

**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

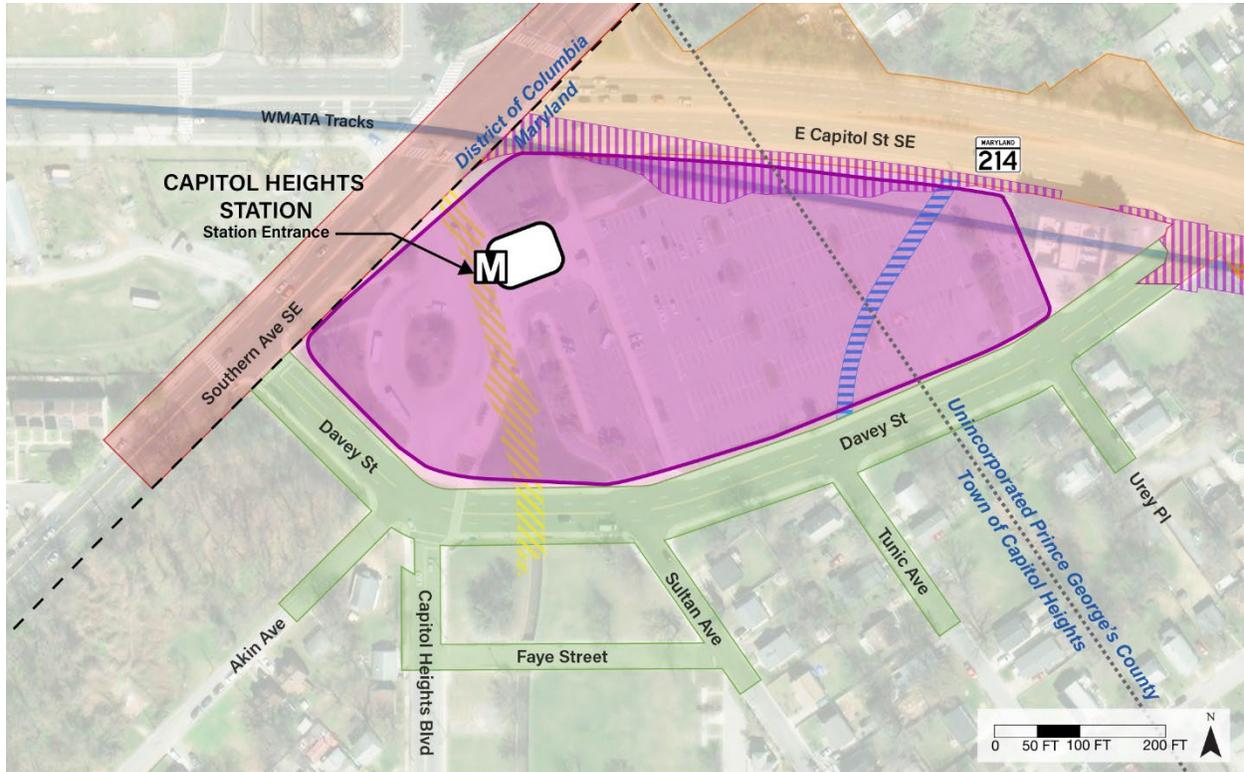
To support WMATA Compact requirements, specifically Section 14(c)(1), this Environmental Evaluation describes the Project and documents the potential effects of the Capitol Heights Station facility modifications on the human and natural environment in terms of transportation, social, economic, and environmental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

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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.

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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:

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- 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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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

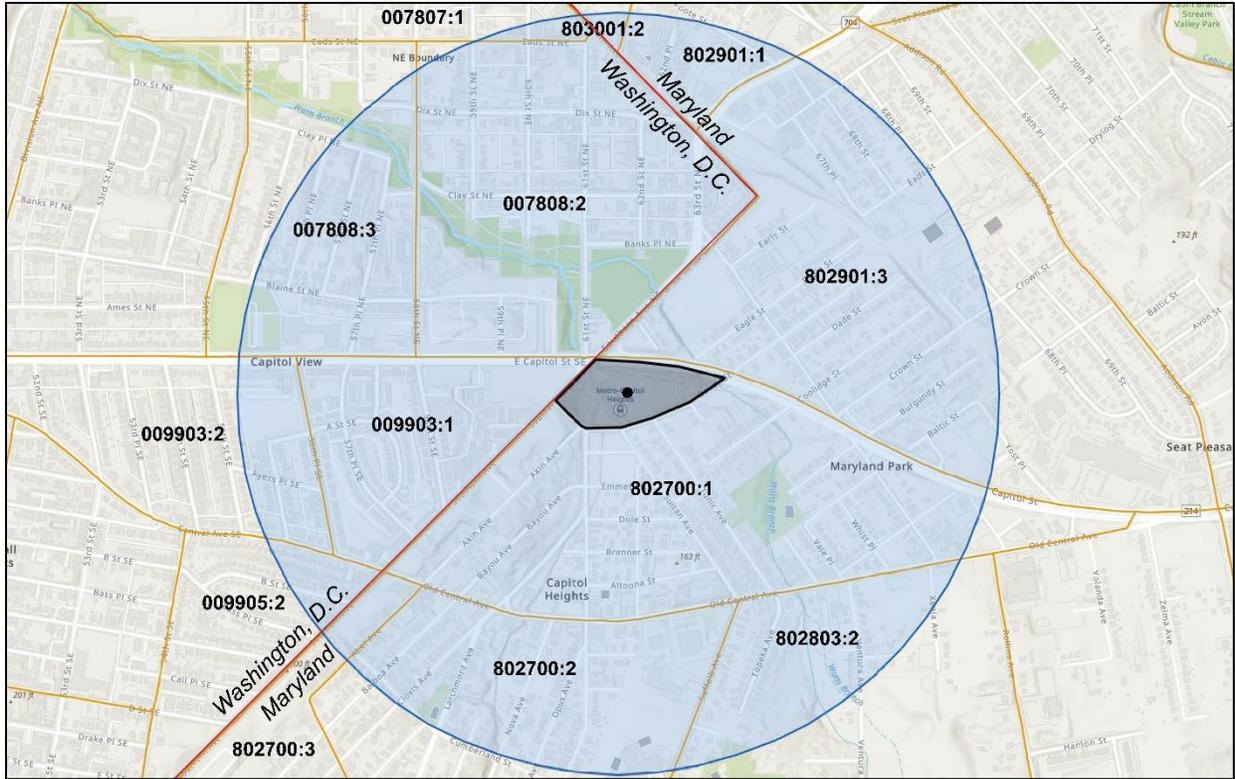
The existing Park & Ride is a surface lot east of the Metrorail entrance and bus loop with a single entry/exit point on Davey Street and provides a total of 372 all-day parking spaces. Eight parking spaces are designated for drivers with disabilities. The daily parking fee is \$4.95 Monday through Friday. 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.

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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.

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Table 3. Census Project 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+	
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							Total
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	
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

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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).

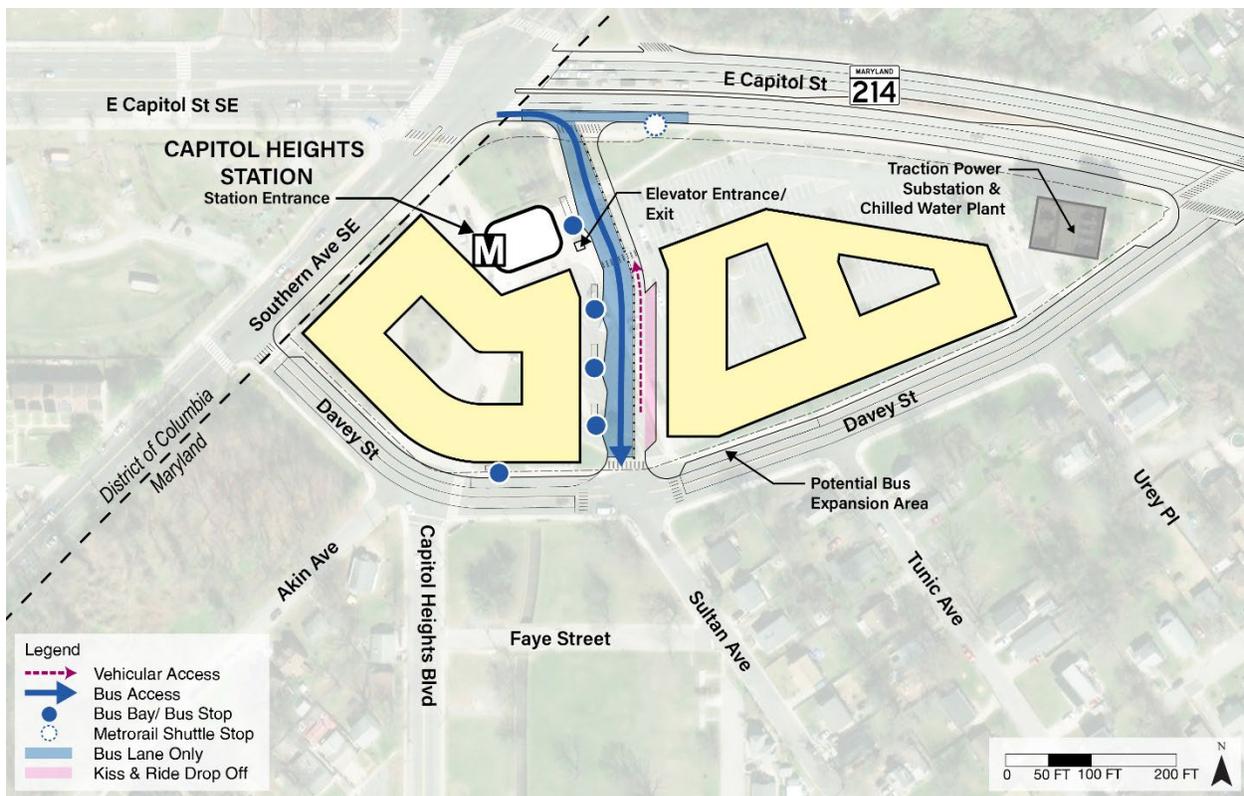
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3.0 PROJECT DESCRIPTION

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

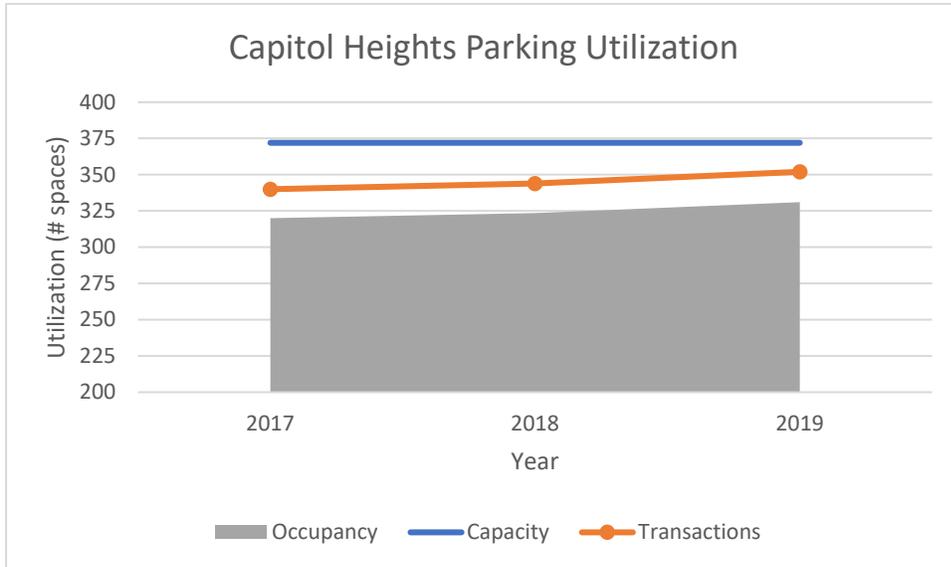
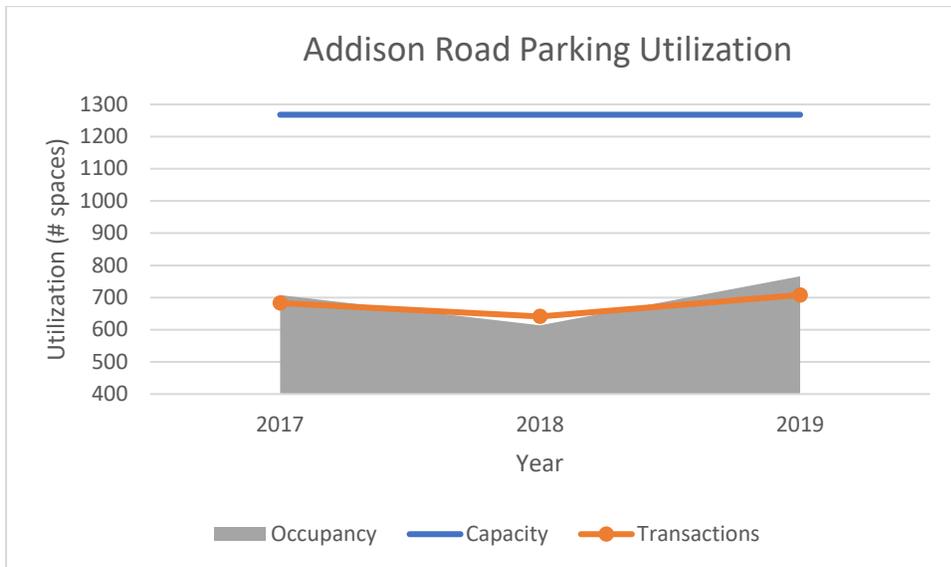
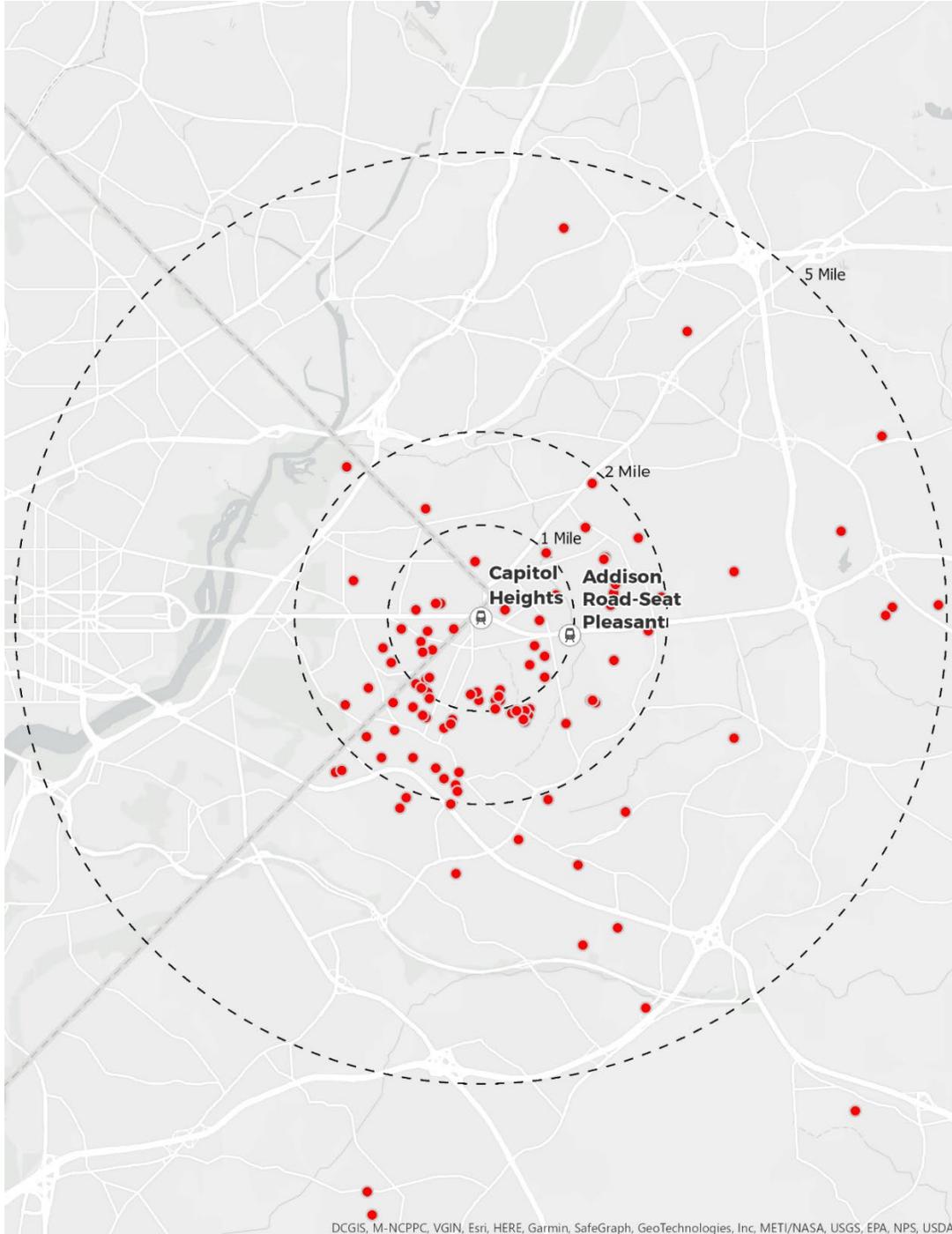


Figure 6: Addison Road Park & Ride Utilization



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Figure 7. Capitol Heights Parkshed Map



4.3 Zoning and Land Use

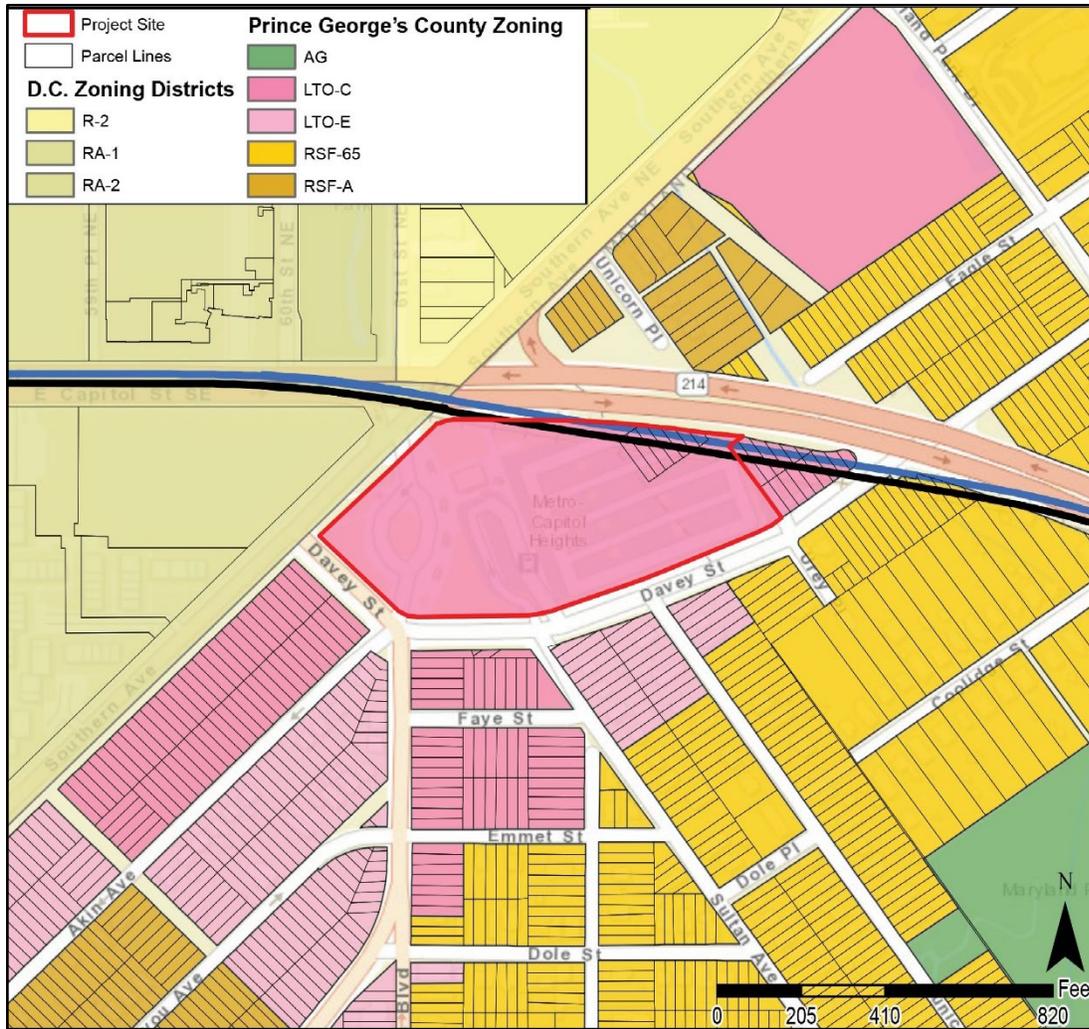
Based on the Prince George's County Zoning Map (PGAtlas), the current zoning for the Project Area is LTO-C, Local Transit-Oriented Core (see Figure 9). LTO-C is for moderate-intensity, transit-rich, mixed-use development that incorporates bicycle and pedestrian infrastructure that supports community-wide 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.

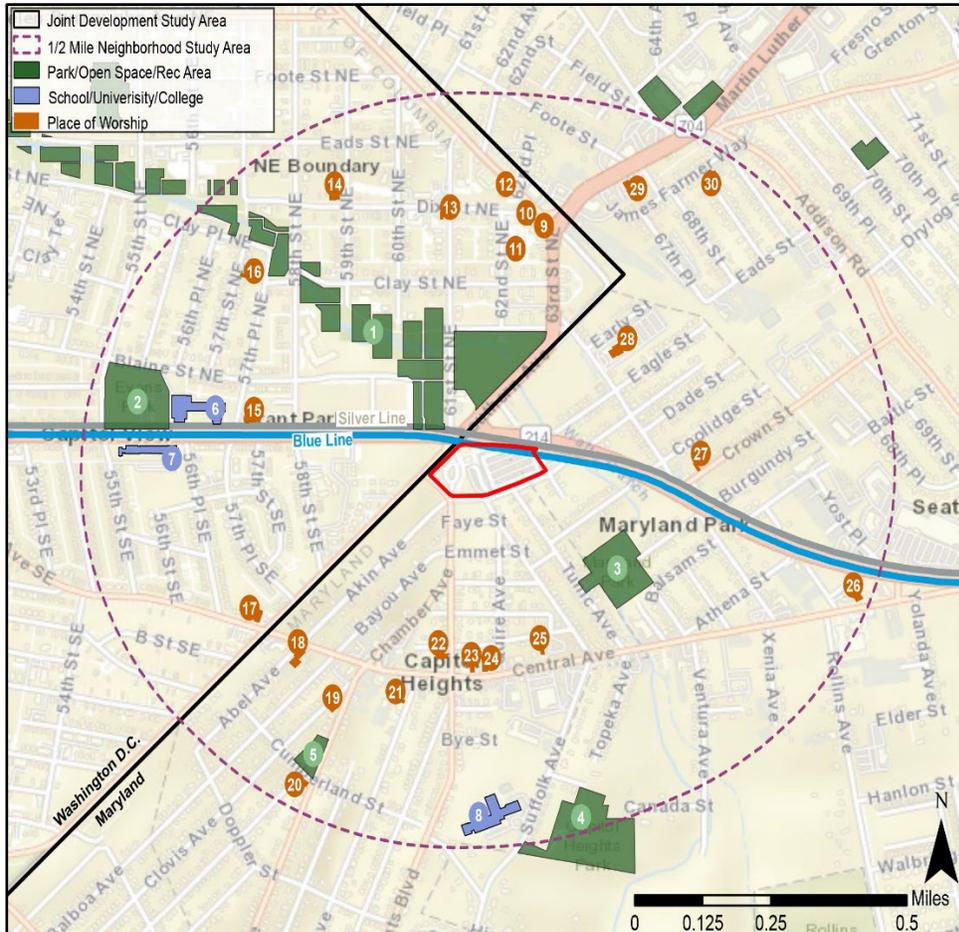
Table 7 Community Facilities within Half-Mile Neighborhood Study Area

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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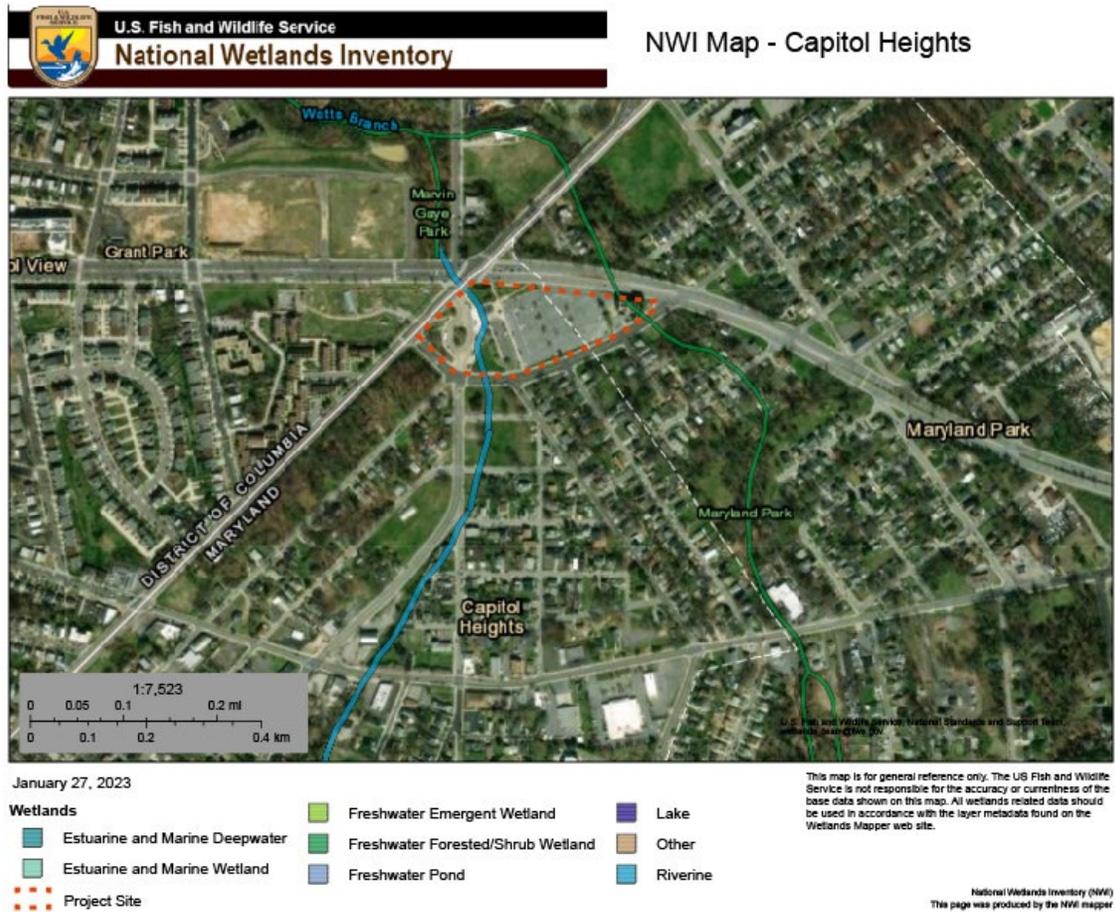
Figure 11. EPA WATERS GeoViewer Results



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](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 November 16th, 2023 to be included in the public record.

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