

**PROPOSED CHANGES TO WASHINGTON METROPOLITAN AREA TRANSIT
AUTHORITY (WMATA) FACILITIES AT DEANWOOD METRO STATION**

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PROPOSED CHANGES TO WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FACILITIES AT DEANWOOD METRO STATION

On January 28, 2018, WMATA's Board of Directors ("Board") authorized the issuance of a Joint Development Solicitation for redevelopment of the 194-space surface Park & Ride lot (**Exhibit 2**) at Deanwood Metro Station and the holding of a public hearing on proposed changes to the Deanwood Metro station, namely the closure of the Park & Ride lot. The hearing provides an opportunity for public comment on the proposed changes. Following the public hearing, the public comments, along with staff responses, are provided in a staff report presented to the WMATA Board for its consideration and a decision regarding the proposed parking lot closure.

This docket includes materials pertinent to the public hearing to be held on June 20th, 2018. The proposed changes, the reasons for the proposed changes and the impact of the changes are presented below along with four exhibits that are attached. **Exhibit 1** provides the items that the Board considered in authorizing the public hearing.

A decision on issuing a Joint Development Solicitation will not be made until the results of the public hearing are known. The closure of the Park & Ride lot will occur only when a proposed development has received all local planning and zoning and construction approvals, and construction is ready to begin.

At present, it is anticipated that a mixed-use residential and retail development could occur on the former Park & Ride lot. However, responses to a Joint Development Solicitation could include different types of development.

The term used for development in conjunction with operating transit facilities, such as a Metrorail station, is "joint development," where private development is built in conjunction with an operating transit facility.

Reasons for Closure of the Park & Ride Lot

The closure of the Park & Ride lot is being proposed to address a number of problems: both the Metrorail station and its parking lot are underutilized. Deanwood Metro Station has the third lowest ridership of the 91-station Metrorail system with an average of approximately 1,200 riders per weekday; the capacity of the station is not well used. The 194-space surface Park & Ride lot had an average of 70 daily parkers (36% parking utilization) during the first half of FY18 and is mostly vacant. Consequently, WMATA is not earning sufficient revenue from parking and ridership at this station. The station also has higher crime compared to other Metrorail stations and is one of the few stations where the Metro Transit Police Department has an officer stationed 24 hours a day.

Justification for Closure

Joint development is an effective strategy to increase ridership, reduce crime, and increase revenue at Deanwood Metro station. The District of Columbia supports the same goals, as evidenced by the D.C. Council's approval of the 2008 Small Area Plan for Deanwood/Great Streets-Nannie Helen Burroughs Ave NE & Minnesota Ave NE Strategic Development Plan ("Small Area Plan").

The Small Area Plan articulates specific goals for the Deanwood Metro Station area, which are summarized as follows:

- Expanded neighborhood-serving commercial uses;
- Redevelopment of vacant and abandoned properties into residential households to support retail and walkability to the station; and,
- Prioritize attractive, pedestrian-friendly design and de-emphasize auto-oriented uses and surface parking lots.

Metro also completed a “Deanwood Metro Station Access Improvement Study” in June 2013 (**Exhibit 4**) to determine the size and type of development that could be supported at Deanwood Metro Station. The study evaluated the entirety of the Deanwood Metro Station, to include the Park & Ride lot, the Kiss & Ride lot, the bus loop, and the pedestrian tunnel that connects the neighborhoods to the north to the station entrance. Four alternative site plans were developed and presented to the local neighborhoods and communities. The local communities responded favorably and commented on their desire to see underutilized parking lots transformed into housing and development. Specifically, the 2013 study proposed a joint development with a 150-space Metro parking garage, a 138-unit residential development with 10,000 square feet of retail. The study proposed only developing the Park & Ride lot and not the bus loop or Kiss & Ride.

In June 2017, staff surveyed registered SmarTrip® parkers for a week to determine how eliminating the 194 Park & Ride spaces would impact their choice to ride Metrorail. The results were positive. Since most of the parking customers at Deanwood Metro Station are Prince George's County residents, 55.5% of respondents stated they would park at a different Metrorail station (i.e. Cheverly and Addison Road) and 26% said they would access Metrorail by walking, taking the bus, or by other means. Only 18.5% of respondents (13 people) stated that they might not continue to ride Metrorail. Based on these results, staff concluded that proceeding with joint development without requiring replacement parking would generate the greatest ridership and revenue benefits to Metro.

The net benefit to Metro of eliminating parking in favor of joint development is positive; that is, joint development without replacement parking will produce more revenue for Metro than is generated today. The proposal to eliminate the 194-space Park & Ride surface lot is justified by the low parking utilization and the community's vision to eliminate or reduce vacant parking lots in the neighborhood. Given that Metro would potentially lose 13 parking customers, but could gain 129 transit riders through joint development, the net gain in ridership justifies proceeding with a maximum build out of the joint development site.

The 2040 ridership goal staff has established for the Deanwood Metro Station is an increase of 425 to 600 new weekday riders, which would produce an additional \$750,000 to \$1 million in annual ridership revenue. Metro's other goals for joint development include improving pedestrian and bicycle connections to the station, having more activity at the station which may support reducing crime, and reducing some nominal Metro operating expenses by eliminating the Park & Ride.

The fiscal impact analysis of joint development without replacing Park & Ride parking is positive. The lost ridership and parking revenue from parkers at Deanwood is calculated to equal \$112,246 annually. However, with current parking customers choosing to park elsewhere in Metro-owned parking facilities, or arrive at Metro station by other transportation modes, Metro would continue to receive \$89,790 annually in revenue from parkers. Metro would also generate an estimated \$199,500 new revenue from new riders coming from the joint development. This is a net positive

impact of \$177,044 annually to Metro, once development is complete. The real estate revenues from joint development would be determined through the Joint Development Solicitation competition and a complete fiscal impact of the joint development would be presented to the Board after selection of a developer.

Existing Facilities

An accompanying report, the Deanwood Metro Environmental Evaluation Analysis of Proposed Changes, May 2018 (“Environmental Evaluation”), **Exhibit 3**, describes the station site and its existing facilities. In brief, they are:

1. An elevated Metrorail station with two entrances, the one to the north having elevator access to the platform and the one to the south having escalator access to the platform;
2. A Park & Ride lot with access from Minnesota Avenue NE via Quarles Street NE;
3. A Kiss & Ride lot with access from Minnesota Avenue NE, containing 141 metered spaces, six reserved ADA spaces for disabled customers, three motorcycle spaces, five “A” spaces reserved for waiting motorists, and five additional spaces;
4. Six bus bays with access from Minnesota Avenue NE; and
5. Bicycle facilities consisting of six bike racks.

The aerial view of existing conditions, **Exhibit 2**, shows these facilities.

Proposed Changes

The change proposed to be considered in the hearing is the elimination of the 194-space Park & Ride lot, without replacement, with the intended use of the lot to be a mixed-use development, pursuant to a Joint Development Solicitation. No changes are proposed for the Kiss & Ride and bus loop facilities. The attached Environmental Evaluation addresses the impacts of the removal of the parking spaces.