland - for residents who live here, it greatly reduces the liveability, tranquil and appealing beauty that greenspace provides. It's a better quality of life with the tiny greenspace we have left.
107	As a frequent user of the Brookland-CUA metrorail station for my commute to work and entertainment, I am always taken aback by the inefficient use of space surrounding the station. I am beyond thrilled that WMATA and the DC government are moving forward with transit-orientated development in my neighborhood and look forward to having new neighbors and retail options within walking and bicycling distance. The only criticism I have at this current stage of public commentary is directed to the low residential unit count. Given the shortage of housing not just in Brookland but throughout the District, in addition to the properties location in close proximity to the CUA, I believe the initial proposal to construct a minimum of 400 dwelling units to be a bar too low and the joint development partner should be encouraged to build more - amending the current zoning classification of R-2 if need be. I am also confused as to why the parking lot to the rear of the Brooks Mansion property is not being considered for additional mixed-use density despite being within the limits of the project site. Regardless of the eventual outcome, I am grateful to see new mixed-use construction on the existing parking lot/kiss-and-ride areas as well as the new street grid which will further the goals of the Brookland CUA Metro Station Small Area Plan. Thank you for collecting community feedback for this important project.
108	Please stop this project. It will make this area very unsafe and will even reduce ridership.
109	I'm opposed to the development of the green area near the Brookland Metro station. The green spaces around this area are disappearing fast and I don't support removing even more of them. Additionally, the project mentions adding a large amount of living unit, without planning any kind of parking solutions for these apartments. This means that parking in the nearby streets will become a nightmare. I see this development as taking Brookland in the direction of what is happening in Columbia Heights, which I think is the worst possible example to follow.
110	Please increase the street lighting in this area. It is very dark when I am walking to the bus stop in the morning and at night and this is not safe. The street lighting could be improved to increase everyone's safety.
111	Not a fan of reducing the kiss and ride saves down to 8... wouldn't this cause overcrowding?
112	Overall I think the plan laid out by WMATA is a sound decision, although the team may run into some issues in getting local buy-in as the plan is not well publicized to the local area ahead of the meeting. Aside from that, my only concern is that WMATA has not selected a partner for the joint development. Moreover, the plan laid out in WMATA's 10-Year Strategic Plan mentions the inclusion of a potential "high-rise building" of 8+ stories. While high-rise buildings may work for NoMa, the inclusion of a high-rise building in this area would destroy the character of Brookland. I'm all for building more housing, so long as it is a mid-rise building that conforms to the general aesthetics of the area. In short, I think development is good but we need more information, and guardrails to preserve the character of the neighborhood must be put in place.
113	Looks good to me, don't dilly dally on construction!
114	In support of reduction of buses entering and exiting from Monroe street. As is now, it is challenging as a pedestrian and biker to cross the street safely when the buses are turning often at fast speeds. Will the buses turn from Monroe to 10th street or how will they access the new entrance from 10th?
115	First of all changing the nature of this stop so it allows for more unaffordable real estate is asinine and typical of WMATA's obliviousness You want increased ridership? Stop doing the bare minimum as employees, from drivers

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	on up. I am sick and tired, as most people are, of having to wait 20 minutes at Brookland for buses. If you can't create a functional bus service then **** off. No one is gonna pay for your **** and no one does
116	Please don't let a NIMBY ANC stand in the way of a responsible upcoming of this stop. The only ppl that park in those spaces are metro employees.
117	The Brookland Station is dangerous with dark approaches, people loitering under the bridge, rampant fare jumping, the stench of pot everywhere, and a surge in crime. Any redevelopment is worthless without a primary focus on safety, police presence, fare enforcement and crime prevention. Without that, any development will have no demand. Ridership will continue to plummet if riders do not feel safe and if the fares of Law abiding riders keeps rising because so many are allowed to jump the turnstiles.
118	I am seriously concerned about the overdevelopment of our beautiful Brookland neighborhood. The current development around Metro has been great. Even with that development there remains unused retail space. Open space is being lost at an alarming rate. It provides so much beauty, tranquility and opportunities for neighborhood activities. I would much rather a greater emphasis be place on 12th street to make it a destination for our community. Also Metro ridership is down for any number of reasons. One important reason is the safety. Pre-pandemic ridership will never return. We work differently now. Therefore, we need to re-think how we use Metro. As a senior, I would like to drive to Metro rather than drive to my destination, but safety has been a large concern. So having parking available is important to me. Open space and available parking is most important to me. We don't need anymore structures that few can afford, and none being built for families.
119	I support the proposed changes, however, I hope that there could be some sort of incorporation of a bike path through the new street that goes under the Michigan Ave bridge across bunker hill road. Crossing Michigan avenue on 10th street, even with the light at the crosswalk is dangerous, as people turning left onto the bridge from 10th tend to go without looking and people drive down the bridge and run the light often. Biking under the bridge and across the bus lot to the bike path on Monroe Street is much safer but is not allowed right now with the current bus lot. It would also allow for better bike access to the metro and allow for a closer bikeshare station and connection to the MBT.
120	This plan for Brookland Metro is exciting! It makes use of dead space and space that is primarily pavement. With thoughtful design and implementation, the Brookland Metro area can become a sustainable, thriving area. The area would be incredible with better access for pedestrians and bikers as well as residential and commercial space with trees and vegetation. There is no need to have so many KISS and ride spaces, so this update is a lot better. I am excited by this plan and look forward to seeing how it develops.
121	I am a nine year employee of Catholic University, live downtown, do not own a car and use Brookland station 3 times a week. I think the plan to add housing, possible retail and make Brookland station more pedestrian friendly is excellent. I would feel safer with pedestrian friendly spaces, would welcome and new retail, and would love to increase the population density around brookland
122	Be more clear in the joint development part of the plan. There are few to no details on the subject.
123	This would increase the distance a person would have to walk.
124	Open 9th to cars and buses and reroute 10th st traffic to 9th and direct it UNDER the bridge. Move buses and shuttle spots to north of Michigan ave. Absolutely no on turning Newton into bus only
125	I support this change for a number of reasons. Among them are the easier access for pedestrians, the right-sizing of the kids-and-ride drop-off spots, and the better bike access. Adding to that is the support for more housing, commerce, and Metro's long-term viability.
126	My family and I live nearby the Brookland metro and utilize the stations multiple times a week. We would love to see a new development on the site that includes pedestrian improvements and better connects the street grid. Also, the sooner the better as this project seems like it has been promised for many years now. Thank you!
127	I think this plan is great. The kids increased housing will be a great addition to the area and will fit in with current apartments on the other side of the red line in brookland.
128	Looks good! Less cars the better, and that part of town needs new non-SFH. I only hope the housing built contains units for families as well.
129	The joint development modification is a great idea. Having more retail and housing units benefits the Districts. Hopefully they are affordable housing to help the community.
130	La propuesta que tienen en protector es excelente para el progreso de la comunidad y el crecimiento economico ya que habra mayores vivienda y negocios y por lo tanto mayores oportunidades de trabajos.
131	The housing development should provide affordable/low income options

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132	I like that it reduces the number of interactions with cars/pedestrians
133	I approve the changes and hopefully have a cleaning crew every trip ending.
134	We need new fare gates, like some installed on the Blue and Orange lines. I'm tired of paying for my ticket while I see people jumping the turnstiles all the time. Get rid of the station managers too; they don't do anything about fare evasion or anything else, and are a waste of money.
135	We need more parking spots, not less. Especially if the G 8 is the only bus available
136	I do not support the proposed changes. Leave the Brookland station as-is.
137	I think they should provide more vehicles and school buses
138	I don't like it
139	Me parece una idea para crear más viviendas
140	There is so much traffic here. We could use revitalization, too
141	Esta bien' Pedro va a subordinae el precio del alquiler
142	No puedo ver la diferencia en la propuesta, la información no es clara
143	No
144	Good idea
145	I am in favor of the reduction in car spaces, and further development of buildings, both housing and retail.
146	I agree with the proposed changes overall. I like the potential for development, increased pedestrian and cyclist access/safety, as well as a reduction of the carbon footprint for car parking and water runoffs.
147	I think that this would bring new business to the Brookland area and support the implementation of the plan, with the stipulation that any housing exceeds the quality standards of many new builds in the surrounding areas, and commits to offering affordable housing and rent control. Many of the other recent builds adjacent to metro stations have produced buildings that have been built to the bare minimum of standards, and are charging New York prices. These sorts of new builds seem to often have a negative impact on the city.
148	please stop this project. The area is becoming unsafe.
149	I am generally supportive of joint development near Metro that can provide market-rate and affordable housing and commercial amenities. This proposal would seem to enable that without diminishing transit services. I think this proposal also might improve pedestrian access to Brookland station. I would encourage WMATA to consider ways to also improve bicycle access to Brookland's east entrance as part of this project. For instance, WMATA should consider allowing bikes to use the Newton and 9th St. extensions to access Brookland station. WMATA should also consider if additional bike lockers and/or bike racks can be sited as part of this project. I find it curious that WMATA's analysis indicates that only 8 kiss-and-ride spaces are needed at Brookland, yet WMATA is planning to keep 30+ kiss-and-ride spaces at Fort Totten, just one stop up the Red Line. It seems likely to me that the kiss-and-ride lot at Fort Totten is overbuilt and potentially space could be reclaimed to enable more joint development in that space or reconfigured to improve transit operations.
150	Please retain space for park-and-ride! This space could be a requirement for Future Joint Development or the Kiss-and-Ride. As a resident of Mount Rainier in PG county Maryland, I live less than two miles away from the Brookland station. I frequently park at Brookland during evenings and weekend to reduce my carbon footprint and limit traffic before I go downtown. If you eliminate parking options at Brookland I will just drive my car more - we don't want that!
151	As a Brookland resident for six years and near-daily bus and metro user with disabilities, I support this development. This is probably not the right forum/stage to suggest this, but it would be amazing to have a library branch (DCPL) or full-service (regular) grocery store in the new development, both of which our neighborhood lacks within walking distance! I know this is not in the development plan, but if changes to the station are under consideration, I wanted to mention that adding an elevator/step free access to the West entrance to the MBT would be a total game-changer because the Monroe St bridge is really difficult to go over in a manual wheelchair. I often have to take a bus from 7th/Monroe one stop to get to the station entrance.
152	I am strongly OPPOSED to the proposed changes at Brookland station. It would create too much havoc and further destroy the distinctiveness that made Brookland what it used to be.
153	I was born and raised in the Brookland area. I've noticed many changes. My concerns are the changes going to be beneficial or a hindrance. I notice that the temporary bus shelters are not appealing. What bus stops will be affected? This is a small station compared to others. To build retail stores will bring more crime. As for the apartments will they be affordable? In addition what about the Kiss and ride and bus stops. The kiss and ride allows passengers to be picked up and dropped off. By way of residents or ride share. There have been a few

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	busses that have been taken out of circulation. The H1/H3 this bus services Potomac Park and Tenly Town NW. I feel many decisions that are made by Wmata affects the customers in a good way. I don't want the project to disrupt or displace customers. There is already a task with the H6 in the pm rush hour. I would hope that the proposal would cut bus routes! Think carefully with every aspect of the renovations before moving forward.
154	The placement of the new Kiss and Ride spots under a Michigan Ave overpass would likely obstruct and add traffic to the shuttle routes taking employees to MedStar Washington Hospital Center and Children's National Hospital. There is already traffic and blockage there with the vehicles heading to the Children's garage. It is already inconvenient enough that many hospital staff have to park so far off-site (and pay to do so); anything that would add to the commute time and possibly interrupt traffic flow of employee shuttles should be heavily considered and hopefully avoided. If shuttle routes are to be changed with the relocation of the Kiss and Ride spots, it should again be in a matter that does not significantly interfere with the ability of those shuttles to navigate the area.
155	It seems like the new kiss and ride spaces will be taking over the space where the hospital shuttled currently wait, if I am reading the map correctly. As someone who commutes via metro and then catches the shuttle from the Children's National garage to work daily, it is unclear what will happen to my commute.
156	I work at the Catholic University and take the Metro everyday. I'm unsure how the proposed changes might affect me personally, or the university. I received a flyer at the station and read about the proposed changes. That was helpful. Thanks!
157	The area between the train station and the bus station is very narrow to fit development. Also, the development between Bunker Hill Rd and Michigan Ave NE will be affected by the traffic on Michigan Ave and 10st NE.
158	In favor of making the Brookland station more pedestrian-friendly and accessible. Also in favor of increasing mixed-use development so long as it is actually affordable housing, as well as in support of small local businesses.
159	My family is strongly supportive of the development of additional housing and retail in the area, to the maximum extent practicable. We support Metro's plans for the Brookland/CUA project area.
160	I think that an in-road strictly for buses coming into Brookland Station off of Michigan Ave would benefit the 80, H2 and H4 buses traveling to Fort Totten Station and Brookland Station. Both would still exit the Station via Monroe Street. Maybe even add an upper deck similar to Silver Spring Station.
161	As a Brookland resident and rider, I am against this proposal. I am not against a rethinking of the station and surrounding property, particularly if it will increase safety. But I do not want this station to end up looking like Ft. Totten.
162	Please do not reduce the Kiss & Ride spaces that significantly and also relocate the location. With that few spaces available on the street, double parked cars will quickly lead to traffic congestion and, potentially, accidents. Find a way to increase the number of spots on the street or do not relocate the Kiss & Ride to the proposed location. MPD and Parking Enforcement do very little to enforce illegally parked or standing vehicles, and the current proposal will just add additional workload for them.
163	I am in general in favor of the proposal, with the caveat of seeking Option 2 (minimizing the buses that utilize Newton Street). That street can be very congested on an average day currently, and buses turning onto the street will cause additional issues due to their turning radii.
164	Reduction of kids and ride spots seem reasonable, bus loop should still be as close to metro station as possible
165	First, there's much to be said about progress in the city. It changes every day. I think that's quite a drasric change to go from 34 parking spaced to 8. Tell me D.C. is a city for gentrifiers on bikes without telling me it's a place for gentrifiers on bikes. I guess the new layout makes sense if what you want is a city with soul and high rent prices. That being said, I appreciate the update on the bus benches at the Brookland metro station. It's a really nice shelter.
166	I'm a regular bike commuter with my children to Mundo verde calle Ocho to the north of Michigan. I routinely use the bus depot to safely pass from Monroe northwards underneath Michigan. This is the only remotely safe way for us to bring our children to school without risk of a fatal accident. I would like to suggest a bike lane that starts north on 9th Street heading through the new bike Depot and underneath Michigan avenue.
167	Please incorporate a bike lane into the 9th St pass through. 10 St is very busy and does not have space for a dedicated lane. A bike lane in this redesign will allow bikes to transit the area more safely, and use the underpass to cross Michigan Avenue.

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168 I wish to provide my support for the proposed changes to the Brookland Metro station transit facilities. It's about time this suburban-style Metro station is redesigned to better integrate into the neighborhood fabric with more people-friendly designs. The reconfiguration of the 9 bus bays into bays along urban streets is a welcome change that will create a more pleasant walking and waiting environment for bus riders, and reduce overall imperviousness of the site. I ask that enhanced bicycle access and bike parking be fully integrated into the redevelopment plans. The site's adjacency to the Metropolitan Branch Trail is an especially important asset for increased bicycle access to Metrorail and Metrobus. I support the reduction of the 34 Kiss and Ride spaces to 8, relocating them to the more logical location under the Michigan Avenue NE overpass north of the Metro Station entrance. This site is already informally used for pick up/drop off. I am excited to continue to support the transformation of this site into a vibrant, more walkable place, and look forward to the next steps. I support adding as much mixed-income housing on the property as possible, while also creating a public realm that welcomes riders and offers public spaces to meet and linger. These proposed changes are consistent with the 2021 Comprehensive Plan amendments which designates the parcel for medium density housing and commercial uses. I ask you to move forward with these changes. Thank you.

169 Dear DC Board Member Tracy Hadden Loh, I wish to provide my support for the proposed changes to the Brookland Metro station transit facilities. It's about time this suburban-style Metro station is redesigned to better integrate into the neighborhood fabric with more people-friendly designs. The reconfiguration of the 9 bus bays into bays along urban streets is a welcome change that will create a more pleasant walking and waiting environment for bus riders, and reduce overall imperviousness of the site. I ask that enhanced bicycle access and bike parking be fully integrated into the redevelopment plans. The site's adjacency to the Metropolitan Branch Trail is an especially important asset for increased bicycle access to Metrorail and Metrobus. I support the reduction of the 34 Kiss and Ride spaces to 8, relocating them to the more logical location under the Michigan Avenue NE overpass north of the Metro Station entrance. This site is already informally used for pick up/drop off. I am excited to continue to support the transformation of this site into a vibrant, more walkable place, and look forward to the next steps. I support adding as much mixed-income housing on the property as possible, while also creating a public realm that welcomes riders and offers public spaces to meet and linger. These proposed changes are consistent with the 2021 Comprehensive Plan amendments which designates the parcel for medium density housing and commercial uses. I ALSO WISH TO STATE that giving any parking pass to residents immediately adjacent to a metro station is counter-productive. It is important to motivate people to live car-free if they choose to take an apartment so convenient to transit. If we keep giving away parking passes it will deprive reduce availability of housing to those who really need to be car-free. Sincerely, Ms Louise Brodnitz 6827 4th St NW Washington, DC 20012-1900ldbdc@mac.com

170 Brookland resident for 40 years and a senior citizen. We do not need more "luxury" apartments with paper thin walls that Catholic University is now using as dorms (Monroe Market, 4 floors of a building).. Therefore, non students looking for apartments don't want to rent there. We need affordable townhouses for sale, not rent, so people can build wealth. Developers are taking over and destroying DC's quality of life. We also need to preserve green space and plant more trees. Metro doesn't need more riders since most don't pay, anyway. And seniors, like myself, who ride metro frequently need to park close to metro, especially at night.

171 I wish to provide my support for the proposed changes to the Brookland Metro station transit facilities. It's about time this suburban-style Metro station is redesigned to better integrate into the neighborhood fabric with more people-friendly designs. The reconfiguration of the 9 bus bays into bays along urban streets is a welcome change that will create a more pleasant walking and waiting environment for bus riders, and reduce overall imperviousness of the site. I ask that enhanced bicycle access and bike parking be fully integrated into the redevelopment plans. The site's adjacency to the Metropolitan Branch Trail is an especially important asset for increased bicycle access to Metrorail and Metrobus. I support the reduction of the 34 Kiss and Ride spaces to 8, relocating them to the more logical location under the Michigan Avenue NE overpass north of the Metro Station entrance. This site is already informally used for pick up/drop off. I am excited to continue to support the transformation of this site into a vibrant, more walkable place, and look forward to the next steps. I support adding as much mixed-income housing on the property as possible, while also creating a public realm that welcomes riders and offers public spaces to meet and linger. These proposed changes are consistent with the 2021 Comprehensive Plan amendments which designates the parcel for medium density housing and commercial uses. I ask you to move forward with these changes. Sincerely, Mr Howard White 7611 13th St NW Washington, DC 20012-1429 HWhite@Yahoo.com

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172	I fully support joint development and building more housing near metro stations. But the proposed changes could be improved to help the people that will be living in that future housing and the current residents and people who use the Brookland metro station. The Brookland-CUA station's bus loop sits next to one of the deadliest intersections in the city: Michigan and 10th. It's most recently the site where Armando Martinez-Ramos was killed on bicycle by a driver in 2021. It's a critical juncture where children and caregivers traveling to the daycare on 10th or the Turkey Thicket recreation center or the Mundo Verde Calle Ocho elementary school have to cross. A safer route is possible by enabling pedestrian and bicycle traffic through the bus loop, or building protected infrastructure next to the bus loop to help those users through. Please redesign the bus loop to support people passing through safely.
173	Strongly support this better use of space and possibility of more affordable housing and stores. The current green space is not well utilized.
174	The public would like assurances that a significant number of low-income housing units are mandated in the contract with WMATA's Joint Development Partner. This community has many low-income individuals living here. Gentrification and displacement must be prevented
175	I like the proposed plan. An emphasis on non-national chain retail would be vital to maintaining the look and feel of the neighborhood. Retail could include coffee shops and restaurants.
176	I'm 100% for this development! We need more housing and retail built in the area, and this would be fantastic. I do think it should have a grocery store as part of the development, as the only grocery in the area is Yes and otherwise we're kind of in a food desert. Yes yes yes please continue and build. I reviewed your EIS and it's all solidly crafted and will present minimum problems for the environment. I hope that the trees in the nearby park are protected during development, and that the cherry plum trees currently suffering from blight are replaced with resilient and heavily shade producing trees. I also think that there should be more trees planted in the areas of development to help with urban heat island effect
177	Please plan for and create a North/South bike lane through the transit station. 10th Street is not safe, especially during high traffic times. .
178	Dear DC Board Member Tracy Hadden Loh, I am a DC resident and I wish to express my support for the proposed changes to the Brookland Metro station transit facilities. It's a positive change to land use around the station for a more walkable and livable design. This reconfiguration will allow for new development, which will increase DC tax revenues. It also does not reduce transit service and can help increase ridership at the station. These are critical changes for meeting DC and the region's climate goals. I particularly support the reduction of the 34 Kiss and Ride spaces to 8, relocating them to the more logical location under the Michigan Avenue NE overpass north of the Metro Station entrance. This site is already informally used for pick up/drop off. I ask you to move forward with these changes. Brian Goggin 1344 4th Street SW Washington, DC 20024
179	Rush hour traffic is already too much on 10th feeding into Michigan ave. Please do not add a mixed use building bringing even more congestion to the area. It's not a good idea to reduce what little parking is there as it will discourage metro ridership. They should be longer than two hour spaces. More people will also put more strain on existing resources like the pool at turkey thicket and the field. It's too much - please stop!
180	This diagram doesn't accurately show me the transition that will happen. It would be helpful if there was a before, and after picture that labeled the current Bus location and what they would look like after the remodel. Will this remodel improve service? Will we have more buses that service this area more frequently? Will we have bus drivers with a good attitude and knowledge to give accurate directions? This current mock up doesn't give any description or details of what's really going to happen. It's not clear and I feel like I'm doing a lot of guessing.
181	I approve the plan. Housing is needed and pedestrian safety would be greatly appreciated.
182	Thanks for this opportunity to comment. My recommendations center on 3 areas: 1) Density - I strongly recommend decreasing the density of proposed housing units or perhaps eliminating one of the proposed buildings. Brookland is a lower density neighborhood. Just because people will be living near the metro and bus depot does not mean they will use them for any number of reasons (destination location, mobility issues, pure preference, etc.). The streets in this area (Monroe, 10th, and Michigan) are already heavily congested during rush hour and cannot handle additional traffic. Just today (on a Friday, which typically has less traffic flow) at approximately 8:30 AM, I had to sit through 3 cycles of the stoplights on 10th between Monroe and Michigan just to cross Michigan heading north. Additional vehicles would paralyze movement. Green space is climate smart in a world of increasing temperatures and needed adaptation. 2) 10th Street, buses, and bikes - Heavy bus travel on 10th street is challenging without significant modifications to the street, yet such modifications do not

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appear in the plan. The street is narrow, congested at certain times of day, and not suited for bus movements. Today I watched a bus make a half turn from the existing bus depot onto 10th - half because there wasn't sufficient room to make a full turn, so the bus ended up blocking traffic headed in the opposite lane for about a minute. This was followed a dump truck making another half turn onto 10th from Perry causing another minute-long delay. Over time, these kinds of traffic delays cause havoc. Biking on 10th Street between Monroe and Michigan is dangerous at certain times of day because of the narrow width of the street, heavy traffic volume, and aggressive drivers. A cyclist was struck and killed by a vehicle at 10th and Michigan a few years ago. Today I navigated this section of 10th street with cyclists in elementary school who were attempting to ride their bikes to school. Cars attempt to race around cyclists for fear of being caught behind them. It is DANGEROUS. I strongly recommend a bike lane that passes through the bus loop facilities and metro station. This would offer increased safety to all cyclists, young and old, who are attempting to cross Michigan on 10th. Accommodations for cyclists such as these will help address congestion and reduce aggressive driving in the area. 3) Bike lanes through the station grounds - Bikes are low impact and quiet. I strongly recommend a bike lane that passes through the bus loop facilities and metro area and under the Michigan Avenue bridge. This would offer increased safety to all cyclists, young and old, who would otherwise have to cross Michigan on 10th. Please note that there are 7 schools within close proximity to this area (Luke C. Moore, Brookland Middle, Mundo Verde, Washington Jesuit Academy, Lee Montessori, Yu Ying, and Noyes). There are also several daycare centers and preschools (Petite Scholars, Scritt School). Many students and parents traverse this area on bike, scooter, and foot en route to their destinations, and this should be encouraged through provision of superb bike and walking paths in protected areas away from dangerous traffic.

183	As a Brookland resident, it's critical that we add more protected bike lanes to help create a safer environment for cyclists, pedestrians and drivers. Improvements should include protected bike lanes on 10th St and/or 9th Street. Another option could be to include protected bike lanes within the 'bus-only' route as a way for cyclists to safely cross Michigan Ave. The intersection of 10th and Michigan is extremely dangerous and needs to be improved for pedestrian and cycling safety.
184	I think this proposal is a vast improvement on the land use of this area, certainly significantly better than the current arrangement. We have too many metro stations in prime locations with large parking lots or oversized bus areas (Fort Totten is another example). I also like that this proposes mixed-use to hopefully bring more stores/restaurants to the area, alongside providing new housing.
185	I support this plan
186	I think more housing and fewer parking spaces is a great idea for Brookland! The kiss and ride is always empty anyway. I hope the new developments will be mixed-use - more restaurants and stores would be good for the neighborhood
187	Please add a north/south bike lane through the new bus depot! There is definitely enough space for a dedicated bike lane to better connect the Metropolitan branch trail and the Brookland Metro to Turkey Thicket and the schools on Varnum near 8th St NE. There is currently no safe, protected bike lane for students (including over 50 families that I personally know of that regularly commute this route), and the only current alternative is for people/kids to commute on very congested (and thus dangerous) 10th st NE or to cut through the bus depot, which is technically not allowed (but we still do it—and will continue to do it—to avoid the death trap that is Michigan and 10th NE and the disaster that is Otis and 10th NE in the mornings.
188	Looks great. Can lighting be added under Michigan Ave for the footpath.
189	The intersection of 10th and Otis/Bunkerhill is an area of high congestion that might benefit from designating Otis between 10th and 12th as an eastbound one way.
190	I think that the proposed changes are acceptable, provided that the proposed business facilities has designated business shelters with warmers for winter and shade during the summer.
191	This is a good change - the open field along side Michigan and bunker hill road was poorly used and did not provide a path to the train, trees or shade. As you plan would encourage that green infrastructure / productive green space with shade is incorporated . Would be great to have space or permission to continue the Tuesday farmer's market somewhere close. If multi unit housing / affordable housing/ healthy food is included with development great, we need for transit oriented development
192	1) Please maintain multiple ADA pathways to the elevator access to Brookland-CUA station, particularly from Monroe St. Is it possible to include an elevator on the west side of the station in this project? 2) Please make sure bus directions are clearly sign posted for the new stops. I find the current layout of the bus terminal non-intuitive. I support changing the bus shelter locations. 3) The future planned development should include

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	businesses open more frequently than the arts walk to encourage more pedestrian traffic/local shopping options.
193	As a daily user of Brookland station from the east entrance, I highly support the changes. The present bus bay is highly wasteful of space, an eyesore, and unpleasant to wait in in all but the most pleasant weather. The parking is also not highly utilized and the proposed reduction would not adversely affect the station. Whatever the uses of the proposed development, they would be an improvement.
194	The pedestrian and bicycle improvements are very important. I don't own a car and having safe access to walk and bike to connect to metrorail and Metrobus is crucial. I appreciate setting aside a portion of the land for open park space. Do not make the same mistake as Rhode Island Ave and build a huge parking garage and a fairly busy road that doesn't integrate Rhode Island Row or the nearby shopping center with the metrobus and metrorail access.
195	I want to make sure that we prioritize affordable housing! Too many people in Brookland are getting priced out, and it's racist and contributing to the overall housing crisis in DC and homelessness .
196	How will this affect current riders. Potential benefits.
197	How will this help infrastructure?
198	Please consider improving the lighting along the pathway on the west side of the station as you walk toward the CUA entrance. This area is quite dark at night and does not feel safe, especially given recent instances of violent crime in this area.
199	It's ashamed to increase certain living standards on people especially people on budget. Just leave it alone work on better education taxes rent control
200	I generally love the changes being proposed, especially the shrinking of the surface lot for future housing. An additional change that should be considered is a road diet for the Michigan Avenue Bridge to slow traffic. Vehicles on this road travel very fast and without regard for pedestrians. There have been multiple instances of cars hitting or almost hitting people and at least one death in the recent past. With The Brookland Lanes development nearby and the resulting increase in foot traffic, this is likely to become worse. Adding a bike lane or restoring the pedestrian walkway on the south side of the bridge seem like good ways to help this issue.
201	This is bull****! Metro is making gentrification happen and pr portly tax go up.
202	I don't think the kiss and ride should moved and made smaller. If anything more parking spots should be added. The location of the kiss and ride should not be moved. Under the bridge is not safe.
203	I generally love the changes being proposed, especially the shrinking of the surface lot for future housing. An additional change that should be considered is a road diet for the Michigan Avenue Bridge to slow traffic. Vehicles on this road travel fast and often without regard for pedestrians. There have been multiple instances of cars hitting or almost hitting people and at least one death in the recent past. With the future Brookland Lanes development north of the bridge and the resulting increase in foot traffic, this situation is likely to worsen. I believe that measures to slow traffic such as adding a bike lane or restoring the pedestrian walkway on the south side of the bridge would help this issue.
204	I like the proposed changes
205	I find the busses to run well as they are. I love the station
206	I fully support the plan to reconfigure and develop this area. It is right by a Metro station in an area that needs more commercial and residential amenities.
207	As a resident of Ward 5 near brookland metro and a frequent customer to Monroe Street businesses I'm very excited about the proposal. I strongly support mixed use development to add more local businesses to serve residents and adding housing to keep up with DCs overall need for housing. I can't think of a better location than right next to the MBT, metro red line, and bus depot. I am also strongly in favor of improving infrastructure for bicycles and pedestrians. Especially with nearby schools and residential neighborhoods infrastructure should prioritize vulnerable road users. I hope that the partnership with a developer will include a significant portion of affordable housing units and that businesses will be chosen to meet the needs and budgets of the neighborhood
208	We love the idea of putting in additional housing, which is desperately needed in the Washington DC area. And support doing so if the existing trees on the next to the property can be preserved. What is most important to us as a daily bikers and commuters in the neighborhood is the ability to cross under the bridge at Michigan Avenue along Bunker Hill Rd., Northeast. A biker was recently killed at the intersection of Michigan Avenue and 10th St., Northeast at the bottom of the hill where cars routinely race to catch the light. It is a significant safety

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	concern for us as we transport our kids by bike through that intersection on a daily basis. We could dramatically increase safety for bikers and pedestrians by incorporating a two way bike lane connecting Monroe St., Northeast, through what is currently the bus only section, to Bunker hill Rd. NE. that crosses underneath the Michigan Avenue bridge. Please see the attached photo highlighting the proposed route for such a bike path.
209	This would add much needed housing to an underutilized part of the city. Turning space for cars into housing will always, always be a good deal near transit. I am absolutely in favor of this change.
210	I am in favor of the idea. The update would help turn a ugly, underutilized area into a development that could support the community better. It would be important that part of the development include additional places for local businesses and housing for low income families.
211	I am fully in support of these proposed changes. The current set up is incredibly dangerous for the pedestrians who ride metro. The buses fly through the bus loop at ridiculous speeds, and the various shuttle buses rarely stop for pedestrians who are crossing in the crosswalk. At night, it is so vacant that it is creepy, especially for those traveling alone. Some development would certainly aid in this. Aside from safety, the current landscape is just plain ugly and underutilized. This is an OUTSTANDING plan that will add so much to the area, and make our metro station so much safer and more inviting!
212	It would be good to be able to have a bike lane on the side of the only elevator leading to the metro station, just not on the side without an elevator. 10th street is also a bit scary to bike on unless you put in a protected bike line.
213	Hello, I am a resident of Brookland and a father of two kids that attend Mundo Verde Calle 8. I hope that the development will bring community gathering space as well as business opportunities, which I think are important. However, more important to me is the development that is needed in that area to make it safer for pedestrians, bicyclists, and car owners who use 10th st to take and pickup their kids from school each morning and afternoon. I know there's mentioned that this development will increase metro accessibility, which is great for commuters of the DC metro area, but how it will it help the local commuters that travel through Brookland metro area to take their kids to school? On the development design, 10th St. is considered a bike shared lane, which may be true, but as a bicyclist, who bikes their kids to school every day and uses 10th st. to cross Michigan Ave. I can tell you, it is not a bike friendly street. 10th street is usually busy with cars trying to get on to Michigan Ave. or Monroe st. during rush hour. and some drivers forget how vulnerable bicyclists are when they are driving in a hurry. My request is that during the planning stages of this development, you also plan a bike lane that will enter through the 9th street metro entrance (north/south) and continue through under the Michigan Avenue bridge. This would make it much safer for both pedestrians and bicyclist to cross Michigan Avenue and would reduce the amount of traffic that comes from families taking kids to school in their cars. The reason I think it would reduce traffic on 10th street is because more local commuter would bike instead of drive. I'm part of a bike community at Mundo Verde Calle 8 that participates in a weekly bike bus every Friday during the school year. We have grown to about 60-70 adult and kid bicyclist, and although more parents and students want to join our bike bus community, the main reason I get from parents that have not join, is that they are worry about biking with their kids using 10th St. to cross the Michigan Avenue because they don't feel safe. If there is a way for bicycles to travel across the bus station and under Michigan Ave many more school age parent would take their kids to school on bikes instead of cars because they want to be part of the school biking community, and also not deal with traffic. As I mentioned above, I think development that creates business, community gathering space and metro access is great, but please don't forget to create development that will provide safety to the residents of Brookland. Thank you.
214	NO MORE CONDOS OR RETAIL! More/better parking.
215	Please allow bikes through the bus area, so they can go underneath the Michigan Ave. overpass. Crossing Michigan Avenue is very dangerous.
216	Please do add north-south, protected bike lanes during redevelopment. The ride on 10th does not feel safe as-is, and the "shared" title on the bike lane does not seem to change driver behavior at all. The recent bicyclist death at 10th/Michigan also suggests this is a dangerous intersection, and making an alternate bike route beneath the overpass would be much better.
217	The joint development sites seem promising, but it'd be nice to have more information about what the proposal is exactly - how many housing units, what kind of retail is envisioned (a small grocery store or a Target express would be nice), will there be dedicated parking spots or a garage, etc? I'm concerned about traffic. New housing and retail will increase traffic. The area by 10th and Newton will also be busy; plus, that stretch of Newton going into the current parking lot area is quite narrow and would need to be widened to accommodate buses. Are

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	there plans to also increase safety? The underpass underneath Michigan feels unsafe at times. The metro stop in general (both entrances) can feel unsafe especially at night.
218	I support the proposed changes at Brookland-CUA Station provided that the mature trees south of Bunker Hill Rd / west of 10th St are protected during development. Mature trees damaged by root disturbance and soil compaction can take several years to die from the damage caused by development, so developers should be on the hook for trees that die up to five years after construction ends.
219	Unless the housing is all affordable (40k or less household income), there should be no additional housing added.
220	Please consider a protected bike lane to connect Bunker Hill Road under the Michigan Ave. bridge so that bikes do not need to cross through the dangerous 10th and Michigan intersection.
221	Cuando va a empezar? No le veo ningun beneficio
222	This is a fantastic project! I'm so excited this site will finally be used for mixed-use development. The neighborhood really needs more housing units and retail amenities, and customers to build more demand for our existing businesses + really try to incentivize a grocery store to come here. The redesign is very good, kudos on such a thorough parking study showing how little the Kiss&Ride is used and even less for its Kiss&Ride purpose. General comment, which I know is later in the process: PLEASE maximize density here to the full zoning envelope. Don't pre-emptively cut this project down in a futile effort to appease a handful of neighbors who will complain about the size regardless of what size it is. This project is too important to the neighborhood and to Metro's long-term finances to do anything but the max. (Also the climate! Every unit we build here is less MD forest that gets clear cut for sprawl). Specific comment: The one thing missing from this plan right now is a protected bike path through the site. We all know the current status quo is bad. Bikes are prohibited because the risk of conflict with the buses is high, but because 10th street (and crossing Michigan where Armando was killed) does not feel safe at all, cyclists pick the lesser of two evils and use the bus bay anyway. You are setting up for the same thing to happen. We need to get ahead of this by planning a protected facility now. The other reason that's so important is because we also need to make biking to and from the station (and the new residences and businesses) one of the easy, default options. How many people will choose that if they have to navigate the bus bays to get there? Put a safe path from Monroe and Bunker Hill to the station entrance, and you will see much higher multi-modal trip choices. Such a path will ALSO provide a safe connection to and from the Turkey Thicket Rec Center, which continues to be cut off from the Western neighborhoods in particular by the dangerous streets surrounding it. A safer connection from the MBT there enhances the recreational connectivity of dozens of neighborhoods to this fantastic recreational facility. As to specifics, given the bus bay complexity with bays on both sides, this really needs to be a grade-separated trail at sidewalk level. Reviewing the preliminary drawings, the best place is probably along the Western side of the west-most building. Presumably that will be the back of the building as it will open to the Metro/interior of the site, and this should minimize conflicts with pedestrians who will be traveling from the bays to the building and the entrance. But I trust your smart bike planners can help with this. A path like this will also allow you to add a Capital Bikeshare station to the plaza, which I'm guessing will be a very high-use station.
223	There is already so much development in Brookland, and this plan would change the character of the neighborhood in a very significant way. Adding hundreds more units means traffic and congestion (already an issue) would be much worse. Do not kid yourself that people who live near a Metro station won't have cars! There will be a huge increase in pollution and more accidents. How can you even consider building on the so-called Brookland Green? Removing all those mature trees will really exacerbate the climate issues! The proposal shows you only want to develop part of the Green, but we can be sure developers will not want to leave any of it uncovered. Stop trying to turn Brookland (and most of DC) into Trantor! (Look it up.)
224	100% in favor of this development which will increase housing supply and amenities and prioritize public transit over individual cars. Would love to see improvements to the metro station as well - namely, a southern entrance/exit from Monroe st.
225	Additional development in this area is dependent on what is being allowed and who it serves- Brookland neighborhood has had a massive increase in the numbers of residents without the commensurate amount of amenities to serve the current population. Before allowing additional housing, we need to deal with this issue. Also, physical infrastructure in the neighborhood is not being updated and upgraded to deal with the additional population density- this also needs to be addressed first before adding more housing. Additionally, consideration to preserving greenspace to reduce the heat sink effect of the city in our climate change inducing globe is necessary- the city needs more trees to provide shade and clean our air- not more concrete. Regarding

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safety- this area is a thoroughfare for many children who live in the neighborhood now and the children who attend Brookland middle school- if this development will increase car traffic that then reduces safety for these kids, the answer should be no to additional development. I think considering how small these plots of land are for development, the better use of this land would be reimagined greenspace, amenities for the current residents of the neighborhood like a playground or something that reduces the heating of the city. Developers can find somewhere else to make their money.

226	In favor of maximizing housing and retail in this highly valuable location adjacent to the metro while removing all incentives for driving personal cars (travel lanes and parking spaces). This space should be dedicated to pedestrians, cyclists, scooters, buses, metro, and other forms of transportation that do not include personal automobile.
227	I am broadly very supportive of this plan! Please build as many housing units as possible while reducing car parking and maintaining some green space for the community. One additional item which should be included is a dedicated safe bike infrastructure. Especially since this station is so close to the MBT and other existing bike lanes, it makes sense to further reduce car dependency by creating a sidewalk-level route for people on bikes to navigate the bus area and safely get directly to the metro entrance. I've tried to do this a few times on my bike and it's frankly terrible and terrifying to be hoping the bus drivers all see you and that you didn't miss one who will run you over. A dedicated bike route to the entrance would solve that and encourage more people to use bikes to connect to metro. Thank you!
228	Overall this is a fantastic plan adding more housing to our city in a place that won't require new residents to own or use cars. One question I have is will there be measures put in place to prevent cars from using the new bus-only areas?
229	I love this! I hope we can maximize the amount of new apartments/condos since it's literally at a metro stop. If parking could be eliminated in order to build more housing I think that would be a win-win. In the realignment, if a separated and protected bike lane could be added along with a capitol bike share station and bike racks I think that would help folks access the metro stop.
230	WMATA should prioritize pedestrians and cyclists over cars. Building high-density residential around public transportation is also an incredible idea. The remaining 8 parking spots could be better used as more housing. I hope the plan can move forward quickly!
231	The less parking the better. Brookland is a growing area that needs more density in the blocks immediately adjacent to the Metro. I love the idea of a public plaza / green space, but also want to reimagine the other side of the Metro as well. The arts walk is a vibrant space that could be so much more vibrant - think more outdoor seating, more events, maybe permitting food trucks to pop up there more permanently. In any case - more businesses and residents on the east side of the metro stop can improve connections to 12th Street and bring more people and visitors to the beautiful Brookland area.
232	Please provide dedicated, protected bike lanes as part of any development around the metro. I halted my family's biking after a biking Mundo Verde kindergartener was killed in Brookland a few years ago; we have tentatively begun again, with kids ages 3-10, and there are parts of the city that we can safely travel and parts we can't. Everybody wins when DC folks can safely bike as well as transit and drive and rideshare.
233	Please include safe bike passage as part of the plan. Currently there is no safe way through the area, and the proposed plan doesn't address the problem.
234	Excited for more housing in my neighborhood! Would encourage early planning on biking/pedestrian safety (maybe a capital bike share station). Connectivity to the top of the Arts Walk would be great — right now, you either have to go through the metro station (tough on a bike or with a dog) or walk all the way down the Arts Walk, turn left, and then walk through the bus bays to get to the farmer's market that takes place in the green space under the bridge, for example.
235	Hello, I'm a local resident in favor of safe bike lanes through the metro station/drop off area, reduced parking, and maximum amount of new housing development on site. I'm within walking distance to the station and can't wait to see the changes. Mike
236	We need a safe bike path through this area to get our 2nd grader to school every day! The intersection at 10th St NE across Michigan is lethal. We need a safe way to get our kids from the neighborhood to the Metro Branch trail without having to mix with bus traffic or crossing the dangerous intersection where someone died a couple years ago. Not safe!!
237	A shared bike lane down 10th Street NE is great in theory, but in practice I don't see how this is a safe design. Currently riding a bike down 10th street NE is EXTREMELY dangerous due to traffic congestion and aggressive

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drivers and the choke points around the traffic lights. Crossing Michigan Ave from 10th st NE is also terrifying, and indeed there have been several bike accidents there and a fatality. Ending a shared bike lane right at the one of the most dangerous intersections in the city doesn't make sense. Please consider adding a bike lane through the proposed plaza (or adjacent) which could then cross UNDER Michigan ave at the existing overpass. This would be much safer!

238	As a Ward 5 resident, I fully support the development at the Brookland Metro station. I would like to envision pedestrian only alleys, similar to that of Blagden Alley NW. Something human scale, with no vehicles. Furthermore, I am requesting a safe bike path through the site. We should have dedicated infrastructure for cars, pedestrians, and bikes/scooters. Considering a bike facility be built grade-separated (at sidewalk not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians. That would also create an opportunity for DDOT to add a Capital Bikeshare station to the plaza directly at the Metro entrance, and really incentivize people to bike to and from the station.
239	I think this plan makes better use of the space around the metro station. It's a wonderful opportunity to bring more housing and potentially retail to our neighborhood, while still providing access to cars for convenient drop-off at the station. For Ward 5 residents, the loss of the station parking spots should not be a problem, as there is ample street parking in the area, and commuters wishing to drive daily can make use of the Rhode Island Ave metro parking garage, which is only a short distance away.
240	Hello, I'm writing as an ANC 5B resident, pedestrian, bicyclist, and driver. I'm excited by the prospect of development at the Brookland Metro, particularly the prioritization of low-income housing near the Metro. However, I have a concern about the proposed changes as they relate to biking. I live just north of Turkey Thicket (east of the train tracks) and often bike downtown for business, medical appointments, recreation, and errands. In order to reach the Metropolitan Branch Trail, I must somehow cross Michigan Avenue. However, crossing Michigan at 10th Street NE is a truly harrowing experience – both as a bicyclist and a pedestrian. I do not trust the drivers speeding down Michigan Ave and do not feel safe in this crossing, especially after the tragic death of a fellow bicyclist in 2021. **10th Street to Bunker Hill Road to the Bus Bays to Monroe Street** is overwhelmingly the safest bike route to both the MBT and the Metro from Turkey Thicket and Brookland Middle School. Countless cyclists use this route already for the reasons listed above, even though it is technically disallowed. I implore you to make this a permanent, protected bike path. Specifically, I would like to request a grade-separated (sidewalk-level) path that eliminates conflict with both pedestrians and vehicles. Thank you for the opportunity to provide feedback. Lauren Biagini
241	This plan makes sense. Consideration of pedestrian access on East Station Entrance side is necessary for those walking to and from the station to and from Bunker Hill Road, NE toward/from 10th Street. Pedestrians currently must navigate buses, transport buses/vans to area universities and hospitals, as well as personal and work vehicles. Moving the Kiss and Ride area has the potential to increase traffic in that heavily walked area. A good number of students as well as residents and workers use the pathway mentioned above. Thanks for your kind consideration of those who walk to and from the Brookland Metro Station, especially those that cross the intersection at Bunker Hill Road, NE and the Bus Only section.
242	I use the kiss and ride twice a day and also I the parking lot at the kids and ride occasionally, that's the only way for me and my family to use metro if that's not available we will have drive to the city. Adding more development will take away this opportunity for us and it will decrease the ridership. So, on behalf of my family (living in Brooklyn) I disagree with the proposed changes.
243	I am strongly in favor of this proposal as a Brookland resident. We need more housing and locating it right next to the metro is a huge win. The only feedback I would provide is to ensure that there is bicycle access to the metro and adequate covered bike parking - I don't see this in the current plan.
244	This project is fantastic. I just wish it was more dense so more people could live near the metro. Also, concerns about Newton as the bus connection. Can the bus loop not be on bunker hill road under the Michigan Ave bridge? That would also better serve new development coming in near Turkey Thicket. I look forward to hearing back from you more about my query. Eliglazier@gmail.com
245	High-density building at Metro is great and you should do it. (Add a bike path to Metro, though).
246	I support the proposed changes.
247	This site should make as much space as possible for transit oriented car-free/car-lite housing. Take away the existing parking and allow the maximum density of housing with minimum parking requirements. Brookland is already walkable and transit oriented. We should lean in to that with this site and create more (much needed) housing near metro that is not burdened with the cost of providing parking for residents (who will be car free or

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car lite anyways). Transit oriented communities are happier, healthier, better positioned economically, and designed to foster community.

248	The plan looks awesome. Brookland is a great neighborhood and the addition of metro-oriented (and MBT-oriented!) housing and retail development is a major win for our city. As a Ward 5 resident I strongly support this plan, with the caveat that a protected bike path is needed through the development, maybe on 10th or along the bus corridor. The preservation of the Brookland Greenspace is also appreciated. Thanks!
249	I support the addition of new housing at the metro. I would like to see improved bike and pedestrian safety over what is shown in the plan. Thank you for preserving the brookland green. We have a heat island here, based on historic discrimination and other factors. Green roofs (if not solar) and other sustainable features are very important. We prefer housing for a range of incomes together, so that no income group is isolated. We would like to see very high quality design. Include okay areas for children so that families can thrive.
250	I am very pro developing this site. I hope to see housing with retail and dining options that would compliment the McMillan Development. Ideally there would be a GROCERY STORE.
251	I would like bike storage on the south side of the station to encourage people to bike to the station using the MBT.
252	Build more housing and retail as dense and tall as possible. We need transit oriented development to create revenue and ridership for WMATA as well as meet our goals to reduce carbon emissions and meet housing production needs
253	I am excited to see that Metro is trying to develop the land around the Brookland Metro. Brookland needs more housing - particularly in such a transit rich spot. The initial plans look great. I would only add that it would be great to have a separated bike lane through the area that minimizes conflicts with pedestrians and the buses to aid bikers coming to/from the metro and to the new housing and retail that will be constructed there.
254	I strongly support developing the metro site to provide more transit oriented housing, with the maximum number of housing units possible and the least amount of parking spaces.
255	I live on 17th and Lawrence NE and use the Brookland Metro almost daily, including the G8 bus and rail. Occasionally, we use the kiss and ride when guests are arriving on the metro with luggage or it is raining too heavily to walk to our house. I am writing in strong support of these plans, and I would encourage Metro to maximize the amount of housing built on this site, affordable and market rate. I believe increasing density by the metro will reduce a reliance on cars in our neighborhood and potentially make things more walkable. If we gain more neighbors, that could encourage businesses to open in our area. We are in need of a grocery store and other key amenities. I appreciate the opportunity to weigh in, and I encourage WMATA not to allow opponents of housing development to use this community process to reduce the amount of housing that will be produced.
256	I would like to see better bike safety consideration on 10th street than a shared lane. As someone who was hit by a car while biking on 10th street (crossing Michigan Ave) I think more can be done to segregate bike traffic from vehicles and pedestrians and keep traffic flowing more smoothly and keep everyone safe, especially considering how many children and teens use Brookland station in the mornings and after school. Thank you, Michael Henry mhhenry@gmail.com
257	There needs to be bike specific lanes.
258	There is no bike lane in these plans, and many parents with their children and others must bike this dangerous route that has seen at least one fatality in the recent past with a car hitting a bicyclist and killing him. I urge you to consider putting in a safe bike lane under the Michigan bridge and/or through the bus only zone.
259	Please please please include a safe, separated bike path through the development, with access to the station! For people like my family who need to go from two blocks south of the station to north of it and back, twice a day, it is critical for our safety. Biking on 10th between Michigan and Monroe right now with a lot of angry car commuters is bad enough. Adding buses to that traffic snarl during rush hours will make it more so. Adding a bike path between Monroe and north of Michigan is crucial to my support of this important project.
260	Our family bikes to school and passes through this area. It is so dangerous for our kids. Can you please install a safe bike lane under the Michigan bridge? Thank you.
261	I am a physician at the Veterans Administration's Hospital. For nearly 40 years, I have been taking the hospital shuttle buses from Brookland Metro to the VA, Medstar, and Children's hospitals. Years ago, due to concern for safety, I proposed to METRO to update 1. the hospital shuttle bus pick up area on Bunker Hill Road (the double red line on the map), and 2. the ramp for wheel chairs to the East Station elevator They were both completed by Metro. Again due to concern for safety and cost concerns, I would like to make THREE proposals to the current

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Metro's Proposed Changes: 1. Consider making the hospital shuttle bus pick up segment on Bunker Hill Road (the double red lines on the map) a ONE WAY segment. This short segment carries a huge amount of bi-directional traffic. There are shuttle buses, commuter vehicles going into the Childrens' Hospital Parking lot, and Kiss-N-Ride cars. During rush hours, with shuttle buses taking up one lane to load and unload riders, the remaining lane quickly becomes congested and blocked by cars going both directions around the shuttle buses. By designating the short segment ONE WAY (counter-clock wise on the map) and placing a ONE WAY - DO NOT ENTER sign on the south-east end, the traffic will improve significantly with added safety. Vehicle coming out the ONE-WAY segment can go straight from the right lane, or turn left from the left lane to head north. 2. Round off the sharp acute right turn from Michigan Ave to 10th street. This acute right turn is very difficult for large vehicles to maneuver around. Buses have to struggle and take extra time and caution making the turn. This often stops traffic on Michigan Ave going east, and cars on 10th street going north having to yield their lane to the turning bus. 3. Adding an elevator at the West Station Entrance makes perfect sense for the disabled to the station mezzanine. Riders from both east and west entrances can then share the existing elevator from the mezzanine up to the train platform. There is no need to add 2nd elevator from the mezzanine to the train platform. Thank you for your consideration. Please feel free to contact me if I can be of any assistance. Sincerely, David Lu, MD

262 I welcome the new housing and better bus stop layout in the new plan! I also think the new plan needs better bike access to the Metro station, the addition of better/more bike parking (especially with weather protection), and Bikeshare right at the station. Here's the problem with the proposed bike access: the main east-west bike facility shown on the plan is via Monroe St. But the Monroe St bike lane doesn't go east of 12th St. Those of us coming from further east travel on Newton or Otis because Monroe is a much busier (and steeper) street than the ones around it. Monroe St is also further away from the East Station Entrance than Otis or Newton. A safe, direct bike path all the way to the station entrance and bike parking right at the station entrance would allow my family to reduce our car trips to the Brookland station. I'm also worried about the places Michigan, Bunker Hill, and 10th St come together. They are already dangerous, and something will need to change if more car traffic will be accessing the proposed Kiss and Ride location.

263 As a Brookland resident, I very strongly support the development plan. It would be great to add a protected north-south bike lane in the redesign plans.

264 There are many parents and kids who commute to school along the 10th street side which becomes congested and dangerous. Please consider adding a dedicated bike lane and separate sidewalk through the metro station bus area and under the bridge to increase safety of those both getting to and around the metro station!

265 I live 3 blocks from the Brookland metro and use it to commute via metro. I also bike along 10th street daily to drop my kids at school. My 8 year old would like to bike on her own bike, but there is not a safe route between Monroe and Michigan where the traffic is especially tight and backed up. A solution during this renovation would be to add a bike lane through the bus depot that allows bikers to access metro and those connecting from the MBT and Monroe bike lane to cut through the bus terminal in a bike lane and go under the bridge and along Bunker Hill road to connect to 10th near Turkey Thicket where the road starts to calm. An extended bike lane would be ideal to connect to Michigan Park area. I've had buses and a garbage truck come up behind me nearly running me off the road along this stretch and it's the most stressful part of my school drop off. I fear for my kids safety. Adding buses to 10th street doesn't seem like a great idea, but also adding them without a solution for bike traffic seems like a recipe for disaster. Thank you for collecting feedback and I hope you'll incorporate this Safe Streets proposal. Biking means less need for cars and better connections to metro and buses.

266 I strongly support development at the Brookland-CUA station! The one thing I would like to see that is not in the proposed drawing is a bike share station at the entrance to the metro plaza. I live one mile away and often use bike share to solve my fist mile last mile problem. However, the bike share parking is far from the entrance and requires a somewhat circuitous route. It would make it easier for people to bikes share to the station if there were a safe bike path to the entrance and bike share parking there.

267 I support the proposed changes, but I want to echo others who have noted there is no safe bike path into the metro station contained in the plans. Please add a safe bike access and bike parking to this plan. Thank you!

268 I would strongly advocate for a protected bike lane to increase safety and access. I bike my children to school and the trip between Monroe and Michigan often feels precarious, navigating traffic backups, angry drives, little space on the road. I also want to ensure there is significant affordable housing. Ward 5 is fastly gentrifying and

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	pushing out those that cant afford the changes. Yet the city still needs economic diversity to ensure a healthy urban environment.
269	There is a great need for a bike lane at 10th and Monroe. There are multiple schools in the area. It is not safe.
270	As a parent of 3 young children who commutes for school drop-off/pick-up via bike, I am begging you to add a protected bike lane to the proposed plan to avoid the dangerous shared bike lane on 10th. The 10th St NE shared bike lane from Monroe to Michigan has grown increasingly treacherous for bike commuters. A grade-separated bike bath at the sidewalk level would allow safe access to the station entrance by bike AND would allow bike commuters to avoid crossing at Michigan Ave, the site of a deadly cyclist crash in 2021 while the cyclist was in a marked crosswalk. Bike commuting has exploded in recent years, particularly for families due to the availability for cargo e-bikes. Every morning my family's lives are at risk when crossing Michigan Ave. I witness distracted and aggressive driving, including running red lights on a regular basis. The crash data on the Vision Zero dashboard provides the evidence. Adding a bike lane would provide safe access to the Metro entrance and safe passage across Michigan Ave to decrease bike traffic mixing with buses/cars.
271	1. the current plan shows buses entering / exiting at three different locations. Buses should be restricted to one main entrance at Monroe and utilize Bunker Hill as a 'bus loop' to turnaround. See attached. This limits conflict points with buses and pedestrians/cyclists and reduces heavy congestion on 10th St and the very dangerous intersection of 10th and Michigan. 2. Newton should not continue through as a 'bus only' - instead, this should be added green space and park for residents of the newly proposed residential buildings. Those residents need nearby green space . There should also be a significant pathway from the Metro Plaza heading toward the neighborhood homes. See attached. 3. Bunker Hill intersection with 10th St is currently very dangerous design and should be revised to a standard DDOT 4-way signalized intersection. Sidewalk needs to be provided. See attached. 4. A protected bike lane should be installed along 10th Street. There is currently no plan for cyclists to head north/south. This helps bike safety and provides continuation of bike infrastructure that has slowly been improving in the area.
272	We are a family of cyclists and my 8yo daughter feels so safe biking in protected bike lines. We love being able to bike in our city. We're also so glad to learn that more housing units are going to be built in desirable locations near public transportation. We'd love to see more retail along the metropolitan branch trail -- we were there yesterday enjoying it together, my daughter on her roller skates, my toddler on his balance bike, and me following along on the cargo bike. It was delightful and we stopped in NoMa for lunch before heading back home. More opportunities like this are more than welcome!
273	Fully support new development with one caveat: we need a safe bike route through the area, with protected lanes that enable cyclists to cross under Michigan Ave. There has already been one fatality at 10th and Michigan. Many families bike from south of Monroe to schools and playgrounds north of Michigan.
274	I support this development project and believe it would bring much needed housing to Brookland.
275	I'm strongly supportive of this project. I'm especially excited about additional people around adjacent to the Michigan Ave bridge. I often walk under that bridge to come home, and it can feel a bit abandoned/creepy, especially after dark. The new housing planned here should help. This is especially true because of the planned development, with housing and retail, coming on the northwest side of 10th St and Bunker Hill Rd. I'd encourage coordination with the team on that development to ensure you're limiting impacts on neighbors during their commutes. I look forward to much more effective use of all this space next to the metro, particularly increased housing!
276	Dear DC Board Member Tracy Hadden Loh, I wish to provide my support for the proposed changes to the Brookland Metro station transit facilities. It's about time this suburban-style Metro station is redesigned to better integrate into the neighborhood fabric with more people-friendly designs. The reconfiguration of the 9 bus bays into bays along urban streets is a welcome change that will create a more pleasant walking and waiting environment for bus riders, and reduce overall imperviousness of the site. I ask that enhanced bicycle access and bike parking be fully integrated into the redevelopment plans. The site's adjacency to the Metropolitan Branch Trail is an especially important asset for increased bicycle access to Metrorail and Metrobus. I support the reduction of the 34 Kiss and Ride spaces to 8, relocating them to the more logical location under the Michigan Avenue NE overpass north of the Metro Station entrance. This site is already informally used for pick up/drop off. I am excited to continue to support the transformation of this site into a vibrant, more walkable place, and look forward to the next steps. I support adding as much mixed-income housing on the property as possible, while also creating a public realm that welcomes riders and offers public spaces to meet and linger.

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	These proposed changes are consistent with the 2021 Comprehensive Plan amendments which designates the parcel for medium density housing and commercial uses. I ask you to move forward with these changes.
277	Multi-story residential housing near the Metro station is a no-brainer. Should have been done years and years ago. Have lived nearby since 1988, most of that time without a car, and have always wished that there was a supermarket (like Trader Joe's or Whole Foods) right at the Metro, to access groceries coming and going from the Metro. Really hopeful that this project will proceed to completion soon.
278	I am writing in support of this initiative and the proposed plans. This area needs more development and transit-oriented housing is the best way to achieve that. My only suggestion to improve the design is to ensure there is ample bike parking and bike access to BOTH the east and west side entrances. Those of us coming to the east station today have to ride on the sidewalk or enter the bus-only entrances, which works but you can tell it annoys the bus drivers.
279	I'm in support of fewer parking spaces and expanded affordable housing options. I would love to see a place for fresh produce and healthy groceries. And I would like there to be safe bicycle routes that don't interfere with cars or pedestrians.
280	I am supportive of the overall project. I would like to see a safe bike path through the site. The current design preserves the status quo in which the only North-South option for biking in this area is the 'shared lane' on 10th St NE (and across Michigan) or mixing with the bus traffic in the bays. There is currently no way at all to safely access the station entrance itself by bike. Please build a bike facility at grade-separated (at sidewalk not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians. This would also create an opportunity for DDOT to add a Capital Bikeshare station to the plaza directly at the Metro entrance, and really incentivize people to bike to and from the station.
281	This is a welcome development in the neighborhood as the excessive parking lot does not serve anyone well. New housing and a new plaza is needed. Please build this.
282	On the east side of the metro tracks, a safer north-south route for bicycles would improve safe bike access. The current design forces bikes to continue sharing access with either cars or buses. Since one explicit aim of this redesign is better safe bicycle access to the metro, we have the ability to solve that equation from both sides of the tracks in one go. Thank you!
283	I would ask that a safe bike lane/path be part of the design to allow bikes access to the Michigan Avenue underpass. Currently this requires going down 10th Street and then up Otis. Biking on 10th Street in the morning on weekdays is nerve-wracking and feels dangerous. Crossing Michigan Avenue on 10th Street by bike also feels dangerous at any time during the day. Having access through the Metro lot to the underpass as a way to get to the other side of Michigan Avenue would be very welcome. Many children (including ours) bike to school on the other side of Michigan Avenue. Please take this opportunity to make that route safer for all. Thank you!
284	Please add a bike lane from metro crossing on 10th and Michigan. With there being an elementary school (Mundo Verde Calle Ocho) there are many families with young children commuting to school using that route.
285	Great--looking for more pedestrian friendly access to the Metro station.
286	This makes bike connectivity worse. There should be a protected bike lane alongside the bus stop route. Making bikes cross Michigan Avenue — where cyclists have already been killed — and take 10th street, a narrow two-way road with street parking is putting them in a dangerous position. Cyclists traveling north-south should be able to go under the Michigan Avenue bridge to access the Monroe Street bike lane. Please consider adding a protected bike lane in front of the new apartment buildings alongside the bus route
287	My ask is that a bike facility be built grade-separated (at sidewalk not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians. That would also create an opportunity for DDOT to add a Capital Bikeshare station to the plaza directly at the Metro entrance, and really incentivize people to bike to and from the station. Thanks! Steve Szibler
288	I'm generally in favor of the current plan, but would encourage the incorporation of protected bike lanes or cycletracks, preferably at grade with the sidewalk rather than the current shared lane approach 10th street NE.
289	I support any and all initiatives to build housing, retail and provide bus and bicycle infrastructure around Brookland metro. I support the efforts to reduce any parking and car-oriented infrastructure. Thank you!
290	I am not opposed to the development, but I strongly urge the consideration of easing traffic congestion heading north on 10th street and inclusion of safe bike and pedestrian rights of way. Currently, heading north on 10th street in the mornings, this corridor can become incredibly clogged and cars and buses routinely perform

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incredibly unsafe maneuvers such as driving up the wrong side of the street to make turns or get around other cars. The situation makes biking incredibly unsafe and almost impossible, yet many families with children are trying to ride bikes north on 10th street to get to Mundo Verde and other schools in the area. Please incorporate traffic calming measures and a safe bike passage across or under Michigan to allow families to travel northbound on 10th in a safe and timely manner.

291 Dear DC Board Member Tracy Hadden Loh, I wholeheartedly endorse the proposed changes to the Brookland Metro station. Reconfiguring the bus bays along a redesigned urban street will improve the pedestrian experience and increase permeability. I also urge you to include enhanced bicycle access--including curb-level, protected lanes--and parking since the site is so close to the heavily used Metropolitan Branch Trail. Finally, reducing the Kiss and Ride spaces from 34 to 8 to better reflect demand, and relocating them under the Michigan Avenue NE overpass, makes sense. I'm excited to see WMATA transform the site into a vibrant, walkable area with mixed-income housing and public spaces. These changes align with the City's 2021 Comprehensive Plan amendments. I kindly request your support for these changes.

292 I love the proposed project. My biggest wish would be that cycle traffic is prioritized. As it stands currently, cyclists coming from the northwest end of Brookland (namely University Heights and Michigan Park) must currently ride along 10th Street NE in order to merge onto the Monroe Street NE protected bike lanes. This artery is important as it leads to 8th Street NE and the Metropolitan Branch Trail. As a daily bike commuter, I notice a lot of this traffic cuts through the bus bays at Brookland-CUA. This is because it feels much safer than sharing the road at 10th Street NE and it's much more direct. In the final plan, I'd appreciate a two-way bike lane or bike lanes that allow folks to get from Bunker Hill Road NE through the station over to Monroe Street and the MBT.

293 I am resident of Brookland on 12th street and Perry St. I believe this new housing development should be affordable or mixed income and take environmental factors into consideration. I also hope it will be used to improve the financial status of WMATA since I understand it is in a terrible deficit at least according to DCist. I also hope as a large development it will partner with the small businesses in the neighborhood. I think there should be elevator access to the metro on the side facing the arts walk personally, as a person with a disability, it is very annoying that there is not an elevator on both sides of the metro stop. I am a new resident of the neighborhood but it does seem like the parking lot, bus depot, and surrounding parks where the development is being considered are underutilized. I also think it would be great if the street level of these buildings were store fronts or public spaces. Many people would like a grocery store or a public gym in the neighborhood. WMATA should also cater the outdoor space for community use!

294 Whatever development you put at the Brookland Metro station should preserve the *entire* space locally known as 'the Brookland Green.' That is, the treed greenspace that runs beside the existing parking lot and kiss & ride space from Otis St. to Newton St. No part of that space should be built on for a number of reason including that it provides an invaluable relief from the heat sink that is the metro station and the increased heat sink created by adding multifamily units to that space. Additionally, your new development should include safe, well-lit pathways for both pedestrians and bicyclists to access the metro station. Bus service need not be sacrificed so WMATA can make money off that land. The buses that service Brookland - the 80, the H8, the P6 - provide valuable interconnection with both downtown and with other metro stations when the red line is unavailable.

295 Thrilled for this project. We definitely can get rid of the under utilized space. Some feedback on the design: I would very much like a safe bike path through the site. As rendered, the new design preserves the dangerous status quo in which the only North-South options in this area are the 'shared lane' on 10th St NE (and across Michigan) or mixing with the bus traffic in the bays. And there's currently no way at all to safely access the station entrance itself by bike. Please include a bike facility be built grade-separated (at sidewalk not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians. Biking is an important part of DC's climate goals and making a bike accessible station would be very helpful. Also be sure to include ample bike parking, wide enough spaces for family cargo bikes.

296 Overall, I'm excited about the planned changes. I would strongly encourage you all to invite developers who will include mixed use buildings for businesses and housing. I would also hope that a solid percentage of housing units would be for those who make below the median so all types of families can afford to live there. Finally, I would provide the feedback that this area should be easily walked and biked and those individuals should be prioritized over cars.

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297	<p>The document mentions the shuttles for the hospitals and the Food Bank but does not say where they will stop in the new configuration. It states that the new configuration will contain 9 bus bays like the old one, but the present site contains at least 11 stopping places if you count the shuttles.</p>
298	<p>I support the reduction in parking spaces to provide better bus, pedestrian, and bicycle/micromobility connections. There is ample parking at Rhode Island Ave metro station for anyone who is driving and needs to park. I ask that WMATA work with the Brookland Lanes developer (https://urbaninvestmentpartners.com/project/brooklandlanes/), the District Department of Transportation, and Advisory Neighborhood Commission 5B to ensure Bunker Hill Road, Otis, and 10th Streets NE are designed with safety in mind. In particular, the intersection of 10th, Michigan, and Bunker Hill needs to be redesigned to be safer.</p>
299	<p>As a Ward 5 resident in Brookland, I am broadly supportive of the proposed changes. I suggest that Metro & DDOT consider ways to further enhance bike infrastructure as part of this project, including dedicated (vice shared) lanes on 10th St.</p>
300	<p>I have a lot of concerns for an increase in housing in the area. There is not enough affordable and quality housing and I would be surprised if this possible development helped that issue. Who is this housing for? These types of projects are generally 'luxury' buildings that current Brookland residents can't afford. There are also a minimum of 70 available apartments in Brookland (on Zillow alone) and multiple new condo and apartments buildings going up in the area as we speak. Why do we need these houses here now and for who. There will also likely be fewer parking spaces available for people of the community, let alone parking for people living in the new development. Would there be a parking garage for the new residents? Would any rules or regulations about parking in the neighborhood change? It is hard enough to find parking as it is without adding these changes to the community. I do not see a current issue with the metro station as is. There is good space for buses, well used metro stations, and pedestrians can easily access busses and metro. I do not believe the changes would make it easier for people commuting, but would make the metro less accessible for pedestrians. I currently take the metro to work and often we are packed into the cars like sardines. Having 400 new units at the station would make this commute more difficult and uncomfortable. I am also concerned about the loss of green space and trees in my community. This development would take away space that was being used for farmers markets and large green space that was used by the community. There are very few green areas in Brookland, and it would be a determinate to the community to remove some of the small amount of green space there is.</p>
301	<p>I support these changes and hope that there is room for street-level retail in the development. As you are making upgrades to the station, please consider adding a screen with bus arrival/departure information in the Metro entrance near the turnstiles.</p>
302	<p>There *needs to be an elevator with street access at the station's west entrance for people with disabilities. Currently, there is only one to the street on the east entrance. That means anyone with a disability that needs to go west from the station would have to use that entrance and go over the bridge on Monroe Street. That bridge is steep for anyone, let alone someone with a physical disability. It also means there is an unnecessarily long distance to travel for people with disabilities who likely already have trouble going long distances. It is deeply concerning that this is not already part of the proposed changes and shows a lack of understanding and compassion for people that struggle with mobility. Similarly, there needs to be more lighting at the station's west entrance. It was already a sketchy area and the recent violence this summer near the station has made the entrance scarier. I personally take the red line home from work most nights, around 11pm-midnight, and I am always looking over my shoulder walking from the entrance to the arts walk. Part of the lighting issue may well be the District's problem. But I would still like to see it be addressed.</p>
303	<p>Hugely in favor of the proposed development. I think it will be good for the neighborhood.</p>
304	<p>I support the intention behind this project to add residential units adjacent to a metro station. Brookland needs more residential and more apartment options. This will help spur business development and encourage more sustainable transportation. I live in Brookland.</p>
305	<p>I approve of the Brookland-CUA changes.</p>
306	<p>Please provide safe bike lanes through this space.</p>
307	<p>I write to ask that WMATA use this new development as an opportunity to provide safe bicycle access to the station and to create a safe route for all bicyclists in the neighborhood. As rendered, the new design preserves the dangerous status quo in which the only North-South options in this area are the 'shared lane' on 10th St NE (and across Michigan) or mixing with the bus traffic in the bays. And there's currently no way at all to safely</p>

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	access the station entrance itself by bike. My ask is that a bike facility be built grade-separated (at sidewalk not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians. That would also create an opportunity for DDOT to add a Capital Bikeshare station to the plaza directly at the Metro entrance, and really incentivize people to bike to and from the station.
308	I am very supportive of the changes reflected at the Brookland-CUA Station. As an urban area in the city, the amount of parking and impervious surface area is not needed. The new configuration will allow for efficient bus, pedestrian and bicycle connections. Additionally, TOD should be encouraged near transit - this will effectively allow for additional development which I support. I would suggest higher densities, but likely would not get through approval.
309	I support these changes to the area around Brookland Station! The new development in this station will be a benefit to the area and the changes to the bus loop look to make it less confusing.
310	Please consider adding a bike lane/safe pathway for bikes, potentially through the overpass? Right now, it is very dangerous for bikers to cross Michigan on the street, and many bikers already use the path through the overpass and the bus bay to get through. This of course poses dangers as well. We need a safe way of crossing that will accommodate the many bikers in the neighborhood (many of which are children and families on their way to the Turkey Thicket Rec center or schools)
311	Hello! My name is Tom Bridge, and I live on Monroe St NE about seven blocks from the Metro. I am a 13-year resident of Brookland, and my wife and son and I are often users of the Metro area. I am very pleased that Metro is working to put density at the Metro, and I am a strong supporter of both the preservation of the Brookland Green in the proposed plan, as well as the density of space. I would strongly encourage Metro to add affordable units to their plan, as best they are able, to make these apartments reachable for our community members who are of lower income backgrounds. Our neighborhood is a community, and should be treated like one. We do not need luxury apartments, we need workforce and neighborhood housing for those of modest means, as well as those of more affluent backgrounds. Thank you for investing in our community. Regards, Tom Bridge 1621 Monroe St NE tbridge@gmail.com
312	As a resident of Brookland, I fully support the proposed changes. Improving pedestrian and bike access should be critical for all transit stations. The new bus shelter layout would improve traffic flow and travel times. However, the most important aspect of the proposal is the inclusion of transit oriented development. High density housing should be built as close to Metro and Bus stations as possible. This will energize Brookland as a neighborhood and help to fight climate change by encouraging use of transit.
313	Note: This is a correction to a comment sent earlier: I support the addition of new housing at the Brookland metro. I would like to see improved bike and pedestrian safety over what is shown in the plan. Thank you for preserving the Brookland Green. We have a heat island here, based on historic discrimination and other factors. Green roofs (if not solar) and other sustainable features are very important. We prefer housing for a range of incomes together, so that no income group is isolated. We would like to see very high quality design, based on an explicit lifecycle of 40 years or more, using good quality durable materials. Include play areas for children so that families can thrive.
314	As a Brookland resident, I am concerned with the proposed size of the 400 housing and retail units. Brookland is a residential and historic neighborhood, and large development should be considered as it fits into the current scope of the neighborhood. High rise development is not suitable to the residential atmosphere and scale should be taken into consideration with new developments to preserve the aesthetic of the area. In addition, there are currently unoccupied apartments and retail facilities on Monroe St NE and 12th St NE. If the city intends to develop additional housing and retail next to the metro, what strategies and agreements will be put in place to ensure that buildings are occupied by tenants? Small businesses should be prioritized throughout the development of this project, including when considering retail sales or tenant agreements. In addition to scale being of the utmost importance to the development along the Brookland metro, family and green infrastructure should be prioritized. Cooling plants, additional bike parking and lanes, parks and playgrounds, and splash pads, should be included in any development to meet the needs of the growing and existing Brookland community. As global warming continues to impact Washington D.C., any new development should be as carbon neutral as possible. The inclusion of bike infrastructure (including bike lockers or a bike locker service), solar panels, green space, renewable materials, and recycling services is paramount to the community. Brookland is a family neighborhood so community space such as playgrounds, green space, walking paths, etc. would be great to include to meet the community's needs.
315	As a resident of Brookland, I support the redevelopment of the Brookland station. Long overdue.

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316	Make this area safe first. just shooting and carjacking this week improve safety is a MUST than increasing residents
317	Transit-oriented development is good. It's good for Main St Brookland, 12th St, which could use the traffic, and it's good for the Monroe St/Artswalk development for the same reason(s). This plan seems to preserve some green space, at Newton and 10th, which is good. This plan is going to put a lot more people in Brookland, which is also good, but let's get at least one more CaBi station at the Metro, perhaps at the northern end of things, and let's get dedicated bike lanes, with bollards/sharrows, and the like, on 10th. Also, no above ground parking garages, please. We already made that mistake once. Thanks.
318	I live nearby, and I strongly support this proposal. It's a great idea: we sorely need more housing, and this is an ideal location to minimize car usage/ownership. My only ask would be that the plan beef up the bike infrastructure overall, but especially so bikes can access the metro station/go through this site without having to mix with cars or buses at all.
319	Please include a bike path in this redesign. The 10th St "shared lane" is not sufficient, and feeds bike traffic into the dangerous Michigan Ave crossing. A bike path in this redevelopment zone will be safer and will guide bikes to the underpass, avoiding the intersection altogether.
320	Initially, I have four concerns. The most important is to emphasize the necessity of maintaining the 'Brookland Green' and public access to it. The Brookland Green is the area of trees along 10th St NE between Newton St and Bunker Hill Rd. Second, it appears that there will be a significant increase in bus traffic on 10th St NE between Newton St and Bunker Hill Rd. in order to access and depart the Newton St Bus Loop. 10th St is already fairly congested with traffic moving between Monroe St and Michigan Ave NE. Third, it appears that access to the relocated Kiss and Ride will further increase congestion at the intersections of Michigan Ave, 10th St, and Bunker Mill Rd (on both sides of Michigan Ave). Fourth, how will pedestrian access to the station be provided from 9th and Monroe Sts.
321	I am writing to support the proposed changes to the Brookland Metro station transit facilities. This is really valuable land inside DC, and it can be put to much better economic use, while also providing much needed housing for DC. I support adding as much housing of any type to the location. There is a housing crisis in DC right now, and we need to build as much as possible so that every person in DC can find housing. In addition, the changes will make the area better for the people that use it. The reconfiguration of the 9 bus bays into bays along urban streets is a welcome change that will create a more pleasant walking and waiting environment for bus riders, and reduce overall imperviousness of the site. Enhanced bicycle access and bike parking can fully integrated into the redevelopment plans. And the reduction of the 34 Kiss and Ride spaces to 8, relocating them to the more logical location under the Michigan Avenue NE overpass north of the Metro Station entrance. This site is already informally used for pick up/drop off. I am excited to continue to support the transformation of this site into a vibrant, more walkable place, and look forward to the next steps. I support adding as much housing on the property as possible, while also creating a public realm that welcomes riders and offers public spaces to meet and linger. These proposed changes are consistent with the 2021 Comprehensive Plan amendments which designates the parcel for medium density housing and commercial uses. I ask you to move forward with these changes. Thank you. Sincerely, Mr. Matthew Bank 4501 Connecticut Ave NW Apt 808 Washington, DC 20008-3714 matthew_bank@yahoo.com
322	I like it
323	As a Brookland resident who commutes by metro and bike, I am thrilled about this much needed change to the Brookland metro station and surroundings. The only thing that is missing is a clear, delineated bike path through the area. Right now, bikes are prohibited from the bus bays, and to cross north of Michigan, must use 10th street. At least once cyclist has been killed in this busy, dangerous intersection. It would be much safer for all of a bike path were available between Monroe through to underneath the Michigan overpass. Please consider a bike path in the design, and no matter what, please move forward with this project! A game changer for our neighborhood!
324	Hello: I am in favor of expanding high density housing near transportation hubs, including right here in my neighborhood of Brookland. That said, such projects - including this one - MUST include an important number of affordable housing units, including with multiple bedrooms to support families (especially intergenerational families). Additionally, I wonder about how high the structures will be, and would prefer something that is not a full high-rise that would significantly change the human-scale feeling of our community. Finally, mixed use development with space for commercial services and businesses, as well as community park space, is important.

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325	I would recommend moving the revised 10th street location to the west closer to the tracks to allow for larger parcels to be developed to the east. I would also recommend that DC Government be involved in development to allow for the redevelopment of the Brooks Mansion and eventually the new construction of an eventual Michigan replacement bridge.
326	Strong supporter of these efforts. Golden opportunity to work with DDOT and other stakeholders to improve conditions, on adjacent spaces, for peds, bikes, transit riders, and drivers. In particular opptys to make design improvements on Bunker Hill, 10th and Michigan, 10th and Otis.
327	Affordable housing. Relocation of kiss and ride
328	I am here to hear what plans are proposed by WMATA
329	I am concerned about not only the movement of the buses, but also the building of apartments and condos. This city is overly swamped with places to rent and NONE of them are at full capacity.. In addition, I live on 10th street and question the access to parking, etc. Why not use the development space for a community center or small park. This is getting ridiculous and I am an avid supporter of Metro. But enough is enough!
330	I'm an individual that more here more than 10 years ago, got rid of my vehicles and utilizes Metro on a daily basics. I love, love, love riding mass transportation. However, I must say coming to the meeting dated Sept. 12th I must say was a big waste of my time. If I ever wanted to take a nap it was the time the audience was being read to. I'm still clueless as to what Metro is wanting to do. It feels like this was truly orchestrated not to get the public's opinion.
331	No safe bike access -- please rethink bike access, perhaps by closing 10th st to cars
332	I would NOT like to reduce the number of parking spaces. 34 parking spaces is small enough, as is.
333	While I am in favor of the majority of the proposed change, I would be remiss if I didn't at least comment on the loss of green space that is outlined in this plan. Not only does the proposal intend to pave over and convert to development a significant percentage of the green space currently at the Brookland station (>50% by my eye), it is also proposing to eliminate green space intended to be put aside for parks on the master plan. I would ask that a restriction be put on the creation of the two northern sections which are outlined for development such that they must include a substantial amount of green space, and that green space must be available to the public 24/7 (e.g., is not intended exclusively for the use of their residents). Any time parks are converted to development, we are all harmed; a token gesture by the developer would be insufficient to remedy that harm.
334	I think it would be extremely beneficial to the community to add a bike lane through the bus depot and under the bridge to the other side of Michigan. The current state of biking on 10th between Monroe until crossing Michigan is extremely dangerous and cramped.
335	Very happy to hear more development will be coming to the brookland metro. More development will provide more housing and provide the people needed to support local business! Additional people will also help support a larger grocery store. It's time Brookland start looking toward the future.
336	I'm a long term Brookland homeowner, metro rider and cyclist. Here are my comments: -There need to be effort to keep turning buses away from bike lanes - having turning buses crossing bike lanes is really dangerous. - Housing near the metro should include no or only minimal parking. We should be encouraging new residents to use transit or bike. -At least 1/3 of new housing units should be for low/er income families. -There should be bikeshare options at the metro. -I don't see how the neighborhood can support more retail since current retail seems stagnant. -I would scale back the development size by 25% to keep in character of the neighborhood. The current greenspace should be replaced with green rooves and other offsets. This part of town is a heat island and that needs to be more actively mitigated. -A dog park should be incorporated - there are none in Brookland/Michigan Park/N Michigan Park/Woodridge.
337	Great idea to better utilize this valuable space!
338	I support this project. I live on Newton street NE and I walk to the Brookland metro for work. I also sometimes use the kiss and ride parking lot drop off on my commute. Increasing housing density in this area will benefit our neighborhood, both residents and businesses. The site of the proposed construction is not currently used to its full potential. It is mostly empty and there is plenty of room to redesign the space to include housing and retail as shown in the current plans.
339	I think this is a good project.
340	This mixed use development next to the metro makes a lot sense and bringing more amenities and vitality to the community.

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341	I strongly support the proposed changes to the Brookland-CUA Station as a frequent Metro rider who lives nearby. Providing additional housing, increasing funding for WMATA, and adding possible retail so close to the Metro station is a clear win-win-win given the lack of use observed by WMATA and anecdotally by me as well. There are three items not explicitly mentioned in the proposed changes that I would love to see implemented as a frequent transit user and bicyclist in the area: -Capital Bikeshare station added at the metro to support multi-modal trips to/from the station itself -Bike lane through the current 'bus-only' infrastructure to minimize danger from the 'shared bike lane' on 10th St. NE (currently no markings/protections; frequent speeding cars) - Additional pedestrian protections (e.g. stop sign and/or speed humps) at the Bunker Hill Rd. NE crosswalk leading into the station area (directly following the proposed Kiss & Ride spaces), where cars frequently speed and refuse to stop for pedestrians in the current configuration Thank you!
342	I support these proposed changes.
343	I strongly oppose the proposed changes. As described and shown in the diagram, the changes would most assuredly not make things easier or safer for bicycles or pedestrians. Added congestion of buildings and reduced sight lines will make commuting much more dangerous. The plans will also remove many trees and open green spaces that are essential to prevent creating an urban heat island in that area. I beg of you to drop this terrible idea.
344	Thank you for asking out opinion. One primary concern is preserving ALL of the trees in the green space, which is all Brookland has in the way of a park. I understand some trees will be sacrificed, and the roots of the remaining trees will be affected adversely. DO NOT TAKE ANY TREES. While I think it's fine to build condos near mass transit, people WILL have cars even if they take the train to work. In addition, they will use Uber and have guests. The roads are already congested, and additional traffic will make Brookland impossible to navigate. Therefore, I recommend a much lower number of units, many more parking spaces provided, and careful planning for traffic. Brooklanders also feel strongly about making many more of the units affordable. To sum up: TAKE NO TREES, BUILD LESS UNITS WITH A HIGHER PERCENTAGE OF AFFORDABILITY, AND MUCH MORE PARKING.
345	I support the current proposal to add badly needed new housing near the Brookland Metro Station. I particularly appreciate the improved bus and bike facilities. Thanks, Tom Quinn
346	1. Track-side building will need at least some form of car access or driveway, even if just for people moving in furniture, Uber pickups, food delivery. You currently show only bus access and no accommodation for how these car needs will otherwise tie up Monroe. Maybe an underground parking entrance on Monroe could include a driveway or turnaround before the resident gate. 2. Agree that number of Kiss & Ride spaces can be reduced but commuter shuttles will have to be able to use bus lanes if the place they used to pick up and drop is concerted to Kiss & Ride spaces. 3. Traffic lights on Bunker Hill and 10th: if Bunker Hill becomes the ONLY street for car traffic servicing not only the Metro but also the 3 developments (with retail!?) it will become a trap loop and the already-congested light timing at 10th and Michigan will be untenable.
347	After reviewing the materials provided, the project makes sense and I personally support it.
348	I do not support more buildings and getting rid of parking spaces. There are too many people and crime in the city at this time. There are buildings that are not being occupied now and you want to build more.
349	Strongly support the development of this plot as submitted. It protects the mature trees in the area, minimizes unnecessary and underused asphalt, and increases density in an area where businesses require it to thrive. In conjunction with other projects in the area, as a nearby resident, I am very happy to see this thoughtful proposal as I have watched businesses shutter and available property go unleased, which contributes to the area's crime in addition to limiting options for neighborhood residents without ready access to motor vehicles. The current status quo is frankly unacceptable given the proximity (~4mi) from downtown in a major metropolitan area.
350	I support the development but there is no bike lane on 10th Street and many riders heading from the MBT into the neighborhood north of the station ride through the bus area because it is quicker and safer and there is ample space to do so. Please incorporate a protected bike lane so riders can access Bunker Hill Road from the trail without detouring to 10th Street.
351	We live at 13th and Hamlin and cross this corridor and use the metro very frequently. Our most important request is that there be a designated pedestrian and bike lane that takes bikers and walkers safely across Monroe and through the metro development and gives them access to the other side of Michigan Avenue.
352	Bike lanes, bike lanes, bike lanes. Bike and pedestrian safety should be paramount in your design

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353	Please please please prioritize pedestrian and bike traffic. When timing the street lights, please consider how long it takes for little kids to walk across a crossing. Provide a N/S bike lane across Michigan.
354	Please include a separate N/S bike lane in the new bus depot
355	<p>Thank you for the opportunity to comment on the proposed changes to the Brookland Metro Station. As a 10 year resident of the Brookland neighborhood and frequent commuter on Metro (5 days a week pre-COVID, 2-3 days a week now) I fully support the redevelopment and reimagining of the current bus loop, parking lots, and vacant plots that make up the greater Brookland station footprint. The current facilities are dangerous, unattractive, and make poor use of precious space in close proximity to public transit. As stations further into downtown like NoMa and RIA have become hubs for transit oriented development, and as the Edgewood side of the Brookland station has become a hub for housing and commerce, the west side of our station has remained a car-centric holdover from a previous era that disrupts the urban fabric of the surrounding area. My understanding is that previous attempts to repurpose this land have met with resistance from vocal members of the NIMBY community and I want to be clear that that set of actors does not speak for all Brookland residents who want to see our community grow stronger and more connected through responsible development. The NIMBY voices have successfully suppressed needed density and foot traffic that could help address the stagnant and failing environment for small businesses in the 12th St. NE corridor, as well as overall growth of amenities around the Metro station, to the detriment of our neighborhood, and the proposed changes to the station footprint present an opportunity to address those issues. In addition to voicing my support, I do want to highlight a few questions/issues based on the proposed plans: 1) It's unclear where pedestrian traffic will be funneled based on the drawings. The current crosswalk situation on the north end of the bus loop is dangerous and impractical, leading to games of chicken between pedestrians, bikers, buses, hospital shuttles, and private vehicles. A newly rethought space must take into account the safe and efficient movement of pedestrians to the Metro stop and bus stops, as well as those passing through on foot. 2) Adequate planning and engineering for changes in storm water runoff will be critical. The current footprint of paved over and open space will be drastically altered, and adequate planning to ensure that extreme precipitation events can be adequately dealt with (see, the tragic recent flooding in the newly developed space near the RIA metro). WMATA and joint development partners should consider the inclusion of rain gardens or other nature-based elements to the plan that could help mitigate against flooding in the new landscape. 3) Affordability and community function must be given priority in future decisions about the joint development projects outlined in the proposal. I look forward to seeing how WMATA incorporates public feedback into this project, Sincerely, Colin Foard</p>
356	I fully support this plan including the addition of housing near the metro. This space is currently underutilized and this reconfiguration will provide much needed metro accessible housing.
357	<p>Brookland doesn't need more studio and one-bedroom apartments, which it's clear is the plan here -- housing advocates like Ward 5 for All have said as much, 'The goal with this project should be to maximize the number of units.' No. I support more housing, and I support it *in this neighborhood,* but if we are going to build more apartments, there's a perfectly good lot directly across the street from the metro entrance that would have a sizable footprint for a building with ample retail space AND housing. The current plan would necessitate fairly low-quality homes, as the spaces are quite small and would not allow for a decently sized building footprint. The city should be prioritizing GOOD QUALITY and AFFORDABLE housing near metros, not just using up any and all green space, no matter the size or awkward shape. This community values that green space, and people in general want to live near green. Adding more tiny, cramped apartments is not a draw to the neighborhood, nor is it beneficial to those who need quality, affordable housing. Especially not when we have other high-quality land ripe for high-quality development nearby. As it is, the Hanover building on nearby 8th street is not full, and promises of affordability have fallen flat, though at least there are some 3 bedroom units where families can actually stay in the neighborhood -- not enough! Prioritize the land across from the metro on Monroe and leave Brookland Green alone.</p>
358	<p>Joint development near the metro is a great way to increase density in our cities. This development could bring affordable housing as well as a grocery store to our neighborhood, so I am excited for and applauding that effort! My main comment, however, is that this plan is seriously lacking in safe bike routes into and around the metro station. Dedicated bike paths from the south (Monroe street) and the east are desperately needed to make sure that bikes avoid colliding with pedestrians and buses. Especially if there is going to be joint development, there will be increased pedestrian and bike traffic and this needs to be safer. WMATA should also partner with DDOT to add a bike box so individuals coming over the bridge have a safe way to turn left into the metro station. Even without DDOT's support, WMATA can create more bike visibility for those who need to turn</p>

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into the station and share the bus lanes to reach the elevator to get into the station. I would also please add signage around the kiss and ride to look for bikes and pedestrians. Please also make sure the kiss and ride is wide enough that cars can make a loop even if someone is illegally parked. This happens a lot near the Rhode Island metro, and it has been really nice to not have the same congestion issue around the Brookland metro. With more development, illegally parking (even for a few minutes) is likely to increase, and it's better to engineer in anticipation of that than to rely on enforcement. Thank you for considering my comment! -Brittany Whited (Ward 5 - Brookland/Woodridge resident and frequent metro user)

359	The traffiBunker Hill Road
360	There is consistant shuttles and personal cars that run in and out of the existing parking garage on Bunker Hill NE. To add the only Kiss & Ride spaces/drop-off area right in front of the garage and use part of that area for bus layover/loop (plus a development) is stuffing a lot of vehicle traffic into a very tight space. There are already near-misses/confusion with the Bunker Hill & 10th St intersection.
361	As a resident of Brookland living 2-3 blocks north of the metro station, I am in support of these proposed changes to the Metro station area. I believe that additional residential units and density around the station area will help bring more commercial activity, retail, and sustainability to the neighborhood. The current park and ride configuration is a waste of valuable space right near the metro station, and it is about time that Brookland get more transit-oriented development (and maybe even a proper grocery store?! I also appreciate what you all are doing with respect to saving some of the mature trees along 10th Street. I would recommend a few changes to the site plan, however, as I do not think that the proposed changes improve bicycle circulation as much as they could. This new layout is an opportunity to give bicyclists a safer alternative to 10th Street which has no formal bicycle facility and intersects at grade with Michigan Avenue (certainly not a low-stress connection to the met branch trail bike path). I think that the newly configured 9th Street should have a multi-use path that is distinct from the metro plaza and bus bay access areas that connects on the north from bunker hill road (north of Michigan Avenue) and runs along the west side of "new" 9th Street to connect to Monroe Street bike lanes. The path would not only serve as a through route for bicyclists but also for people that need to ride their bike to the metro. In its current state, many bicyclists already choose to ride through the metro bus loop area despite the signs that say 'buses only'. The current sidewalk configuration is impossible to do as a cyclist, so they just ride in the wide bus loop zone. If you do not plan for bicyclists in the future design, they will end up riding in the new roadways to get to the metro station or to connect to other neighborhood routes. Therefore, it only makes sense to provide a plan that considers and accommodates them in a formal and logical fashion. Bicycling is a growing transportation mode choice and a key component of first/last mile travel to transit. I would also like to see a bikeshare station located at the Brookland metro station plaza area, to allow for seamless multi-modal connections at the metro – this could also help improve the first/last mile connection for many residents of Brookland that currently drive or get dropped off at the metro station. Another comment about the site plan – currently, the plan does not clarify the use of the looped roadway that is under the Michigan Avenue bridge that is east of the proposed relocated kiss and ride and west of the development parcel. At the public hearing, staff mentioned that would be used for bus layover space which makes sense. That said, I would encourage that those roadways be narrowed as much as possible and perhaps turned into one-way road pairs to minimize the amount of roadway dedicated to vehicles in the area –this should make space for the two-way bike path I'd like to see as well as some maintained landscape areas or trees. One final more 'out-of-the-box' suggestion: there is a cool opportunity for the development parcel located along the Michigan Ave bridge- I think the building could potentially be designed to include a green roof or patios that run along the north side of the building. This could serve as a way to provide streetscape features like trees on the south side of the Michigan Ave bridge, hopefully helping to improve the appearance of the road/neighborhood while naturally buffering road noise between the road and the new building. Thanks for the opportunity to comment!
362	The proposed idea of creating a new bus only section of road is actually a pretty good one.
363	We heartily support the proposed changes. Our city and community need additional housing, and the increased density near the metro will serve to increase safety and foot traffic near the Metro, boosting tax revenue, shoring up local property values, and enhancing the quality of life for families like ours that live in the neighborhood and rely on public transpiration in our daily routines.
364	Too many new housing units for the area. 400?? Will require additional police presence and crime is already on the rise in this area. Generating fares---??? Make sure that people pay!!! This station is rife with fare evaders.
365	I wish to provide my support for the proposed changes to the Brookland Metro station transit facilities. It's about time this suburban-style Metro station is redesigned to better integrate into the neighborhood fabric with

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more people-friendly designs. As a rider to and from this Metro station and bicyclist, I have found the space to be underutilized, as too much is allocated to unused car parking and paved loops. The reconfiguration of the 9 bus bays into bays along urban streets is a welcome change that will create a more pleasant walking and waiting environment for bus riders, and reduce overall imperviousness of the site. I ask that enhanced bicycle access and bike parking be fully integrated into the redevelopment plans. The site's adjacency to the Metropolitan Branch Trail is an especially important asset for increased bicycle access to Metrorail and Metrobus. I support the reduction of the 34 Kiss and Ride spaces to 8, relocating them to the more logical location under the Michigan Avenue NE overpass north of the Metro Station entrance. This site is already informally used for pick up/drop off. I am excited to continue to support the transformation of this site into a vibrant, more walkable place, and look forward to the next steps. I support adding as much mixed-income housing on the property as possible, while also creating a public realm that welcomes riders and offers public spaces to meet and linger. These proposed changes are consistent with the 2021 Comprehensive Plan amendments which designates the parcel for medium density housing and commercial uses. I ask you to move forward with these changes. Thank you.

366 I live on 10th Street, a few blocks south of the Brookland Metro station. I support the proposed changes that will allow development to occur. Development of housing on this site will fulfill the many plans that have been in place for years, including the Brookland Small Area Plan and the Comprehensive Plan. It will provide new housing supply to help meet our regional goals for accommodating growth, and building next to Metro and a bus hub means that future residents won't need to rely as much on cars, supporting environmental goals. The proposal is a reasonable solution that will improve transit operations while providing much needed revenues for Metro. Matthew Ladd 2912 10th St. NE

367 I am a Brookland resident and I fully support the re-design of the bus bays/station and the development of housing and retail! 1) We need more transportation-oriented and affordable housing. 2) We need more retail/commercial spaces in the neighborhood. 3) The current bus configuration causes serious traffic issues on Monroe St. My only question/concern is how the design might help address traffic flow on Monroe St. It seems like there are more buses and routes than needed. Thank you!

368 Please, please do not reduce the kiss and ride parking so significantly. With the increased development, there will be a need for at least the same amount of parking there is now, if not more. I regularly drop off and pick up my student, who commutes to high school, from the kiss and ride and I know many other parents do the same. Thank you for considering.

369 I am a resident of Brookland who has lived in the community for six years and owns a home several blocks away at 1200 Perry St NE. I travel by metro daily and bus frequently, and walk, bike, and drive in the community including the area surrounding the station. I am HIGHLY supportive of this proposal for a number of reasons: 1) I believe dense development around metro stations is key to meeting the climate and environmental objectives that we need to meet in order to avoid catastrophic climate change. People who live walking distance to a metro station are far more likely to use alternative forms of transit. This is also good from the communities perspective as it minimizes the amount of traffic generated by additional development and also serves to bring extra riders and revenue to the Metro system. 2) The proposed development plan works to preserve a decent number of trees in the open area near the existing station parking lot. While this space is not highly utilized today, it is nice to have mature trees in the neighborhood to provide shade and greenery. While obviously not all trees are preserved, I appreciate that a number appear to be. 3) I appreciate that the design includes mixed-use development which provides amenities to neighborhood residents. Currently much of the development has occurred on the west side of the tracks and as someone who lives on the east side of the tracks, I would appreciate having additional retail closer by to me. Additionally, the added housing will help support existing merchants along 12th St NE. 4) Currently I sometimes need to walk across the existing kiss and ride parking lot. It appears the new design would eliminate my need to cross a parking lot and I would be able to remain on sidewalks all the way to the station which feels like a safer experience from a pedestrian perspective. 5) The one suggestion I would make is to ensure that easy pedestrian access to the station is maintained during construction from neighbors that are east of the station. Many times I see sidewalks closed during construction in favor of maintaining two way vehicle traffic. Given this development is happening around metro, pedestrian access (and bus access) should be prioritized over personal automobiles. To conclude, I believe this development is an overall net positive for the neighborhood and for metro. I urge that you proceed, preferable with as much density as possible to maximize the impact of this change. I would much prefer taller, denser buildings that preserve green space than favoring less dense structures spread out over a larger area.

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370	Removing the grass under the bridge would make a commute 2 to 3 minutes slower for so many people. 2 to 3 minutes is the difference between making and missing a train, and making it to school/work on time or being late I don't care about anything else proposed, but removing that would make everything so much worse for attendance.
371	I live in the Brookland neighborhood and use the metro to commute to work and elsewhere in the city. The proposed changes should only be approved if the new development includes substantial affordable housing, including a significant share of units affordable to people with the lowest incomes. Gentrification is already impacting the neighborhood, as in the case for most of the city. Creating more affordable places for DC residents to live is critical to ensuring that new development and improved infrastructure benefits everyone and not only those who are financially secure.
372	I'm generally supportive of changes to the Metro station area, including provision of additional housing and bike and pedestrian access. However, in light of the District's climate goals and the urgency of climate change evident all around us, we need to consider how the project affects resilience to climate impacts. It is good that the project seems to protect existing trees and green space directly east of the metro station interest (i.e., the plum trees). However, the green space in the northern portion of the project area should also be considered, protected, and enhanced. It would be preferable to locate new residential buildings on existing blacktop surfaces, rather than removing green space that provides vital drainage area and the potential to enhance cooling in a part of the District that is already part of an urban heat island. Fewer parks and green space exist in Ward 5 than in Northwest DC. Given the existence of significant blacktop in the Metro property, it should be possible to confine new buildings to the existing non-permeable surface areas. Please see the following resource: https://storymaps.arcgis.com/stories/19cd6cf71776464eaf06b3f0c3709a57 . Thank you for your consideration.
373	I support the proposed changes to create more housing and improve bicycle and bus connections near the Brookland-CUA station. Land use near metro stations should first and foremost focused on transit oriented development. A station with lots of nearby residents is much more likely to see high ridership, more likely to see people with single car or no-car households, and is more likely to use alternative modes of transportation than driving. Additionally, access to transit allows people access to jobs, grocery stores, and other opportunities that may not be available if they have to live further away. The changes to add development near the station are great changes and I hope they reflect a new understanding of how we should develop around Metro stations that are currently flanked with parking and drop-off lots. Lastly, given the proximity to the MBT, bicycle infrastructure is very important as well, since the MBT is an important artery for commuters and recreational users. Improvements on 8th Street NE with the recently opened protected bike lane along with the changes outlined here should continue to catalyze people towards more efficient, less polluting, and healthier transportation options. A Capital bikeshare station right near the entrance to the station would be a great addition to capitalize on users who may be slightly outside of walking distance of the typical station radius, and can be a great way to induce more users to take the metro. The last point is particularly important, as I bike to Metro Center via Capital Bikeshare on my commute instead of walking 25 minutes specifically because there is a bikeshare station right outside of the entrance, so I'm sure there would be a market for this.
374	Overall, I think it's a good idea to further develop the area/space. However, I do have a few concerns (in order): #1) The proposal does not preserve enough kiss and ride spots. It doesn't need to be as many as now, but it needs to be more than double what is currently proposed. #2) please ensure that the cherry trees and a couple of the largest trees in the park are preserved. They help combat the urban heat island effect, are beautiful, and positively contribute to people's health and wellbeing. #2.5) the traffic and 10th and Otis is terrible and dangerous during morning rush hour. Please add a traffic guard at this site; especially during the school year (if this isn't possible, a red-light camera could be helpful). #3) please ensure that there is enough room on the side of the bridge for them to create a temporary bridge if they need to repair it. #4) the elevator always smells like pee. Ideally, it wouldn't.
375	I live across the street (200 footer) and I Will Not Support propose changes at Brookland-CUA Station.
376	Overall this is great. Pleas include a north south bike lane that connects to the MBT on Monroe.
377	Will the surrounding community (businesses, college, residential/civic groups etc.) be able to weigh in on who the final developer will be once all bids are in and developer plans are shown? if not this is a huge issue and a disservice to the local community. Metro needs to understand what the community needs surrounding Brookland Station, not what Metro and the developer thinks the community needs. For instance if a developer comes in a does fare market rates for residential units, that could seriously jeopardize the health & well-being of

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families & communities surrounding the development or perhaps to only allow developers that will make affordable/available rate units and facilities the community actually needs. It is often times that any residential costs surrounding a Metro station increase significantly and pushes out the people who really need/rely on public transit further away because they can't afford to live at the new units or other units if rents increase etc. There is a huge correlation between housing affordability & stability, crime, access to public transportation, and the well-being of a community.

378 Mixed use development on this site should work to maximize the number of residential units (high density zoning) and increase pedestrian access to the metro station. Removing additional proposed bus lane onto 10th st would help to accomplish both of these goals by increasing the area available for development and will reduce the number of high risk intersections. Additional consideration should be given to the formal creation of a park along 10th st. and a pedestrian bridge to allow access across the tracks near Michigan ave. A large portion (30-50%) of the residential units created should be reserved for low and middle income housing.

379 I live in the neighborhood and ride the metro to and from this stop at least a few times a week. The area in front of the station is a prime spot for infill development and new housing. The current parking lot is a waste of space. There are some small landscaped areas but they aren't really used for anything. It's also very close to the large community park at Turkey Thicket, so preservation of green space should not be a concern here. Also, the proposal seems well-suited to compliment some other development projects planned for the neighborhood, such as the grocery store on the other side of the station and the new apartments planned for the other side of Michigan Ave.

380 I am overall supportive of these changes and just have a few suggestions to improve the changes. What I support/why: leaving the Brookland Green. These heritage trees are some of the oldest and most mature in our area. They are an important part of our ecosystem, provide shade to keep what would be an otherwise hot asphalt area cooler, and provide the community with a green space which has been known to decrease childhood asthma, improve mental health and physical health. I also support moving and reducing the kiss and ride spaces. As your own studies have shown, these are rarely utilized. As I know this is usually an empty lot, I actually have used it to have children practice biking in the past, that's how reliably it is underutilized and a waste of space. Please reduce the car spots and move them closer to the bridge. I also support tightening up the bus area, as right now there's a huge area where the buses swing around. This is also an underutilization of the space, and I think having buses enter/exit in new ways and reducing the surface area of the bay is a good idea. What I would like to see improved/why: I am a pedestrian, frequent public transit user at this station, biker (to this station and to the Metropolitan Branch Trail and of the neighborhood), and driver, so I know how important it is to balance the use of this space. I am requesting a safe bike path through the site. As currently shown, the new design preserves the dangerous status quo in which the only North-South options in this area are the 'shared lane' on 10th St NE (and across Michigan) or mixing with the bus traffic in the bays, which is not allowed. This creates high stress in getting around the area, when instead this project provides the opportunity for us to make it low stress. There is also currently no way at all to safely access the station entrance itself by bike, and I do this daily. I frequently have to dismount as the sidewalk is narrow and pedestrians are frequent so I can walk behind them, which defeats the purpose of biking to the station by making it take longer. Multimodal trips should be easy and will bring more ridership to the metro, which is why bikes need to be planned for in these changes. My ask is that a bike facility be built grade-separated (at sidewalk not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians. That would also create an opportunity for DDOT to add a Capital Bikeshare station to the plaza directly at the Metro entrance, and really incentivize people to bike to and from the station. With these changes we will see better usage of the space for all, and truly improve the WMATA experience by bus and metro at this location. Thank you.

381 Buses currently enter and exiting the station at Bunker Hill and 9th. The flow of foot traffic to and from the metro station primarily crosses 10th Street at Newton. Relocating the bus loop to Newton will put pedestrians and buses in closer proximity. Bunker Hill Road and 9th are better suited to buses and keeping buses away from pedestrians and existing residential areas. The biggest problem I have with the proposed development is that it doesn't move us from the trend of creating clusters to connecting communities. An ideal vision for the area would unite the areas east and west of the metro and train lines, between Monroe and Michigan, by developing green space and affordable housing over the existing tracks and bus loop, placing all of the transportation, subway lines, train lines and buses below the new green space and development, similar to a Capitol Crossing 2.0 project. Unlike Capitol Crossing, which capped multiple lanes of interstate, all that would need to be covered here are two narrow metro lines and two narrow train lines. Such an expansion, between Michigan Avenue and

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Monroe Street, would allow everyone east of the Metro, including the residents of the new development, to more easily access the Metropolitan Branch Trail, the shops at Arts Walk and the Catholic University campus. Putting the trains and buses below the green space and new housing would eliminate noise and visual pollution, while increasing parking, residential, retail and green spaces. Real estate, housing, transportation and public space are all at a premium in this city. Development over the rail lines and the creation of an underground bus station and retail space would benefit the new and existing residents, the development and desirability of the space and allow for the expansion and integration of more green space in the community. It would be a win-win for everyone and get us from clusters to a connected community. The creation of more green space and development over the tracks might actually be deferred by public and private grants and federal funding for infrastructure investment. The real estate and annual revenue the city would gain should go a long way to amortizing the expense. If these options fail and the final analysis is that it is not financially feasible to develop over the train and metro tracks at this time, perhaps that is a sign that this is not the time to proceed with this project or in the alternative, that any development should be designed and phased in such a way as to leave the door open for development over the tracks, as the final phase of future development. To quote Eliel Saarinen, 'There must always be an end in view, and the end must not be final.'

382

Está bien la nueva reestructuración siempre y cuando se mejore el servicio, porque si va a haber más viviendas y la frecuencia sigue siendo la misma complicado. Sería bueno que la estación de autobuses siga grande, porque hay muchos autobuses ahí. También se podría incorporar el H3 de nuevo, el que no pasaba por el hospital. Gracias.

383

I live with my wife about a 15 minute walk away from the Brookland metro. She commutes most days via the red line, while I use it multiple times a week for my commute as well as getting around the city. We both will also use the G8 to reach the metro occasionally. I strongly support the proposal - provided there is adequate consideration to safe bike lanes, and only if deeply affordable housing is a priority to any land development associated/tangentially related to the project with the land being considered. Deeply affordable housing, accessible to those well below median income levels, will help support those who find themselves struggling to live in a city they call home that is seeing ever increasing costs of living, especially for rent. Accessibility to housing, and the transit provided by the metro will help these families, and the rest of DC continue to grow and thrive. There are already numerous developments in the neighborhood, including those that have focused on ground level retail that have remain under filled. We need more opportunities for deeply affordable housing as a consideration alongside any of these proposed changes.

384

This plan is very harmful to access to Brookland Metro station for residents who live more than a few blocks away. Every other station has at least one dropoff and pickup location very close to the station entrance. Right now, residents can be dropped off or picked up under the Michigan Avenue bridge or next to the current bus-only area in the parking lot along 10th St NE. This plan will remove both of those access points. The bridge point will be replaced by parking spaces for Kiss and Ride that do not need to be immediately adjacent to the station entrance. The parking lot point is replaced by people stopping along 10th St at Newton, which is incredibly busy with traffic during rush hours. You clearly have not taken stock of how many people are dropped off and picked up at rush hours at the Brookland station.

385

I am in full support of this development, as I agree with the need to add housing (especially near Metro stations), as well as the desire to improve bike/pedestrian crossings.

386

I live near the Brookland metro station and ride the metro using the Brookland station most days. Because my family and I live close by, we also often walk through the station area to reach destinations on the other side of the railroad tracks from our home. I am extremely supportive of metro's proposal to build transit-oriented housing with retail near Brookland station in the areas designated on the plan. More neighbors means our neighborhood businesses can survive and thrive, and more neighbors on foot and bike (rather than in cars) makes our neighborhood safer for me and family, including my young children. More housing not oriented toward car ownership is climate-friendly, decreases traffic violence, lowers housing costs, and makes our neighborhood more vibrant. It's a win all around. I am also supportive of metro's proposal to reduce pedestrian conflicts with buses and cars and generally make the space safer for those on foot. In particular, the current intersection where buses exit the bus bay on the Michigan Ave side feels very dangerous. Eastbound cars and shuttle buses do not have a stop sign, and often speed through the crosswalks used by those exiting the station area. Thank you for designing ways to fix this! The one thing that would make this proposal a win for all users would be to add a separated through route for our neighbors on bikes. Currently, there is no safe, sanctioned route for those coming from points northeast who want to access the MBT via the Monroe Street bridge. 10th

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Street is a mess at rush hour and requires bicyclists to dangerously weave through the traffic turning onto the Michigan Ave bridge. The intersection of Michigan and 10th is dangerous for all users, but especially for bicyclists and pedestrians during rush hour. Taking the side road under the bridge and cutting through the bus bay is far safer because you can avoid crossing Michigan altogether, though it obviously prohibited and creates conflicts with buses. A dedicated bike route would fix this. Overall, this is a great proposal, and I hope metro implements it with tweaks for those traveling by bike.

387	I am sorry, but I disagree with the proposed changes for restructuring the exterior of Brookland metro station. Why? Because it will get rid of most of the limited, green areas that surrounds the East station entrance. Thanks.
388	From the proposal drawing it appears that this will make pedestrian access to the East Station Entrance much more challenging. It looks like the pedestrian access from Monroe St NE next to the bridge would get cancelled. That would be very bad for anyone coming from the west side of the bridge (Edgewood side) and needing to access the elevator for a stroller or wheelchair, since there is no elevator on the West Station Entrance. Pedestrian access to the East Station Entrance should be preserved as it currently exists.
389	<p>9/21/23 To Whom it May Concern: Re: Brookland/CUA Station As an avid rider at the Brookland/CUA station and of the Red Line, I would like to provide feedback on this proposed project. What I propose is that this project be sidelined until the sense of Safety of riders is secure and other Important matters are followed-up. One matter being the recent events at this stop's entrance, where two apparent strangers exchanged words and subsequently ended in a death at the university. This is a more extreme example, but a concern nonetheless. Another concern is on the metro itself. Riders are subjected to possible chaos on a Regular basis. They must switch to different train cars frequently to distance themselves from potential situations. Anotjer issue is at Rhode Island, the next stop over. Consistent teen Violence and Harrassment toward one another has resulted in teens physically throwing one another out of the train, along with their belongings. This is not a request to have the entire police force armed in all riot gear as appears to have been the case for riders who skip through the turnstyles without paying. I have observed non-payment by riders & students of All demographics. Rather, convene on the most appropriate way to be effective, yet not try to imtimidate the entire population or even kids. A couple or so of proper acting authorities may suffice. To strategize further about an effective way to manage and to ensure the safety of current riders who continually pay to ride the metro seems more pressing. (Perhaps, a warning for the person's ID, and they have a certain number of warnings allowed and are specifically informed at the initial and each sunseqient one the potential consequences, for example.) In addition, being able to maintain the dependabilty of trains to depart and arrive at stations in a timely manner is important. This is not related to the drivers who often are friendly and appreciated. But, to have better coordination for single tracking and stops to offload Metro personnel can cause delays and cause riders to verbalize their frustration in non-productive ways. In addition, having the lights turned on at all parking garage stairwells when it is Dark outside, especially given the possibility of solicitors occupying the area as has been observed. Do not just have them on the same rimer for summer and wimter, etc., which get dark at different times. There is concern for criminal activity and injury, for which metro would likely be liable. Also the reason for stairwell use being the uncleanliness of metro elevators. Not to say that they are not cleaned by personnel but people apparently relieve themselves in the elevators throughout the day, which does not make for pleasant conditions. The same is unfortunately the case for the stairwells too. Perhaps diverting & investing money in 1.) external latrines: for those in the area who soil the property, possibly having limited options due to their umfortunate circumstances; 2.) Surveillance camera signs: in the stairwells/metro cars to dissuade any unwanted activity. 3.) installing cameras: see above 2.) Additionally, funds need to be reallocated to other stations. There is a concern regarding the last stations (GLENMONT & SHADY GROVE). Instruction from operarors, leadership, or signage is Needed to inform patrons which train is leaving the platform first when two trains sitting on platform. In several instances passengers board the first train present, a second train pulls in for a moment oe ia there too, and then second train w/1 or 2 people takes off in the same direction of travel as the train that is still on the platform, loaded with passengers. As said, this has happened multiple times. There is suppsed to be electronic signage or arrows, but these have been apparently out of service for Years and need to be funded for repairs. Thus, priorities and allocation for metro would seem better suited toward: 1. Passenger SAFETY. 2. Rider visible walkways & stairwells via LIGHTS (INCLUDING SHADY GROVE). 3. DAILY (HOURLY EVEN) professional cleaning of stairwells and elevators. Seems outside scopw of meteo personnel given conditions (INCLUDING SHADY GROVE). 4. ON TIME SCHEDULING, no long pauses or single tracking. 5. INFORMIMG OR SIGNAGE to tell patrons which train is leaving platform first when two trains sitting or arriving on the platform (SHADY GROVE & GLENMONT). 6. STRATEGIZING all of the above so current riders do not leave due to items 1.)- 5) as is already the plan for this</p>

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and other riders. As an added incentive, CUA/BROOKLAND is in the nations capital, which must receive millions of visitors annually. They commute im from Maryland and Virginia via metro. I know that there are tourists, as I have assisted different visitors in getting to their destination. These visitors to our nation AND surrouding DMV areas have the same unfortunate experiences described above if not addressed. Let's prioritize current riders, instead of thinking about new riders. That is, at least until conditions are more safe, reliable, and ideal. Thank you for your time, asking for public feedback, and, hopefully, Sincere Consideration of the above matters.

Proposed Changes at Brookland-CUA Station Comments by Lane Vanderslice My comments on the General Plan or the Supplemental Site Map (both only a picture of what the Brookland Station with changes will look like—the supplemental site map is somewhat better) and the full Environmental Evaluation report, which contains key information. These two documents should be looked at by anyone wishing to understand WMATA's proposal, These documents can be obtained at https://www.wmata.com/initiatives/plans/Proposed-Changes-at-Brookland-CUA-Station/?fbclid=IwAR1m-pjC-a90s5fc77qVSk8PFDQGEidAVzMFwuVYfAB1ICcRv0d-CDD_f9Y

Summary: The changes proposed by WMATA will result in slowing down the movement of buses substantially. It will turn a well-functioning bus terminal into one that is not, for the sake of additional housing which is available elsewhere. "The proposed transit-only busway – formed by the extensions of Newton Street NE and 9th Street NE – will distribute bus volumes over multiple intersections, which will reduce bus congestion in the area, and will provide a new access point from Newton Street NE." (Env. Impact, Sec. 4.2, p.24) This is thoroughly wrong for reasons which include: 1. By moving some part of all bus trips to 10th street (which is already a busy city street) for the first time, bus and other congestion in the area will be increased, at certain times substantially, and increase bus running times. If you have ever driven down Monroe St past the Brookland Station during morning rush hour you will know what I mean. Traffic goes very slowly down Monroe, and very few vehicles are able to turn on to Monroe from either direction on 10th St. 10th street is one lane each way, with no left turn lane. (See p. 19 of the Environmental Impact plan for two versions of bus traffic on 10th.) 2. As the Plan shows, there will be three apartment buildings, one on 9th, one on Newton and one on Bunker Hill. This will mean four lanes for each street—one each way for traffic and a lane on each side for buses. But where is the parking for the apartment buildings? This is not shown or specified in the plans posted so far, and yet is a major issue. The obvious, convenient location (and the only location possible on the plan) is to have parking in the buildings. But this ends the transit only busway. So where is the apartment parking going to be and how will this impact the design? This is a major unaddressed/ignored question. There is no room for parking other than at the buildings themselves. This will mean that there will have to be exits and entrances in the lanes with only bus stops. If there is no parking provided, which I doubt would pass city building permit muster, people with cars will try to park on already crowded nearby city streets. 3. Apartment dwellers (and everyone) as they go about their daily lives often get dropped off and picked up at their front doors by friends, family, taxis, etc. Are they all going to willingly abide by the "bus only" rule or just drive into what are now city streets? If they are willing to abide by the bus-only rule where do they drop off those who live in these apartments? the Kiss and Ride? Dubious at best. This too is a critical but unexamined question. 4. The current width of Newton Street going into the bus terminal is one way each way and not sufficient for the two proposed bus stops on either side. These bus stop areas will have to be provided by taking green space on the one side, and land from the Brooks Mansion on the other. The legal ability to take land from the Brooks Mansion property is unclear to me, and any attempt to do so is likely to be strongly opposed. Moreover, the current vehicle entrance into the Brooks Mansion is in this section, with of course non-bus traffic. Reasons 1 and 4 are likely to slow development of the plan or bus traffic before any apartment construction. A much larger impact will come when apartment development actually occurs (points 2 and 3). For these reasons the proposed changes to the station's transit facility dependent on bus-only access will not be able to be sustained once development takes place and will result in a significant slowdown in bus operation. No changes in the physical layout will take place until WMATA selects a Joint Development Partner (private developer) who will be financially responsible for making the changes in the physical layout including the revised bus terminal and the apartments. If the premise of a bus only transitway turns out to not sustainable as I have argued here, nonetheless the contract with the developer will have been signed, and there will be no going back to the old, fully functional bus terminal. Thus, the current proposal, with its fairly innocuous sounding changes, must be rejected now. Plenty of additional housing is available elsewhere, and more is scheduled to be built. This is not treated in the WMATA materials, but is an important consideration. DC's growth has slowed and population has even declined. Mayor Bowser issued a "Comeback Plan" in January 2023. (<https://www.axios.com/local/washington-dc/2023/01/10/dc-comeback-plan-pandemic-population>) There are efforts to convert unused downtown office space to housing. Just along the crosstown G4

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route to the Washington Hospital Center and UDC among other locations there will be that McMillan Park development of 700 proposed townhouses and apartments, and the 4.9 million square feet development on Armed Forces Retirement Home land.

(https://dc.urbanturf.com/articles/blog/3000_units_20_acres_of_open_space_zoning_change_looks_to_pave_way/21481)

391	Include a designated bike path through the station. This is the safest route to places like turkey thicket Rec center and Brookland Middle.
392	I would like this to be exclusively low-income housing. The luxury housing market is saturated and we need more housing for working families.
393	This plan does not look like it alleviates congestion at all; and it seems like a back door idea to develop land at any cost to DC residents. I don't support this idea. If the goal is to reduce congestion, I wouldn't point fingers at the functioning bus depot - I would look to vehicle traffic at this choke point. This is the wrong problem to solve here.
394	I welcome efforts to reduce vehicular congestion and improve safety for pedestrians and cyclists.
395	Thank you for proposing this very exciting project! I support more housing next to a Metro stop. I look forward to a develop that welcomes more neighbors and provides safe connections for neighbors--this includes accessible and wide sidewalks and further improving upon safe bike paths in the neighborhood. Thank you!
396	I am in favor of the new residential building as long as the city and developer can confirm the retail space will house a grocery store.
397	This is a good plan - having mixed development next to the station and minimizing parking is better for people living there
398	I am a handicapped senior. Though I can walk with a cane When I drive to Congress Heights Metro there are never any Handicap parking spaces because you only provide 3 or 4 for all of the hundreds of people traveling there. I propose 1) More handicap parking spots closer to the station perhaps 4 more across from the ones there. 2) Once you have to find a non handicap spot its usually far from where the box to pay is located which is at the entrance of the metro. It isnt easy walking from the car to the pay box then having to walk all the way back to the distance of the car. The incline. So if for some reason no more handicap spots can be made (which is just putting the sign up) maybe putting a pay station more towards the middle. Theres an incline when walking to the entrance. Its Just not accessible or thought out well for handicapped driving individuals. Thanks for asking.
399	If the proposed kiss and ride spots are implemented, space needs to be designated for the large shuttle buses to the various hospitals that wait on the street connecting the Bunker Hill Road loop that goes under the Michigan Avenue bridge. In addition to those loading/unloading closer to the station, there are always one or two extra shuttle buses parked on the actual street at the stop sign severely limiting visibility and making it very dangerous to access that loop in a vehicle.
400	I'm agains the destruction of the mature green space next to the kiss and ride. I also believe 8 kiss and ride is not enough. Today when I pick up my wife or kids, there is long lines to get in. The meow next to the kiss and ride up to 10th st must be kept. It should be kept as green space, which helps cool the area and has other benefits to the mass concrete jungle we live it. The empty field north of the metro all the way up to the bridge should be developed but some trees should be planted
401	I hope to God this project will eliminate 'bus ghosting' leaving me stranded some nights, as a paying customer, (yes, I ride and pay).
402	As a Brookland resident and homeowner who lives in close walking distance to this metro station and bus loop, I am fully supportive of the proposed changes, for four main reasons: 1. Neighborhood Vibrancy: The more densely populated an area is, the better its businesses will do. I have seen enough small businesses close in my time in Brookland, and the only way to ensure that the neighborhood flourishes is to bring more people to it. For that reason, the development of dense (hopefully 6+ story apartment buildings) housing in an area with many storefronts is one that I look forward to. Also, more people will lead to more investment and more options for residents. 2. Neighborhood Needs: Brookland is a good neighborhood and a good place to live. It is very close to being great on both counts; it still lacks certain amenities. For that purpose, mixed-use development would be a great development, especially in such a centralized location. Brookland lacks adequate grocery stores, urgent cares, restaurants, dog parks, and other recreational spaces for adults and youths to foster community. I would hope that some of these publicly developed mixed use spaces would be set aside for some of these necessary spaces. 3. DC Needs: Two of DC's greatest needs are affordable housing and metro ridership.

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The entire country is experiencing a housing crisis, and DC is no exception. More people want to move to this city (and live close to downtown and its public transit) because it is a great city; we should welcome that! And we should ensure that adequate (affordable!) housing (for renters and owners) is abundant so that those who work here can afford to live here. Additionally, DC's metro is one of the prime selling points of the city. It is perhaps the most effective local rail system in the country, and it has the potential to be even better. This proposal would increase ridership, so I support it. 4. Climate: I work for the Environmental Protection Agency on decarbonization strategy; addressing the climate crisis is the most important challenge we face as a society. I can wholeheartedly attest that the plan would be highly beneficial for the climate. As of 2021, 29% of GHG emissions in the United States came from passenger vehicles. Electrification cannot be a complete solution; in addition to increased electricity burden, the carbon footprint of an electric car still far outweighs that of biking or public transit. Mixed-use housing near public transit and bike paths is a key tool in decreasing per-person emissions. I don't own a car; I take the metro to work in downtown DC, and I am only able to do so because of my proximity to the station. The more people that can live closer to the station, the more people will have that option, which will lead to less cars on the road and less emissions. I have seen some of my neighbors complaints. They worry about losing green space--the green space they speak of has not been meaningfully used since I have lived here. As long as the old growth trees are protected (as the proposal alleges to do), this is a weak argument. They also worry about traffic and parking and bus congestion; some of these are legitimate concerns, but they are not without answers. I trust that engineering solutions can be found that provide adequate parking for residents and adequate traffic flow. We cannot let perfect be the enemy of the good. Also, we must ask ourselves: what do we want to prioritize? People or parking? Cars or the climate? I support this plan because it is aspirational for a neighborhood and a city that is better for everyone. Thank you for this opportunity to comment.

403 Reduction of the total number of Kiss & Ride spaces at the station from 34 to eight (8) spaces is a BAD idea. We already very little parking space near the Brookland. metro station. We do need more retail space. What we need is for the the city to twist the arm of the developers at Monroe Street to lower their rent and get tenants at the existing stores. This overall proposal is BAD. It looks like some developers want to work.

404 Hello, I am against this new plan to allow gentrifiers and developers to once again continue. Their extract is planned for Washington DC. This plan will put increased strain on Brookland resources and increased rents for historical residence. We are tired of developers getting their way at the expense of black and brown residence in the area. If such housing is built, it should be 100% affordable.

405 I am in favor of the proposed parking changes at Brookland-CUA Station. I live in the neighborhood, and I welcome changes that increase pedestrian / bicycle safety and promote bus and Metro ridership. I hope WMATA will work closely with DC government to maximize pedestrian safety when making changes to the intersection of Bunker Hill Road NE / Otis Street NE and 10th Street NE. That intersection is especially busy with vehicular traffic during rush hours, and vehicles hoping to make the left from Bunker Hill onto 10th towards Michigan Ave. can be aggressive in trying to make that turn within the signal time. I am also strongly in favor of the joint development partnership for the mixed-use development. I encourage WMATA to seek a development partnership that commits to building the maximum amount of affordable units *on site* in these developments. I also appreciate WMATA's decision to retain the green space with the grove of trees. I hope WMATA will explore the potential to add a path and bench(es) through that area to increase the benefit to the neighborhood of the greenspace.

406 Favorable view of the project, given the current space surrounding the metro is underutilized by the community. Strongly recommend that the joint development sites prioritize green/community space and mixed-use residential (i.e., include grocery, food, or other retail). Mixed-use residential could also spark more activity along the 12th Street corridor.

407 I'm writing to express my strong support for the proposed changes at the Brookland-CUA station to facilitate transit-accessible homes and retail, as well as a more inviting station entrance. I would like to see more consideration for bicycle/mobility access as more detailed design work moves forward, specifically a bike facility that is grade-separated (at sidewalk and not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians and provides access to underpass high-speed traffic on Michigan Ave. I would especially like to see consideration for putting this between the train tracks and the concept "Building 3." This would also create an opportunity for DDOT to add a Capital Bikeshare station to the plaza directly at the Metro entrance, and really incentivize people to bike to and from the station. Thank you!

408 I support redeveloping the area for housing.

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409	Increase housing density for climate!
410	<p>I support changing the bus facilities and Kiss and Ride lot to make land available for a more walkable, mixed use station area that includes affordable housing, better walk and bike access, and welcoming public spaces. -I ask that the mixed income and affordable housing potential for this site be maximized to help more people live close to the station. -I support reconfiguring bus bays into transit streets along an extended Newton Street and 9th Street, and reducing and moving the Kiss and Ride spaces. -The proposed changes offer a much better station area than today, but the severe constraints on the development parcels and continued dominance of bus bays warrant that WMATA further reconsider the site layout to achieve the full potential of this redevelopment. -The District-owned Brooks Mansion grounds should be opened up as an accessible public garden.</p> <hr/> <p>While I support the intentions of the proposed changes to the Brookland-CUA Metro site, I strongly urge WMATA and DDOT to work together to add accommodations for pedestrians, bikers, and people with mobility difficulties, into/out of and through the Brookland-CUA/WMATA complex and at the adjacent intersections of 10th and Michigan Ave NE and 10th and Otis/Bunker Hill Roads NE. At present, there are only two ways for pedestrians, bikers, and mobility device users to access Brookland-CUA from points north/northeast. One, find a way to cross Michigan Ave NE (usually at 10th St NE), a high-speed arterial, or two, use Otis St NE to Bunker Hill Rd NE and cross 10th St NE. Similarly, the only way for bikers to access Brookland-CUA from points directly east (without dipping south to protected lanes on Monroe) is to arrive via Newton St NE. Currently, it is safest for bikers and pedestrians arriving from points north/northeast to use the Michigan Ave underpass at the northern end of the metro complex. In the proposed plan, the Newton St NE entrance/exit would be converted to busses only, which will force east/northeastern arriving pedestrians, bikers and mobility device users onto Bunker Hill Road near 10th and will require those arriving from the north to cross Michigan Ave at the same intersection.</p>
411	<p>This intersection is the site of a 2021 crash which killed a biker crossing Michigan Ave. A proposed solution that I hope will get incorporated as plans develop is to create a dedicated mixed-use trail adjacent to the rail tracks, between the tracks and concept "Building 3"; this trail would then lead into the proposed Entry Plaza and under Michigan Ave adjacent to the newly positioned Kiss and Ride. For the safety of pedestrians and bikers and for the peace-of-mind of WMATA employees and bus drivers, it is my hope that this or any bicycle infrastructure through/around the station be grade-separated (at sidewalk and not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians. Alternatively, safe and separated bike access could be added alongside the bus route on Newton St NE, and hardening of the intersection at 10th and Bunker Hill Rd NE could provide bare-minimum safety improvements for pedestrians and bikers needing to cross there. I strongly hope a dedicated mixed-use trail adjacent to the rail tracks, between the tracks and concept "Building 3" could be considered. Absent that, I hope other ideas are explored to improve bicycle/mobility connectivity through this area, in a way that creates a more complete street grid and gives northern and eastern connectivity.</p> <hr/> <p>I strongly support redevelopment at this site. But I believe that the current plan does not include enough housing for such a critical site in our city. I support building as much housing as possible on this site. The proposed plan has too many constraints on the housing and does not serve the need for new housing in our community. We need to optimize housing at our metro stations to improve metro ridership, reduce carbon emissions, improve neighborhood air quality, provide housing in the city and add more residents to support neighborhood retail. I support affordable housing at this site, particularly for special needs residents that cannot drive. Brookland is blessed with a lot of green space, we don't need to keep more greenspace right at the metro station. I support relocating the Kiss and Ride spaces to focus on welcoming and safe pedestrian access to the station. I use the kiss and ride to drop off my partner once a week. The new location seems sufficient.</p>
412	
413	Please include bike lanes to and through metro so that bikers do not have to cross Michigan Ave when trying to get to metro from points north.
414	I support a better Brookland Metro station
415	Please create a bike lane alongside of the bus access on Newton St NE that is adequately protected and separate from busses. This would allow bikers arriving from east/northeast a direct path to access metro.
416	Please create a bike lane alongside of the bus access on Newton St NE that is adequately protected and separate from busses. This would allow bikers arriving from east/northeast a direct path to access metro.
417	I would like to express my concern about the proposed changes to the bus bays as part of the plans to redevelop the WMATA property around the Brookland Metro station. While generally, I support the idea of redeveloping this land, the proposed changes to the bus bays would have a significant negative effect on the surrounding neighborhoods. Specifically, I oppose relocation of 4 of the 9 bus bays to Newton street. Doing so would seem to

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require the rerouting of buses from the minor arteries of Monroe St NE and 12 St NE to the local roads of 10th St NE (which includes a shared bike lane) and/or Newton between 10th NE and 12th NE. Both of those streets have existing safety and congestion issues that can only be exacerbated by this proposal. I strongly recommend that WMATA work the DC government to explore alternatives. I am forwarding my comments via email to my representatives on the City Council and letting them know I will be strongly opposing any further plans that will bring metro buses to the residential streets of Brookland.

418 Any new plans, should ensure and provide safe bicycle routes across Monroe Street, connecting up to safe routes north of Michigan Ave and east of the Metro. I would prefer a protected bike lane through the bus terminals, to safely cross under Michigan Avenue Bridge.

419 Plan is good. Want WMATA and the city to utilise the empty lots to create new housing/commercial buildings as in the published plan. Would like to see a bike lane through the facility. 10th street bike sharrow is very dangerous currently.

420 A development on this site is a great idea. Please include ground floor retail to engage and activate the public realm. Please explore a pedestrian bridge over the tracks to provide an additional, more direct, and more inviting connection from the existing arts walk and plaza on the west side to the proposed east side plaza. It can also serve as an intriguing and engaging design element. If structured parking is included please explore removing the existing surface parking at the Brooks Mansion to the new structured parking and providing expanded open space on the Mansion site. I appreciate the attempt to protect and retain the existing mature trees on the site with the location of the open space - but you will have a more functional, inviting, and ultimately successful open space and overall development if you flip the open space and the building so that the open space is across the bus only 9th St from the metro plaza (especially with an at grade roadway). Running busses on 10th St will be challenging at best. As currently configured 10th St is too narrow for a bus and an oncoming vehicle of any size to pass by each other - the current on street parking will need to be removed at least and going to a one way configuration is probably your best option. The turning radii on and off of 10th are going to be tricky - especially at the proposed Newton St extension and at Monroe St (additionally traffic backs up on Monroe from Michigan Ave past 12th St during the AM rush hour which will make turns at the 10th and Monroe intersection even more difficult). It's probably worth considering not including the Newton St extension and running buses up the 9th St extension and across Bunker Hill Rd to 10th.

421 Hello, My name is Josh Jacobson, and I am an ANC for 1E06 along Georgia Avenue. I'm writing to express my strong support for the proposed changes at the Brookland-CUA station. This is an important and necessary step forward in the process to build transit-accessible homes and retail, while also providing a more complete street grid and more appealing station entrance for all neighbors and station users. However, I would like to see more consideration for people using bikes and other mobility users in the concepts. Newton St NE is a major east/west route, and 10 St NE is a major north/south route. There is limited access from 10th and Newton to the Monroe St lanes. To go north, bike users have to go cross Michigan Ave NE, which is dangerous. At present, bicycles are prohibited in the station bus loop, but this is among the only safe routes here to cross Michigan Ave via the underpass on the north side, both from the 10th/Newton nexus and the Monroe St NE lanes to the south. I believe this station realignment could be an opportunity to not only accommodate better access to this underpass, but to create a dedicated mixed-use trail adjacent to the rail tracks, between the tracks and concept "Building 3"; this trail would then lead into the proposed Entry Plaza and under Michigan Ave adjacent to the newly positioned Kiss and Ride. This would also create an opportunity for DDOT to add a Capital Bikeshare station to the plaza directly at the Metro entrance, and really incentivize people to bike to and from the station. I strongly hope this specific proposal could be considered. Absent that, I hope other ideas are explored to improve bicycle/mobility connectivity across this project area. As we make huge gains on north/south bicycle/mobility access on the west side of the tracks with the completion of the 8th St NE safety projects and continual northern expansion of the Metropolitan Branch Trail, it's my hope that similar gains can begin on the east side, and this opportunity would be a small, but critical, segment in advancing such infrastructure. Thank you, Josh Jacobson

422 Overall, I am looking forward to unlocking the potential on this site and the future of transit-oriented development. By being adjacent to Metro, new housing has the opportunity to help the area achieve the twin goals of providing more housing and improving sustainability. I would hope that the housing can have as much set aside as affordable units as is economically feasible, even if that means greater density and taller buildings to maximize the space. The current kiss n' ride parking is rarely used as intended, and instead is abused by people taking advantage of lax enforcement. One small aspect that is disappointing is the lack of bike access through

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the site. While I appreciate the need to accommodate the many bus lines that service the Metro station, it is also important to provide those travel to or through the area by bike a safe and protected path to do so. The 'shared lane' on 10th Street is not welcoming for riders of all ages and abilities, and still forces the most vulnerable road users to deal with the dangerous intersection at Michigan Avenue. By providing access to the new development via a shared grade-separated path on 9th, not only will it better serve the future residents, but also the greater community by providing a safe passage in the neighborhood, including from the MBT and Metro station to the Turkey Thicket Rec Center and Brookland Middle School. Such an alignment would also facilitate a Capital Bikeshare station more directly at the Metro exit, further incentivizing and encouraging sustainable travel.

423 I am a nearby resident. I fully support new development and density in the neighborhood. I also welcome new commercial / retail options. Therefore, although many details remain to be filled in, I support proceeding with the proposed changes, with one important caveat. Other mixed use developments in the area have incorporated parking garages for hundreds of vehicles. Not only does adding more cars to the neighborhood come with environmental concerns, it also increases traffic density on surrounding streets, which brings significant safety risks to pedestrians and cyclists. In this instance, the proposed development would be located directly on top of a major transit hub -- both metrorail and metrobus. The site is also located along the (newly connected!) Met Branch Trail. It would be absolutely *absurd* to build extensive garage parking on the site. Any on-site parking should be minimal, to allow drop-off/pick-up and commercial deliveries. Metro should, in fact, condition development of this site on the developer agreeing not to build on-site parking. Such an agreement would also prevent new residential parking from interfering with Bus and kiss-and-go traffic, which will be 'squeezed' by the proposed site layout. Moreover, and perhaps most important, less parking would encourage residents to ride metrorail and metrobus, which ought to be a central goal of WMATA for this type of development.

424 I'm writing to express my strong support for the proposed changes at the Brookland-CUA station to facilitate transit-accessible homes and retail, as well as a more inviting station entrance. I would like to see more consideration for bicycle/mobility access as more detailed design work moves forward, specifically a bike facility that is grade-separated (at sidewalk and not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians and provides access to underpass high-speed traffic on Michigan Ave. I would especially like to see consideration for putting this between the train tracks and the concept "Building 3." This would also create an opportunity for DDOT to add a Capital Bikeshare station to the plaza directly at the Metro entrance, and really incentivize people to bike to and from the station. Thank you!

425 1. The longer distance from bus bay to station means that riders have to walk farther and are more likely to miss their bus in the proposed configuration compared to the current one where all buses are immediately visible (and a short walk) from the station entrance. This is particularly vital for riders with small children, and for the elderly, as well as persons with physical disabilities. 2. While I agree that the current kiss-and-ride is typically underutilized, the drastic reduction in spaces greatly increases the chance that drivers will find NO spaces available and will either have to park illegally to wait for passengers or have to circle around, which is tedious in the proposed configuration (and increase traffic!) This will DECREASE motivation to use public transportation. 3. The proposed plan seems to require reducing green space and trees near the station. Yes, denser development near stations is generally a good idea, but there are already available areas for re-development within easy walking distance. Reduction of the 'park' near the station would have a significant psychological impact on the surrounding community, plus remove mature trees from our city streets. We should have more, not fewer of them. 4. Metro ridership will increase when a) transport frequency improves and b) safety is improved. I recently returned from Copenhagen, which enjoys safe, clean, and frequent metro service. It was a joy to ride. I dread riding the Washington metro. Metro should stop spending money on development and start running a first-world public transportation system. Thank you.

426 I highly support this proposal. We need housing and density. Allowing mixed use retail and residential development on land that close the metro is a great choice. If we want a grocery store and other amenities than density is required. There is no better place to put density than right next to a metro stop. PLEASE move forward and allow good things to be built in our community.

427 I personally don't see any need for this Destructive plan to even happen. It in no way benefits bus riders, who are the Reason for having bus bays in the First Place. The main purpose for doing this is to Provide Money to pay for the Red Line Debacle many years ago now. Just Like RIA Station, it is about, trying to Cram too much stuff in a small space. There's No Room for Extra Buses (Commuter type) used for Red Line Shuttles -- Bus Bridges. We

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had someone hit on the tracks at RIA a few weeks ago. The bus bays were Full of Emergency Equipment. No Room for Buses or Riders to Safely Change Buses. You also mentioned Removing Parking spaces at Fort Totten. Well that lot was Perfect for Green Line Shuttles that I used quite frequently last summer. Taking away those spaces makes maneuvering Shuttle Buses around Regular Metrobus Service almost impossible. Also, the thing that WMATA Never Acknowledges is Public Safety. Brookland has had its share of Robberies, Assaults, etc. Also, we'd just had a Homicide near RIA Station. No One from WMATA even acknowledged that either at the meeting. So, it's pretty obvious to me that WMATA doesn't care about Bus Riders at all. The Better or Badder Bus Initiative is proof of that. You Cannot get Rid of Professionally Trained Bus Planners whose Primary Goal was Customer Service and Replace them with a bunch of little kids (over 18) who like to draw cute pictures and make up 'Play' Bus Routes and Pretend that Everyone will Benefit from them. Especially, when the Cut Senior Building Bus Service and the ReMove All Direct Access to The Major Hospital Complex in the Whole City. I don't know if Randy Clark (from Texas) is to blame. I don't want to be Judgemental. But, it Looks an Awful lot like the Stuff Greg Abbot is doing in Texas. When I have had the Chance to be back in Baltimore and Using Baltimore Link again. It's kind of fun. Except that I Like Metrobus Signage Much Better. You can't miss the Red, White, and Blue Signs. They Definitely stick out. The Baltimore Link Signs, one must hunt high and low on Telephone poles, etc. To find them. However once found, they're quite easy to decipher. In Short Don't try to Fix what ain't Broken! Leave Brookland Station Alone, as well as the Route names for Metrobuses. Having one System was tried years ago. From that came DASH, RideOn, ART, etc. Don't try to Reinvent the Wheel. You can't Improve on it.

428 I'm speaking on behalf of myself and dozens of employees who work at DCTV, up the hill from the proposed 'Bus Only' lanes. This is a non-profit company who relies on grants. Currently, the only entrance into the building is through a secure, coded gate located on the proposed Bus Only road. There is no DCTV budget that would allow a new secure, coded gate to be built if we were barred access into our place of employment. This is my main issue. The development noise is a secondary concern. The business creates multimedia which requires filming of both video and audio, along with post-production audio design. Having buses encroach even closer to the building is detrimental to quality of work.

429 That area is too small to add housing. There are already too many big buildings being built up here. If metro wants to reconfigure the bus area and parking, find. But housing does not need to be added

430 I support the project. It makes perfect sense to develop the land around transit stations, particularly if done in a way that incentivizes a car-free life style. This means mixed use, and higher density, with as low as possible parking. My hope is that WMATA can lean on transit oriented development in Brookland and elsewhere to improve its long term financial position which will benefit all of us who rely on public transit.

431 It is an underused area and I hope the plan will not destroy the park but improve it. Most of the parking spaces are usually empty..

432 Dear WMATA, Appreciate you taking comments on the possible upgrades to BMS. As a long-time resident of NE DC, bike commuter and a long-term Metro rider using Brookland station, I've long wondered about how the Brookland Metro could be better designed for bikability, walkability and generally less carability. Just as a starting point, the bus route getting in is a little crazy. I've never understood the restrictions on the Brooks Mansion grounds and I'd very much like to see them opened up as an accessible public garden. The bus bays are kind of dominant on the lot; I strongly support changing the bus facilities by redesigning the bus bays into transit streets along an extended Newton Street and 9th Street. The Kiss and Ride lot is awkward and I've often either made the wrong turn into BUS ONLY lanes or had a friend/Uber do so. Please redesign, reduce and move the K&R area to make land available for a more walkable, mixed use station area that includes affordable housing, better walk and bike access, and welcoming public spaces. I ask that the mixed income and affordable housing potential for this site be maximized to help more people live close to the station. The proposed changes offer a much better station area than today, but the severe constraints on the development parcels and continued dominance of bus bays warrant that WMATA further reconsider the site layout to achieve the full potential of this redevelopment. Thank you,

433 I am overall supportive of these changes and just have a few suggestions to improve the changes. What I support/why: leaving the Brookland Green. These heritage trees are some of the oldest and most mature in our area. They are an important part of our ecosystem, provide shade to keep what would be an otherwise hot asphalt area cooler, and provide the community with a green space which has been known to decrease childhood asthma, improve mental health and physical health. I also support moving and reducing the kiss and ride spaces. As your own studies have shown, these are rarely utilized. As I know this is usually an empty lot, I actually have used it to have children practice biking in the past, that's how reliably it is underutilized and a

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waste of space. Please reduce the car spots and move them closer to the bridge. I also support tightening up the bus area, as right now there's a huge area where the buses swing around. This is also an underutilization of the space, and I think having buses enter/exit in new ways and reducing the surface area of the bay is a good idea. What I would like to see improved/why: I am a pedestrian, frequent public transit user at this station, biker (to this station and to the Metropolitan Branch Trail and of the neighborhood), and driver, so I know how important it is to balance the use of this space. I am requesting a safe bike path through the site. As currently shown, the new design preserves the dangerous status quo in which the only North-South options in this area are the 'shared lane' on 10th St NE (and across Michigan) or mixing with the bus traffic in the bays, which is not allowed. This creates high stress in getting around the area, when instead this project provides the opportunity for us to make it low stress. There is also currently no way at all to safely access the station entrance itself by bike, and I do this daily. I frequently have to dismount as the sidewalk is narrow and pedestrians are frequent so I can walk behind them, which defeats the purpose of biking to the station by making it take longer. Multimodal trips should be easy and will bring more ridership to the metro, which is why bikes need to be planned for in these changes. My ask is that a bike facility be built grade-separated (at sidewalk not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians. That would also create an opportunity for DDOT to add a Capital Bikeshare station to the plaza directly at the Metro entrance, and really incentivize people to bike to and from the station. With these changes we will see better usage of the space for all, and truly improve the WMATA experience by bus and metro at this location. Thank you.

434 Hi, I generally support the proposal. This is a good site to add more density given its proximity to Metro. As you know, DC needs more housing. It would also be great to have ground floor retail in the future development. I think you could do a much better job of connecting the west metro entrance to bike lanes, perhaps by putting a bike lane in the bus lane that connects to 10th St. Although the west Metro entrance connects to the MBT, the east Metro entrance appears isolated from bike lane connections. Also, please consider pedestrianizing the portion of the north stretch of the Bunker Hill Road loop that is to the east of the new bus bays/Comcast building and across from the new development planned where the Enterprise car rental is currently. This would allow additional space for retail at the new development to have outdoor seating, and provide a more pedestrian friendly feel and access to the Metro and the new development.

435 I would like to see an extensive archeological study with the participation of DCPS students. This would trace the history of the site from Indigenous presence through the extensive history of slavery on to the history of Metro. This final period could also highlight the environmental impact of parking lots, whether positive or negative along with highlighting the positives of removing cars from the road. Most interesting to me is that the Metro station and parking lot are on the site of the former Brooks plantation which used enslaved labor yet no signs, plaques, statues elevate the lives swallowed up by slavery. The important history is not even acknowledged. However, the Books family are honored in name. 'Having that data allows us to see the grouping of family names, and it appears many of the enslaved families had been able to stay relatively intact. I will list them by the farm on which they worked.' <https://bygonebrookland.com/2020/02/12/the-enslaved-families-who-worked-this-land/> 'Verrey said they will 'hit the jackpot' if they find any outbuildings, including a smokehouse, slave quarters, or the well that served the Brooks Mansion across the street.' <https://www.washingtonpost.com/archive/local/1987/04/23/riches-among-brooks-ruins/7538ec8c-339f-4ffc-a151-f2e217a4e340/>

436 I am writing to express deep concern for the currently proposed reconfiguration of the bus bays and kiss and ride at the Brookland Metro Station. I endorse and completely agree with the comments submitted by Nantz Rickard, President of DCTV, the current occupant of Brooks Mansion. My name is Daniel Schramm, and I was the president of the Brookland Neighborhood Civic Association from 2015 to 2022, and the vice-president from 2013-2015. During that time, BNCA and the neighborhood fought for and won an agreement that the Brookland Green should be preserved in perpetuity as a green space for the benefit of all who live and work around Brookland. That agreement was memorialized into the Comp Plan through an amendment to the FLUM designating that space as green/park space. WMATA's proposed reconfiguration would be inconsistent with the Comp Plan and with the Brookland Station Small Area Plan. I am also deeply concerned about the proposed bus flow, which will negatively affect traffic in the surrounding streets, and air and sound quality. In addition, the proposed reconfiguration appears to commit to a significant increase in impermeable surface area, intruding into the Green, reneging on the commitments we won in 2014 to see the Green totally protected. WMATA needs to review its files and understand this history. I am not opposed to infill development at the station, nor am I opposed to reconfiguring and shrinking the Kiss and Ride area. As Ms. Rickard and others have pointed out,

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there is an easy solution that WMATA needs to consider: buses should continue to be routed N/S between Monroe Street and Bunker Hill along the bus-bay drive that currently extends from 9th Street. The bus bays should be moved over to where they are furthest from the community and green space, and closest to the station, that is, around Bunker Hill Road, by the Michigan overpass. Bus bays should not be located along an extension of Newton Street, forcing bus traffic, emissions, and widening of impermeable surfaces around 10th Street and the Green. The design proposal reveals that such a configuration would also significantly and detrimentally affect the national historic property of Brooks Mansion. I am copying Ms. Rickard's comments in full below. Please go back to the drawing board on this. A reconfiguration in anticipation of some infill development at the station makes sense. But WMATA's specific proposal to do so absolutely does not. Thank you, Daniel Schramm Former President, BNCA 2605 12th St. NE Washington, DC Addendum: Comments of Nantz Rickard: I am President and CEO of DCTV, which is the lease occupant of Brooks Mansion, the National Landmark at the Brookland CUA Metro owned by the District of Columbia. Brooks Mansion (Bellaire) is 1 of approximately 2500 National Historic Landmarks. Sites which have been designated as Landmarks are of substantial historic importance to the entire nation along with the local community and state, and the standards for their care and preservation are to ensure a high level of historic integrity. WMATA's Proposed Changes--in pertinent part to us--proposes to relocate 4 bus bays to the section of Newton St NE in front of Brooks Mansion. This requires widening Newton St to accommodate 2 wide lanes of bus traffic, and the wide loading areas needed on both sides of Newton St for passengers to wait for the buses, and board and disembark. We have 3 concerns with the proposed relocation of these 4 bus bays: An unnecessary adverse effect on the National Historic Landmark, Brooks Mansion Requires taking part of the Brookland Green—a very important space for our community Impacts easy, safe pedestrian (and bike) access from the neighborhood Brookland/CUA is the only metro station that has a National Historic Landmark situated adjacent and close, so there is no precedent in WMATA processes for knowing about or taking into consideration planning and actions that may be necessary to minimize harm to the Landmark. By design, there are currently no bus bays loading and unloading adjacent to the Mansion or the Mansion's property; bus activity is restricted to driving past the west side of the Mansion property for ingress and egress. The nearest bus bay is located to the northernmost front of the Mansion property, about 60 feet west. WMATA's Proposed Changes are a significant change, and as currently proposed, with adverse impact. In DCTV's role as caretaker for this property, we are concerned the infrastructure that is proposed to be built to relocate 4 bus bays across the front of the property will adversely affect the Landmark's setting, feeling and association, and introduces visual, atmospheric and audible elements that diminish the integrity of the property (the criteria for maintaining integrity of National Historic Landmarks). The Proposed Changes converts Newton St NE from the current "people-friendly" space, comprising the neighborhood entrance to the Metro, and the entrance and visual experience of Brooks Mansion as easy, safe access from the neighborhood--to heavy transportation space for waiting bus passengers, bus loading and unloading, and bus ingress and egress with Newton St as a "Bus Only" street, sending and receiving buses to 10th Street and 9th Street The Proposed Changes cuts off front access to the Brooks Mansion, and will require car traffic will only be able to access the building from Monroe St; It is unclear from WMATA's drawing whether there could be pedestrian access to Brooks Mansion from Newton Street, but if so, the access for entering this National Landmark would be from behind bus shelters DCTV actively addresses issues now with trash, vandalism, crime and security. The proposed changes will increase problems with all of these. The Proposed Plan unnecessarily takes land away from the Brookland Green I believe there is a very viable alternative that would address most or all concerns about any adverse effect of the WMATA site revisions on Brooks Mansion—specifically, instead of relocating the 4 bus bays to Newton St in front of Brooks Mansion, relocate them to Bunker Hill Road, with that street widened on the north side of the street (and not removing the old trees at the edge of the Brookland Green). This counter-proposal for design is more similar to the design of the development around the Rhode Island Avenue Metro, where there is a pedestrian friendly "main street" look, feel and experience, with the bus bays located in the back and sides away from the "main street". Nantz Rickard President & CEO Public Access Corporation of the District of Columbia (DCTV)

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There should be no development of the site south of Bunker Hill Road, NE, north of the 'Bus Only' route leading into the station area from 10th Street, NE. The trees here are a vital asset to our neighborhood. Furthermore, there should be no development of the site north of Bunker Hill Road, NE, abutting the Michigan Ave, NE bridge. WMATA should plant more trees here to serve as a natural buffer from the metro/bridge and will help reduce heat, as more concrete and building mass absorbs heat from the surrounding environs.

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438	Brookland does not need any more subpar condominiums! The traffic is already terrible and after looking at the proposed plan I see that this is once again an effort to appease developers over residents! Leave Brookland alone and protect the Brookland Green! Why are you trying to remove parking spaces and add more homes that will need parking? This is nonsensical and will only add to the surge in crime. I ma against this proposed development.
439	We oppose this development as proposed. The traffic impact study on the neighborhood is insufficient and does not take into account pedestrian and traffic flows accurately as they exist today. Additionally the proposal to utilize Newton Street and 10th St for Metro Bus rerouting adds noise and traffic further into the neighborhood as well as forces more interactions between Pedestrians and Buses which already have a high incident rate of collision. The idea of moving the kiss and ride under the Michigan avenue Bridge is a terrible idea, the majority of the Kiss and Ride traffic comes from the East and pushing that added traffic through Michigan and 10th and interacting with the Hospital Garage traffic will result in further traffic grid lock and increased likelihood of traffic incidents. This plan does nothing to support the Mayor's Vision Ver0. The further develop of the last remaining green space in the neighborhood without fully considering the impacts is just irresponsible.
440	Housing without parking excuses the handicapped and people with children. You can't get your kids to daycare and school without a car. In Brookland. There is no full service affordable store within reasonable walking distance. This l a great place for a grocery but the proposal fails to allow for one. I reminded you that brookland metro is in a food desert. Organic stores and 7-11 type stores are not affordable
441	Reducing the number of kiss and ride spaces seems foolish. If we are trying to increase ridership on metro, we need more spaces, not less. For those living east of Brookland metro, the access to the station is mostly only available through walking or taking unreliable buses to and fro. By increasing kiss and ride spaces, those who live in Brookland, Woodridge and the wider area have more options to keep their cars outside of downtown and avail of metro.
442	I strongly support the proposal.
443	I am a Brookland resident and I support the development of this land for housing and retail. This land is conveniently located next to transit, and should be used to increase the supply of housing options in our community. Specifically, I would like to see this developed as affordable housing or mixed income housing. Additional improvements to increase pedestrian and bike safety are very important to me. I frequently walk and bike in this area and the current design could be improved to increase safety and encourage the use of transit.
444	I do not support the proposed changes to the Brookland/CUA metro station--particularly the changes to the Kiss and Ride loop and reduction of parking spaces. This area on Monroe Street is particularly congested and adding more closures and obstacles on this street will increase the problem.
445	Speaking as a 14-year resident of Brookland, these changes look great. Full speed ahead. Thanks!
446	There is no parking in the plan, and this excludes families. You need cars to take our kids to school or grocery and the public transportation available does not accommodate this. There is no grocery store within a walking distance in the area and why wasn't it proposed to put grocery store in bottom of the buildings?
447	This city desperately needs more housing, especially new units close to transit. What a great location, in proximity to the Red Line and Metropolitan Branch Trail! We're lucky that have this opportunity and we must make the most of it. It's a great way for nearby neighborhoods to contribute to citywide housing construction efforts and goals. No one likes to lose a resource, like parking, but we must have priorities, and we must choose to prioritize the growth, healthy and long-term vitality of our city.
448	This is a horrible idea!!! 10th St between Monroe and Michigan Ave NE is already a mess in the mornings and evenings. There used to be a yield sign at Bunker Hill Rd and Michigan Ave, but someone (obviously, not too bright) decided to put in a stop sing and rework the curb so that busses are now forced to make a right turn at Michigan which only adds to the traffic backup. There is also a huge complex planned for the site across from Turkey Thicket. No thought is ever given to current residents. No thought is given to future residents in the parking arena.
449	Why do we need to make configuration changes for bicycles at the metro station. It's counterintuitive. Not every can and wishes to ride bikes. Please stop. Keep the parking spaces and do not reduce. There is already limited parking in the area. No to all changes.
450	Thanks to WMATA for developing this proposal and for the opportunity to comment. I live about 400ft from the busway and am a daily Metro rider, so I have a deep personal stake in the proposed changes. I also attended the public hearing but did not deliver comments. Overall, I am very supportive of the proposed changes. This is a long overdue transformation which is crucial not only for the neighborhood's development, but for WMATA

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itself to increase ridership. From a planning perspective, it is beyond irrational for a premium metro station, 3 stops from downtown, to be surrounded by parking lots, grass, and a 60,000sqft vacant lot. The consequences of this land use are clear from WMATA's ridership data: between January and June 2023, there were significantly fewer metro trips from Brookland-CUA than any of its neighboring stations (Fort Totten, Rhode Island Ave, NoMA), all of which have substantial and medium- to high-density residential developments adjacent. In terms of the effects on the neighborhood: Currently, the area is quite suburban. This has some advantages - it's quiet, for example - but the DC area already has a lot of actual suburbs to serve this purpose. The proposed new development is an opportunity to provide not only housing but also potentially businesses that could draw visitors from other parts of town and create a more vibrant feel. Even if the developments end up being 100% residential, just injecting more people into the neighborhood would certainly stimulate business development on 12th St. NE, which has a long way to go as a 'main street', with many empty storefronts. I'd also like to respond to two concerns that were voiced at the public hearing: 1. Potentially increased congestion due to new residents: This is unlikely to be a significant issue, especially given the relatively small scale of the proposed developments and their immediate adjacency to a premium Metro station. Past examples show that these concerns are probably overstated (see: <https://twitter.com/Nick4Ward5/status/1704958925777379693>). Also, this is a good reason to ensure that new developments around the station include no more parking than required by law (depending on the updated zoning. Incidentally, it is high time for DC to eliminate parking requirements!) If they have parking, new residents will come with cars, minimizing the positive impact on Metro use. Finally, consider that DC is facing a housing crisis, and even if the development were to negatively impact congestion, providing affordable housing for our citizens is a more important priority than minimizing inconvenience for drivers - most of whom don't even live here. 2. Feasibility of bus routes on 10th St. NE, particularly making left turns from the Newton St. busway onto 10th: As someone who lives just off 10th and walks there every day, I did not understand this concern. There is currently minimal traffic on 10th St. Adding a traffic signal at the new intersection (programmed to prioritize buses) and/or eliminating street parking on 10th are options that could alleviate any left-turn problems. Thanks again for the proposal. As a Brookland homeowner and transit user, I am very supportive and greatly looking forward to the positive changes this plan will bring for the neighborhood.

451 Keep the trees that is the priority. We need trees not destructive building in existing space. Too much building has destroyed green areas that we all need. Build design away from the trees AND THEIR ROOTS. It can't be that hard.

452 I write to express my support for the general concept and proposed changes to the area surrounding the Brookland-CUA station. The proposal, and future refinement, should focus on reestablishing safe connectivity for transit, biking, and pedestrians in the area to the east of the metro station. This area is currently both underutilized and often unsafe to travel. The focus should be not just on the development and buildings themselves, but on safely reconnecting neighborhoods and making it both easier and safer for people to get around should they choose not to drive. I appreciate that most if not all of the 'Brookland Green' is being preserved as green space. This was, apparently, very important to the neighborhood over the past decade. Additional complaints and concerns about 'green space' should thus take into account 1) the preservation of the Brookland Green and 2) the fact that the area(s) slated for redevelopment are currently concrete and parking lots. Finally, I listened to the public hearing and subsequent public debate on this issue, and many other local development proposals. It is clear that a small but disproportionately involved minority of residents do not and will not accept, or ever agree to, any development proposal anywhere in the area. While WMATA can and should continue good faith public engagement on this project, it should also understand that, for some, there is no concession, no study, no compromise, or no answer that will win 'agreement' to any proposal. That we should replace concrete with housing and businesses on land next to a metro station should not be a terribly controversial idea, and it is not among the broader population. Thank you very much.

453 As someone who crosses this area multiple times a day, I am in favor of the building along Michigan Avenue, but not the rest of the proposal. 1) The view of 'BROOKLAND' written on the building across the tracks should be preserved. It is iconic, and placing a building along the tracks as proposed would destroy the view. We should protect this view, emphasize it, and even celebrate it. Also, the blooming trees along the tracks starting at Monroe and going to the Metro station adds to this iconic setting. Preserve this at all costs. 2) I've seen the kiss and ride full many times. I don't think reducing it to 8 is wise or aligns with what we should be promoting. 3) Right now, the whole area feels open, green, and more peaceful than the surrounding area. Cutting off the grass and trees along 10th with a new building would segregate the space. I think it is best to keep it as one open

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space. 4) I don't think we should create a new plaza. We have one at the Arts Walk. Instead we should create more green space. I can feel the change in temperature in the summer between the grassy and tree filled areas versus the concrete plazas. Also, many Metro plazas in DC feel overcrowded and become places for loitering. They often feel unsafe. For these reasons, I believe the plan should be amended with the two buildings not along Michigan being cancelled.

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Overall, I am opposed to any development at or above the Brookland Metro Station on the basis of: A. Traffic: The morning congestion is already excessive along Monroe Street, NE, Michigan Avenue, NE, Otis Street, NE, and 10th Street, NE (connecting Monroe and Michigan). 1. I don't believe it realistic that any new residential development would not include parking. Ingress/egress for those additional vehicles would be directly on the Monroe and/or Michigan. 2. The 24-months of construction would create undo stress on the already congested roadways, with the certain lane closures that would be necessary. B. Building Height: The Brookland community successfully opposed the development of the Colonel Brooks site (9014 Monroe Street) because the proposed massing under the PUD was too excessive. I anticipate that the PUD application for development at the Brookland Metro Station will attempt to maximize the F.A.R. (floor-area-ratio). If successful, that will open the doorway for the Colonel Brooks site to resubmit its PUD application and receive the corresponding construction permits, which will exacerbate the traffic problem as highlighted above. In the event that development at the Brookland Metro site was limited to four total stories (which would blend into the character of the surrounding residential neighborhood without overwhelming it), it would still contribute to the traffic problem highlighted above. C. The Green: As a former member of the Brookland Neighborhood Community Association (BNCA), I am aware of an agreement that was made the last time development at the Brookland Metro Station was proposed. [I am told the agreement can be found in the files/records of the BNCA.] My understanding is that any development would not infringe upon, the green space that lies directly east of the Brookland Metro Station and is fronted by Newton Street, 10th Street, and Bunker Hill Road. I anticipate applications for development would request the removal or reduction of that green space. Lamont Bessicks; Brookland resident since 2012.

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Thomas H. Metcalf 3809 17th ST NE Washington, DC 20018 22-Sept-2023 Testimony in full support of redevelopment at the Brookland Metro Station Having lived in Brookland for nearly twenty years, and as a regular user of the Brookland Metro Station, and as someone who does get around the neighborhood and the city by transit, by bike, and by car, I say a very enthusiastic YES to the proposed changes. I support the reconfiguration of the bus facilities and the kiss-and-ride. I support the development of housing at this site, into as many units as are possible, except that it should take the form of mixed-use buildings with retail on the ground floor. There are two crises facing our region, our nation, and our world, for which the development choices we make at sites like the Brookland Metro can have an impact. The first is the housing crisis, in which the costs of any housing have been outstripping the ability of especially young families to afford. We should not make the mistake of thinking the housing to be built here is for existing neighborhood residents or needs to match their idea of good housing. They already have a place to live! It also does not matter how much is used as a set-aside for "affordability," because it has been well-established that housing follows the law of supply and demand. Demand is up, supply is down, so prices are up, and the solution is to increase the supply. It has been amply shown that an increase in the supply of market-rate housing improves the supply of downmarket housing, because there is then less pressure to convert inherently affordable, downmarket housing into expensive, market—rate housing. But the larger problem that our development choices can affect is global warming and climate change. Climate change is tied to carbon emissions which come directly from energy use. We are still well away from a future in which all energy is supplied by wind, solar, and other renewables. For the timeframe of this project, carbon-based fuels are going to be a large part of the energy mix, and reducing carbon output means using less energy. It is well known that the per-capita energy use of dense, mixed-use, walkable neighborhoods is vastly lower than that of sprawling, car-dependent neighborhoods. By far, the best place to achieve dense, mixed-use walkable neighborhoods is surrounding heavy-rail stations such as the Brookland Metro. The Metrorail system has been here for fifty years and will continue to be the primary transit system of the region. In light of global climate change, it is our obligation to use this asset to its fullest extent to facilitate low-energy, and thus low-carbon, lifestyles. In light of global climate change, it is unthinkable to consider that our one Metro station area should somehow get an exemption from the obligation to use it to its fullest extent. There are thousands and thousands of people who wish to live car-free lives in dense, walkable neighborhoods that have access to the region through our Metro system, and when successful, people who opt for this lifestyle have a far lower carbon footprint than someone who drives everywhere. To this end, the plan is not sufficiently ambitious, in two ways: First, keeping the DC-owned Brooks Mansion ground unaltered is not

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necessary; it does not need its own parking lot nor does it need to keep its grounds fenced off. An additional mixed use building should be planned for what is now the Brooks Mansion parking lot. But more importantly, the area of grass and trees between 10th street and the existing parking lot, which some people refer to as the "Brookland Green," is, in fact, a useless patch of grass that is green in color only. In the twenty years I've been in Brookland—for stretches of which I've been a daily Metrorail rider—I have very rarely seen anyone making use of this space. In a city, parks are for people. We should not kid ourselves--city parkland is not, and never will be, wildlife habitat, nor can we think of it in any way as wilderness at a smaller scale. Parkland, when properly programmed and maintained, is wonderful, and some parts of this site should be set aside as public spaces. But at present, there are no people using this space as a park. I doubt you've received any comments that make mention of someone's actual use of the space as a park. We should not cling to an impractical, theoretical idea of parkland simply because we cannot imagine that anything new could be good. We only have to look across the Metro tracks, at the buildings that surround the new Brookland Arts Walk, to see what is possible. A decade ago, the site of these buildings was "green space." Now, despite the lack of grass and trees, the space is an active community asset, visited by many more people, much more regularly, than the "Brookland Green." Although it is common to associate parks and grass and trees with the environment, it is a mistake to think that the best thing for the environment is to preserve every last patch of grass and trees, because the biggest threat to the environment now is climate change, and that requires us to think carefully about where people live. The best answer to that is "densely, in cities, in traditional patterns of development, with ready access to transit." And the site of the Brookland Metro is one of our region's best places to achieve that. Sincerely, Thomas H. Metcalf thmetcalf@mac.com

456 i do not like the fact that there is overdevelopment in the brookland area. I disagree with cutting back the parking spaces as well. DC keep saying they want us to commute more but they cut the parking spaces. I do not support additional of 3,000 units in this dense area.

457 Moving the parking and the kiss-and-go from its current location will mean our family is far less likely to use this station, and therefore metro. So that's 1-2 more cars on the road. Additionally, unless you require any and all tenants for any new housing to move in from PG County, we all know the same level of traffic or more will be hitting Michigan and Monroe. Let's not fool ourselves that housing near the metro will alleviate traffic. Did that happen at Ft. Totten? At Rhode Island? Quite the opposite.

458 The plan is short-sighted and NOT needed. I am in favor of building more housing near Metro stations, but the height and density of this proposal is overbearing. High-density housing is everywhere in the district, especially in Ward 5, and it is destroying the small town ambience I moved here for. Why build more retail when robberies are already sky-high? The district is an enclosed space; everyone who wants to live here cannot. This place is beginning to look like Manhattan, with Manhattan problems. If you must build, DOWNSIZE this proposal. IT IS TOO MUCH!!!!!!

459 I'm writing to express my strong support for the proposed changes at the Brookland-CUA station. This is an important and necessary step forward in the process to build transit-accessible homes and retail, while also providing a more complete street grid and more appealing station entrance for all neighbors and station users. That said, I do hope stronger consideration for bicyclists and other mobility users can be added to these concepts as design work moves forward. Newton St NE is a major east/west route and 10th St NE is a major north/south route, but there is no great access from the nexus of 10th and Newton (adjacent to the project area) to the Monroe St NE lanes and rail crossing leading to the MBT to the west. To the north, mobility users are forced to find a safe way across Michigan Ave NE, a high-speed arterial, at the very intersection where a driver killed bicyclist Armando Martinez-Ramos on March 1, 2023. At present, bicycles are prohibited in the station bus loop, but this is among the only safe routes here to cross Michigan Ave via the underpass on the north side, both from the 10th/Newton nexus and the Monroe St NE lanes to the south. I believe this station realignment could be an opportunity to not only accommodate better access to this underpass, but to create a dedicated mixed-use trail adjacent to the rail tracks, between the tracks and concept "Building 3"; this trail would then lead into the proposed Entry Plaza and under Michigan Ave adjacent to the newly positioned Kiss and Ride. This would also create an opportunity for DDOT to add a Capital Bikeshare station to the plaza directly at the Metro entrance, and really incentivize people to bike to and from the station. I strongly hope this specific proposal could be considered. Absent that, I hope other ideas are explored to improve bicycle/mobility connectivity across this project area. As we make huge gains on north/south bicycle/mobility access on the west side of the tracks with the completion of the 8th St NE safety projects and continual northern expansion of the

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Metropolitan Branch Trail, it's my hope that similar gains can begin on the east side, and this opportunity would be a small, but critical, segment in advancing such infrastructure.

460 Our concerns are as follows: 1. Parking: We used to be able to park (and have visitors park) with ease and for free in front of our house on 9th st NE. This is very important to us. Lately, it has gotten more crowded, and sometimes difficult to get a spot. There are not people parking here overnight, and the businesses don't draw traffic that stays. All of our parking congestion seems to be related to folks who are going to the metro station and/or to the more trafficked areas across the bridge with the university, rather than those who live and work on our block As many already have zone 5 parking stickers, the 2 hour limit doesn't apply. With the reduction of parking at metro, along with the proposed zoning changes to make the area higher density, we are very concerned about the parking situation getting worse. It is important to us that with whatever changes (both with metro and any higher density construction) that we continue to have free and easy parking in front of our residence. 2. Construction dust: Our home is right by both planned construction sites. There have been issues in the past with other renovations nearby that have coated the inside of our home with construction dust and caused health issues. There is little ventilation opportunity here, and the dust in the past has coated the window screens, ruining them and making it unhealthy during the construction to have windows open. That further restricts ventilation and causes concern for future health impacts with construction going on in the area, particularly as we are planning to start a family soon. It is important not only to keep construction impacts down, but also to take mitigating measures that do not cost us to make sure that both the inside and outside air are breathable and the home does not get coated with construction dust that will be hard to remove.

461 Hello, I do not believe this plan is in the best interest of the Metro ridership. The current layout for the Metro/Bus/Kiss and Ride spots to allow for a seamless and safe means of using the facilities. Sometimes the Kiss and Ride lot is full and there is no overflow. Eight spots is not enough. Also, having the bus lanes safely away from the main street is optimal for riders, many of whom are children. I know that Metro lost a lot of revenue during the pandemic, but is selling off a portion of a well-configured station the best way to recoup such loss? At whose expense are we really facilitating such change? Thank you, A concerned resident

462 DC needs to keep open, green spaces. I'm against building on the green area. The proposed buildings don't fit into neighborhood. Metro doesn't have a good track record for building esthetically pleasing infrastructure with innovative designs. We don't need more oversized buildings made of cheap products such as 'Hardie boards.' The city is becoming saturated with them. There is already a lot of retail on 12th Street and on the other side of the tracks. The new buildings should match the buildings in Monroe Market. Better yet, the developer could build over the tracks and turn the green area into an improved green space.

463 Thank you for providing an opportunity to comment on the proposed changes to the Brookland-CUA Station Kiss & Ride facilities. I understand that there needs to be a change to better utilize the space, but the location of the proposed location of the Kiss & Ride is not a good one. Most importantly, it is not easily accessible via car. Bunker Hill Road is hard to access due to its location under the Michigan Avenue bridge and the traffic surrounding the intersection at Michigan Avenue and 10th Street NE. Second, that location at the curve on Bunker Hill Road is not conducive to pedestrians. There is a large parking garage and heavy car traffic to/from the garage - especially at the beginning and ending of work days. Those are the same times that kids are being dropped off or picked up to use the Metro for school. For the aforementioned reasons, the Kiss & Ride should be relocated to the strip of Newton Street between 9th and 10th Streets NE, near its current location. The proposed bus bays on that strip could and should be relocated to the current and proposed bus facility on 9th Street from Monroe Street to Bunker Hill Road. As the strip currently accommodates all bus bays, it should not be a problem to accommodate all the proposed bus bays on that strip. Pedestrian safety - especially children - and neighborhood access should be a high priority for any changes that are made to the station and facilities. Thank you for your time and consideration.

464 Thank you for this proposal. As a cyclist I've made a conscious effort to stay away from the bus drives though I do observe cyclist using '9th St' as a cut through. This cut through is a natural way to access the Metropolitan Branch Trail from north and east of Brookland Station. It is a lot calmer going under the Michigan Bridge than crossing over Michigan Avenue (especially during times of heavy vehicular traffic). As WMATA bus drivers can probably attest, going on 10th between Michigan Ave and Otis St is very stressful during commute times. Would it be possible to incorporate a separated cycle lane on the east of west side of 9th St Transit way in the bus only area? Maybe something akin to this? https://lede-admin.sf.streetsblog.org/wp-content/uploads/sites/47/2023/05/PXL_20230505_083634511.jpg?w=1280&h=960 Alternatively, route a protected bike lane along the far west side of the project (between the east entrance and the tracks, and behind

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the elevator) that connects to the street network by the kiss and ride. This would mirror what happens with the Metropolitan Branch Trail on the west side of the tracks and it would provide cyclists a bypass around the buses while minimizing conflict with pedestrians. Realistically, cyclists are going to venture into the bus only area unless there is a very protected bypass. While 10th St is designated as a shared bike path it does not feel safe. Personally, I take 12th St. rather than 10th St when I approach this area on Newton from the east on a bike. If this project installs two-way, fully protected bike lanes on 10th from roughly Perry St. to Monroe St. NE there would be an attractive alternative for cyclists other than the transitway.

465 I currently live very close to this area, in the Monroe St Market apartment complex. I am generally supportive of the basic ideas of the proposed station changes. Adding more high-density housing near a train station is a good idea. This will help keep housing affordable in the city. Some more dining and retail options nearby would also be nice. In addition, I hope the city will make sure that some of the units are dedicated to low-income housing. As I understand, the city owns this land, after all, so it would make sense to utilize this opportunity to provide more housing choices for disadvantaged Washingtonians. I'm also aware that the city government is trying to improve biking options to get around. Just this week the City Council passed a law to provide funding for citizens to buy eBikes. I'll also add that thanks to Capital Bikeshare, it's something I care about, too. It might be helpful if the bus lanes in this plan also had dedicated bike lanes/areas. The Arts Walk across the bridge is effectively blocked during Saturdays for the Farmer's Market even though it's supposed to be part of the MBT. Opening up clear ways to get around east of the train tracks might make it easier to continue on the trail and generally move about in Brookland.

466 I am against the changes. The Brookland-CUA Metro area is already extremely congested during the morning rush especially with the addition of the Children's National garage. The addition of housing and retail space would create more bottle neck and more congestion. I also do not like the idea of decreasing the parking area from over 30 to 8 spaces. Where would commuters park?

467 Thank you for providing an opportunity to comment on the proposed changes to the Brookland-CUA Station Kiss & Ride facilities. I understand that there needs to be a change to better utilize the space, but the location of the proposed location of the Kiss & Ride is not a good one. Most importantly, it is not easily accessible via car. Bunker Hill Road is hard to access due to its location under the Michigan Avenue bridge and the traffic surrounding the intersection at Michigan Avenue and 10th Street NE. Second, that location at the curve on Bunker Hill Road is not conducive to pedestrians. There is a large parking garage and heavy car traffic to/from the garage - especially at the beginning and ending of work days. Those are the same times that kids are being dropped off or picked up to use the Metro for school. For the aforementioned reasons, the Kiss & Ride should be relocated to the strip of Newton Street between 9th and 10th Streets NE, near its current location. The proposed bus bays on that strip could and should be relocated to the current and proposed bus facility on 9th Street from Monroe Street to Bunker Hill Road. As the strip currently accommodates all bus bays, it should not be a problem to accommodate all the proposed bus bays on that strip. Pedestrian safety - especially children - and neighborhood access should be a high priority for any changes that are made to the station and facilities. Thank you for your time and consideration.

468 As a lifelong resident of Brookland, I oppose this project because it would increase traffic congestion, remove green spaces, and not provide benefits to residents other than proximity to the metro. Additionally, I don't believe this would be good for future residents unless the developer banned cars, used good quality materials to keep out metro train and rail car noises, and worked with the community to develop stores at affordable prices (unlike the niche store fronts on the other side of Brookland metro). Unfortunately, none of WMATA's other projects have shown the ability of WMATA and its development partners to take these factors into account.

469 Concerns: 1. Structural impacts to the building. This is an older home near both the metro and Monroe lot construction projects. The construction nearby could impact and cause leaks, foundation issues, etc. We would like to make sure that is monitored and the impacts are addressed by those doing the construction. 2. Pollution to the area. There is little opportunity for fresh air intake and the construction will make that worse, impacting both indoor and outdoor air quality and causing potential health impacts. We would like to make sure the air quality is protected and or mitigating measures such as air purifiers and cleaning the home of construction dust are provided to ensure safety in our home throughout construction and afterwards. 3. Traffic patterns and parking availability will change, as they already have been with the increased volume in the area. We need to make sure we have free and accessible parking available for ourselves and visitors as has been the case.

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470	<p>We do not need any more concrete buildings. We need green areas to have a greener and healthier DC. Aren't we supposed to be making efforts to fight global warming? We already have an awful traffic issue in Monroe St., thanks to the retailing in one block. You are not thinking about pedestrians metro riders or the future of the neighborhood. We don't want all the problems the Rhode Island metro stop has currently.</p>
471	<p>The proposal appears to be another government supported land grab for wealthy developers, who are not residents of the neighborhood. WMATA has a poor record for the development of housing near the Metro stops. I don't see where this proposal supports the homeowners in the historic Brookland neighborhood. We have an example of excellent model in the Monroe Market development across the Metro tracks. Metro development near the stations are just UGLY and overwhelming. The Fort Totten Station is lost in the massive apartment development. Metro should be ashamed its so ugly! The proposal contains pages and pages of meaningless data on the race and age of the population in the Brookland area. With no statements on how this benefits the residents. The city is covered with crackerbox buildings for future residents, with no regard for the current residents. This proposal should be rejected and totally reworked with resident input. I VOTE NO to this proposal!</p>
472	<p>I live in Brookland, and I am strongly supportive of a development partnership for mix-used development at the Brookland-CUA Station. I hope WMATA will work towards maximizing the affordable housing units in those developments. For the pedestrian and traffic changes, I applaud WMATA's goal of increasing and preserving pedestrian and bicycle safety. However, I am worried whether this plan will accomplish this by adding a third intersection where buses will enter/exit the bus station. Currently, the intersection of Bunker Hill Rd / 10th St / Otis St feels dangerous with a high volume of traffic. Drivers can become very aggressive due to the long waits at that traffic light, frequently driving around other cars in the wrong lane and using Bunker Hill as a cut through to Michigan Avenue. Though it may disperse traffic slightly, I worry that adding an additional intersection with buses at 10th St and Newton St will actually increase the congestion and aggressive driving on 10th between Monroe and Michigan. I'd like WMATA to share more information about the expected traffic flows at each intersection.</p>
473	<p>I am concerned that the new development will not follow smart growth principles and instead will be an attempt to maximize profits. The district already has a surfeit of high-priced condos. We need more low-income housing for diverse populations, especially our city's senior citizens. I am not opposed to development per se, however, I am opposed to throwing up high priced buildings without any plan.</p>
474	<p>Overall the plan seems good. Transit oriented development is good and this would make traffic flow, especially for buses, better. I have two points to note which may be regarded as further consideration: 1) The new buildings around the Brookland station should reflect the classic DC architecture that is found in and around Brookland. 2) The station absolutely needs a South entrance closer to Monroe Street. More buildings more people and more buses means more people will use the metro station and so an additional entrance is absolutely needed.</p>
475	<p>I am a long-time Newton Street resident. I have lived - and owned a home - on Newton Street, NE for nearly 30 years. I'm extremely concerned that the proposed changes at the Brookland Metro station will further degrade our neighborhood, further fowl traffic and shuttlebus services. We have a number of shuttlebuses to Medstar, VA Medical Center, Children's National Medical Center, and Trinity Washington University using the area that the proposed plan designates for Kiss and Ride pick up. The plan would remove several young healthy Kentucky Coffee trees, planted to provide shade and canopy. The plan would block the treasured view of the Basilica from Newton Street. The plan will increase already rampant crime by altering the path pedestrians must take to the subway station and providing criminals more places to go. Last, but far from least, the city does not have the water or sewer infrastructure to build in that area. I do not object to a single new building South of the Michigan Avenue Bridge. If done well, that could add value to the neighborhood. I am strongly opposed to the plan to build over the current bus docking area and Kiss and Ride parking lot. We currently have a wonderful, vibrant community with access to Metro. We should not suffer because Metro needs to raise funds to shore up its budget. These need to come from surrounding jurisdictions and from Congress. Respectfully, A 29 year long resident of the 1400 block of Newton Street NE</p>
476	<p>These changes do nothing to help traffic Avoid congestion And aid people who need deep,y affordable housing</p>
477	<p>I am reiterating the comment of a neighbor whose concerns for pedestrian, cyclist, and disability inclusive infrastructure align with my own. I have been a cyclist in DC for 20 years (in Ward5/Brookland for 10) and while I love this neighborhood, the infrastructure for active commuters, children, older residents, and disabled people leaves much to be desired. I hope you will consider her proposal carefully and engage with these community members in a meaningful way when weighing options for site improvement. Thank you. While I support the</p>

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intentions of the proposed changes to the Brookland-CUA Metro site, I strongly urge WMATA and DDOT to work together to add accommodations for pedestrians, bikers, and people with mobility difficulties, into/out of and through the Brookland-CUA/WMATA complex and at the adjacent intersections of 10th and Michigan Ave NE and 10th and Otis/Bunker Hill Roads NE. At present, there are only two ways for pedestrians, bikers, and mobility device users to access Brookland-CUA from points north/northeast. One, find a way to cross Michigan Ave NE (usually at 10th St NE), a high-speed arterial, or two, use Otis St NE to Bunker Hill Rd NE and cross 10th St NE. Similarly, the only way for bikers to access Brookland-CUA from points directly east (without dipping south to protected lanes on Monroe) is to arrive via Newton St NE. Currently, it is safest for bikers and pedestrians arriving from points north/northeast to use the Michigan Ave underpass at the northern end of the metro complex. In the proposed plan, the Newton St NE entrance/exit would be converted to busses only, which will force east/northeastern arriving pedestrians, bikers and mobility device users onto Bunker Hill Road near 10th and will require those arriving from the north to cross Michigan Ave at the same intersection. This intersection is the site of a 2021 crash which killed a biker crossing Michigan Ave. A proposed solution that I hope will get incorporated as plans develop is to create a dedicated mixed-use trail adjacent to the rail tracks, between the tracks and concept "Building 3"; this trail would then lead into the proposed Entry Plaza and under Michigan Ave adjacent to the newly positioned Kiss and Ride. For the safety of pedestrians and bikers and for the peace-of-mind of WMATA employees and bus drivers, it is my hope that this or any bicycle infrastructure through/around the station be grade-separated (at sidewalk and not street level) and in a path that eliminates or minimizes conflicts with both vehicles and pedestrians. Alternatively, safe and separated bike access could be added alongside the bus route on Newton St NE, and hardening of the intersection at 10th and Bunker Hill Rd NE could provide bare-minimum safety improvements for pedestrians and bikers needing to cross there. I strongly hope a dedicated mixed-use trail adjacent to the rail tracks, between the tracks and concept "Building 3" could be considered. Absent that, I hope other ideas are explored to improve bicycle/mobility connectivity through this area, in a way that creates a more complete street grid and gives northern and eastern connectivity. ###

478 Thank you for the opportunity to comment on this proposal. My name is Jay Hobbs and I am a Ward 5 resident and regular user of this Metro station. I walk or take the bus to the Metro, and the current layout is not friendly to pedestrians. Arriving from Newton requires a long walk across multiple traffic crossings, and arriving from Bunker Hill on the north requires a walk through a large, empty field before reaching a confusing and uncontrolled intersection. I look forward to the proposed pedestrian improvements. I also believe that the land is currently underutilized. This large expanse, directly next to a metro station should be used for housing, retail, and other uses that promote density. I would welcome more housing, particularly housing with limited car parking, which would be appropriate here. Finally, I rarely see the kiss and ride spaces being used. When they are, drivers either quickly drop off (meaning few spaces are used) or park overnight illegally (which is not a good use of public space). Thank you for your consideration.

479 Thank you all in WMATA for your hard and well thought-through work in creating the initial proposal to redevelop the Brookland Station. As you know, the present development reflects an outdated transportation model that is currently hurting the community and the metro/bus system as a whole. WMATA's redevelopment proposal as it currently stands, with significant numbers of mixed use residential and commercial units, would undoubtedly be a win for everyone. However, it could be better. I am requesting that the proposal is changed to: (1) increase the number of residential and commercial units; (2) reduce the amount of parking; (3) create protected bike lanes to get to and from the MBT from northeast of the station; and (4) remove angled bus bays and repurposed the previously angled bus bays into more pedestrian, bike, and green space, all in order to truly realize the potential of this location for Brookland. 1. More residential and commercial units will ensure vibrant use of the space and better outcomes for all of Brookland and the District. We need more density. Please revise the plans to increase the residential and commercial units to the maximum allowed in the zoned area. We also need more affordable housing, with an emphasis on units attractive to families. 2. Please reduce the number of on-street parking spaces. People should be encouraged to walk, bike, or take transit rather than drive. Do not credit the wrong opinions of other commenters that ask for an increase in the number of parking spots. The evidence shows that parking hurts everyone, including businesses. I am submitting studies to the record showing increased business outcomes when cities reduce parking. See <https://www.auckland.ac.nz/en/news/2021/11/05/parking-kills-businesses-not-bikes-or-buses.html>, <https://www.tandfonline.com/doi/abs/10.1080/01944363.2019.1638816>, and <https://www.strongtowns.org/journal/2015/11/23/robust-growth-and-development-without-mandating->

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parking 3. Please create protected bike lanes on 9th St NE, Newton St NE, and Bunker Hill Rd, along with the frontage roads for Michigan Ave, and a direct access bike path to the MBT. This will ensure access to the station and development for all, along with allowing folks to access other parts of the city via the MBT. 4. Please reduce the street size and redesign the bus bays to make them parallel to the sidewalk. This will help encourage bus ridership. Thank you. Mike Sherling

480	I do not support the reduction in the park-and-ride spaces, nor the moving of the bus bays to the street.
481	Since this is a transit-oriented development, not a CAR-oriented development, WMATA needs to install a multimodal path west of its bus-only area that extends north on Bunker Hill Road, goes under the Michigan Ave. bridge, and then heads east on Bunker Hill Road toward 10th Street. This facility will provide a safe, protected connection to/from the MBT, eliminating the need for cyclists to cross the deadly intersection of 10th and Michigan (where Armando Martinez-Ramos was killed in March 2021). WMATA should also install large, clear, frequent signage indicating how to connect to/from the MBT.
482	My wife and I are frequent Metro users and agree that the area could be better utilized, and I appreciate the thought that has gone into the proposal. That said, I think the proposal and analyses have shortcomings, primarily around congestion impacts. For example, the Environmental Evaluation states that the reduction in Kiss & Ride spaces "should result in a reduction in traffic." Having fewer spaces wouldn't necessarily decrease demand and, more significantly, given that the report argues strongly that the K&R usage is minimal, it doesn't stand to reason to that the reduction of the K&R spaces would have any impact on traffic. The demand analysis of the K&R lot demand and the drop-off/pick-up loop of Bunker Hill Rd does not factor in the addition of potentially hundreds of new residents and those visiting the retail stores that are likely to be included in a development. This includes a substantially increased presence of Ubers as well as disruption to Bunker Hill Rd vehicle traffic flow given the increase in pedestrian traffic. This issue is particularly concerning for my wife and me, as we both have recurring health issues that can have a moderate impact on our ability to walk long distances and sometimes makes a drop-off or pick-up the difference between being able to take the Metro and not doing so. The report states that "other on-street or off-street parking options may also be created after development of the site." However, given the very full usage of the area for construction, it does not appear that the development could accommodate parking, short of substantial underground garage which seems unlikely and would cause additional congestion. It is unrealistic to think that the majority of residential units would have no vehicles. The report states that "Once the project is complete, there is no unusual noise generation anticipated by the development." While perhaps not "unusual," I think it should be acknowledge that the addition of three buildings would result in some elevation of noise. The report states that "total transit facility impervious areas will be reduced." While the bus areas may have a reduction in impervious areas, the project site as a whole would have a dramatic increase in impervious areas, particularly in the areas where Buildings 1 and 2 are proposed. On that note, I propose that Building 1 or Building 2 be removed from the plan and be replaced by a park, which could include a small memorial or work of art. I'm not opposed to redevelopment, but filling the site, largely with buildings, housing hundreds of residents and several shops would cause significant congestion in the immediate area. Ultimately, this public land should be used for public good and I think the proposal falls far short of maximizing it. I think further public input is needed which should be better publicized at the Metro station than it has to date.
483	Has the neighborhood Tuesday Farmer's market been consulted? Please coordinate continuation of the market during and post-construction, which has been operating under the Michigan Ave bridge on Tuesdays for several years (local Ravenhook Bakery and Licking Creek Bend Farm https://www.lickingcreekbendfarm.com/markets.html 301-587-1739 info@lickingcreekbendfarm.com) Please provide bicycle access in the bus-only lanes. In my experience, bus drivers and cyclists co-mingle very well in designated HOV lanes across the city. As a cyclist, it's discouraging to access this station and I don't see an improvement. With the elevator only on the east side of the track, cyclists who metro or live/visit the proposed buildings would be forced onto the narrow sidewalks to get to current/new bike racks and to metro. I live to the southwest of the station. Traveling from Metropolitan Branch Trail from the south and then the Monroe Street bike lanes, cyclists are met with 'NO BICYCLES ON ROADWAY' signs. Cycling on sidewalks is not recommended anywhere else in the city. To avoid the narrow sidewalk often obstructed with waiting bus riders, it's a 4-block detour east to 10th, north to Bunker Hill (because Newton Street sidewalks have bus stops), then back west to the station, bike racks, and elevator. That's 2 extra left turns and 3 traffic lights. Future residents of buildings 1 and 2 would take the same detour via bicycle unless they use the sidewalks. Residents of building 3 (#11 on the map, #10 on the legend) wouldn't be as affected as buildings 1 and 2. Lastly, work with DDOT to close the slip

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lane at 10th and Bunker Hill. It's only used by the H8/H9. Replace the slip lane with green space (maybe a new location for the Farmer's market). Or make building #1 (#8 on your proposal) bigger to fill the slip lane and reposition the market nearby. With these improvements, the station will better integrate into the neighborhood.

I have lived on the NW corner of Otis St. at the intersection with 10th St. for over 20 years, I grew up in Brookland, and I lived here much of my life before securing this apt. My feedback comes from that perspective. Thank you for soliciting it. – M. Cain

Green space, wildlife: I am pleased and relieved to see that you are planning to keep at least half of the green space that as children we called Fathers' Yard and that is now sometimes referred to as Brookland Green. I am especially pleased that it is the east side that is being retained, as I cherish the view of it from my apt. The Green and the wild creatures that frequent and inhabit it are a big part of what makes Brookland attractive. Many people take walks and picnic there (including Metro staff on their breaks), families take their children there to play, and people take their dogs there to walk and play. Please keep this space for us, and please, please keep the existing, sacred trees that are there.

Access to DCTV/Brooks Mansion: According to your proposal, the 900-block of Newton St. would become bus-only. How will the staff of and visitors and repair people to the mansion gain access to the parking lot, whose driveway is on Newton? Please also note that community events are sometimes held at this site.

Air quality, noise, vibration: The residents on 10th St. between Monroe and Otis will notice a decrease in the air quality and an increase in noise and vibrations if/when buses use that stretch for their routes.

Architecture: Please make it pleasing. Keep it in the character of the neighborhood. We do not need or want any more gray Lego block buildings in Brookland.

Bus lanes: Will you be expanding the street in the 900-block of Newton to four lanes, to allow departing buses room to pass buses at other stops that are awaiting their departure times?

Demand for the development: No account was made as to why you think there is a demand for these new buildings. There are many buildings being constructed in the neighborhood already, some of which have not yet opened their doors. They might not make full or steady occupancy. Further, the entire block of the south side of the 900-block of Monroe St. is earmarked for development. The Metro station location is unappealing for residences. Trying to attract and retain residents could be challenging and expensive. I tell you this as someone who "lives this close to the Metro." I know just how noisy it is. How noisy, day and night, and how congested.

Economic impact: Will this project cause property taxes and current rents to increase? As you note in your data, there are 1,463 senior citizens living in the impacted area, with another 1,511 on their way to becoming members of that population. It also shows that there are 1,786 low-income households, which is 40% of the total households.

Farmers' Market: No mention has been made as to accommodation for the current popular farmers' market that sells its wares under the Michigan Avenue Bridge on Tuesdays from April through October. What will happen to it?

Kiss & Ride, parking: You say, "The reduction in Kiss & Ride spaces from 34 to eight aligns with pick-up/drop-off demand patterns and should result in a reduction in traffic volumes and congestion." But how is this possible when the same number of people will still be dropping off and picking up passengers? Further, re-locating access to the Kiss & Ride will add to the congestion on the 900-block of Otis St./Bunker Hill Road.

A plan is needed to accommodate long-term parking at this station. Street parking cannot be relied on because the residents park there, using residential parking stickers. People are already parking in "no parking" zones, endangering the public. It is unrealistic to believe that people who want to be in, who want to park in Brookland, will, instead, park at Rhode Island Avenue Station just because you say they should. Many of them are probably Brookland residents driving down from 13th Street and beyond.

Local shuttles: I did not see any mention made in the text as to where the local shuttle bus stops will be, but I do see them noted in Figure 7. Table 1 only lists three, but I have seen more. They include HSC Pediatric (formerly the Hospital for Sick Children), Children's Hospital, Washington Hospital Center (which you are calling MedStar Health), Trinity College/Trinity Washington U., and Capital Area Food Bank. The Howard U. School of Divinity also once had a shuttle.

Metro Shuttle: I am disappointed to see that you are planning to move the bus stop for the Metro shuttles to the far (west) side of the station. This is doubly disappointing and inconvenient as there is no elevator on that side of the station. You say one might be installed, but that means one might not. Either way, there is none there yet.

Parking, exits for new buildings: Where will the residents, staff, and customers of these new buildings park? Where will the exits be located, and how will that add to congestion on all of the surrounding streets? Bear in mind that you already have people exiting the Children's Hospital parking garage onto the 900-block of Otis St./Bunker Hill Road.

It must be factored into the plans that people living in the new buildings will have cars and that some of them will be driving to work, driving their children to school, etc.; it cannot be assumed that they will take the Metro every day because they live so close to it. The choice of residence might be because one member of a household commutes by public transportation while others do not, and/or because they want easy access to museums and other venues on the weekends.

Pedestrian crossing: It does sound as though crossing the street at the station will be safer and quicker.

Postal service: How will all this increase affect the Brookland Post Office's ability to provide service to the residents and businesses in the neighborhood?

Service: Thank you for assuring us that there will be no disruption in service; that dust, etc., will be contained; and that security will be provided on the construction site.

Skyline: Please don't blot out our skyline with your buildings. The Arts Walk building at Monroe St. Market has already blocked our view in that spot.

Snow shoveling: Presently, Metro shovels the sidewalks and crosswalks when it snows. Who will be responsible for this if the development goes forward?

Traffic congestion: You will definitely need to install a traffic light at the corner of 10th and Newton to ensure buses can access 10th St. during rush hour. This area is very congested, especially in the morning, and there is a lot of – often lengthy – horn honking and sometimes shouting among the commuters. Most of the honking – and impatient, reckless driving and bicycle riding – seems to be on 10th St.

Welcomed businesses: If a retail portion of the development goes forward, the neighborhood would like to see included among these businesses a laundromat, a movie theater, and an Irish pub.

M metro Brookland-CUA Station

Proposed Changes

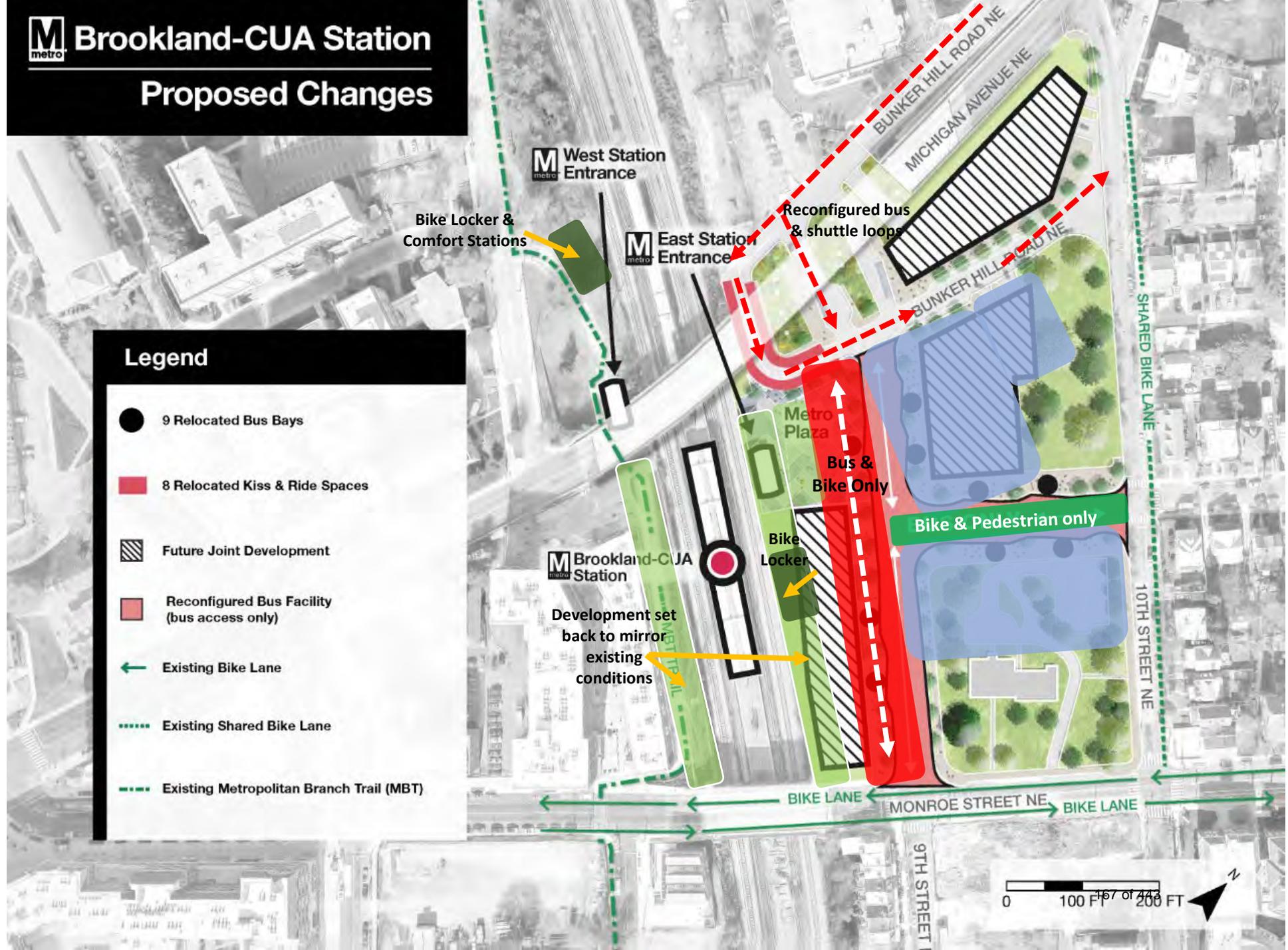
Recommendations:

1) The most eastern development pad in the proposed configuration will likely be 1) too costly to construct being so close to the train tracks and with significant grade differences, and 2) likely cannot be easily loaded or parked with the proposed dimensions. It is recommended WMATA mirror the existing setback and trail that the Monroe Street Market development currently shows across the tracks.

2) Bus traffic should be analyzed to be routed around and onto Bunker Hill Road below the Michigan Avenue bridge and onto a new 9th Street Bus and Bike Only road. The existing shuttle buses ride south from Bunker Hill Road onto 10th Street NE (from Otis to Monroe Sts NE) and the shuttles cannot safely make the turn with 2 lanes of car traffic, one lane of parked cars, and cars at the intersection on Monroe with the existing bike lanes. The shuttles regularly drive over the curb and through the bike lanes to create dangerous pedestrian and bike conditions.

3) With these changes, large development parcels can likely be created over the existing Kiss n' Ride and at the historic Brooks Mansion.

4) Lastly, it is recommended that WMATA work with DDOT to install two (2) bike lockers, like the one at East Falls Church Station on both sides of the Metro. The western entrance can serve western, southern, and northern commuters on the Met Branch Trail with a new comfort station, and on the eastern entrance, a bike locker can securely contain bikes for residents east of the station.

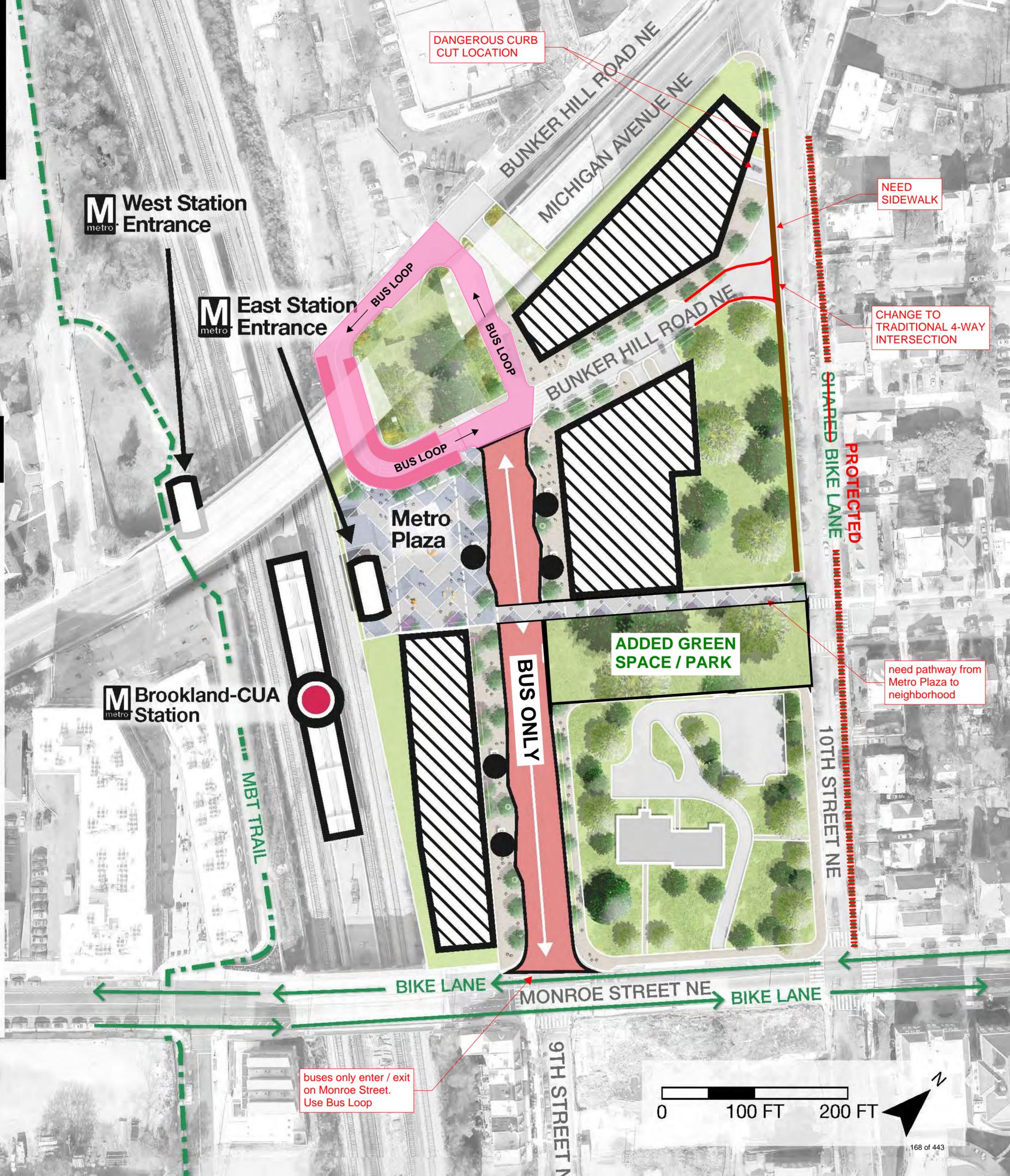


M metro Brookland-CUA Station

Proposed Changes

Legend

-  9 Relocated Bus Bays
-  8 Relocated Kiss & Ride Spaces
-  Future Joint Development
-  Reconfigured Bus Facility (bus access only)
-  Existing Bike Lane
-  Existing Shared Bike Lane
-  Existing Metropolitan Branch Trail (MBT)



Dear Sir:

I am a physician at the Veterans Administration's Hospital.

For nearly 40 years, I have been taking the hospital shuttle buses from Brookland Metro to the VA, Medstar, and Children's hospitals.

Years ago, due to concern for safety, I proposed to METRO to update:

1. the hospital shuttle bus pick-up area on Bunker Hill Road (the double red line on the map), and
2. the ramp for wheelchairs to the East Station elevator

I was pleased that both my proposals were completed by Metro.

Again, due to concern for safety and cost concerns, I would like to make THREE proposals to the current Metro's Proposed Changes:

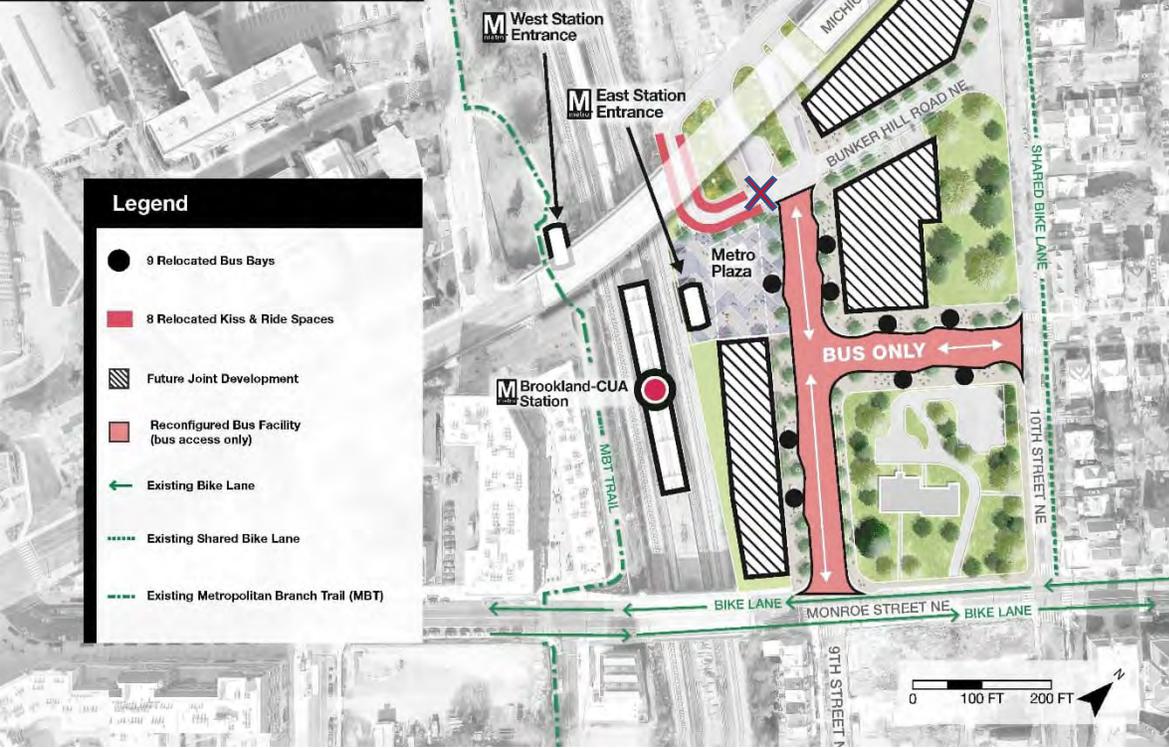
1. Consider making the hospital shuttle bus pick up segment on Bunker Hill Road (the double red lines on the map) a ONE-WAY segment.
This short segment carries a huge amount of bi-directional traffic. There are shuttle buses, commuter vehicles going into the Childrens' Hospital Parking lot, and Kiss-N-Ride cars. During rush hours, with shuttle buses taking up one lane to load and unload riders, the remaining lane quickly becomes congested and blocked by cars going both directions around the shuttle buses. By designating the short segment ONE WAY (counter-clockwise on the map) and placing a ONE WAY - DO NOT ENTER sign on the south-east end (red X), the traffic will improve significantly with added safety. Vehicle coming out the ONE-WAY segment can go straight from the right lane or turn left from the left lane to head north.
2. Round off the sharp acute right turn from Michigan Ave to 10th street (blue X).
This acute right turn is very difficult for large vehicles to maneuver around. Buses must struggle and take extra time and caution making the turn. This often stops traffic on Michigan Ave going east, and cars on 10th street going north having to yield their lane to the turning bus.
3. Adding an elevator at the West Station Entrance makes perfect sense for the disabled to the station mezzanine. Riders from both east and west entrances can then share the existing elevator from the mezzanine up to the train platform. There is no need to add 2nd elevator from the mezzanine to the train platform.

Thank you for your consideration. Please feel free to contact me if I can be of any assistance.

Sincerely,

David Lu, MD

Brookland-CUA Station Proposed Changes



Thank you for the opportunity to comment on the proposed changes to the Brookland Metro station transit facilities. I am writing to support the proposed changes, as well as to suggest some areas for focus and further refinement as the joint development process moves forward. I am writing as a 20-year resident of Brookland and a past participant in the public process to develop the Brookland Small Area Plan. While I am a planning and policy professional who has served in District government, the views I offer here reflect only my own thoughts, and do not represent the views of any current or former employer.

First and foremost, I ask that planners do everything possible to prioritize pedestrians and cyclists moving through, lingering in, and resting or stopping within the site. The current site layout is unfriendly and unwelcoming to pedestrians and cyclists, both in terms of the physical design and the restrictions placed on cycling. (While the physical design is paramount, I find it ironic and unhelpful that signage currently prohibits bicycles “in the roadway” within the bus loop area—this despite the fact that cyclists must use the roadway to access bike parking or bring their bikes onto Metro, or risk conflicts with pedestrians along the narrow sidewalks currently serving the station.) All planners and decisionmakers should consider pedestrians the “indicator species” of the urban habitat created around the station, around which all design decisions should be optimized. While this will be a multi-modal environment, the success of the habitat as a whole will be determined by the safety and comfort of the pedestrian’s experience.

The reconfiguration of the 9 current bus bays into bays along urban streets is a welcome change that will create a more pleasant walking and waiting environment for bus riders, and reduce overall imperviousness of the site. I urge planners to refine the design of the depicted bus loop and reconsider the usefulness of the sawtooth bus bays that appear on the concept drawing. While sawtooth bays may improve bus maneuvering, they should not come at the expense of generous sidewalk widths and frontage zones to allow for pedestrian passage, seating, and tree plantings. It will be a challenge to accommodate bus passenger waiting and queuing and bus shelters, along with the clear pedestrian paths needed for a high foot-traffic area, but both are essential if bus queuing is going to remain on the newly-urbanized street grid. At the same time, bike traffic is likely to increase, necessitating decisions about whether bikes are encouraged to mix with slow-moving buses or slow-moving pedestrians, or somehow can be provided with dedicated space. Shared-street concepts, with pavers, could be considered.

An alternate approach would be to explore bus layover space away from the urban street grid. This could take place under the Michigan Avenue bridge, or (perhaps through a land swap) by replacing the large parking structure currently serving hospital employees or relocating the Xfinity facility. Both the Xfinity facility and the hospital parking structure are at odds with the policy and land-use goals articulated in the Comprehensive Plan and the Brookland SAP, and I encourage District and WMATA officials to think creatively about how those parcels could be put to better use to serve transit-oriented functions.

I ask that enhanced bicycle access and bike parking be fully integrated into the redevelopment plans. The site’s adjacency to the Metropolitan Branch Trail is an especially important asset for increased bicycle access to Metrorail and Metrobus.

I support the reduction of the 34 Kiss and Ride spaces to 8, relocating them to the more logical location under the Michigan Avenue NE overpass north of the Metro Station entrance. This site is already informally used for pick up/drop off. However, I encourage WMATA to explore further reductions of

these parking spaces to better serve transit users and/or high-turnover functions. Any parking stay of greater than 10 minutes at this location should be considered a policy failure. Physical design, pricing, and enforcement should be coordinated to incentivize short-term stays to pick up Metro riders, ride-hail use, and perhaps short-term deliveries (food and parcels) to minimize the informal use of the bus streets by ride-hail and delivery drivers.

Loading for larger deliveries needs further thought throughout this site. Large-truck usage could be minimized by aggressive usage of smaller vehicles, including bicycles, for delivery. The joint development team may want to consider an appropriate location for a loading “hub” where the large trucks that need to provide deliveries could consolidate services, and packages are then moved to the site via hand-truck or other smaller devices. DDOT’s Urban Freight team has been exploring these concepts in other locations, and should be consulted.

If each building does require direct loading access for large trucks, site design becomes challenging and other goals risk being compromised. The linear concept building shown at the south of the site, abutting Monroe Street, is a particular challenge. Loading cannot take place on Monroe, or the bicycle improvements on Monroe (not to mention passenger vehicle travel) will be severely deteriorated. Loading the building within the site risks interference with bus, pedestrian, and bicycle movements.

As for passenger vehicles, I encourage the site planners to minimize on-site car parking. At least one building should be considered for zero parking, to maximize opportunities to attract and retain zero-car households at this important transit hub.

While it is outside the scope of the joint development project per se, I also encourage site planners to think creatively about the Brooks Mansion and its grounds. The current parking lot north of the mansion is a dead space that detracts from the overall value of the site. Ideally, the parking lot could be transformed into a garden or other useable public space to offer respite from the more bustling area of the new joint development. Alternatively, it could be used as spill-over space for bus layover, ride-hail queuing, or the loading hub concept I mentioned previously. Brooks Mansion itself is under-utilized in its current configuration as a site for DCTV. I encourage WMATA to work with District government, including DMPED, to think about how to relocate DCTV (perhaps to a suitable high-vacancy building downtown?) and work with the community to explore alternate, higher-activity, but still public-serving, uses.

I am excited to continue to support the transformation of this site into a vibrant, more walkable place, and look forward to the next steps. I support adding as much mixed-income housing on the property as possible, while also creating a public realm that welcomes riders and offers public spaces to meet and linger. These proposed changes are consistent with the 2021 Comprehensive Plan amendments which designate the parcel for medium density housing and commercial uses.

I ask you to move forward with these changes.

Sincerely,

Dan Emerine
Oakview Terrace NE
Washington DC 20017



Public Access Corporation of
DC

901 Newton Street, NW
Washington, DC 20017
202.526.7007
www.dctv.org

Comcast 95 / 96 / HD 1070
RCN 10 / 11
Verizon FIOS 10 / 11 / 28

TO: WMATA Office of the Board Corporate Secretary

SUBJECT: Docket R23-03
Comments on WMATA's Proposed Changes to Transit Facilities
at Brookland-CUA Metro Station

DATE: September 22, 2023

I am Nantz Rickard, President and CEO of the Public Access Corporation of the District of Columbia (DCTV), which is the lease occupant of Brooks Mansion, owned by the District of Columbia, and located at 901 Newton St NE, adjacent to the Brookland – CUA Metro. These comments are submitted to this proceeding in our capacity as the steward and caretaker of Brooks Mansion (Bellaire).

WMATA's Proposed Changes--in pertinent part to the scope of our comments--proposes to relocate 4 bus bays to the section of Newton St NE in front of Brooks Mansion. This requires widening Newton St to accommodate 2 wide lanes of bus traffic, and the wide loading areas needed on both sides of Newton St for passengers to wait for the buses, and board and disembark.

First, our comments are to notify WMATA that Brooks Mansion is designated as a National Historic Landmark, and is 1 of approximately 2500 on the National Register of Historic Landmarks. Sites which have been designated as Landmarks are of substantial historic importance to the entire nation along with the local community and state, and the standards for their care and preservation are to ensure a high level of historic integrity.

Brookland/CUA is the only metro station that has a National Historic Landmark situated adjacent and so closely situated that it would need to be considered in any plan for developing at the Metro site. As such, there is likely no precedent in WMATA processes for taking into consideration planning and actions that may be necessary to minimize harm to the Landmark. We have brought this WMATA Docket to the attention of the David Maloney, our city's highly regarded Associate Director of Historic Preservation and State Historic Preservation Officer in the Office of Historic Preservation under the DC Office of Planning. We strongly urge that WMATA consult with that Office as part of the planning and research for development at this Metro site, starting with the current transportation plan.

Additionally, since the project is a joint project that involves the federal government, we request that you also consult the Secretary of the Interior to determine the extent and nature of any role they may have regarding the project. (See CFR 306107. *Planning and actions to minimize harm to*

National Historic Landmarks ([Pub. L. 113–287, §3, Dec. 19, 2014, 128 Stat. 3226](#)). Also see CFR Title 36, Chapter VIII, §800.10, *Special requirements for protecting National Historic Landmarks.*)

We recognize that this stage of the process is limited to addressing the transportation plan, and it may appear that our comments address concerns that would be raised in a later phase of the project. However, once the transportation plan is determined, it becomes the basis of all subsequent planning, and in this case, if it is determined at this stage that the 4 bus bays are to be relocated to Newton St NE, the opportunity for maintaining an appealing entrance sighting of the National Landmark, or to effectively develop any designs to highlight or enhance this important national and neighborhood treasure is greatly diminished or foregone altogether.

It cannot be understated that development at the Metro is an opportunity to enhance our neighborhoods' relationship with this significant historic Landmark by making sure it is beautifully incorporated into the overall design. The neighborhood of Brookland is named for the family that built Bellair, and it has a long history of religious and educational significance. As is the desired standard for National Historic Landmarks, it should not be treated as an afterthought or worse, as inconsequential, but with considerable thought and planning to continue to enhance its integrity and people's relationship and association with it. As such, we strongly urge that Brooks Mansion be incorporated into both transportation plans and the design of the space as a special place that recognizes its unique character, and works harmoniously with the visual, atmospheric and audible elements, using this opportunity for changes to the surrounding area to further inspire people's relationship with this Landmark and its surroundings.

Second, our comments address our concerns regarding the current proposal as directly specific to the Proposed Changes.

We are concerned the infrastructure that is proposed to be built to relocate 4 bus bays across the front of the property will adversely affect the Landmark's setting, feeling and association, and introduces visual, atmospheric and audible elements that diminish the integrity of the property (criteria for maintaining integrity of National Historic Landmarks).

The Brookland Metro was being constructed at the time the historical designation of Brooks Mansion was being developed and sought, and staff from Metro knew of the effort, having been involved to trade the property and Brooks Mansion for another city-owned property needed for a Metro station. By design, there are currently no bus bays loading and unloading adjacent to the Mansion or the Mansion's property; bus activity is restricted to driving past the west side of the Mansion property for ingress and egress. The nearest bus bay is located to the northernmost front of the Mansion property, about 60 feet west. Impact of the Metro station and bus bays to the Brooks Mansion is as minimal as could be designed. We strongly urge the same thoughtful consideration be given to the current planning.

Even though the Brooks Mansion looks out over the current Metro parking lot, WMATA's current Proposed Changes are a significant change that if carried out as presented, will be a large step backward in the presentation and experience of the Landmark when considering all of its surroundings.

With the relocation of 4 bus bays to Newton Street NE:

- The Proposed Changes cuts off front access to the Brooks Mansion.
- Even if Pedestrian access to Brooks Mansion remains, the Mansion will be behind bus shelters, an adverse impact of visual and atmospheric character

- The bus bays and related traffic are inconsistent with the neighborhood character of the setting of Brooks Mansion, converting Newton St NE from the current “people-friendly” space, comprising the neighborhood entrance to the Metro, and the entrance and visual experience of Brooks Mansion as easy, safe access from the neighborhood--to heavy transportation space for waiting bus passengers, bus loading and unloading, and bus ingress and egress with Newton St as a “Bus Only” street, sending and receiving buses to 10th Street and 9th Street, with 10th Street
- DCTV actively addresses issues now with trash, vandalism, crime and security, and the property is very well kept up as beautiful and appealing surrounding environment for the Brooks Mansion. The proposed changes will increase problems with all of these, negatively impacting this National Landmark.

We strongly urge WMATA to find an alternative for the 4 relocated bus bays, including considering instead of relocating the 4 bus bays to Newton St in front of Brooks Mansion, relocate them to Bunker Hill Road on the south side of the Charles Drew Memorial bridge with that street widened on the north side of the street (and not removing the old trees at the edge of the Brookland Green). This would be a “bus only” street. Cars using the parking spaces, accessing the new building by the bridge, and comprising the Kiss and Ride traffic would use Bunker Hill Road NE to the north of the Charles Drew Memorial bridge for access to come and go. A map illustrating this description (and incorporating comments and conversations with our community) is submitted as part of these comments.

As steward and caretaker of this important national Historic Landmark, we hope that WMATA’s transportation plan for the Brookland Metro station is designed with at least the same consideration and execution as the design of the development around the Rhode Island Avenue Metro, where there is a pedestrian friendly “main street” look, feel and experience, with the bus bays located in the back and sides away from the “main street”. As explained in these comments, an even a higher standard should be applied at Brookland Metro, where we have an important and valuable National Historic Landmark next to the Metro station that should be a centerpiece of any design and proposed changes.

Our counter-proposal for relocation of the bus bays addresses all of our concerns regarding the proposed transportation changes, and we strongly urge you consider adopting it or a plan that does not relocate 4 bus bays to Newton Street NE.

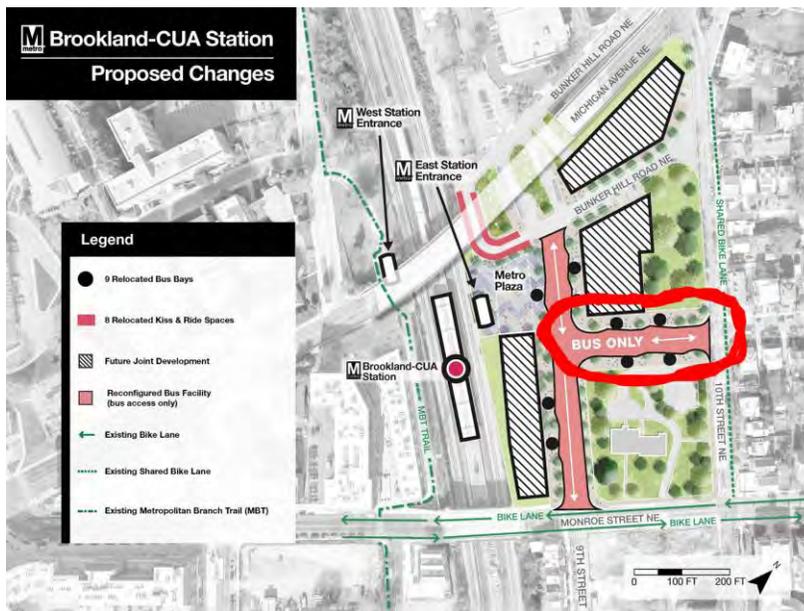
Please do not hesitate to reach out with any questions or to discuss further. Thank you for the opportunity to provide our comments, and we look forward to working with you.

TO: WMATA
FROM: Caroline Petti, Brookland resident
DATE: September 22, 2023

RE: WMATA's Proposed Changes at Brookland-CUA Station

WMATA is proposing changes to the Brookland-CUA Station Kiss & Ride, parking lot and bus loop facilities. WMATA is soliciting public comments on their proposed changes.

I oppose WMATA's proposal to re-locate four bus bays to the continuation of Newton Street NE between 10th Street NE and the Brookland/CUA Station entrance and to turn that portion of Newton Street into a two-way bus transitway. (See highlighted area in red on WMATA map below.)



This proposal does nothing to advance WMATA's expressed goals of better integrating the Station into the fabric of the surrounding community, offering an improved customer experience at the Station entrance, and enhancing adjacent open space. In fact, if implemented, the location will degrade all three.

I oppose WMATA's proposal to change that portion of Newton Street into a two-way bus transitway for the following reasons:

1. The most direct route for many pedestrians and cyclists to and from the Station from the adjacent Brookland neighborhood (including residences, businesses, Luke C. Moore and other schools) to the east is along this leg of Newton Street. Four new bus bays at this location and associated bus stop seats and shelters, two on each side of the street, will seriously congest this area. It will be difficult for pedestrians and cyclists traveling to and from the Station entrance to maneuver around customers waiting for buses and around bus stop shelters and seats. It will be particularly difficult for the elderly and/or the disabled. Likewise for families with children and/or pushing baby carriages. The difficulty of navigating crowded sidewalks could raise a significant safety issue if people end up stepping into the street to get by.

2. Converting Newton Street into a two-way bus transitway will have a serious detrimental on the already extreme congestion on 10th Street between Monroe Street NE and Michigan Avenue NE. This congestion and the “road rage” it often prompts could contribute to a significant safety issue for pedestrians and cyclists attempting to cross 10th Street NE.
3. Siting four new bus bays and a two-way bus transitway at this location on Newton Street NE will almost certainly entail a usurping of property both from the Brookland Green area on the north side of Newton and from the Brooks Mansion property on the south side. WMATA’s proposal states that, to accommodate sidewalk and bus bay construction, “the existing fence line will be reconfigured”. The maps provided by WMATA illustrating the proposal do not make it clear how much additional property will be needed, but to accommodate the build-out and two-way transitway, it could be substantial. In 2013, WMATA agreed to preserve the Brookland Green as open greenspace. The Brooks Mansion property is protected as part of its historic landmark designation. Brookland’s remaining greenspace is extremely limited. WMATA should not be proposing transit options that are patently at odds with existing agreements and legal protections.
4. A bus transitway at the front door of the historic and landmarked Brooks Mansion is unacceptable. The proximity of four bus stops, garish paid shelter advertisements, and the increased lingering, loitering, and littering often accompanying them would detract significantly from the dignified character of the Mansion and its setting. A two-way bus-only transitway at this location would necessitate the closure of the current circular drive entrance to the Mansion’s front door. In turn, this would necessitate the opening of an alternative ingress/egress onto either congested areas of Monroe Street NE or 10th Street NE.

I strongly urge WMATA to re-evaluate this proposal. I recognize that change always involves tradeoffs, but there’s little evidence that WMATA took into account the challenges and ill effects described above.

There’s also little evidence that WMATA, in developing its proposed changes, took the Brookland/CUA Metro Station Small Area Plan into account.

The Council of the District of Columbia approved the Brookland/CUA SAP in 2009. The Plan was the result of an intensive 18-month community-based process. It addressed transportation, walkability, and connectivity as well as land-use and development in the vicinity of the Brookland Station.

Following issuance of the SAP, in 2013, Metro completed a Brookland-CUA Station Area Access Plan and also issued a Joint Development Solicitation for properties in and around the Station. (Note: Neither the Brookland/CUA Station Small Area Plan nor WMATA’s own 2013 Brookland-CUA Station Area Access Plan Final Report recommended turning Newton Street into a bus-only transitway.)

As they should, both WMATA’s 2013 Transit Access plan as well as its JDS took the Brookland SAP into account in developing them. The Brookland/CUA Small Area Plan has legal force and effect. In future iterations of WMATA transit and joint development plans at the Brookland Station, the Small Area Plan must be considered.

VJ Kapur
Advisory Neighborhood Commissioner
Single-Member District 5C07
<https://anc5c07.com>



September 22, 2023

Washington Metropolitan Transit Authority
300 7th St SW
Washington, DC 20024

Re: Proposed Changes at Brookland-CUA station

To whom it may concern:

I'm writing on behalf of myself and my constituency, and not ANC 5C. The Brookland-CUA station is one of two Metrorail stations nearest to Single-Member District 5C07, both of which are primarily accessible to my family and my neighbors by Metrobus or bicycle. The H6 bus runs through the center of 5C07 along Franklin St NE before pausing in the bus bays at the Brookland metro; the G8 bus does the same along Monroe just north of 5C07. As a result, the realignment of the bus bays, construction of the proposed transit-accessible homes and retail, and other issues related to the proposed changes are of significant interest to us.

I'd like to **express my support** for the proposed changes. This is an important and necessary step forward in the process to build transit-accessible homes and retail, while also providing a more complete street grid and more appealing station entrance for all neighbors and station users.

That said, I do hope stronger consideration for bicyclists and other mobility users can be added to these concepts as design work moves forward. Newton St NE is a major east/west route and 10th St NE is a major north/south route, but there is no great access from the nexus of 10th and Newton (adjacent to the project area) to the Monroe St NE lanes and rail crossing leading to the MBT to the west. To the north, mobility users are forced to find a safe way across Michigan Ave NE, a high-speed arterial, at the very intersection where a driver killed Armando Martinez-Ramos while he rode a bicycle on March 1, 2021.

At present, bicycles are prohibited in the station bus loop, but this is among the only safe routes here to cross Michigan Ave via the underpass on the north side, both from the 10th/Newton nexus and the Monroe St NE lanes to the south. I believe this station realignment could be an opportunity to not only accommodate better access to this underpass, but to create a dedicated mixed-use trail adjacent to the rail tracks, between the tracks and concept "Building 3"; this trail would then lead into the proposed Entry Plaza and under Michigan Ave adjacent to the newly positioned Kiss and Ride.

I sincerely hope this specific proposal will be considered. Absent that, I hope other ideas are explored to improve bicycle/mobility connectivity across this project area, with priority consideration of grade-separated infrastructure at the sidewalk level, to minimize conflicts with pedestrians and bus operations, and for access from 10th St NE, Monroe St NE, and Bunker Hill Rd (underpassing Michigan Ave NE). This includes cooperation with DDOT on traffic safety improvements to all of these bounding roadways and intersections.

As we make big gains on north/south bicycle/mobility access on the west side of the tracks with the completion of the 8th St NE safety projects and continual northern expansion of the Metropolitan Branch Trail, it's my hope that similar gains can begin to connect my neighborhood and points east to the network; thoughtful consideration for this need as part of this project could yield a critical piece of this infrastructure.

Very respectfully,
/s/Vijay "VJ" Kapur



September 22, 2023

Dear Metro Officials,

We write on behalf of the members of the [Brookland Neighborhood Civic Association](#) (BNCA) to share feedback on the [proposed changes to the Brookland/CUA Metro station transit facilities](#). It reflects input gathered through two BNCA meetings and other conversations with members.

I. BNCA

The BNCA is an all-volunteer, non-profit association that exists to advocate for and improve the quality of life of the Brookland neighborhood. With roughly 200 members representing Brookland residents, local businesses, and property owners, we strive, in coordination with our local ANCs, to represent the views of the community on issues of common concern.

Since the BNCA's founding in the 1950s, the BNCA has supported transit-oriented development that respects the history, beauty and livability of Brookland. Notably, the BNCA:

- Successfully fought construction of the North-Central Freeway through the neighborhood, while promoting the establishment of the Brookland/CUA Metro station;
- Successfully worked to save the Brooks mansion from becoming a Metro parking lot; and
- Members of the BNCA and other community members contributed to important aspects of the Brookland/CUA Metro Small Area Plan.

II. Proposed Changes to Brookland/CUA Station Transit Facilities

In considering changes to the Brookland/CUA station transit facilities, we urge Metro to also respect the history, beauty and livability of Brookland. In so doing, we expect that Metro will engage meaningfully with the community at every stage. The BNCA would be happy to provide a forum for such engagement.

We also unequivocally expect Metro to maintain the Brookland Green. While the General Plan diagram indicates this will be retained as park land, page 28 of the Environmental Plan notes "Depending on final site plans, there may be a discrepancy with the FLUM in the parcel bound by Bunker Hill Rd. NE, 10th St. NE and Newton St. NE. FLUM indicates Parks, Recreation, and Open Space, and the current site plan indicates a multi-use structure with an interior green space." Any development should be consistent with the city's Comprehensive Plan and maintain the entirety of the current Brookland Green, including along Bunker Hill Road and Newton Street, as park space.

Safety for pedestrians, cyclists and motorists is one of the BNCA's top concerns. As such, the BNCA broadly supports the proposed changes to the Brookland transit facilities as an opportunity to make the station more accessible to cyclists and pedestrians. At the same time, we urge Metro to design the transit changes to mitigate impact to the surrounding community. Specifically, Metro should:

- Build in Road Safety from the Start: Partner with the city to improve pedestrian and cyclist access and road safety along Michigan Avenue, 10th Street, and Fort Bunker Hill Road. The re-routing of buses will exacerbate existing safety concerns in this area. The proposed changes should be coupled with traffic safety improvements and dedicated pedestrian and cyclist access through the station.
- Preserve Pedestrian Access from Station to Newton Street: The current bus facility design provides for direct pedestrian access from the Metro station to Newton Street. This is an important route for residents walking east to 12th Street and beyond. The proposed changes should maintain safe crossing spaces for pedestrians.
- Provide Bike Access from Bunker Hill to Monroe Street: The redesigned bus facility should include a bike lane or shoulder for cyclists to connect from Bunker Hill Road to the Monroe Street bike lane and onward to the Metropolitan Branch Trail. The bus facility is a popular route for cyclists and building dedicated infrastructure will further Metro and the city's vision for creating a transit-oriented development.
- Take Steps to Minimize Bus Traffic Impacts: Minimize bus traffic impacts to the surrounding neighborhood by concentrating bus stops on 9th Street to minimize the impact to the homes on 10th Street. Routing Option #2 strikes the best balance between minimizing traffic congestion and impacts to area homes. We encourage Metro to consider positioning the H8/9 or G8/R4 bus bays to 9th street to minimize impact to homes and traffic on 10th Street.

We also endorse feedback submitted to WMATA by DCTV President and CEO Nantz Rickard.

III. Possible Future Joint Development on Brookland/CUA Station Property

The proposal for the transit facilities is but the first step to proposed development that would transform the Brookland neighborhood. Unfortunately, we have seen how such developments can exacerbate the affordable housing, safety, and environmental challenges Brookland residents experience acutely, and support among our membership for any future development on the site is currently mixed. To ensure that any decision about future development benefits current and future Brookland residents, we again urge Metro and the city officials to engage meaningfully and transparently with the Brookland community throughout the development process, including in the development and release of a request for proposal; in related zoning cases; in the development of a good neighbor agreement between the selected contractor and the community; and through a collaborative approach to designing amenities to maximize community benefits. *Again, the BNCA would be happy to provide a forum for such engagement.*

As we evaluate possible future joint development at the Brookland/CUA station, the BNCA will be guided by the following principles and encourage Metro to adopt them to guide its development projects:

- **Adopt a Holistic Approach:** In partnership with Councilmember Parker and city officials, Metro must envision any development at the Brookland Metro in the context of proposed developments at the “Brookland Lanes” project at 10th Street and Michigan Avenue and 701 Michigan Avenue to maximize the residential, economic, and connectivity benefits for the community, while minimizing safety, traffic, and environmental impacts of all three proposed projects.
- **Support Affordable Housing:** Any development on the Brookland/CUA station property should go beyond the city’s minimum affordable housing requirements and set aside at least 20% of floor space for affordable units, including deeply affordable units for those with incomes below 30% of the area median.
- **Limit Additional Parking:** Keep the number of parking spaces in the new Brookland/CUA station development to the bare minimum required under zoning rules. Existing parking garages along Monroe Street are under-utilized and provide a space for resident and retail parking for the new developments.
- **Build Green:** Mitigate negative environmental effects by committing to using state-of-the-art green materials and installing green roofs on any future buildings.
- **Establish Brookland Green as Park Space:** We are encouraged to see that Metro’s development plan leaves untouched the Brookland Green, the green space immediately east of the current Kiss & Ride parking lot. The Comprehensive Plan recognizes this parcel as park space. To protect the parcel and to make it a true community resource, it should be established as a city park.
- **Include Road Safety Improvements:** Development should be paired with a DDOT-led effort to improve pedestrian and cyclist access and road safety along Michigan Avenue, 10th Street, and Fort Bunker Hill Road. Additional car and truck traffic to the Brookland station and Brookland Lane developments will worsen an already dangerous area for pedestrians and cyclists and which saw a cyclist hit and killed in 2022 by a shuttle bus coming from the Brookland/CUA station. Making the community transit-oriented requires investing in safe access routes to transit facilities.
- **Support Local Businesses:** Development and additional retail near the Metro should support local residents. WMATA, the city, and their contractors should actively seek to contract with local, Black and other minority and women-owned businesses in developing the Brookland/CUA station and when placing businesses in future retail space. At the same time, the Metro development should not come at the expense of Brookland’s historic main street. The city should prioritize grants, loans, and other development assistance to revitalize 12th Street and preserve local business so they can take advantage of the influx of new residents with these developments.

Sincerely,

Kathy Jacquart, President and Steve Farole, Vice President

Sept. 22, 2023

Washington Metropolitan Area Transit Authority
Washington, DC

Comment submitted for consideration re: Proposed Changes to the Brookland-CUA Metro station

I am a 36-year resident of Brookland. I live in and co-own a single-family home four blocks from the Brookland-CUA Metro station. My spouse is 84 years old. I am 64. We have rented to CUA students over the years, and my mother lived in the in-law suite/basement apartment until she passed away. For my part, I have participated since the coming of the D.C. Sustainability Act of 2012 made it possible in the D.C. Beekeeper's Alliance as a beekeeper and in the D.C. Department of Energy and the Environment RiverSmart audit and Casey Trees landscaping programs. I care about making a difference in the environment. I regularly use and am familiar with the Metrorail and Metrobus to commute to my job in Southwest D.C. In addition to taking public transportation, I am a pedestrian, I ride a bicycle, and I also drive a car. I was present at the public hearing on September 12th. The proposed changes are confusing and seem to me to be partly unnecessary and partly undesirable.

Let me outline what I think is undesirable. First, the relocation of bus bays to Newton Street, NE. Second, the addition of building(s) in an existing healthy green space with healthy, mature shade trees in the block bounded by Newton Street, NE to the south, Bunker Hill Road, NE to the north, Metro Plaza to the west, and 10th Street, NE to the east. Third, increase in large vehicle transport to Newton Street that would make pedestrian and bicycle/scooter environmentally-friendly, green travel more hazardous, not less. Finally, it is not clear what the demographic of the ridership would be that makes the bus bay relocation so necessary.

Brookland is a neighborhood, a community, with a demographic of all age groups, from children through elderly persons, because of its livability. These are the people who are already here. These are people who should benefit from proposed changes. Proposed changes should not be dangerous for them or marginalize them. Several people in the community commented at the public hearing on the danger to children who ride their bicycles to Mundo Verde Public Charter School, and to adults who ride their bicycles, as well, of the proposed bus flow. Do you know what Mundo Verde means? Well, think of it here. It means green world. The proposed changes include an "existing shared bike lane" along 10th Street, NE. There is only so much space available along the two-way street with a given acceptable width for vehicular traffic. There is currently no demarcated bicycle lane. There is a city public strip of land for trees, a public sidewalk, and residential yard space for existing historic houses of character. It is perplexing to me that large metrobuses could turn into and out of bus bays along Newton Street, NE and to/from 10th Street, NE, especially if a bicycle lane were built out into the street. Green space invites pedestrians and bicycles are environmentally-friendly transportation. Children and elders enjoy health benefits from healthy air that green space provides, and should not be confined or "shut in" or afraid to negotiate turning buses, which is what I feel would happen.

We have already seen the increase in traffic congestion along Monroe Street, NE beginning with the building of Monroe Street Market. Increase in traffic will only continue on a larger scale already with the building underway of the 25 acres of the former slow sand filtration site at North Capitol Street and Michigan Avenue, NE, resulting in further backup along Monroe Street, NE. This vehicular backup creates worsening air quality. If the small area of Brookland adjacent to the current metrorail station is to remain safe for pedestrians, the metrobus pull-in configuration should remain the same as it is now,

without cutting into the Brooks Mansion/DCTV block on the Newton Street side or the 10th Street side. Alternatively, there could be smaller buses.

Elimination of the parking area is also not a good idea. Granted, there are some people who abuse the right to park by taking up spaces beyond their allotted time. However, pedestrian crossing to the parking area is a right that should not be taken away. Many people need access from metrobus and rail to a ride in the form of a car driver, either to go to their homes or to go to the grocery store. There will always be a need for cars as an alternative to public transportation in some instances in individuals' living patterns. Some seniors and disabled use MetroAccess, which should continue to be accessible for pick up/drop off at the station. There has to be enough safe space for disabled people who cannot move very quickly to embark and disembark the buses. Shuttle buses to Children's National Medical Center should also continue to be safe and accessible. I don't foresee that everyone will be better served by the proposed bus bay changes, or the amount of buildings proposed in this plan for Brookland, including cutting into the green space of mature trees west of 10th Street, NE. Use of the land area as proposed would be too crowded to make it work. I currently find the parking area valuable, in that I am able to drive into it to pick up my husband from medical appointments when he uses metrorail. I don't see being able to safely negotiate this space with the proposed changes and relocation of the bus bays.

It is important to balance housing, green space, and green transportation alternatives. In the current plan proposed, the lot to the north of Bunker Hill Road, NE that sits south of the Michigan Avenue bridge could be developed. However, I feel that that space is the only one that should be developed, if anything, and the small area not be allowed to remain as it is now. Also, it should be built as an affordable housing building for people and not sit emptier than it should because of too high a rental cost. We who have lived along Monroe Street waited for many years for the Metropolitan Branch Trail (MBT) going south from 8th and Monroe Streets, NE, toward the Capitol, and the subsequent northern extension to the Fort Totten metro station last year, which makes Brookland more walkable, and gives residents a more healthy environment. The MBT should not be so hard to access, however, being on the west side of the Brookland-CUA metro station. Currently, traffic increase and metrobus backup due to that traffic increase already make that access an increasingly difficult task. It is not necessary to rearrange pavement and cut down trees to achieve a better outcome for all. The small area plan shouldn't be inclusive only for a newly-created area and its own population that then does not interact with the surrounding community. In creating green alternatives, let's not shoot ourselves in the foot by hurting and destroying those green spaces we already have that should be preserved and sustained for the livability of the community, the neighborhood, which is what draws people to Brookland to begin with.

Respectfully submitted,

Paula L. Smith-Vanderslice
B.S., Geography

WMATA Submission:

Development at Brookland Metro Station

Overall, I am opposed to any development at or above the Brookland Metro Station on the basis of:

- A. Traffic: The morning congestion is already excessive along Monroe Street, NE, Michigan Avenue, NE, Otis Street, NE, and 10th Street, NE (connecting Monroe and Michigan).
 - 1. I don't believe it realistic that any new residential development would not include parking. Ingress/egress for those additional vehicles would be directly on the Monroe and/or Michigan.
 - 2. The 24-months of construction would create undo stress on the already congested roadways, with the certain lane closures that would be necessary.
- B. Building Height: The Brookland community successfully opposed the development of the Colonel Brooks site (9014 Monroe Street) because the proposed massing under the PUD was too excessive. I anticipate that the PUD application for development at the Brookland Metro Station will attempt to maximize the F.A.R. (floor-area-ratio). If successful, that will open the doorway for the Colonel Brooks site to resubmit its PUD application and receive the corresponding construction permits, which will exacerbate the traffic problem as highlighted above. In the event that development at the Brookland Metro site was limited to four total stories (which would blend into the character of the surrounding residential neighborhood without overwhelming it), it would still contribute to the traffic problem highlighted above.
- C. The Green: As a former member of the Brookland Neighborhood Community Association (BNCA), I am aware of an agreement that was made the last time development at the Brookland Metro Station was proposed. [I am told the agreement can be found in the files/records of the BNCA.] My understanding is that any development would not infringe upon, the green space that lies directly east of the Brookland Metro Station and is fronted by Newton Street, 10th Street, and Bunker Hill Road. I anticipate applications for development would request the removal or reduction of that green space.

Lamont Bessicks; Brookland resident since 2012.

Jeremiah Montague, Jr.

25th St NE, Washington, DC 20018-2510

September 22, 2023

To: Secretary of the Washington Metropolitan Area Transit Authority

300 7th Street SW

Washington, DC 20024

Re: Proposed Changes Brookland-CUA Station

Testimony

Good day.

I am before you as a community shepherd, former ANC Commissioner, Civic Association Vice-President, Friend of the Woodridge Library, and local historian. Thus, I am pleased to offer, commentary on the proposed changes to transit facilities at the Brookland-CUA station, described by WMATA as proposing changes to Brookland-CUA Station's transit facilities to enable future joint development and increase ridership. The proposed changes include reconfiguration of the bus loop, relocation of the Kiss & Ride lot to an on-street facility, and reduction of the 34 Kiss & Ride spaces to eight spaces.

Firstly, I suggest increases in the ridership from this development proposal will be limited. Further, I hold that increases in ridership will come primarily from bus riders arriving from elsewhere, more than walking, or passengers arriving from other destinations limiting themselves to this development or amenities on the western side of the station at Arts Walk, etc. The reduction of parking will adversely influence short-term ridership usage at the station.

I find consideration of this proposal, adding 400,000 square feet of mixed-use development is difficult for numerous reasons given the generalities provided.

The proposed project, having three parts encompassing squares 3824, 3825, 2826, and to a lesser extent, 3827 (the old Brooks Mansion property). The proposal sets forward a general re-envisioning existing use and open spaces favoring constructing three buildings. Less favorable is the redistributing traffic access patterns, new street openings and extensions, along with relocation and reduction in short term parking, and substantial alteration of bus passenger facilities.

Clearly, planners deem the development of this property proper in terms of compliance with the recently adopted Comprehensive Plan for the District of Columbia and its Future Land Use Maps. I am unsure if this is included in the Brookland Small Area Plan, if one exists. Nevertheless, at this point, what is certain is that there will be a substantial reduction of open space. It comes adversely affecting community fabric, and most importantly air and light east of the Brookland-CUA Station proper.

The squares involved mentioned earlier are historically part of the Colonel Brooks farm predating the 1840s and forming the Original Brookland in 1845. Today, only the mansion is preserved. This stands, as well as, land encompassing the full extent of square 3827. Public records reflect that Colonel Brooks was a slave owner, and a cantankerous individual. Thus, re-envisioning this land offers opportunities for redemptive outcomes.

However, it proposes extending the existing 9th street north from Monroe Street NE to Bunker Hill Road. This, presumably, would be bus and regular traffic with signals at the southern end. It depends on intersecting with an extended Newton Street westward from 10th street NE. That is proposed as restricted 'bus only' use but ignores the entrance for accessing the rear lot of the Colonel Brooks Mansion property.

Considering further, the use of Square 3824, Parcel 01330130 proposes a substantially reduced "curbside Kiss-and-Ride, 9 spaces, under the Michigan Avenue Bridge. This is not optimal but workable as the bridge restricts construction and open space. This is possibly the least point of contention.

The use of Square 3924, Parcel(s) (from west to east are 013300086, 01330135, 01330105, 01330107, 01330109, and Lot 1) are currently open, unoccupied space. In contrast, the proposal is for the erection of a structure between the bridge and Bunker Hill Road. The structural heights and massing are largely unknown, resolvable later. Nevertheless, will substantially alter and reduce the light and air in favor residential/mixed-use development. I suggest that, any consideration in this location should heavily be considerate of the absence of parking, and not rely completely upon the premise that all occupants will be vehicle absent. That is simply fantasy. Further, the support services, for trash, and deliveries will demand a greater use of Bunker Hill Road, and further congest the intersection of 10th Street, Otis Street, Bunker Hill Road, and Michigan Avenue. This will affect bus access and constrict non-resident passenger access to transit services, with must not occur. Please be mindful, that Brookland-CUA is a feeder station and any development solution must heavily weigh non-immediate community inconveniences as well as those new occupants, transient or otherwise. There is an excellent opportunity for creative masterful design and land use and this location, beyond standing up ugly boxes. I highly encourage it happening.

The proposal for development along the extended 9th Street, north of the extended Newton Street, proposes no changes to the existing green space within square 3826 (Lots 14 and 10). If carried through, that would be welcome and appreciated. This preserved the last land portion of the Colonel Brooks Farm. However, the loss of the short-term parking eliminates on-demand close parking. The proposed development structure replacing the parking area, will most certainly adversely impact the adjacent green space occupying Square 3826 Lots, 800, 802, and 803.

Lastly, the proposal for development adjacent to the station immediate, Square 3826, Lot 804, is most impactful from the station entrance, to Monroe Street, Regardless of height and massing, it will, inflict with certainty, adverse effects upon light and air, flowing into the stations immediate platform area. Airflow generated by the CSX railroad will also concentrate more toward the platform occupants redirected by the proposed structures west side. Thus design considerations should heavily assess and address the environmental impacts that are apparent and yet to be realized. The greatest loss here will be the grove of flowering cherry trees landscaped for beautification of the station area east. A last consideration is potential structural impacts upon the eastern ramp to the Monroe Street Bridge west of 9th Street NE. This leaves one to ponder how will building services access this structure without substantial interference with buss and bus passenger traffic and access.

Each of these proposed components of the redevelopment will also require modification of the existing infrastructure for water, storm water, and sanitation, which is currently limited to storm water runoff issues from south to north given the project topography.

I am not necessarily against the project. However, there are substantial considerations will directly affect the nearby community, and the station use. It is a myth that all new occupants will be “transit only”, walk, or bicycle dependent. Parking accommodation should not rely upon on-street parking in adjacent neighborhood areas. Buses must restrict use Newton Street NE between Monroe and 10th Streets for any reason giving its residential nature and lack of width to accommodate. Buses must restrict to Bunker Hill Road, 10th Street, Monroe Street, the proposed 9th street extension and the one way extended Newton street NE. It is highly probably that portion of this development may require Special Exceptions and Variances to come to fruition.

I implore WMATA, its planners, and the Office of Planning, to be more hands-on this type of urban development given is special and unique characteristic. Do not simply rely upon developer representations of intent to become realizations in fact. The project’s success will necessitate including the proper accommodation of any memorials currently with any portion of the squares previously mentioned.

This is doable, but must be respectful of the needs and desires of the adjacent neighborhood and the transit passenger arriving and departing the Brookland-CUA station to continue their journey.

I thank you for listening

Jeremiah Montague, Jr.

9/22/23

Ms. Worth and Metro board of Directors:

I attended the Metro Open House and Public Hearing Concerning the Proposed Changes at the Brookland-CUA Station on Tuesday, September 12, 1923. At that hearing, I did give spoken testimony which focused on my support for the proposed preservation park space on 10th Street between Otis and Newton Streets and my concern for preservation of the Bernard Prior Memorial plaque at the intersection of 9th and Monroe Streets. There are few more statements that I would like to make.

First of all, I was disturbed to witness the unusual deference paid to testimony provided by the representative of the Coalition for Smarter Growth, Cheryl Cort. At the beginning of the hearing the guidelines were shared with the attendees in the full auditorium. We were told that testimony would first be seen from those on the TEAMS platform, online attendees and then from those present in person. Immediately following this statement, those assembled were told that first we would hear from Ms. Cort. I found it extremely disturbing that this deference would be shown to the representative of an organization that is funded by the development interests of this city. Ms. Cort's testimony deserved no particular deference, and certainly did not deserve to be heard first. She evidently did not have a conflicting commitment and need to leave early as she stayed to almost the end of the hearing. Also, her views were not representative of the majority of those attending. Her full support of the project did not need to be given the prominence it received by being given a friendly introduction and the opportunity to speak first.

Secondly, after hearing more from others giving testimony, I would like to support several important points:

1. Several of the proposed changes in traffic patterns are unacceptable. Sending bus traffic up the 1000 block of Newton Street is unacceptable for that residential block.
2. Transferring the bus traffic to the area surrounding the Metro development area will only worsen the traffic gridlock that already exists on the Bunker Hill Road/Otis Street intersections.
3. The intent to develop all the open space on the site (excepting the park space on 10th Street between Otis and Newton Streets, "Brookland Green") with three large buildings is a disservice to the people who might occupy residential units in the proposed development. They deserve some of the space and natural beauty available to current Brookland residents. New residential development in should be in character with the surrounding neighborhood with shared outdoor space around each residential structure.
4. I also reiterate that an expanded memorial space to the great advocate of mass transit, Bernard Prior, should be considered for the new station.

Yours truly, John Feeley, Sigsbee Place, NE, Washington, DC

I am a resident of the 1000 block of Newton Street NE and appreciate the opportunity to provide feedback to these plans:

- Bus routes: I have serious concerns with the ability of the local streets to accommodate the proposed changes to bus exits and routes. The proposed changes seem to me that they will increase traffic in the entire surrounding area substantially. I strongly oppose moving the bus exit to Newton Street NE.
- I would like traffic congestion studies to be presented and recommendations presented to ensure this does not get worse. **The intersection of Michigan and 10th is already** incredibly dangerous and will continue to get worse without traffic calming and considerations for congestion caused by additional buses on this route.
- 10th Street is not wide enough to accommodate buses and it is incredibly dangerous to children walking on the sidewalk. The current bus routes that go down 10th toward Michigan are usually right up against the side of the street and sometimes jump the curb. My son has almost been hit just because he is walking at the edge of the sidewalk.
- The current entrance to the metro on Newton St is not wide enough for two bus lanes. I oppose reducing the green space to make this road wider. 10th Street / Newton Street/ Otis Street is completely residential and will increase noise and pollution to neighbors.
- The current Monroe St exit is much better suited to accommodate buses because the road is wider and less residential. Bunker Hill could also be a better option. The plan should include new bike lanes and access from the MBT and other routes.

Metro station

- Protect the Brookland Green and upgrade it to be suitable for community gathering - maybe similar to Logan Circle. Keep the tree cover, add benches, maintain the lawn and spray for mosquitos, add programming like jazz nights where people can bring blankets and enjoy music?
- The plan should be accommodating for people with disabilities.
- The plan should include increased security for the safety of passengers and neighbors.
- The plan should include space for ridesharing drop offs / pickups, as well as alternate transport like scooters and bikes.

Sites for development

I am not opposed to some development on unused space, but this amount of development on the site is completely unnecessary. This area is not equipped to handle the additional density. Retail and residential spaces are already going unused at Monroe Street market because rent prices are unaffordable. A revised plan with development on two of the three sides could be better supported.

Any residential developments must prioritize affordable housing beyond the requirements of the DC government.

Any developments on the sites indicated must include sufficient parking even if the properties do not allow residents to have a RPP. It should also ensure there is space for residents to be dropped off/picked up/delivery trucks.

Development sites should include a community playground or other family friendly area, like the EYA Michigan Park townhouses were required to do.

The Proposed Changes for the Brookland Metro Station Access Realignment and Development do not appear to include information on how the proposed changes will:

- Be Age-Friendly and Accessible to people with disabilities, including explicit linkages to the Age-Friendly DC 2023 Strategic Plan or the DC Developmental Disability Council 2022-2026 Five Year Plan.
- Provide services supporting the social determinants of health to Brookland and Ward 5 residents, including but not limited to grocery stores and other retail supporting nutritional needs, areas supporting socialization and activities for Brookland and Ward 5 residents, and integration with neighboring facilities and organizations supporting the social determinants of health including but not limited to: Turkey Thicket Recreation Center, Luke C. Moore Charter School, Catholic Charities, and Dance Place DC.
- Address diversity, equity, and inclusion issues for residents of proposed new housing and services to be developed under the Joint Development Agreement proposed as a funding and governance mechanism for the Brookland Metro Station project.
- Maintain or increase green space and canopy coverage in the area included for development.
- Integrate the realignment and new development seamlessly with the existing built infrastructure and planned future infrastructure in the area included in the Small Area Plan.
- Increase accessibility, safety, and facilities for pedestrians, including those pedestrians using mobility devices, and cyclists, and integration with existing bike paths including, but not limited to, the Metropolitan Bike Trail and bike lanes on Monroe Street NE and 12th Street NE.
- Accommodate new modes of transit, including car-sharing, driverless vehicles, and mobility devices.
- Fully address the need for improved facilities at the Brookland Metro Station including, but not limited to: multiple sets of escalators at the East and West Station Entrances, additional elevators for riders using wheelchairs or mobility assistance devices, and additional platform access to and from the Mezzanine level, and storage for bicycles and other mobility devices at the Brookland Metro Plaza.
- Facilitate access to Shuttle Service to Washington Hospital Center and other facilities supporting health care and services supporting the social determinants of health.
- Consider potential congestion on Bunker Hill Road NE, Monroe Street NE, Newton Street NE, and 10th Street NE due to realignment of Metrobus, Kiss and Ride, Ride Sharing, Taxi, and Paratransit egress and drop-off locations, and to additional private vehicles from the residences to be developed near the station.

The proposed changes do not include estimates on the costs, revenues, and other benefits to accrue to the District of Columbia or WMATA from the sale or lease of property, the changes to the existing built infrastructure at the Brookland Metro Station, and the recurring revenue and income from property and income tax of residents and businesses, including increased ridership at the Brookland Metro Station.

The proposed changes at the Brookland Metro Station need to be expanded to address these issues in the General Plan, Full Report, and Executive Summary that were distributed for review. As the proposed changes move forward through the Joint Development Agreement Process and the Capital Improvement Program, a Brookland neighborhood and Ward 5 residents and business governance group should be convened to provide local guidance and direction, and to ensure accountability and transparency for deciding, funding and executing stakeholders including, but not limited to: the WMATA Board of Directors, WMATA Finance and Capital Committee, DC Mayor's Office, DC City Council, and the selected contractor(s) and consultants for the Joint Development Agreement(s) issued for the projects needed to plan and execute the proposed changes at the Brookland Metro Station.

Proposed Changes at Brookland-CUA Station
Comments by Lane Vanderslice

My comments on the General Plan or the Supplemental Site Map (both only a picture of what the Brookland Station with changes will look like—the supplemental site map is somewhat better) and the full Environmental Evaluation report, which contains key information. These two documents should be looked at by anyone wishing to understand WMATA's proposal, These documents can be obtained at https://www.wmata.com/initiatives/plans/Proposed-Changes-at-Brookland-CUA-Station/?fbclid=IwAR1m-pjC-a90s5fc77qVSk8PFDQGEidAVzMFwuVYfAB1ICcRv0d-CDd_f9Y

Summary: The changes proposed by WMATA will result in slowing down the movement of buses substantially. It will turn a well-functioning bus terminal into one that is not, for the sake of additional housing which is available elsewhere.

“The proposed transit-only busway – formed by the extensions of Newton Street NE and 9th Street NE – will distribute bus volumes over multiple intersections, which will reduce bus congestion in the area, and will provide a new access point from Newton Street NE.” (Env. Impact, Sec. 4.2, p.24)

This is thoroughly wrong for reasons which include:

1. By moving some part of all bus trips to 10th street (which is already a busy city street) for the first time, bus and other congestion in the area will be increased, at certain times substantially, and increase bus running times. If you have ever driven down Monroe St past the Brookland Station during morning rush hour you will know what I mean. Traffic goes very slowly down Monroe, and very few vehicles are able to turn on to Monroe from either direction on 10th St. 10th street is one lane each way, with no left turn lane. (See p. 19 of the Environmental Impact plan for two versions of bus traffic on 10th.)

2. As the Plan shows, there will be three apartment buildings, one on 9th, one on Newton and one on Bunker Hill. This will mean four lanes for each street—one each way for traffic and a lane on each side for buses. But where is the parking for the apartment buildings? This is not shown or specified in the plans posted so far, and yet is a major issue. The obvious, convenient location (and the only location possible on the plan) is to have parking in the buildings. But this ends the transit only busway. So where is the apartment parking going to be and how will this impact the design? This is a major unaddressed/ignored question. There is no room for parking other than at the buildings themselves. This will mean that there will have to be exits and entrances in the lanes with only bus stops. If there is no parking provided, which I doubt would pass city building permit muster, people with cars will try to park on already crowded nearby city streets.

3. Apartment dwellers (and everyone) as they go about their daily lives often get dropped off and picked up at their front doors by friends, family, taxis, etc. Are they all going to willingly abide by the “bus only” rule or just drive into what are now city streets? If they are willing to

abide by the bus-only rule where do they drop off those who live in these apartments? the Kiss and Ride? Dubious at best. This too is a critical but unexamined question.

4. The current width of Newton Street going into the bus terminal is one way each way and not sufficient for the two proposed bus stops on either side. These bus stop areas will have to be provided by taking green space on the one side, and land from the Brooks Mansion on the other. The legal ability to take land from the Brooks Mansion property is unclear to me, and any attempt to do so is likely to be strongly opposed. Moreover, the current vehicle entrance into the Brooks Mansion is in this section, with of course non-bus traffic.

Reasons 1 and 4 are likely to slow development of the plan or bus traffic before any apartment construction. A much larger impact will come when apartment development actually occurs (points 2 and 3). For these reasons the proposed changes to the station's transit facility dependent on bus-only access will not be able to be sustained once development takes place and will result in a significant slowdown in bus operation. No changes in the physical layout will take place until WMATA selects a Joint Development Partner (private developer) who will be financially responsible for making the changes in the physical layout including the revised bus terminal and the apartments. If the premise of a bus only transitway turns out to not sustainable as I have argued here, nonetheless the contract with the developer will have been signed, and there will be no going back to the old, fully functional bus terminal. Thus the current proposal, with its fairly innocuous sounding changes, must be rejected now.

Plenty of additional housing is available elsewhere, and more is scheduled to be built. This is not treated in the WMATA materials, but is an important consideration. DC's growth has slowed and population has even declined. Mayor Bowser issued a "Comeback Plan" in January 2023. (<https://www.axios.com/local/washington-dc/2023/01/10/dc-comeback-plan-pandemic-population>) There are efforts to convert unused downtown office space to housing. Just along the crosstown G4 route to the Washington Hospital Center and UDC among other locations there will be that McMillan Park development of 700 proposed townhouses and apartments, and the 4.9 million square feet development on Armed Forces Retirement Home land.

(https://dc.urbanturf.com/articles/blog/3000_units_20_acres_of_open_space_zoning_change_looks_to_pave_way/21481)

Kiss and ride issues

"The new on-street Kiss & Ride location will provide customers with a safer and more convenient pick-up and drop-off facility. The new location under the Michigan Avenue NE overpass is closer to the east Metro Station entrance and does not require crossing a bus loop. This area currently serves as an informal Kiss & Ride location, likely because of the site's safety and convenience advantages over the official location." (Sec. 4.2, p.24)

??? The current kiss and ride location is directly to the east of the Metro entrance. If the proposed one is closer the distance is negligible. Most people in the current or proposed bus terminal will have to cross bus lanes to get to the Metro entrance.

The proposed location does not serve as an informal Kiss & Ride location not because it is more convenient for everyone, but because it is more convenient for some, not others, including me. Note that the entrance on Otis along a one-way Kiss and Ride path will deposit you on the other side of Michigan Avenue. Not very convenient getting back across Michigan Avenue! And those on the north side of Michigan Avenue will have to cross Michigan Ave. to get to the entrance on Otis. The narrow roadway at the kiss and ride location will have one lane for cars picking up/dropping off passengers and one lane for the Kiss and Ride parking spots. When the line in the evening is for picking up primarily, I don't think that this design considers that someone in front of the line whose companion has not yet arrived, will not move, although others behind who have made their pickups, will want to leave. This is much less of a problem in the current kiss and ride location as there are actually two exit lanes and those waiting in the first row of the parking lot can easily select either one.

"Moving the bus layover to the Michigan Avenue overpass provides additional and more convenient layover." (Sec. 4.2, p.24)

??? The current layover location, parking along the eastern side of the terminal, could not be more convenient.

But when the apartment buildings are opened, are these lanes going to be maintained exclusively for buses? This was stated above implied, but not specified I didn't see anywhere that it was specified, but I don't think it will be possible to keep cars out. So then the bus lanes would be running completely on active city streets. I think this will have a strong impact on bus travel times.

A major goal of WMATA is to have a well-functioning bus system, and this will degrade the part that uses the

If the parking for all buildings is off somewhere will this be acceptable to those who have cars?

Are you going to walk x distance with groceries, for example.

Comments on proposed changes to transit facilities at Brookland - CUA Metro Station

Cheryl Cort
Coalition for Smarter Growth
September 22, 2023

Please accept this testimony on behalf of the Coalition for Smarter Growth, the leading organization advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all.

The suburban-style Brookland Metro station has long been in need of a makeover. At the same time, DC needs more housing and affordable housing, especially around transit hubs. Offering more housing opportunities in this highly accessible location will benefit the many families and individuals who would like to live in a walkable, bike-friendly, transit-accessible neighborhood.

While the proposed changes offer a much better station area than today, given the severe constraints on the development parcels and continued dominance of bus bays, we ask that WMATA further reconsider the site layout to achieve the full potential of this redevelopment.

Currently, much of the east side of the station area is covered in expansive bus bays and a short-term parking lot. The proposed changes can help recreate a more urban, pedestrian-scaled layout and knit the station back into the fabric of the community.

We see the following as positive outcomes of the proposed transit facilities changes:

- Reducing the impervious surface area
- Reconfiguring bus bays into transit streets along an extended Newton Street and 9th Streets
- Creating a more walk-friendly environment with a new street grid
- Reducing the number of Kiss and Ride spaces and relocating the remaining spaces to curbside spaces under the Michigan Avenue bridge, which is already informally used for drop off/pick up due to its proximity to the station entrance
- Maintaining the nine bus bays, and adding new layover space
- Freeing up space for new apartments and retail

Below, we discuss several issues that can help improve the station area as a part of this process.

Rethinking bus bays, transit streets, & bus terminus: The illustration of the reconfigured bus bays shows the sawtooth curb design. We request consideration of a straight curb line, parallel bus bay/stop design for off-street or possibly on-street bus stops. We recognize the major improvement from the vast bus bay island and driveway configuration of today, but we ask that further consideration be given to street and bus facility designs that provide a more comfortable

pedestrian environment for people walking and waiting for buses, and how these facilities are integrated into the fabric of the street network.

Given the modest number of bus transfers at the station, we recommend WMATA consider several changes to bus service terminating at Brookland station. We ask that bus routes discharge and pick up passengers near the station entrance, but layover somewhere else. Or instead of terminating at the station, run service on reconfigured streets close to the station entrance. These changes could shrink the amount of space dedicated to bus layovers, and improve the pedestrian environment.

Buildable parcels: We are concerned that the three sites proposed for mixed use development are severely constrained and offer inefficient building layouts that would generate high construction costs, and limited accessibility for loading, deliveries and drop off. We ask WMATA to reconsider the street design, bus facilities and plaza to create a more pedestrian-friendly environment and one that provides more efficient and feasible building footprints.

Public spaces and plazas: We recommend that the project require the inclusion of vibrant, interactive public spaces around the Metro station entrance. The public space should be welcoming for transit riders and offer places for sitting, shade, public art, improved wayfinding, room for vendor kiosks or other close connections between people at the station and convenience retail.

Park amenities and connection to Brooks Mansion (DC owned, occupied by DCTV): The RFP for future development can ask for park amenities for both the preserved greenspace next to the Metro parking lot and the Brooks Mansion grounds (such as benches and climbable art) to be provided and maintained as a part of a larger mixed use development. We ask that WMATA work with the District government to revise the current (underutilized) use of the Brooks Mansion property. The Brooks Mansion should be repurposed as a civic building and accessible public garden, and the fencing removed or modified, and surface parking lots removed. Members of the public have called for preserving and increasing green space at the Metro station. Opening up these large grounds are an ideal use of this open space to meet the desire for additional usable greenspace.

Housing and affordable housing: The site should be reconfigured to maximize the potential for mixed income housing. We know that the joint development needs to pay for the new transit facilities, and then pay for important amenities like affordable housing, public spaces, park furniture, and maintenance. We ask that affordable housing be a top priority. Affordable housing is a critical need and the Inclusionary Zoning set aside is automatically 20% for the parcels zoned PDR, an industrial zone. We think this is a good baseline for the RFP but also support the use of city incentives such as tax abatements to help the project pay for affordable housing, along with other costs.

Bicycle access and facilities: The redevelopment of the station should incorporate enhanced bicycle facilities, including secure bicycle storage, station access, and connections to the Metropolitan Branch Trail.

Bunker Hill Road & 10th intersection: We ask that the Bunker Hill and 10th Street intersection be redesigned to reduce crossing distances for pedestrians and improve safety. We note that no buses appear to be routed to turn right exiting the station on Bunker Hill Road, so reduced crossing distances should not be a conflict with major transit vehicle movements.

A competitive RFP: We encourage WMATA to set up a competitive RFP that leverages the value of the site so that redevelopment can pay for priorities like affordable housing, dynamic public spaces, better bike and walk facilities, and park amenities. To realize these opportunities, we urge WMATA to do further assessment of how to replace bus bays, and bus service at the station, and create feasible development parcels for housing or mixed use development.

These priorities, which meet regional, citywide and local community goals should be incorporated into the RFP process. Affordable housing is especially expensive and desperately needed. Therefore, we urge WMATA, in cooperation with the District, to ensure that we maximize affordable housing opportunities at the site as a part of an overall project that creates great public spaces and increased bus, walk, and bicycle access.

We look forward to working with the community, local officials, and WMATA to shape future development plans to add new mixed income homes, shops, public spaces, improved walk and bicycle access, and better bus connections.

Thank you for the opportunity to comment.

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1. Cheryl Cort:

Good evening, my name is Cheryl Cort. I'm with a nonprofit organization called Coalition for Smarter Growth. We're advocating for a walkable, bikeable, inclusive, transit-oriented community, that's the most sustainable and equitable way for the Washington region to grow and provide opportunities for all.

The suburban-style Brookland Metro station has long been in need of a makeover. At this time, DC needs more housing and more affordable housing, especially around transit hubs. Offering more housing opportunities in this highly accessible location will benefit the many families and individuals who would like to live in a walkable, bike-friendly, transit-accessible neighborhood.

Much of the east side of the station is covered in expansive bus bays and a short-term parking lot. The proposed changes will create a more urban, pedestrian-scale layout and knit the station back into the fabric of the community.

We think there's positive outcomes from the proposed changes, such as reducing impervious surface area, reconfiguring bus bays into transit streets, creating a more walk-friendly environment with a new street grid, reducing the number of Kiss & Ride spaces and relocating them along the Michigan, under the Michigan Avenue bridge, replacing the bus bays and adding layover space, and freeing up space for new apartments and retail.

With these, y'know, opportunities, we also face a number of challenges. The major challenge is that the buildable area for this area is very, very, constrained, and so we might need to think more about how to create a configuration that's going to create feasible new housing opportunities. We ask a re-examination of the sawtooth-style bus bays; they're not very pleasant from a pedestrian perspective, and if it's possible to reconfigure them as a straight line instead, and ask WMATA to look at other kinds of ways to improve the comfort of bus riders and pedestrians using the station.

We want to note that the transit plaza is an opportunity to create a vibrant, interactive place, but we also want to make sure that we're creating a buildable area that also creates great public spaces. As I mentioned, we are hopeful that we can really maximize the opportunity for housing, affordable housing at this site, while addressing other needs of the transit station. And we hope that we'll give more emphasis to bike access and facilities, especially given the connection to the Metropolitan Branch Trail. And we ask for attention to the Bunker Hill Road and 10th Street intersection, which is a hazardous intersection for people walking to the station. Thank you.

2. Dr. Karthik Balasubramanian

Yes, hello, can you hear me? Can you hear me?

Can you hear me? Can y'all hear me? Great, thanks so much.

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So, I want to... my name is Karthik Balasubramanian, and I'm a professor at Howard University and also the Chair of DC's Multimodal Accessibility Advisory Council, although I'm representing neither in this testimony, this is just my personal statement. I want to say that I generally support, I strongly support this project to make Brookland a better station for people and not just cars.

There is one major deficiency that I'd like to highlight, and that is that there's no safe bike path through the station. 10th Street is a very unsafe corridor, and kind of mixing traffic, mixing, kind of, big vehicles with bikes is kind of a recipe for disaster and we've seen that over and over. So, would highly recommend, kind of, rethinking the bike access to the station.

And then I also want to highlight kind of a broader issue: WMATA doesn't seem to be engaging with FRA, Amtrak and the Union Station redesign effort. And this is, this being so close, it really could be, Union Station really could be a kind of world-class transfer facility. So, I want to make sure, I know that the Better Bus redesign effort is going on right now and kind of the capital projects that WMATA is thinking about are, and kind of the larger bus network redesigns are happening right now, so I really highly encourage folks to engage with FRA and Union Station because this is an opportunity that we shouldn't miss.

That's it, thanks so much. Really appreciate it, and again, really support the project.

3. Layla Spears:

Hi, thank you so much for having us. I really appreciate that we're able to comment even while virtual.

First of all, hi neighbors in Brookland and WMATA representatives. My family uses the Metro every day to get to school and so it's extremely important that we have a reliable station. So, my first question is, will this project impact the Brookland station? I know that it's saying that the station itself won't change, just kind of the other spaces, but will access to the station change? Given that my family uses it five days a week, Monday through Friday, and it's extremely important for us to understand the scope of the project in terms of impacting the service.

My next question is around the housing that's proposed. In the proposal it says that the housing would be subsidized. We've seen in the time that we've been living here, for ten plus years, lots and lots of different housing developments come in and be built up around us, impacting our views, impacting the amount of sky we can see. And so I want to make sure that, obviously housing is a right, and I want there to be accessible, affordable housing in our community, but the housing projects that we've seen so far have really appealed to people that have more money and end up being more luxury.

So, my question is – are these going to be rentals? Are these going to be condos? We've seen an inordinate amount of one- and two-bedroom units and efficiencies, whereas there are families that have been looking, I know several families who have

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been looking for years, excuse me, for a three- or four-bedroom unit, without success. So I want to make sure that there's multi-, you know, larger units available. And so I know you said you couldn't speak to the size, but that is a really important thing to make sure that housing would be accessible to families and not just individuals and couples. And I'm curious about the income bracket that you would be targeting.

And my next question is does the plan really need more retail space? We've seen a lot of wonderful restaurants come and go – they start with a really great, you know, menu, and then they cannot sustain, because the Brookland community, despite trying to support them, is just spread really thin. Obviously with the housing, we'd be welcoming new restaurants and new restaurant-goers, and that could be good for our current businesses, but we've had the pho restaurant close, the Ethiopian restaurant close, Little Ricky's close, we've had a lot of great businesses go out of business because we weren't as a community, able to support them enough and make their profit margins, not to mention that their rents were increasing.

So we're still, there's still a number of retail units that are vacant in the current, you know, buildings that have been built in the last several years. So, thinking about, around, around particularly the Orangetheory just past the Brookland Arts Walk. So there's a number of empty spaces that are retail, so I'm curious what kind of retail we're trying to attract. The one thing that has been mentioned many, many times in these projects is that potentially we would get a grocery store out of one of these projects. So that would be something that the neighborhood would welcome.

And then super-excited to hear the previous person mentioning about the bike safety. So, bike safety being extremely important for our family and for our community. So that needs to be a more designated, clear and safe path for our bikers.

And then finally I just really wanted to celebrate that the Brookland Green is being preserved in this project and just echo that that's like a very, very important part of our community. A lot of our green spaces have been taken up and the green, you know, the trees have been cut down and so it's really, really vital that we have the clean air from those trees that remain at the Brookland Green.

Thank you so much for giving me the time to comment.

4. Kathy Jacquart:

Good evening, my name is Kathy Jacquart and I'm president of the Brookland Neighborhood Civic Association. I've also been a proud Brookland resident and homeowner since 2006.

Since the BNCA's founding in 1950, BNCA members and leaders have supported transit-oriented development that respects the history, beauty and livability of Brookland. Notable, the BNCA successfully fought construction of the North Central freeway through the neighborhood back in the '60s and '70s, while promoting the establishment of the Brookland-CUA Metro station. And successfully worked to save the Colonel

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Brooks mansion from becoming a Metro parking lot. And members of the BNCA and other residents of the greater Brookland community contributed to important elements of the Brookland-CUA Metro Small Area Plan, which was approved by the City Council and adopted into the DC Comprehensive Plan.

When considering changes to the Brookland-CUA station transit facilities, we urge WMATA to also respect the history, beauty and livability of Brookland. In so doing we expect that WMATA will engage meaningfully with the community at every stage. The BNCA would be happy to provide a forum for such engagement. I'll note that in May 2022, we had already convened, independently convened a community meeting to discuss WMATA's plan to develop around the Brookland Metro station.

We also urge WMATA to seek to improve safety for pedestrians, cyclists and motorists, particularly at the Michigan Avenue, 10th Street and Bunker Hill intersections and on newly-extended public roads.

Protect the Brookland Green on 10th Street between Otis and Newton Streets as a public park.

Mitigate negative environmental impacts, including by requiring the use of state-of-the-art green materials and green roofs in all aspects of the proposed project.

Actively seek to contract with local, Black and other minority- and women-owned businesses.

Commit to affordable housing beyond the minimum required by law in any future residential development.

Finally, the recent catastrophic flooding on Rhode Island Avenue, the mounting evidence that DC in general, and Ward 5 in particular are heat islands, and the tragic death of a bicyclist on Michigan Avenue and other traffic fatalities in Brookland in recent years demand that WMATA view proposed changes to its transit facilities holistically, in the context of proposed mixed-use development adjacent to the site. This includes any future joint development on WMATA's property, the Brookland Lanes project at 10th and Michigan Avenue which proposes 300-plus residential units and other nearby proposed projects.

The BNCA will submit more comprehensive feedback on the proposal in writing. Thank you for your time.

5. Laura Epstein

Hi, my name is Laura. Thank you all for holding this and I'm glad to see so many people here. I live with my husband about a 15-minute walk away from here and I take the Metro most days to work. I generally walk, but occasionally my husband will drop me off.

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I strongly support the proposal, but I do think that if we are going to move forward with this proposal, we need to have deeply affordable housing as a priority. I know the project should only go forward if we have strong, deeply affordable housing. Not only is this the right thing to do, it's also good for our community and it's good for our city, helping families get the housing that they need in order to work and live here in DC, and give kids the stability that they need to thrive.

I think that especially as we've seen Brookland, and DC as a whole, become more affordable, we should be looking to increase affordable housing in every way possible.

So as much of the development that can be used for housing and especially affordable housing, or that should be used for affordable housing is key. I know the housing at the Metro, in part lies with the DC government, but I do think we should be looking at deeply affordable housing for families that goes well beyond, well below median income levels and is much more than the minimum that the city requires.

The other thing that I think we should look at is instead of potentially selling to developers, selling to the city or to nonprofits, so there would be housing for, again, that's well, well below the median income. Maybe use for housing shelters or recovery housing or other folks in need.

So, that's all I've got, but hope that throughout the process, deeply affordable housing is really prioritized. Thank you, all.

6. Michael Dill

Good evening, thank you for the opportunity. My name is Michael Dill and I'm a resident of the community. And while it's my understanding that the actual nature and content of the joint development is a future stage in the process, I'd like to begin by tackling the comments you've already heard about making sure that any housing is affordable and in particular affordable for families.

And then I'd like to focus my comments on two things – one is safety and the other is green space. I'm concerned about the safety of pedestrians and bicyclists through this area after the new development and so I want to urge WMATA to make sure there's a dedicated bike lane or bike path through that space. And that there are also sidewalks on both aspects of Bunker Hill Road for pedestrians and that, that intersection in particular at Bunker Hill and 9th, where buses will now be passing through, is already hazardous, so a four-way stop there would do a lot to improve safety. So I would urge you to consider putting that in as part of this development.

And then as far as green space is concerned, I note in the report that you put online there's one section that says specifically that your plans actually deviate from the future land-use map and eliminate some of the green space that's in there. At the very least, of course, I'd like you to make sure that you protect the Brookland Green with all those gorgeous trees there, but I would also like you to consider further preserving some more of the green space, because we just don't have enough in this neighborhood already,

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and proposing to eliminate almost half of what's in that little area is going to make significantly negative impact.

OK, thank you very much.

7. John Feeley:

My name's John Feeley. I live about five blocks from here and I've been around a long time. I grew up in this neighborhood, and remember when the Brooks Mansion, the DCTV building, was being worked on by the neighborhood to get it landmarked. And I have gone to many meetings concerning development and changing the traffic patterns at the Metro station, particularly meetings concerning the Small Area Plan. So, I would like to encourage Metro to keep the Small Area Plan highlighted as they look at, as they look, look at development in this area.

And also, I would like to second what's been said about the Brookland Green. I'm so happy that that has been recognized that's being part of the Comprehensive Plan and being part of your plans with the site, but anything that's deviating from what's in the Comprehensive Plan concerning green space is a problem.

And finally, I'd like to call attention to the Bernard Pryor memorial, which is on the Metro site now. On the sketch that we've been given, we see that 9th Street is going to be the main access into the bus area and this small plaque was placed by the Brookland Civic Association in honor of Bernard Pryor, who really gave his life to save the neighborhood he lived in, which was houses between 9th and 10th Streets back in the 70s. Mr. Pryor was a tireless worker and a leader in the Brookland Civic Association and perhaps even more space could be provided for that memorial. Thank you.

8. Sarah Woodhead:

Good evening, and thanks for the opportunity to speak. My name is Sarah Woodhead; I'm a resident – I live on Newton Street, just two blocks away from the site, my daughter lives one block away from the Metro station, so I want to support everything you've heard from my community so far – we seem pretty consistent on some key issues.

I want to stress Newton Street – I like the idea of continuing the streets into the site, but Newton Street becoming a bus-only street on the plan is a concern. The sawtooth parking is also a concern. Newton Street is a bike route and how does that bike route come into the site? What's the safe passage for bicycles? What's the safe passage for pedestrians? Having more bus traffic on 10th Street, which would come from having that bus access off of, into Newton Street into the site, I think is also an issue for the single-family homes there. That's a significant change from how the traffic pattern is there now.

And I know that you are not here to hear about architecture or planning on what will happen in the site, but I would really encourage a more holistic way of thinking about it. It matters a lot – the devil's in the details.

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We'd like see affordable housing. You're talking about mixed-use, does that mean there's retail there? Is the retail going to be pedestrian-oriented or is it going to bring cars in somehow to the site which is not going to be able to accommodate them. How does that go with our 12th Street corridor that we're desperate to revitalize - will it add more people, which is good, or will it actually compete in some way? I know that's for a later step, but we would appreciate it if you would think about these things now. Think about connecting the biked with the Metropolitan Branch Trail, which is a weak area now, as well.

Thank you.

9. Michael Zawada:

Hi. So I appreciate all of the thought and effort that's been put into this – seems like a very long, arduous process, so I respect that.

So, my wife and I are regular users of the Metro and agree that the space could be much better used, but I think that the increase in congestion is perhaps being underestimated. So, personally, we use the Bunker Hill Road loop for the Kiss & Ride like that, and I could see that becoming kind of bumper to bumper, rather than something that's kind of a hidden gem of the Mero station to just easily be able to pick up someone.

And the 400 residential units –it's great that we're talking about affordable units, but just in terms of volume of that, that's going to be a lot of pedestrian traffic if nothing else. But when we talk about units that are supportive of families – families with small kids are often going to have cars and it's not as much as the ideal of getting toward public transit, is admirable, I don't think that's really focused in reality. But regardless, with hundreds more people that is going to result in a fair amount of congestion. And then instead of three buildings, I'm not, you know, I haven't been involved in the process, but I mean, is it possible at this point to consider just doing one or two instead of three? Because there is quite a bit of, you know, that space could be toward a green, you know, green space, more trees, small park or something like that. So, it seems that the amount of pavement, concrete and construction, and just thinking about the wase of so much construction, too. It's unsettling.

So, I guess, just, I'd be interested in knowing to what extent some of those big-picture elements are still at play and still possible to be changed. And I'm also supportive of looking into, not just selling to developers, I think also there's... I don't know what studies you've done, I'll have to look at the literature, but in terms of actually filling units, and, as opposed to having... some developments around the city are very undersubscribed and do not have... are not filled up are not, and really are kind of become a blight of, not of being underutilized, but with this opportunity to actually make use of the space...it would be good if we can... I hope that your analyses continue and I'm sure that you've already put a lot of effort into that.

So, again, I appreciate those and appreciate you considering my comments.

10. Scott Corey:

Good evening, my name is Scott Corey. My husband and I have lived in Brookland since 2008. I'm really happy to see this many folks here tonight to hear... to engage in this discussion.

I'll try not to repeat things that other people have already said very well and many times. One thing I noted in reading the plan is that there is no discussion of how this proposal, both the realignment and the Joint Development Agreement, and the, the buildings we provide will be age-friendly and accessible for people with families. It's an important issue as we're moving forward to try to make sure that Washington is as friendly and welcoming a city as possible for people of all ages and all abilities. Strategic linkage to the Age-Friendly Strategic Plan and the DC Development Disability Council's Five-Year Plan is really important as both the physical changes to the station and the Joint Development Agreement are made.

The plan as it's currently defined doesn't really address new modes of transportation. They will happen. They 'll happen in the relatively near future. The plan needs to be able to accommodate things like driverless cars, things like mobility, shared mobility devices and car-sharing aren't currently included in the Kiss & Ride and aren't present there in the plan.

Finally, the concern that's been expressed repeatedly about congestion is real. I think those of us who live in the neighborhood don't wish to see the traffic increase, particularly if there are large numbers of new residents that would have vehicles, even if we do want to move to a future that has fewer cars.

The final thing that a number of people have said – as we move forward through the Joint Development Agreement process, having transparency about what the cost and benefits of this are going to be and where they accrue, both to residents and to developers, is really important. Trying to make sure that this development is equitable and meets as many needs as possible in Washington is really an important piece of work that we can all work into.

Thanks for your... thanks for listening and thanks for the opportunity to testify.

11. Mary Pat Rowan:

Good evening. My name is Mary Pat Rowan. I have been in the neighborhood for 33 years, and presently am a very enthusiastic user of the Metro because I gave up my car about seven years ago. What's I'd like to see is the plan reflect the neighborhood as it is today. Thirty-three years ago, and for maybe fifteen or twenty of those years, the neighborhood really didn't change that much, but recently it has exploded with young families. It is wonderful. It's a completely new neighborhood to me, and I've observed this through the years. I think you should be looking at the present demographics, right now, of Brookland, and think about who lives here, not who's going to move here, but who lives here now. And there people walk to the subway, maybe take it, take it to the Kiss & Ride, but they don't come by car and park. It's a very active facility for the

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community. And so, looking at how - it's not just Brookland, it's Brookland and Edgewood – where all these new families have come, and it's just completely changed. And I hope you're aware of the change in demographics.

The reason I'm so concerned about this is, as a pedestrian, I don't think it's very safe, to be walking through the bus area, and things like that, or very pleasant. And if more kids are using the subway, which they are, you have to consider that, the people who are walking to the subway from Brookland, from Edgewood, and how they are entering into the Metro station. Thank you.

12. Frederick Taylor:

Good evening, my name is Frederick Taylor. I've been a resident of Brookland since 1993 – almost as long as Mary Pat. And I've seen the same development she has, some of it good, most not. My concern about this proposal is that it specifically excludes from the discussion the nature of the future development, which is the reason for the proposal in the first place. That's the development which is going to most directly affect the quality of life in the neighborhood for those who live here and is going to bring the inevitable stresses onto the infrastructure that we already have. If you've been through the neighborhood at rush hour, you know what it's going to be like to add bus... you immediately look at that and you know that it's going to create a disaster, to put buses onto Newtown Street because you're going to have buses making left turns from Newton and Monroe Street and Michigan Avenue, and it's already a nightmare.

So, I think it's imperative that WMATA and the city Office of Planning get as much into the specifics of what the nature of the development itself is going to be, and look really carefully at ways to minimize the intrusion of bus routes into the neighborhood...that consist of single-family houses...and don't provide a good background for that kind of activity. I can't see turning a bus onto Newton Street off of 10th, I don't see it happening.

I'd also like to echo another thing Mary Pat said – that it's great to see the young families, but those of us who've been here long enough to have gray hair in this neighborhood are a lot of people, and I don't feel safe going to and from the Metro on foot. I'm a healthy man; I can still run, but I don't feel safe. Pedestrian safety is going to have to be addressed in anything that we do. I realize that's a police effort, but if you're proposing that we get this sort of development, there's got to be a holistic look at what's going to happen to the neighborhood and what's happening now.

13. Roxana Mondragon:

Hi everyone. Thank you for holding this forum. My name is Roxana Mondragon-Mota and I'm a resident of the Brookland/Woodridge area and I echo a lot of what my neighbor has already discussed regarding affordable housing and a desire to see that here in the neighborhood.

But I want to focus my comments specifically on pedestrian and cyclist safety. I have two children in elementary school, and I can tell you as someone who lives south of Michigan that there are dozens and dozens of families who regularly have to commute

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from south of Michigan to the north side of Michigan in order to go to daycare, in order to go to Mundo Verde Public Charter School, in order to go to Turkey Thicket Recreation Center. And many of those families are biking. I'm one of them, and that is because the 10th and 12th Street corridors are very, very congested and because, honestly, many of us are looking for a more eco-friendly and active way of getting our kids to school.

And so, I would like to ask WMATA and all of those here to please seriously consider adding a bike lane through this new Brookland Metro station. There is currently no safe way for residents to get from the south side of Michigan to the north side of Michigan – there's no protected bike lane, really, and anyone who lives in the neighborhood can tell you that 10th Street in the morning is an absolute mess. For those of you who may think otherwise, I invite you to join us on any weekday morning between 8:00 and 8:30 in the morning when 10th Street is absolutely backed up and impossible to get through.

This is particularly, a particularly important topic for me because many of the students who go to Mundo Verde Public Charter School commute by bicycle together on Fridays. Some of those in the community have probably seen us in the mornings, and I want to make clear that the students who are commuting on bicycles are elementary schools kids under the age of ten. We're talking about three-, four-, five- onward to ten-year olds, and we need a protected bicycle lane to better protect them from really aggressive driving in the morning. And so this is, yet, I guess, an appeal and an echo of what some of my neighbors have already said to please seriously consider adding a north-south bicycle lane through the new Brookland Metro and I'm sure you're going to do this already, but I would ask... I know that DDOT has a "DC Safe Routes to School" program and I'm sure that they would love to partner on this kind of effort to better protect Ward 5 families trying to just get to school, get to the rec center, and get to daycare. Thank you so much for your time.

14. Ralph Buxell:

Hi. I have been a resident since 1997. I was the youngest person on the block when I moved in and now I have three people who are... who exceed my age in the four blocks surrounding me. And one of the things I've become very much aware of, painfully aware of, is the problem for senior citizens. You know, we talk about having bike lanes and bike racks at the Metro station – I bought a bicycle over on Connecticut Avenue; I could not get home without being run off the road three times. Senior citizens cannot ride on a bicycle or a on a scooter, it's too dangerous, and that's all that the city and Metro's providing us and that's not safe.

The additional thing is, is that right now – people have mentioned a couple of things – I want to talk about the parking. The city of Washington only allows, hello, only requires people to have six-tenths per hundred people. That means this new development here – twenty-four or twenty-five parking spaces, supposedly, in the buildings, and Metro's proposing people parking on the streets surrounding Metro. I don't know if you have come into our neighborhood – there is not much parking, and people wonder why the businesses aren't supported here – because you can't park anywhere. The only place

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that has parking in it is the Busboys & Poets building, where you pay \$5. I can drive out to Maryland and get that.

In addition, as previously reported, we need a store in the immediate neighborhood. And that's because, you, we are planning a development of 400 units here, EYA right now the Providence site, is planning 450. And there is no way for senior citizens to get from their residence over there to a store comfortably. And when you take the Metro, if you take the Metro like from my house, I live on 10th and Taylor, if I take the H8, I can get over to the Metro station, Rhode Island Ave, but I have to walk $\frac{3}{4}$ of a mile up the hill and $\frac{3}{4}$ of a mile back. I, unlike Mary Pat do five miles a week, a day, rather, of walking in the neighborhood, partially because I have a heart condition, but the, the other thing is to stay healthy and most of my neighbors can't do that kind of walk.

There is no plan and there is no bus – they go directly to Giant Rhode Island Avenue, and you know, and you have to figure out other places to go outside the neighborhood...so anyway, that's mainly what I want to talk about – the need for reality about the housing and the other... the parking issue I just want to finish up. With 750 units within a block of the Metro station, where are people going to park? Are the residents of these buildings that Metro's proposing here and the development that's going over at the bowling alley place on Rhode Island...on, on 10th Street, where are cars going to park? We have a very active recreation center – the parking spaces are taken most days, especially now that the pandemic now has basically ended, but if we come back we might lose some more. But we have parking all over the place. Where are these people going to park? Where, if they're going to live in the neighborhood, is Metro going to say, anybody who lives in these residences can't have a parking space? Where are they going to park? And we have an additional – these ones over at Providence...whoops, my time's up, I guess. Alright, thank you.

15. James McDonald:

Good evening, my name's James McDonald. I live over on 10th Street and I've lived in the neighborhood for about ten years now, pardon me, and I've, y'know, ten years ago I feel like a lot of this was sort of getting going. I'm generally supportive of the idea, but recently when I saw the plan and the rerouting of Newton Street, so, while I want to echo a lot of what other people have said; I've got some new best friends who are worried about the impacts on Newton Street and 10th Street, in terms of what is already pretty much a... can be gridlocked in the morning and the afternoon during commutes between Monroe and Michigan Avenue, and the idea of changing bus routes to either go up Newton or to go onto, onto Tenth Street, despite the numbers that said that that would be a minimal impact, I guess in exchange for the Kiss & Ride spaces, you know, it was a problem before the pandemic, it was maybe not a problem for about six months during the pandemic, but it's long since restored to its normal gridlock, certainly Tuesdays, Wednesday and Thursdays.

I echo some of the comments about bike safety, especially down...you know we had a fatality two years ago down at Michigan. We've also had two very serious injuries right at 10th and Monroe that I've witnessed myself, so I am very concerned about the idea of

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rerouting bus routes into the residential neighborhood on 10th Street and Newton, and I would like to also wonder or to pose the question of whether it's been considered running 9th Street all the way under the Michigan Avenue bridge and potentially rerouting traffic under Michigan, and potentially even relieving some of the congestion on 10th Street. So, thank you very much. I gotta go eat dinner, but thank you very much, thanks to everyone...it's great to see some neighbors down here. Thank you very much.

16. Mary Malcuire:

Hi, I'm Mary Malcuire. I've been living on Newton Street between 10th and 12th since 1990. I chose to live in the neighborhood because it's near Metro and I know that people like me take the Metro a lot more, and all the people who might move there will take the Metro a lot more. And I've always had a car. So, the idea that building apartments near the Metro means that you're going to have a lot less car ownership, I think is a total myth. It's been evident as there's been more development in the neighborhood, condo buildings, "Oh, don't worry, these people are near the Metro, they won't own cars." And suddenly there's much less parking in the neighborhood.

I think it's essential... the fact that people use the Metro a lot...and before I had triplets, I took the Metro every day to and from work. My husband takes the Metro every day to and from work. We still own a car. We actually own two and I don't know how anyone gets five kids around, three kids around without a car, on a regular basis, with their backpacks and sometimes their musical instruments. It's impractical, unless you're talking about all-efficiency apartment, which I think too much of the development is for singles, considered.

And, the map seems to reduce the size of the tiny little bit of greenspace that we have at the Brookland Green. And I really don't want to see that happen.

One of the buildings is, will totally covering the part of the greenspace that doesn't have trees, and will, I think, make it difficult for the long-operating farmers' market on Tuesday to be using the space there. I hope there's some for them still to be able to use space there.

And I'm concerned about the extension of Newton Street. I live on Newton Street. I concur with...10th Street's going to be a problem if you extend that. I also don't see how you can make that extension of Newton a bus-only thing, because the DCTV, they have a parking lot that's accessing onto Newton Street, unless you're going to build them a new driveway...which, I guess they'll never be able to get out of if it tries to go onto Monroe, or they'll never get out of if it's trying to deal with the traffic on 10th Street. But, um, I don't think it's realistic to make it bus-only unless you have some deal with DCTV.

And I will reiterate, I hope these units are affordable. Because we have too much luxury condos going in, too much luxury apartments, that aren't.... I know from having worked with (inaudible) in some of these buildings, there's a lot of empty apartments in these expensive buildings. So, anyway....thank you.

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17. Michael Zwerin:

Thanks very much. Good evening, my name is Michael Zwerin. I'm Brookland homeowner, parent, transit-user, cycling commuter and also, I do own a car. I want to voice my strong support for the proposal overall. I really do believe in the importance of driving more transit- and bike-friendly development around transit hubs like the Brookland Metro station.

I think there's a clear opportunity for us to drive development, that is, without the excessive parking requirements that are frequently tacked on to the new residential development, and I also hope that Metro is going to be focusing on opportunities for more pedestrian connectivity between the transport hub at the station and the Brookland 12th Street commercial corridor, which remains stagnant. And I think this has the opportunity to drive more pedestrian energy and street life in the area. I think that'll also support the local businesses which have struggled on 12th Street for years and create more eyes on the street to mitigate concerns about street crime. I think having more people will actually be a deterrent to greater street crime.

I do have concerns about some of the bike and pedestrian safety issues around ingress and egress to the proposed new housing developments. There's no obvious means of biking safely from the new buildings that are being planned in these three new residential constructions, to access the Metropolitan Branch Trail safely from the transit hub...so, there's no infrastructure such as the protected bike lanes that have been raised earlier. There's no indication of a Capital Bikeshare station, which would seem like a no-brainer. It's possible that there's one going to be shoved in there somewhere, but there's no discussion of it.

And I think connectivity between the Brookland residential and commercial corridor to the Metropolitan Branch Trail, which is the city's most important bike commuting corridor, is both insufficient right now and unsafe for the many users who already use it. We've already heard from some of the parents and the regular bike commuters in the neighborhood who are concerned about the current situation.

I also feel, as a regular cyclist who's not afraid to bike in traffic, that many other potential bike commuters, including parents of small children, senior citizens, etc., are not being welcomed to bike commuting because of the current lack of connectivity between the residential and commercial neighborhoods and the MBT.

So, those are the points I'd like to make – I do strongly support the proposal in principle; I do think that there are areas for improvement, however. Thank you for your time, and I appreciate it.

18. Denise Jefferson:

Good evening. My name is Denise Jefferson, and I was born and raised in this area, in the Brookland/Michigan Park area. I will not tell you how many years I have been here.

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I'm a fourth-generation Washingtonian, so I've seen many changes. I like the way the young lady put it – there's been an explosion and there has been an explosion and it's had its pros and cons.

I just came because I wanted to voice my opposition to the residential development. I've heard people say there's going to be, that as if it's a done deal. I don't know if it is a done deal. But if we have so much empty housing and then we're getting new housing at Providence, it seems like there's an overabundance of unused housing and there is an abundance of people who are unhoused. So, it just seems like a natural solution to maybe put some of the unhoused people in the housing we have and keep the green space.

I'm, I'm, I'm very adamant about having the trees, the fresh air, the environment in Brookland. Being here for so long..the atmosphere, the environment in Brookland is very family-friendly, very open, it's a little suburban and the city a little bit. So to have so much of every inch of empty space taken up by concrete, it's just daunting. And I just wanted to voice my opinion – someone said that...can we have two or three instead of four? And I'm saying, can we have zero? And I agree with everyone else, the parking is going to be horrific, it's all going to be horrific, the traffic congestion is going to be horrific.

So, I ask whoever it is that crunches the numbers, that goes and does the research, to look at the traffic, the Newton Street, the 10th Street, the park, the Kiss & Ride, that is just not doable; it won't be safe for anyone. And those are such narrow streets, I can't even imagine how a bus would get on a street, much less turn and come back...yeah.

So, that's how I feel. Thank you for allowing me to share my thoughts on it. And I do look forward to a better Metro station, but not one that takes so much away from the current community.

19. James Wyatt:

Good evening. I'm James Wyatt, and when I first received news of the proposal, before I had seen the map, my primary concern was for the green space. And while I'm very happy to see that the Brookland Green is remaining intact for the most part, I am concerned that in bringing more people we're not really bringing more green space. And I feel that there really needs to be a balance of the two.

Another concern that I have is that the buses currently enter and exit the station at Bunker Hill and 9th. The flow of foot traffic to and from the Metro station primarily crosses 10th Street at Newton. Relocating the bus loop to Newton will put pedestrians and buses in closer proximity. Bunker Hill Road and 9th are much better-suited, I think, to buses and keeping the buses away from pedestrians and bikers, who are trying to enter and exit the station.

I suppose one of the biggest concerns that I have with the proposed development is that it doesn't really move us from this trend of creating clusters as opposed to connecting communities. You know, when I look at the development that was done at Rhode

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Island Avenue, and you know, it seems like there are two clusters there on each side of the Metro – one that's near the Alamo and the theater, another that's over the Giant and it doesn't seem like Metro has really taken into consideration how to connect those two, to connect people.

And when I look at this proposal for the development, I don't really see connection between the people who are, like, over at Catholic and Art Center, and then the people who are further to the east, who want to be able to utilize the Metropolitan Branch Trail. And you want to, to have easier access.

So, I think an ideal vision, and for the area would be really, to place all of the transportation, the subway lines, the train lines and the buses, below everything else that's happening in the community and kind of cap that off with green space. I know that that is going to be a much more financially-involved process, but I think that if we are talking about bringing hundreds of people in to that space and we're talking about, trying to balance the green space with that, there really needs to be some way to develop above the rail and Metro lines and to have all of the activity under everything else that people in the neighborhood are utilizing, in terms of the trail, the green space and everything. It, it would be, kind of, be like a smaller version of Capital Crossing, if you think about it.

To be able to actually utilize all of that space where the buses and, and train lines currently are, and to be able to develop above that, I think would give us a better balance of green space, development, parking, family use, and, and the real estate and revenue that I think the city would get, would, would certainly benefit the community as well.

I would just like to leave you with a quote from Eliel Saarinen, "There must always be an end in view and the end must not be final." Thank you.

20. Cheryl Wilkins

Good evening, everyone. I'm Cheryl Wilkins. Thank you for having me and allowing me to speak. He kind of said what I was going to say, so, I mean, he, he took it all from me. So, I just wanted to concur with what everyone else said. I've been a resident here, my family has been here for over fifty years. My children are all grown up. Just to give you a little bit of background, I've been here over 30, 35 years. And I can say that since I've been here, the 10th Street area, right around Bunker Hill Road, I mean, Turkey Thicket, has always been congested. I used to live on Taussig Street right near Carroll and it's always congested going through Tenth Street. That whole bottleneck from Newton and Monroe is a really big bottleneck in the morning, always has been like that. So I was just hoping that when you all make a final decision that you will definitely consider all of the residents here and, and really take a hard look at the congestion that is in the area. And if you may allow me to say that I'm hoping you all would get better with the buses, they're late every day and it's been like that since I've been over here. It's really ridiculous, specifically the G8. And I'm also hoping that some of the employees, the bus drivers, in particular some of the station managers, maybe they can have a new

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program that you all could put in place regarding their attitudes and how they deal with the public. They're very rude and disrespectful. So, thank you for your time and have a good evening.

APPENDIX F: ENVIRONMENTAL EVALUATION

Continued on Next Page

Brookland Metro Station Replacement Transit Facilities

Washington Metropolitan Area Transit Authority (WMATA) Environmental Evaluation

August 2023

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1.0 INTRODUCTION

Metro proposes changes to the Brookland Metro Station (“Metro Station” or “Brookland Station”) to enable a joint development project (“Project”) and increase ridership. The Project involves a modification of Metro Station facilities and facility access (“Modifications”), and this Environmental Evaluation has been prepared to assess the potential effects of this action.

The Project includes the following Modifications of Metro facilities:

- Reconfiguration of the bus loop
- Relocation of the Kiss & Ride lot to on-street facility
- Reduction of 34 Kiss & Ride spaces to eight spaces

This proposal is consistent with the District of Columbia’s 2021 Comprehensive Plan Update and the 2009 Small Area Plan that was developed with community consultation. The Small Area Plan proposed the conversion of the surface Kiss & Ride lot and bus loop into a transit-oriented, mixed-use development (see Section 4.4).

WMATA reviewed ParkMobile parking meter transaction records, results of a 2022 customer survey on modes of transport to access Metro stations, and field observations conducted in 2023 and determined that there is demand for up to eight Kiss & Ride spaces after considering average parking dwell times and an 85 percent peak usage factor to represent the busiest 15-minutes of the peak hour (see Section 2.4.)

In accordance with the WMATA Compact, specifically Section 14(c)(1), the Modifications require an Environmental Evaluation (“EE”). The EE describes the Modifications and assesses the potential effects of the Brookland 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 5-acre, Metro-owned property on the east side of the Brookland Station platform. Half of the site is undeveloped open green space. The other half includes a nine-bay bus loop and 34-space Kiss & Ride lot. The Project Site is in Washington, DC. The project location is shown in Figure 1.

Figure 1. Project Location Map



Source: Google Earth, 2022

2.0 EXISTING SITE DESCRIPTION

The Brookland Station is on the east leg of Metro's Red Line and is located between the Fort Totten and Rhode Island Ave Stations. It is an at-grade station with customer access to the Station from either the western or eastern sides of the tracks through transit plazas.

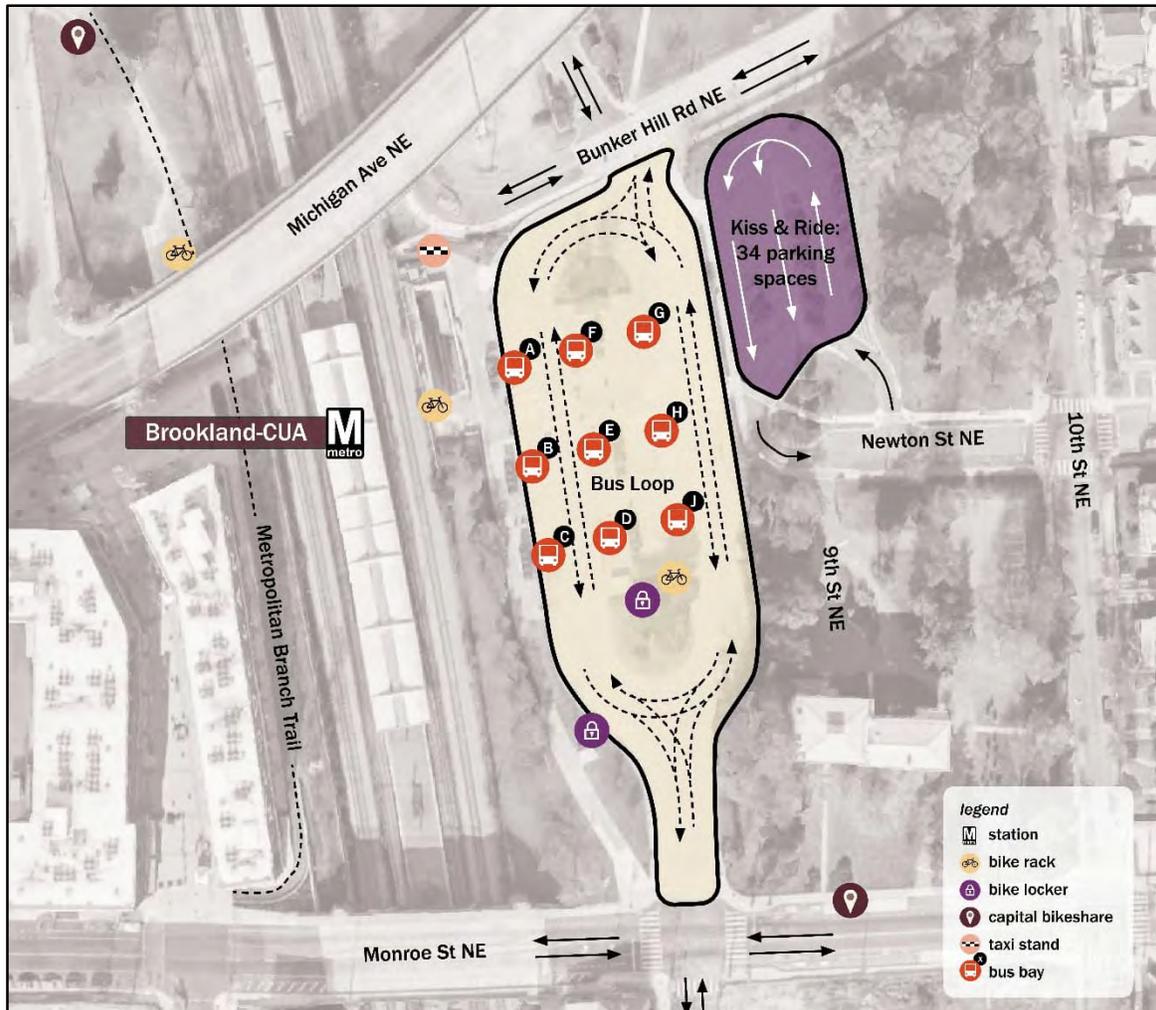
Customers enter the Metro Station by going down either covered western or eastern escalators, through the fare gates, and then use escalators or elevators to go back up to platform level. There is elevator access to the fare gates on the eastern side of the Metro Station by the bus loop. There is an existing capital project studying the potential for adding two elevators from the surface to the mezzanine level from the west side of the Metro Station and adding a second elevator from the mezzanine to the platform.

The western entrance is located beneath the Michigan Avenue NW bridge and has 24 bike racks and a Capitol Bikeshare station with capacity for 11 bikes. The eastern entrance is located directly adjacent to the Metro Station's bus loop and has eight bike lockers and 23 bike racks. There are also eight bike lockers and 19 Capitol Bikeshare bikes located at the bus loop entrance at Monroe Street NE.

The Metro Station's bus-only loop is accessed from Bunker Hill Road NE from the north and Monroe Street NE from the south. Cars can access short-term Kiss & Ride spaces from the east on Newton Street NE. There is also a taxi stand on Bunker Hill Road NE. Metrobus is the only local bus service that uses this Metro Station. The bus loop provides two-way bus traffic between Bunker Hill Road NE and Monroe Street NE; however, the bus loop is only open to buses and other authorized vehicles.

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

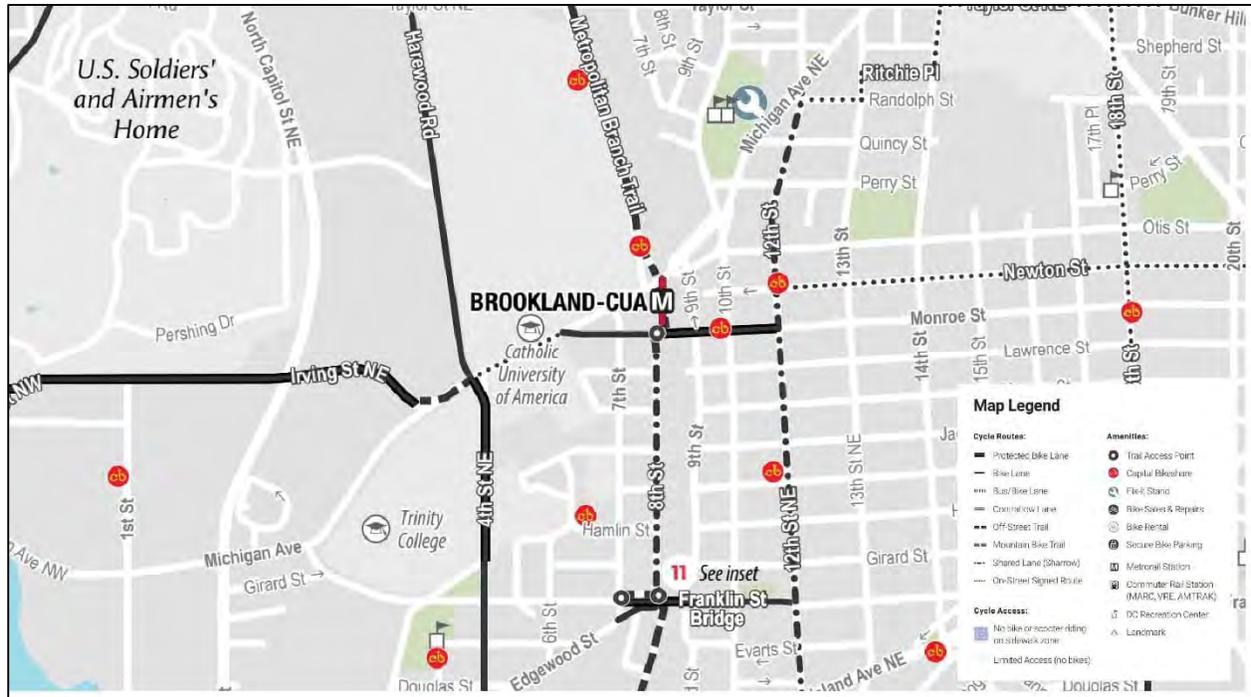
Figure 2. Existing Transit Facilities



2.1 Bicycle and Pedestrian Access

There are sidewalks on both sides of Bunker Hill Road NE, Newton Street NE, and Monroe Street NE with connecting pedestrian paths to the eastern entrance of the Metro Station. The western entrance connects to the shared-use Metropolitan Branch Trail. There are buffered bike lanes in each direction along Monroe Street NE (see Figure 3).

Figure 3. District of Columbia Bike Map



Source: DDOT

2.2 Metrobus and Other Local Bus Providers

Twelve Metrobus routes come to the Brookland Metro Station. The bus loop has nine sawtooth bus bays and additional layover space along the east side of the loop.

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

Table 1. Local Bus Summary Table

Operator	Route	Bay Assignment	Termini	Approx. Weekday Headway (minutes)	Span of Service
Metrobus	80	E	McPherson Sq Metro Station	12-30	Monday through Sunday
Metrobus	80	J	Fort Totten Metro Station	12-30	Monday through Sunday
Metrobus	H2 H4	B	16th St NW / Tenleytown-AU Metro Station	12-20	Monday through Sunday
Metrobus	H2	B	Tenleytown-AU Metro Station	24-40	Monday through Sunday
Metrobus	H4	B	Tenleytown-AU Metro Station	24-40	Monday through Sunday
Metrobus	G8	H	Avondale	6-30	Monday through Sunday
Metrobus	G8	D	Farragut North / West Metro Station	6-30	Monday through Sunday
Metrobus	H6	C	Fort Lincoln	15-30	Monday through Sunday
Metrobus	H8	F	Mount Pleasant	13-30	Monday through Sunday
Metrobus	H8	G	Rhode Island Ave Metro Station	13-30	Monday through Sunday
Metrobus	H9	F	Fort Dr & 1 st St NE	2 trips	Weekdays AM Rush
Metrobus	R4	A	Highview	25-70	Monday through Sunday
MedStar Health Shuttle			Veterans Medical Center, National Rehabilitation Hospital, Washington Hospital Center	15	Monday through Friday
Capital Area Food Bank Shuttle			Capital Area Food Bank	2 trips	Monday through Friday
Children's National Hospital Shuttle			Children's National Hospital	6-20	Monday through Friday

Source: [WMATA](#)

2.3 Park & Ride

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

2.4 Kiss & Ride / Metered Spaces

The Brookland Metro Station has 34 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 bus loop. Within the 34 K&R spaces there are 27 metered spaces, 2 ADA (non-metered) spaces, and 5 driver attended waiting (non-metered) spaces.

Utilization or parking demand rates for Kiss & Ride facilities are derived from three data sources:

- ParkMobile parking meter transaction records (available since installation in 2020)
- Field observations (conducted in 2023)
- Customer surveys on modes of transport used to access Metrorail stations (2022)

The parking meter data shows that only 23 customers undertook paid transactions during the entire month of March 2023. These volumes equate to 1.0 paid customers parking in the Kiss & Ride facility on average weekday. When adjusting the available data to pre-COVID ridership rates, the estimated number of paid transactions would increase to 2.0 customers on an average weekday. Of these Kiss & Ride transactions, 25 percent of customers parked and paid 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 75% of users are parking for an extended time period, exceeding four hours or more, which is not the intended primary use for the Kiss & Ride facility.

Upon reviewing the low volume of paid transactions, which appear very low, staff undertook a field observation to assess if there was unpaid parking occurring that would not be captured by the parking meter transaction data. These efforts did identify varying ranges of unpaid parking activity in the Kiss & Ride facility ranging from five to 40 vehicles that were unoccupied and largely remained in the parking lot for extended durations of at least four hours or throughout the entire day. The peak volume of unpaid and unoccupied vehicles observed in the parking lot at a single time was around five to ten vehicles, but on some days the peak volume was 25 vehicles. Some unoccupied vehicles also were observed to be parked overnight when Metro services were not operating. Staff could not confirm if these parking customers were transferring to Metrorail or Metrobus services or if they were using the Kiss & Ride facility for other purposes.

As an alternate information source, Metro has customer survey data from 2022 that inquired about the travel modes used to access Metrorail stations. These results identified that 3.5 percent of rail customers were dropped-off at the Brookland station and 2.7 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 5:00-6:00 PM) could approach 32 and 20 customers, respectively. These volumes could create demand for up to four Kiss & Ride spaces (one drop-off space and three pick-up spaces) after considering average parking dwell times and an 85 percent peak usage factor to represent the busiest 15-minutes of the peak hours. This capacity of four spaces could support up to 70 vehicles total during the peak ridership hours (40 drop-off and 30 pick-up), see Table 2 and Table 3.

Table 2. Kiss & Ride Meter Transactions by Dwell Time (Weekday)

Parking Duration	Average Weekday Parking Meter Transactions March 2023		Weekday Parking Meter Transactions – Adjusted to Pre-COVID Ridership Rates (2015-2019)
Less than 15min	0.3	(25%)	0.5
15 minutes to 1 hour	0.2	(21%)	0.4
1 to 2 hours	0.1	(13%)	0.2
2 to 4 hours	0.1	(13%)	0.2
4 to 8 hours	0.3	(29%)	0.6
8 to 12 hours	0.0	(0%)	0.0
More than 12 hours	0.0	(0%)	0.0
Total	1.0	(100%)	2.0

Table 3. Kiss & Ride Parking Demand Analysis

Factors	Drop-Off	Pick-Up
Average Weekday Peak Hour Rail Trips (1) [A]	920 entries	761 exits
Access Mode Share (2) [B]	3.5%	2.7%
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) [E]	1 space	3 Spaces
Peak Hour K&R Vehicle Capacity (5)	40 vehicles	30 vehicles

(1) Based on 2019 ridership data

(2) Based on 2022 Travel Trends customer survey

(3) Based on industry best practices for pick-up/drop-off facilities provided by parking consultants

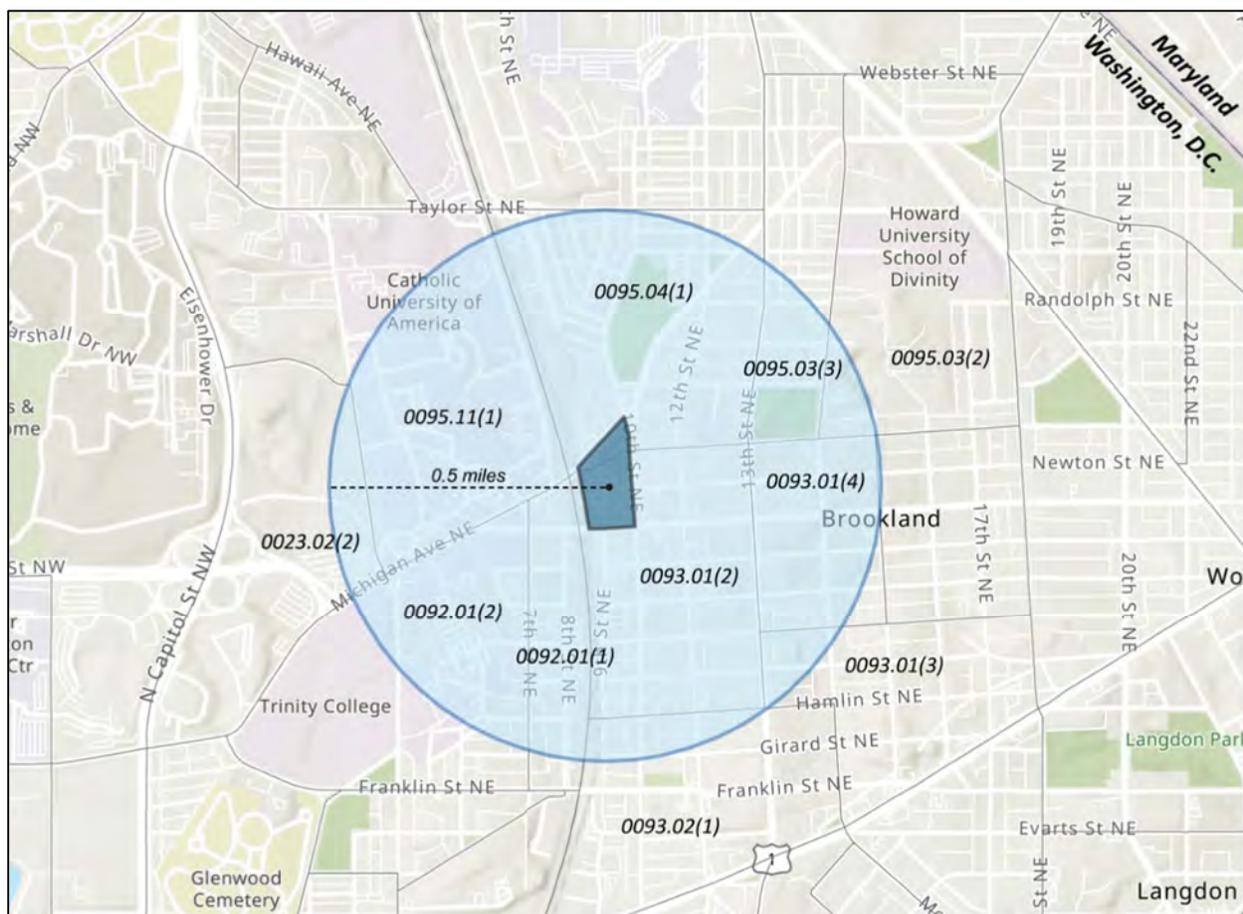
*(4) Formula = (A * B) / C / D*

*(5) Formula = (60 minutes / C) * E*

2.5 Census Project Study Area Demographics

To better understand the community’s demographics, this document looks at the half-mile radius around the Project Site (“Census Study Area”). All U.S. Census block groups—and any portions of block groups—that fall within the Census Study Area were included. The Study Area and applicable block groups are shown in Figure 4.

Figure 4. Census Study Area with Block Groups



2.5.1 Age and Sex

Table 4 and Table 5 provide a breakdown of the Census Study Area by Age and Sex, respectively. 47.3% of the population is male and 52.7% of the population is female. Among the male population, the largest age group is 18-24 (20%) and the smallest age group is 65+ (7%). Among the female population, the largest age group is 18-24 (26%) and the smallest age group is 45-54 (7%).

Table 4. Census Study Area Male Population by Age

Census Tract (Block Group)	Male							Total
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	
0023.02(2)	127	66	88	95	41	36	52	505
0092.01(1)	204	54	88	30	15	88	23	502
0092.01(2)	165	173	134	267	114	80	87	1,020
0093.01(2)	96	122	132	65	25	259	48	747
0093.01(3)	22	5	19	29	144	28	21	268
0093.01(4)	63	7	49	38	144	27	25	353
0093.02(1)	148	75	251	118	176	54	43	865
0095.03(2)	65	55	25	64	0	46	95	350
0095.03(3)	72	40	16	105	6	17	26	282
0095.04(1)	133	7	239	233	27	64	38	741
0095.11(1)	8	709	65	12	0	12	11	817
Census Study Area (%)	1,103 (17%)	1,313 (20%)	1,106 (17%)	1,056 (16%)	692 (11%)	711 (11%)	469 (7%)	6,450 (100%)

Source: U.S. Census Bureau, American Community Survey 5-Year Estimate (2021)

Table 5. Census Project Study Area Female Population by Age

Census Tract (Block Group)	Female							Total
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	
0023.02(2)	27	77	209	103	75	44	25	560
0092.01(1)	57	79	115	30	24	42	24	371
0092.01(2)	207	384	164	212	82	74	83	1,206
0093.01(2)	59	100	76	99	11	147	2	494
0093.01(3)	49	0	54	0	59	40	30	232
0093.01(4)	100	0	46	32	77	60	218	533
0093.02(1)	102	52	149	190	97	89	85	764
0095.03(2)	60	23	52	30	19	49	119	352
0095.03(3)	95	66	5	76	30	81	76	429
0095.04(1)	159	19	211	179	48	130	295	1,041
0095.11(1)	17	1085	16	0	0	44	37	1,199
Census Study Area (%)	932 (13%)	1,885 (26%)	1,097 (15%)	951 (13%)	522 (7%)	800 (11%)	994 (14%)	7,181 (100%)

Source: U.S. Census Bureau, American Community Survey 5-Year Estimate (2021).

2.5.2 Race and Ethnicity

Table 6 provides a breakdown of the minority groups present within the Census Project Study Area, which combined represent more than 60% of the total population. The largest minority group within the Census Project Study Area is Black / African American (41.3%), which is similar to the Black / African American population across the District (41.4%). The second largest minority group within the Census Project Study Area is Hispanic or Latino (13.9%). This is a larger percentage than in the District (11.3%). The remaining minority groups in Census Project Study Area (American Indian / Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Two or More Races, and Other Races) each make up less than 10% of the population.

Table 6. Minority Population by Group

Minority Group	Census Project Study Area		Washington, DC	
	Number	Percent of the Total Population	Number	Percent of the Total Population
<i>Black / African American</i>	5,866	41.3%	285,810	41.4%
<i>American Indian / Alaska Native</i>	76	0.5%	3,193	0.5%
<i>Asian</i>	597	4.2%	33,545	4.9%
<i>Native Hawaiian or Other Pacific Islander</i>	35	0.2%	432	0.1%
<i>Two or More Races</i>	1,249	8.8%	56,077	8.1%
<i>Other</i>	1,231	8.7%	37,294	5.4%
<i>Minority Populations (Race) Total</i>	9,054	63.8%	416,351	60.4%
<i>Hispanic or Latino</i>	1,969	13.9%	77,652	11.3%
<i>Not Hispanic or Latino</i>	12,230	86.1%	611,896	88.7%

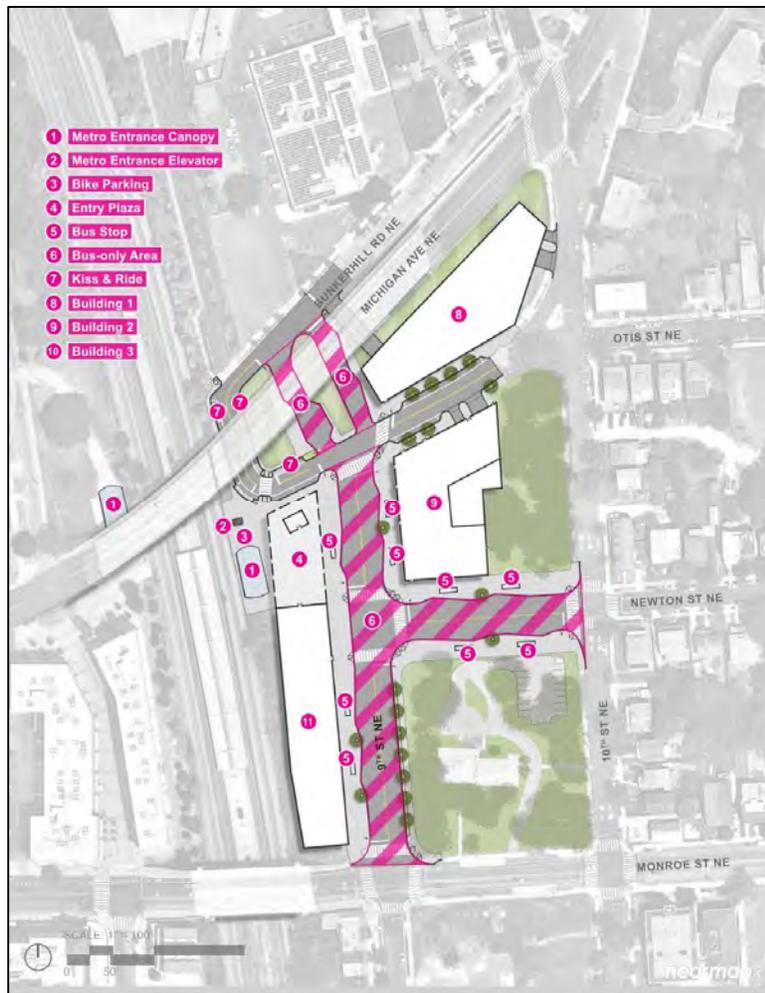
Source: U.S. Census Bureau, Decennial Census (2020).

3.0 PROJECT DESCRIPTION

To support joint development opportunities, Metro proposes to reconfigure the existing bus loop and Kiss & Ride lot. The reconfiguration will provide parcels for residential and/or commercial development, better integrate the Metro Station into the fabric of the surrounding community, offer an improved customer experience at the Metro Station entrance, and enhance the adjacent open space. Figure 5 shows the potential layout. The most significant changes are relocating the bus bays from the bus loop to new, transit-only roadways (continuations of Newton Street NE and 9th Street NE) and moving the Kiss & Ride lot to under the Michigan Avenue NE overpass north of the Metro Station entrance.

The changes to the transit facilities will be funded and constructed by Metro’s future joint developer, which will be selected through a future solicitation.

Figure 5. Potential Metro Station Layout



3.1 Modifications to Bicycle and Pedestrian Access

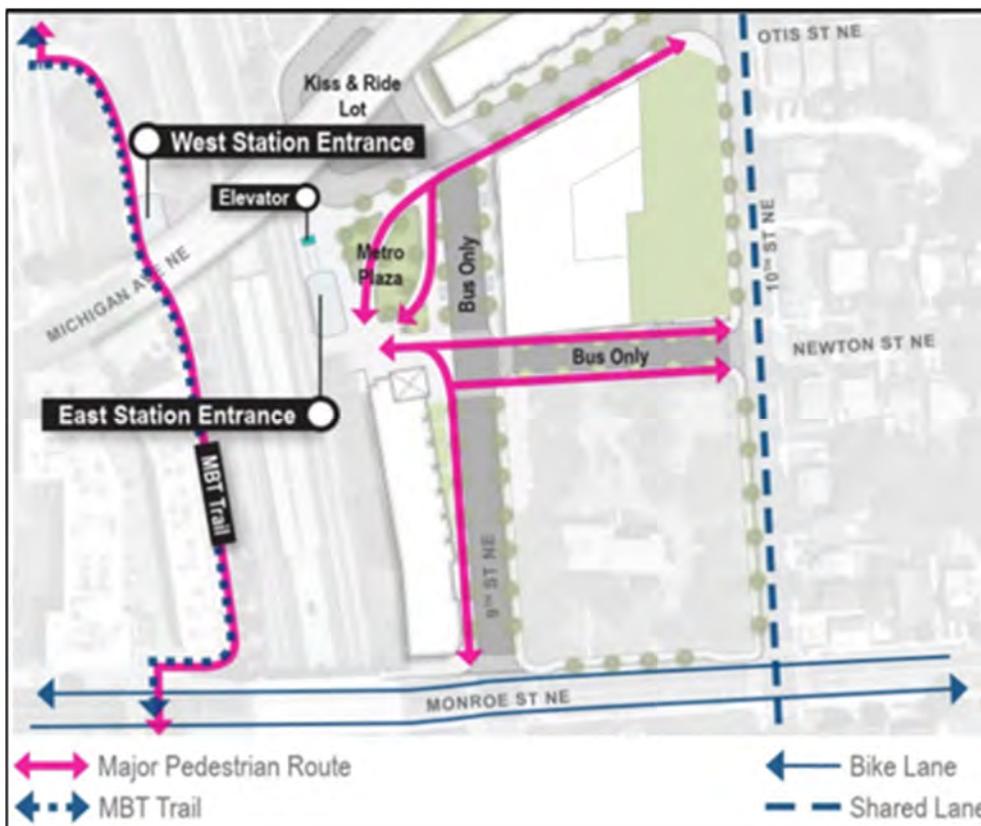
There will be improvements to the physical environment along the existing pedestrian access to/from Monroe Street NE and along Otis Street, including, but not limited to:

- Accessible and even pavement
- Wide sidewalks
- More thoughtful placement of bicycle facilities
- A new transit plaza that will welcome customers to the west station entrance

Sidewalks along the bus-only extension of Newton Street NE will provide pedestrian access from 10th Street NE. In the existing conditions, access from 10th Street NE was through the Kiss & Ride access road and across the bus loop.

The bike lanes on Monroe Street NE will continue to provide bicycle access as will the Metropolitan Branch Trail, which runs along the west side of Metro's Red Line tracks and provides access to Brookland's west Station entrance. See Figure 6.

Figure 6. Proposed Bicycle and Pedestrian Modifications



3.2 Modifications to Bus Loop

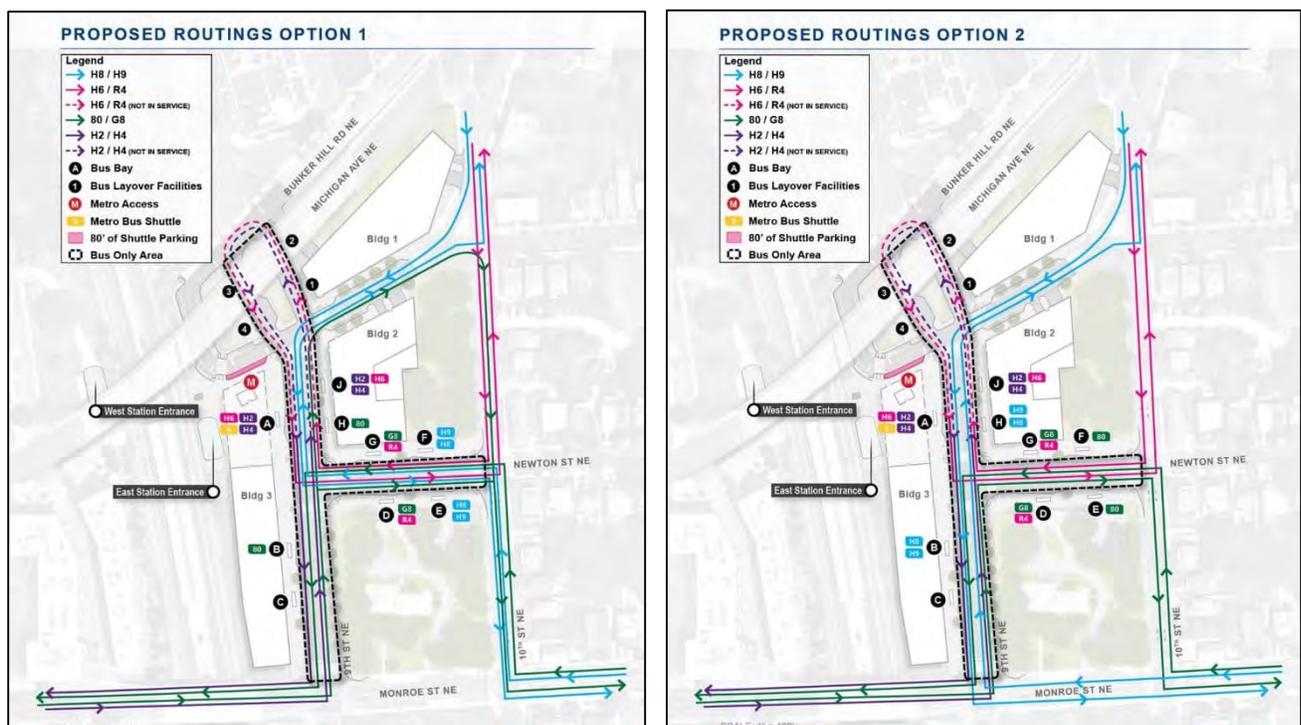
The most significant change to the transit facilities is the reconfiguration of the bus loop into a transitway. Newton Street NE and 9th Street NE will be extended in the Metro Station area to create a "T" shaped bus-only transitway. The existing bus loop will be removed. Nine bus bays will be distributed along the transitway, reflecting no change to the number of bus bays servicing the Metro Station. Of the nine bus bays, five bays will be on 9th Street NE adjacent to the eastern Metro Station entrance, and four bays will be along Newton Street NE.

The new layout will continue to have bus access to/from Monroe Street NE and Otis Street NE and will have new access to/from Newton Street NE.

In addition to the transitway, four layover bays will be provided under the Michigan Avenue NE overpass. This is one more bay than is currently available on site.

Two alternative bus routings are proposed (Figure 7). Option 1 seeks to avoid bus congestion on 10th Street NE. All through services but the 80 outbound would run along Newton Street. Terminating services would run along 9th Street NE. Option 2 is similar to Option 1, except the H8/H9 routes would be routed entirely along 9th Street NE to reduce bus congestion on 10th Street NE.

Figure 7. Bus Routing Options



3.3 Modifications to Kiss & Ride

The existing Kiss & Ride facility will be removed and relocated on Bunker Hill Road closer to the Metrorail station entrance than the surface parking lot that exists today. The future design will consist of eight total curbside parking spaces that reflects the peak hour parking demand analysis described in Section 2.3 with a 100% growth factor applied to accommodate future increased in pick-up and drop-off rates the Brookland station area continues to develop additional housing and employment uses. The curbside spaces will be provided on-street underneath the Michigan Avenue NE overpass. This new Kiss & Ride on-street location will be adjacent to a new station plaza and will be closer to the east station entrance than the existing Kiss & Ride lot and will no longer require customers to cross through the bus loop to access the Metrorail station, which is a safety improvement. The reduction in Kiss & Ride spaces from 34 to eight aligns with pick-up/drop-off demand patterns and should result in a reduction in traffic volumes and congestion.

Staff have identified that there is a small pool of users of the Kiss & Ride facility (between five to 40 daily) that are seeking longer-term parking options, which may or may not be connected to Metrorail or Metrobus trips. In the proposed configuration, these customers will be directed to use Metro's Rhode Island Ave Park & Ride facility, or other on-street or off-street parking options may also be created after development of the site.

3.4 Modifications to Roadway Access

The alignments of the roadways adjacent to the Brookland Metro Station – Monroe Street NE, 10th Street NE, and Bunker Hill Road NE – will not change. Newton Street NE and 9th Street NE will be extended onto the Metro site.

Bus access will continue to/from Monroe Street NE and Otis Street NE and there will be new bus access to/from Newton Street NE.

The Kiss & Ride facility will be accessed from Otis Street NE.

To facilitate buses making left turns to exit the Metro Station from Newton Street NE to 10th Street NE and buses entering the Metro Station by making a left turn from 10th Street NE to Newton Street NE, it may be necessary to install a traffic signal at Newton Street NE and 10th Street NE. Additional analysis is required before a final decision is made.

3.5 Stormwater Management and Drainage Improvements

Stormwater Best Management Practices (BMPs) will be installed on site to meet the District Department of Energy and Environment's (DOEE) stormwater management requirements.

The future Joint Development Project will include its own stormwater management plan and will be reviewed and approved independently by DOEE.

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4.0 PROJECT IMPACTS

This section evaluates the potential environmental effects of the Project elements specific to Metro's interests and as described in Section 3. A Joint Development Project 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 reviewed by the public through the District of Columbia's development review process.

4.1 Land Acquisitions, Displacements, and Dispositions

The Joint Developer is anticipated to establish a ground lease with Metro for up to 99 years, which will require relocation and/or modification of some Metro facilities as described in Section 3. It will not be necessary for Metro to acquire any privately-owned land and the transit-way supporting bus operations will remain Metro property. The bus layover zone and Kiss & Ride facilities proposed under the Michigan Avenue NE bridge is on District of Columbia owned property or existing right-of-way. Metro has been coordinating with the relevant agencies in the District of Columbia (e.g., DDOT, DGS, DMPED) regarding the use of these publicly-owned spaces and may establish an easement, public space use permit, or other agreements to enable the transit operations in the proposed configuration.

4.2 Transportation

4.2.1 Pedestrian and Bicycle Access

There will be improvements to the physical environment along the existing pedestrian access to/from Monroe Street NE and along Bunker Hill Road NE. Sidewalks along the bus-only extension of Newton Street NE will provide expanded pedestrian access from 10th Street NE. It will no longer be necessary to access the Metro Station through the Kiss & Ride access road and across the bus loop; instead there will be direct route to the Metro Station entrance. It will be necessary to cross a bus facility at the bus-only 9th Street, but it will feel more like crossing a 50-foot-wide street rather than crossing an expansive 150-foot-wide bus loop. More information can be found in Section 3.1.

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 Metro Station remains during construction.

4.2.2 Metrorail

The Modifications will increase station access and will not change Metrorail service. The future joint development will likely result in an increase in ridership at Brookland Metro Station, and

the Brookland Station facility has sufficient capacity to accommodate projected increases in ridership resulting from development enabled by these Modifications.

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

4.2.3 Local Bus Routes

The proposed transit-only busway – formed by the extensions of Newton Street NE and 9th Street NE – will distribute bus volumes over multiple intersections, which will reduce bus congestion in the area, and will provide a new access point from Newton Street NE. Moving the bus layover to the Michigan Avenue overpass provides additional and more convenient layover capacity. More information can be found in Section 3.2.

Local bus service will not change as a result of the Modifications. The new bus circulation approach will have a negligible impact on existing travel times. No permanent impact on 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 Metro Station during construction.

4.2.4 Kiss & Ride Spaces

The new on-street Kiss & Ride location will provide customers with a safer and more convenient pick-up and drop-off facility. The new location under the Michigan Avenue NE overpass is closer to the east Metro Station entrance and does not require crossing a bus loop. This area currently serves as an informal Kiss & Ride location, likely because of the site's safety and convenience advantages over the official location.

The current Kiss & Ride facility is oversized based on pick-up/drop-off demand patterns. The Modifications proposes to accommodate a minimum of eight Kiss & Ride spaces. This quantity of spaces was determined by an analysis of Kiss & Ride demand at Brookland Metro Station, described in Section 2.2, which identifies that pick-up and drop-off demand for the Kiss & Ride facility is much lower than the existing facility capacity.

Customers seeking longer-term parking options of multiple hours in duration will be directed to use Metro's Rhode Island Ave Park & Ride facility or other on-street or off-street parking options may also be created after development of the site. These changes are required to enable the joint development potential of the site and grow Metro's ridership.

4.2.5 Traffic

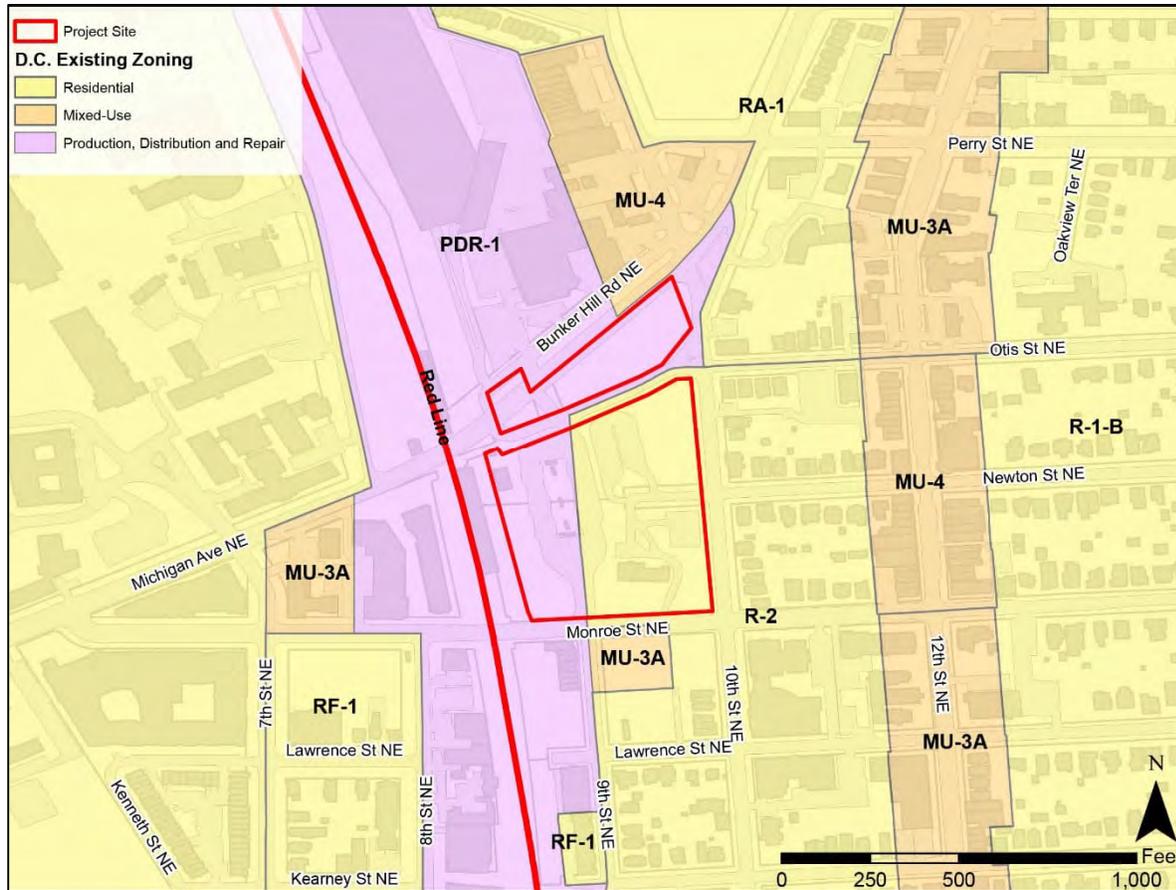
Metro prepared an initial traffic analysis of the impact of the proposed transit modifications and the impact of new development occurring on the site. The analysis determined no significant impacts to traffic would be caused by the redevelopment or the reconfiguration of the transit facilities. The intersection of Michigan Avenue and 10th Street NE will incur additional delay during the morning peak hour by the future year (2025), regardless of redevelopment construction. This intersection operates poorly in the existing condition, especially during the morning peak period. As the project progresses, more detailed analysis will be conducted, and more specific traffic mitigation activities will be developed.

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 PDR-1 and R-2. The PDR-1 (Production, Distribution & Repair) zone is intended to permit moderate-density commercial and PDR activities employing a large workforce and requiring some heavy machinery under controls that minimize any adverse impacts on adjacent, more restrictive zones. The R-2 (Residential) zone is intended to provide for areas predominantly developed with semi-detached houses on moderately sized lots that also contain some detached dwellings. As defined in the Zoning Ordinance, the purposes of the R-2 zone are to “provide for areas with semi-detached dwellings and protect these areas from invasion by denser types of residential development.” Figure 8 shows the existing zoning classifications around the Metro Station area.

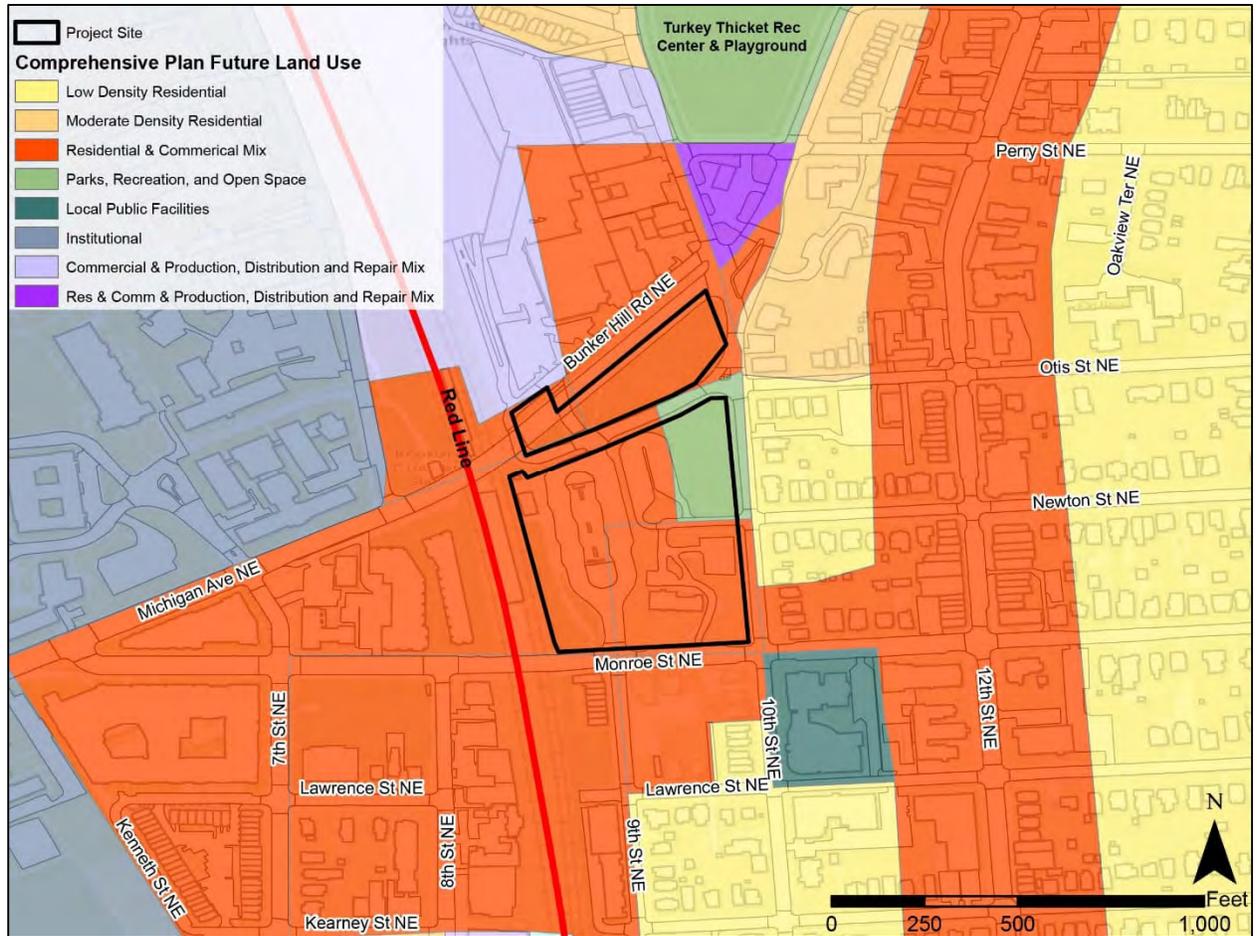
Figure 8. Existing Zoning Map



Source: DC Office of Zoning

According to the DC Office of Planning (DCOP) *Existing Land Use Map*, the existing land use of the parcel(s) containing much of the Project Site is Vacant and Parking, which currently includes the Kiss & Ride lot and bus loop. However, the DCOP 2021 Comprehensive Plan features a *Future Land Use Map* (see Figure 9) that provides a generalized view of how land in the District is intended to be used. The future land use of the parcel(s) containing much of the Project Site is intended to be used as Commercial and Residential Medium and Moderate Density (CMED, RMED, CMOD, RMOD), as well as Parks, Recreation and Open Space (PROS).

Figure 9. Future Land Use Map



Source: DC Office of Zoning

4.4 Planning Consistency

Table 7 identifies applicable local plans and evaluates the Project’s consistency with them.

Table 7. Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
District of Columbia Comprehensive Plan	Identifies the Brookland 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 include 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 Brookland Metrorail Station in a mixed land use district combining Residential-Medium Density (RMED) and Commercial-Medium Density (CMED). The area immediately to the east of the Metro Station containing the existing bus loop and Kiss & Ride lot would be zoned Residential-Moderate Density (RMOD) and Commercial-Moderate Density (CMOD). The surrounding area consists of institutional and residential land uses.	DCOP	2022	Depending on final site plans, there may be a discrepancy with the FLUM in the parcel bound by Bunker Hill Rd. NE, 10 th St. NE and Newton St. NE. FLUM indicates Parks, Recreation, and Open Space, and the current site plan indicates a multi-use structure with an interior green space.

Plan	Description	Author	Date	Inconsistencies
District of Columbia Comprehensive Plan Upper Northeast Area Element	The detailed small area plan for the 8.7 square mile section of two-thirds of the District’s northeastern quadrant identifies the Brookland Metrorail Station as a key location for transit-oriented mixed-use development. It discusses the need for mixed-use development on vacant and underused property (parking east of the Metro Station), improvement on pedestrian and bicyclist safety, and support for appropriate long-term land use changes (more intense uses – housing, live-work lofts, artists’ studios).	DCOP	2022	None
Brookland CUA Metro Station Small Area Plan	The purpose of the plan is to guide future development in the Metro Station vicinity in a manner that respects the low-density scale of the nearby residential area (particularly the area along 10th Street NE and east of 10th Street NE), mitigates parking and traffic impacts, and improves connections to nearby institutions and shopping areas. The small area plan focused on land use and neighborhood character, economic development and neighborhood amenities, transportation, walkability and connectivity, and open space and environment.	DCOP	2009	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

4.5 Neighborhoods and Community Facilities

The Project Site is in the Brookland neighborhood in the District. While the neighborhood is mostly residential, it is home to a small, but thriving business corridor. It is bound to the north by Michigan Avenue NE, a multi-tenant retail strip center with off-street parking, and the Brookland Middle School; to the south by Monroe Street NE and vacant parcels; to the east by

10th Street NE followed by single family homes and a few medium-density residential and commercial developments; and to the west by the Catholic University of America campus.

Adjacent transportation infrastructure—such as the Brookland Metro Station Kiss & Ride lot and bus loop, as well as the vacant land to the north and south of the Metro Station—separate the Project Site from existing community facilities.

Brookland is known as “Little Rome” for the presence of numerous Catholic institutions, including schools, religious communities, shrines, institutes, and other organizations built and based around the Catholic University of America. Within a half-mile of the Project Site are the Brookland, University Heights, and Edgewood residential neighborhoods to the east, north, and south respectively. There are a total of 37 neighborhood and community facilities including three parks, five universities and colleges, six charter schools, two public schools, and 21 places of worship.

Figure 10 and Table 8 show community facilities within a half-mile boundary around the joint development study area for the Brookland Metro Station.

Figure 10. Neighborhood and Community Map

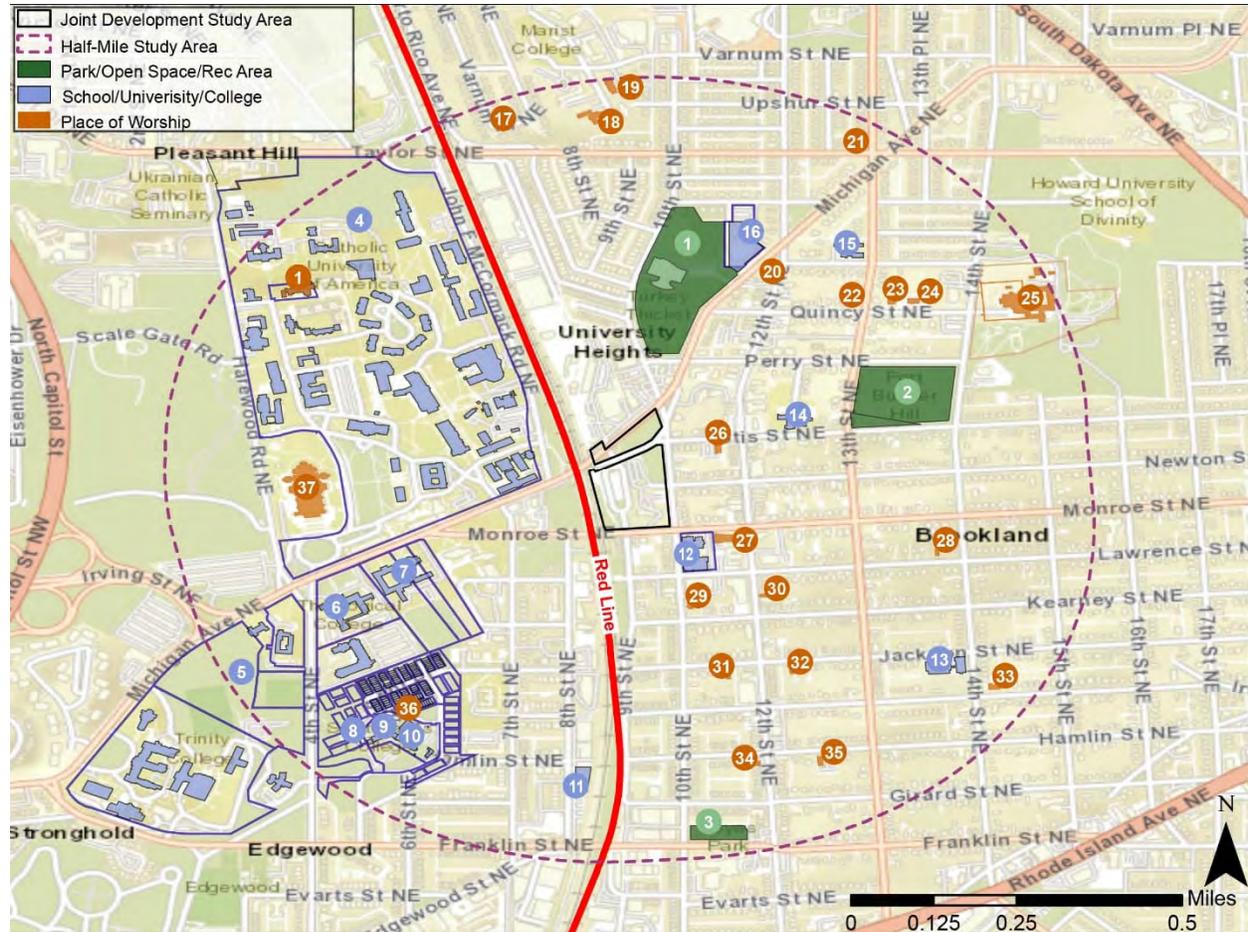


Table 8. Community Facilities within Half-Mile of Joint Development Study Area

Map ID	Facility Name	Type of Community Facility	Address
1	Turkey Thicket Rec Center & Playground	Local Park	1100 Michigan Ave NE
2	Fort Bunker Hill	National Park	Perry Pl., Between 13th & 14th Sts. NE
3	Noyes Recreation Center	Local Park	1000 Franklin St NE
4	The Catholic University of America	University/College	620 Michigan Ave NE
5	Trinity College	University/College	125 Michigan Avenue NE
6	Theological College	University/College	401 Michigan Avenue NE
7	Dominican House of Studies	University/College	487 Michigan Avenue NE
8	Saint Paul's College	University/College	3001 4th Street NW

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Map ID	Facility Name	Type of Community Facility	Address
9	Lee Montessori PCS – Brookland	DC Charter School	3025 4th Street NE
10	Washington Leadership Academy PCS	DC Charter School	3015 4th Street NE
11	Hope Community PCS – Tolson	DC Charter School	2917 8th Street NE
12	Luke C. Moore High School	DC Public School	1001 Monroe Street NE
13	Mary McLeod Bethune Day Academy PCS – Brookland	DC Charter School	1404 Jackson Street NE
14	Elsie Whitlow Stokes Community Freedom PCS – Brookland	DC Charter School	3700 Oakview Terrace NE
15	Shining Stars Montessori Academy PCS	DC Charter School	1240 Randolph Street NE
16	Brookland Middle School	DC Public School	1150 Michigan Avenue NE
17	Transformation Church DC Inc	Place of Worship	4323 Varnum Place NE
18	Religious The Sacred Heart	Place of Worship	821 Varnum Street NE
19	Divine Word House	Place of Worship	832 Varnum Street NE
20	Little Rock Faith Baptist	Place of Worship	3926 12th Street NE
21	Redeemer City Church of FI Inc	Place of Worship	4200 13th Street NE
22	Poor Clares of Perpetual Adoration	Place of Worship	3900 13th Street NE
23	Monastery Of the Holy Cross	Place of Worship	1302 Quincy Street NE
24	Servants Of the Lord	Place of Worship	1326 Quincy Street NE
25	Franciscan Monastery	Place of Worship	1400 Quincy Street NE
26	Guildfield Baptist Church	Place of Worship	1023 Otis Street NE
27	St Anthonys Catholic Church	Place of Worship	1029 Monroe Street NE
28	Bunton Memorial CME	Place of Worship	1348 Lawrence Street NE
29	Immanuel Bible Assembly	Place of Worship	3303 10th Street NE
30	True Pentecostal Church of Christ	Place of Worship	3311 12th Street NE
31	Guiding Star Baptist Church	Place of Worship	1025 Jackson Street NE
32	Grace United Baptist Church	Place of Worship	1219 Jackson Street NE
33	Brookland Union Baptist Church	Place of Worship	3101 14th Street NE
34	Gate Of Heaven Holy Church	Place of Worship	2932 12th Street NE
35	First Church of Washington Dc	Place of Worship	1219 Hamlin Street NE
36	St. Thomas Aquinas Church	Place of Worship	3015 4th Street NE
37	Basilica-The National Shrine	Place of Worship	400 Michigan Avenue NE

4.6 Environmental Justice Populations

This section identifies minority and low-income populations (collectively “Environmental Justice Populations”) within a half-mile radius of the Project Site (“Project Study Area) and assesses the potential for any disproportionately high and adverse impacts to those identified populations. Eleven Census block groups were identified within the half mile study area.

4.6.1 Identification of Environmental Justice Populations

The Project Study Area with block groups identified are shown in Figure 4. Washington, DC was selected as a comparison area for the Environmental Justice analysis. Minority and low-income populations were then analyzed at the Census block group level using demographic data from the U.S. Census Bureau’s Decennial Census (2020).

Table 9 lists the percentages of minority residents in each of the block groups in the project study area and compares the total to the District. The percentage of minority residents within the Project Study Area (63.8%) was slightly higher than the District (60.4%).

Table 9 also identifies the number of Low-Income Households for each of the block groups in the Project Study Area and compares those numbers to the District. The overall percentage of Low-Income Households in the Project Study Area groups (40.1%) was slightly lower than the percentage of low-income households in Washington, DC (49.5%); however, the percentage of low-income households in some of the block groups in the Project Study Area varied from 31.9% to 45.0%.

Table 9. Minority and Low-Income Population by Block Group

Census Tract (Block Group)	Minority Population			Low-Income Population		
	Total Population	Minority Population	Percent	Total Households	Low-Income Households**	Percent
0023.02(2)	1,062	899	84.7%	462	160	34.8%
0092.01(1)	838	472	56.3%	357	149	42.0%
0092.01(2)	2,265	1,226	54.1%	747	301	40.3%
0093.01(2)	1,333	747	56.0%	456	205	45.0%
0093.01(3)	1,107	829	74.9%	282	105	37.4%
0093.01(4)	656	375	57.2%	246	78	31.9%
0093.02(1)	1,750	1,149	65.7%	701	298	42.6%
0095.03(2)	766	510	66.6%	253	87	34.4%
0095.03(3)	750	447	59.6%	248	88	35.7%
0095.04(1)	1,606	1,004	62.5%	696	310	44.6%
0095.11(1)	2,066	1,396	67.6%	*unavailable	*unavailable	N/A
Census Project Study Area	14,199	9,054	63.8%	*4,448	*1,786	40.1%
Washington, DC	689,545	416,351	60.4%	288,307	142,761	49.5%

Source: U.S. Census Bureau, Decennial Census (2020).

*Some income data was not available at the block group level in some of the Census Project Study Area

**The number of low-income households was determined by calculating the number of households with an income below 80% of the Median Household Income for that statistical area. If the low-income threshold split an income bracket, the number of households that were deemed low-income in that bracket was calculated by finding the proportionate number of households below that threshold.

4.6.2 Assessment of Disproportionately High and Adverse Impacts

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 contains Brooks Mansion (NR Property ID: 75002045), which is listed on the National Register of Historic Places. Brooks Mansion is composed of the Bellair Planation house, the original Greek Revival-style plantation house built on the site by Ann and Jehiel Brooks around 1840, and a large eastern addition to this house built by the Marist Society, which altered Bellair for use as Marist College in 1894. It was purchased in 1979 by the District of

Columbia (from Metro) and is currently used by the Public Access Corporation for the District of Columbia and includes a parking lot with 18 spaces. It is unknown when, exactly, this parking lot was built. Since its construction, the house has been a significant landmark in the Brookland neighborhood.

The grounds of Brooks Mansion uniquely reflect the history of Brookland's development, from colonial days to the present (DC Preservation League). Brooks Mansion is currently owned by the District of Columbia.

The Brooks Mansion itself would remain as existing conditions. However, access to the parking will be modified to allow for sidewalk and bus bay construction on Newton Street and the existing fence line will be reconfigured.

Outside of the Brooks Mansion, there are no other historic resource on the Project site. The remaining ground in the Project Site has already been substantially disturbed during site development for the original Metro Station facilities and will not be further affected by the proposed facility changes.

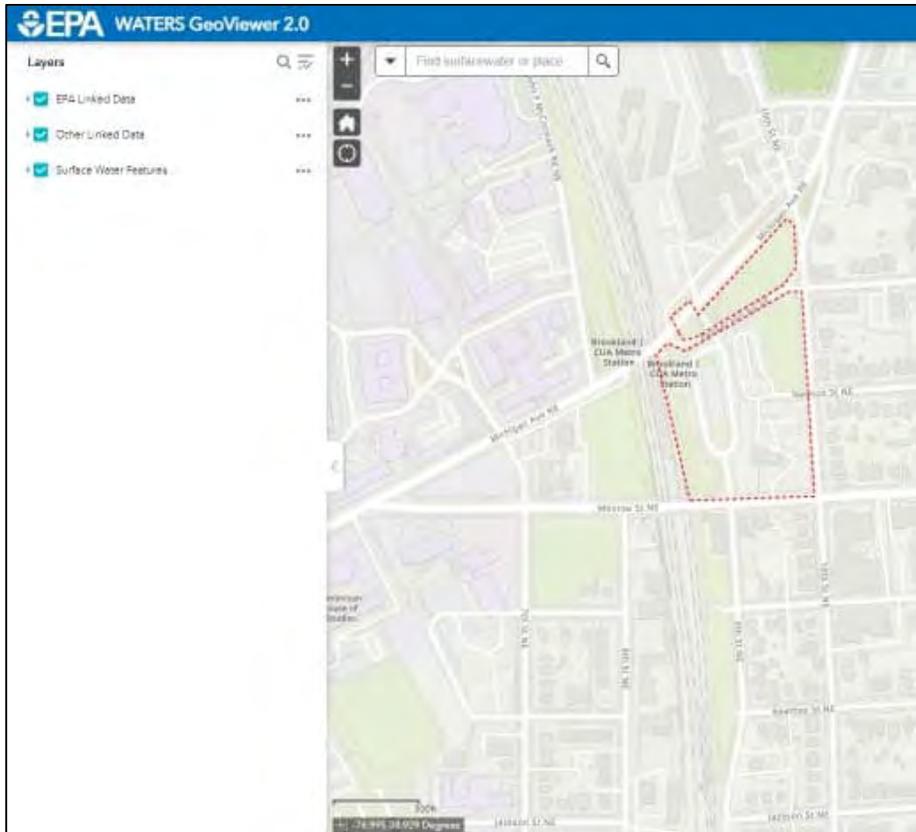
4.8 Public Parklands

The following public parklands are located within a half-mile of the study area: Turkey Thicket, Triangle Park (bounded by Michigan Avenue NE, 12th Street NE, Shepherd Street NE), Noyes Park, and Fort Bunker Hill. 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 Brookland Metro Station.

4.9 Wetland and Waters of the U.S.

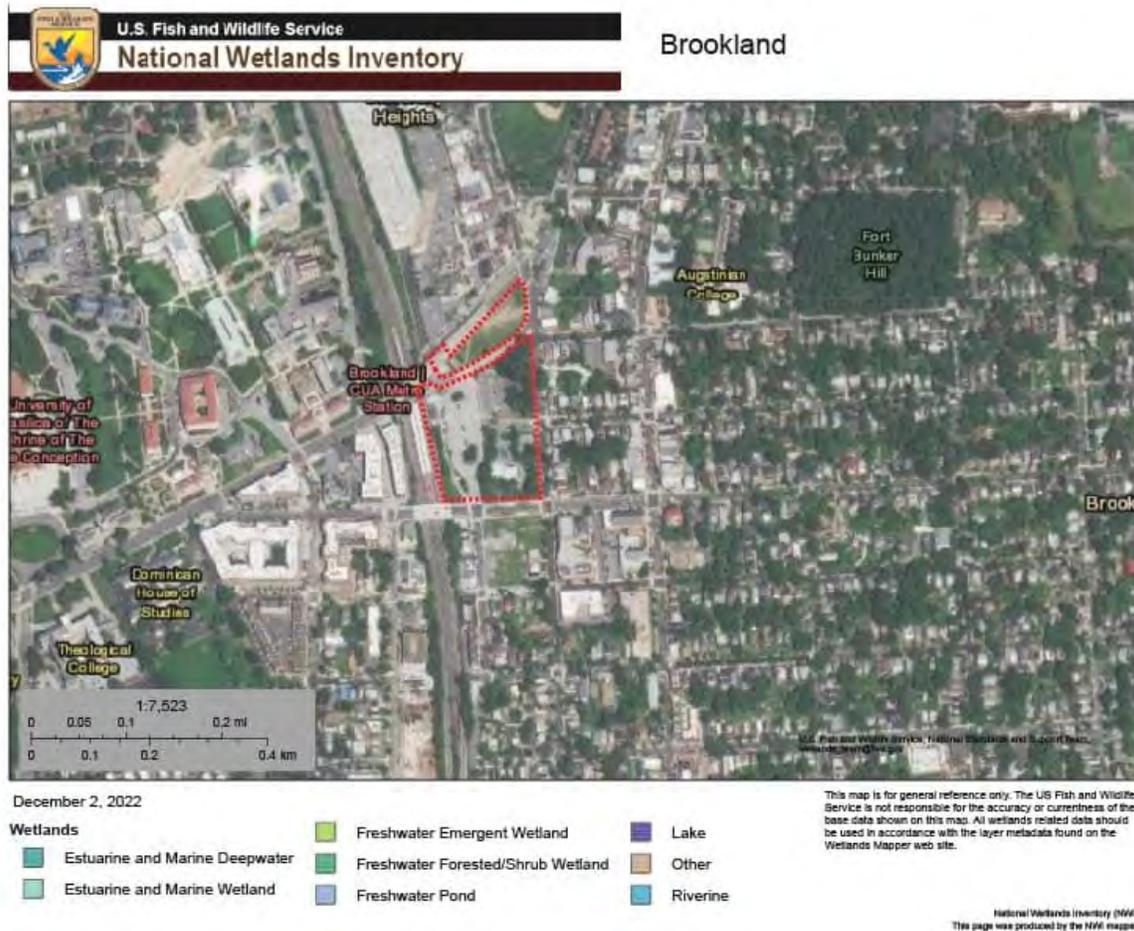
The Project Site does not anticipate encountering any wetland or Waters of the US in the study site, as there are no identified bodies of water per EPA and USWF. See Figure 11 and Figure 12.

Figure 11. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

Figure 12. National Wetlands Inventory Map



Source: US Fish and Wildlife Wetlands Inventory

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.

There is no body of water at or adjacent to the Project site, therefore, no impact is expected.

4.10 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 1100010036C, effective September 27, 2010 shows that existing facilities at the Brookland Metro Station do not occupy the current 100-year or 500-year floodplain (Zone C).

4.11 Water Quality

The Kiss & Ride lot reduction 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. If development subsequently occurs, storm water management facilities will be constructed in accordance with District of Columbia's Department of Energy & Environment regulations, which control the rate and water quality of storm water runoff. The developer would be solely responsible for obtaining all required permits and will request extensions of approved permits as necessary.

District and federal laws set annual or seasonal standards with quantifiable criteria to protect a water body, depending on its designated use. These standards ensure that water is useable for drinking water, swimming, fishing, industry, and agriculture. The standards are also used by permitting agencies to regulate discharges into water bodies.

The Clean Water Act requires local water quality standards to have three components:

- goals for each water body based on designated uses
- criteria to protect the designated uses
- an anti-degradation policy that maintains high quality waters.

There will be no permanent impacts to water quality resulting from the changes to the transit facilities and total transit facility impervious areas will be reduced. During construction there may be minor construction-related sediment or erosion risk. To minimize the impact, the team will employ District of Columbia construction operations controls.

4.12 Air Quality

The Project site is located in Washington, DC, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area.

The area is currently designated as a marginal nonattainment area for 8-hour ozone (O₃) and is in attainment with all other EPA National Ambient Air Quality Standards including carbon monoxide (CO), particulate matter less than 2.5 microns (PM_{2.5}) and 10 microns (PM₁₀), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

No impact is anticipated by the Project.

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

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

4.13 Forest Stands

The Project is not anticipated to affect any forest stands. DDOT UFD is the primary steward of the District's public trees and has a mission of keeping the district's trees healthy, safe, and growing. Based on the District Department of Transportation (DDOT)'s Urban Forestry Division's (UFD) street tree map there are 22 street trees in the Project Site.

The street trees in Project Site range from two to 13 inches in diameter and all in fair to excellent condition. The type of trees include Kentucky Coffeetree, Sugar Maple, Japanese Pagodatree, Chokecherry, Littleleaf Linden, and Bald Cypress.

If trees are planned for removal, Metro will obtain a permit to remove the selected trees and an arborist will be engaged to create a tree removal plan, including best practices for protecting, replanting, and potentially relocating trees, in the Project Site during construction. The Project will be designed in a way to preserve as many trees as possible and a final tree plan will be shared once design is finalized.

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 Site. The Northern Long-eared Bat (NLEB) (Endangered Status) and the Monarch Butterfly (Candidate Status) are the only species identified in the official species list for the Project Site. No critical habitats were identified.

4.15 Utilities

The Project is not anticipated to permanently affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services. Any temporary impacts to utilities will be coordinated in the design and permit phases and there will be no significant impacts to the community and Metro customers.

4.16 Safety and Security

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

During the course of construction, the new development will be professionally managed with controlled access and adequate lighting in and throughout the premises.

4.17 Hazardous and Contaminated Materials

While there is a potential presence of hazardous and contaminated materials at the Site, a Phase I ESA indicated the risk level is too low to require further action such as a Phase II ESA.

According to the Environmental Protection Agency (EPA), 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 22, 2021 by Vanasse Hangen Brustlin, Inc. (VHB) 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 (RECs), vapor encroachment conditions (VECs), De Minimis Conditions, and Business Environmental Risks (BERs) at the site:

- RECs stem from historical uses at the site include automotive repair facilities between the 1960s and 1970s, including one gasoline underground storage tank (UST) indicating potential releases of oil and/or other hazardous materials (OHM). Additionally, there are several nearby industrial sites (including gas stations) and associated documented releases of OHM which have the potential to impact environmental conditions on the Site.

- Based on the REC findings, there is the potential that volatile COCs could impact environmental media, constituting a VEC.
- Historical abutting railroad right of way (ROW) dating back to 1885 and a nearby environmental listing that includes USTS with no documented releases of OHM constitute De Minimis Conditions.
- The potential historical use of hazardous building materials and the existence of abutting pole-mounted electrical transformers constitute business environmental risks.

The Developer is solely responsible for any permits or other documentation required related to hazardous and contaminated materials. Proper testing, remediation, and permitting processes will be followed as part of this Project.

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 a temporarily relocated transit way. There will be no reduction in Metrobus service.

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 Metro 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 the District noise ordinances. Mitigation activities could include minimizing night-time work and utilizing noise control measures. Once the project is complete, there is 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 foot traffic, demand for goods, services, and

housing. The neighborhood, including its street network, can accommodate the increase in development and traffic.

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 prepare and submit a maintenance of traffic plan to Metro, DDOT, and Department of Buildings for approval.

The Project will be phased to minimize the impact on Metro operations.

Construction dust and noise may be a concern to surrounding neighborhoods. The Developer and the contractor will be responsible for ensuring that all construction activities adhere to air quality and noise control regulations as established District noise ordinance and Metro design criteria.

5.0 PUBLIC INVOLVEMENT

Metro and Washington, DC will keep the public informed about the Modifications through public outreach. A public hearing in accordance with the WMATA Compact will be scheduled for September 12, 2023 at Luke C. Moore High School at 6:30 PM. 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, the public hearing presentation, an opportunity to provide feedback, and a link to a dedicated project webpage in Spanish.

The subject of this hearing will be the following:

- Reconfiguration of the bus loop
- Relocation of the Kiss & Ride lot to on-street facility
- Reduction of 34 Kiss & Ride spaces to eight spaces

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 Metro headquarters and libraries in the project vicinity.

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

- Online at [wmata.com/plans and projects](https://wmata.com/plans-and-projects)
- Written comments mailed to: Office of the Secretary, Washington Metropolitan Area Transit Authority, 300 7th Street, NW, Washington, DC 20024
- A public hearing by telephone

All comments must be received by 5pm September 22, 2023 to be included in the public record.

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6.0 REFERENCES

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

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

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

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

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

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

Government of the District of Columbia Office of Planning. District of Columbia Comprehensive Plan Upper Northeast Area Element. (2022) *Washington, DC* https://planning.dc.gov/sites/default/files/dc/sites/op/publication/attachments/24_UNE.pdf

District Department of Transportation. District of Columbia Bicycle Master Plan. (2005) *Washington, DC* [Bicycle Master Plan 2005 \(dc.gov\)](#)

IPaC information for Planning and Consultation <https://ipac.ecosphere.fws.gov/location/BNILMQLTYBC5ZDROJ3KDDIARBO/resources>

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

DC Street Trees Map <https://caseytrees.org/resources-list/d-c-street-trees-map/>

Street Trees in Washington, DC <https://dcgis.maps.arcgis.com/home/webmap/viewer.html?webmap=fea6079cf9bc4310a8b6c94f8c2bf1da>

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<https://historicsites.dcpreservation.org/items/show/863>.

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

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

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

Brookland Metrorail Station Area, ASTM E 1527-13 Phase I Environmental Site Assessment, VHB, October 22, 2021, Washington, DC

WMATA JD Feasibility Studies – Brookland Traffic Operational Analysis, Memorandum to Steven Segerlin from VHB Metro DC, LLC, March 10, 2022

WMATA JD Feasibility Studies – Brookland Bus Bay Capacity Analysis, Memorandum to Steven Segerlin from VHB Metro DC, LLC, October 21, 2022 and July 27, 2023

APPENDIX G: GENERAL CONCEPT PLAN

Continued on Next Page

Proposed Changes:

- 9 Relocated Bus Bays
- ⋯ Relocated Kiss & Ride Spaces
- Future Joint Development

Brookland-CUA Station 

**Reconfigured Bus Loop
(Bus Only)**



APPENDIX H: NOTICE OF PUBLIC HEARING STAFF REPORT

Continued on Next Page



Draft Public Hearing Staff Report

Docket R23-03: Proposed Changes to Transit Facilities at Brookland Metro Station

PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Draft Public Hearing Staff Report on proposed changes to the transit facilities at Brookland Station is available for review and comment starting on **February 13, 2024**. The document addresses comments on the proposal received at the public hearing held on September 12, 2023, as well as comments received during the public comment period.

This comment period on the Draft Public Hearing Staff Report is your opportunity to make sure your comments were accurately characterized in the Staff Report and send clarification if desired. Comments on the Draft Public Hearing Staff Report will be accepted until **5 p.m. on Friday, February 23, 2024**.

The report is available online at <https://www.wmata.com/initiatives/plans/Proposed-Changes-at-Brookland-CUA-Station/upload/Brookland-Staff-Report-with-appendices-2-7-24.pdf> and during business hours at:

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

HOW TO SUBMIT WRITTEN COMMENTS ON THE DRAFT PUBLIC HEARING REPORT

Written statements and exhibits must be received by **5 p.m. on Friday, February 23, 2024**, and may be emailed to WMATAHearingReport@wmata.com, or mailed to the Office of the Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, D.C. 20026-4390. Please reference "Brookland Metro Station" in your submission. All comments received become a part of the public record, which may be made available to the public and may be posted, without change, to wmata.com, including any personal information provided.



APPENDIX I: COMMENTS RECEIVED ON THE PUBLIC HEARING STAFF REPORT

Continued on Next Page

Comments Received on the Draft Compact Public Hearing Staff Report

I received the invitation to clarify my comments in the staff report but my comments were not reflected nor included in the report.

In the "transit" or "other" section, I would like acknowledgement that the draft design provides zero car access to the residential buildings, which simply does not reflect the reality of those residents needing moving trucks, pick-up/drop-off, food delivery, package delivery, etc. Not accounting for this need will just have those vehicular needs blocking traffic on Monroe or the single lane envisioned on Bunker Hill.

A realistic projection of vehicular traffic flow associated with the the new residents, even if the majority don't have their own cars or parking needs, will be necessary for the central site roads and for the impacts on 10th and Otis, 10th and Michigan, and Monroe from 10th to 8th.

Thank you,
Liza Douglas

Good morning,

Thank you SO MUCH for listening to the active cycling commuting community, and modifying the plans for the Brookland metro station development. I see you added a new safe passage for bikes under the michigan bridge connecting to Monroe. You will have made the daily school commute for me and my child so much safer and I am very grateful to you and Jose for giving us this opportunity to weigh in.

You did a great job!

Veronica Wilson

Clarifications/Corrections to my comments

Per your email, and for the sake of clarity, I adjust my comments to say the following:

8. Sarah Woodhead:

Good evening, and thanks for the opportunity to speak. My name is Sarah Woodhead. I'm a resident – I live on Newton Street, just two blocks away from the site. My daughter and her husband live one block away from the Metro station. I want to support everything you've heard from my community so far – we seem pretty consistent on some key issues.

First, about the proposed changes to the traffic around the site:

- I like the idea of continuing the streets into the site, but Newton Street (from 10th to the west into the site) becoming a bus-only street on the plan is a concern.
- The sawtooth bus parking shown along this reconfigured Newton Street section is also a concern. This will, by necessity, be a wider configuration than the existing, thereby taking over more of the green space and hampering vehicular access into the Brooks Mansion site.
- Newton Street is a bike route. How does that bike route come into the site? What's the safe passage for bicycles?

Comments Received on the Draft Compact Public Hearing Staff Report

- What's the safe passage for pedestrians? Newton Street is the main east-facing pedestrian access point.
- Having more bus traffic on 10th Street, which would come from having that bus access along 10th and into Newton Street within the site creates a traffic nightmare. The small scale of Newton Street is not adequate for buses to turn into the Metro site. The traffic along those two blocks of 10th (from Monroe to Michigan) is already a bottleneck during peak traffic times. The existing bus configuration works well from a neighborhood standpoint. Don't change it.
- I think is also an issue for the single-family homes there, to have buses, which will necessarily be idling due to the existing car and now added bus traffic on 10th. Don't add the buses here!
- That's a significant change from how the traffic pattern is there now and does not appear to be workable.

Second, about the vision for the new development: I know that you are not here to hear about architecture or planning on what will happen in the site, but I would really encourage a more holistic way of thinking about it. It matters a lot – the devil's in the details:

- We'd like see affordable housing for families, not just for single individuals.
- You're talking about mixed-use, does that mean there's retail there? Is the retail going to be pedestrian-oriented or is it going to bring cars in somehow to the site which is not going to be able to accommodate them. How does that go with our 12th Street corridor that we're desperate to revitalize - will it add more people, which is good, or will it actually compete in some way? I know that's for a later step, but we would appreciate it if you would think about these things now.
- Think about connecting the biked with the Metropolitan Branch Trail, which is a weak area now, as well.

Thank you.

I've reviewed the subject draft report and have two pieces of feedback:

1. I request that more specifics that do not solely defer to DDOT are included in the report response on in section 5.3. I'm delighted to see acknowledgement of the strong community support for better bicycle/mobility infrastructure in this project. However, I'm disappointed to see no specific acknowledgement of ways this project could provide such infrastructure in the response, to include things that could be done absent DDOT cooperation. WMATA could provision for a dedicated bike path within the project perimeter, with only minimal public space permitting necessary to link to the existing Monroe St NE bike lanes. Even today, WMATA could likely choose on its own to remove the signage formally disallowing bikers to use the bus loop and Kiss and Ride within the station perimeter (of course, many bikers do this anyway, because it's among the safest options).
2. I request that more specifics on programming and stewardship for the "Brookland Green" be added. While I'm not a strong proponent for the land use restrictions put in place to preserve the "Brookland Green," I acknowledge and appreciate this is baked into WMATA's plans because it is largely out of WMATA's control. As I'm sure some open space would be part of any development, I see no major problem with the community's pre-existing choice to preserve this

Comments Received on the Draft Compact Public Hearing Staff Report

one, but I know there are many skeptics in the community about this Council-imposed requirement. I do fully agree with skeptics, however, that the current state of this grassy area is lacking in functionality and community benefit, and think it should once again be specified further how WMATA and development partners might improve and activate this area, within the context of it being open space. This could include any number of park amenities such as benches, art, and playground equipment. Simply acknowledging this investment would be made (without necessarily committing to any particular amenity) would go a long way to encouraging both proponents and skeptics of this specific open space preservation.

Thank you!

VJ Kapur (*he/him*)
Advisory Neighborhood Commissioner
Single Member District 5C07

Dear WMATA Officials:

Thank you for the opportunity to comment on WMATA's draft Staff Report and Recommendations on Brookland-CUA Metrorail Station Transit Facility Changes.

Brookland Neighborhood Civic Association comments are attached below. Also attached are our previously submitted comments of September 22, 2023.

Sincerely,

Caroline Petti, Vice President
Brookland Neighborhood Civic Association



February 22, 2024

RE: Brookland Metro Station

Dear Metro Officials,

On February 15, 2024, WMATA shared a copy of the draft Staff Report and Recommendations on Brookland- CUA Metrorail Station Transit Facility Changes. The Brookland Neighborhood Civic Association appreciates the opportunity to provide the following comments on WMATA’s draft Staff Report:

1. In previous comments of September 22, 2023 (attached), BNCA identified several significant problems associated with WMATA’s Brookland/CUA Metro Station transit changes as proposed: ambiguity regarding whether the Brookland Green would be preserved as undeveloped park land; need for improved pedestrian and cyclist access to and through the Station and joint development area; and WMATA’s proposed re-location of bus bays to the section of Newton Street NE between the Brooks Mansion and the Brookland Green.

Brookland Green

The BNCA appreciates that the Staff Report and Recommendations clarify WMATA’s intention to preserve the Brookland Green and that any developers that seek to partner with WMATA on joint development at the Station must keep that space open. (BNCA notes that preservation of the Brookland Green is fully consistent with the Future Land Use Map of the District of Columbia’s 2021 Comprehensive Plan, fully consistent with WMATA’s 2014 plan with then-Mayor Vincent C. Gray and Ward 5 Councilmember Kenyan R. McDuffie to preserve the Brookland Green, and fully consistent with the 2009 Council-approved Brookland/CUA Metro Station Small Area Plan.)

To eliminate further ambiguity in the Staff Report, WMATA should amend Table 7 of the Appendix F Environmental Evaluation identifying applicable local land use plans (page 28) as follows:

Plan	Description	Author	Date	Inconsistencies
District of Columbia Comprehensive Plan Future Land Use Map	Places the Brookland Metrorail Station in a mixed land use district combining Residential-Medium Density (RMED) and Commercial-Medium Density (CMED) and Parks, Recreation, and Open Space (PROS).	DCOP	2022	None Depending on final site plans, there may be a discrepancy with the FLUM in the parcel bound by Bunker Hill Rd. NE, 10 th St. NE and Newton St. NE. FLUM indicates Parks, Recreation, and Open Space, and the current site plan indicates a multi-use structure with an interior green space.

Bicycle and Pedestrian Access and Bus Bay Locations

BNCA has significant continuing concerns with respect to the WMATA Staff Recommendations pertaining to bicycle/pedestrian access and to bus bay relocations. The Staff Report suggests that Metro appreciates the comments received on these issues and will consider how best to move forward with them as future development at the Station proceeds. (See Metro Response to 5.3 Bicycle and Pedestrian Improvements and Metro Response to 5.7 Kiss & Ride Spaces and Bus Bay Locations.)

This is a sensible approach; however, it is countermanded later in the Staff Report at 8.0 Staff Recommendation when the Staff "...recommends approval of the proposed transit facility changes to the Brookland-CUA Metro Staff" and "...finds there should be no revisions to the proposed transit facility changes as a result of the Compact Public Hearing and staff report analysis."

The Section 8.0 Staff Recommendation should be revised to indicate, based on comments received on bicycle/pedestrian connectivity and bus bay relocations to Newton Street, that the Staff is recommending that resolution of these issues be considered further with the DC Department of Transportation, future selected developers, and other Station stakeholders.

2. Please add the Brookland Neighborhood Civic Association to the Appendix B Stakeholder List on pages 41-42 of the Staff Report.

We appreciate your consideration of these comments.

Sincerely,

Steve Farole, President
Caroline Petti, Vice President
Kathy Jacquart, Secretary



September 22, 2023

Dear Metro Officials,

We write on behalf of the members of the [Brookland Neighborhood Civic Association](#) (BNCA) to share feedback on the [proposed changes to the Brookland/CUA Metro station transit facilities](#). It reflects input gathered through two BNCA meetings and other conversations with members.

I. BNCA

The BNCA is an all-volunteer, non-profit association that exists to advocate for and improve the quality of life of the Brookland neighborhood. With roughly 200 members representing Brookland residents, local businesses, and property owners, we strive, in coordination with our local ANCs, to represent the views of the community on issues of common concern.

Since the BNCA's founding in the 1950s, the BNCA has supported transit-oriented development that respects the history, beauty and livability of Brookland. Notably, the BNCA:

- Successfully fought construction of the North-Central Freeway through the neighborhood, while promoting the establishment of the Brookland/CUA Metro station;
- Successfully worked to save the Brooks mansion from becoming a Metro parking lot; and
- Members of the BNCA and other community members contributed to important aspects of the Brookland/CUA Metro Small Area Plan.

II. Proposed Changes to Brookland/CUA Station Transit Facilities

In considering changes to the Brookland/CUA station transit facilities, we urge Metro to also respect the history, beauty and livability of Brookland. In so doing, we expect that Metro will **engage meaningfully with the community** at every stage. The BNCA would be happy to provide a forum for such engagement.

We also unequivocally expect Metro to **maintain the Brookland Green**. While the General Plan diagram indicates this will be retained as park land, page 28 of the Environmental Plan notes "Depending on final site plans, there may be a discrepancy with the FLUM in the parcel bound by Bunker Hill Rd. NE, 10th St. NE and Newton St. NE. FLUM indicates Parks, Recreation, and Open Space, and the current site plan indicates a multi-use structure with an interior green space." Any development should be consistent with the city's Comprehensive Plan and maintain the entirety of the current Brookland Green, including along Bunker Hill Road and Newton Street, as park space.

Safety for pedestrians, cyclists and motorists is one of the BNCA's top concerns. As such, the BNCA broadly supports the proposed changes to the Brookland transit facilities as an opportunity to make the station more accessible to cyclists and pedestrians. At the same time, we urge Metro to design the transit changes to mitigate impact to the surrounding community. Specifically, Metro should:

- **Build in Road Safety from the Start:** Partner with the city to improve pedestrian and cyclist access and road safety along Michigan Avenue, 10th Street, and Fort Bunker Hill Road. The re-routing of buses will exacerbate existing safety concerns in this area. The proposed changes should be coupled with traffic safety improvements and dedicated pedestrian and cyclist access through the station.
- **Preserve Pedestrian Access from Station to Newton Street:** The current bus facility design provides for direct pedestrian access from the Metro station to Newton Street. This is an important route for residents walking east to 12th Street and beyond. The proposed changes should maintain safe crossing spaces for pedestrians.
- **Provide Bike Access from Bunker Hill to Monroe Street:** The redesigned bus facility should include a bike lane or shoulder for cyclists to connect from Bunker Hill Road to the Monroe Street bike lane and onward to the Metropolitan Branch Trail. The bus facility is a popular route for cyclists and building dedicated infrastructure will further Metro and the city's vision for creating a transit-oriented development.
- **Take Steps to Minimize Bus Traffic Impacts:** Minimize bus traffic impacts to the surrounding neighborhood by concentrating bus stops on 9th Street to minimize the impact to the homes on 10th Street. Routing Option #2 strikes the best balance between minimizing traffic congestion and impacts to area homes. We encourage Metro to consider positioning the H8/9 or G8/R4 bus bays to 9th street to minimize impact to homes and traffic on 10th Street.

We also endorse feedback submitted to WMATA by DCTV President and CEO Nantz Rickard.

III. Possible Future Joint Development on Brookland/CUA Station Property

The proposal for the transit facilities is but the first step to proposed development that would transform the Brookland neighborhood. Unfortunately, we have seen how such developments can exacerbate the affordable housing, safety, and environmental challenges Brookland residents experience acutely, and support among our membership for any future development on the site is currently mixed. To ensure that any decision about future development benefits current and future Brookland residents, we again urge Metro and the city officials to **engage meaningfully and transparently with the Brookland community** throughout the development process, including in the development and release of a request for proposal; in related zoning cases; in the development of a good neighbor agreement between the selected contractor and the community; and through a collaborative approach to designing amenities to maximize community benefits. *Again, the BNCA would be happy to provide a forum for such engagement.*

As we evaluate possible **future joint development** at the Brookland/CUA station, the BNCA will be guided by the following **principles** and encourage Metro to adopt them to guide its development projects:

- **Adopt a Holistic Approach:** In partnership with Councilmember Parker and city officials, Metro must envision any development at the Brookland Metro in the context of proposed developments at the “Brookland Lanes” project at 10th Street and Michigan Avenue and 701 Michigan Avenue to maximize the residential, economic, and connectivity benefits for the community, while minimizing safety, traffic, and environmental impacts of all three proposed projects.
- **Support Affordable Housing:** Any development on the Brookland/CUA station property should go beyond the city’s minimum affordable housing requirements and set aside at least 20% of floor space for affordable units, including deeply affordable units for those with incomes below 30% of the area median.
- **Limit Additional Parking:** Keep the number of parking spaces in the new Brookland/CUA station development to the bare minimum required under zoning rules. Existing parking garages along Monroe Street are under-utilized and provide a space for resident and retail parking for the new developments.
- **Build Green:** Mitigate negative environmental effects by committing to using state-of-the-art green materials and installing green roofs on any future buildings.
- **Establish Brookland Green as Park Space:** We are encouraged to see that Metro’s development plan leaves untouched the Brookland Green, the green space immediately east of the current Kiss & Ride parking lot. The Comprehensive Plan recognizes this parcel as park space. To protect the parcel and to make it a true community resource, it should be established as a city park.
- **Include Road Safety Improvements:** Development should be paired with a DDOT-led effort to improve pedestrian and cyclist access and road safety along Michigan Avenue, 10th Street, and Fort Bunker Hill Road. Additional car and truck traffic to the Brookland station and Brookland Lane developments will worsen an already dangerous area for pedestrians and cyclists and which saw a cyclist hit and killed in 2022 by a shuttle bus coming from the Brookland/CUA station. Making the community transit-oriented requires investing in safe access routes to transit facilities.
- **Support Local Businesses:** Development and additional retail near the Metro should support local residents. WMATA, the city, and their contractors should actively seek to contract with local, Black and other minority and women-owned businesses in developing the Brookland/CUA station and when placing businesses in future retail space. At the same time, the Metro development should not come at the expense of Brookland’s historic main street. The city should prioritize grants, loans, and other development assistance to revitalize 12th Street and preserve local business so they can take advantage of the influx of new residents with these developments.

Sincerely,

Kathy Jacquart, President and Steve Farole, Vice President

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT AND AMENDMENT OF MASS TRANSIT PLAN FOR CHANGES AT CAPITOL HEIGHTS METRO STATION

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Compact Section 15 requires the Board of Directors to transmit proposed changes to the Mass Transit Plan to certain enumerated agencies and conduct a public hearing; and

WHEREAS, Resolution 2023-12 authorized staff to hold a public hearing on proposed plans to (i) relocate the bus loop and Kiss & Ride facilities, (ii) reduce Kiss & Ride capacity from 23 to eight (8) spaces, and (iii) eliminate the 372-space Park & Ride lot at the Capitol Heights Metro Station; and

WHEREAS, A report on the results of the public outreach and public hearing regarding the proposed plans at Capitol Heights Metro Station entitled *Compact Public Hearing Staff Report, Staff Analysis of the Public Hearing and Staff Recommendations, Capitol Heights Metrorail Station Joint Development Project* ("Capitol Heights Staff Report") (Attachment A), was presented to the public for review and comment; and

WHEREAS, The final draft of the Capitol Heights **Staff Report includes (i) staff's** recommendations that were presented to the public for review and comment on November 8, 2023, and (ii) the comments received during the public comment period.

NOW, THEREFORE, be it

RESOLVED, That the Board of Directors approves the *Compact Public Hearing Staff Report, Staff Analysis of the Public Hearing and Staff Recommendations, Capitol Heights Metrorail Station Joint Development Project*, as set forth in Attachment A; and be it further

RESOLVED, That the Board of Directors amends the Mass Transit Plan to (i) relocate the bus loop and Kiss & Ride facilities, (ii) reduce the Kiss & Ride capacity from 23 to eight (8) spaces, and (iii) eliminate the 372 space Park & Ride lot at Capitol Heights Metro Station, as set forth in Attachment A; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with Compact Section 8(b).

Reviewed as to form and legal sufficiency,

/s/ _____

Patricia Y. Lee
Executive Vice President, Chief Legal Officer
and General Counsel

WMATA File Structure No.:
12.7.2 Master Plans/Mass Transit Plan (including transit zone modifications)

PROPOSED

Washington Metropolitan Area Transit Authority (WMATA)

Compact Public Hearing Staff Report

Capitol Heights Metrorail Station Transit Facility Changes

Staff Analysis of the Public Hearing and Staff Recommendations

Hearing No. 654
Docket No. R23-05

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

1.0 Introduction

1.1 The Project

Metro proposes changes to the transit facilities at the Capitol Heights Metro Station (“Metro Station” or “Capitol Heights Station”) to enable joint development and increase ridership. The Project involves a modification of Metro Station facilities and facility access (“Changes” or “Modifications”). The current conditions are shown in Figure 1 and the proposed joint development concept is shown in Figure 2 below and in Appendix G of this report.

Metro obtained public input on the following proposed Modifications from October 7, 2023 through November 20, 2023:

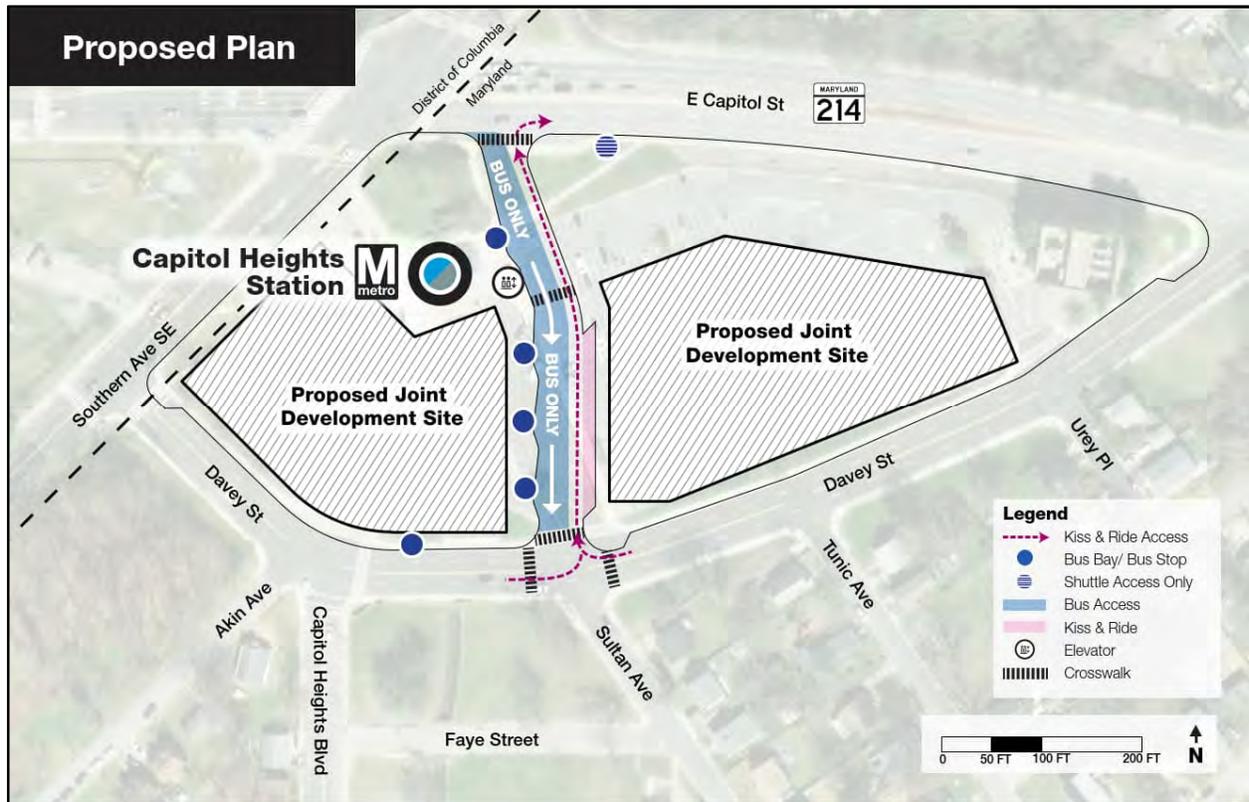
- Relocate the bus loop and Kiss & Ride facilities,
- Reduce the Kiss & Ride capacity from 23 to eight (8) spaces, and
- Eliminate the 372-space Park & Ride lot

Figure 1. Existing Transportation Facilities¹



¹ Note that the Kiss & Ride currently has 23 spaces after being repaved and restriped in late 2022.

Figure 2. 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 Capitol Heights Station, which were presented at a public hearing on November 8, 2023. The Notice of Public Hearing, Environmental Evaluation, and the General Plan were available online at www.wmata.com/plansandprojects beginning October 7, 2023 and are included in Appendices A, F, and G, respectively, of this document.

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

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

1.2 Public Hearing Staff Report

As required by the WMATA Compact, Metro's organizational document, the public was provided with the opportunity to comment on the Project. Following the guidelines established by WMATA's Board-approved Public Participation Plan, this Public Hearing Staff Report provides a summary of Metro's public outreach efforts, the Project's public hearing, comments that were received, and Metro's response to questions and issues raised by the public about the Project.

The following is a summary of the 2023 public participation process. This draft report is shared with the public on the [project webpage](#) for review and comment for ten (10) days. Following that review, the report will be finalized and presented by staff to Metro’s Board of Directors, where the Board will make a determination on whether the proposed Modifications will be accepted as an amendment to Metro’s Mass Transit Plan. The activities and actions Metro takes to prepare and finalize the Public Hearing Staff Report are shown in Figure 3.

Figure 3. 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.

Outreach efforts outlined in this report occurred during the official public comment period timeframe (October 7, 2023 through November 20, 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 through the online survey tool
- 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 5,042 project information postcards to seven mail routes within a 0.5-mile radius of the Capitol Heights Station. The postcards provided the date and location of the public open house and hearing, the link and QR code to Metro’s Plans and Projects website, and a general overview of the proposed changes (Figure 4).

Additionally, Metro sent a targeted email on November 15, 2023 to 20 community partner representatives working with nearby stakeholders. Recipients included representatives from government facilities/agencies, places of worship, apartment and condominium communities, schools, and a shopping center. 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.

Figure 4. Project Postcard (front and back)



2.3 Targeted Marketing and Media

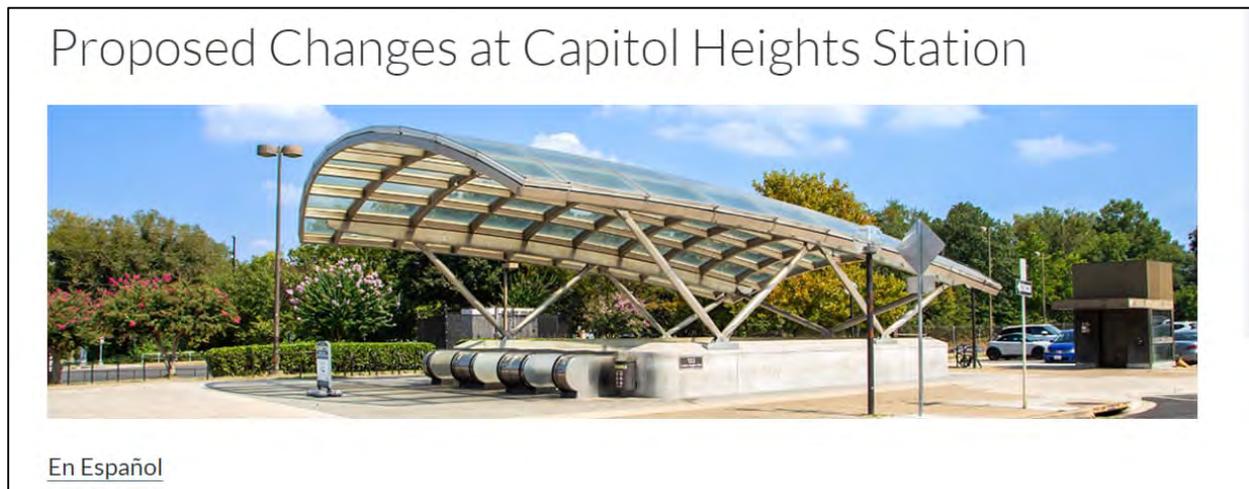
To obtain wide reach, Metro used targeted marketing, in-person outreach, and media campaigns to increase awareness and encourage public feedback.

2.3.1 Project Webpage

The [project webpage](#) on Metro’s website served as the Project information hub and the primary channel for collecting public feedback (Figure 5). Information was presented in English and Spanish. A variety of content was available for the public to review, including the environmental evaluation and design plans of the proposed changes. Metro’s public hearing was also streamed live on this page and on [YouTube](#).

During the public comment period, the project webpage received 3,365 unique views. This webpage will remain online for the duration of the Project to serve as a resource for the public.

Figure 5. Project Website



2.3.2 Social Media

Metro leveraged its social media following to inform the public about the Project across a variety of channels. In total, Metro’s social media posts resulted in nearly 50,000 impressions and more than 185 engagements across all platforms (Table 1). Examples of social media content are shown on the following page.

Table 1. Social Media Engagement Summary

Media	Date	Details
Facebook	11/6/2023	<ul style="list-style-type: none"> • 17,104 impressions • 130 total engagements (91 likes, 30 comments, 9 shares) • 70 link clicks
Nextdoor	11/1/23	<ul style="list-style-type: none"> • Posted to the zip codes around the station (20731, 20743, 20019) • 17,560 impressions
X	11/6/2023	<ul style="list-style-type: none"> • 14,900 views • 58 engagements (including 9 reposts, 46 likes, and 3 comments) • 50 link clicks

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

Nextdoor

2.3.3 Print Advertising

A legal notice was 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: *El Tiempo Latino*, *The Washington Post*, and *Washington Informer*. Table 2 lists the publications and the run dates. A copy of the public notice can be found in Appendix A of this report.

Table 2. Summary of Print Advertisements

Publication	Language	Run Date(s)	Total Est. Impressions
El Tiempo Latino	Spanish	11/1/23	45,000
The Washington Post	English	10/7/23	98,400
Washington Informer	English	11/2/23	50,000

2.3.4 Digital Advertising

Metro launched a paid digital ad campaign designed to optimize public outreach in the Capitol Heights neighborhood. The ads were targeted by zip-code and were available in English and Spanish (Figure 6). They resulted in a total of 550,000 impressions during their run time, October 30 to November 19, 2023.

Figure 6. Digital Ad Banners in Spanish and English

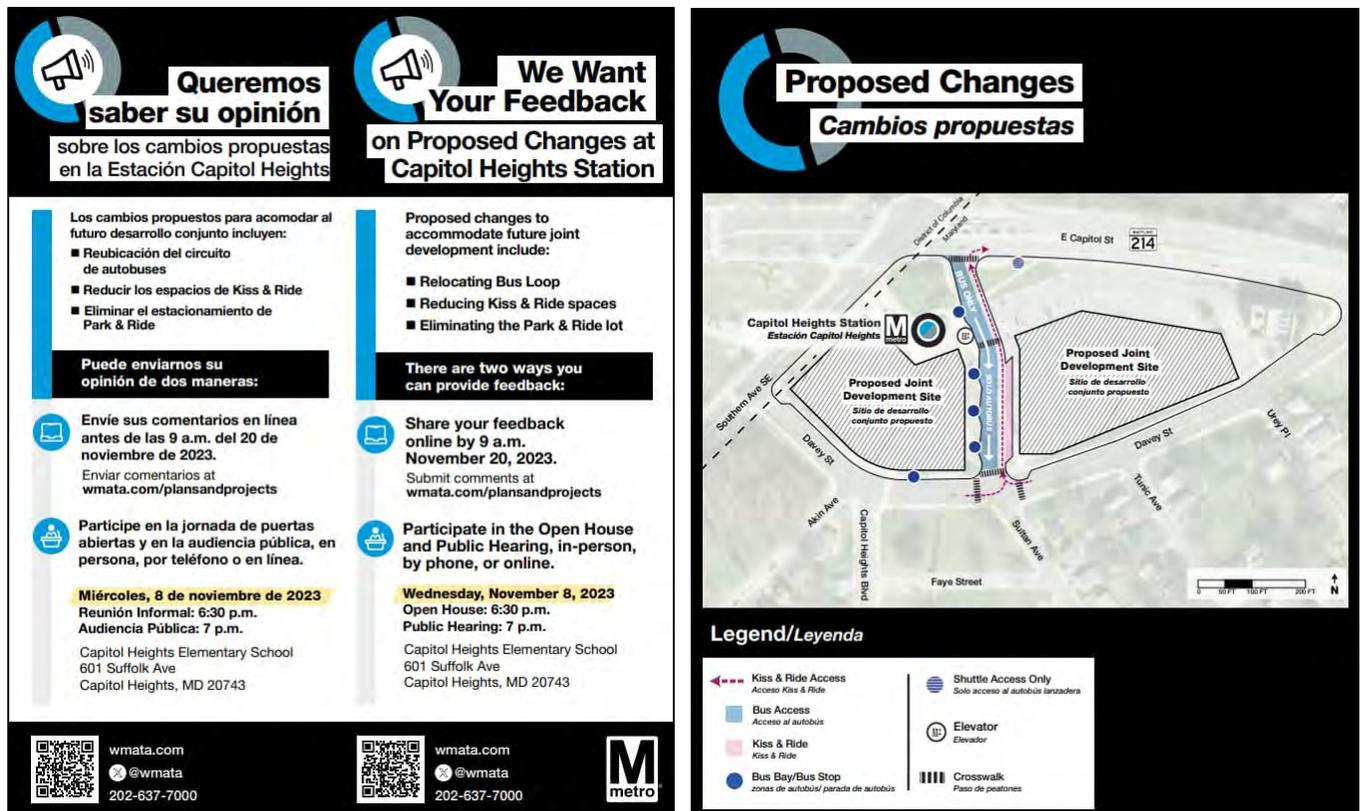


2.3.5 Signage and Flyers

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

- Signs were posted on each bus bay at Capitol Heights Station, at the elevator, and the shuttle bus stop.
- Two A-frame signs were placed outside the station.
- Banners in English and Spanish were posted on the Kiss & Ride fence.
- A banner in English was posted on the fence facing E. Capitol Street, SE.
- Flyers (Figure 7) were distributed to the station manager and throughout the station on November 2, 4, 6, 7, 12, and 17, 2023.
- Directional, wayfinding, and shuttle bus signs were posted at and around the station and at Capitol Heights Elementary School on November 8, 2023.
- Display boards were exhibited at the November 8, 2023 public hearing.

Figure 7. Flyer (front and back)



2.3.6 Media Relations

Metro issued press releases on October 11 and November 6, 2023 to generate earned media coverage and encourage public feedback on the project (Table 3, Table 4, Figure 8).

Table 3. Press Release Summary

Date	Title	Details
10/11/23	Metro seeks changes, public input to allow development on Blue Line Corridor at Capitol Heights Station	Metro is seeking public feedback on the proposed facility changes at Capitol Heights Station
11/6/23	Metro to hold public hearing Wednesday on proposed changes at the Capitol Heights Station for future joint development	Metro invites the public to learn more and to provide feedback on the proposed facility changes at Capitol Heights Station at a public hearing on November 8, 2023

Earned Media Coverage

Table 4. Earned Media Summary

Media	Details
DCNewsNow	Metro asking for public comment on proposed changes at Capitol Heights station

Figure 8. Earned Media Example



2.3.7 In-Person Outreach

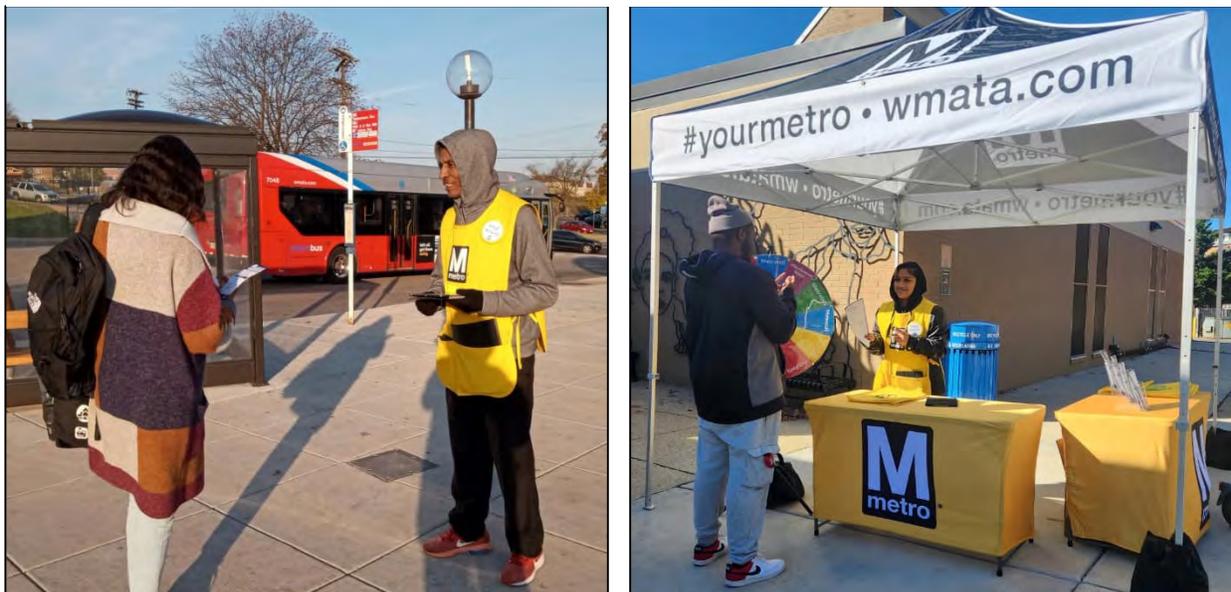
Metro’s professional contracted bilingual outreach teams, wearing yellow Metro-branded outreach aprons, were positioned at Capitol Heights Station mezzanine, bus loop, and Kiss & Ride lot to inform customers and residents about the proposed changes and public hearing (Figure 9). Members from the outreach team encouraged customers to provide comments via the online survey and at the public hearing. The outreach teams distributed a take-one about the project and were equipped with internet-enabled tablets to reduce barriers to participation and assist customers with the online survey on-site. In-person outreach at Capitol Heights Station took place on the follow days and times:

- Thursday, November 2, 2023, 1:30 p.m. – 7:30 p.m.
- Saturday, November 4, 2023, 9 a.m. – 2 p.m.
- Monday, November 6, 2023, 6 a.m. – 11 a.m.
- Tuesday, November 7, 2023, 1 p.m. – 7:30 p.m.
- Friday, November 12, 2023, 10 a.m. – 2 p.m.
- Sunday, November 17, 2023, 2:30 p.m. – 6:30 p.m.

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

Overall, the outreach team interacted with 6,691 customers, including 1,089 interactions in Spanish and 94 interactions in Amharic. A total of 2,197 brochures were distributed.

Figure 9. In-Person Outreach



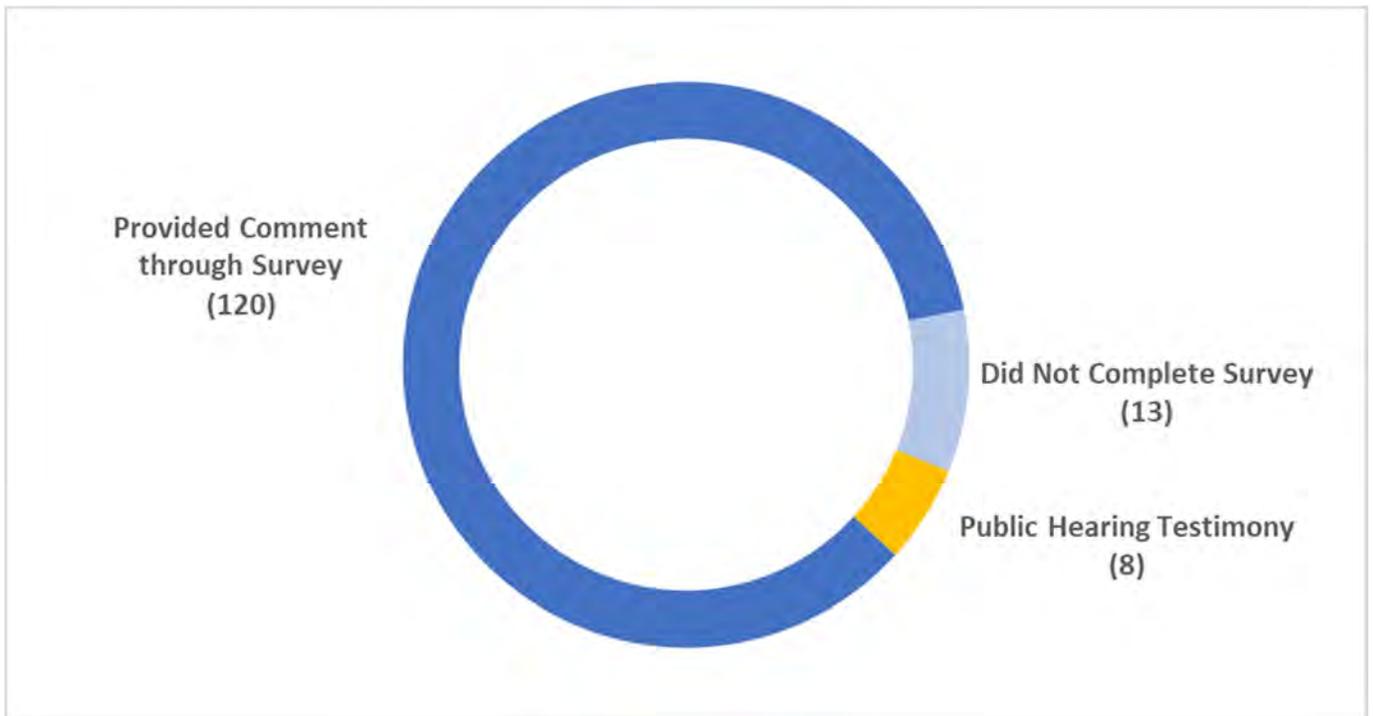
2.4 Public Input Results

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 online survey was available on Metro’s webpage. During in-person outreach events the outreach team had iPads available that people could use to fill out the survey on the spot and also had a QR code that people could scan to take the survey on their phones.

The online survey was started by 132 people, 119 surveys were completed, and 120 survey respondents provided written comments. The public could provide comments by typing a comment into the survey directly (118) or uploading a document (2). Eight oral testimonies were presented during the public hearing. Figure 10 summarizes how people provided feedback. The public comment period was open from 9:00 a.m. October 7, 2023 through 9:00 a.m. November 20, 2023.

Figure 10. Public Input Methods



2.4. Facilities Used at Capitol Heights Station

In response to a survey question about the primary reason for using the Capitol Heights Station, 65 percent said to ride Metrorail, 16 percent said to ride both Metrorail and Metrobus, and 15 percent said they don't use the station (Table 5 and Figure 11).

The survey also asked respondents which non-rail facilities they typically used at the Capitol Heights Station in the past 30 days (Table 6 and Figure 12). It is important to note that 46 percent of the online survey respondents indicated that they used the Park & Ride facility within the past 30 days. However, the 2023 rail passenger survey (that is, the “census” of rail riders) indicated that 21 percent Capitol Heights passengers use the Park & Ride facility. This would indicate that the online survey about the proposed modifications at Capitol Heights over samples Park & Ride users.

Table 5. Primary Reason for Station Use

Primary Reason for Using Capitol Heights Station	n=124
Ride Metrorail	65%
Ride Metrobus	1%
Ride Both	16%
Don't use Capitol Heights Station	15%
Other	3%

Figure 11. Primary Reason for Station Use

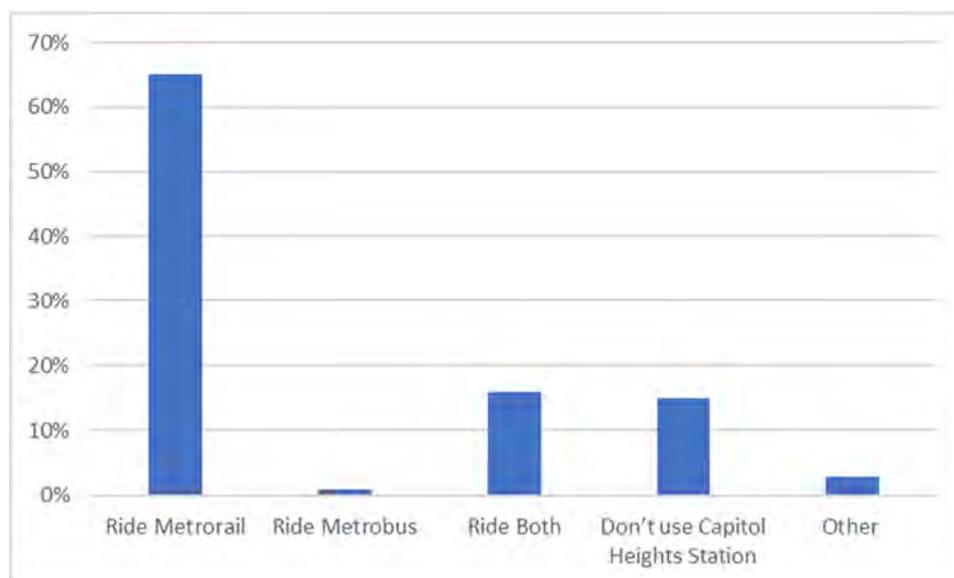
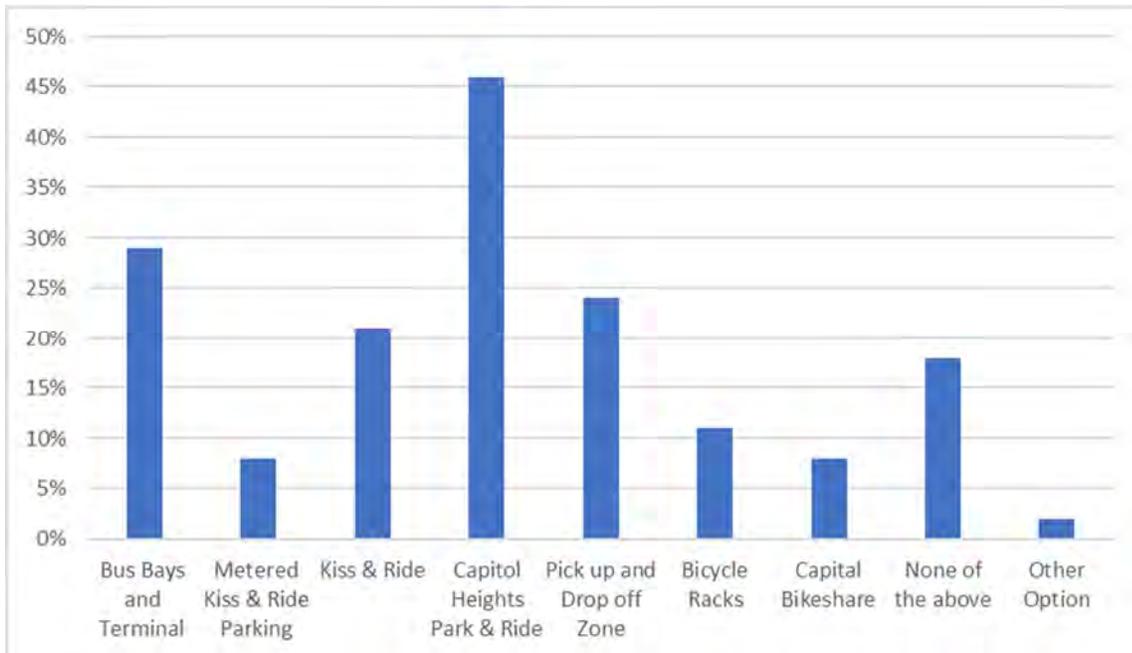


Table 6. Non-Rail Facility Usage at Capitol Heights Station

Non-Rail Facilities Used at Capitol Heights Station	In the past 30 days n=123
Bus Bays and Terminal (to connect to Metrobus, Metrorail, etc.)	29%
Metered Kiss & Ride Parking (i.e., for short-term parking)	8%
Kiss & Ride (i.e., lot where a driver can wait to pick up a passenger)	21%
Capitol Heights Park & Ride (i.e., for long-term parking)	46%
Pick up and Drop off Zone	24%
Bicycle Racks	11%
Capital Bikeshare	8%
None of the above	18%
Other Option	2%

Figure 12. Non-Rail Facility Usage at Capital Heights Station



2.4.2 Survey Demographics

Table 7 shows the percentage breakdown of survey demographics. Nearly 65 percent of survey respondents (64%) were aged 44 or younger. Almost 25 percent (23%) of survey respondents were aged 55 or older. More than half of the respondents identified as African American or Black (59%), and seven percent (9%) identified as Hispanic or Latino. Twenty-five percent (25%) of people responding to the survey identified as white and non-Latino. More than 50 percent (54%) of respondents live in single family, detached houses.

Almost 60 percent of survey respondents were in zip codes adjacent to the Capitol Heights Metro station (45% in 20743 and 14% in 20019). Another 8 percent were in Maryland zip codes adjacent to 20743. Twenty-one percent (21%) of respondents were in other Maryland zip codes, eight percent (8%) were in other DC zip codes, and four percent (4%) live in Virginia.

Table 7. Survey Demographics

Age (n=109)	35 and younger	34%
	36-44	30%
	45-54	13%
	55 and older	23%
Gender (n=118)	Male	46%
	Female	52%
	Other	2%
Hispanic or Latino (n=118)	Yes	9%
	No	91%
Race (n=116)	White (Non-Latino)	25%
	African American or Black	59%
	Latino	9%
	Other/Mixed Race	7%
Zip Code (n=112)	20743 (Capitol Heights, MD)	45%
	20019 (DC)	14%
	20747 (Maryland)	4%
	20785 (Maryland)	4%
	Other Maryland	21%
	Other DC	8%
	Virginia	4%
Housing Type (n=122)	Apartment or condominium	21%
	Single family, detached house	54%
	Townhome, attached to other houses	25%

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

The Compact Public Hearing was held on Wednesday, November 8, 2023 at 7:00 p.m. Mr. Joe McAndrew, the First Vice Chair of the Metro Board of Directors and the Maryland’s Assistant Secretary of Transportation chaired the hearing. The hearing was a hybrid meeting where staff hosted 26 attendees in-person at Capitol Heights Elementary School, 601 Suffolk Avenue, Capitol Heights, MD (Figure 13 and Figure 14). Others had the opportunity to participate via Teams or by phone or watch a simultaneous live-stream of the hearing on Metro’s website and YouTube page [Metro Forward](#) (Figure 15). The hearing was viewed on YouTube 84 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 Mr. McAndrew, Metro staff described the proposed facility changes. Seven people provided oral testimony at the hearing in-person and one oral testimony was provided by phone. The staff presentation and script of the public hearing can be found in Appendices C and D of this report.

Figure 13. Capitol Heights In-Person Public Hearing



Figure 14. Capitol Heights In-Person Public Hearing



Figure 15. Screenshot of Capitol Heights Virtual Public Hearing

Capitol Heights Metro Station

Proposed Changes to the Transit Facilities

Park & Ride

- Removal of the surface lot
- Customers seeking longer-term parking will be directed to Addison Road Metro Station

Bus Loop

- Reconstructed with a smaller footprint and more safe access from E. Capitol St. and exiting via Davey St.
- 5 bus bays (1-for-1 replacement)
- Metrorail bus shuttle stop on E. Capitol Street to support temporary operations

Kiss & Ride

- Relocated as curbside facility on new street
- 8 spaces (70% reduction); aligns with pick-up and drop-off demand patterns

Proposed Plan



(*) Future Joint Development building footprints are conceptual for illustrative purposes only

Capitol Heights Compact Public Hearing

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4.0 Comments Received for the Record

Comments to be considered for the record as part of this process were received through the online survey tool and oral testimony at the public hearing. The public comment period ran from 9:00 a.m. October 7, 2023 through 9:00 a.m. November 20, 2023.

A total of 128 people responded to Metro’s request for comment. Of those, 118 people provided comment through the online survey, two uploaded written testimony, and eight individuals provided oral testimony at the public hearing. Table 8 and Figure 16 show the respondents’ primary opinions on the project.

Table 9 provides a breakdown of the comments by topic. Because some comments contained multiple topics, the sum numbers shown are greater than the total number of actual comments received. Comments made for the public record are provided in Appendix E.

Table 8. Summary of Respondent Opinions

	Number	Percentage
Support	48	37%
Neither	10	8%
Oppose	70	55%
TOTAL	128	100%

Figure 16. Respondent Opinions

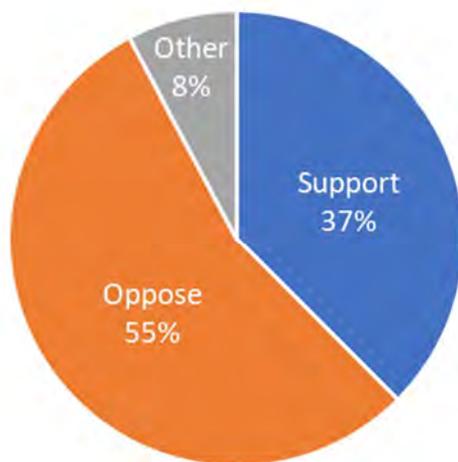


Table 9. Summary of Comments by Topic

Topic	Frequency	Overview
General Support for the Project	48	Comments expressed support of the project.
General Opposition to the Project	70	Comments expressed opposition to the project.
Opposition to Using Alternative Park & Ride Stations	17	Comments related to using an alternative station for Park & Ride.
Removal of Spaces	10	Comments related to removing some, but not all Park & Ride and Kiss & Ride spaces.
Safety	10	Comments concerned with safety improvements at station.
Parking Demand Analysis	8	Comments about future parking demand.
Bicycle and Pedestrian Safety Improvements	7	Comments associated with bicycle and pedestrian facility and safety improvements around the station area.
Metro Service and Site Maintenance	7	Comments expressed concerns and suggestions related to general transit service, not specifically to the proposed project.
Impact of Station Parking Removal on Neighborhood Parking	5	Comments about overflow parking in neighborhood.
Other Comments	25	These comments were associated with general concerns, and other topics not related to the above-described categories.

5.0 Comments and Responses to Comments Received

The 118 comments received through the online survey, two uploaded testimony, and eight oral testimonies were categorized into broader, recurring themes. Metro 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

Over a third of all respondents (48 comments) expressed support for the Modifications at the Capitol Heights Metro Station. Of those, 12 respondents supported the project generally and 36 explicitly supported the Modifications and the potential for development at the site.

Representative Comments

- *Let's get 'er done!*
- *This look great + let's make it happen ASAP!*
- *I am excited to see Metro move forward with the proposed changes to redevelop the Capitol Heights Metro station. I'm eager to see new homes, retail, and vibrant public spaces added to the Metro station.*
- *I am enthusiastic about the prospect of Metro advancing the proposed redevelopment of the Capitol Heights Metro station. I look forward to witnessing the addition of new residences, retail spaces, and dynamic public areas to enhance the overall appeal of the Metro station.*
- *I think this a good idea to expand Capitol Heights Metro Station. Good Job!*
- *I'm excited for this idea! I'd love to have a supermarket at the metro please*
- *I LOVE THIS PLAN!!! PLEASE PLEASE PLEASE LET THIS COME TO FRUITION FOR THE NEIGHBORHOOD AS IT DEFINITELY CAN USE THE DEVELOPMENT. The surface parking lot is not needed anymore as those people can go up the street to Addison Road station and park.*
- *Hello. I am a resident of Capitol Heights and attended the presentation of the proposed changes at the metro site. I am a huge supporter of the project and look forward to its completion. This area is in dire need of projects like this that have mainly been constructed in other areas of the DMV.*
- *I am in full support of the proposed changes, including replacing the parking lot at the metro and the reconfiguration of the bus loop.*
- *I have seen this plan many times before and I hope it can happen this time*
- *I live and own my home on Burgundy St. just down the street from the Capitol Heights Metro station. This development idea is great. Development is very much needed in Capitol Heights.*
- *Please do it. We need more development that complements our transit system and doesn't put cars first.*
- *I would love to see development to the area. Long overdue!*
- *It helps to develop our neighborhood.*
- *The proposed changes to Capitol Heights Station are essential for our community. As our city grapples with housing shortages and the need for smart land use, prioritizing people and sustainable growth over vehicle spaces is a step in the right direction.*

5.2 General Opposition to the Project

More than 50 percent of respondents (70 comments) expressed opposition to the Modifications to Capitol Heights Metro Station. Of those, 49 commentors opposed the project generally, 13 opposed both the transit modifications and the potential for development at the site, and 8 opposed the transit modifications, but were supportive of future development at the site.

Representative Comments

- *I don't want any changes to capitol heights station, the way it is now I can park and get the train to work.*
- *Please do not eliminate the park and ride. It was recently updated, which made the parking spaces better but also, if it's eliminated, daily commuters like myself would have nowhere to park and street parking in the nearby residential area is restricted and not safe.*
- *This proposed plan does not benefit residents in the area who like myself park and ride the metro. There is already scarce parking for commuters who live in the capitol heights area to park at, to then make a business development seems inconsiderate to those who have been living and working here for years. I strongly oppose the new development, and this needs to be put on the local ballot, to let residents decide this.*
- *I park and ride at capitol heights station several times a week. Removal of the park and ride lot will be detrimental to those of us who utilize this option as we will need to travel further to alternate stations.*
- *I do not believe they should reconstruct the station. It's fine the way it is & provides ample space for pickup and parking. The proposed construction severely impacts that.*
- *I am against removing the parking lot for the Capitol Heights metro. My family doesn't feel safe enough to walk or sit at the bus stops to take those all the way from our home to the train station.*
- *I think that this is a very BAD PLAN.... removing the park and ride lot is very important. If people have to park at Addison Road Metro what would be the need for Capital Heights Station.*
- *I live in Capitol Heights MD and work in Washington DC. Park and ride is very convenient for me to travel. Please do not remove it!*
- *I am opposed to the elimination of the capitol heights parking lot. I feel this area is over developed and the parking lot serves a need For area residents.*
- *Please do not get rid of the parking lot to give it to a developer to build apartments that people cannot afford.*
- *The only piece I object to is removing parking. If you change it to a garage instead of a surface lot, that's fine.*
- *I fully support mixed development for the area but, there's still a good amount of residents that use that parking lot during the daytime to get to work. I could see getting rid of half but, getting rid of the entire thing is insane.*

Metro Response: The Modifications at Capitol Heights presents an opportunity to increase ridership in support of Metro's [Transit Oriented Development](#) and [Joint Development](#) policy objectives. It also helps achieve Prince George's County's goals as well. [Plan 2035: Prince](#)

[George's County Approved General Plan](#) identifies the Capitol Heights Metro Station as a Local Center, which is an area targeted for transit-oriented development that will maximize regional accessibility and mobility. The [Approved Capitol Heights Transit District Development Plan](#) prioritizes transit-oriented development and is intended to ensure that the development of land in the vicinity of the Capitol Heights Metro Station maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that multimodal public transportation provides.

5.3 Opposition to Using Alternative Park & Ride Stations

Respondents provided 17 comments related to opposition to using alternative Park & Ride stations. People raised comments about safety concerns at Addison Road Metro Station, travel time implications, and availability of parking.

Representative Comments

- *Although Addison Station is nearby it is not a suitable substitute, it doesn't provide ease of access and raises concerns of crime.*
- *I am not in agreement of the suggestion to utilize Addison Road as an alternative for parking because Addison Road is an outside platform station; the parking is far from the platform and dark. I do not feel safe walking back and forth from the Addison Road parking to the station platform.*
- *I have been parking at Capitol Heights Metro station since 2002 and it has been great because I do not have to make any train transfers before getting to work downtown. I also find it safer than Addison Road station.*
- *When I ride metro, I park at the Capitol Heights lot because I feel it is so much safer than the indoor lot at Addison Road. I live in Seat Pleasant and never use the Addison Road metro station because Capitol Heights is safer. At least it appears to be safer and I am more comfortable there.*
- *I use the Park and Ride here when utilizing the Blue Line. This is a better station for me than the next one (with the garage) because as a mobility restricted person, it is easier to navigate this lot than the parking garage at the next station. Please do not eliminate the Park and Ride.*
- *The lot is the safest place to park. The Addison Road garage is not safe.*
- *I park there on a weekly basis and would not know where to park otherwise. I live in Capitol Heights and don't want to have to go to Addison Road station just because I need to park.*

Metro Response: Staff takes safety concerns very seriously and will share this feedback about Addison Road Station with Metropolitan Transit Police Department (MTPD) for consideration and further action.

5.4 Removal of Spaces

Ten comments expressed a desire to see some, but not all the spaces removed. They acknowledged that the lot current has empty spaces and is not fully utilized, but not think it would be good to remove all of the spaces and Capitol Heights.

- *I don't believe getting rid of the Park & Ride ENTIRELY will help this community. I fully support mixed development for the area but, there's still a good amount of residents that use that parking lot during the daytime to get to work. I could see getting rid of half but, getting rid of the entire thing is insane.*
- *Please do not eliminate all the spaces in the lot. If you want to reduce it by half sure. That makes sense. The proposal to eliminate all spaces does not. Thank you*
- *I agree with the proposed plans except eliminating of all the park and ride spaces. I agree it can be reduced but not eliminated. I park there on a weekly basis and would not know where to park otherwise.*
- *Do not completely get rid of the parking. The parking lot is usually half full, where are all these riders supposed to park? Leave some parking for those of us that drive to this station or risk losing even more riders.*

Metro Response: The proposed change to eliminate the 372-space Park & Ride surface lot is based on an evaluation of current and future parking demand for Capitol Heights Station. In the three years leading up to the pandemic (2017-2019), there were 345 transactions at the Capitol Heights Metro Station on an average mid-weekday. The peak hour utilization, or occupancy, of the lot was 325 vehicles (87% utilization). Average mid-week peak hour utilization through May 2023 (post-pandemic) is 120 vehicles (32% utilization). These volumes can be accommodated at the 1,268-space Addison Road Park & Ride facility that had 572 total spaces vacant, or available for use, on an average mid-weekday in the years leading up to the pandemic (2017-2019) and more than 1,100 available post-pandemic based on 2023 parking demand data. More information can be found in the Capitol Heights [Environmental Evaluation](#).

5.5 Safety

Respondents provided 10 comments related to safety concerns. Just over half (6) of these comments expressed concerns about safety at the station and the Park & Ride lot. Others (4) stated their desire to keep the Park & Ride lot as is because they did not feel safe walking or taking the bus to their final destination. They felt that the station modifications would make them less safe because of the current conditions in the area.

Representative Comments

- *Add more police/security*
- *It would be best to make the station safer and secure. Have strong lighting throughout the station, inside and out.*
- *It's bad enough our vehicles get broken into (mine did, along with about 10 others on the same day), and the number of "jumpers" that are allowed to evade paying at the station daily!*
- *The security measures have decreased and I notices more break-ins taking place in the parking lot. The general manager should allocate funding to secure the service of police officers for monitoring the behavior of the students and others who intentionally cause trouble on a daily basis against the elderly customers on the metro rail stations and outside the stations. They should have allocated security officers to monitor the parking lots.*
- *I am against removing the parking lot for the Capitol Heights metro. My family doesn't feel safe enough to walk or sit at the bus stops to take those all the way from our home to the train station.*

Metro Response: These comments are outside of Metro's scope in this Compact Public Hearing. However, Metro takes safety concerns very seriously and will share this feedback with Metropolitan Transit Police (MTPD) for further consideration.

5.6 Parking Demand Analysis

There were eight comments associated better understanding how Metro came to the decision to eliminate the Park & Ride lot and concerns about parking demand post-pandemic.

- *How many spaces are currently being used on average during the week and on the weekend?*
- *Maybe one proposed development would be good. But I highly suggest keeping the park and ride. Maybe do a survey study of how many people park there daily.*
- *I know that the parking lot used to be full before covid and is not as full as it used to be. I can understand if you want to cut down some of the spaces but please, please, please, do not eliminate the parking lot.*
- *I think it is a really bad idea to eliminate the 372 parking spaces. Looking at Google street view from years before 2020, the parking lot was often packed. Metro should be prepared for ridership to return to prepandemic levels.*

Metro Response: The proposed change to eliminate the Park & Ride surface lot is based on an evaluation of current and future parking demand for Capitol Heights Station. In the three years leading up to the pandemic (2017-2019), there were 345 transactions at the Capitol Heights Metro Station on an average mid-weekday. The peak hour utilization, or occupancy, of the lot was 325 vehicles. Average mid-week peak hour utilization in 2023 (through May) is 120 vehicles. These volumes can be accommodated at the Addison Road Park & Ride facility that had 572 total spaces vacant, or available for use, on an average mid-weekday in the years leading up to the pandemic (2017-2019). More information can be found in the [Capitol Heights Environmental Evaluation](#).

5.7 Bicycle and Pedestrian Safety Improvements

Seven comments shared concerns and suggestions about improving bicycle and pedestrian safety as a part of the proposed Modifications and future development.

- *I ask Metro to work with local and state authorities to tame and narrow East Capitol Street (MD 214) with a road diet (removing a travel lane in each direction), and add protected bike lanes.*
- *The light for pedestrians to cross at Central Ave isn't long (green) enough for them to cross especially if they have mobility issues. If the proposed plan increases the safety of pedestrians, cyclists, and other vulnerable road users, and slows down traffic in the area, it's a definite plus.*
- *Protected bike lanes should be planned for streets around and connecting to the station. Metro should also coordinate with the Central Avenue Connector Trail to ensure seamless links to the station.*

Metro Response: These concerns are outside the scope of this Compact public hearing, but Metro is very supportive of improved bicycle/pedestrian safety and connectivity. This feedback will be shared with the appropriate Metro departments, Maryland state agencies, and Prince George's County agencies for consideration.

5.8 Metro Service and Site Maintenance

Respondents shared seven concerns and suggestions related to site maintenance and general transit service, not specifically to the proposed project.

- *I would like capital heights station to be warm and more appealing its like there are no places for mothers with children to sit except the bus stop. Like that's not exceptional.*
- *the new fare gates that some stations have, to prevent fare jumping, are very very very needed at this station. The fare jumping is out of hand.*
- *Improve lighting & accessibility with relocation of the bus loop to current Kiss & Ride, add street parking kiss & ride on davey st, and no elimination of the 372-spaces increase parking rates & security. End weekends free parking*
- *I ride the train 5 days a week to and from work, and the kids and ride is constantly filled with folks being picked up and dropped off. There's currently ONLY ONE LANE THATS ALWAYS BEING BLOCKED BY SOMEONE PICKING UP! That then creates a backup thru the entire kiss & ride lane, preventing folks from coming and going. This will get worse based on the proposed plan and needs to be changed to IMPROVE FLOW, not make it worse.*

Metro Response: Metro appreciates the feedback and will share it with the appropriate departments and the future developer for consideration.

5.9 Impact of Station Parking Removal on Neighborhood Parking

Five comments shared concerns about the impact of removing the Park & Ride lot on adjacent neighborhood streets. They felt that people who currently use the Park & Ride lot would not go to another station and would instead park in the residential areas nearby.

- *Eliminating the parking area means that people will be parking all over our neighborhood streets. As someone who walks to the metro, I can't even begin to express how much of a problem this is already with people street parking to avoid paying for parking at the metro lot.*
- *Capitol Heights metro needs to keep SOME of their parking spots for their park and ride. You're going to have several people lining nearby neighborhoods with their cars on public streets which will be getting broken into and stolen*
- *Its such a shame, you live a place your whole life, pay your share and it means nothing. Please do not get rid of the parking lot. It will force people to park in the neighborhoods which will increase crime and disrupt the neighboring community.*

Metro Response: These concerns are outside the scope of this Compact public hearing, but will be shared with the appropriate Metro departments and Prince George's County agencies for consideration. Metro will also coordinate with the future selected developer to address these concerns as the joint development project is developed.

5.10 Other Comments

In addition to the issues raised in the sections above, there were 25 comments that did not fall into those categories. They included questions about the project; questions about where to park; the desire to see a parking garage constructed; preference for development to occur elsewhere; suggestions of what elements, design considerations, and amenities to include in a future project; etc.

Representative Comments

- *The only piece I object to is removing parking. If you change it to a garage instead of a surface lot, that's fine.*
- *I have seen this plan many times before*
- *Is there a 55 and older dwelling proposed? Caregivers (home health aides, Certified Nursing Assistants, etc.) frequently utilize public transportation to reach clients.*
- *It would help us get a better organization*
- *I want the Capitol Heights station and all the bus circuits to continue operating for all the people who use them daily. It is useful for all our people that the Capitol Heights station is constantly in operation, it helps us get to our jobs or go to visit our loved ones. That is why it is important to use the subway because it helps us get to different places we want to visit to take advantage of the old customs of ourselves*
- *I am well aware that our area needs retail development but there is a huge lot in DC directly across from the metro that is completely ready for development. That is where the focus should be, not the metro station.*

Metro Response: These comments are outside the scope of this Compact public hearing, but will be shared with the appropriate Metro departments and Prince George's County agencies for consideration. Metro appreciates the feedback and will keep these in mind as a future development moves forward.

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

Comments received on the draft Public Hearing Staff Report can be found in Appendix I. The draft Public Hearing Staff Report was posted on Metro’s website on Monday, February 12, 2024, and public notice sent out Tuesday, February 13, 2024. The public comment period closed at 5:00 p.m. Friday February 23, 2024.

Two comments were received that discussed the following topics:

- Appreciation of describing the distance between survey respondents’ homes and the Capitol Heights Metro Station, but disapproval of displaying a map in Appendix E showing the locations because of privacy concerns.
- Fear for safety of using the Park & Ride spaces at Addison Road Metro Station and assertion that would likely drive to their destination rather than take Metro if the Capitol Heights Park & Ride is removed.

Metro Response: Metro took privacy concerns seriously when creating the maps in Appendix E. The maps did not include individual names, addresses, street names, or locations of houses. The maps were zoomed out sufficiently far to only show concentration of dots in the neighborhoods where responses were received. Metro also takes safety concerns very seriously and will share this feedback about Addison Road Station with Metropolitan Transit Police Department (MTPD) for consideration and further action.

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 Capitol Heights Metro Station. Staff finds there should be no revisions to the proposed transit facility changes as a result of the Compact Public Hearing, public comment period on the draft staff report, and final staff report analysis.

The changes include the following modifications to Metro facilities:

- Relocate the bus loop and Kiss & Ride facilities,
- Reduce the Kiss & Ride capacity from 23 to eight (8) spaces, and
- Eliminate the 372-space Park & Ride lot

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 transit facility changes at the Capitol Heights Metro Station.

APPENDIX A: NOTICE OF PUBLIC HEARING

Continued on Next Page



**Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Changes to Transit Facilities at
Capitol Heights Metro Station
Capitol Heights, Maryland
Docket R23-05**

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 Capitol Heights Metro Station in Capitol Heights, Maryland as follows:

Hearing No. 654

Wednesday, November 8, 2023

Open House 6:30 p.m.

Public Hearing 7:00 p.m.

Capitol Heights Elementary School
601 Suffolk Ave
Capitol Heights, MD 20743

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

youtube.com/metroforward

To listen via telephone: (206) 899-2028, Meeting Code 231 232 090#

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 Capitol Heights Metro Station, Capitol Heights, MD. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

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

In person: Individuals wishing to provide testimony in person during the hearing are encouraged to pre-register by emailing speak@wmata.com or calling (202) 962-2511 by 5 p.m. on Tuesday, November 7, 2023. Please submit only one speaker's name per request. Advance registration to provide in-person testimony is not required.

By videoconference: Individuals wishing to provide testimony during the hearing via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to speak@wmata.com by 5 p.m. on Tuesday, November 7, 2023. Please submit only one speaker's name per request.

By telephone: Individuals should call (206) 899-2028 during the hearing and enter Meeting Code 231 232 090#. 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, October 7, 2023 and will close on Monday, November 20, 2023 at 9 a.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 9 a.m. on Monday, November 20, 2023 to be included in the public record.

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

WHAT IS PROPOSED

Metro proposes changes (“Modifications”) to the Capitol Heights Metro Station (“Metro Station”) transit facilities and facility access to enable joint development, increase ridership and improve safety. The recommended changes are made after significant evaluation of future demand for the transit and parking facilities at the Metro Station.

The Modifications include:

- Relocating the bus loop and Kiss & Ride facilities
- Reducing the Kiss & Ride capacity to eight spaces
- Eliminating the 372-space Park & Ride lot

In 2017, Metro held a public hearing and received Board approval to eliminate the Park & Ride only. However, the joint development project did not advance at that time and as a result Prince George’s County and Metro have revised the development plans to also include changes to the bus and Kiss & Ride facilities.

The changes to the transit facilities will be funded and constructed by Metro’s future joint developer, which will be selected through a future solicitation.

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

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

Table 1. Environmental Impacts of Modifications

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization & Mitigation Efforts
Transportation	<p>Reconfiguration of the bus facilities eliminates left-turn bus movements onto the site from the arterial roads, which will improve safety.</p> <p>Elimination of the Park & Ride and reduction of Kiss & Ride spaces will generate less traffic at the station and align with pick-up/drop-off demand.</p>	Disruption to pedestrian, bicycle, and vehicular circulation during construction.	<p>Interim locations for bus services, pick-up/drop-off, and bicyclist and pedestrian access will be maintained at all times during construction.</p> <p>Updated traffic controls and signage to reflect changes.</p> <p>Customers seeking longer-term parking options will be directed to use Park & Ride facilities at Addison Road Metro Station. Other on-street parking options may also be created after development of the site.</p>
Stormwater	None-total impervious areas of transit facilities to be reduced.	Minor sediment or erosion risk.	Controls to be applied per Maryland and Prince George’s County requirements.
Air Quality and Noise	No impacts resulting from changes to transit facilities.	Dust or noise from construction-related equipment and operation.	Cleaning, minimizing night-time work, noise control measures.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report, and general plans for the proposed changes to transit facilities at the Capitol Heights 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 Prince George's County, Maryland 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

Continued on Next Page

Organization	Category
City of Seat Pleasant	Government Facility/Agency
John Eager Howard Community Center	Government Facility/Agency
Prince George's County Council	Government Facility/Agency
Seat Pleasant Volunteer Fire Co.	Government Facility/Agency
Town of Capitol Heights	Government Facility/Agency
Clothing of Power Eternal Church	Place of Worship
Gethsemane United Methodist Church	Place of Worship
New Life Assembly of God/SACRED Life Academy for Boys	Place of Worship
St. Margaret of Scotland Catholic Church & School	Place of Worship
True Believers Pentecostal Church	Place of Worship
Gateway Village	Residence/Apts
Highland Ridge Apartments	Residence/Apts
Southern Homes & Gardens Corporation	Residence/Apts
The Park at Addison Metro	Residence/Apts
Capitol Heights Elementary School	School
Central High School	School
DC Scholars Public Charter School	School
MAPCS-Evans High School Campus	School
Walker Mill Middle School	School
Addison Plaza Shopping Center	Shopping

APPENDIX C: PUBLIC HEARING PRESENTATION MATERIALS

Continued on Next Page

Compact Public Hearing

R23-05

Capitol Heights Station

November 8, 2023
Public Hearing



Agenda

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

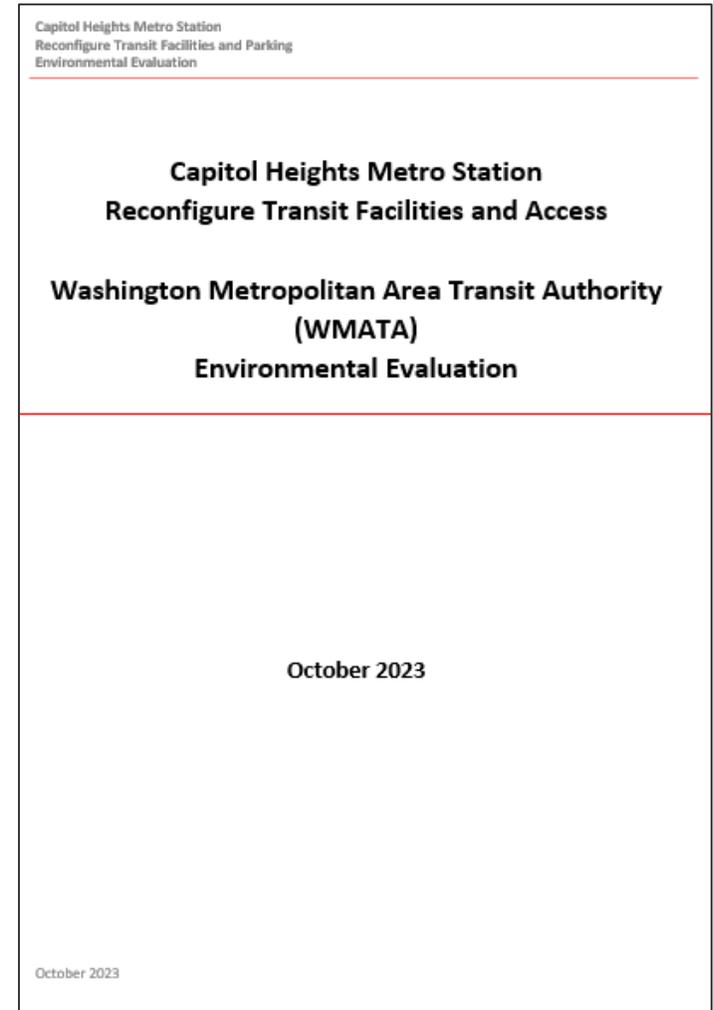
Para recibir información sobre este proyecto, llame la línea de servicio al cliente de Metro al 202-637-1328.

wmata.com/plansandprojects > Capitol Heights

Reference Materials

WMATA Compact Public Hearing Materials

- General Plans
 - Environmental Evaluation
- wmata.com/plansandprojects > Capitol Heights



Providing Testimony at Hearing

Call **(206) 899-2028** and enter code **231 232 090#**

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

Public Hearing Procedures

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

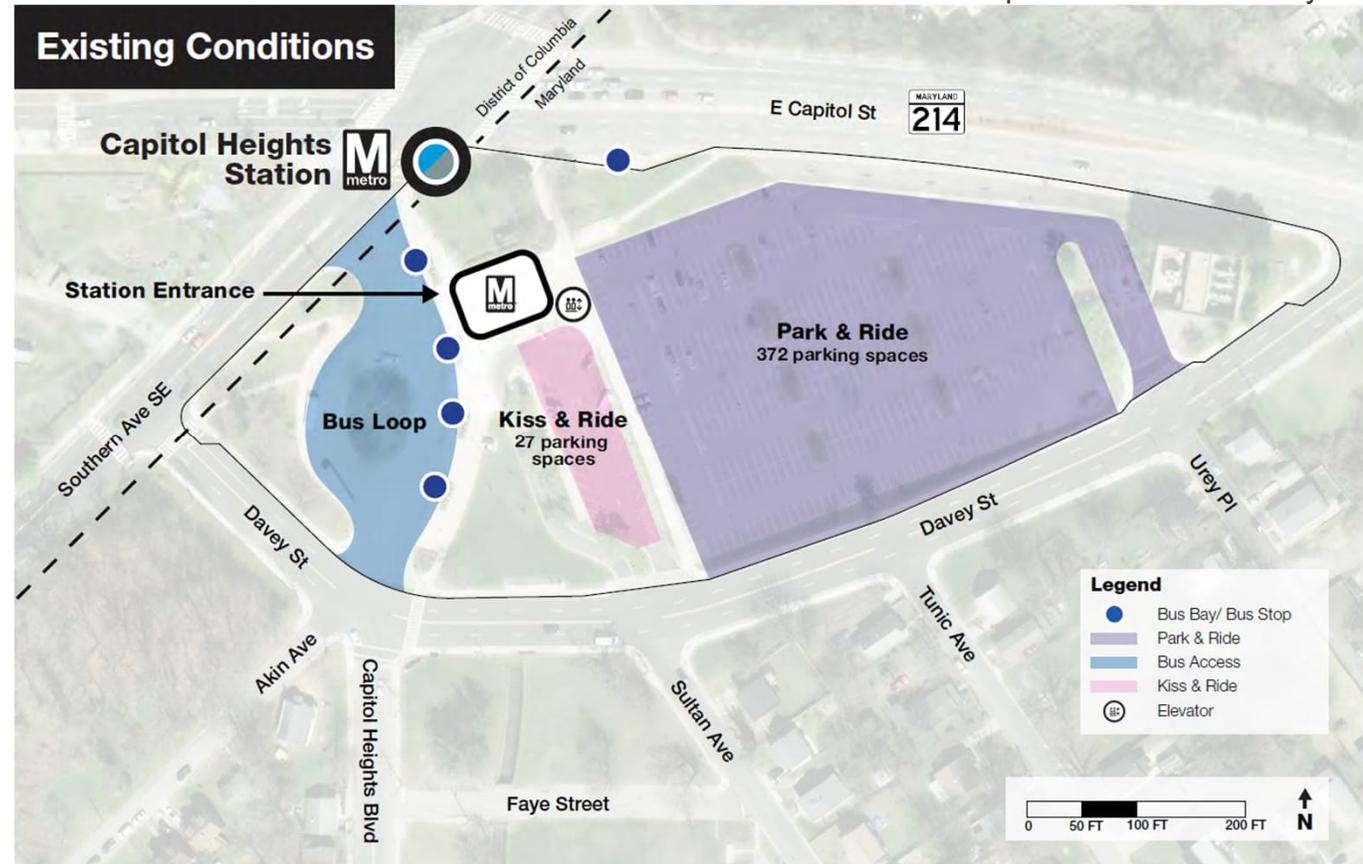
Relinquishing of time by one speaker to another speaker is not allowed

Purpose of Hearing

To obtain public comments on the changes to transit facilities at the Capitol Heights Metro Station that will **enable joint development & grow ridership:**

- Relocating the bus loop and Kiss & Ride facilities
- Reducing the Kiss & Ride capacity to eight spaces
- Eliminating the 372-space Park & Ride lot

~1,500 daily Metrorail riders pre-COVID;
recovered to 1,000 daily riders as of October 2023
Bus – 801 customers daily*
K&R – Less than 1 paid transaction daily**
P&R – 124 paid transactions daily***



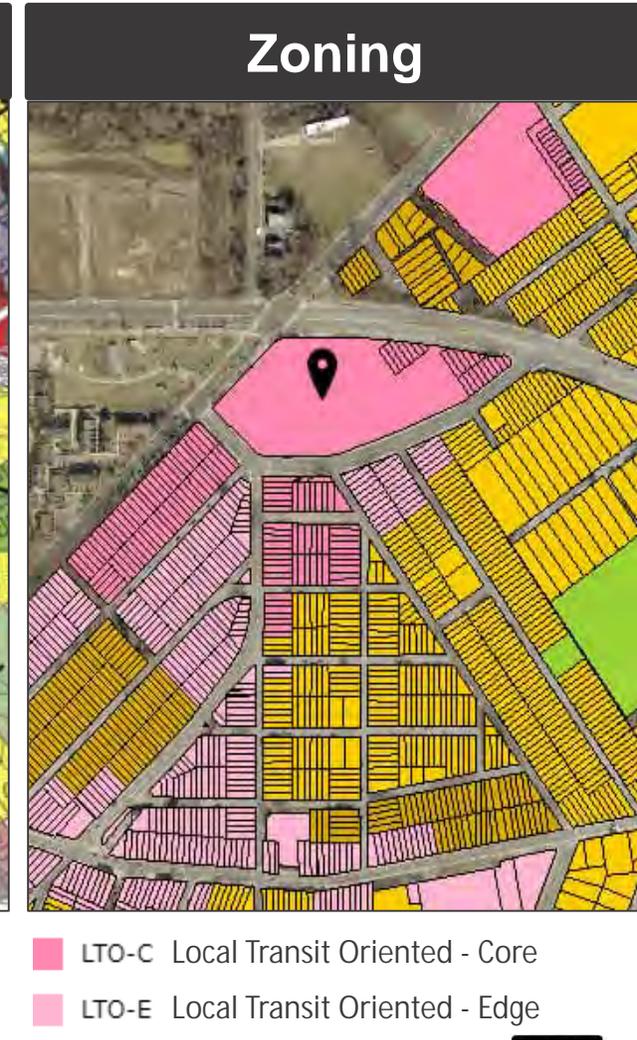
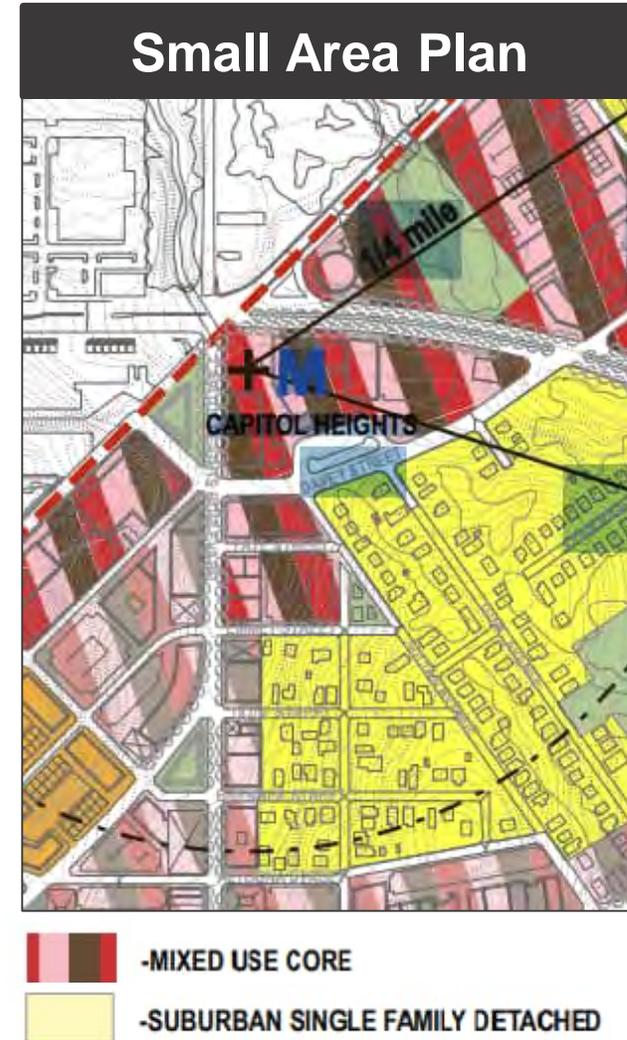
(*) Based on October 2023 ridership data

(**) Based on March 2023 ParkMobile records

(***) Based on October 2023 Smartrip records

Background

- 1980 Station opens
- 2008 Small Area Plan adopted
- 2015 First Joint Development agreement (later expired in 2018)
- 2017 First Compact hearing to eliminate the Park & Ride facility
- 2021 Prince George's County announced Blue Line Corridor initiative to accelerate Transit-Oriented Development
- 2023 Metro Board authorizes Compact hearing & issuance of Joint Development solicitation



Proposed Changes to the Transit Facilities

Park & Ride

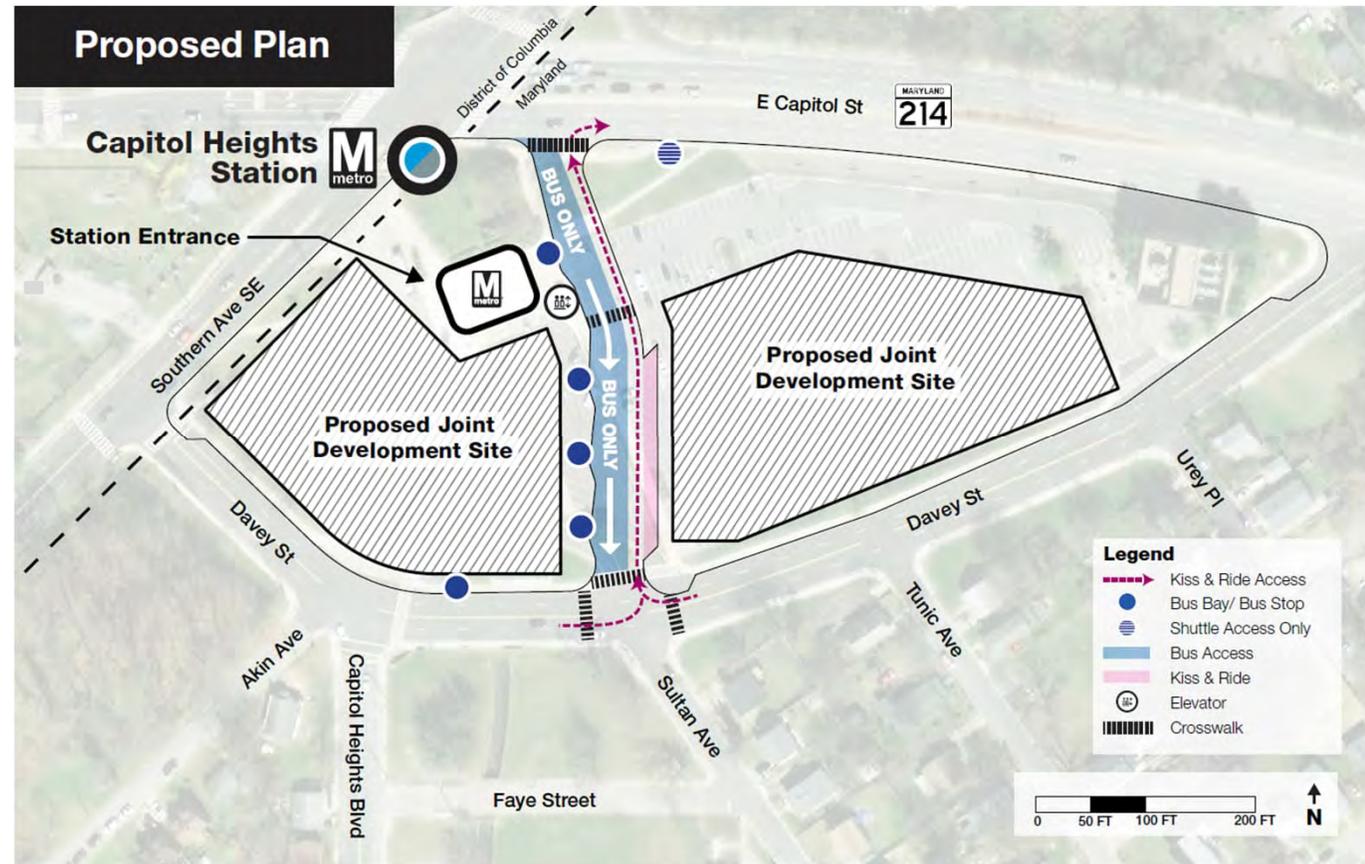
- Removal of the surface lot
- Customers seeking longer-term parking will be directed to Addison Road Metro Station

Bus Loop

- Reconstructed with a smaller footprint and more safe access from E. Capitol St. and exiting via Davey St.
- 5 bus bays (1-for-1 replacement)
- Metrorail bus shuttle stop on E. Capitol Street to support temporary operations

Kiss & Ride

- Relocated as curbside facility on new street
- 8 spaces (70% reduction); aligns with pick-up and drop-off demand patterns



(* Future Joint Development building footprints are conceptual for illustrative purposes only)

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 Features	Permanent Impacts	Temporary Impacts Construction-related	Minimization & Mitigation Efforts
Traffic	<p>Reconfiguration of the bus facilities eliminates left-turn bus movements onto the site from the arterial roads, which will improve safety.</p> <p>Elimination of the Park & Ride and reduction of Kiss & Ride spaces will generate less traffic at the station and align with pick-up/drop-off demand.</p>	Disruption to pedestrian, bicycle, and vehicular circulation during construction	<p>Interim access for buses, pick-up/drop-off activity, and bicycles/pedestrians will be maintained at all times during construction</p> <p>Customers seeking longer-term parking options to use Metro’s Addison Road Park & Ride facilities or other on-street parking options created after development of the site.</p>
Stormwater	None—total impervious areas of transit facilities to be reduced	Minor sediment or erosion risk	Controls to be applied per Prince George’s County and Maryland requirements
Air Quality & Noise	No impacts resulting from changes to the transit facilities	Dust or noise from construction-related equipment and operation	Cleaning, minimizing night-time work, noise control measures

Testify at Hearing

Call **(206) 899-2028** and enter code **231 232 090 #**

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

Public Hearing Procedures

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

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

Written Comments

Comments must be received by **9 a.m. on Monday, November 20, 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:

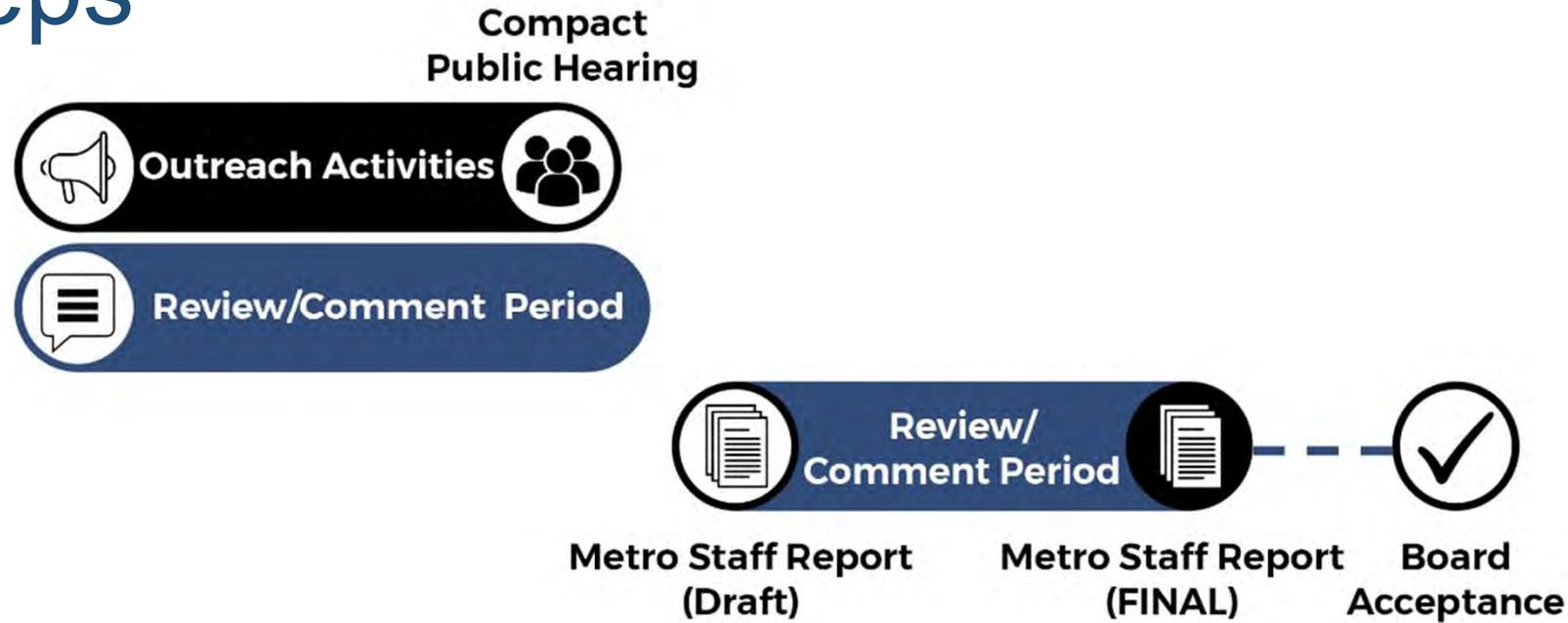
- Office of the Secretary
SECT 2E
WMATA
PO Box 44390 Washington, DC 20026-4390
- Reference “Capitol Heights Public Hearing” in the subject line

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



November 20, 2023

Public Review Comment
Period Closes

Winter 2024

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

Spring 2024

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

Thank you for
your participation!



APPENDIX D: PUBLIC HEARING SCRIPT

Continued on Next Page

MR. MCANDREW

SLIDE 1

- I call this meeting to order.
- I am Joe McAndrew, the First Vice Chair of the Metro Board of Directors and the Maryland's Assistant Secretary of Transportation.
- With me tonight is Jennifer Ellison, Metro's Board Corporate Secretary, and
- Yasmine Doumi, Project Manager at Metro's Office of Real Estate and Development who will be giving tonight's presentation.
- I'd also like to recognize that we're joined this evening by _____. Welcome, _____.

SLIDE 2 - AGENDA

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

SLIDE 3 – REFERENCE MATERIALS

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

SLIDE 4- PROVIDING TESTIMONY AT HEARING

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

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

YASMINE

SLIDE 5 – PURPOSE OF HEARING

- Thank you, Mr. McAndrew

- The Purpose of the Hearing is to obtain public input on the following changes to the facilities at the Capital Heights Metro Station to enable joint development and grow Metro's ridership:
 - Relocating the bus loop and Kiss & Ride facilities
 - Reducing the Kiss & Ride capacity to eight spaces
 - Eliminating the 372-space Park & Ride lot

- Currently, these facilities support approximately 801 transit customers daily disembarking daily at Capitol Heights Metro Station, less than 1 paid transaction daily from the Kiss & Ride, and around 124 paid parking transactions daily from the Park & Ride.

- For context, the Capitol Heights Metrorail Station served between 1,500 customers each weekday in the decade prior to COVID-19 pandemic. As of October 2023, ridership has recovered to around 1,000 customers each weekday.

SLIDE 6 – BACKGROUND

- Before discussing the changes further, let me give some context or background about how we got to this meeting today.
- The Capitol Heights Station opened in 1980.
- In 2008, Maryland-National Capital Park and Planning Commission approved the Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment. The intent is to foster transit-oriented development that increases the use of public transit, maximizes return on investment in transit facilities and services, encourages appropriate development near transit stations with coordinated urban design elements, and increases local tax revenues.
- In 2015, the Metro Board approved a Joint Development Agreement, or JDA. *Joint Development* is a Federal Transit Administration term for when residential or commercial uses are developed on transit agency-owned property with a design that is closely coordinated with transit facilities.
- In 2017, Metro and our prior Joint Development partner held the first public hearing and received Board approval to eliminate the Park & Ride lot only to support a one-building project.
- That project ultimately did not advance due to various constraints and this first Joint Development Agreement expired in 2018.
- As a result, Prince George's County and Metro revisited the development plans for the site and while it was forming the Blue Line Corridor initiative to accelerate Transit-Oriented Development, which focused on ways to address physical and market barriers to growth.
- Accordingly, a new plan was established that supports a two-building project at the Capitol Heights Metro station by reconfiguring the bus and Kiss & Ride facilities in addition to the elimination of the Park & Ride lot.
- In April 2023, the Metro Board authorized the staff to hold a Compact hearing on the changes to transit facilities that could enable the development with the goal of increasing ridership at the station and supporting the Prince George's County's land use, housing, and economic development goals.
- In this meeting, the Board also authorized Metro to issue a Joint Development Solicitation to engage a developer that will lead the design and delivery of a mixed-use real estate project on Metro's property including the reconstruction of the transit facilities and all coordination with the with the Prince George's County government and community. However, the release of that solicitation has not yet occurred.

SLIDE 7 – PROPOSED CHANGES TO TRANSIT FACILITIES

- On the next few slides, we'll cover the proposed changes to the transit facilities, covering aspect and access, as well as provide a summary of key points from our Environmental Evaluation.
- At the Capitol Heights Metro station, the proposed changes include closing the surface Park & Ride lot and removing the 372 Park & Ride spaces from our Mass Transit Plan without replacement. Metro is also proposing reconfiguring the existing bus loop and Kiss & Ride lot.
- The reconfiguration will:
 - create parcels or land area available for residential and/or commercial development,
 - better integrate the Metro Station into the fabric of the surrounding community,
 - offer an improved customer experience at the Metro Station entrance,
 - Enhance safety for bus operations, bicyclists, and pedestrians.
- These actions are necessary to enable joint development opportunity at the site and to help grow Metro's ridership. Accordingly, these improvements will be funded and constructed by the future joint developer, which as we mentioned, has not yet been selected.
- We anticipate releasing a solicitation to select a developer within the next year, who will then lead the design and delivery of a mixed-use real estate project on the parking lot site, including all coordination with Prince George's County government and the surrounding community.
- The most significant change to the transit facilities—which you can see on the site plan image on the screen—is the elimination of the Park & Ride lot.
- Metro believes this approach is reasonable since there is an alternative Park & Ride facility nearby at Addison Road Metro station, which has excess capacity that is sufficient to accommodate all users from Capitol Heights.
- Through May 2023, average mid-week peak hour utilization at the Park & Ride lot is 120 vehicles. These volumes can be accommodated at the Addison Road Park & Ride facility. On an average mid-weekday in the years leading up to the pandemic (2017-2019) there were 572 total spaces vacant, or available for use.
- Based on analysis of Capitol Heights parking customer origin and household location data, traveling to Addison Road would add fewer than five-minutes of travel time for Capitol Heights customers. This information is presented in the Environmental Evaluation report that Metro posted on its website prior to this Compact hearing.
- Regarding the bus facilities, the project involves the reconfiguration of the loop into a "street-like" transitway that has a smaller, more bicycle & pedestrian-friendly footprint. This will be accomplished by relocating the entry point to a right-in/right-out condition from MD-214, also

called E. Capitol Street, and exiting onto Davey Street. The buses will only travel or operate in one-direction going southbound.

- This change in the transit operations we believe is a significant safety improvement and reduces the risk of collisions between buses, cars, or pedestrians, that exists in the current condition where buses make an un-signalized left-turn movement from Southern Ave to access the site across on-coming traffic. This left-turn condition exists within less than 20 feet from the Southern Ave and E. Capitol intersection and does not comply with the District of Columbia or State of Maryland's roadway design standards.
- As for capacity, the reconfigured bus facilities will include 5 bus bays, which is the same number that exist today and can accommodate potential future increases in bus services. The bus stop that exists on MD-214 or E. Capitol Street today will remain, but will only be used when there are interruptions to the blue line Metrorail service. In these conditions Metro runs temporary shuttle buses to connect customers to the next Metrorail stations where service is not impacted.
- The final change to the transit facilities involved the Kiss & Ride facility. The surface lot will be removed and reconstructed in the same vicinity, but as a curb-side facility on the new street created to support the bus operations. The entry will be from Davey Street, as it does today, but the exit will now be onto MD-214 or E. Capitol Street. The traffic will flow in a one-way northbound direction opposite to the flow of the buses.
- Regarding capacity, the proposal is to reduce the capacity to 8 spaces, which aligns with pick-up and drop-off 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 and analysis are included in the Environmental Evaluation Report posted on Metro's website. In this evaluation, it was identified there were few paid parking transactions using the ParkMobile system, and that the unpaid parking activity in the Kiss & Ride lot occurred for extended periods of time – exceeding 2 hours to more than 12 hours in duration, including some overnight parking.
- With the proposed reduction in Kiss & Ride capacity, those customers seeking daily or longer-term parking options will be directed to use Addison Road Metro Station, which is the next station along the Blue Line, or other on-street or off-street parking options that may also be created after development of the site.

SLIDE 8 – ENVIRONMENTAL ANALYSIS

- Finally, as part of the Compact Public Hearing, Staff has prepared an Environmental Evaluation for the project to assess any potential impacts and to identify opportunities to minimize or mitigate them.
- This analysis identifies whether there are impacts to transportation, stormwater, open space, air quality, noise, and other community or environmental features that directly result from Metro's proposed changes to the transit facilities only--in this case the reconfiguration of the bus loop, reduction and relocation of Kiss & Ride spaces, and elimination of the Park & Ride facility--and not the anticipated future development of the site.
- The Prince George's County will lead that evaluation process when the future-selected developer submits application for review by the County's entitlements and buildings approval process.
- Regarding transportation, it is anticipated the reconfiguration of the bus facilities will improve safety by eliminating the awkward left-turn movements across on-coming traffic, which may also reduce traffic congestion. The elimination of the Park & Ride facility and reducing the Kiss & Ride capacity will result in less traffic around the station.
- During construction, an interim operations plan—sometimes called a Maintenance of Traffic plan—will be established to ensure access for all travel modes to the Capitol Heights 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 be some minor temporary impacts during construction of the future joint development project, like dust, equipment noise, or sediment and erosion. These will be mitigated following typical construction mitigation techniques and following Prince George's County's requirements for construction operations.
- This concludes my presentation. I'll turn the floor back over to Mr. McAndrew to go over the procedures for tonight's hearing.

MR. MCANDREW

SLIDE 9 – PROVIDING TESTIMONY AT HEARING

- Thank you, Ms. Doumi. Briefly, I will cover the procedures that we will follow during the hearing.
- As noted earlier, we are accepting comments three ways at this hearing: in person, via Teams, and over the phone.

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

SLIDE 10 – PROVIDING WRITTEN COMMENTS

- In addition to the opportunity to speak at this evening's hearing, Metro also welcomes further comment on the proposed changes. There are two ways to provide comments: online and by mail.
- Comments must be received by 9 AM on Monday November 20, 2023.
- Online comments can be submitted through the Capital Heights project page, which can be found at wmata.com/forward/slash/plans-and-projects. Once there, you may type comments and upload letters or other documents.
- You can mail comments to: Office of the Secretary, SECT 2E, WMATA, Post Office Box 44390, Washington, D.C. 20026-4390. Please Reference "Capitol Heights Public Hearing" in the *subject* line. Comments must be received (not postmarked) by November 20, 2023 in order to be included in the hearing record.
- Your comments will become part of the public record that will be reviewed by the Metro Board of Directors.

- Changes to what was presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

SLIDE 11 – THINGS OUTSIDE THE PURPOSE OF THIS HEARING

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

SLIDE 12 – NEXT STEPS

- The public comment period opened on October 7th and will close on November 20, 2023. Staff anticipates releasing the draft staff report to the Metro website in in the Winter.
- Once the staff report is released to the public, those of you who provided comments will have the opportunity to review the report to ensure that we captured your comments accurately. That review and comment period will close two weeks after the draft staff report is posted.
- Staff anticipates that the Final Staff Report will be submitted to the Board of Directors for acceptance in Spring 2024.

SLIDE 13 – THANK YOU FOR YOUR PARTICIPATION

- Now that we have all the background out of the way, it's time to call the first witness.

- We'll begin with those on Teams tonight and then go through those joining in person and via phone, until everyone who wants to provide testimony has had that opportunity. Our first speaker is _____.

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

- Is there anyone present in this room who wishes to provide testimony? Please approach the mic.
- Is there anyone else on the phone who wishes to provide testimony tonight? If so, please press *5 to be put in the speakers' queue. (Wait 20-30 seconds to see if anyone joins speakers' queue.) If not, this hearing is now concluded.
- As a reminder, we'll be accepting written testimony until 9 a.m. on Monday, November 20, 2023 Testimony can be submitted online at: W-M-A-T-A.com *forward slash* plansandprojects (all one word), then navigate to the Capitol Heights project page.
- Testimony can also be sent via U.S. Mail to: Office of the Secretary, WMATA, S-E-C-T 2E, PO Box 44390. Washington, DC 20026-4390. All mailed testimony must be received (not postmarked), by 9 a.m. on Monday November 20, 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 9 a.m. on Monday, November 20.
- Thank you again for participating in this evening's hearing. Have a good evening.

APPENDIX E: SURVEY RESULTS AND COMMENTS

Continued on Next Page

Proposed Changes at Capitol Heights Station

Metro is proposing changes to Capitol Heights Station's transit facilities to increase ridership and enable joint development, which could include housing and retail.

The proposed changes include:

- Relocation of the bus loop and Kiss & Ride facilities
- Reduction of 15 Kiss & Ride spaces to eight spaces
- Elimination of the 372-space Park & Ride lot



Q1. How would you like to provide a comment concerning the above proposed changes?

1. Type and submit a comment
2. Upload and submit a document
3. Both upload a document and type a comment

Q2. Please provide your comments in the box below:

Summary of comments.....

Mixed-Use Development Support:

The majority supports mixed-use development, incorporating housing, retail (including grocery stores), and amenities like restaurants and gyms. However, concerns linger about potential gentrification and the risk of rendering housing unaffordable for current residents.

Parking Space Opposition:

While many endorse new development, there's resistance to entirely eliminating all parking spaces. Safety concerns make nearby park-and-rides less feasible as an alternative. The request is for redevelopment plans to be modified, retaining a limited number of park-and-ride spaces to address safety and convenience concerns.

Q3. Overall, would the proposed changes at Capitol Heights Station increase or decrease your likelihood of choosing Metrorail or Metrobus over other travel options in the future?

	(n=128)
Increase my likelihood of choosing Metro	26%
No effect on my travel choices	10%
Decrease my likelihood of choosing Metro	45%
I don't know	11%
Not applicable (the change would be irrelevant to the trips I take)	9%

Q4. Would each of the following changes increase or decrease your likelihood of choosing Metrorail or Metrobus over other travel options in the future?

	Increase my likelihood of choosing Metro	No effect on my travel choices	Decrease my likelihood of choosing Metro	I don't know	Not applicable (the change would be irrelevant to the trips I take)
The Elimination of the 372-space Park & Ride lot (n=117)	25%	10%	52%	3%	9%
The Reduction of 15 Kiss & Ride spaces to eight spaces (n=118)	19%	34%	29%	6%	13%
The Relocation of the bus loop (n=117)	22%	39%	17%	9%	13%
The Relocation of the Kiss & Ride facilities (n=118)	16%	38%	21%	10%	14%
The buildout of new joint development (which could include housing and retail) (n=115)	36%	14%	37%	8%	5%

Q5. Do you primarily use Capitol Heights Station to.....

	(n=124)
Ride Metrorail	65%
Ride Metrobus	1%
Ride Both	16%
I don't use Capitol Heights station	15%
Other (please explain)	3%

Q6. For the last trip you took from Capitol Heights station, how did you get to the station? Please select one.

	(n=123)	2023 Rail Passenger Survey (n=115)
Walk	19%	33%
Bus Bays and Station/Stops (to connect to Metrobus, Metrorail, etc.)	14%	19%
Metrobus/PG County The Bus	6%	6%

Proposed Changes at Capitol Heights Station

Car and parked at metered section at Capitol Heights Station (i.e. Kiss & Ride)	1%	0%
Car and parked at the Capitol Heights Park & Ride	41%	21%
Dropped off by someone at Capitol Heights Station	7%	13%
Carpool with others and parked at Metered Section at Capitol Heights Station	1%	0%
Bicycle	2%	4%
Rented Bicycle or Scooter	2%	1%
Taxi/Ride share (e.g. Uber, Lyft)	0%	0%
Other (please explain)	7%	0%

Q7. In the past 30 days, which of the following facilities did you use at the Capitol Heights Station?

	(n=123)
Bus Bays and Station/Stops (to connect to Metrobus, Metrorail, etc.)	29%
Metered Kiss & Ride Lot (i.e. for short-term parking)	8%
Kiss & Ride (i.e. lot where a driver can wait to pick up a passenger)	21%
Capitol Heights Park & Ride (i.e.. for long-term parking)	46%
Pick up and Drop off Zone	24%
Bicycle racks	11%
Capital Bikeshare	8%
None of the above	18%
Option(please explain)	2%

Only show to those who used Park & Ride In past 30 days in Q7

Q8. How often have you parked at the Capitol Heights Park & Ride in past 30 days?

	(n=5)
1 day only	0%
2-3 days	20%
3-5 days	40%
5-10 days	0%
More than 10 days	40%
Zero days – I have not parked here in the past 30 days	0%

Proposed Changes at Capitol Heights Station

Only show to those who used Park & Ride In past 30 days in Q7

Q9. How many miles do you travel to park at the Capitol Heights Park & Ride? (Approximately)

	(N=56)
Less than 1 mile	9%
1 to 2 miles	46%
2 to 3 miles	18%
More than 3 miles	27%

Only show to those who used Park & Ride In past 30 days in Q7

Q10. In an average week, which days of the week do you park at the Capitol Heights Park & Ride? Please select all that apply.

	(N=56)
Monday	73%
Tuesday	82%
Wednesday	88%
Thursday	84%
Friday	70%
Saturday	27%
Sunday	21%

Only show to those who used Park & Ride In past 30 days in Q7

Q11. What is the main reason you park at Capitol Heights Park & Ride? Please select only one.

	(N=56)
To ride Metrorail	98%
To ride Metrobus	2%
I work nearby the Capitol Heights Metro Station	0%
I use it as a parking lot for other nearby locations/buildings/parks	0%
Other	0%

Proposed Changes at Capitol Heights Station

Only show to those who use the Park and Ride to ride Metrorail or Metrobus in Q11

Q12. If the Capitol Heights Park & Ride was no longer available, would you continue to ride Metrorail / Metrobus from the Capitol Heights station?

	(N=55)
Yes	7%
No	93%

Only show to those who would NOT continue to ride in Q12

Q13. Would you consider parking at another Metro station to use Metro? Please select one.

	(n=51)
No, I would no longer park at a Metro station	76%
Yes, I would park at Addison Road Metro Station	6%
Yes, I would park at Morgan Boulevard Metro Station	2%
Other Metro Station (please explain)	16% (mostly Suitland)

Only show to those who would NOT continue to park in Q13

Q14. Why would you not park at another Metro station. Please select all that apply.

	(n=39)
Driving to other Metrorail stations with parking is not convenient.	82%
It is too difficult getting into or out of parking lots at other Metrorail stations.	31%
I am concerned there would not be enough parking at other stations.	46%
Parking at the other stations would be too expensive.	18%
I am concerned about my personal safety while parking at other stations.	62%
Something else	3%

Proposed Changes at Capitol Heights Station

Only show to those who would continue to ride in Q12

Q15. How would you get to the Capitol Heights Metro Station if the parking lot were not available? Please select one.

	(n=4)
Metrobus	25%
Other bus service	25%
Dropped off by someone	25%
Rented bicycle or scooter	0%
Bicycle	0%
Walk/Wheelchair	0%
Taxi/Ride Share/Lyft/Uber/Other car service	0%
Park somewhere else nearby the station	25%
Other	0%

Only show to those who used Park & Ride In past 30 days in Q7

Q16. If the Capitol Heights Park & Ride was no longer available, would you still take Metrorail or Metrobus for the same amount of trips as you do currently?

	(N=55)
Yes	16%
No	84%

Q17. Which type of housing best describes your home?

	(n=122)
Apartment or condominium	21%
Single family, detached house	54%
Townhome, attached to other houses	25%

Q18. In what year were you born?

	(n=109)
35 and younger	34%
36 to 44	30%
45 to 54	13%
55 and older	23%

Proposed Changes at Capitol Heights Station

Q19. What is your gender identity?

	(n=118)
Male	46%
Female	52%
Other	2%

Q20. Are you of Hispanic or Latino origin?

	(n=118)
Yes	9%
No	91%

Q21. Which of the following best describes you? Please select all that apply.

	(n=116)
White (Non-Latino)	25%
Black	59%
Latino	9%
Other/Mixed Race	7%

Q22. What is your annual household income (before taxes)?

	(n=112)
Less than \$30,000	13%
\$30,000 to \$99,999	45%
\$100,000 to \$199,999	30%
\$200,000 or more	12%

Q23. What's the best way for Metro to communicate with you as this project continues?

	(n=116)
Email	60%
Website	28%
Social Media	31%
In-Person Meeting	13%
Virtual Meeting	15%

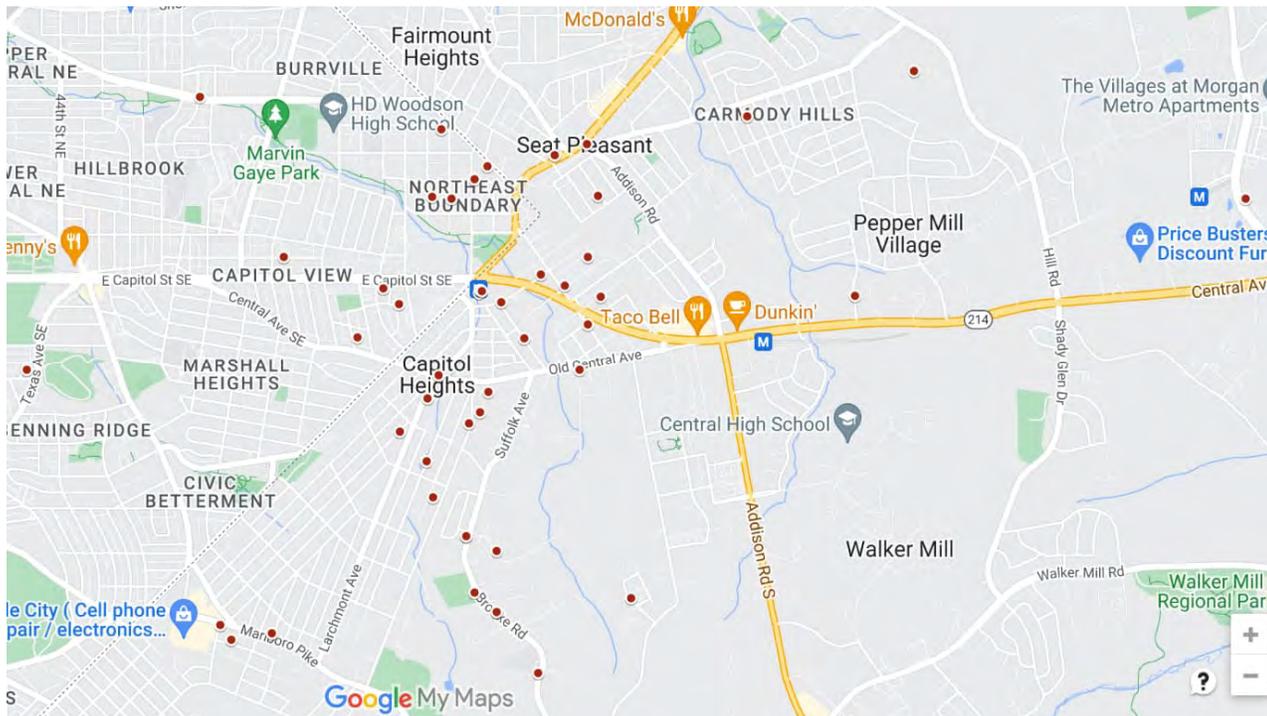
Proposed Changes at Capitol Heights Station

Postal Mail	16%
Newspaper	6%
Flyers/brochures	28%

Q24. To help us better understand how you currently use the Capitol Heights Station, it would be very helpful to know approximately where you live.

(each red dot is a respondents address)

Summary – The average distance from the station to residents' homes was 2.45 miles, with a median distance of approximately 1 mile. About one-third of residents live within 0.5 miles of the station, while roughly half live 1 mile or more away.



Comments Received Through Metro's Online Portal

1	Land use is one of the biggest contributors to climate change, it is imperative that the land around metro stations is developed to help kickstart better land use policy as well as boost ridership. Redevelopment of the Capitol Heights Station in a more dense manner that will hopefully encourage MDOT and PG DPW to work on designing better multimodal connections to the surrounding neighborhoods. Please ensure housing and commercial space is prioritized over private vehicle usage.
2	Let's get 'er done!
3	This look great + let's make it happen ASAP!
4	I'm against the removal of the park and ride spaces. Although Addison Station is near by it is not a suitable substitute, it doesn't provide ease of access and raises concerns of crime. Change is needed for the area as there is lots of unused space and development can benefit commuters and the surrounding communities alike but it needs to be done correctly for it to truly make a difference.
5	I don't want any changes to capitol heights station, the way it is now I can park and get the train to work.
6	I am excited to see Metro move forward with the proposed changes to redevelop the Capitol Heights Metro station. I'm eager to see new homes, retail, and vibrant public spaces added to the Metro station. These changes should also include taming the streets around the Metro station to make them safer and more accessible for people walking and biking. Overall, these changes will create a safer, more economically robust station area and community. Here are some more specific comments: <ul style="list-style-type: none"> • I agree it's necessary to replace the surface parking lot, move the bus facilities and move and reduce the kiss and ride to 8 spaces to create a transformed, walkable place with new homes and businesses. • I encourage Metro to continue to work with the community, Town of Capitol Heights, and Prince George's County to ensure that the design of the buildings, streetscape and transit facilities improve access to transit, safer streets for walking and bicycling, and better public spaces. • I ask Metro to design bus facilities to provide both efficient bus operations while providing for safe and comfortable places to wait for a bus in close proximity to the Metro station entrance. These facilities should also support more pedestrian-friendly street designs. I ask that Metro reconsider the sawtooth curb bus bay design, and instead provide on-street parallel bus bays. • Metro should engage with DC and Maryland to fix the unsafe, overly wide intersection of East Capitol Street and Southern Avenue (which is on the DC side). This wide intersection is a barrier for many people walking and biking to the Metro station. • I ask Metro to work with local and state authorities to tame and narrow East Capitol Street (MD 214) with a road diet (removing a travel lane in each direction), and add protected bike lanes. On-street parking could also be provided and used by Metro riders. MD State Highway Administration's performance measures for roadways, which are focused on vehicles, are obsolete and ignore a multimodal approach. They also ignore Prince George's policy for transit station areas. • Narrowing and adding on-street parking on Davey Street have been recommended in past studies. Now is the perfect time to implement this changed design. Davey Street should be one travel lane in each direction, with protected bike lanes, on-street parking, bulbouts, and 15' corner turning radii to slow turning vehicles and enhance crossings. • On-street parking on Davey Street can provide parking for Metro riders if managed appropriately. On-street parking also helps slow down drivers to safer speeds. • The design of all the streets in the area should be reconsidered to slow down traffic and make walking and biking safer and easier. Protected bike lanes should be planned for streets around and connecting to the station, along with safe connections to the Central Avenue Connector Trail.
7	I don't use this Metro station but pass by it often. Traffic, both vehicle and pedestrian doesn't flow well. Traffic backs up on Southern Ave (crossing Central) when cars are trying to access the park & ride. The light for pedestrians to cross at Central Ave isn't long (green) enough for them to cross especially if they have mobility issues. If the proposed plan increases the safety of pedestrians, cyclists, and other vulnerable road users, and slows down traffic in the area, it's a definite plus.
8	The only piece I object to is removing parking. If you change it to a garage instead of a surface lot, that's fine. I don't live close enough to walk to the metro and buses are also a distance and the one that would take me there along east capitol only comes like every 30 minutes. This would substantially impact my already long commute. I think parking would help new retail too. If there's no parking, then I may as well go into dc for retail. Parking is a selling point of the suburbs.
9	Please do not eliminate parking at the metro. If you have a parking garage instead of the lot, that's fine. I don't live close enough to walk and walking a distance to a bus and then taking it (we know they are rarely on time) would add a significant amount of time to my commute. The bus closest to be also only runs like every 30 minutes. Please don't do this.
10	I would like to see a more walker/bike friendly approach to the station with some trees or bushes and not all cement parking lots. The bus areas need to have sheltered areas in case of inclement weather. I appreciate the additional areas for businesses and hope they will be locally owned businesses with places to eat indoors

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as well as order and take home options. Thank you for attempting to include area people in the design process.

11 I am enthusiastic about the prospect of Metro advancing the proposed redevelopment of the Capitol Heights Metro station. I look forward to witnessing the addition of new residences, retail spaces, and dynamic public areas to enhance the overall appeal of the Metro station. It is crucial that these changes extend to the surrounding streets, ensuring they become safer and more accessible for pedestrians and cyclists. In essence, these modifications will contribute to establishing a secure and economically thriving station vicinity and community. Regarding specific considerations: I concur with the necessity of replacing the surface parking lot, relocating bus facilities, and reducing the kiss-and-ride spaces to 8, all in the pursuit of creating a revitalized, pedestrian-friendly environment with new residences and businesses. I urge Metro to maintain ongoing collaboration with the community, the Town of Capitol Heights, and Prince George's County. This collaborative effort should focus on enhancing the design of buildings, streetscapes, and transit facilities to improve transit access, promote safer pedestrian and cyclist environments, and create better public spaces. I request that Metro design bus facilities to optimize both efficient bus operations and the provision of safe and comfortable waiting areas near the Metro station entrance. The design should also align with more pedestrian-friendly street configurations, favoring on-street parallel bus bays over the sawtooth curb bus bay design. Metro should actively engage with DC and Maryland to rectify the unsafe, excessively wide intersection of East Capitol Street and Southern Avenue, which poses a barrier to pedestrians and cyclists traveling to the Metro station. I propose that Metro collaborates with local and state authorities to implement a road diet on East Capitol Street (MD 214), narrowing the road by removing a travel lane in each direction and incorporating protected bike lanes. This design should also accommodate on-street parking for Metro riders. It is an opportune time to implement recommendations from past studies, such as narrowing and adding on-street parking on Davey Street. This would involve configuring Davey Street with one travel lane in each direction, protected bike lanes, on-street parking, bulbouts, and 15' corner turning radii to enhance safety. On-street parking on Davey Street, if managed appropriately, can serve as a parking solution for Metro riders while contributing to traffic speed reduction for increased safety. The design of all streets in the area should be reevaluated with the goal of slowing down traffic and improving safety and ease for pedestrians and cyclists. This should include planned protected bike lanes on streets around and connecting to the station, along with secure connections to the Central Avenue Connector Trail.

12 I am excited for Metro to move forward with the proposed redevelopment of the Capitol Heights Metro station. I'm eager to see new homes, retail, and vibrant public spaces added to the Metro station. These changes should also include calming the streets around the Metro station to make them safer and more accessible for people walking and biking. Overall, these changes will create a safer, more economically robust station area and community. Metro should engage with DC and Maryland to fix the unsafe, overly wide intersection of East Capitol Street and Southern Avenue (which is on the DC side). This wide intersection is a barrier for many people walking and biking to the Metro station. I ask Metro to work with local and state authorities to tame and narrow East Capitol Street (MD 214) with a road diet (removing a travel lane in each direction), and add protected bike lanes. On-street parking could also be provided and used by Metro riders. MD State Highway Administration's performance measures for roadways, which are focused on vehicles, are obsolete and ignore a multimodal approach. They also ignore Prince George's policy for transit station areas. The design of all the streets in the area should be reconsidered to slow down traffic and make walking and biking safer and easier. Protected bike lanes should be planned for streets around and connecting to the station, along with safe connections to the Central Avenue Connector Trail.

13 I am excited to see Metro move forward with the proposed changes to redevelop the Capitol Heights Metro station. I'm eager to see new homes, retail, and vibrant public spaces added to the Metro station. These changes should also include taming the streets around the Metro station to make them safer and more accessible for people walking and biking. Overall, these changes will create a safer, more economically robust station area and community. Here are some more specific comments: I agree it's necessary to replace the surface parking lot, move the bus facilities and move and reduce the kiss and ride to 8 spaces to create a transformed, walkable place with new homes and businesses. I encourage Metro to continue to work with the community, Town of Capitol Heights, and Prince George's County to ensure that the design of the buildings, streetscape and transit facilities improve access to transit, safer streets for walking and bicycling, and better public spaces. I ask Metro to design bus facilities to provide both efficient bus operations while providing for safe and comfortable places to wait for a bus in close proximity to the Metro station entrance. These facilities should also support more pedestrian-friendly street designs. I ask that Metro reconsider the sawtooth curb bus bay design, and instead provide on-street parallel bus bays. Metro should engage with DC and Maryland

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to fix the unsafe, overly wide intersection of East Capitol Street and Southern Avenue (which is on the DC side). This wide intersection is a barrier for many people walking and biking to the Metro station. I ask Metro to work with local and state authorities to tame and narrow East Capitol Street (MD 214) with a road diet (removing a travel lane in each direction), and add protected bike lanes. On-street parking could also be provided and used by Metro riders. MD State Highway Administration's performance measures for roadways, which are focused on vehicles, are obsolete and ignore a multimodal approach. They also ignore Prince George's policy for transit station areas. Narrowing and adding on-street parking on Davey Street have been recommended in past studies. Now is the perfect time to implement this changed design. Davey Street should be one travel lane in each direction, with protected bike lanes, on-street parking, bulbouts, and 15' corner turning radii to slow turning vehicles and enhance crossings. On-street parking on Davey Street can provide parking for Metro riders if managed appropriately. On-street parking also helps slow down drivers to safer speeds. The design of all the streets in the area should be reconsidered to slow down traffic and make walking and biking safer and easier. Protected bike lanes should be planned for streets around and connecting to the station, along with safe connections to the Central Avenue Connector Trail. Thank you for your consideration.

14	I think this a good idea to expand Capitol Heights Metro Station. Good Job!
15	It doesn't make since to take away parking it will decrease passengers taking the train. You will loose money
16	If the 372-space parking lot is eliminated, I will drive my car to work in downtown DC. The Addison Road parking facility is a covered lot, and that is the reason I think there will be a greater chance of vehicles being vandalized and people being robbed. When the Capitol Heights parking lot no longer exists, I will drive to work.
17	I am excited to see Metro move forward with the proposed changes to redevelop the Capitol Heights Metro station. I'm eager to see new homes, retail and vibrant public spaces added to the Metro station. This change will create a safer, more economically robust station area and community. I agree it's necessary to replace the surface parking lot, move the bus facilities and move and reduce the kiss and ride to 8 spaces to create a transformed, walkable place. I encourage Metro to continue to work with the community, Town of Capitol Heights and the County to ensure that the design of the buildings, streetscape and transit facilities improve access to transit, safer places for walking and bicycling, and better public spaces. I ask Metro to design bus facilities to provide both efficient bus operations while providing for safe and comfortable places to wait for a bus, close proximity to the Metro station entrance, and support a more pedestrian-supportive street design. I ask Metro to work with local and state authorities to tame and narrow MD 214, Davey Street and other streets to slow down traffic and make walking and biking safer and easier. Protected bike lanes should be planned for streets around and connecting to the station. Metro should also coordinate with the Central Avenue Connector Trail to ensure seamless links to the station. On-street parking on Davey Street has been recommended in the past. Now is the perfect time to design it and manage it. On-street parking on Davey Street can provide some replacement parking for Metro riders if managed appropriately. It also will slow down drivers.
18	Please do not eliminate the park and ride. It was recently updated, which made the parking spaces better but also, if it's eliminated, daily commuters like myself would have nowhere to park and street parking in the nearby residential area is restricted and not safe.
19	There is no common sense reasoning to take away the parking from residents who need an option of getting to work!!!! It's bad enough our vehicles get broken into (mine did, along with about 10 others on the same day), and the number of "jumpers" that are allowed to evade paying at the station daily! If they want to reduce the number of parking slots, that's one thing. They spent all of our money last year or recently in digging up the parking lot and repaving, just to consider throwing it ALL away? There is no kind of development that is worth taking a valuable option away from residents. Add better security in the parking areas and in the actual station.....and you may get more people to park on a regular basis.
20	I think it is a really bad idea to eliminate the 372 parking spaces. Looking at Google street view from years before 2020, the parking lot was often packed. Metro should be prepared for ridership to return to prepandemic levels. People need to have a place to park at the Metro stop closest to their home for taking Metro to be quicker and more convenient than driving into DC. The proposal does not make it clear that the parking lot will be replaced by a public parking garage.
21	This proposed plan does not benefit residents in the area who like myself park and ride the metro. There is already scarce parking for commuters who live in the capitol heights area to park at, to then make a business development seems inconsiderate to those who have been living and working here for years. I strongly oppose the new development, and this needs to be put on the local ballot, to let residents decide this. As the neighboring District of Columbia has vastly moved at the expense of long time residents, pushing them out

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	from their homes they have known for decades, we must resist the same urge to inflate and disadvantage those in the area for the prospect of a dollar.
22	I park and ride at capitol heights station several times a week. Removal of the park and ride lot will be detrimental to those of us who utilize this option as we will need to travel further to alternate stations.
23	I'm excited for this idea! I'd love to have a supermarket at the metro please. Whatever you put there I would like for you to consider retailers that wouldn't have people hanging around the metro, especially late at night. We moved to Capitol Heights due to its safety for our family, please continue to help our home and commute safe. Thank you.
24	I LOVE THIS PLAN!!! PLEASE PLEASE PLEASE LET THIS COME TO FRUITION FOR THE NEIGHBORHOOD AS IT DEFINITELY CAN USE THE DEVELOPMENT. The surface parking lot is not needed anymore as those people can go up the street to Addison Road station and park. This area definitely needs a revitalization and this development would do just that. This is not gentrification as there is currently no one living there and no one will be displaced, it will be an addition to the area. It would just be nice to have them be market rent apartments and affordable to people in the community. These developments should be mixed use with apartments up top and retail at the bottom. There needs to be a grocery store, new dentist/doctors office, a sit down restaurant, sports bar, boutique gym, etc. The plan could also include parking for residents and metro like Rhode Island Row does with a certain amount for residents and some for metro parking. It will bring new and younger people to the area to live. It will raise home values. And not to mention its right at the metro for easy in and out access to DC. I love it. We need more younger peopl in the area which this would bring.
25	I have been a Prince Georges resident for over 6 decades, and as commuter I have come to rely on parking my car at Capitol Heights Metro. It provides me a short distance to drive from my home , it's secured and less frightening knowing Capitol Heights policeman are on the premises or near-by. It also has afforded me to have lesser premiums on my auto insurance due to the number of miles calculated I used within a years time. Who benefits from this drastic change? will the apartments be affordable for an average person like me? How many additional stores do we actually need in P.G. County? & along w/ the traffic grid. I now must contemplate about my other alternatives to park my car and ultimately my life while having to park @ Addison Road Metro or Suitland Metro.
26	I have lived in Capitol Heights for nearly 35 years. I rely on the station to get me back and forth to downtown DC and back. I am opposed to proposal of eliminating the parking lot at Capitol Heights. I am not in agreement of the suggestion to utilize Addison Road as an alternative for parking because Addison Road is an outside platform station; the parking is far from the platform and dark. I do not feel safe walking back and forth from the Addison Road parking to the station platform. The alternative suggestion that riders may park on the street near the Capitol Height stations is also unacceptable. I used to park on Southern Avenue years ago until my car was broken into. It is also unsafe to be parked on the nearby streets to utilize the Capitol Height Metro Station. I am also opposed to any further development in Capitol Heights. I feel that my neighborhood, for instance, is becoming over- developed. The forest on Brooke Road has been cut down in several areas to build houses and create new side streets like Riba Court and Vergo Road. The deer and other wildlife have no place to graze and find their way into residence back yards. Please do not make any changes to the Capitol Heights Metro Station that will cause inconvenience to it's residence. Also please note, the the federal government will make it's employee return to the office. Therefore, Capitol Heights station parking will return to full capacity parking.
27	I do not believe they should reconstruct the station. It's fine the way it is & provides ample space for pickup and parking. The proposed construction severely impacts that.
28	Hello. I am a resident of Capitol Heights and attended the presentation of the proposed changes at the metro site. I am a huge supporter of the project and look forward to its completion. This area is in dire need of projects like this that have mainly been constructed in other areas of the DMV. I am a frequent user of the metro and it is disheartening having to travel outside of my own neighborhood to patronize other mixed use developments at other metro sites. I believe this project will be a great asset to this neighborhood, contributes to the County's objective of increased transit oriented development and will help to improve the beautification and safety of the surrounding area which is long overdue. By the way, Trader Joe's or Harris Teeter would be great anchors for the site.
29	WMATA - Capitol Heights Metro Good Evening, I would like to thank you for the presentation of the public hearing for the proposed changes at Capitol Heights Metro Station. I am in full support of the proposed changes, including replacing the parking lot at the metro and the reconfiguration of the bus loop. I currently live two blocks from the Capitol Heights metro, within the Town of Capitol Heights and utilize it to commute

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to and from work. I believe it is important to sustain a steady flow of ridership at the Capitol Heights metro station, which includes development that encourages residents to use transit rather than their cars. In Prince George's county there is a heavy reliance on automobile transportation which contributes to our high car mortality rate and creates a culture of resistance when other forms of transportation are promoted. I believe it is important for the county and WMATA to inform the public on the benefits of transit oriented development and how it can create the community that most residents want but may not understand the sacrifices needed to come to fruition. When a community is so heavily reliant on cars, as we are, there will be push back when parking is being removed. However, it is necessary in order to see the change we desire. Once again, I am in full support of this development with all of the proposed changes.

30	I strongly support the recommended changes to the Capitol Heights metro station to facilitate future mixed use and transit-oriented development. These improvements are in line with the county's stated goals under Plan 2035 and increase the supply of new housing, which the county sorely needs. Joint development agreements have been tremendously successful over the past decade, driving new growth and increasing property tax revenue in West Hyattsville, New Carrollton, and along the Blue Line corridor. I urge you to pass it without reservation or delay. Thank you to all involved for their efforts.
31	I have parked in the lot for years where do I park Now
32	I am opposed to the elimination of the capitol heights parking lot. I feel this area is over developed and the parking lot serves a need For area residents.
33	I have seen this plan many times before and I hope it can happen this time
34	I have seen this plan many times before
35	Its such a shame, you live a place your whole life, pay your share and it means nothing. Please do not get rid of the parking lot. It will force people to park in the neighborhoods which will increase crime and disrupt the neighboring community. I'm sure the income is more than enough as zero improvements have been made. And your "Proposed Changes", are zero parking spaces? Clearly a decision made by someone that does not live, work or drive thru the area. DO NOT GET RID OF ALL THE PARKING SPACES!
36	Yo quiero que siga funcionando el estación de Capitol Heights y todos los circuitos de buses para todas las personas que usan diariamente.Es útil para todas nuestras gentes que estén en constante función el estación de Capitol Heights nos ayuda en llegar a nuestros trabajos o ir a visitar nuestro seres queridos.Por eso es importante el uso del metro porque nos ayuda llegar a diferentes lugares queremos ir visitar para aprovechar los viejos costumbres de nosotros mismos
37	Why would you remove a whole parking lot instead of building a tiered one? Obviously the planners are not riders?
38	This proposal would be inconvenient for customers who rely on driving their cars or dropping off friends or family members at the Capitol Heights station to park their vehicles and ride the metro rail. What is the plan for the parking lot when the federal government employees return to work on a regular basis? We will not have sufficient parking spaces and the only alternative will be to drive to other metro rail stations. It would be inconvenient and more cost towards gas for our cars. BTW the price of parking has increased over time. Downsizing the parking lot is not the answer. The security measures have decreased and I notices more break-ins taking place in the parking lot. The general manager should allocate funding to secure the service of police officers for monitoring the behavior of the students and others who intentionally cause trouble on a daily basis against the elderly customers on the metro rail stations and outside the stations. They should have allocated security officers to monitor the parking lots. On Wednesday, November 1, 2023, I was followed on the train by a tall black male who was attempting to rob me. He was on the Blue Line train heading to Largo - requesting money, and I didn't say anything to him. or offer spare change or dollars. He exit the train at the Capitol Heights station (my usual stop) and followed me up the escalator trying to open my book bag. Fortunately, the zippers on my bookbag are not facing the outside where it can be easily to opened. A female customer warned me to let me know he was standing directly behind me and unsuccessful in his attempt to rob me. I walked up the escalator to get away from him. I didn't know if he would pursue me and try again. We need police and security officers to prevent these unfortunately incidents to happen.
39	Hi, this is Councilman James. on behalf of the Council and as a Citizen of Capitol Heights, we welcome this project. I have only one comment, that is; that the Kiss & Ride be moved to be adjacent (East) to Metro entrance. Thank you!
40	Overall I like the plan although I have some concerns around the efficiency of the buses. Capitol Heights is a major stop for the 96 bus and if Better Bus Initiative goes through it will also be the terminus of some other major cross-city buses. I ride those buses and they already have serious reliability issues. That bus lane looks

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	insufficient to serve the bus reliability issues especially if Better Bus Initiative happens. Very happy to see you are eliminating parking and building more housing though. Keep it up.
41	Hello, there are so many changes coming to our community. I hope all of the changes somehow connect to other developments happening in our area in order to provide easy metro access. It would be best to make the station safer and secure. Have strong lighting throughout the station, inside and out. I myself haven't personally been inside but I have had to pick up a family member outside. The street needed work and the entrance to the station was confusing to figure out.
42	I am against removing the parking lot for the Capitol Heights metro. My family doesn't feel safe enough to walk or sit at the bus stops to take those all the way from our home to the train station. I often travel alone with my three young children and park at the metro so I can travel with them safely in the dark. People on my street do not watch for pedestrians and I fear my children could be hurt if I had to walk with them at night. It would also make the trip take longer for us meaning less time at home in the evening and getting up even earlier in the morning. People park here for big events in DC and ride the rail in. Leave the parking lot alone. People need it.
43	The Capitol Heights Metro station is near my house and my children's school on East Capitol Street. It is the transportation port for Elsie Whitlow Stokes- East End, Maya Angelou High School, and DC Scholars. I am one of many parents who use the metro station to commute to work after dropping our students off. Eliminating the parking at this station will inconvenience the commuting scholars and parents. Furthermore, it is going to cause inconvenience to the surrounding neighborhood as commuters will have to find off-site parking around the station. While the Addison Road metro station is close, the station is subject to high crime, and I feel unsafe parking in the garage and walking to the station. Metro already has safety issues at the Addison Road station. Eliminating the parking in a smaller, more controlled area will increase the potential for crime at the larger station. Finally, DC DOT instituted the GoDC initiatives for commuters to use transit instead of driving in DC. If parking spaces are eliminated, many commuters will revert to driving to work instead of driving to a further away station to park. This will be a detriment to DC's sustainability initiatives.
44	No they need to keep it a parking lot. My car will get broken into if they take away the parking space
45	Hi. I live and own my home on Burgundy St. just down the street from the Capitol Heights Metro station. This development idea is great. Development is very much needed in Capitol Heights. Additionally the new fare gates that some stations have, to prevent fare jumping, are very very very needed at this station. The fare jumping is out of hand.
46	This project is an excellent idea. WMATA has excess parking here and housing is too expensive. This project addresses both of those concerns, providing crucial transit-accessible housing for people instead of cars. Please consider a similar project at the Southern Ave station!
47	As a Capitol Heights resident, I support the proposal outlined in the full report provided in the document, "230925-Capitol-Heights-EE_FINAL." I believe more housing and other types of businesses in the 372-space, largely unused Park & Ride lots is a great use of the land. Additionally, it could reduce vagrancy and loitering.
48	As a Capitol Heights resident, I support the proposal outlined in the full report provided in the document, "230925-Capitol-Heights-EE_FINAL." I believe more housing and other types of businesses in the 372-space, largely unused Park & Ride lots is a great use of the land. Additionally, it could reduce vagrancy and loitering.
49	I don't it's an idea because it's going to attract more teenagers and produce more crime. It will give teenagers \youth to lingerie create crime. Will they increase the security
50	I think that this is a very BAD PLAN.... removing the park and ride lot is very important. If people have to park at Addison Road Metro what would be the need for Capital Heights Station. There is not that much Foot Traffic for riding at Capital Heights. If Metro decides to go with their Plan I will be driving again to work and really I will be saving money because I can park for free at work. I just enjoyed not having to drive. From what I see at Capital Heights the people that Drive and Park are Paying the Metro Fair those that walk or bus to ride Skip the fair by jumping over and ride for FREE. My Question is Who is benefiting from this Capital Heights Town or Metro.
51	Has anyone given consideration or thought on how this proposed change in eliminating the parking spaces will impact the residents of Capitol Heights and the surrounding areas who utilize the park/ride DAILY to commute to various areas in the DMV? Crime is already a major factor in PG County and at the Capitol Heights metro station and eliminating the parking lot to possibly build apartments or condos will ONLY increase crime in the area. I have yet to see a metro stop that doesn't have ample parking. Eliminating the parking would than cause me to utilize a bus which means that I'm more susceptible to crime while having to wait for a bus vs me being able to walk to my car to get home in a reasonable amount of time. This proposed change does

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	not show good customer service at all for the residents who rely on the park/ride at the Capitol Heights station on a daily basis.
52	I live in Capitol Heights MD and work in Washington DC. Park and ride is very convenient for me to travel. Please do not remove it!
53	I am elated to see Metro pursuing transit-oriented development on its existing parking lots and other station-adjacent property. I support this proposal 100%, and I strongly encourage WMATA to move swiftly to expand similar programs to other stations with large park-and-ride lots. Most of the stations in Prince George's county have a ton of potential for this kind of development. Redeveloping station parking lots into dense, mixed-use development offers a cornucopia of environmental and agency benefits by supporting a strong and growing ridership base, decreasing and de-incentivizing automobile trips, and by leveraging real estate to generate critically needed revenue for WMATA. Bravo, and keep it up!
54	Please do it. We need more development that complements our transit system and doesn't put cars first.
55	This is an amazing plan that will help fully revitalize an area. Please ensure that any development of approved is focused on providing affordable housing NOT just the ever present "luxury" units.
56	I don't believe getting rid of the Park & Ride ENTIRELY will help this community. I fully support mixed development for the area but, there's still a good amount of residents that use that parking lot during the daytime to get to work. I could see getting rid of half but, getting rid of the entire thing is insane. I live on 56th St. and could easily walk to the metro if I had to but, what are the surrounding residents supposed to do on days where the weather is bad? Additionally, the demographics show that a lot of older people live in the area; removing all of the parking spaces makes metro less accessible to them because they'd have to walk longer distances to the train.
57	I am opposed to the removal of the parking lot at Capitol Heights station because it provides convenient parking to many people that work downtown and to some of the tourist visiting the city that are staying in hotels, AirBnB rentals, etc. in the nearby area. I have been parking at Capitol Heights Metro station since 2002 and it has been great because I do not have to make any train transfers before getting to work downtown. I also find it safer than Addison Road station.
58	Do not remove all the parking spaces
59	Access to metro and metro parking was a critical factor in determining where I would live. This greatly impacted my choices I have been using this facility for 16 years parking is critical for me to get to work and have a place to park my car and get on metro
60	I do support getting rid of the parking lot at Capital Heights station. I do not feel safe walking home at night after riding the metro, and frequently park my car there to drive home after my trip. If the parking lot was gone I would be way less likely to use the metro in the first place.
61	I believe that it should be changes to Capitol Heights Metro Station but it should NOT be the changes that are proposed. I believe that the Park & Ride should not be eliminated. I feel as though more people may use the Park & Ride more as the weather drops due to high outpriced parking downtown or throughout the city. I do believe that more transit police should be visible when it comes to the bus bay and the park & ride due to the increased rise of car theft or having your automobile broken into. I continue to use Park & Ride but now use an older model car due to being a victim of my car being broken into this year along with other wmata customers. I believe there should always be a transit cruiser within the Park & Ride and outside the gates of the Park & Ride to eliminate the number of car theft and/or having your vehicle tampered with. As far as the bus loop, I find it convenient for the bus operators to come and leave the bus port without few too little accidents. I do believe in the bus loop more shelter can be made provided for people such as the elderly, mothers with young children, etc. A screen perhaps would be nice too so you can have accurate times of when the bus will be arriving or if it's delayed due to traffic, accidents, detours, etc. Having the Kiss & Ride spaces to me is another form of security when it comes to car theft since the cement blocks are there plus vehicles occupying the space it eliminates theft from fleeing through the bus bay. I also use the Kiss & Ride when waiting for my mom to get off the train and/or bus and it honestly be jammed packed due to others getting off work and arriving to the station to be picked up. I hope this feedback provided you with some good feedback and I hope to see the improvements I provided come into effect instead of the proposed changes. I feel comfortable with going to Capitol Heights because of the space it has and how visible the property is. If it gets downsized like Addison Road station I fear the same problems that has arise and are constantly happening will happen to Capitol Heights.
62	Where are we supposed to park if you eliminate the parking. Will have to just give up riding the Metro will not be riding your buses they are to unreliable and to far in between if you miss one. Meaning I would need to leave my home at 4am to get to work on time.

Comments Received Through Metro's Online Portal

63	Improve lighting & accessibility with relocation of the bus loop to current Kiss & Ride, add street parking kiss & ride on davey st, and no elimination of the 372-spaces increase parking rates & security. End weekends free parking
64	Capitol Heights metro needs to keep SOME of their parking spots for their park and ride. You're going to have several people lining nearby neighborhoods with their cars on public streets which will be getting broken into and stolen. Additionally, the park and rider users are some of the only people actually paying for metro services. Metro's issue is not the need to increase ridership, there are a ton of riders at Capitol heights. Metro's real problem is enforcing those riders to pay fare. I am literally the only person paying fare at the metro stop when I leave in the morning and return in the evening from work. Local riders actually look at me funny and make fun of me for paying the fare while everyone else either just pushes the turnstile open or hops is. Even grown adults teach their kids to hop or crawl under the turnstiles. Metro needs to focus on enforcing fare payment, because there is so much revenue being missed that people like myself who actually pay the fare, have to make up for with increased fares. Very respectfully, J.R.
65	I d not agree with proposed ideas due to it would o my increase traffic and not improve flow of vehicles or pedestrians commute. The space further down the road is much better suited to build retail or homes or better yet a grocery store. More homes? No thank you.
66	I strongly oppose the removal of 372 parking spaces at the Capitol Heights Metro Station. ALL metro stations have taken a significant loss to due remote work. Now, it will be staggered days which places such a Metro's parking lots will be utilized. Capitol Heights is the LAST station before you go into DC. Prince George's residence are NOT in a walkable city like Washington,DC. Many of our residence have to take children to school via car and then drive to Capitol Heights Station to get to work in Washington,DC. It's discriminatory to assume individuals have close access to COSTLY apartments located at metro stations. By taking away ALL of the parking spaces it discriminates against drivers. What do we now do? If you want to reduce the size of the parking lot...that's one thing but to completely remove all 372 space is asinine. Shows how much you don't care about your riders. These individuals are PAYING metro riders!
67	To make the kids and ride smaller AND eliminate the parking lot will be a problem. At the very least, the kids and ride needs to be LARGER especially if the parking lot is eliminated. I ride the train 5 days a week to and from work, and the kids and ride is constantly filled with folks being picked up and dropped off. There's currently ONLY ONE LANE THATS ALWAYS BEING BLOCKED BY SOMEONE PICKING UP! That then creates a backup thru the entire kiss & ride lane, preventing folks from coming and going. This will get worse based on the proposed plan and needs to be changed to IMPROVE FLOW, not make it worse. This won't increase ridership, it'll make it more annoying than it already is.
68	I saw this when I was sitting at the light a while ago. This is ridiculous. Where are people supposed to park? This makes no sense. If the people can't get to the station to work , there will be no money to spend at these proposed new shops. I'm sick of this BS. I do understand that revenue has to be made but the cost is way too high! Just my \$.02
69	Elimination of the parking lot will decrease ridership! Many riders that commute to work,like myself, park at the station and then ride the train. This station is the nearest to DC that has parking lot on the blue and silver line, making it move convenient. Otherwise riders would have to pass capital heights to park at Addison road and then pass capital heights again on the train. This causes an unnecessary delay in commuting, uses more gas and time, and bring more traffic to Addison road. Will Addison road's parking garage be able to meet the demand of 372 more cars ? We do not want to fight for spaces. These factors are a deterrence to rising metro. I may as well drive or Uber instead of increasing commute time and fighting for spaces. Keeping the parking lot is better for the environment because people can park and ride. Eliminating the parking lot makes more people drive! It also makes that station less accessible for riders with mobility issues or riders with kids and babies. There are also safety concerns, it's safer to go from you car to metro and get back in your car and go home, then walking especially if you commute alone. There is also very limited street parking near this station. Again, the parking lot makes it more accessible and safer. Those who can and do walk or bus to the station with be unaffected either way, how we, those of us who park & ride will be greatly disadvantaged in terms of our access to this station, safety, time and gas. For the reasons above, I strongly oppose eliminating the parking lot.
70	Please do not eliminate all the spaces in the lot. If you want to reduce it by half sure. That makes sense. The proposal to eliminate all spaces does not. Thank you
71	PLEASE do not eliminate the park and ride parking spaces. When I ride metro, I park at the Capitol Heights lot because I feel it is so much safer than the indoor lot at Addison Road. I live in Seat Pleasant and never use the Addison Road metro station because Capitol Heights is safer. At least it appears to be safer and I am more

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comfortable there. I know that the parking lot used to be full before covid and is not as full as it used to be. I can understand if you want to cut down some of the spaces but please, please, please, do not eliminate the parking lot. If you do, it will affect my use of metro. I will be more inclined to drive where I need to go because I will not park in the inside garage at Addison Road. It is not convenient for me to go all the way to Deanwood so if there are no spaces at Capitol Heights, I will no longer take metro. Thank you for your consideration!

72	Leave the parking lot!
73	It would help us get a better organization
74	I reject the elimination of the 300+ space parking lot at Capitol Heights Metro. It will cause an inconvenience for commuters who rely on using that parking lot. In addition, I reject any further housing development in Capitol Heights, the area is becoming overcrowded and the traffic is becoming horrific.
75	Please do not get rid of the parking lot to give it to a developer to build apartments that people cannot afford. That will force people to drive to work instead of taking the metro if I have to drive 10 minutes in the opposite direction of downtown. I might as well drive to work.
76	I don't think you should eliminate all parking at the Metro.
77	Eliminating the parking area is a problem for those of us who park here and take the train. There are not alternatives other than a few spaces on the street and not in the best of neighborhood.
78	The kiss and ride is super congested during the morning and evening rush so if reducing the number of spaces will allow for better flow of traffic I think it's a good idea. I would not totally eliminate the park and ride. Reduce yes but not eliminate. The parking in the area is difficult enough as is. Having the option to park at Caputol Heights is great. My car was broken I to twice at Addison Road and once on Southern Ave by CH which is why I started paying to park at CH, so I prefer the parking at CH. Please do not do CH like Benning Rd. Trying to maneuver in the area is difficult enough do not need another limited access metro stop. .
79	Eliminating the parking area means that people will be parking all over our neighborhood streets. As someone who walks to the metro, I can't even begin to express how much of a problem this is already with people street parking to avoid paying for parking at the metro lot. Secondly, where are people supposed to park for this joint development site? You really think they will metro there? Finally, I am well aware that our area needs retail development but there is a huge lot in DC directly across from the metro that is completely ready for development. That is where the focus should be, not the metro station.
80	I rely on the park and ride lot to get to and from work. I do not live in an area with reasonable bus access to a metro station (most buses in my neighborhood would take up to an hour to reach a metro station). There are also very few metro stations on this side of town that provide parking, and if this station lost access it would probably force me to have to drive to work. Which I definitely would prefer not to do. Thank you for your time.
81	I am 100% against the removal of parking at this station, I purchased my home based on the fact that I could drive and part at this station. The bus routes are lousy around here and are not convenient to get to the station. Capitol Heights is not a walkable city. Not everyone in the DMV wants to walk or take a scooter to a station! This area is not like those in the district . People have cars and need somewhere convenient to park.
82	I would love to see development to the area. Long overdue!
83	As a federal government professional we desperately need the Park and Ride parking lot for our careers and daily lives. This parking lot allows us to more efficiently get to work, especially when extenuating need arises and we have the convenience of not relying on the bus schedule. Please do not get rid of this lot. If it's not used at full capacity maybe lessen then spaces but it's need is imperative to our daily work lives.
84	It helps to develop our neighborhood.
85	Add more police/security
86	I use the park and ride all the time so I would oppose the current proposal to eliminate it.
87	If the parking lot is eliminated, what options for parking will be available at the station?
88	I think the parking lot should stay. I do not want another "development" area. The land across the street still is sitting empty. People depend on being able to use the lot to commute to work.
89	Please develop more housing with a ground floor grocery store. Make zero parking requirements.
90	I agree with the proposed plans except eliminating of all the park and ride spaces. I agree it can be reduced but not eliminated. I park there on a weekly basis and would not know where to park otherwise. I live in Capitol Heights and don't want to have to go to Addison Road station just because I need to park.
91	Maybe one proposed development would be good. But I highly suggest keeping the park and ride. Maybe do a survey study of how many people park there daily. Many of us park there and it will be a very inconvenience to try to find parking elsewhere or commuting another way .

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92	I use the Park and Ride here when utilizing the Blue Line. This is a better station for me than the next one (with the garage) because as a mobility restricted person, it is easier to navigate this lot than the parking garage at the next station. Please do not eliminate the Park and Ride.
93	I like the reconfiguration of the crosswalk at Southern. The one way bus lane is interesting. Will future buses travel West to East along CentralAve-East Cap or will buses from Md into DC be directed to circle around.
94	I would like capital heights station to be warm and more appealing its like there are no places for mothers with children to sit except the bus stop. Like that's not exceptional.
95	I think Metro should keep a limited number of park-and-ride spaces for the Capitol Heights Metro Station. That would benefit customers looking to drive a short distance to the station, then take the metro into DC. The proposed development site would also benefit many in the area, and would draw more customers to the station. I think the metro should keep some of the parking spaces, than use the rest of the space for development space. Based on the location near many residences and single-family homes, the development space could be used for a shopping a dining plaza centered around the station. This could contain some public amenities and fast-food places. Overall, Metro should go ahead with its plan to renovate the area, but leave some parking spaces, and consider a plaza centered around the station.
96	Do not completely get rid of the parking. The parking lot is usually half full, where are all these riders supposed to park? Leave some parking for those of us that drive to this station or risk losing even more riders.
97	I support it! Housing near Metro stations is great.
98	The proposed changes to Capitol Heights Station are essential for our community. As our city grapples with housing shortages and the need for smart land use, prioritizing people and sustainable growth over vehicle spaces is a step in the right direction. Reducing Kiss & Ride spaces and eliminating the Park & Ride lot to facilitate joint development, including much-needed housing and retail, is not just a change—it's progress. People are the heart of our city, and it's time our infrastructure choices reflect that.
99	I am very excited to see that WMATA is redeveloping its underutilized parking lots in high-density residential developments!
100	This is amazing!!!
101	While it's great for development, the Kiss & Ride drop-off should be eliminated as this would create a potential bottleneck adjacent to the bus-only lane. It is absolutely clear that no private vehicles should use the bus lane no matter what because it will create delays, anger, and frustration. Or worse, apathy and no support for future TOD (transit-oriented development) for the whole DMV. WMATA should stick to their guns by creating a nice high dense urban environment for future DMV residents of all color.
102	I support this development. Transit-oriented developments such as this are a key part of increasing WMATA ridership and reducing road congestion. The state of this station right now discourages pedestrian activity, as it is almost exclusively built for "kiss and ride" and commuters driving to the stop. This severely limits its usage. It is not a pleasant place to wait for a train now, it smells like cars and feels like a concrete wasteland. Transit-oriented development here would be a boon for the Metro and for the community.
103	Highly support this kind of development. Park and rides are bad for transit (other than at terminus stations).
104	I vote no to proposed changes. Eliminating the Park and Ride makes zero sense when current community members use it. The cross traffic is already pretty bad without adding more commercial traffic without any parking availability.
105	We would be smart to add more dense housing. Having housing and retail instead of parking. makes it easier to use metro and makes it eaiser to reduce our carbon emissions. We have huge issues with housing prices, and having metro near housing makes commutes shorter. Also, you can put high quality windows so that the noise from metro isn't annoying. Parking often goes underutilized and is every expensive to build, whereas housing will actually improve metro's finances as people ride metro since they live so near it. The housing near metro and reducing parking is a win/win/win.
106	I think the WMATA plan is excellent. It will provide additional housing to alleviate housing shortage in the DMV, reduce reliance on cars, provide revenue for our critical transit system, & hopefully spur additional development along the blue line corridor in Prince George's county.
107	Increased density near metros is almost always a good thing! This should benefit PG county and work towards the region's goal of eliminating pedestrian deaths by reducing car dependency
108	I think the proposed plan would be a much better use of space.
109	1000% supportive and hoping the changes and redevelopment can be expedited and not take another 20 years

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110	If WMATA enters into a joint project deal there needs to be affordable housing build for those that live in the community. This joint investment should not include real estate that is way above the current property margin in the area. This would allow for current homeowners in the area to potential sell their homes and purchase something brand new. Current residents in the area should be able to remain in their current neighbor and be afforded the opportunity to purchase beautiful rental property or purchase new property. Also, include additional police presence in the area to protect local retail.
111	The lot is the safest place to park. The Addison Road garage is not safe.
112	The current changes to the station make no sense. There's tons of housing and development areas around the metro, why is more needed? In addition, you're getting rid of parking which means that's a revenue stream that metro is eliminating when they already have shortfalls in their budgets. These don't sound like well thought out plans. Just because you add housing near the metro, it does not mean those people will take the metro as that's just an "option", considering a lot of people still work remotely or drive in. While this idea was floated pre-covid the environment has continued to change and this idea still doesn't make sense. Most people that park at Capitol heights do so because it's open parking unlike addison road, so either metro loses money from those commuters who will switch to driving in or on the offchance they go to further stations gets an extra few cents from them per ride.
113	I am STRONGLY in favor of these changes being made at the Capitol Heights Metro Station. Replacing the Park and Ride with a joint development site will help alleviate the county's housing shortage, allow more people to live near amenities, and increase Metro ridership.
114	I understand the Park and Ride spots are eliminated under this proposal. Is there a plan for those who typically park and ride? Have you found this practice dwindling? Is there a 55 and older dwelling proposed? Caregivers (home health aides, Certified Nursing Assistants, etc.) frequently utilize public transportation to reach clients. Thank you, Delegate Taylor - D23
115	"eliminate the 372-space Park & Ride lot" - How many spaces are currently being used on average during the week and on the weekend? What option will be suggested for those currently using the park & ride lot if this proposal was to pass? There's no option to just shrink the size of the P&R lot?
116	The loss of the park and ride spaces will be a great inconvenience for the area. The lot is convenient, and I have been parking there for many years. All workers aren't back to work as of now and when the return I'm sure they will be utilizing the parking lot as well. That would put a major strain on the community especially the DC residents on that side of town. Please reconsider this proposal. Thank you
117	We need the park and ride lot very much . Don't eliminate it.
118	Leave it alone as it is.

Mr. Olayinka Kolawole
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October 12, 2023

Input on these proposed changes to the (Capitol Heights) station's transit facilities

Greetings and salutations, to the WMATA Powers-that-be.

Thank you for allowing/requesting public input on the proposed changes to Metro's Capitol Heights station. Per your public facing page, your suggested plan is to ***"relocate the bus loop and Kiss & Ride lot, reduce the existing 15 Kiss & Ride spaces to eight spaces, and eliminate the 372-space Park & Ride lot; [to] enable a mix of housing and retail development on Metro property."***

The above statement is indeed doable, and within your authority. As much as is possible, Metro stations should also be an affordable and safe (if not the first) transportation option, available and accessible to all. Thus, the above proposal is truly feasible if the Metro plan is properly integrated into the community, into community plans, with sustainability, equity, and walkability to, from, and around the station.

We know, and your **10-year Strategic Plan** states that ***"land value is highest near Metro stations with TOD."*** With the reduction in parking, and in Kiss-and-Ride spaces, you will effectively drive additional city/county revenue (via parking tickets and other violations) and increase congestion for all the people will now look to park their cars in the surrounding neighborhood in an effort to "take the Metro." Further, browner (and thus likely poorer) people will be gentrified from the existing community.

Possible Solutions that are worth the bang for the buck:

- Work with the County (and private investors) to invest in and ensure that there are multiple trails/walking boulevards, ***leading to*** the Metro Station.
- Along these trails/boulevards, have ***"distributed parking facilities"*** so that people can park their cars further from the station, and walk, or bike to the actual station. This will provide the needed incentives for people to walk or park further away and incorporate/utilize other modes of transportation (walking, biking, e-biking, etc.) to finish the last mile. To ***discourage congestion***, you can even charge lower costs for parking facilities further from the station. This will expand the economic impact of the capital investment – encouraging more ridership, increased revenue from tiered parking fees, and a better integrated community.
- Lighting and aesthetics should be done to reflect and celebrate the history and cultures in Capitol Heights.

The above meets our collective goal of becoming more sustainable as the Metro plan can now encourage more green space around the Metro and prevent the area from becoming a high-end shopping area that only the wealthy can afford.

Thank you.

MEMORANDUM

TO: WMATA's Feedback form

RE: Support of proposed changes to Transit Facilities at the Capitol Heights Metro Station
Docket R23-05

DATE: November 19, 2023

FROM: Cheryl Cort, Coalition for Smarter Growth, E: cheryl@smartergrowth.net

Please accept this testimony on behalf of the Coalition for Smarter Growth, the leading organization advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all.

We have worked to create a safer, more vibrant, walkable, bike-accessible Capitol Heights Metro station for many years. We are excited by the possibility that long-delayed changes to create a mixed use, people-friendly place could happen in the next few years.

To transform this station, we support the redevelopment of the 372-space Park & Ride surface parking lot, relocation and reduction of Kiss & Ride spots, and relocation of the bus facilities. We support the urban street layout for bus bays, which necessitates a right in/right out driveway access on East Capitol Street.

By replacing the existing vehicle-oriented designs, we can create a pedestrian-supportive environment that attracts quality mixed-use development, public spaces, and better places to wait for the bus or connect to the Metrorail station entrance. These changes benefit the surrounding community on both sides of the DC/Maryland boundary. The changes will also benefit the region in general by creating a more vibrant Metro station that enables more people to live and work at a Metro station, and gives people better access to bus and Metrorail transit.

Replacing these transit facilities is the first step towards realizing the vision set out in County Executive Angela Alsobrooks' Blue Line corridor initiative. We encourage WMATA to continue to work with the surrounding community, Town of Capitol Heights, Prince George's County, and the District of Columbia to shape the future transit station, including road diets, complete streets reconfigurations, building design, streetscape and safer access for people walking and bicycling.

Below are some specific recommendations:

Parking facilities: We reiterate our support to replace the 372-space Park & Ride surface parking lot. We also support relocating and reducing the Kiss & Ride facility from 27 to 8 total spaces. These changes are needed to free up space for much more productive uses, and we can accommodate drivers to the Metro station in other ways:

1. Ample long-term parking is available at the nearby Addison Road-Seat Pleasant Metro station garage.

2. On-street parking can be made available by reconfiguring Davey Street. On-street parking on East Capitol Street on the Maryland side could also be permitted, which could match DC's management of on-street parking west of Southern Avenue. Parking on Southern Avenue should also be assessed as well. These on-street parking spaces can be managed to provide short-term parking for Metro riders. On-street parking also benefits all road users by slowing down driving speeds.
3. Drop-off and pick up spaces can be better managed to provide sufficient space for short dwell times with the proposed 8 spaces.

Bus facilities: We support the proposed changes to the bus facilities. The plan calls for on-street bus bays in a sawtooth design and creates a right in/right out access drive on East Capitol Street. The new bus bays would retain appropriately close proximity to the Metrorail entrance. This new layout creates a connected street grid which improves motor vehicle and bicycle circulation. It also can create a pedestrian-supportive environment.

We ask that WMATA use a parallel curb bus bay design rather than sawtooth design given the more urban, pedestrian-oriented dimensions of a parallel bay for an urban street.

Support the proposed bus entrance from East Capitol Street for right in/right out turns. We support this new driveway on East Capitol Street to create the urban street connection across the site. We recognize that this drive is close to the intersection with Southern Avenue. The drive at this location, however, is justified and is standard practice in DC, which owns the intersection of Southern and East Capitol street, and is responsible for its operations. We also ask that the current drive access on Southern Avenue be closed for motor vehicles.

Fix East Capitol Street and Southern Avenue intersection: We urge WMATA to work with DDOT, Maryland SHA and PG DPW&T to address this overly wide intersection that is difficult for people to cross by walking or biking. This is a complex intersection that deserves a concerted, coordinated effort by all the relevant stakeholders. On East Capitol Street -- the eastbound slip lane on the DC side and the westbound slip lane on the Maryland side should be closed and repurposed. A more accessible design for people walking and biking will increase transit ridership and foster economic development, and address safety for these high-crash corridors.

East Capitol Street (MD 214) road diet: We ask WMATA to work with MD SHA to implement a road diet which is under consideration by SHA. We appreciate that SHA recently changed the posted speed limit to 30 mph for this roadway segment, but the design of the roadway needs to be altered to indicate to the driver the appropriate speed. We recommend taking a travel lane in each direction and consider configurations for protected bike lanes and on-street parking. We

note that SHA might still be using outdated vehicle Level of Service (LOS) standards that should not be the metric to drive street design in a multimodal Metro station environment and is inconsistent with Prince George's County approach to its local centers. A context driven approach would support a road diet to achieve a 30 mph or 25 mph design speed, and major improvements to walk and bicycle facilities.

Davey Street redesign: A redesign of the excessively wide Davey Street, with its poor pedestrian facilities, has been recommended for many years. We urge WMATA to finally implement a road diet with two travel lanes, bike lanes and on-street parking. Davey Street should also feature bulbouts and a maximum 15' corner turning radius to slow turning vehicles. Effective turning radius can be used to measure turns, which includes on-street parking and bike lanes. Stop bars can also be recessed if necessary to accommodate buses and other larger turning vehicles.

Central Avenue Connector Trail: WMATA should coordinate with state and local partners to ensure full accommodation and seamless connections for the Central Avenue Connector Trail.

Capital Bikeshare: We ask WMATA to coordinate with DC and Prince George's to create a more robust network of Capital Bikeshare stations for Ward 7 and Capitol Heights to make getting to and from the Metro station quicker and easier. This may mean adding bikeshare capacity at the Metro station or providing additional stations nearby.

We thank WMATA for the opportunity to comment and support this important opportunity to create a vibrant, mixed-use, walk- and bicycle-friendly Metro station a reality.

Thank you for your consideration.

Testimony Received at November 8, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

Matthew Axlein My name is Matthew Axlien; I'm here as a private citizen. I am opposed to the removal of the parking for a very selfish reason which is that I use it every day as a commuter. If the parking lot goes away, as you mentioned, the impact on me is that I will go up the road to Addison Heights, er Addison Road and park there. I heard you mention that you think the time impact would be less than five minutes. I haven't tried it myself, so I don't know, to be honest. Respectfully, I'm a little skeptical of that. I have a feeling in the real world, it going to add a little bit more extra time than that, because it's not just riding one more Metro stop, it's also the design of the parking facilities there. At, here at the Capitol Heights station, the surface lot is very compact, it's very convenient and it's very quick and easy to get in and out. At Addison Road it's a parking garage and there's a longer walk time. So, and then you multiply that out times two times a day, times five days a week; if it, say adds an extra 5-10 minutes each direction, that's 10-20 minutes a day, times five days a week, is an hour a week, four hours a month, it adds up.

Now I am not opposed to the development, I am opposed to getting rid of the parking. So, if there is a way to have development with.. and still have some parking, then that's fine. If the developers still allow some parking, uh but, are charging a lot more for it, for me that's equivalent to the parking going away, because the \$4.95 that's charged now is about as much as I'm willing and able to pay. So, if a developer says, we'll have some spaces, we've only got twenty spaces so we're going to charge \$20/day for it, that's not going to work.

Uh, and... I...You made the point that the parking lot is arguably underutilized. And, that kind of makes sense. If you look at it the other way, though, that's still about 125 people a day who are currently parking there because they think that's their best option and if it goes away then they're going to have to find something else. Thank you very much.

Elizabeth Hawkins Good evening, I'm Elizabeth Hawkins. I have been living in Capitol Heights for almost thirty-five years. I am opposed to removing the parking lot. I too use the parking lot, a lot. I find that it's safer to use. I would be opposed to parking on the street or someplace else like that. I find it very convenient and safer. I moved to Capitol Heights specifically because of that parking...because of Capitol Heights station – it's an underground station but the parking is close. To make me go to Addison Road, it's outdoors, out in the elements, I don't prefer it. So, my opposing, is the going away of the parking lot. I also oppose whatever development they're looking at to put on that lot. I already think that Capitol Heights is, over.. getting overdeveloped as it is. I mean, on my street alone, they've cut into the forest, created more housing; the deer have nowhere to go but in my backyard to eat. It's getting a bit much, so I really would like the parking lot to stay. Thank you.

Chad Carreras My name is Chad Carreras. I'm a local resident here representing myself. I just quickly typed up what I wanted to say. So, I reviewed the information on the site and realize that the intent is to attract development at the site, on the website, but I have concerns about the lack of construction feasibility relating the proximity of the Metro easement as well as the impact (on) operations. I'd like to request that solicitation requirements are added for potential developers to provide technical details pertaining to the construction impacts on operations as an evaluation for selection and criteria, and there are proposals requiring interim... and if there's a proposal requiring interim busing or service... interim busing will be disqualified.

It's my understanding that the WMATA easement and potential limits of disturbance will impose significant geotechnical limitations that may adversely reduce Metro operations. Also, I request that the proposals, and future, further studies speak to the circulation and safety of how the interim bus and Kiss-and-Ride will function safely for riders and pedestrians. And lastly, request that the additional studies analyze changes to

Testimony Received at November 8, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

signalization and their impact on safety and traffic flows within adjacent intersections and the arterial road. Overall the idea sounds promising, but I think that the changes to the parking lot would be an effective use of space, but I have safety concerns about the additional loss of the Kiss-and-Ride. Unfortunately the proposal lacks, um, looks very aggressive and the planning study lacking critical detail about the impacts to construction and the built environment will have on ridership, on riders and the adjacent stakeholders for the community to provide any meaningful feedback. Thank you.

I'm here on behalf of MDOT and to emphasize the Moore administration's commitment to supporting WMATA's joint development efforts. We see Transit-Oriented Development as a key activity to increase transit accessibility and economic development in the state of Maryland. Furthermore, we are strongly supportive of the broader vision of the Blue Line Corridor efforts being led by Prince George's County. MDOT is actively partnering with WMATA and Prince George's County on achieving the Blue Line Corridor vision of bringing active, transit-oriented development and amenity-filled development to this stretch of Maryland 214, including here at Capitol Heights.

David Zaidan

As a funding partner to WMATA's Joint Development program, MDOT is working with WMATA to evaluate the proposed changes to the bus operation at Capitol Heights. The proposed reconfiguration will impact East Capitol Street, a Maryland State highway. We realize that reconfiguring Metrobus ingress and egress into the site is needed to set the stage for feasible developer parcels at the Capitol Heights Metro. We appreciate the ongoing work with WMATA, the State Highway Administration, the District Department of Transportation and others in studying this reconfiguration. MDOT is confident that an appropriate solution can be developed to support joint development while managing the interplay of station, bus and pick-up/drop-off traffic with adjacent roadways. We're continuing to engage with WMATA through an ongoing traffic study as part of the planning process to address these policy issues. MDOT looks forward to the advancement of this joint development opportunity and we will work with WMATA and our regional partners as WMATA works toward a solicitation with a developer to advance the Capitol Heights joint development vision in 2024. Thank you.

Steven Sturdivant

Good evening, I'm Steven Sturdivant and I've been a resident of Capitol Heights since 2012, and I'm opposed to the proposal here tonight. One of the things I noticed is that I haven't heard anything about a potential backup site proposed, that there has been a backup site proposed or talked about. Also, I noticed that as a longtime resident, the parking lot capacity has been reduced since COVID, but I'd also like to know, has WMATA, WMATA studies on the other parking lots within the Metro that have reduced capacity, as well. I'm sure Capitol Heights is not the only one, but I think that's a situation that WMATA has to work out amongst themselves. Again, I am opposed to the redevelopment. Again, again, I haven't heard or has anyone talked about any backup sites proposed for this development. Thank you.

Kyle Reader

Good evening, everyone. Thanks for being here. My name is Kyle Reader. I am a resident of unincorporated Capitol Heights right across the street from the Addison, uh, Capitol Heights Metro station. I use it every day to get to work down in Foggy Bottom. For the record, I'm strongly in support of this. My walk to and from work, although it's like 5-7 minutes, is a dangerous walk crossing over Maryland 214 – six lanes of highway with no lights or crosswalks. The bus bay is really unsafe in that the buses getting to or getting from the station onto Southern Avenue, onto like, East Capitol is really dangerous – a lot of cars are speeding, the buses are big and trying to navigate this, like, narrow intersection, and so I believe moving the bus, the bus lane to kind of a more centralized place is good for the pedestrians, it's good for the buses, it's good for the drivers.

Testimony Received at November 8, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

I'm also excited about how you guys are better utilizing this space. I know it's kind of awkwardly designed and not necessarily like a perfect rectangle, right, and so as we are trying to promote more transit-oriented development and get more people riding Metro and getting more people into the town, and, I mean, I imagine building two buildings instead of one would produce a lot more housing which I'm excited about. And invite more residents into the community and potentially more amenities including grocery stores that folks look for. And then, I'll just end by just saying congratulations to Prince George's County and WMATA on the FBI being selected for Greenbelt. That is going to transform the Greenbelt Metro station and I'm, I believe that this project, this reconfiguration of the Blue Line, of Capitol Heights is our own version of that and itself will transform our Capitol Heights community. So I'll end with that.

My name is Councilwoman Anita Anderson with the Town of Capitol Heights. I would like to say that I'm not in agreement with taking the parking lot away. One, because it is open – I don't use it on a regular basis, but when I have used it, I felt more comfortable using that as opposed to going to the Addison Road, which is inside. It's easier to be mugged up there, at that station, and there has been a lack of police presence or Metro police security up at the Addison Road, so I feel that we should keep it. Also, I know the young lady in her presentation, she gave statistics as to the numbers being reduced. Of course the numbers were reduced in the parking of all parking lots due to COVID.

Councilwoman
Anita Anderson

Next year is an election year, so our presidential election and the House and Senate will be changing, which means that the likelihood of the amount of people teleworking will decrease. We will be going back into the office because that's where they are pushing, which means we will be going back to those parking lots. If you take that away, which at one point before the COVID, Capitol Heights subway station parking lot was full. I remember many days having to rush down there; I knew I had to be there by before 7 if I wanted a parking space or a decent parking space for that matter. So, taking that away from the people, I think will hurt the town and hurt any other people that were parking there because we're going to need it. Also, I just hope you all, either if you take it away, that you've considered more security at Addison Road, more lights up there, when the time changes or when it's dark. As well as, if we keep Capitol Heights outdoors parking, you all, you again put more security because we do have an increase of these car jackings and cars being broken into. And I yield...

Anita Marsh

... the parking for the area will be greatly increased by "No Parking" at the station and I think that this is a misguided decision on behalf of WMATA. I'm not opposed to the development, but I am definitely, vehemently opposed to no parking being available at that station. We already have overflow folks parking on East Capitol, next thing you know they'll be on 58th. And further down, we have the schools, interfering with our transportation. And that's all I have to say, for the record.

APPENDIX F: ENVIRONMENTAL EVALUATION

Continued on Next Page

**Capitol Heights Metro Station
Reconfigure Transit Facilities and Access**

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

September 2023

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1.0 INTRODUCTION

Metro proposes changes to the Capitol Heights Metro Station (“Metro Station” or “Capitol Heights Station”) (“Project”) to enable a joint development project to occur on the site. Because the Project includes a modification of transit 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:

- Relocating the bus loop and Kiss & Ride facilities
- Reducing Kiss & Ride capacity to eight (8) spaces
- Eliminating the 372 space Park & Ride lot

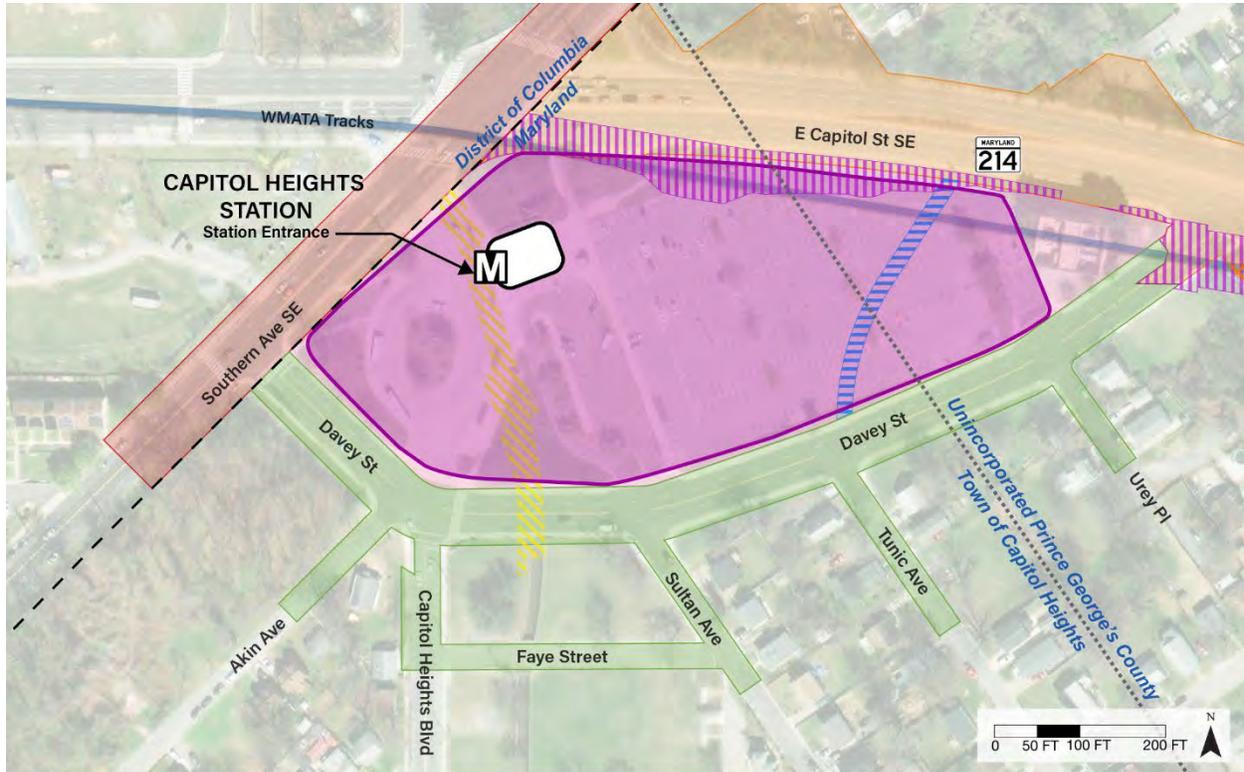
To support WMATA Compact requirements, specifically Section 14(c)(1), this Environmental Evaluation describes the Project and documents the potential effects of the Capitol Heights Station facility modifications on the human and natural environment in terms of transportation, social, economic, and environmental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

This document updates an environmental evaluation completed in August 2016. A Compact Public Hearing was also held in October 2016 following a public comment period between February and October, 2016.

The project area (see project location, or “Project Site”) is a 5.54-acre Metro-owned property at the Capitol Heights Station bound to the north by East Capitol Street SE (MD-214), the west by Southern Ave, the south by Davey Street, and the east by the station’s Traction Power Substation, or TPSS. Capitol Heights Metro Station lies within both Prince George’s County and the Town of Capitol Heights, along the border between the District of Columbia and Prince George’s County, as shown in Figure 1. The project area currently has a bus loop, Kiss & Ride facility, and surface Park & Ride facility.

Capitol Heights Metro Station Reconfigure Transit Facilities and Parking Environmental Evaluation

Figure 1. Project Site Location



Legend

- | | | |
|---|--|---|
|  WMATA Right of Way |  Town of Capitol Heights Right of Way |  Prince George's County Perpetual Easement for Storm Drain |
|  State of Maryland Right of Way |  WMATA Permanent Underground Easement |  State of MD Perpetual Easement for Stream Change |
|  District of Columbia Right of Way |  WSSC Utility Easement for Water Main |  Project Location |

2.0 EXISTING SITE & ACCESS

The Capitol Heights Metro Station serves Metro's Silver and Blue Lines. The station is on the east leg of both lines located between the Benning Road and Addison Road stations. It is a below-grade station with customer access to the Station from East Capitol Street SE, Southern Avenue SE, and Davey Street.

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

Customers enter the Station by sidewalk, either of the parking facilities, or from the bus loop. The entrance to the Metrorail Station is between the bus loop and the Park & Ride lot. Elevator access to the platform is near the entrance.

Twenty-five bike racks are located next to the escalators at the entrance, and 19 Capitol Bikeshare bikes are located between the bus loop entrance and the Kiss & Ride entrance on Davey St.

Metrobus is the primary bus service at this station with eight lines. Prince George's County operates one TheBus line as well. The bus loop provides two-way bus traffic with access from the south on Davey Street and access from the north on Southern Avenue SE.

The Station can be accessed by car from either direction from Southern Avenue SE and Davey Street. Both parking facilities (short-term metered parking and all-day parking) can be accessed from either direction from Davey Street. One taxi stand is located near the station entrance in the Kiss & Ride lot.

Figure 2. Existing Transportation Facilities



2.1 Bicycle and Pedestrian Access

Sidewalks line both sides of East Capitol Street SE, Davey Street, and Southern Avenue SE, and there is sidewalk access to the station from each direction.

No bicycle lanes exist on East Capitol Street SE, Davey Street, or Southern Avenue SE.

2.2 Metrobus and Other Local Bus Providers

Nine Metrobus routes come to the Capitol Heights Metro Station. The bus loop itself contains four bus stops with one additional stop located along East Capitol Street SE. The bus loop, which is restricted to general vehicular traffic, has three sawtooth bays and one curbside stop in the northbound direction and three bus layover stops in the southbound direction. The bus stop along East Capitol Street SE is a standard pull-out bay.

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	V2 V4	Minnesota Ave & Pennsylvania Ave SE	7-30	Monday through Sunday
Metrobus	V2	Anacostia Metro Station	14-30	Monday through Sunday
Metrobus	V4	Navy Yard-Ballpark Metro Station	14-48	Monday through Sunday
Metrobus	96	Tenleytown-AU Metro Station	20-36	Monday through Sunday
Metrobus	A12	New Carrollton Metro Station	20-30	Sundays
Metrobus	F14	New Carrollton Metro Station	30-50	Weekdays and Saturday Day Time
Metrobus	F14	Naylor Road Metro Station	30-60	Weekdays and Saturday Day Time
MetroExtra	X9	Gallery Place Metro Station	15-16	Weekday Peak Periods
TheBus – Prince George’s County	24	Morgan Boulevard Metro Station	30	Weekday AM Peak to PM Peak and Saturday Day Time

Source: [Capitol Heights Bus Service](#)

2.3 Kiss & Ride

The Capitol Heights Metro Station has 27 Kiss & Ride parking spaces that are meant to support short-term pick-up and drop-off activities for customers riding Metro. These facilities reside in a single parking lot located south of the station and east of the bus loop. The 27 Kiss & Ride spaces are divided into two (2) ADA (non-metered) spaces, two (2) WMATA personnel spaces, three (3) motorcycle spaces, six (6) drivers attended (non-metered) spaces, two (2) taxicab spaces, and 12 metered spaces.

Utilization or parking demand rates for Kiss & Ride facilities are derived from three data sources:

- ParkMobile parking meter transaction records (available since installation in 2020)
- Field observations (conducted in 2023)
- Customer surveys on modes of transport used to access Metrorail stations (last produced in 2022)

The parking meter data show that only four (4) customers undertook paid transactions during the entire month of February 2023. These volumes equate to less than one (1) paid customers parking in the Kiss & Ride facility on an average weekday. When adjusting the available data to pre-COVID ridership rates, the estimated number of paid transactions would increase to 0.4 customers on an average weekday.

Upon reviewing the low volume of paid transactions, which appear very low, staff undertook a field observation to assess if there was more unpaid parking occurring that would not be captured by the parking meter transaction data. These efforts did identify varying ranges of unpaid parking activity in the Kiss & Ride facility ranging from ten to 16 vehicles that were unoccupied and largely remained in the parking lot for extended durations of at least two hours or throughout the entire day. Some unoccupied vehicles also were observed to be parked overnight when Metro services were not operating. Staff could not confirm if these parking customers were transferring to Metrorail or Metrobus services or if they were using the Kiss & Ride facility for other purposes.

As an alternate information source, Metro has customer survey data from 2022 that indicates the travel modes used to access Metrorail stations. These results identified that 13.0-percent of rail customers were dropped-off at the Congress Heights station and 2.6-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 5:00-6:00 PM) could approach 52 and nine customers, respectively. These volumes could create demand for up to four Kiss & Ride spaces (two drop-off spaces and two pick-up spaces) after considering average parking dwell times and an 85-percent peak usage factor to represent the busiest 15-minutes of the peak hours. This capacity of four spaces could support up to 100 vehicles total during the peak ridership hours (80 drop-off and 20 pick-up)

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Reconfigure Transit Facilities and Parking
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Table 2. Kiss & Ride Meter Transactions by Dwell Time (February 2023)

Parking Duration	Weekday Parking Meter Transactions February 2023		Weekday Parking Meter Transactions Adjusted to Pre-COVID Ridership Rates (2015-2019)
Less than 15 minutes	0.05	(25%)	0.1
15 minutes to 1 hour	0.05	(25%)	0.1
1 to 2 hours	0.05	(25%)	0.1
2 to 4 hours	0.00	(0%)	0.0
4 to 8 hours	0.05	(25%)	0.1
8 to 12 hours	0.0	(0%)	0.0
More than 12 hours	0.0	(0%)	0.0
Total	0.2	(100%)	0.4

Table 3. Kiss & Ride Parking Demand Analysis

Factors	Drop-Off	Pick-Up
Average Weekday Peak Hour Rail Trips (1) [A]	401 entries	342 exits
Access Mode Share (2) [B]	13.0%	2.6%
Average Parking Duration/Dwell Times (3) [C]	1.5 minutes	6 minutes
Peak Usage Factor [D]	85%	85%
Max K&R Space Demand (4)	2 Spaces	2 Spaces
Peak Hour K&R Customer Capacity (5)	80 vehicles	20 vehicles

(1) Based on 2019 ridership data

(2) Based on 2022 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*

*(5) Formula = (60 minutes / C) * E*

2.4 Park & Ride

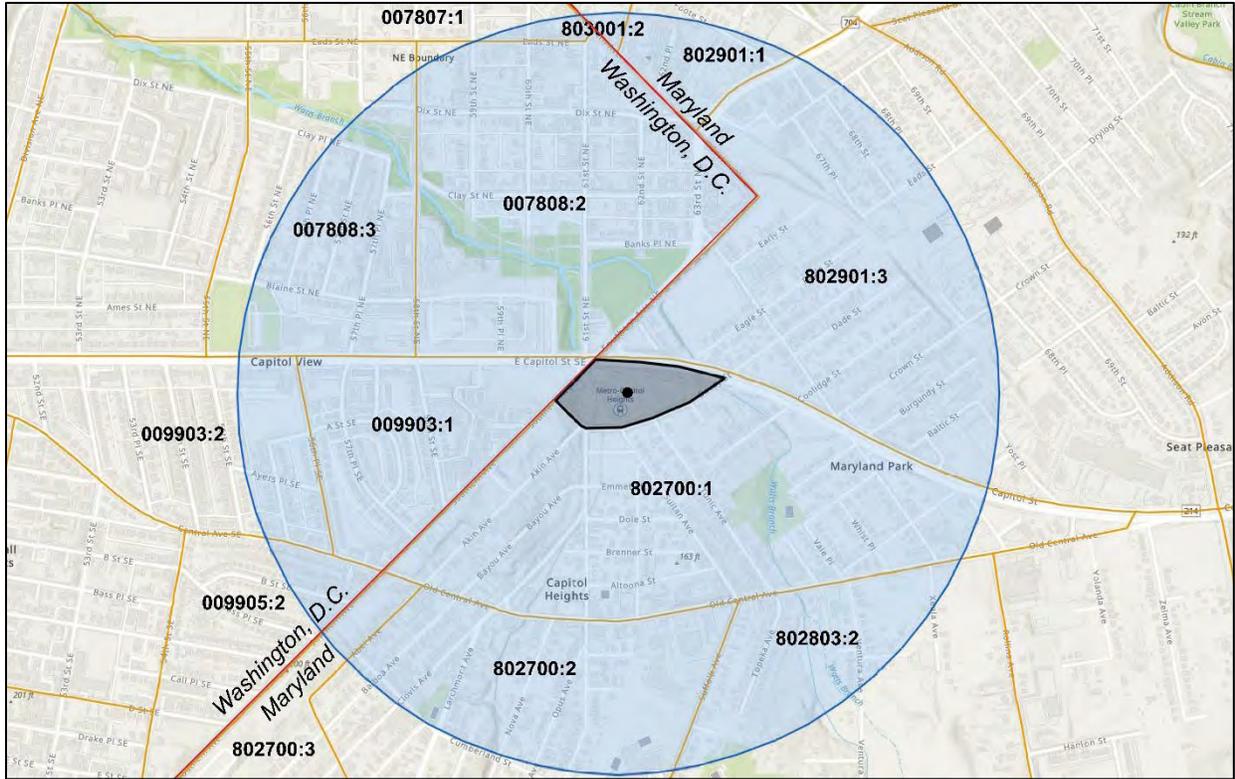
The existing Park & Ride is a surface lot east of the Metrorail entrance and bus loop with a single entry/exit point on Davey Street and provides a total of 372 all-day parking spaces. Eight parking spaces are designated for drivers with disabilities. The daily parking fee is \$4.95 Monday through Friday. The average mid-week peak hour utilization or occupancy of the Capitol Heights Park & Ride facility in the three years leading up to the pandemic (2017-2019) was 325 vehicles, or 87% of the capacity of the lot. Post-pandemic, for 2023 through May, the average occupancy of the lot was 120 vehicles, or 32% of the capacity of the parking lot. On Southern Avenue south of Davey Street, on-street parking is restricted to two hours between 7:00 AM and 8:30 PM for vehicles without District of Columbia Zone 7 residential parking permits. Parking is not permitted on Southern Avenue SE between Davey Street and East Capitol Street (MD-214). Parking is not permitted on Davey Street nor E. Capitol Street. Streets that extend south from Davey Street are restricted to permit holders only from 7:00 AM to 6:00 PM Monday through Saturday, except holidays.

2.5 Census Project Study Area Demographics

A half-mile radius around the Project area (“Census Project Study Area”) was determined to be the appropriate study area boundary to analyze the community’s demographics; all U.S. Census block groups and any portions of block groups that fell within the half-mile boundary of the project site were included. The study area with block groups identified are shown in Figure 4.

**Capitol Heights Metro Station
Reconfigure Transit Facilities and Parking
Environmental Evaluation**

Figure 3. Census Project Study Area with Block Groups



Age and Sex

Table 3 and Table 4 show a breakdown of the Census Project Study Area by Age and Sex.

**Capitol Heights Metro Station
Reconfigure Transit Facilities and Parking
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Table 3. Census Project Study Area Male Population by Age

Census Tract (Block Group)	Male							
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	Total
0078.07 (1)	103	89	59	57	83	25	51	467
0078.08 (2)	21	0	49	0	145	83	34	332
0078.08 (3)	119	0	52	98	65	57	71	462
0099.03 (1)	152	44	264	63	51	19	0	593
0099.03 (2)	93	30	126	33	80	67	59	488
0099.05 (2)	158	15	69	26	84	56	40	448
8027.00 (1)	74	93	47	78	148	51	23	514
8027.00 (2)	69	16	24	48	41	33	90	321
8027.00 (3)	36	26	57	48	11	31	42	251
8028.03 (2)	225	151	28	164	74	225	170	1,037
8029.01 (1)	205	15	158	44	90	146	35	693
8029.01 (3)	72	35	95	74	113	109	58	556
8030.01 (2)	213	24	105	84	102	82	117	727
Census Project Study Area (%)	1,540 (22%)	538 (8%)	1,133 (16%)	817 (12%)	1,087 (16%)	984 (14%)	807 (12%)	6,889 (100%)

Source: U.S. Census Bureau, American Community Survey 5-Year Estimate (2021).

Table 4. Census Project Study Area Female Population by Age

Census Tract (Block Group)	Female							
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	Total
0078.07 (1)	239	91	81	74	98	80	106	769
0078.08 (2)	112	88	0	38	22	116	123	499
0078.08 (3)	127	0	48	79	47	59	49	409
0099.03 (1)	231	175	51	88	114	88	29	776
0099.03 (2)	138	18	80	82	66	57	81	522
0099.05 (2)	79	0	84	60	108	60	81	472
8027.00 (1)	121	104	51	79	48	52	47	502
8027.00 (2)	55	37	39	28	76	71	107	413
8027.00 (3)	140	68	68	48	69	94	50	537
8028.03 (2)	104	31	155	127	197	130	177	921
8029.01 (1)	314	26	119	279	176	150	92	1,156

**Capitol Heights Metro Station
Reconfigure Transit Facilities and Parking
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8029.01 (3)	163	12	75	65	59	40	84	498
8030.01 (2)	143	45	94	94	129	89	112	706
Census Project Study Area (%)	1,966 (24%)	695 (8%)	945 (12%)	1,141 (14%)	1,209 (15%)	1,086 (13%)	1,138 (14%)	8,180 (100%)

Source: U.S. Census Bureau, American Community Survey 5-Year Estimate (2021).

Race and Ethnicity

Table 5 provides a breakdown of the minority groups by race and ethnicity present within the Census Project Study Area. The largest minority group within the Census Project Study Area is Black / African American (82.4%), which is much higher than Prince George’s County (59.8%) and Washington, DC (41.4%). The second largest minority group within the Census Project Study Area is Hispanic or Latino (12.7%), which is lower than Prince George’s County (21.2%), but higher than Washington, DC (11.3%). The remaining minority groups in Census Project Study Area (American Indian / Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Two or More Races, and Other Races) each make up less than 8% of the population.

Table 5. Minority Population by Group

Minority Group	Census Project Study Area		Prince George’s County		Washington, DC	
	Number	% of Total Population	Number	% of Total Population	Number	% of Total Population
<i>Black / African American</i>	12,775	82.4%	578,703	59.8%	285,810	41.4%
<i>American Indian / Alaska Native</i>	81	0.5%	8,935	0.9%	3,193	0.5%
<i>Asian</i>	93	0.6%	41,875	4.3%	33,585	4.9%
<i>Native Hawaiian or Other Pacific Islander</i>	4	0.0%	546	0.1%	432	0.1%
<i>Two or More Races</i>	876	5.6%	72,594	7.5%	56,077	8.1%
<i>Other</i>	1,228	7.9%	139,685	14.4%	37,294	5.4%
Minority Populations (Race) Total	15,057	97.1%	858,141	87.1%	416,351	60.4%
<i>Hispanic or Latino</i>	1,968	12.7%	205,463	21.2%	77,652	11.3%
<i>Not Hispanic or Latino</i>	13,539	87.3%	761,738	78.8%	611,896	88.7%

Source: U.S. Census Bureau, Decennial Census (2020) & American Community Survey 5-Year Estimate (2021).

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3.0 PROJECT DESCRIPTION

To support joint development opportunities, Metro proposes to eliminate the 372-space Park & Ride facility and reconfigure the existing bus loop and Kiss & Ride facility. The modifications will provide parcels for residential and mixed-use development, better integrate the station into the fabric of the surrounding community, offer an improved customer experience at the station entrance, and enhance the open space within the site. Figure 5 shows a test fit option for developing the site. The most significant changes are the elimination of the Park & Ride facility, the removal of the bus loop access from Southern Avenue and the relocation of Kiss & Ride Spaces to on-street.

The changes to the transit facilities will be funded and constructed by Metro’s future joint developer, which will be selected through a future solicitation.

Figure 4. Project Site Plan



3.1 Modifications to Bicycle and Pedestrian Access

Joint development plans include improved pedestrian and bicycle access to the Capitol Heights Metrorail Station. A new transit plaza will be created in the center of the site.

3.2 Modifications to Bus Loop

The bus loop will be relocated as part of the current draft site plan. The existing access points on Southern Avenue and on Davey Street will be removed. The new bus service layout to be a one-way, bus-only driveway in the southbound direction from MD-214 to Davey Street. This alignment would require a new access point along MD-214 just east of the Southern Avenue intersection. This access point would be restricted to right turns in for authorized vehicles only (i.e., buses, Metro maintenance vehicles, and Metro police vehicles). A northbound lane for Kiss & Ride vehicles, parallel to the bus loop, would turn right onto MD-214 via this same access point, making it “right-in/right-out”. The bus loop exit onto Davey Street would be located opposite from Sultan Avenue where the existing Kiss & Ride parking lot entrance is located. The existing bus loop’s access along Davey Street will be removed but may eventually be replaced by access to/from potential development on the site of the existing bus loop. The bus layover spaces that are located within the existing bus loop will be replaced with curbside bus layover spaces along westbound Davey Street. The design also provides the potential for additional bus bays on Davey Street if the need is identified in the future.

When the Metrorail has service interruptions a bus shuttle will be provided between rail stations. The bus shuttle will be located on East Capitol Street for the eastbound direction and the westbound bus shuttle use the proposed bus bay on Davey Street.

3.3 Modifications to Kiss & Ride

The existing Kiss & Ride facility will be removed and the total number of spaces reduced. The 8 Kiss & Ride spaces will be located on-street.

3.4 Modifications to Park & Ride

The surface Park & Ride lot is proposed to be eliminated and not replaced. The purpose of the parking change is to facilitate joint development that will provide mixed-use development opportunities at the Capitol Heights Metro Station.

3.5 Modifications to Roadway Access

The current station site does not provide direct access to East Capitol Street (MD-214), but there is a potential consideration to add direct access from the station to East Capitol Street on the north side of the site. An access permit will be required from the Maryland State Highway Administration to develop any new access to/from MD-214.

3.6 Stormwater Management and Drainage Improvements

Drainage and stormwater management should be unaffected by the proposed development. There will be no increase in impervious surfaces. An existing 14'x6' box culvert conveys a tributary of the Watts Branch under Capitol Heights Metro and East Capitol Street. The upstream headwall of the box culvert is located at the south side of Davey Street, receiving incoming stream flow from an existing concrete channel. The box culvert ties into an existing box culvert at the southeast quadrant of the East Capitol Street and Southern Avenue intersection. The box culvert is owned and maintained by Prince George's County. Special considerations will need to be made by the developer if any development is proposed adjacent to or above the box culvert.

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4.0 PROJECT IMPACTS

This section evaluates the potential environmental effects of the Project elements as described in Section 3.

4.1 Land Acquisitions, Displacements, and Dispositions

WMATA will convey a portion of its property to a joint developer for residential and retail development, which will require relocation and/or modification of 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 Metro property used for housing and retail development will be conveyed fee simple to the Developer.

4.2 Transportation

Pedestrian and Bicycle Access

New development on the site will increase pedestrian and bicyclist demand, and safety is paramount for these vulnerable road users. Most of the existing unsignalized marked crosswalks have limited to no supplemental warnings for motorists to highlight potential pedestrian activity, especially at locations where the heaviest bus activity occurs. The intersection of MD-214 and Southern Avenue is not currently designed to prioritize pedestrians and bicyclists. Mitigation opportunities will need to be evaluated by the developer for the site's surroundings to improve safety, mobility, and accessibility for pedestrians and bicyclists.

Metrorail

The Project will improve station access and will 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 the station, however interim operations plans will be developed to maintain access to the station.

Local Bus Routes

The bus loop will be relocated to maintain and improve upon user safety by closing the Southern Avenue access point where buses currently have difficulty crossing traffic in queue at the traffic signal. Additionally, Metro BPLN has expressed a preference for traffic signals to be installed at both ends of Davey Street where some bus routes enter and exit the station area. If installed, these signals would have the additional benefit of improving safety for pedestrians and bicyclists who cross at these intersections to access the station. Coordination will be required between Metro, the Maryland State Highway Administration (SHA) and the District

Department of Transportation (DDOT) since these agencies own the streets on which the existing and proposed bus loop access points are located. Bus routes accessing the Capitol Heights Metrorail Station may also experience a marginal increase in ridership from people travelling to and from the retail and residential uses associated with the joint development.

Due to the bus loop relocation, there will be minimal impacts to bus travel times given longer recirculation distance for bus routes, which are anticipated to be less than 200 to 400 feet.

Traffic

East Capitol Street (MD-214) serves as the northern border of the Capitol Heights Metrorail Station property. Davey Street borders the station to the south and extends north to intersect with MD-214 at the eastern end of the site. Southern Avenue SE borders the west of the property (intersecting both Davey Street and East Capitol Street) and is also the boundary between Washington, DC and the Town of Capitol Heights in Prince George's County, MD.

SHA classifies MD-214 as a Principal (or Primary) Other Arterial. It is a six-lane divided roadway with a posted speed limit of 30 mph. Sidewalks 5-feet in width are located along both sides of MD-214, and a sign is present along this portion of the road alerting drivers that, per Maryland state law, bicyclists are allowed to occupy a full travel lane. There are no marked or protected bicycle lanes along MD-214, Davey Street, Southern Avenue SE, or East Capitol Street in DC.

The intersection of East Capitol Street and Southern Avenue is controlled by a traffic signal operated and maintained by the District Department of Transportation (DDOT). This signal is pre-timed and features protected-permissive left-turn phasing for vehicles along East Capitol Street and MD-214, as well as pedestrian Walk/Don't Walk signals. There are marked high-visibility crosswalks across all four legs of the East Capitol Street/Southern Avenue intersection.

Davey Street is controlled by a stop sign at Southern Avenue SE as well as at MD-214. At the Southern Avenue SE/Davey Street intersection, marked high-visibility crosswalks exist across Southern Avenue SE on the south side of the intersection and across Davey Street on the east side of the intersection. At the MD-214/Davey Street intersection, there are no marked crosswalks. Vehicles (including buses) making left-turns onto Davey Street (toward the Capitol Heights Metrorail Station) from westbound MD-214 must yield to oncoming traffic before proceeding. Safety is a key consideration for any proposed changes to this intersection.

Current (February 2023) daily traffic volumes along MD-214 are approximately 22,500 vehicles per day for both travel directions combined, a 5 percent decrease from 23,700 vehicles per day in 2018. Pre-pandemic (October 2018) daily traffic volumes along Davey Street were approximately 8,600 vehicles per day for both directions combined. Pre-pandemic (November 2018) daily traffic volumes along Southern Ave SE were approximately 16,500 vehicles per day.

Traffic volumes in the vicinity of the station may change compared to existing conditions because the existing Park & Ride lot with access along Davey Street will not be replaced in the future. The Joint Developer will coordinate with local jurisdiction on traffic control plans within the greater station area as part of title and permitting process. Other nearby future developments off Metro property may cause total traffic volumes near the station to increase, even if future development on Metro property generates fewer trips than the existing Park & Ride lot being removed.

Parking

The proposed modifications include removal of the 372-space surface Park & Ride facility. Parking customers will be redirected to use the Park & Ride facility at the Addison Road Metro Station, which has excess capacity that is sufficient to accommodate all users from Capitol Heights.

In the three years leading up to the pandemic (2017-2019), there were 345 transactions at the Capitol Heights Metro Station on an average mid-weekday. The peak hour utilization, or occupancy, of the lot was 325 vehicles. Average mid-week peak hour utilization in 2023 (through May) is 120 vehicles. These volumes can be accommodated at the Addison Road Park & Ride facility that had 572 total spaces vacant, or available for use, on an average mid-weekday in the years leading up to the pandemic (2017-2019).

An assessment of Park & Ride user home address registrations (“Parkshed”) identified that 100% of Capitol Heights’ 136 frequent parking customers between 2017 and 2019 would have less than a five-minute increase in travel time to access Metrorail services at Addison Road. This is not anticipated to reduce ridership from parking customers. Figure 6 and Figure 7 show the Park & Ride capacity, transactions, and occupancy at the Capitol Heights and Addison Road Metro Stations, respectively. Figure 8 shows the Capitol Heights Station Parkshed in relation to the Addison Road Metro Station.

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Figure 5: Capitol Heights Park & Ride Utilization

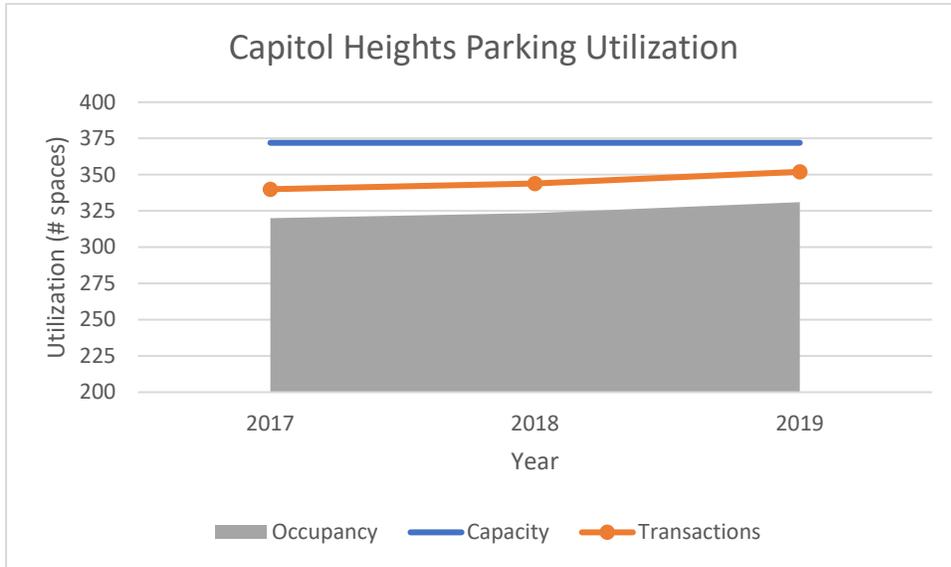
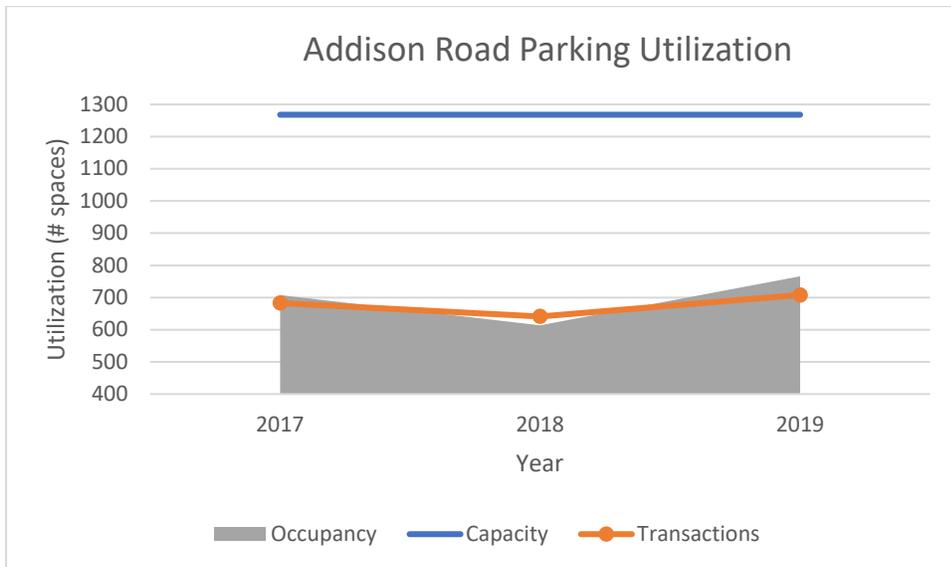
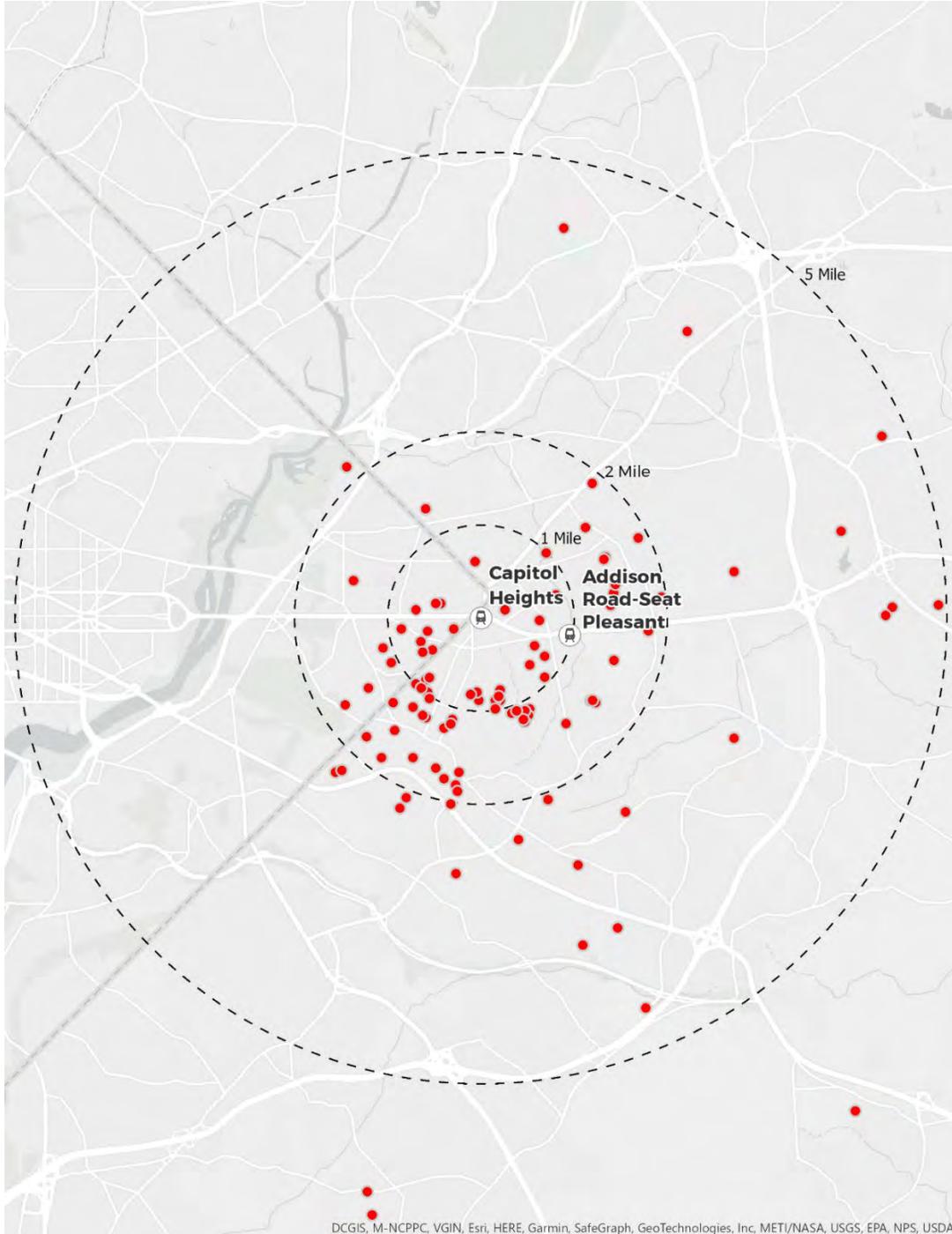


Figure 6: Addison Road Park & Ride Utilization



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Figure 7. Capitol Heights Parkshed Map



4.3 Zoning and Land Use

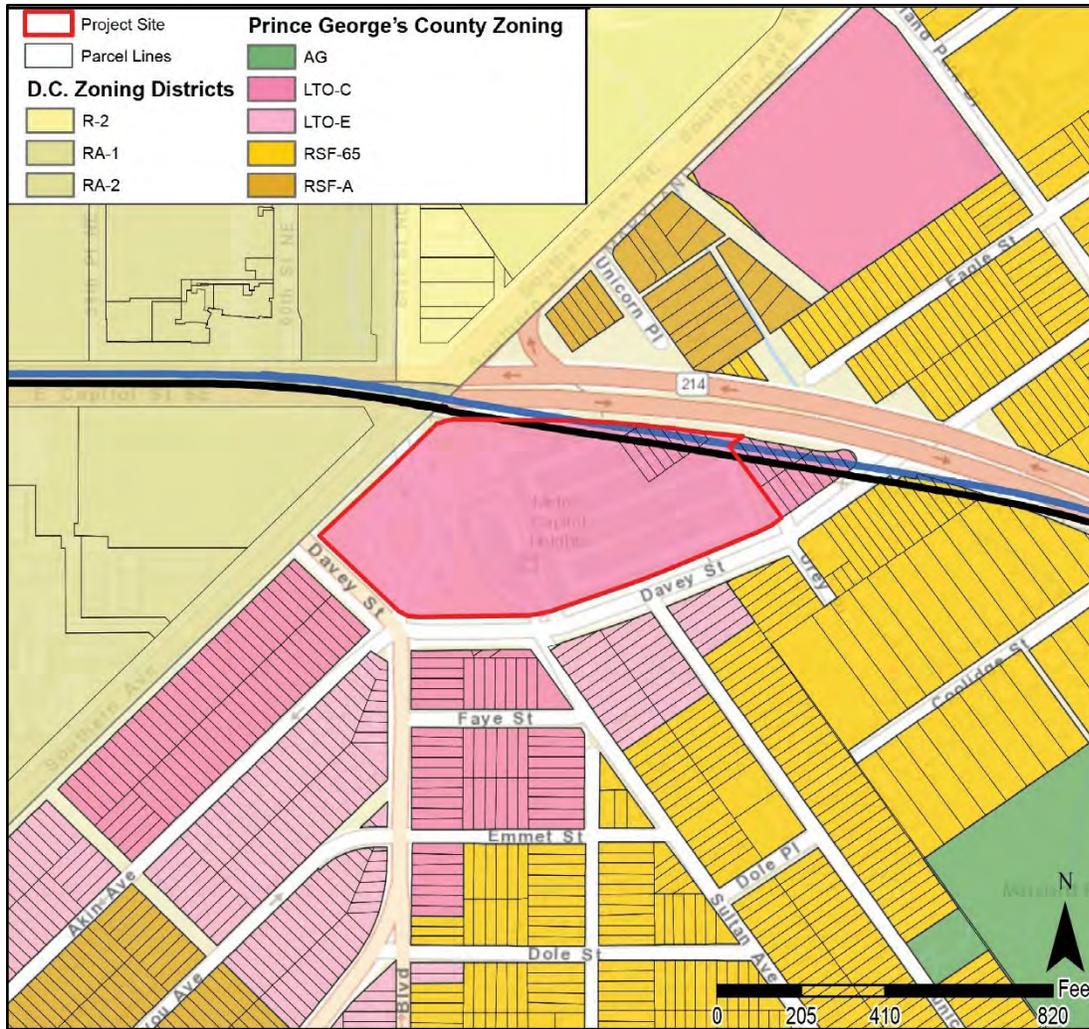
Based on the Prince George's County Zoning Map (PGAtlas), the current zoning for the Project Area is LTO-C, Local Transit-Oriented Core (see Figure 9). LTO-C is for moderate-intensity, transit-rich, mixed-use development that incorporates bicycle and pedestrian infrastructure that supports community-wide needs. The existing land use for the site is low-intensity residential and mixed-use. The area abutting the project site across Davey Street and to the southeast is zoned for RSF-65 (single-family residential).

The proposed joint development is in line with the current zoning and land-use and with Prince George's County planning goals.

According to the existing land use layer on PGAtlas, the Project site's existing Park & Ride lot, Kiss & Ride lot, and bus loop are considered vacant land. Additionally, a small portion of the Park & Ride lot and the Chilled Water Plant and Traction Power Substation are considered transportation and utilities land uses (Figure 10).

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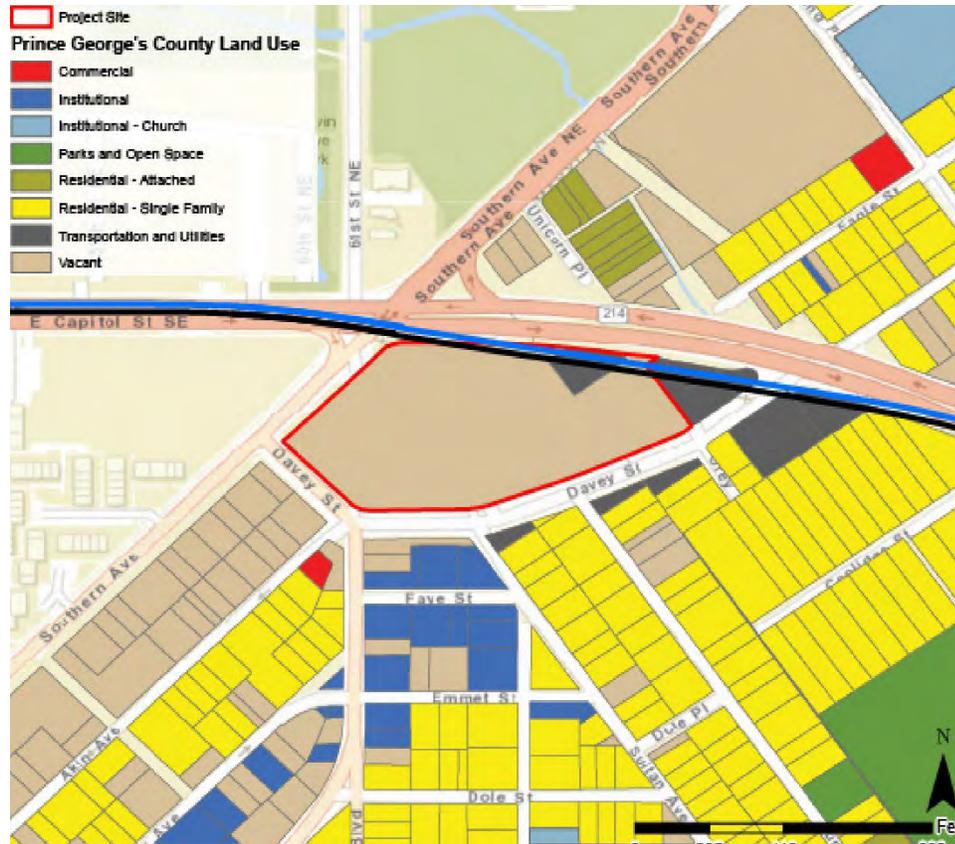
Figure 8. Existing Zoning Map



Source: Prince George's County Planning Department

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Figure 9 Existing Land Use Map



Source: Prince George's County Planning Department

4.4 Planning Consistency

Table 6 identifies applicable local plans and evaluates the Project’s consistency with them.

Table 6 Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
Plan 2035: Prince George’s Approved General Plan	Identifies the Capitol Heights Metrorail station as one of the General Plan’s strategic Local Centers. These Local Centers are selected as areas for targeted transit-oriented development that will maximize regional accessibility and mobility. The plan recommends medium- to medium-/high- density residential development alongside limited commercial development in these areas around the transit stations, with priorities for walkability and transit access.	Prince George’s County Planning Department	2014	None
Approved Countywide Master Plan of Transportation	The plan identifies the Capitol Heights Metrorail station as a Community Center in the Developed Tier of Prince George’s County. This indicates that the county intends to continue to prioritize transit-oriented Development around the station, characterized by medium- to high-density commercial and residential development with high access to transit and bicycle and pedestrian facilities. The plan also includes a countywide Bikeways and Trails map that shows plans for new bike lanes to connect the Metrorail station with nearby destinations and corridors.	Prince George’s County Planning Department	2009	None

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Plan	Description	Author	Date	Inconsistencies
Approved Capitol Heights Transit District Development Plan	The plan prioritizes transit-oriented development within the Capitol Heights Transit District Overlay Zone (TDOZ). The Capitol Heights TDOZ is intended to ensure that the development of land in the vicinity of the Capitol Heights Metro Station maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that multimodal public transportation provides.	Prince George’s County Planning Department	2008	None
Town of Capitol Heights Green Streets Master Plan	The plan covers sustainable approaches to development and road design. It specifically calls out the Metro Core Area around the station as an opportunity to incorporate green design elements. It acknowledges the need for density around the metro station but lists potential green infrastructure improvements that could be incorporated into redevelopment, like increasing canopy coverage, utilizing permeable surfaces, adding bicycle and pedestrian facilities, and considering the use of pocket parks and bioretention cells.	Town of Capitol Heights	2012	None
Community Sustainability (Legacy) Plan	The plan focuses on transforming the Town into a sustainable community. It identifies development opportunities and direct development and redevelopment efforts in a manner that is consistent with the Maryland Department of Planning Principles of Smart Growth, as well as the County’s vision for the Sub-region 4 Master Plan while	Town of Capitol Heights	2016	None

Plan	Description	Author	Date	Inconsistencies
	preserving existing neighborhoods and highlighting the will of the citizens and the elected officials of the Town. It specifically encourages mixed-use development around the metro station and highlights the importance of incorporating green infrastructure design elements.			

4.5 Neighborhoods and Community Facilities

The project site is located within the Town of Capitol Heights in Prince George’s County, Maryland but sits adjacent to the District of Columbia border. The overall neighborhood is mostly residential and is bound to the north by East Capitol Street (MD-214), recreational space, attached residential homes and vacant lots; to the south by Davey Street and single-family residential homes, institutional uses and vacant lots; to the east by single family residential homes and transportation and utilities; and to the west by Southern Avenue SE and residential (Southern Homes & Gardens Corporation) and vacant lots.

The project site is located at the confluence of several neighborhoods and community facilities, as shown in Figure 11.

- Immediately to the west of the project site, across Southern Avenue SE, is **the District of Columbia**.
 - o The neighborhood west of Southern Avenue SE and south of East Capitol Street SE is known as Capitol View.
 - o The neighborhood north of East Capitol Street SE is known as Northeast Boundary.
- As Southern Avenue SE travels north, it becomes Southern Ave NE, and then Martin Luther King Jr. Highway (MD-704) as it enters **the State of Maryland**.
 - o East Capitol Street SE (MD-214) becomes Central Ave (MD-214) east of Coolidge Street.
 - o The neighborhood **east** of MD-704 and north of East Capitol St SE/Central Avenue (MD-214) is known as Seat Pleasant.

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- The neighborhood **south** of Central Avenue (MD-214) and west of Watts Branch is known as Walker Mill.
- The neighborhood immediately south of and including the station is the Town of Capitol Heights.

The Town of Capitol Heights was incorporated in 1910 as a municipality. The land around the existing Capitol Heights station has been declared an Enterprise Zone, which the Town is promoting as one of its paths to restoring prosperity. According to the Town’s website, currently 90% of the population in Capitol Heights is African American, and the Town has an all African American Council. The project area comprises of a total of 30 neighborhood and community facilities including five parks, two charter schools, one public school, and 22 places of worship.

Figure 11 and Table 7 show community facilities within the Neighborhood Study Area, which is defined as the half-mile area surrounding the Capitol Heights Metro Station.

The proposed Project would not create a physical barrier within a neighborhood, isolate a portion of a neighborhood, or have a direct impact on a community facility or access to a community facility. Traffic volumes are expected to decrease, and all intersections would continue to operate at an acceptable Level of Service (see Section 4.2.4). Short-term construction impacts on these neighborhoods are discussed in Section 4.20.

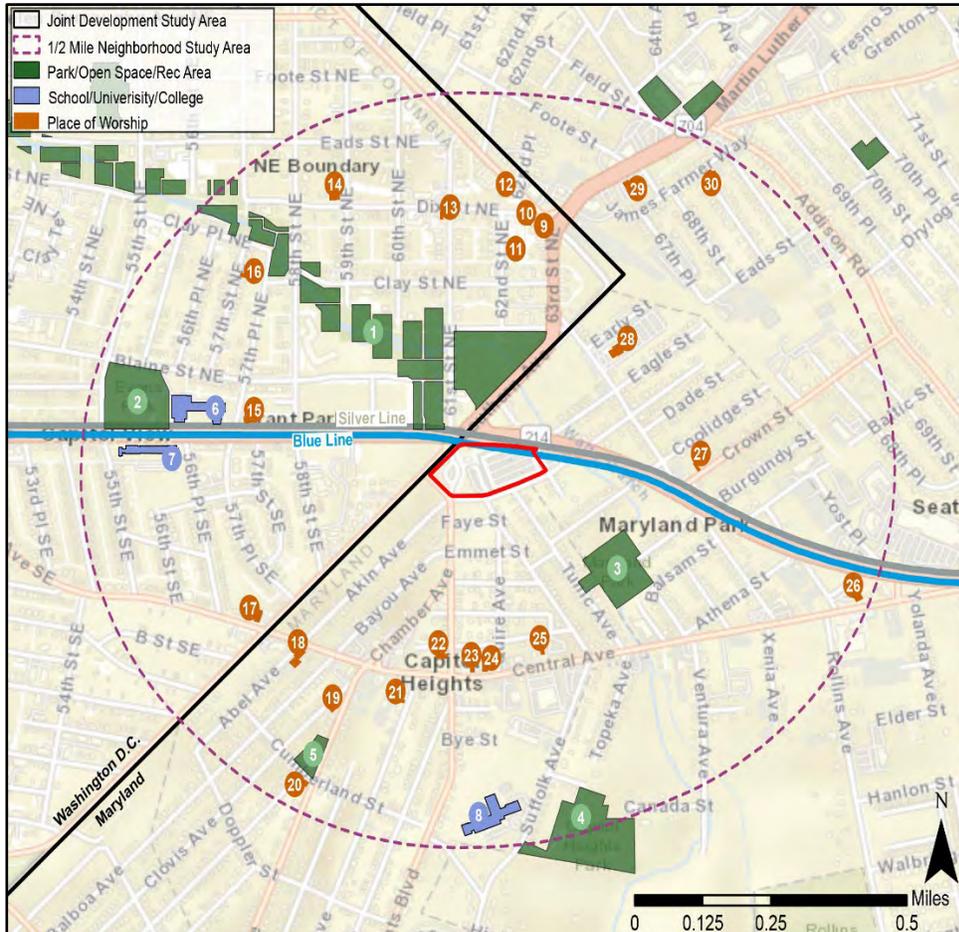
Table 7 Community Facilities within Half-Mile Neighborhood Study Area

Map ID	Facility Name	Type of Community Facility	Address
1	Marvin Gaye Park	Local Park	Between Minnesota Avenue and Southern Avenue across Northeast Washington in Ward 7 (DC)
2	Evans Park	Local Park	East Capitol and Blaine Streets to 55 th Street & 57 th Place, SE (DC)
3	Maryland Park	Local Park	Between Tunic Avenue & Maryland Park Drive (MD)
4	Capitol Heights Park	Local Park	630 Suffolk Avenue (MD)
5	Capitol Heights South Park	Local Park	511 Larchmont Avenue (MD)
6	Elsie Whitlow Stokes Community Freedom PCS - East End	DC Charter School	5600 East Capitol Street NE (DC)
7	DC Scholars PCS	DC Charter School	5601 East Capitol Street SE (DC)

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Map ID	Facility Name	Type of Community Facility	Address
8	Capitol Heights Elementary School	Maryland Public School	601 Suffolk Avenue (MD)
9	Apostolic Evangelical Church of Jesus Christ	Place of Worship	354 Eastern Avenue NE (DC)
10	Lighthouse Full Gospel Mission Church	Place of Worship	6217 Dix Street NE (DC)
11	True Way Church	Place of Worship	317 62nd Street NE (DC)
12	Life Gospel Assembly Intl Chr	Place of Worship	410 Eastern Avenue NE (DC)
13	Perfection Of The Saints	Place of Worship	6041 Dix Street NE (DC)
14	Beulah Baptist Of Deanwood Hts	Place of Worship	5820 Dix Street NE (DC)
15	Supreme Council-The Hse-Jacob	Place of Worship	5740 East Capitol Street NE (DC)
16	St Michaels Chr-God-Christ	Place of Worship	313 57th Street NE (DC)
17	True Believers	Place of Worship	5670 Central Avenue SE (DC)
18	St James Baptist Church	Place of Worship	402 Abel Avenue (MD)
19	Trinity Temple Of Prayer	Place of Worship	411 Larchmont Avenue (MD)
20	Holy Cross Prayer Band Spirit	Place of Worship	603 Larchmont Avenue (MD)
21	United Faith Church Of God	Place of Worship	411 Nova Avenue (MD)
22	First Baptist Church	Place of Worship	6 Capitol Heights Boulevard (MD)
23	Little Child Holy Church	Place of Worship	6044 Central Avenue (MD)
24	Greater Beulah Baptist Church	Place of Worship	6056 Central Avenue (MD)
25	Iconium Baptist Church	Place of Worship	6076 Central Avenue (MD)
26	Mission Love Charities Inc	Place of Worship	6180 Central Avenue (MD)
27	Congregational Methodist Church	Place of Worship	5806 Crown Street (MD)
28	Faith Temple Of W Baptist Church	Place of Worship	211 Maryland Park Drive (MD)
29	Shining Star Freewill Baptist	Place of Worship	5737 Martin Luther King Jr Highway (MD)
30	Good Shepherd Ministries	Place of Worship	6811 James Farmer Way (MD)

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. Thirteen Census block groups were identified within the half-mile Neighborhood Study Area (refer to Figure 4).

Identification of Environmental Justice Populations

Prince George’s County and Washington, DC were selected as comparison areas for the Environmental Justice analysis. Minority and low-income populations were then analyzed at the Census block group level using demographic data from the U.S. Census Bureau’s Decennial Census (2020) and American Community Survey 5-Year Estimates (2021).

Table 8 shows the percentages of minority residents in each of the block groups in the half-mile Census Project Study Area and compares the total to Prince George’s County and Washington,

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DC The percentage of minority residents within the Census Project Study Area (97.1%) was much higher than Prince George’s County (87.1%) and Washington, DC (60.4%).

Table 8 also identifies the number of Low-Income Households for each of the block groups in the half-mile Census Project Study Area and compares those numbers to Prince George’s County and Washington, DC The overall percentage of Low-Income Households in the Census Project Study Area groups (37.3%) was lower than percentage of low-income households in Prince George’s County (40.1%) and Washington, DC (49.5%); however, the percentage of low-income households in some of the block groups in the Census Project Study Area varied greatly from that of Prince George’s County and Washington, DC, ranging from 26.6% to 65.8%.

Household Income data was not available for Census Tract 0078.08 Block Group 2.

Table 8. Minority and Low-Income Populations by Block Group

Census Tract (Block Group)	Minority Population (Race)			Low-Income Population		
	Total Population	Minority Population	Percent	Total Households	Low-Income Households***	Percent
0078.07 (1)	1,137	1,105	97.2%	448	120	26.7%
0078.08 (2)	1,340	1,325	98.9%	562	<i>unavailable*</i>	<i>N/A</i>
0078.08 (3)	963	935	97.1%	336	89	26.6%
0099.03 (1)	1,011	995	98.4%	328	111	34.0%
0099.03 (2)	993	951	95.8%	343	156	45.5%
0099.05 (2)	766	749	97.8%	406	167	41.1%
8027.00 (1)	878	830	94.5%	332	218	65.8%
8027.00 (2)	901	861	95.6%	295	141	47.8%
8027.00 (3)	896	875	97.7%	262	76	29.0%
8028.03 (2)	2,245	2,201	98.0%	671	266	39.7%
8029.01 (1)	1,515	1,484	98.0%	910	260	28.6%
8029.01 (3)	1,340	1,276	95.2%	341	130	38.2%
8030.01 (2)	1,522	1,470	96.6%	526	206	39.1%
Census Project Study Area	15,507	15,057	97.1%	5,198**	1940	37.3%
<i>Prince George’s County</i>	967,201	842,338	87.1%	346,127	138,714	40.1%
<i>Washington, DC</i>	689,545	416,351	60.4%	288,307	142,761	49.5%

Source: U.S. Census Bureau, Decennial Census (2020) & American Community Survey 5-Year Estimate (2021).

*Some income data was not available at the block group level in some of the Census Project Study Area

***Does not include 0078.08 (2) because median household income data was not available*

****The number of low-income households was determined by calculating the number of households with an income below 80% of the Median Household Income for that statistical area. If the low-income threshold split an income bracket, the number of households that were deemed low-income in that bracket was calculated by finding the proportionate number of households below that threshold.*

The project does not have any potential for disproportionately high and adverse impacts to the Environmental Justice populations.

Assessment of Disproportionately High and Adverse Impacts

No human environmental impact, including health, economic, or social is anticipated for the identified minority and low-income populations within the Census 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 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

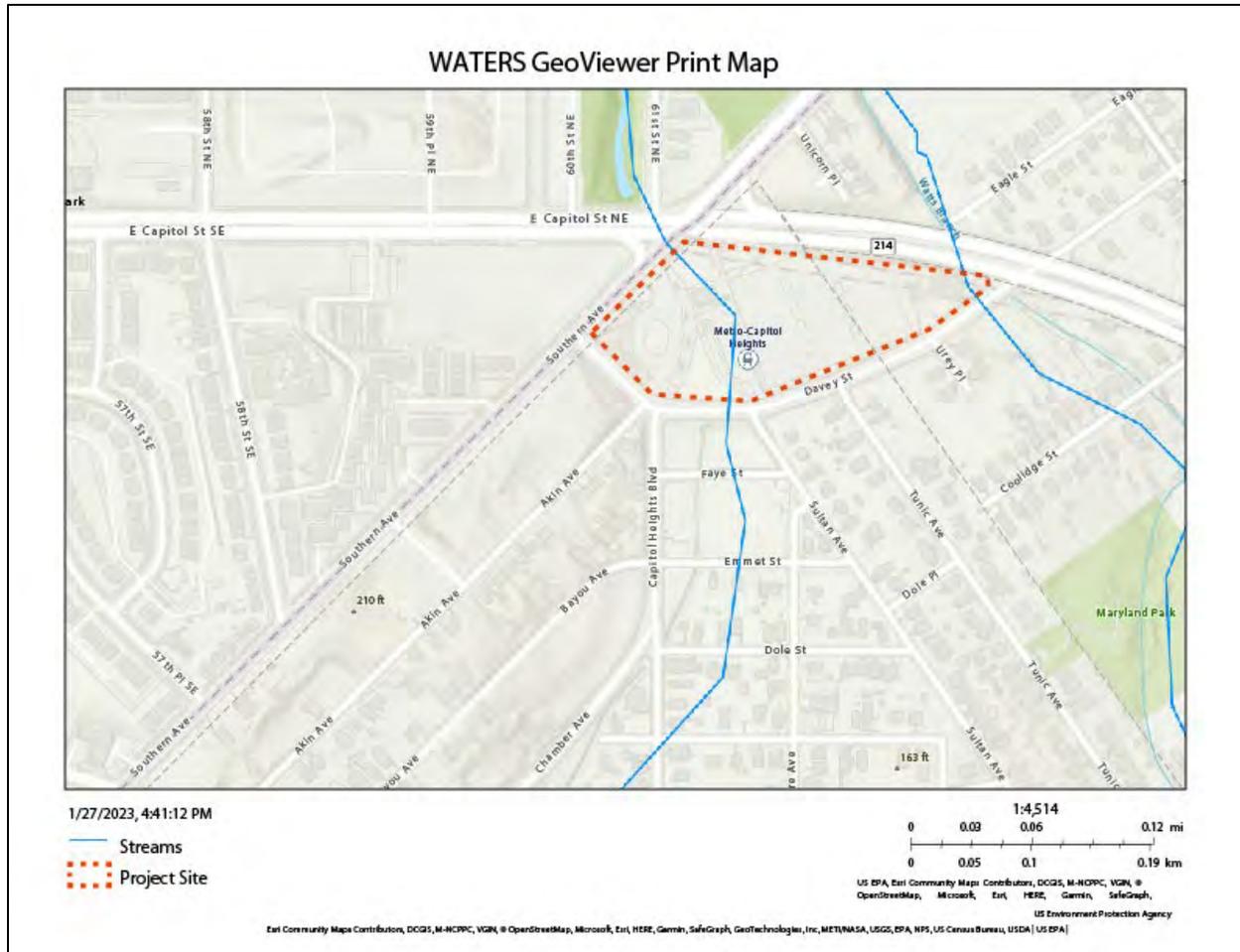
The following public parklands are located within a half-mile of the study area: Marvin Gaye Park (DC), Evans Park (DC), Maryland Park (MD), Capitol Heights South Park (MD), and Capitol Heights Park (MD). No parks or recreation areas would be impacted by the Project. Refer to Figure 11 for the location of public parklands in proximity to the Capitol Heights Metro Station.

4.9 Wetlands and Waters of the U.S.

There will be no known impacts to wetlands or Waters of the US in the study site, however an unnamed stream runs below the existing Kiss and Ride lot and flows north towards Watts Branch Creek and is conveyed in an existing 14'x6' box culvert owned and maintained by Prince George's County. The unnamed stream is part of a 0.53-acre Riverine habitat and classified as R5UBH according to the United States Fish and Wildlife (USFWS) National Wetland Inventory (NWI). Additionally, a Watts Branch stream runs underground and adjacent to the existing Traction Power Substation and Chilled Water Plant which flows north to Watts Branch Creek. The Watts Branch stream is a part of a 6.40-acre Freshwater Forested/Shrub Wetland habitat and classified as a PFO1A on the USFWS NWI. See Figure 12 and Figure 13.

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Figure 11. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

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Figure 12. National Wetlands Inventory Map



Source: US Fish and Wildlife Wetlands Inventory

County and State Water Regulation Buffers

About 10 percent of Maryland is classified as wetland, with Prince George’s County making up 3.3 percent of that according to An Overview of Wetlands and Water Resources of Maryland (Maryland Wetland Conservation Plan Work Group, January 2000). The Maryland Department of the Environment’s Wetlands and Waterways Protection Program protects Maryland wetlands and waterways from loss and degradation and contains a State Wetland Conservation Plan that was finalized in April 2003.

On the Project Site, one drainage connector runs underneath the property connecting the riverine towards the Watts Branch freshwater forested/shrub wetland. However, there is no body of water at or adjacent to the Project site. Therefore, there are no known impacts expected.

4.10 Floodplains

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

Figure 13. National Flood Hazard Map



4.11 Water Quality

No water quality facilities are present on the site. Redevelopment may require installation of bioretention facilities to retain and treat stormwater 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.

There will be no permanent impacts resulting from the changes to the transit facilities and total transit facility impervious areas will be reduced. Stormwater management facilities will be design and constructed by the Developer in accordance with Prince George's County regulations, which control the rate and water quality of stormwater runoff. The Developer is responsible for obtaining all required permits and will request extensions of approved permits as necessary. No new discharge (i.e. industrial) from the Project is anticipated that would require a National Pollutant Discharge Elimination System (NPDES) permit from MDE.

During construction there may be minor construction-related sediment or erosion risk. To minimize the impact, the Developer will employ construction operations controls per County guidelines and regulations.

4.12 Air Quality

The Project site is located in Prince George's County, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area. The Project is not anticipated to have a negative impact on air quality.

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).

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

To comply with the Forest Conservation Act, the Developer will complete a Forest Stand Delineation (FSD) and corresponding Forest Conservation Plan (FCP) for any effect on forest stands resulting from the project. Both the FSD and FCP will be submitted to M-NCPPC or Maryland Department of Natural Resources (DNR) for approval depending on the required development approval process. The Project is not anticipated to affect any forest stands.

Based on the 2020 Tree Canopy data for Prince George's County (PGAtlas), there was no tree canopy included on the project site. The Tree Canopy dataset only includes woodlands greater than 5,000 square feet or one tenth of an acre within Prince George's County. The closest Tree Conservation Plan area to the project site is opposite of Davey Street southwest of the project site between Southern Avenue SE and Akin Avenue (Tree Conservation Plan 1: TCP1-008-2016).

If trees are planned for removal, the Developer will obtain a permit to remove the selected trees and an arborist will create a plan using best practices for relocating the tree, replanting, and protecting the other trees in the Project Area during construction. The Project will be designed in a way to preserve as many trees as possible and a final tree plan will be shared once design is finalized.

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. IPaC results found a potential presence for federally endangered Northern Long-eared Bat and the federal candidate Monarch Butterfly. No critical habitats, national wildlife refuge lands, or fish hatcheries are located within the project site.

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

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

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.

According to the Environmental Evaluation for the Capitol Heights Metro Station conducted August 2016, no records for the project site were identified through a database search which monitor compliance with federal and state laws. The database search included a thorough review of the EPA NEPAAssist web portal and Maryland's Underground Storage Tank database. Therefore, the project is not expected to encounter any hazardous or contaminated materials. 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 during and after construction. 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 the local noise ordinance and state regulations. Mitigation activities could include minimizing night-time work and utilizing noise control measures. Once the project is complete no unusual noise generation is anticipated by the development.

4.19 Secondary and Cumulative Impacts

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.

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 Metro for approval.

The project will be phased to minimize the impact on Metro operations.

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 in local regulations and Metro 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 November 6th 2023 at the Marvin Gaye Recreation Center in DC. 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, the public hearing presentation, an opportunity to provide feedback, and a link to a dedicated project webpage in Spanish.

The subject of this hearing will be the following:

- Relocating the bus loop and Kiss & Ride facilities
- Reducing Kiss & Ride capacity to eight (8) spaces
- Eliminating the 372 space Park & Ride lot

A public hearing staff report summarizing comments received at the hearing with staff responses will be released for public review and comment. The staff report will be made available online and in hard copy at Metro's DC 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 by telephone

All comments must be received by 5pm November 16th, 2023 to be included in the public record.

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6.0 REFERENCES

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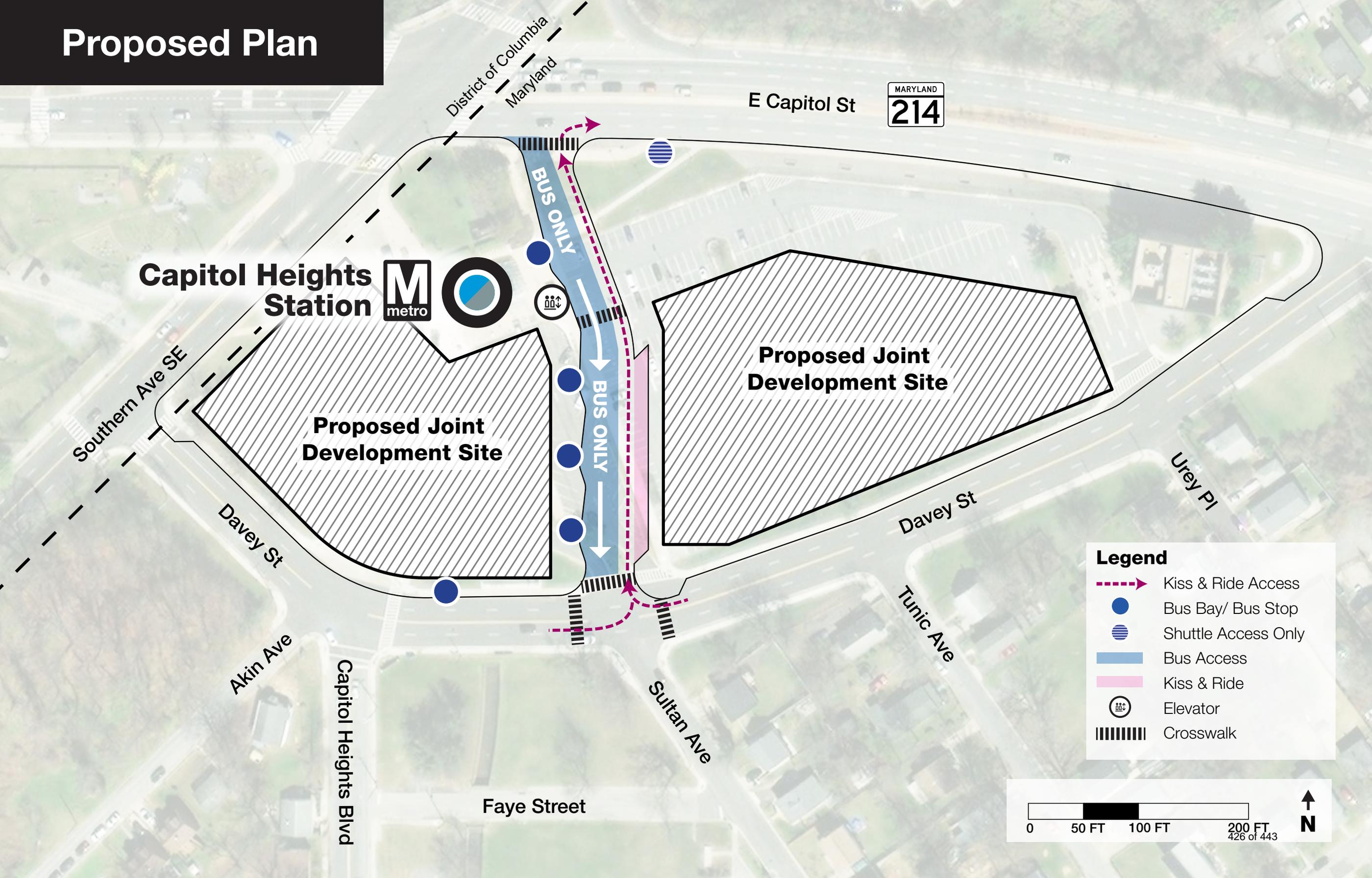
**Capitol Heights Metro Station
Reconfigure Transit Facilities and Parking
Environmental Evaluation**

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APPENDIX G: GENERAL CONCEPT PLAN

Continued on Next Page

Proposed Plan



District of Columbia
Maryland

E Capitol St



Capitol Heights Station



Proposed Joint Development Site

Proposed Joint Development Site

Southern Ave SE

Davey St

Akin Ave

Capitol Heights Blvd

Faye Street

Sultan Ave

Davey St

Tunic Ave

Urey Pl

Legend

- Kiss & Ride Access
- Bus Bay/ Bus Stop
- Shuttle Access Only
- Bus Access
- Kiss & Ride
- Elevator
- Crosswalk



APPENDIX H: NOTICE OF PUBLIC HEARING STAFF REPORT

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Draft Public Hearing Staff Report

Docket R23-05: Proposed Changes to Transit Facilities at Capitol Heights Metro Station

PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Draft Public Hearing Staff Report on proposed changes to the transit facilities at Capitol Heights Station is available for review and comment starting on **Tuesday, February 13, 2024**. The document addresses comments on the proposal received at the public hearing held on November 8, 2023, as well as comments received during the public comment period.

This comment period on the Draft Public Hearing Staff Report is your opportunity to make sure your comments were accurately characterized in the Staff Report and send clarification if desired. Comments on the Draft Public Hearing Staff Report will be accepted until **5 p.m. on Friday, February 23, 2024**.

The report is available online at <https://www.wmata.com/initiatives/plans/proposed-changes-at-capitol-heights-station/upload/Capitol-Heights-Staff-Report-with-appendices-2-7-24.pdf> and during business hours at:

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

HOW TO SUBMIT WRITTEN COMMENTS ON THE DRAFT PUBLIC HEARING REPORT

Written statements and exhibits must be received by **5 p.m. on February 23, 2024**, and may be emailed to WMATAHearingReport@wmata.com, or mailed to the Office of the Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, D.C. 20026-4390. Please reference "Capitol Heights Metro Station" in your submission. All comments received become a part of the public record, which may be made available to the public and may be posted, without change, to wmata.com, including any personal information provided.



APPENDIX I: COMMENTS RECEIVED ON THE PUBLIC HEARING STAFF REPORT

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Comments Received on the Draft Compact Public Hearing Staff Report

Thank you for a chance to review, I am grateful for the opportunity. However, I do not appreciate the map of the respondents mapped out on page 75. I think the statement, "*The average distance from the station to residents' homes was 2.45 miles, with a median distance of approximately 1 mile. About one-third of residents live within 0.5 miles of the station, while roughly half live 1 mile or more away.*" is important to include but the map is violation on people's privacy.

Thank you so much for sending a draft of the report. The only thing I would add to my comments is that if the parking lot is removed from Capitol Heights, I probably will not ride metro at all. I'm too afraid of parking at Addison Road because of safety and I figure that I may as well drive to my destination than drive to other stations and park.

Thank you once again for listening.

Pamela Boone