

**Congress Heights Metro Station
Reconfigure Transit Facilities and Access**

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

August 2023

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1.0 INTRODUCTION

Metro proposes changes (“Modifications”) to the Congress Heights Metro Station (“Metro Station”) transit facilities to enable access improvements and real estate development (“Project”) envisioned in the District of Columbia’s Saint Elizabeths East Campus Master Plan and grow ridership. The Project includes a modification of Metro Station facilities and facility access, and this Environmental Evaluation has been prepared to assess the potential effects of this action.

The Project includes the following Modifications:

- Reconfiguration of the bus loop to improve access and safety
- Relocation of the Kiss & ride lot to on-street facility
- Reduction of Kiss & Ride capacity to eight (8) spaces
- Addition of a new traffic signal at the bus loop exit on Alabama Ave

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

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2.0 EXISTING SITE DESCRIPTION

The project area (see project location, Figure 1, or “Project Area”) is a less-than one-acre site in the Southeast Quadrant of the District of Columbia.

Metro operates the Congress Heights Metro Station, which is served by Metro’s Green Line. The Station is on the south leg of the line located between the Anacostia and Southern Avenue stations.

There are two customer entrances to the underground Congress Heights Metro Station. The south Station entrance is south of Alabama Avenue SE and east of 13th Street SE and does not have elevator access. Across the street, the north entrance is adjacent to the Station’s Kiss & Ride lot and bus loop. There is elevator access to the platform near the northern entrance.

There are 10 bike racks located between the Kiss & Ride lot and Alabama Ave SE, and there is a Capital Bikeshare station with capacity for 15 bikes adjacent to the station entrance.

Metrobus and the DC Circulator are the only local bus services that use this Metro station. There is a one-way bus loop around the perimeter of the Kiss & Ride lot that is restricted to general vehicular traffic.

There are no long-term Park & Ride facilities at this station. The short-term metered Kiss & Ride Lot can be accessed from Alabama Avenue SE and 13th Street SE. There is a taxi stand located in the southeast corner of the Kiss & Ride lot.

An overview of the existing transportation facilities is shown in Figure 2 and described in the subsections that follow.

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Figure 1. Project Area

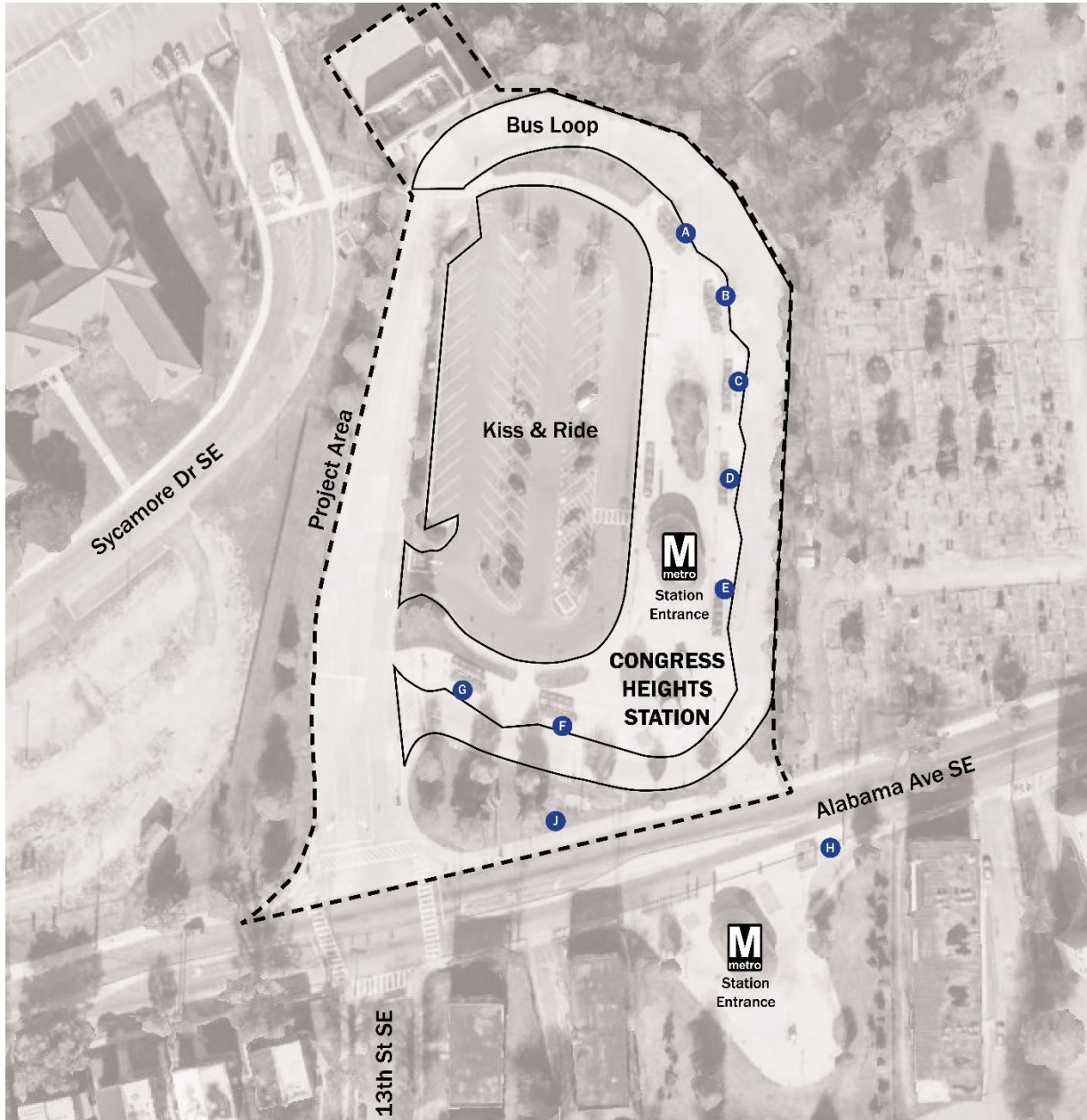
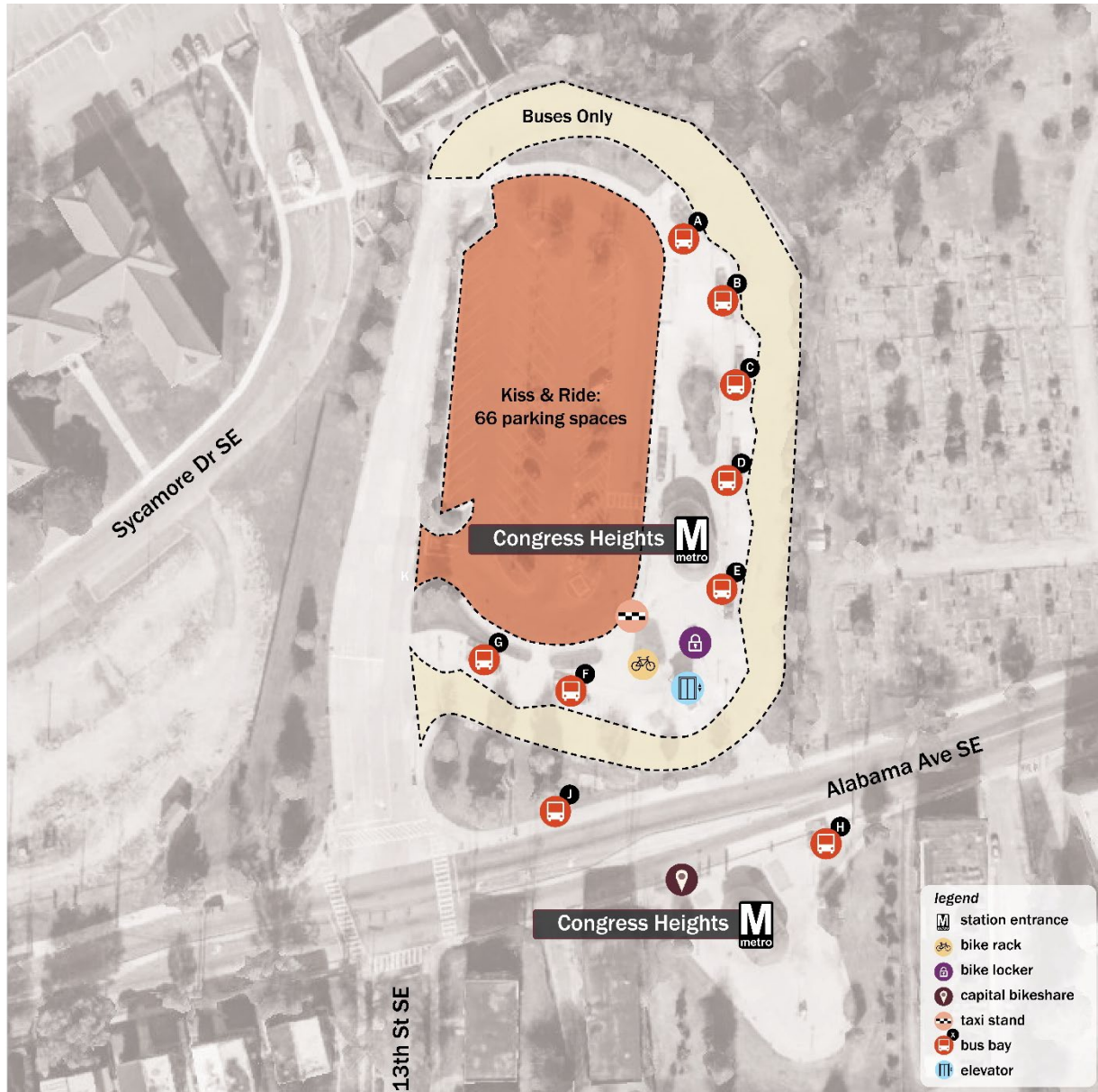


Figure 2. Existing Transportation Facilities



2.1 Bicycle and Pedestrian Access

Pedestrians can access the station from Alabama Avenue SE, 13th Street SE, and Sycamore Drive SE. There are sidewalks on both sides of Alabama Avenue SE and 13th Street SE and one sidewalk along the western side of Sycamore Drive SE.

There are no bicycle lanes on the surrounding streets.

2.2 Metrobus and Other Local Bus Providers

Nine Metrobus routes and one DC Circulator route serve to the Congress Heights Metro Station. The station bus loop has seven bus bays, five on the east side of the bus loop and two on the south side. The bus bays along the loop are sawtooth, and only authorized vehicles are allowed to enter. There are also two standard pull-out bus bays along Alabama Avenue SE, one in each direction. Metrobus and the DC Circulator are the only local bus services that use this Metro station.

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	W4	Deanwood Metro Station	6-30	Every Day
Metrobus	W4	Anacostia Metro Station	8-30	Every Day
Metrobus	92	Reeves Center	6-30	Every Day
Metrobus	D51	Georgetown	1 trip	Monday AM Peak
Metrobus	V7	Minnesota Avenue Metro Station	20	Weekdays Peak Periods
Metrobus	W1	Southern Avenue Metro Station	20-35	Weekdays (2 trips for Evening Service)
Metrobus	W1	Fort Drum	20-35	Weekdays (3 trips for Evening Service)
Metrobus	W2 W3	United Medical Center	20-45	Every Day
Metrobus	W2 W3	Washington Overlook	20-45	Every Day
DC Circulator	DC Circulator	Union Station	10	Every Day

Source: [Congress Heights Metro Station \(Metro\)](#)

2.3 Kiss & Ride

The Congress Heights Metro Station has 65 Kiss & Ride spaces that are meant to support short-term pick-up and drop-off activities for customers riding Metro. These facilities reside in a single surface lot surrounded by the bus loop and just west of the northside station. Within the 65 Kiss & Ride spaces there are four ADA (non-metered) spaces, five driver-attended (non-metered) spaces, and 56 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 13 customers undertook paid transactions during the entire month of March 2023. These volumes equate to 0.6 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 1.4 customers on an average weekday. Of these Kiss & Ride transactions, 7% 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 show 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 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 25 vehicles that were unoccupied and largely remained in the parking lot for extended durations of at least four 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 7.7-percent of rail customers were dropped-off at the Congress Heights station and 4.4-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 14 and 31 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 60 vehicles total during the peak ridership hours (40 drop-off and 20 pick-up)

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Table 2. Kiss & Ride Meter Transactions by Dwell Time (March 2023)

Parking Duration	Weekday Parking Meter Transactions March 2023		Weekday Parking Meter Transactions Adjusted to Pre-COVID Ridership Rates (2015-2019)
Less than 15 minutes	0.0	(0%)	0.0
15 minutes to 1 hour	0.1	(23%)	0.3
1 to 2 hours	0.1	(15%)	0.2
2 to 4 hours	0.2	(38%)	0.5
4 to 8 hours	0.1	(23%)	0.3
8 to 12 hours	0.0	(0%)	0.0
More than 12 hours	0.0	(0%)	0.0
Total	0.6	(100%)	1.4

Table 3. Kiss & Ride Parking Demand Analysis

Factors	Drop-Off	Pick-Up
Average Weekday Peak Hour Rail Trips (1) [A]	400 entries	324 exits
Access Mode Share (2) [B]	7.7%	4.4%
Average Parking Duration/Dwell Times (3) [C]	1.5 minutes	6 minutes
Peak Usage Factor [D]	85%	85%
Max K&R Space Demand (4)	1 Spaces	2 Spaces
Peak Hour K&R Customer Capacity (5)	40 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

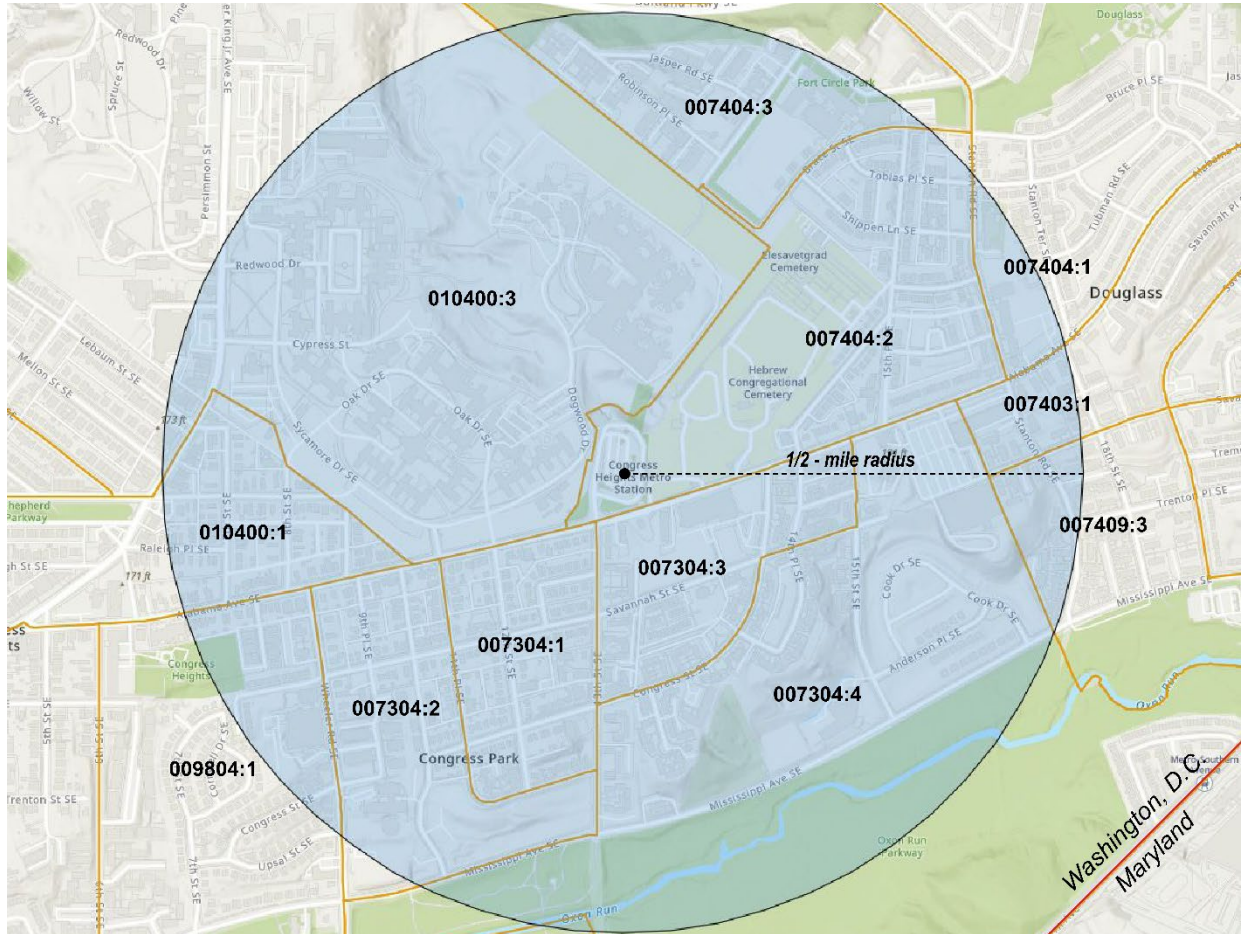
Congress Heights Metro Station does not have any Park & Ride facilities.

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 3.

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Figure 3. Study Area with Block Groups



2.5.1 Age and Sex

Table 4 and Table 5 provide a breakdown of the Census Project Study Area by Age and Sex. The female population (57%) for the Census Project Study Area was slightly higher than the male population (43%).

Table 3. Census Project Study Area Male Population by Age

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Census Tract (Block Group)	Male							Total
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	
0073.04 (1)	152	0	71	62	42	6	109	442
0073.04 (2)	60	86	18	219	12	38	0	433
0073.04 (3)	260	0	0	54	25	15	0	354
0073.04 (4)	135	64	450	46	20	27	108	850
0074.03 (1)	228	19	37	32	44	24	17	401
0074.04 (1)	413	108	145	40	92	111	39	948
0074.04 (2)	257	41	205	77	90	31	23	724
0074.04 (3)	104	0	0	0	0	0	6	110
0074.09 (3)	333	0	22	196	0	67	40	658
0098.04 (1)	341	109	48	66	91	57	55	767
0104.00 (1)	237	0	136	72	33	175	80	733
0104.00 (3)	41	257	84	89	19	166	64	720
Census Project Study Area (%)	2,561 (36%)	684 (10%)	1,216 (17%)	953 (13%)	468 (7%)	717 (10%)	541 (8%)	7,140 (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							Total
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	
0073.04 (1)	123	8	134	55	58	91	0	469
0073.04 (2)	114	81	93	145	73	17	49	572
0073.04 (3)	335	44	25	95	67	29	70	665
0073.04 (4)	127	0	145	37	256	98	75	738
0074.03 (1)	139	84	42	162	88	26	11	552
0074.04 (1)	191	67	204	140	302	81	62	1,047
0074.04 (2)	201	148	100	93	89	85	8	724
0074.04 (3)	122	0	68	6	15	35	0	246
0074.09 (3)	639	64	241	210	12	46	75	1,287
0098.04 (1)	257	230	114	197	78	96	89	1,061
0104.00 (1)	367	142	210	244	72	508	97	1,640
0104.00 (3)	90	49	12	316	4	3	50	524
Census Project Study Area (%)	2,705 (28%)	917 (10%)	1,388 (15%)	1,700 (18%)	1,114 (12%)	1,115 (12%)	586 (6%)	9,525 (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 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 (91.8%), which is much higher than Washington, DC (40.9%). The second largest minority group within the Census Project Study Area is Hispanic or Latino (2.9%), which is much lower 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 2.5% of the population.

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Table 5. Minority Population by Group

Minority Group	Census Project Study Area		Washington, DC	
	Number	% of Total Pop.	Number	% of Total Pop.
<i>Black / African American</i>	13,866	91.8%	282,066	40.9%
<i>American Indian / Alaska Native</i>	27	0.2%	1,277	0.2%
<i>Asian</i>	51	0.3%	33,192	4.8%
<i>Native Hawaiian or Other Pacific Islander</i>	1	0.0%	349	0.1%
<i>Two or More Races</i>	332	2.2%	29,485	4.3%
<i>Other</i>	81	0.5%	3,753	0.5%
Minority Populations (Race) Total	14,412	95.5%	416,351	60.4%
<i>Hispanic or Latino</i>	440	2.9%	77,652	11.3%
<i>Not Hispanic or Latino</i>	13,972	97.1%	611,896	88.7%

Source: U.S. Census Bureau, Decennial Census (2020) & American Community Survey 5-Year Estimate (2021).

3.0 PROJECT DESCRIPTION

At Congress Heights, the District published a Master Plan for the revitalization of the historic Saint Elizabeths Campus in 2012 that supports up to five million square feet of mixed use development. A core infrastructure component of the project includes the creation of a new vehicular entrance to the campus from Alabama Avenue with funding secured in the District’s capital budget, which requires relocating Metro’s bus loop and Kiss & Ride facility.

Land uses adjacent to the station on the north side of Alabama Avenue include the Adas Israel Cemetery to the east and the Saint Elizabeths East Campus to the west.

The Modifications to the transit facilities and facility access will be funded through District of Columbia’s Office for the Deputy Mayor for Planning and Economic Development (“DMPED” or “Developer”).

The Project includes the following Modifications:

- Reconfiguration of the bus loop to improve access and safety
- Relocation of the Kiss & ride lot to on-street facility
- Reduction of Kiss & Ride capacity to eight (8) spaces
- Addition of a new traffic signal at the bus loop exit on Alabama Ave

3.1 Modifications to Bicycle and Pedestrian Access

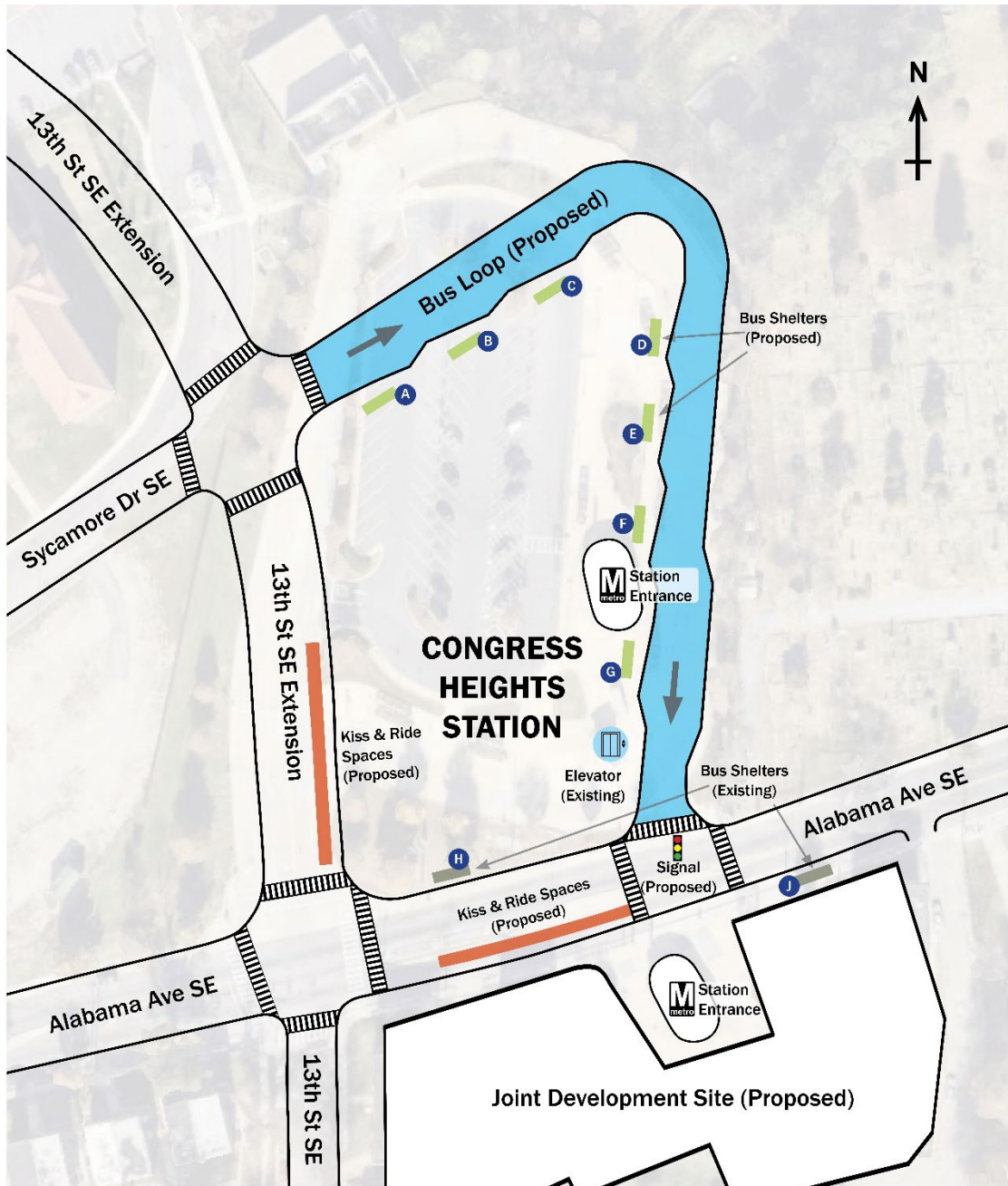
The proposed development includes new pedestrian amenities such as a plaza and improved connections to the Saint Elizabeths development as well as modified signal phasing, new crosswalks, and new ADA-compliant curb ramps. Safety and access for bicycles and pedestrians will be affected by modifications to the bus loop, the Kiss & Ride facility, and by a new signal at the bus loop exit. Overall, these modifications will improve the flow of mixed traffic, improve safety, and maintain facility access for bicycles and pedestrians.

3.2 Modifications to Bus Loop

To support the revitalization of the Saint Elizabeths Campus, the existing bus loop would need to be reconfigured to have an entrance-only access point along 13th Street Connector, and a new exit-only access point along Alabama Avenue. This would allow for the replacement of the existing Kiss & Ride lot within the station with a new busway and pedestrian amenities. See Figure 6.

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Figure 4. Transit Facility Modifications



3.3 Modifications to Kiss & Ride

In order to accommodate the revitalization of the Saint Elizabeths East Campus, the bus loop modifications, and maintain pedestrian safety, the existing Kiss & Ride facility will be altered by eliminating some spaces and shifting others to parallel spaces along either eastbound or westbound Alabama Avenue and northbound 13th Street SE Connector.

The existing Kiss & Ride facility will be removed and relocated on the new 13th Street SE Connector. 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 260% growth factor applied to accommodate future increased in pick-up and drop-off rates the Congress Heights station area continues to develop additional housing and employment uses. This new Kiss & Ride on-street location will be adjacent to a new station plaza. The reduction in Kiss & Ride spaces from 65 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 ten to 25 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 Southern 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

To improve safety and efficiency in and around the Project area, Metro proposes a number of modifications to roadway access and traffic flow.

The lane configuration shown along Alabama Avenue SE in Figure 3 is conceptual, as Metro acknowledges that in 2017 DDOT completed a Safety Study for this 4-mile stretch of Alabama Avenue SE, which extends from Martin Luther King, Jr. Avenue SE to Ridge Road SE and travels through Wards 7 and 8. Since 2017 a number of improvements have been implemented along the corridor. An ongoing 2022 study will advance the concept design and propose holistic safety improvements to reduce vehicle speeds, minimize conflict points, increase safety and accessibility for all modes. has recently initiated a study to determine the desired future design to meet the city’s multimodal safety and mobility goals.

The concept shown here includes several components:

- A traffic signal at the new busway exit intersection to improve safety for all users.
- A “Buses Only” lane along westbound Alabama Avenue approaching 13th Street SE, encompassing the existing bus stop,

- Modified signal phasing at 13th Street SE to provide westbound buses in the bus lane a protected phase during which they can turn right or continue straight, bypassing queued vehicles,
- Parallel Kiss & Ride spaces along eastbound Alabama Avenue and northbound 13th Street SE Connector to replace a portion of the Kiss & Ride spaces removed to facilitate fewer vehicular movements on the site and thus improving safety for all station users,
- Marked crosswalks and ADA-compliant curb ramps at the new bus loop exit intersection.

With this configuration, there would be a new T-intersection along Alabama Avenue located approximately 265 feet east of the existing 13th Street SE intersection.

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. An existing stormwater pond at the northeast corner of the Station may need to be rebuilt to accommodate the proposed changes to the bus loop. The Developer will prepare a stormwater management plan to be reviewed and approved by DOEE.

4.0 PROJECT IMPACTS

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

4.1 Land Acquisitions, Displacements, and Dispositions

Metro will retain ownership of its property for the construction of the Modifications. Since the Metro Kiss & Ride spaces will be moved to public right-of-way, there will be a permanent easement or other agreement with the District Department of Transportation (DDOT) such that Metro can operate Kiss & Ride spaces on-street. It will not be necessary for non-Metro land—that is, land that is privately-owned by others—to be acquired.

4.2 Transportation

4.2.1 Pedestrian and Bicycle Access

The nature of the proposed development coupled with surrounding redevelopment activities will likely lead to higher levels of pedestrian activity in and around the station. Other proposed modifications to the bus loops, intersection signalization, and new pedestrian amenities should improve pedestrian and bicycle safety and accessibility despite increased volume. In adherence to DDOT guidelines, Metro has conducted a signal study examining how these proposed modifications as well as potential future development at the station could impact traffic operations at the intersections near the station. The results of this signal study showed that a new signal along Alabama Avenue SE at the exit from a reconfigured bus loop would function adequately in conjunction with the existing traffic signal at 13th Street SE and proposed signals along 13th Street SE extended into the St Elizabeths East Campus. The proposed bus loop exit signal would include a crosswalk with pedestrian signals to create a direct path across Alabama Avenue SE to and from the existing Metro escalator and potential future development on the south side of that street.

During construction there may be disruptions to bicycle and pedestrian access. Interim operations plans will be developed so that bicycle and pedestrian station access to the station remains during construction.

4.2.2 Metrorail

The Project will improve station access and will not change Metrorail service. The Project will likely result in an increase in ridership at Congress Heights Metro Station, and the Congress Heights 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 the station, however interim operations plans will be developed to maintain access to the station.

4.2.3 Local Bus Routes

The Project will provide an improved busway configuration that increases passenger safety by reducing potential conflicts with cars. Local bus service will not change. All routes accessing the bus bays may experience a marginal increase in ridership from people traveling to and from the residential and retail uses associated with the Project. No permanent impact to bus operations is anticipated.

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

4.2.4 Kiss & Ride Spaces

The overall number of Kiss & Ride spaces available at Congress Heights Metro Station will be reduced. 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 Congress Heights Metro Station, described in Section 2.3 which identifies that pick-up and drop-off demand for the Kiss & Ride facility is much lower than the existing facility capacity. These modifications will both accommodate the proposed development and improve safety for all users of the site.

Customers seeking longer-term parking options of multiple hours in duration will be directed to use Metro's Southern Ave Park & Ride facility.

4.2.5 Traffic

Metro performed a traffic signalization study of the Congress Heights Project Area in 2022. The modifications to the Metro site itself primarily affect 13th Street SE, which is almost exclusively used for buses and occasionally Metro staff vehicles. While these modifications on their own should not alter traffic, because the site is part of broader redevelopment efforts, Metro suggests a new signal at the busway exit loop from 13th Street SE onto Alabama Ave. SE.

As the Project progresses, the Developer will provide a more detailed analysis for DDOT review, and more specific traffic mitigation activities will be developed. It is reasonable to assume that a significant portion of the trips generated by the Project will be walk trips between the bus bays along the reconfigured busway, the Metro station escalators and elevators, and other new trip attractors in the redeveloped areas surrounding the Metro station. This will be a notable increase in pedestrian activity in the area compared to the existing conditions, and many of these pedestrians will need to cross Alabama Avenue.

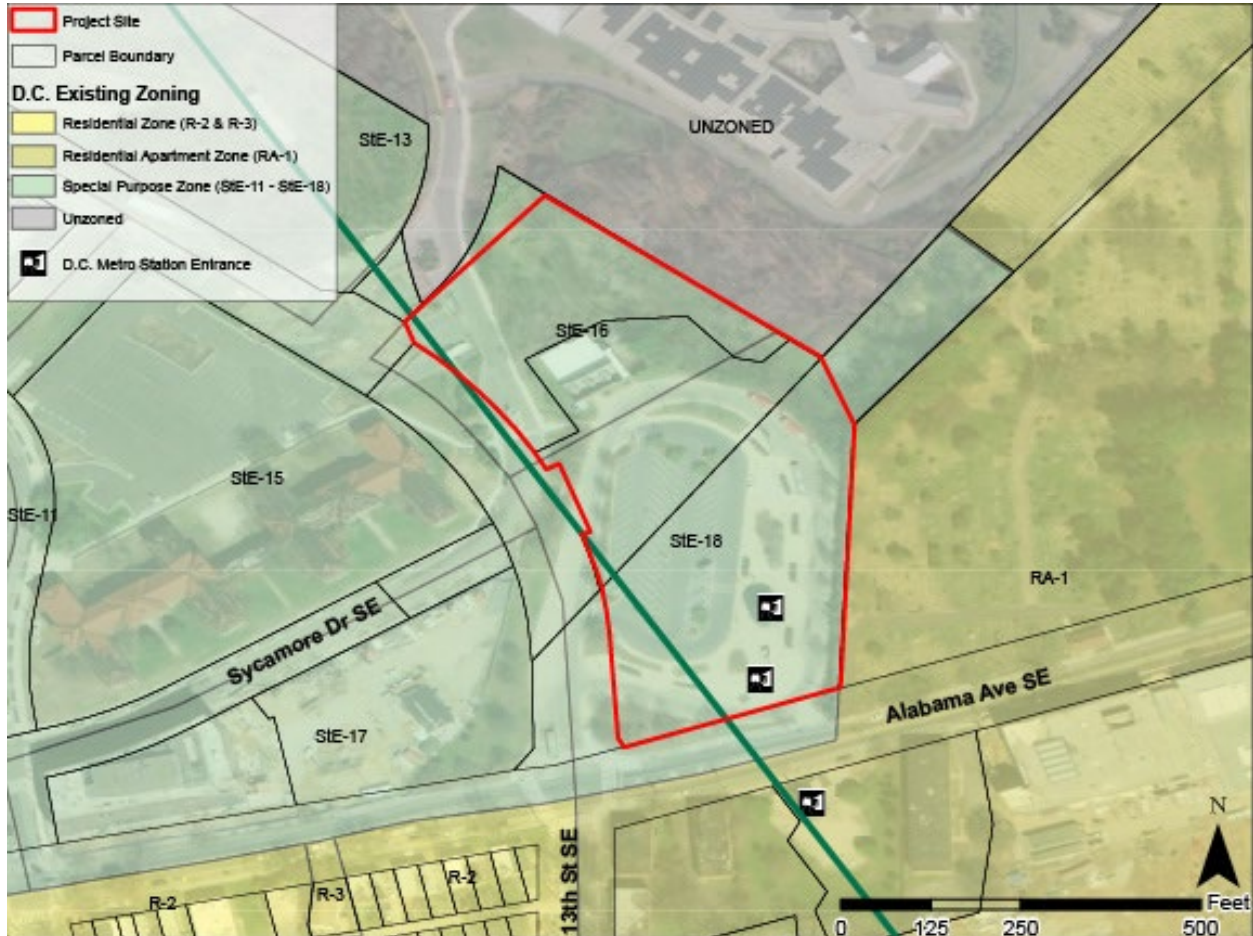
4.3 Zoning and Land Use

Based on the District of Columbia Office of Zoning (DCOZ) *Official Zoning Map*, the Project site is zoned StE-18 and StE-16. (See Figure 4) The Saint Elizabeths East Campus (StE) zones (StE-1 through StE-19) are unique location zones created to implement the public policy goal and objectives of the Comprehensive Plan, Saint Elizabeths Redevelopment Framework Plan, as approved by the Council of the District of Columbia on December 16, 2008, and the Saint Elizabeths East Master Plan and Design Guidelines, June 4, 2012.

The StE zones are divided into the StE-1 through StE-19 zones for the purpose of floor area ratio (FAR), lot occupancy, and building height. StE-16 allows for a maximum FAR of 3.20, maximum building height of 90 feet and a maximum 75% lot occupancy rate. StE-18 allows for a maximum FAR of 4.0, a maximum building height of 90 feet and a maximum 75% lot occupancy rate.

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Figure 5. Existing Zoning Map



Source: DC Office of Zoning

The Project Area lies within the Saint Elizabeth Hospital Historic District and Fort Circle Parks Historic District, and the current land-use is characterized as Public, Quasi-Public, Institutional and Parks and Open Spaces, according to the District of Columbia Office of Planning’s (DCOP) existing land use map. DCOP’s proposed future land use map identifies the site for a mixed-use of medium density residential and medium density commercial.

The proposed Project and associated Modifications are in line with the Project Area’s unique treatment in the District’s planning and zoning efforts, which indicate a desire for mixed-use, transit-oriented development.

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 Other, which currently includes

the Kiss & Ride lot and bus loop. However, the DCOP 2021 Comprehensive Plan features a *Future Land Use Map* that provides a generalized view of how land in the District is intended to be used (see Figure 5). The future land use of the parcel(s) containing much of the Project Site is intended to be used as Commercial and Residential Medium Density (CMED and RMED).

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Figure 6. 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 6. Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
District of Columbia Comprehensive Plan	Identifies the Congress Heights 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 Congress Heights Metrorail station in a mixed land use district combining Medium Density Commercial (CMED) with Medium Density Residential (RMED). The station is also immediately adjacent to a section designated as Parks, Recreation, and Open Space (PROS) where there is currently a cemetery.	DCOP	2022	None
District of Columbia Comprehensive Far Southeast/Southwest Element	The detailed small area plan for the 10.1 square mile section of southern Washington, DC identifies the Congress Heights Metrorail station as a key location for transit-oriented mixed-use development. It discusses the need for economic growth and affordable housing near the station accompanied by improved transit and bike facilities in the surrounding area to increase access to the Metrorail system.	DCOP	2022	None
District of Columbia Bicycle Master Plan	Identifies the correlation between the proximity to a Metrorail station and the number of commuters using bicycles, making the argument that Metrorail stations should improve on-site and surrounding bicycle infrastructure to encourage multimodal commutes. While the plan from 2005 is almost two decades old, the city is currently working on an updated version.	DDOT	2005	None

4.5 Neighborhoods and Community Facilities

The Project Site is in the Congress Heights neighborhood in the southeast area of Washington, DC. The neighborhood is mostly residential and adjacent to the Saint Elizabeths Hospital campus with sweeping views of the city. The Project Site is bound to the north and west by Saint Elizabeths Hospital campus; to the south by Alabama Street SE and residential parcels; and to the east by cemeteries (Adas Israel Cemetery and Washington Hebrew Congregation Memorial Park).

Adjacent transportation infrastructure—such as the Congress Heights Metro Station Kiss & Ride lot and bus loop, as well as the vacant land to the north of the station—separate the Project Site from the Saint Elizabeths Hospital.

Congress Heights is located east of the Anacostia River and was founded in 1890 due to its bluffs and great views of the city. The neighborhood borders Saint Elizabeths Hospital, built as a psychiatric center, and now home to the Entertainment and Sports Arena. Within a half-mile of the Project Site are the Douglass, Barry Farm, and Washington Highlands residential neighborhoods to the east, north, and south respectively. There are a total of 20 neighborhood and community facilities including five parks, five charter schools, two public schools, six places of worship, one library, and one hospital.

Figure 6 and Table 3 show community facilities within a half-mile boundary around the Project study area for the Congress Heights Metro Station.

The project will not negatively affect any neighborhood or community facilities.

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Figure 7. Neighborhood and Community Map



Table 7. Community Facilities within Half-Mile of Project Study Area

Map ID	Facility Name	Type of Community Facility	Address
1	Oxon Run Park	Local Park	Mississippi Ave., between 1st St. and Southern Ave., SE
2	Oxon Run Parkway	National Park	Mississippi Ave., Between 1st St. & Southern Ave., SE
3	Congress Heights	Local Park	7th St., south of Alabama Ave., SE
4	Fort Circle Park	National Park	Fort Stanton Park To St. Elizabeth Hospital, SE
5	Shepherd Parkway	National Park	South Capitol St. & 2nd St., SE & SW

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Map ID	Facility Name	Type of Community Facility	Address
6	Malcolm X Elementary School @ Green	DC Public School	1500 Mississippi Avenue SE
7	Johnson Middle School	DC Public School	1400 Bruce Place SE
8	Friendship PCS - Technology Preparatory High School Academy	DC Charter School	2705 Martin Luther King Jr Avenue SE
9	Friendship PCS - Southeast Elementary Academy	DC Charter School	645 Milwaukee Place SE
10	KIPP DC - Pride Academy	DC Charter School	3301 Wheeler Road SE
11	Community College Preparatory Academy PCS [MC Terrell]	DC Charter School	3301 Wheeler Road SE
12	Eagle Academy PCS - Congress Heights	DC Charter School	3400 Wheeler Road SE
13	Step of Faith Ministries	Place of Worship	3330 14th PI SE
14	Anacostia Gospel Chapel	Place of Worship	1100 Savannah St SE
15	Community of Hope Church of ohe Nazarene	Place of Worship	905 Alabama Ave SE
16	Greater Fellowship Full Gospel	Place of Worship	814 Alabama Ave SE
17	Rehoboth Baptist Church	Place of Worship	621 Alabama Ave SE
18	Brighter Day Ministries	Place of Worship	2525 12th PI SE
19	Parklands-Turner Neighborhood Library	Library	1547 Alabama Avenue SE
20	Saint Elizabeths Hospital (Behavioral Health)	Hospital	1100 Alabama Avenue SE

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

4.6.1 Identification of Environmental Justice Populations

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 half-mile Census Project Study Area and compares the total to Washington, DC. The percentage of

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minority residents within the Census Project Study Area (98.4%) was much higher than Washington, DC (62.0%).

Table 9 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 Washington, DC. The overall percentage of Low-Income Households in the Census Project Study Area groups (35.5%) was 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 Census Project Study Area varied greatly from that of Washington, DC, ranging from 14.2% to 44.2%.

Household Income data was not available for Census Tract 73.04 Block Group 2, Census Tract 74.04 Block Group 3, and Census Tract 104 Block Group 3.

Table 8. Minority Population and Median Household Income by Block Group

Census Tract (Block Group)	Minority Population			Low-Income Population		
	Total Population	Minority Population	Percent	Total Households	Low-Income Households***	Percent
0073.04 (1)	624	594	95.2%	353	156	44.2%
0073.04 (2)	954	924	96.9%	446	<i>unavailable*</i>	<i>N/A</i>
0073.04 (3)	911	903	99.1%	299	124	41.4%
0073.04 (4)	1,921	1,897	98.8%	829	118	14.2%
0074.03 (1)	1,126	1,100	97.7%	398	161	40.4%
0074.04 (1)	1,772	1,766	99.7%	758	241	31.8%
0074.04 (2)	1,114	1,097	98.5%	464	129	27.8%
0074.04 (3)	751	744	99.1%	99	<i>unavailable*</i>	<i>N/A</i>
0074.09 (3)	1,374	1,360	99.0%	879	413	47.0%
0098.04 (1)	1,609	1,594	99.1%	639	269	42.0%
0104.00 (1)	1,281	1,260	98.4%	1,152	441	38.3%
0104.00 (3)	1,662	1,613	97.1%	543	<i>unavailable*</i>	<i>N/A</i>
Census Project Study Area	15,099	14,852	98.4%	5,771**	2,051	35.5%
<i>Washington, DC</i>	689,545	427,774	62.0%	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 0073.04(2), 0074.04(3), or 0104.00(3) 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.*

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 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. However, the Project Site is within the Saint Elizabeths Hospital Historic District and Fort Circle Parks Historic District. The Saint Elizabeths Hospital Historic District is listed on the National Register and as a National Historic Landmark due to the district’s association to the development of methods to protect and care for the mentally ill and the representation of institutional architecture. The Fort Circle Parks Historic District is found across Washington DC and is part of the Civil War Fort Sites and Fort Circle Park System (DC and NR listed).

4.8 Public Parklands

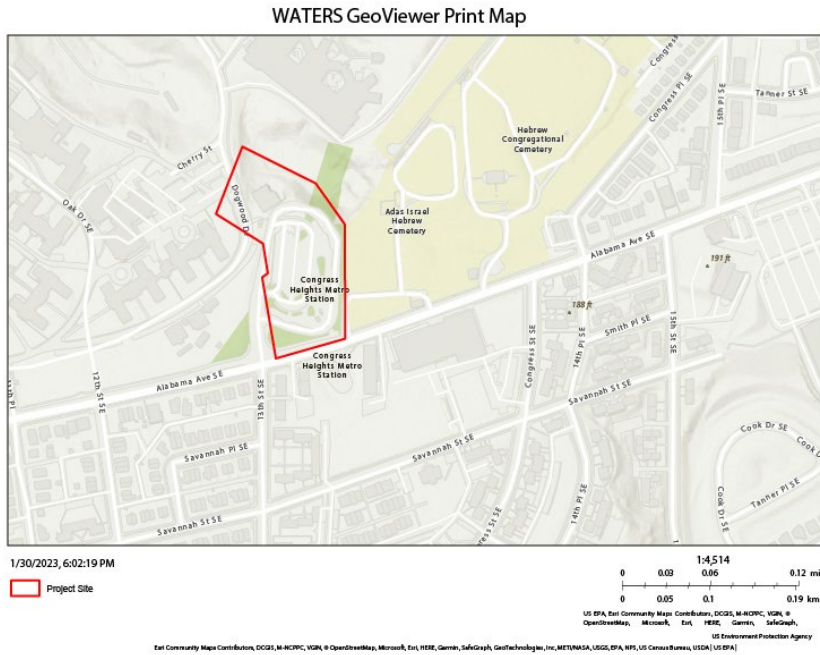
The following public parklands are located within a half-mile of the study area: Oxon Run Park, Oxon Run Parkway, Congress Heights Park, Fort Circle Park, and a portion of Shepherd Parkway. No parks or recreation areas would be impacted by the Project, a portion of the Project Site is part of the Fort Circle Park National Parks, however the area has already been disturbed with the construction of the existing metro station. Refer to Figure 6 for the location of public parklands in proximity to the Congress Heights Metro Station.

4.9 Wetland and Waters of the U.S.

The project area does not anticipate encountering any wetland or Waters of the US in the study site, as there has not been any identification of body of water. See Figure 10 and Figure 11.

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Figure 8. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

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Figure 9. National Wetlands Inventory Map



Source: US Fish and Wildlife Wetlands Inventory

4.9.1 County and State Water Regulation Buffers

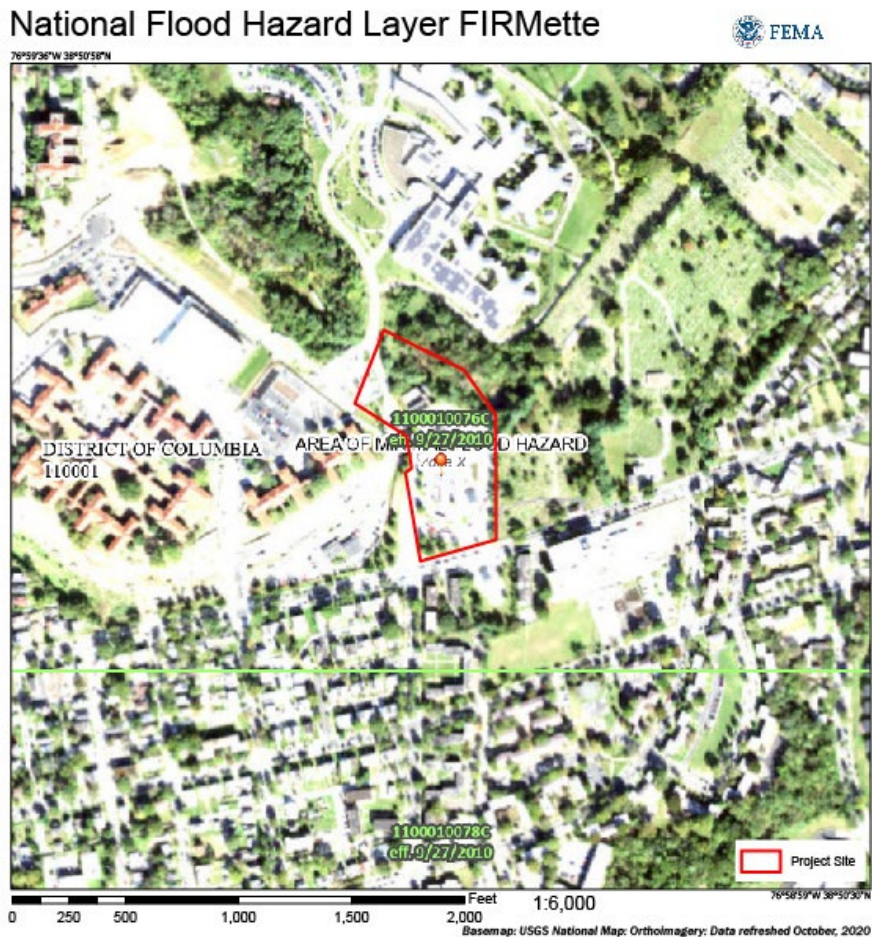
The District of Columbia has many urban wetlands that are located within 500 feet or less of urban development. The DC Wetland Program Plan provides a framework and direction for the Department of Energy and Environment to build, strengthen, and improve the ability of the district to protect and conserve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

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

4.10 Floodplains

The effective Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Map (“FIRM”) shows that there are no floodplains present within the Project area. The Project area is classified as an area of minimal flood hazard. See Figure 12.

Figure 10. National Flood Hazard Map



4.11 Water Quality

State 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 resulting from the changes to the transit facilities and total transit facility impervious areas will be reduced. During construction there may be minor construction-related sediment or erosion risk. To minimize the impact, the team will employ District of Columbia construction operations controls.

4.12 Air Quality

The Project site is located in Washington, DC, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area. The Greater Metropolitan Washington area is currently designated as a nonattainment area for 8-hour ozone (O₃) and annual average particulate matter less than 2.5 microns (PM_{2.5}). The Metropolitan Washington area is in attainment for all other pollutants including carbon monoxide (CO), particulate matter less than 10 microns (PM₁₀), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

No impact is anticipated by the Project.

The site will abide with 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. Based on the District Department of Transportation (DDOT)'s Urban Forestry Division's (UFD) street tree map there are no street trees in the Project Area. DDOT UFD is the primary steward of Washington DC's public trees and has a mission of keeping the district's trees healthy, safe, and growing.

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. The Northern Long-eared Bat (NLEB) (Endangered Status) and the Monarch Butterfly (Candidate Status) were the only species identified in the official species list for the Project area. 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 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 Congress Heights Metro Station, no significant impact on Metro-operated facilities or operations is expected.

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

4.17 Hazardous and Contaminated Materials

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

- Comprehensive Environmental Response, Compensation, and Liability Act;
- Resource Conservation and Recovery Act;
- Toxic Substances Control Act;
- Clean Water Act; and
- Clean Air Act.

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

4.18 Noise and Vibration

No impact on existing noise-sensitive receptors is anticipated.

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

The Developer is responsible for quantifying and mitigating noise and vibration impacts from the Project on the private development project. The Developer is also responsible for constructing the Project in a manner that mitigates potential noise and vibration impacts from rail, mass transit, and station-related sources to the Project's new uses.

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

4.19 Secondary and Cumulative Impacts

4.19.1 Secondary Impacts

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

4.19.2 Cumulative Impacts

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

4.20 Construction Impacts

Construction of the Project will not close the Metro Station to passengers at any time. During construction, all modes of access would be maintained. The Developer will need to prepare and submit a maintenance of traffic plan to 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 Washington, DC noise ordinance and Metro design criteria.

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5.0 PUBLIC INVOLVEMENT

Metro 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 September 25th, 2023 at the RISE Demonstration Center. 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:

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

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
- 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 October 5, 2023 to be included in the public record.

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