



Washington Metropolitan Area Transit Authority

STAFF REPORT

Public Outreach & Input

***R16-03: Proposed Changes to WMATA
Facilities at Capitol Heights Metrorail Station
and Morgan Blvd Metrorail Station***



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**CAPITOL HEIGHTS JOINT DEVELOPMENT AND
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COMPACT PUBLIC HEARING STAFF REPORT**



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- Appendix E Environmental Evaluation
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- Appendix G Comments Received on the Public Hearing Staff Report [to be added after Staff Report is issued for public comment]

Introduction

The Washington Metropolitan Area Transit Authority (“**Metro**” or “**WMATA**”) has entered into an agreement with Donatelli and Klein, Incorporated, doing business as Donatelli Development (“**the developer**”) for the sale and development of Metro-owned property at the Capitol Heights Metrorail Station. This proposal is in furtherance of Metro’s joint development program and Prince George’s County’s transit-oriented development goals.

The developer is planning to construct a six-story mixed-use residential and retail development (“**the Project**”) on Metro’s existing surface parking lot at the Capitol Heights Metrorail Station, plus four townhomes on a parcel across Davey Street. A preliminary artist’s rendering of the Project, as viewed from the station entrance, is shown here. The Project would not affect Metro’s bus loop, Kiss & Ride area or station entrance at the western end of the property or the traction power substation and chiller plant at the eastern end of the property; Metro operations should continue unaffected.

The Project is anticipated to include:

- Approximately 180-200 units of housing with 120 residential parking spaces
- Approximately 18,000 square feet of retail space with 20 retail parking spaces, 8 that are ADA-accessible and to be available to Metro riders
- A landscaped, pedestrian plaza between the existing Kiss & Ride and bus loop
- Approximately four townhouses across Davey Street



Figure 1: Developer’s rendering of the mixed-use residential and retail development

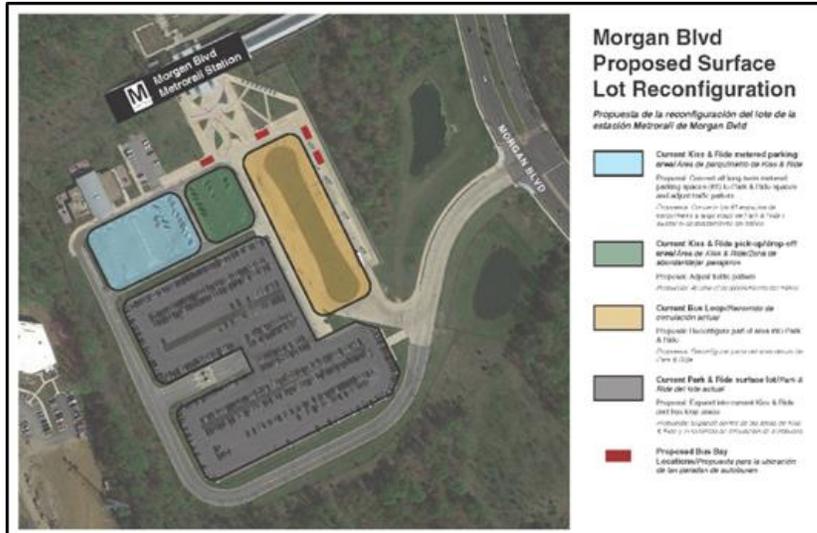
As noted above, the current station entrance, bus loop, Kiss & Ride area and traction power substation/chiller plant would stay the same. To implement the Project, the Park & Ride surface lot would be eliminated.

Metro is also proposing to reconfigure the bus loop and Park & Ride surface lot at the Morgan Blvd Metrorail Station to expand the Park & Ride surface lot by up to 150 spaces.

The site plan shown below illustrates the concept. More specifically, in order to expand the Park & Ride surface lot at the Morgan Blvd Metrorail Station, Metro would adjust the following:

- Modify the Kiss & Ride by converting up to all 61 of the long-term metered parking spaces into Park & Ride spaces and adjusting the traffic pattern of the Kiss & Ride.

- Reconfigure part of the bus loop area into the Park & Ride. Bus access to the station and four bus bay locations would be modified. Four bus bays would be removed as part of this reconfiguration. (Only two of the existing eight bus bays are currently used, and only sparingly.)



This Public Hearing Staff Report reports on and evaluates the comments made by the public via a survey of parking customers at the Capitol Heights Metro Station conducted in February 2016, a follow-up public survey conducted in September-October 2016, written comments received as part of the Public Hearing process and the Public Hearing itself. The first survey was concerned about the first two of the following three issues, and the follow-up survey and the Public Hearing were concerned with all of the following three issues:

1. Whether the existing surface Park & Ride lot, containing approximately 372 parking spaces, at the Capitol Heights Metrorail Station should be removed to make way for a privately-owned mixed-use residential and retail development.
2. Whether Metro should consider adding approximately 43 paid parking spaces in Davey Street, the Metro-owned road adjacent to the Capitol Heights Metrorail Station on the station's south side.
3. Whether Metro should reconfigure the Kiss & Ride surface lot, the Park & Ride surface lot and the bus loop at the Morgan Blvd Metrorail Station to add up to 150 daily Park & Ride spaces by shrinking the Kiss & Ride lot and reducing the number of bus bays from eight (8) to four (4).

1. Communications & Outreach to the Public

In order to encourage customers to provide feedback on the proposal, as well as to fulfill Metro's Public Participation Plan, Metro tailored a communications and outreach plan that focused on current customers who use the surface parking lot at the Capitol Heights Metrorail Station, residents, surrounding businesses, and other community stakeholders in the area.

All communications and outreach efforts were conducted during the public comment period of Monday, September 17 through Thursday, October 27 at 5:00 p.m., and included:

- Pop-up event on October 12, 2016 at the Capitol Heights Metrorail Station
- Stakeholder communication
- Targeted marketing & media
- Open house & public hearing on October 17, 2016

Feedback was collected through the following sources:

- Paper and tablet survey in English and Spanish at the pop-up event
- Online survey in English and Spanish
- WrittenTestimony@wmata.com emails
- Oral public comments during the public hearing



Pop-up Event

On Wednesday, October 12, 2016, Metro staff collected feedback and passed out brochures to customers at the Capitol Heights Metrorail Station. Staff were identified by yellow Metro outreach aprons (as shown in the accompanying photographs), and one staff member was bilingual Spanish. The brochure and survey were both in English and Spanish.

Date	Wednesday, October 12, 2016
Time	4:00-6:00 p.m.
# of brochures distributed	800
# of surveys completed	27



CAPITOL HEIGHTS JOINT DEVELOPMENT AND MORGAN BLVD PARKING RECONFIGURATION COMPACT PUBLIC HEARING STAFF REPORT



We want to hear from you.
Deseamos conocer su opinión.

Metro wants your feedback on two proposed projects: the removal of the surface lot for a joint development project at **Capitol Heights** Metrorail station with possible paid parking along Davey Street and a reconfiguration of the surface lot at **Morgan Blvd** Metrorail station.

Tell us what you think.

- Let us know how these two proposals would affect you by taking the online survey at wmata.com/plansandprojects.
- Send an email and provide written comments to writentestimony@wmata.com.
- Talk with project staff at the Capitol Heights Metrorail station on Wednesday, October 12, 4-6 p.m.*
- Attend an open house at 6:00 p.m. and public hearing at 7:00 p.m. on Monday, October 17 at Capitol Heights Elementary School, 601 Suffolk Ave., Capitol Heights, MD.

Shuttle service will be provided between Capitol Heights Metrorail station and Capitol Heights Elementary School starting at 6:00 a.m. The last shuttle will return to Capitol Heights Metrorail Station from the Capitol Heights Elementary School 15 minutes after the hearing concludes.

*Dates subject to change due to weather.

Public feedback will be provided to Metro's Board of Directors for final review and approval in 2017.

Public participation is solicited without regard to race, color, national origin, sex, gender, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the project team at 202-062-2511 or TTY: 202-062-2033 at least 48 hours prior to the public hearing date.

For more information about these two projects, visit wmata.com/plansandprojects

Metro solicita comentarios sobre los dos proyectos propuestos: eliminación del estacionamiento para el proyecto de desarrollo conjunto de la estación de Metrorail Capitol Heights y agregar espacios con parquímetro regulado a lo largo de Davey Street y reconfiguración del estacionamiento exterior en la estación de Metrorail Morgan Blvd.

Diganos qué opina.

- Complete la encuesta en wmata.com/plansandprojects para darnos cómo le afectarían estas dos propuestas.
- Envíe un correo electrónico y proporcione comentarios por escrito a writentestimony@wmata.com.
- Hable con el personal del proyecto en la estación de Metrorail Capitol Heights el miércoles, 12 de octubre de 4:00 a 6:00 p.m.*
- Asista a una reunión informal (open house) a las 6:30 p.m. y una audiencia pública en a las 7:00 p.m. el lunes, 17 de octubre de 2016 en Capitol Heights Elementary School, 601 Suffolk Ave., Capitol Heights, MD.*

Se proveerá servicio de autobús gratuito entre la estación de Capitol Heights Metrorail y Capitol Heights Elementary School a partir de las 6:00 a.m. El último autobús gratuito de regreso a la estación de Capitol Heights Metrorail estará de regreso 15 minutos después que termine la audiencia.

*Fecha sujeta a cambios debido al clima.

La información proveniente del público acerca de la propuesta será proporcionada a la Junta Directiva de WMATA para su revisión final y aprobación en 2017.

Se solicita la participación pública independientemente de la raza, color, nacionalidad, edad, género, religión, discapacidad o estatus familiar. Las personas que requieren adaptaciones especiales en virtud de la Ley sobre Estadounidenses con Discapacidades o las personas que requieren servicios de traducción (sin cargo) deben ponerse en contacto con el equipo del proyecto al 202-062-2511 o TTY: 202-062-2033 al menos 48 horas antes de la fecha de la audiencia pública.

Para obtener más información sobre estos dos proyectos, visite wmata.com/plansandprojects



Sign and brochure, English and Spanish



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We want to hear from you.
Necesitamos su opinión.



Metro wants your feedback on two proposed projects: the removal of the surface lot for a joint development project at **Capitol Heights** Metrorail station with possible paid parking along Davey Street and a reconfiguration of the surface lot at **Morgan Blvd** Metrorail station.

Metro solicita comentarios sobre los dos proyectos propuestos: eliminación del estacionamiento para el proyecto de desarrollo conjunto de la estación de Metrorail Capitol Heights y agregar espacios con parquímetro regulado a lo largo de Davey Street y reconfiguración del lote exterior en la estación de Metrorail Morgan Blvd.





Stakeholder Communication

Local stakeholders, including community based organizations and Town of Capitol Heights staff, assisted in spreading the word on both proposals.

Metro staff visited approximately eight hundred (800) homes located across from the Capitol Heights Metrorail Station to notify the residents of the proposal and encourage them to provide feedback. The Office of External Relations notified local stakeholders around the stations, including places of worship, event venues, residents, apartments, schools, and retail stores close to Metro's facilities. The Office of Government Relations and the Office of Real Estate and Station Planning also notified local jurisdictional staff in Maryland.



Targeted Marketing & Media

As part of a robust Public Participation Plan, Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposal.

- A legal notice was printed in the *Washington Post* on Saturday, September 17 and Saturday, September 24 notifying the public of the multiple opportunities to provide public comment.
- Advertisements were placed in the *El Tiempo Latino* and *Washington Hispanic* papers in Spanish.
- A news release was published on Monday, September 26, 2016.
- The webpage wmata.com/plansandprojects was updated and a Project page was created. The Project page contained the official notice in English and Spanish and other relevant project materials including the site concept plan and construction phases. The webpage was also available in Spanish. The webpage also linked to the survey and listed the public hearing information.

- English and Spanish signs were posted at the Capitol Heights and Morgan Blvd Metrorail Stations. Signs were posted on all bus bays and brochures were placed at the station manager's kiosks at those two Metrorail stations.
- Metro's social media accounts (Facebook, Twitter) were used to post information about the pop-up event, and an advisory was pushed out to riders.
- Nearby jurisdictional libraries were sent copies of the docket in English and Spanish.

Deseamos conocer su opinión.

Metro solicita comentarios sobre los dos proyectos propuestos: eliminación del lote para el proyecto de desarrollo conjunto de la estación de Metrorail Capitol Heights y reconfiguración del lote exterior en la estación de Metrorail Morgan Blvd.

Proyecto de desarrollo conjunto de la estación de Metrorail Capitol Heights

Metro está desarrollando la conexión de las áreas de estacionamiento de la estación de Metrorail Capitol Heights en un nuevo proyecto de desarrollo conjunto con el desarrollo de un edificio de oficinas y un edificio comercial que se ubicará en el sitio de la estación de Metrorail Capitol Heights. El proyecto se encuentra en fase de planificación.

- Aproximadamente 160-200 unidades de vivienda con 200 lugares de estacionamiento reservados.
- Aproximadamente 25,000 pies cuadrados de espacio comercial de 20 lugares de estacionamiento reservados que van desde:

- Una zona comercial que incluirá un estacionamiento de 100 lugares y un edificio de oficinas de 100,000 pies cuadrados.
- Un espacio comercial que incluirá un estacionamiento de 100 lugares y un edificio de oficinas de 100,000 pies cuadrados.

El horario de operación de este proyecto de desarrollo conjunto es de lunes a viernes de 7:00 a.m. a 6:00 p.m.

Para implementar este proyecto de desarrollo conjunto, se va a usar el Plan B. Este será eliminado, sea los autos a estacionados para eliminar las interferencias de los autos que circulan.

Metro también va a agregar al espacio un nuevo edificio que ocupará un 1/2 hectárea y la calle de Deney Street al proyecto de desarrollo. Este es el caso de la estación de Metrorail Capitol Heights que se va a construir en el sitio de la estación de Metrorail Capitol Heights. Los planes se van a completar con el inicio de la construcción.

Diganos qué opina.

- Complete la encuesta en wmata.com/plansandprojects para decirnos cómo le afectan estas dos propuestas.
- Envíe un correo electrónico y proporcione comentarios por escrito a writeinthemoney@wmata.com
- Hable con el personal del proyecto en la estación de Metrorail Capitol Heights el miércoles, 12 de octubre de 4:05 a 6:00 p.m.*
- Asista a una reunión informal (open house) a las 6:30 p.m. y una audiencia pública en la 7:00 p.m. el lunes, 17 de octubre de 2016 en el Capitol Heights Elementary School.

Se proveerá servicio de autobuses gratuito entre la estación de Capitol Heights Metrorail y Capitol Heights Elementary School a partir de las 6:00 p.m. El último autobús gratuito de regreso a la estación de Capitol Heights desde Capitol Heights Elementary School estará en regreso 15 minutos después que termine la audiencia. *Fecha sujeta a cambios debido al clima.

La información proporcionada del público acerca de la propuesta será proporcionada a la Junta Directiva de WMATA para su revisión final y aprobación en 2017. Se solicita la participación pública independientemente de la raza, color, nacionalidad, edad, género, religión, discapacidad o estatus familiar. Las personas que requieren modificaciones especiales en virtud de la Ley sobre Estadounidenses con Discapacidades o las personas que requieren servicios de traducción (de forma gratuita) deben ponerse en contacto con el personal del proyecto al 202-462-2811 o TTY: 202-462-2813 en los días hábiles antes de la fecha de la audiencia indicada.

Para obtener más información sobre estos dos proyectos, visite wmata.com/plansandprojects.





Open House & Public Hearing

Metro hosted an Open House and Public Hearing on Monday, October 17, 2016 at the Capitol Heights Elementary School (located at 601 Suffolk Avenue, Capitol Heights, Maryland). The ADA-compliant facility is located about 0.5 miles from the Capitol Heights Metrorail Station and shuttle bus service was provided from the station to the elementary school.

The Open House began at 6:30 p.m. and provided the opportunity for attendees to speak one-on-one with staff members about the proposal. The Public Hearing began at 7:00 p.m. and followed Metro's standard public hearing procedures. Copies of the docket were available in English and Spanish. At the beginning of the hearing, Board Member Malcom Augustine read a prepared statement outlining the public hearing process and Steve Teitelbaum, a Senior Real Estate Advisor in the Office of Real Estate and Station Planning, presented the Project and proposed changes to Metro's facilities. Other Metro staff and elected officials and staff from the Town of Capitol Heights were also in attendance. Registered speakers were then called to offer their testimony.

- Number of Attendees: 65
- Number of people who provided verbal testimony: 9



Figure 2: Open House



Figure 3: Public Hearing

2. Public Input Survey Results

Metro customers and community stakeholders were invited to provide their feedback on the proposal to remove the Capitol Heights Metrorail Station parking lot. Survey collection was conducted in two phases. Phase 1 was an initial study to understand the impact of the joint development proposal on current Park & Ride users at the Capitol Heights Metrorail Station. Phase 2 was a general public input survey that invited all Metro customers to participate and give their feedback on the proposal. Here are the findings from these two phases:

Phase 1: Behavioral Study of Current Parking Customers at Capitol Heights

In Phase 1, a sample of two hundred thirty (230) Capitol Heights Metro parking customers were surveyed over the course of one week between February 1st and February 8th, 2016 to better understand how Metro customers were currently using the station and to gauge how the proposal to remove the parking lot would impact these customers. The methods included in-person surveys at the Capitol Heights Metrorail Station and an online survey sent directly to registered SmarTrip® card users who park at the Capitol Heights Metrorail Station.

Customers were asked a series of questions of what they would do if they could no longer park at the Capitol Heights Metrorail Station. The survey captured whether they would:

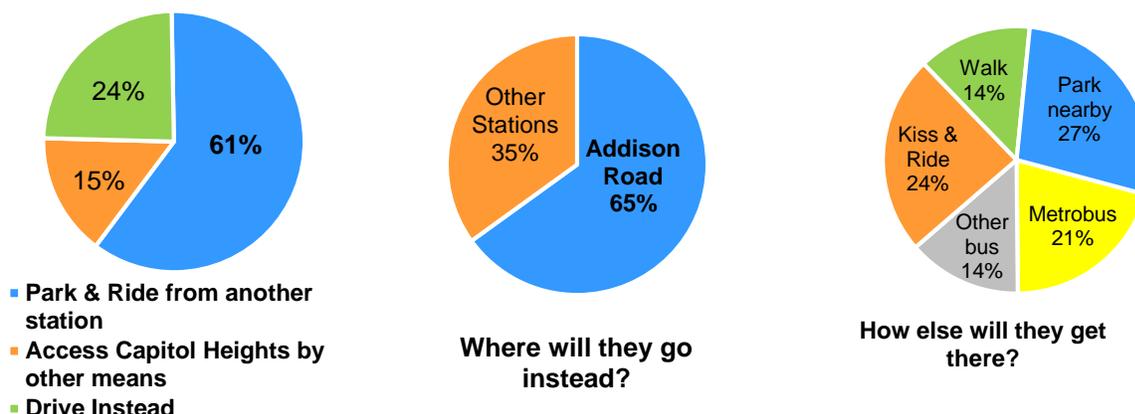
- continue to use Capitol Heights as their primary station, or
- use a Park & Ride at another station, or
- stop using Metrorail for the majority of their trips.

Phase 1: Results

On average, we found that Capitol Heights parking customers park 6.7 times per month and ride Metrorail 18.6 times per month.

The majority of respondents said they would continue to park at a Metrorail station and use Metrorail, but from a different station (61%) if the Capitol Heights parking lot was no longer available. Nearly a quarter (24%) indicated they would ride Metro less frequently than they do today and would no longer use the Capitol Heights Metrorail Station. About 15% of respondents said they would still use Capitol Heights and ride Metrorail from there but would get there by other means (bus, walking, etc.).

The most common station where respondents said they would park instead of Capitol Heights (65%) is the Addison Road Metrorail Station, which is just under one mile away from the Capitol Heights Metrorail Station and has approximately twice the available capacity (600 or more vacant spaces on any given day) to accommodate current Capitol Heights Metro parking customers. Also, under current pricing, parking at the Addison Road Metrorail Station is 50 cents less expensive (\$4.60/day) than parking at the Capitol Heights Metrorail Station (\$5.10/day).



Phase 2: Public Input Survey on Capitol Heights & Morgan Blvd Proposals

In Phase 2, public input was collected via a survey open to all members of the public to comment on: (a) the proposed removal of the Park & Ride surface lot at Capitol Heights Metrorail Station, (b) the addition of street parking on Davey Street, and (c) the reconfiguration of the Morgan Blvd Metrorail Station bus loop and surface Kiss & Ride and Park & Ride lots to add up to 150 new parking spaces. A total of ninety-six (96) people filled out the final survey during the public comment period from Saturday, September 17 through Thursday, October 27, 2016. This includes both online responses (26), surveys taken in-person at the Capitol Heights Metrorail Station (50), and surveys taken in-person at the Public Hearing (20). Below is a summary of how people responded to the survey and what their impressions of the Project are overall.

Capitol Heights: Joint Development and Davey Street Parking

Opinion of Capitol Heights Joint Development project, by Access Mode

Access mode	In Favor	Not In Favor
Walk or wheelchair	64%	36%
Car	26%	74%
Get dropped off / Kiss & Ride	33%	67%
Bus	55%	45%

n=96

The table above shows the clear differences between how people view the joint development proposal, depending on how they currently access the Capitol Heights Metrorail Station.

For people who currently walk or use a wheelchair to access the station, the majority support the proposal, mentioning the convenience of having more stores in the vicinity of the station. Similarly, most bus customers were in favor of the proposal and liked the opportunity to be able to go to a local market or convenience store while waiting for their bus. Those who lived closest to the station did express concern about people parking on their streets as a result, and many requested increased enforcement of resident-only parking on their streets were this Project to go

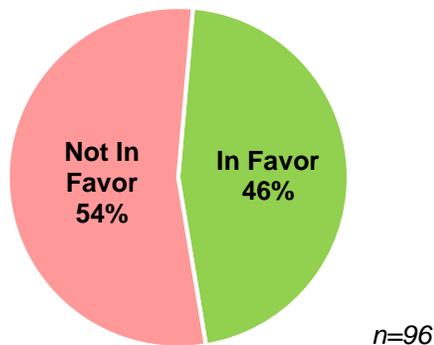


forward. (On-street parking enforcement on nearby streets other than Metro-owned Davey Street is within the jurisdiction of the Town of Capitol Heights, not within Metro's jurisdiction.)

Metro customers who access the station by car (whether driving or getting dropped off) were mostly not in favor of the proposal. Their primary concerns were related to convenience (the hassle of changing their current routine), and security (for example, safety issues with parking at others stations such as Addison Road). [However, staff notes that Kiss & Ride access to the Capitol Heights Metrorail Station will not be affected by the Project. Had that been better understood by survey respondents who are dropped off there, the responses from those who access the station by that means might have been different.]

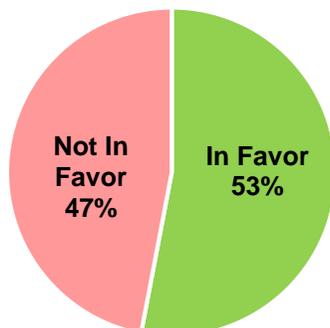
Overall, 46% of survey respondents were in favor of the proposal, while 54% were against.

Overall Opinion of Capitol Heights Joint Development Proposal



We also asked customers about their views on the proposal to add between 40 and 80 paid parking spaces along Davey Street. Here are the results:

Opinion on Addition of Paid Parking Spaces on Davey Street



n=82 (22% of respondents had no opinion)



Morgan Blvd: Bus Bay/Surface Lot Reconfiguration

As part of the survey, Metro customers were also invited to provide their feedback regarding a proposal to reconfigure the bus loop and surface Kiss & Ride and Park & Ride lots at the Morgan Blvd Metrorail Station. The proposal would add up to 150 daily surface parking spaces to the Park & Ride lot.

Only seven (7) people responded to this question; 3 were in favor, while 4 were against. This was too small of a sample from which to draw any conclusions.

Survey Demographics

The table below provides the percentage breakdown of survey demographics. (Percentages will not always add to 100 due to multiple responses on some items).

		%
Household Income	Income below \$30k	9%
	Income above \$30k	53%
	Prefer not to answer	38%
Hispanic	Yes	5%
	No	84%
	Prefer not to answer	11%
Race	Black	72%
	Asian/Pacific Islander	2%
	White	7%
	Native American / Alaskan Native	3%
	Prefer not to answer	11%
	Other	1%
	Multi-race	2%
		n=96

The demographics of survey respondents were generally consistent with the general demographics of both the Capitol Heights Metrorail Station riders and Morgan Blvd Metrorail Station riders both in terms of race and percent Hispanic/Latino. Low-income households were underrepresented in this survey (9% of respondents vs. 31% of people using Metrorail from the Capitol Heights station). This can be explained in part due to the fact that parking customers are typically more affluent than those accessing Metrorail by bus, on foot, or otherwise.

3. Comments Received for the Record via the Public Hearing Process and in Writing

Customers and any other members of the public wishing to weigh in had the option to give oral testimony at the Public Hearing on October 17, 2016 and an option to email comments about the proposals to writtentestimony@wmata.com. The public comment period ended at 5:00 pm on October 27, 2016. Metro received a total of sixteen (16) comments on the issues related to the Capitol Heights joint development proposal. These comments came from nine (9) individuals who spoke at the Public Hearing and seven (7) individuals and organizations who submitted comments to writtentestimony@wmata.com. No comments were received regarding the proposed reconfiguration of parking at the Morgan Blvd Metrorail Station. The transcript of oral testimony received at the Public Hearing is provided in **Appendix C**. Copies of the written comments are provided in **Appendix D**. (All of the oral testimony and written submissions were in the English language, making translation unnecessary.)

The oral testimonies at the Public Hearing and the public comments received via writtentestimony@wmata.com were somewhat more negative than positive, but almost as many were neutral as were negative or positive combined. (For purposes of this Public Hearing Staff Report, “neutral” refers (x) to comments that addressed one or more of the three items on the agenda but that did not take a position one way or the other on them and (y) to comments that did not address the three items on the agenda but addressed other issues relevant to the proposed project or other matters entirely.)

Of the sixteen (16) comments received, three (3) were positive, six (6) were negative, and seven (7) were neutral.

Negative sentiment was predominantly from community members who were concerned about being dispossessed from parking at the Capitol Heights Metrorail Station. There were also negative sentiments – considered “neutral” for purposes of this Public Hearing Staff Report because they did not directly address the three agenda items -- about a shortage of parking, whether within the Project itself or in the general area of the Capitol Heights Metrorail Station, or because of an existing condition of unpermitted parking by non-residents of Capitol Heights in the vicinity of the Metro Station. Another common theme of the “neutral” comments concerned crime rates in the area. Positive sentiment was given by community members excited about the economic development and community development opportunity of the proposed project.

The table below gives a detailed breakdown of comments by topic, providing an overview of the range of responses received. Only the first three topics listed – the removal of the current Park & Ride parking, adding parking in Davey Street, and reconfiguring the parking at the Morgan Blvd Metrorail Station – were topics on the agenda of the Public Hearing but a variety of other, somewhat related, topics is included to provide some context on the overall tone of community comments.



Breakdown of Comments by Issue

Issue	Positive	Neutral	Negative	Total Comments
Removal of Current Park & Ride Parking at Capitol Heights	1		5	6
Adding Parking in Davey Street	2		1	3
Reconfiguring Parking at Morgan Boulevard	-	-	-	0
Concerns About More (Negative) or Less (Positive) Unpermitted Parking in the Vicinity of the Capitol Heights Metrorail Station (other than in Davey Street)	1	1	6	8
Need for More (Negative) or Less (Positive) Parking in the Proposed Project	1		2	3
Remove Kiss & Ride Parking at Capitol Heights	1			1
The Project Will Increase (Negative) or Reduce (Positive) Traffic Congestion	1		5	6
The Project Can/Should Improve Pedestrian/Bicycle Access	1	1		2
The Project Will Increase (Negative) or Reduce (Positive) Crime In and/or Near Capitol Heights Metrorail Station and/or General Concern About Crime Around the Metro Station (Neutral)	2	4	2	8
Other Comments on the Proposed Project Itself		2	2	4
Attitude Toward Transit-Oriented Development Generally	1			1
The Project's Effect on Economic and/or Community Development	4		2	6
Change in Community Character	4	1	1	6
Comments on Metro Service		1	1	2
Comments on the Public Hearing Process	1			1
Other		1		1

4. Comments and Responses to Comments Received

Because the Public Hearing testimony and written comments can be grouped into the broad themes noted in the above chart, the testimony and comments are being presented in that manner and staff is providing responses to the overall themes and concerns expressed.

Subsections 4.1-4.3 address the specific topics of the Public Hearing. The remaining subsections address other topics raised.

4.1 Removal of Current Park & Ride Parking at Capitol Heights

This is one of the three specific topics of the Public Hearing.

The general sentiment of those who spoke at the Public Hearing itself or who submitted written comments as part of the Public Hearing process was negative, i.e. they did not want to see the parking removed. As noted in **Section 1** above, however, the results of the survey were considerably more positive on this specific issue even while remaining generally negative. Because of the importance of this issue, all five negative comments and the two positive comments made either at the Public Hearing itself or in written submittals during the public comment period are summarized here at some length.

- One speaker at the Public Hearing identified herself as someone who parks in the Capitol Heights Park & Ride parking lot that would be removed. She stated “this is going to affect me.” For purposes of this Public Hearing Staff Report, this will be construed as a negative comment.
- Similarly, a written comment also stated that the author parks at the Metro Station “to ride the train and the buses at the station.” While acknowledging that the proposed project “will give the new residents there and the residents in walking distance access to the station,” the comment asked “[w]hy should the residents of Capitol Heights (some that have lived there for decades and rode Metro) be forced to go to another station to benefit new residents? I don’t think that is fair.” The commenter further stated that she believes that some of the alternative Metrorail Stations at which she could park “are eventually going to have their parking lots removed also.”
- A third person commented in a written statement that the removal of the parking lot “would be a HUGE [emphasis in original] inconvenience to those who rely heavily on metro for the source of transportation to work. I see the need to build communities up but I do not believe that removing parking from the metro is the way to go.” Although this commenter did not state whether she personally would be inconvenienced, she identified herself as someone who has “been riding metro pretty much all my life” so for purposes of this Public Hearing Staff Report her comment will be construed as both a personal and a general objection.
- Similarly, a fourth person wrote that closing the Capitol Heights parking lot “would add at least an hour to [my] commute and even more money out of my pocket, forcing me to go to the Morgan Blvd station or some other station.”
- And a fifth comment in the same vein wrote “I THINK IT IS RIDICULOUS TO REMOVE THE PARKING LOT. I KNOW THAT IT IS NOT ALWAYS FULL AT CAPITOL HEIGHTS, BUT

THE REMOVAL WILL CAUSE THE NEARBY STATIONS TO BE PACKED AND TOO FULL.” [All caps in the original] She further commented that “Suitland is almost at its [parking] capacity” and “[t]he Addison Road station fills up fast before 8:15 a.m. so that’s not feasible....” She also expressed concern for the effect closing the Capitol Heights Park & Ride would have on other parking in the area: “Closing the parking lot will cause a lot of problems for surrounding businesses that they have already started clearing land for on East Capitol [sic] corridor and Southern Avenue [sic]. Your plan is going to push the pressure off Metro and onto new commercial businesses around that station and cause businesses to complain and move as customers won’t be able to find parking.... You are working against that area’s [sic] plan already in place.” She also complained that “[u]nderground parking is in DC many times based on tenure, so a lot of young citizens who commute into DC will be slapped in the face by your WMATA close downs.”

- The opposite view was stated in a comment “[w]e are pleased to express our support for the proposed changes to WMATA facilities in order to advance the joint development plans at the Capitol Heights Metro station.” The comment also stated “[w]e support the elimination of the Metro park & ride spaces.... Replacement of parking spaces at the WMATA park & ride lot is unnecessary for several reasons,” citing the availability of hundreds of underutilized parking spaces at the nearby Addison Road Metrorail Station and that the Project could “enhance the station environment to better support other modes of access – walk, bicycle, and bus.”
- The Town of Capitol Heights commented that “[w]e pledge ... to work with WMATA to mollify some of [these concerns from several town residents about the elimination of parking spaces at the Capitol Heights Metro Station].”

Metro staff notes that the survey results reflected in **Section 1** above indicate that the great majority of Capitol Heights Park & Ride customers can and will adjust fairly easily.

With respect to the specific complaints noted above, staff notes:

- With respect to the fear that other Metrorail Stations at which riders might park are “eventually going to have their parking lots removed also,” there are no current plans in the Office of Real Estate and Station Planning to remove parking from any Metrorail Stations east of the Anacostia River in the District of Columbia or anywhere in Prince George’s County except at College Park-U of Md on the Green Line, New Carrollton on the Orange Line, and, if the Federal Bureau of Investigation selects it as its future headquarters site, Greenbelt on the Green Line. Metro has considered development at the Branch Avenue Metrorail Station (Green Line), but probably replacing any parking on-site; any such project will be years in the making. Metro has also considered offering the surface parking area at the West Hyattsville Metrorail Station for development but has not taken any steps to implement that idea, so any such project also would be years in the making. In any event, Metro staff does not consider any of those stations to be relevant to the decision at the Capitol Heights Metrorail Station because none of them are nearby alternatives. And staff notes that the third issue at this Public Hearing was a proposal to *add* parking at the Morgan Blvd Metrorail Station, which is on the same (Blue) line as Capitol Heights and much nearer to it than any of the other Metrorail Stations cited in this paragraph. However, it must be acknowledged that “eventually” is a very long and indefinite period of time and that parking lots at other stations could “eventually” be removed.
- It is not clear why closing the Capitol Heights parking lot “would add an hour to [the commenter’s] commute.” The nearest Metrorail Station with parking is at Addison Road, which

is just under one mile away and on the same street (Central Avenue) as Capitol Heights. The rail trip between Addison Road and Capitol Heights adds only three (3) minutes each way. The commenter is correct that using Addison Road instead of Capitol Heights would cost her money, at least if she uses Metrorail during rush hour. The extra cost is \$0.10/day: the roundtrip rush hour rail fare to and from Addison Road to Metro Center is \$0.60/day higher but the parking rate at Addison Road is \$0.50/day lower, leaving a net cost increase of \$0.10/day. (The non-rush hour fare between Addison Road and Metro Center is \$0.25 higher, one-way, so the off-peak roundtrip cost increase would be \$0.50/day, offset by the \$0.50/day savings in parking, leaving no net change in cost.)

- The comment that the Capitol Heights parking lot is not always full is correct. Statistics from the Metro Office of Parking indicate that it operates at a 70%-80% paid utilization (i.e. during weekdays), which means that as many as 298 parkers a day park in its 372 spaces. But, contrary to the commenter's statement that "Suitland is almost at its capacity" and "Addison Road station fills up fast," or another commenter's statement that closing the Park & Ride lot at Capitol Heights would "cause the nearby stations to be packed and too full," the Park & Ride garages at Suitland and Addison Road each have substantial capacity. Addison Road has operated at only 39%-49% of capacity over the past two fiscal years, less than its more customary 50% or so of capacity. But even at 50% of capacity the garage at the Addison Road Metrorail Station has more than 600 underutilized parking spaces on any given day. The Park & Ride garage at the Suitland Metrorail Station operates at 59%-61% of capacity, meaning that there are more than 730 available spaces there on any given day. Therefore, each of those stations, individually, has approximately twice the capacity needed to absorb all of the parkers displaced from Capitol Heights. There are also approximately 300 underutilized parking spaces, in the aggregate, at the Deanwood and Cheverly Metrorail Stations.

Staff Recommendations: Staff recommends, based upon the survey results and comments collected from the public and the receptivity of the Town of Capitol Heights to the Project (as discussed below), that the General Plans and the Adopted Regional System, also known as and hereinafter referred to as the Mass Transit Plan, be amended to close the Capitol Heights Metrorail Station surface parking lot to make way for development. Most Capitol Heights parking customers seem to be adaptable to being relocated – or will continue to use the Capitol Heights Metrorail Station but access it by other means – and other Park & Ride lots have far more than sufficient capacity to absorb all of them at other nearby stations with Park & Ride facilities.

4.2 Adding Parking in Davey Street

Adding approximately 43 paid parking spaces in the right-of-way of Davey Street was the second item on the agenda of the Public Hearing. (Davey Street looks like a public street but is owned by Metro.)

As noted previously, only three (3) comments were received to this proposal:

- One comment was that "only allowing 43 paid to park options [in lieu of the eliminated Park & Ride spaces] is ridiculous." The commenter did not indicate what number of additional spaces, if any, she would find acceptable.
- Another comment was "I do feel that the paid parking will be completely ineffective." That commenter went on to explain that customers of the retail stores at the Project would

simply park, illegally, for free on the nearby residential streets instead of paying for parking in the Davey Street spaces.

- Conversely, a third comment supported this proposal and, indeed, wanted even more on-street parking added in Central Avenue (which the commenter acknowledged is under the jurisdiction of the Maryland State Highway Administration, not Metro), at least off-peak, and in Southern Boulevard (which is under the jurisdiction of the District of Columbia, not Metro). The commenter wrote this would provide parking for those who access the Capitol Heights Metrorail Station by automobile and also serve as a means of slowing traffic and making access more pedestrian-friendly.

Staff had a concern similar to the second bullet point in the sense of wondering if the new paid parking would be utilized. But, unlike that commenter, Metro's interest was primarily in seeing the new paid parking used by Metro commuters, not by retail customers (although staff considered that secondary use). Metro's goal under this proposal was to try to accommodate those Park & Ride lot customers at Capitol Heights who would neither relocate to the Park & Ride facilities at other Metro Stations nor continue to use the Capitol Heights station but access it by other means (all as discussed in **Section 3.1** above).

Staff Recommendation: Staff recommends that the Mass Transit Plan be amended to allow the installation of paid on-street parking on Davey Street at the Capitol Heights Metrorail Station. (However, staff notes that actual implementation of this change in the Mass Transit Plan is not urgent because the existing Park & Ride lot at Capitol Heights will not be closed until mid-2018, or thereabouts, at the earliest. Paid parking in Davey Street could be installed at any time before or after that, as circumstances dictate.)

4.3 Reconfiguring Parking at Morgan Blvd Metrorail Station

No comments were received on this third part of the proposal.

Staff Recommendation: Staff recommends that the Mass Transit Plan be amended to allow Metro to implement this proposal. (Staff also notes that going forward with this reconfiguration of parking at the Morgan Blvd Metrorail Station can be done independently of the Capitol Heights project.)

4.4 Concerns About More or Less Unpermitted Parking in the Vicinity of the Capitol Heights Metrorail Station (other than in Davey Street)

Although not specifically germane to the three topics of the Public Hearing, several comments were received regarding unauthorized (i.e. non-Capitol Heights resident) parking by commuters and others on the streets near the Capitol Heights Metrorail Station.

Six (6) of the eight (8) comments felt that there was already too much unpermitted parking by nonresidents. On the other hand, one commenter complained that the Capitol Heights police are "callous" because they boot cars and "harass folks on all areas around Davey Street." Mayor Marnitta King of the Town of Capitol Heights orally acknowledged the parking problem, and a written submission from the Town noted the same concern and "pledge[d] to work with WMATA mollify some of these ... space concerns."

Staff notes that control of on-street parking in the streets adjacent to the Capitol Heights Metrorail Station is not under the control of Metro except, of course, for Metro-owned Davey Street (which does not seem to be a problem in this regard). As noted above, the Town is aware of the issue and stated it would work with its residents to address the issue. Except to the extent that any parking provided by Metro in Davey Street (see **Section 3.2** above) can ameliorate this situation, a solution is within the control of the Town and not within the control of Metro.

4.5 Need for More or Less Parking in the Proposed Project

Although not germane to the three announced topics of the Public Hearing, other parking issues were also raised by the public. Two commenters stated that there is not enough parking provided for the Project itself, although neither explained the basis of their opinion. One of the two advocated building a “high rise parking garage” on the site, although it was not clear if he was advocating building such a garage in addition to the Project or in lieu of the Project.

Another commenter expressed concern that if the retail space was used for “a party scene” then the retail parking area at the Project “will not suffice and those people will spill into the nearby neighborhoods.”

Conversely, there was a comment that the proposed parking ratio of 0.65 (the ratio of parking spaces to residential units) should be the maximum. That commenter suggested that a lower ratio could be achieved “with enhanced transportation demand management measures such as residential transit passes, Capital Bikeshare and carshare memberships for new residents, and improvements to the existing pedestrian and biking environment.”

Staff’s view is that the position advocated by the last of the above comments is consistent with the developer’s agreement in its Joint Development Agreement with Metro that “consistent with the requirement for Transit-Oriented Development, [the developer] shall try to minimize the number of parking spaces, the overall area dedicated to parking, and the area devoted to surface parking that does not lie underneath a building, provide as few spaces as the market will allow consistent with applicable zoning and other land use requirements, and, where practicable, implement shared parking among the private sector (non-commuter) users, parking demand management and other techniques. Developer shall incorporate bike-share, car-sharing and electric car charging stations into the Project.”

4.6 Removing Kiss & Ride Parking at Capitol Heights

Another parking issue not specifically germane to the three topics of the Public Hearing is what to do with the Kiss & Ride area at the Capitol Heights Metrorail Station. Staff’s presentation at the Public Hearing stated there would be no change to operating facilities at the station (except, obviously, the removal of the surface Park & Ride lot) and specifically stated that there would be no change to the Kiss & Ride area.

Nevertheless, there was a recommendation that the Kiss & Ride area be removed and redeveloped as part of the Project and to improve the pedestrian environment, with the parking replaced on the street (presumably a reference to the opportunity to provide paid parking on Davey Street).

Staff does not believe this proposal – regardless of any merit it may have – can be pursued at this time. As noted, this was not one of the agenda items for the Public Hearing. Further, the recommendation is directly contrary to the staff presentation made at the Public Hearing. Therefore, another public hearing would need to be scheduled for this proposal. But, even if such another public hearing were to be scheduled, the Project itself does not envision including the Kiss & Ride area in the Project. Implementing this recommendation might necessitate starting the public bid process from scratch because it would be a material change in the terms of the offering, putting Metro back to square one after three years of effort. Further, replacing the lost Kiss & Ride parking with parking in Davey Street would put the Kiss & Ride parking farther from the Metrorail Station entrance itself than the Kiss & Ride’s current location (although probably still within the distance permitted by Metro’s Station Planning & Site Access Manual) and cut into the availability of all-day replacement commuter parking in Davey Street. This recommendation also pre-supposes that Metro will in fact put paid parking in Davey Street, a decision that has not been made as of this writing.

4.7 The Project Will Increase or Reduce Traffic Congestion

The Board of Directors is to consider transit demands generated by the development and changes in travel patterns created by the development in amending the Mass Transit Plan.

Three comments were received stating that the Project would cause more traffic congestion. A fourth comment that the Project would cause “a lot more rushing and crowding and pedestrians get [sic] hit by cars” could also be read as a complaint about congestion. The basis for these comments was not stated. A fifth commenter wondered whether he would be able to easily exit Tunic Avenue onto Davey Street if parking is permitted on Davey Street. A sixth commenter also stated that “traffic will be a problem” although the context of her comments concerned parking more so than traffic.

Conversely, a seventh commenter advocated that Davey Street be narrowed “into a 2-lane, low-speed street with on-street parking on both sides” as part of a traffic-calming program and enhancing pedestrian and cycling access to the station.

Staff’s view is that the Project would remove approximately 600 automobile trips a day from the site by eliminating the roundtrips now generated by the existing Park & Ride lot, offsetting any traffic generated by the Project. Further, the Project will contain only about one-third (1/3rd) the number of parking spaces currently on the site. Traffic is a matter to be addressed more directly by the County and the developer during the site plan approval process. The Town of Capitol Heights stated in its own comments that it is aware of concerns about traffic and will work to address them.

As far as considering transit demands generated by the development, staff’s analysis (applying the Land Use Ridership Model created by Metro’s Office of Planning) is that the Project would generate a few dozen trips per day on Metrorail, which would have no material impact on the capacity of the Capitol Heights Metrorail Station. The station handled 2,081 boardings per day in May 2015 compared to a recent peak of 2,374 boardings per day in May 2012 and an all-time peak of 3,125 boardings per day in May 1989 according to Metro’s published statistics.

4.8 The Project Can/Should Improve Pedestrian/Bicycle Access

One person asked if the Project could be connected to the bike trail that leads to Marvin Gaye Park in the District of Columbia north of Central Avenue.

Another commenter advocated designing the Project to enhance “a walkable environment” and “pedestrian-oriented building and street designs.” That commenter also asked that a sidewalk be built on the east side of Southern Avenue [which is either in the District of Columbia or Prince George’s County, not on Metro property], that the intersection of East Capitol Street and Southern Boulevard be made more pedestrian-friendly, that Davey Street be redesigned to be more pedestrian- and bike-friendly through various relatively low-cost traffic-calming measures, and that a Capital Bikeshare station be located at the site.

Bicycle and pedestrian connectivity was a concern already known to Metro staff. Although it is not at this time clear what can be done in that regard – and, regardless of what is done on-site, the site is bordered on two sides by Southern Boulevard and East Capitol Street/Central Avenue, two major arterials that create barriers to pedestrian and bicycle connectivity and that are not under Metro’s control – staff will keep connectivity in mind as the Project moves forward.

Metro also incorporates Capital Bikeshare into many Metro Station sites and presumably could do so here too; further, as noted in **Section 3.4**, the Joint Development Agreement requires the developer to include bike-sharing in the Project. However, as of this writing Capital Bikeshare does not itself serve Prince George’s County, a decision that is outside Metro’s control.

4.9 The Project Will Increase or Reduce Crime In and/or Near Capitol Heights Metrorail Station and/or General Concern About Crime Around the Metro Station

Several comments were received expressing concerns about crime. Six (6) commenters noted that there is a crime problem at the Metro Station and in the area around it, but did not venture opinions as to whether the Project would make things better or worse. One commenter thought the Project is “definitely going to increase the traffic, the violence, everything” and another stated that the Project “looks [like] a bunch of congested space ripe for crime and chaos in the future.” Neither provided any substantiation for their comments.

But one commenter predicted that the Project would improve safety because it would bring more “eyes on the street” to the site by increasing the number of residents in the area. A written statement from the Town of Capitol Heights stated that the Town is aware of the sentiments expressed about security and crime and is “committed to our responsibilities to safeguard our residents and streets....”

Staff notes that the crime rate is not a subject of the Public Hearing nor, except for crime at the Metro Station, is crime a matter within the control of Metro. Therefore, these comments are duly noted for the record – and staff will pass along to the Metro Transit Police Department Mayor King’s request for more Metro Transit Police presence at the Metro Station – but these comments will not affect Metro’s evaluation of the merits (or lack of merits) of the Project.

4.10 Other Comments on the Proposed Project Itself

One person commented that “it does not look like there is going to be enough room for residential housing and retail with parking for both.” She added that “I believe the town of Capitol Heights and Washington DC is building stuff also in that area.”

Staff’s reaction is that the basis for the comment about the insufficiency of the size of the site is not stated, nor does staff (or, presumably, the developer) believe it is accurate. Nor is competition in the area – which does, in fact, exist -- material to Metro’s decision whether to move forward. As a matter of contract, the developer is assuming that risk in the Joint Development Agreement.

4.11 Attitude Toward Transit-Oriented Development Generally

The Board of Directors is to consider the effects on land use and aesthetics when considering changes to the Mass Transit Plan. Staff believes that the replacement of the Park & Ride lot at Capitol Heights with a transit-oriented development is in accordance with good land use principles and Metro’s own policy of desiring transit-oriented development at or near its stations. Staff also believes that the Project is in accord with Metro’s joint development goals, which include encouraging mixed-use development at Metro stations, providing opportunities to obtain goods and services near transit stations, and encouraging revitalization and growth in communities that Metro serves.

The following comments bearing on the above issues were received as part of the Public Hearing process:

One organization advocated supporting the Project as good transit-oriented development offering “housing and business opportunities here help people live healthier lifestyles where they can walk, bicycle, and ride transit more, and drive less. This benefits individual residents, and also benefits the community.... From a regional perspective, more people who are able to live and work near Metro means they will be driving less, generating less traffic, emitting less air pollution, and fewer greenhouse gases.”

Two comments were received to the effect that it seems Metro is, in the words of one, “more interested in making money [from development] than providing quality service to its loyal and dedicated riders” and, in the words of the other, “[i]t’s all about a few more dollars for Metro really!”

4.12 The Project’s Effect on Economic and/or Community Development

Town Councilmember Darrell Miller noted that “I’m always in favor of an economic development project if it’s going to bring more resources to the community that can better suit us.” But he expressed concern that the retail segment of the Project isn’t sufficiently large.

One attendee at the public meeting asked if the retail component of the Project could be relocated to where the Safeway was formerly located [farther east along Central Avenue]. Another questioned “what add value this project (economically) would bring to our community,” opposed the (hypothetical) inclusion of a liquor store in the Project, and stated that she “can’t see the upside to removing the surface lot at the station.”

The Board of Directors is to consider economic factors, goals and objectives in considering changes to the Mass Transit Plan. For reasons stated in **Section 4.11** above and **Section 4.13** below, staff believes that the Project has a positive economic effect and is in keeping with Metro's own goals and the goals of the Town of Capitol Heights.

4.13 Change in Community Character

In her opening remarks, Mayor King noted that "there will be some people who will be resistant to change."

Councilmember Miller followed her and noted "we're also interested in changing the image of Capitol Heights ... we really could make a change if we did additional commercial [development]." A third person stated, despite his concern with traffic, "I think it's a dynamite idea that is going forward now. And I've been here since 1968, so I'm looking forward to a brand new town of Capitol Heights rising up at the Metro Station." The Town of Capitol Heights observed "issues of displacement, rising costs, and cultural alienation" but added that "[m]any of our residents have waited a long time for there to be so much interest in the economic well-being of the town by so many actors, and, make no mistake, they are excited that things are changing."

Two commenters expressed opinions opposite from those cited above. One asked whether the residential units in the Project would be "affordable for the people that are already here, [or] for the doctors and lawyers?" Another complained about "people who are coming in and buying houses and flipping them," people she identified as "Caucasians that are coming and who are all surrounding us," and worried that local residents are not able to afford apartments and townhouses costing \$300,000. [Staff notes that there is nothing in the record establishing the price point of \$300,000.]

As part of its consideration of changes to the Mass Transit Plan, the Board of Directors is to consider whether change will dislocate families and businesses. Staff notes that neither the Project at Capitol Heights nor the proposed reconfiguration of the parking at Morgan Boulevard has any dislocating effect because both occur on Metro-owned land occupied only by parking lots.

4.14 Comments on Metro Service

4.14.1 Bus Service

A suggestion was made that, if parking customers will be dispossessed from Capitol Heights, the bus service that currently runs from the Capitol Heights Metrorail Station into the District of Columbia be extended to the Addison Road Metrorail Station so that current Metrobus customers at Capitol Heights are not adversely affected.

One commenter complained that there is no bus service to Brandywine and Clinton and suggested that a park-and-ride lot(s) be added there to accommodate bus commuters.

Staff will pass these comments to the Office of Bus Planning.

4.14.2 Metro Service Generally

One complaint was made of “constant fair [sic] increases that do not result in better service.”

4.15 Comments on the Public Comment Process

The Town of Capitol Heights “applaud[ed] WMATA on its holding a Hearing within our Town borders.”

4.16 Other Comments

One comment was made that the District of Columbia government is “being unrealistic about keeping drivers out of D.C.” and that its aggressive ticketing policies have caused her to avoid parking in the District for nine years.

5. Responses to Comments Received on the Public Hearing Staff Report

[This Section will be filled in after the Public Hearing Staff Report is circulated for public review and comment.]

6. Comments Received After the Close of the Public Comment Period

[This Section will be filled in after the Public Hearing Staff Report is circulated for public review and comment.]

7. Other Information for the Public Record

No other information has been provided.

8. Summary and Staff Recommendation

Metro staff does not believe that any of the objections to the Project – and, specifically, any of the objections to removing the Park & Ride lot at Capitol Heights and to adding street parking in Davey Street – should dissuade Metro from pursuing the Project or the addition of street parking in Davey Street. The developer will be made aware of the comments and will be expected to adhere to the provisions of the Joint Development Agreement that already address some of them.

No comments were received, pro or con, to adding daily parking at the Morgan Blvd Metrorail Station by reconfiguring the existing Kiss & Ride and bus loop areas, so staff does not believe that there is any impediment raised by this Public Hearing to going forward with that project either.

Therefore, staff recommends that the Mass Transit Plan be amended as set forth in **Sections 4.1, 4.2 and 4.3** above.

Some of the comments about safety/crime, pedestrian and bicycle connectivity, and bus service will be forwarded to others within Metro for consideration and possible action.



APPENDIX A

NOTICE OF PUBLIC HEARING



Notice of Public Hearing

Washington Metropolitan Area Transit Authority

Docket R16-03: Proposed Changes to WMATA Facilities at Capitol Heights Metro Station and Morgan Boulevard Metro Station

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the docket mentioned above as follows:

Hearing No. 610
Monday, October 17, 2016
Capitol Heights Elementary School
601 Suffolk Avenue
Capitol Heights, MD 20743
Free shuttle information provided at
www.wmata.com/plansandprojects

Information Session at 6:30 p.m. – Public Hearing at 7 p.m.

Please note that this date is subject to the facility's cancellation policy.

In the event of a cancellation, Metro will post information about the new hearing on wmata.com.

The locations for all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-2582 at least 48 hours prior to the public hearing date.

For more information please visit www.wmata.com/plansandprojects.



PURPOSES OF THE PUBLIC HEARING – Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) to propose amending its mass transit plan. The amendments affect the Capitol Heights Metrorail Station and the Morgan Boulevard Metrorail Station.

Capitol Heights – At the Capitol Heights Metrorail Station the proposal is to remove the surface parking lot to make way for development on that site and on a smaller parcel on the southern side of Davey Street at its intersection with Central Avenue. The Metro commuter parking lot on the site will be closed, although it is possible that WMATA will install approximately 43 metered or other paid parking spaces in the curb lanes of Davey Street (which is owned by WMATA). The hearing is to discuss both the closing of the surface parking lot and the possible addition of paid parking in Davey Street.

The redevelopment is proposed to be 180-200 units of multifamily housing with approximately 18,000 square feet of retail space facing the Capitol Heights Metrorail Station, all on the site of the current Metro Station parking lot. There are also four townhouses proposed to be developed on the parcel at the corner of Davey Street and Central Avenue. Parking for residents of the multifamily development will be provided on the ground floor of the development, with the housing above it. Parking for the retail component is expected to be provided in a surface parking lot in the northwest corner of the site, near the existing Station entrance and Central Avenue; that retail parking area would also include at least eight ADA-compliant accessible parking spaces. Parking for the townhouses will be provided with the townhouses.

WMATA's other existing transit facilities at the Capitol Heights Metrorail Station – including the Station entrance, the Kiss & Ride area, the bus loop and pedestrian and bicycle facilities at the western end of the Station site, and the combination traction power substation and chiller plant at the eastern end of the Station site – will be unaffected except the triangular grassy area between the bus loop and the Kiss & Ride would be improved.

Morgan Boulevard – At the Morgan Boulevard Metrorail Station the proposal is to reconfigure the bus loop and surface parking lot. The changes would: increase the number of daily parking spaces in the parking lot from approximately 608 to 758, an increase of approximately 150 spaces; decrease the number of bus bays from eight to four (only two bus bays are generally used) and redesign the bus loop; and eliminate up to 61 long-term (12-hour) metered parking spaces. The current short-term metered spaces, driver-attended Kiss & Ride spaces, and car-sharing spaces would not be affected by this proposal. The locations of the bus stops themselves would not materially change; they might even be closer to the Station entrance.

WMATA COMPACT REQUIREMENTS – WMATA's Compact requires the Board, in amending the mass transit plan, to consider data with respect to current and prospective conditions in the Transit Zone (which includes Prince George's County, Maryland), including, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; and factors affecting environmental amenities and aesthetics and financial resources. The mass transit plan encompasses, among other things, transit facilities to

be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as “various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed” all as more particularly set forth in WMATA’s Compact.

INFORMATION AVAILABLE TO THE PUBLIC – The docket contains a narrative with the following exhibits: 1) views of the Capitol Heights and Morgan Boulevard Metrorail Station properties showing existing conditions; 2) site concept plans showing the locations of the changes discussed above; and 3) the Capitol Heights Metro Station Joint Development Environmental Evaluation dated August 2016. The docket is available online at www.wmata.com/plansandprojects. In addition, the docket is available for inspection at the following locations:

Capitol View Neighborhood Library
5001 Central Ave, SE
Washington, DC
202-645-0755

Largo-Kettering Branch Library
9601 Capital Ln
Upper Marlboro, MD
301-336-4044

WMATA’s Headquarters
600 Fifth St, NW
Washington, DC 20001
202-962-2511

during normal business hours, please call in advance to coordinate

The work and changes to the Capitol Heights and Morgan Boulevard Metrorail Stations depicted in this information package constitute the proposed amendments to the mass transit plan for purposes of the WMATA Compact.

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to the proposed amendments to the mass transit plan as it relates to the Station will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing their name and organizational affiliation, if any, via email to speak@wmata.com. The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001, or can be made by calling 202-962-2511. Please submit only one speaker’s name per letter. Lists of individual speakers will not be accepted. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA’s website, without change, including any personal information provided. Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT WRITTEN STATEMENTS – Written statements and exhibits must be received by 5 p.m. on Thursday, October 27, 2016, by the Office of the Secretary and may be emailed to writtentestimony@wmata.com. They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street NW, Washington, DC 20001. Please reference CAPITOL HEIGHTS or MORGAN BOULEVARD, or both if applicable, in the subject line of your submission. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA’s website, without change, including any personal information provided.

SURVEY – Additionally, if you wish to participate in a survey on this project, please go to www.wmata.com/plansandprojects. The survey will open by 9 a.m. on Saturday, September 17, 2016 and will close on Thursday, October 27, 2016 at 5 p.m. You will be asked to provide feedback on the proposal and related service changes, as well as some demographic questions. The information collected through the survey will be maintained anonymously. This option is in addition to your ability to speak at a public hearing and to submit a written statement. The survey results, along with written statements and public hearing comments, will be presented to the Board and will be part of the official public hearing record.



APPENDIX B

PUBLIC HEARING PRESENTATION MATERIALS



Washington Metropolitan Area Transit Authority

**Compact Public Hearing
Docket R16-03
Capitol Heights Metro Station
And Morgan Boulevard Metro
Station**

October 17, 2016

Capitol Heights Elementary School



Agenda

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

www.wmata.com/plansandprojects



Purpose of Public Hearing

To gather public comments on:

1. Removal of Metro's surface parking lot at Capitol Heights Metro Station (372 parking spaces) in favor of mixed-use development
2. Addition of paid parking on Davey Street (up to 43 parking spaces)
3. Potential replacement of surface parking (up to 150 parking spaces) at Morgan Boulevard Metro Station



Things Outside Purpose of Hearing

- This is *not* a hearing on anything other than those three topics
- *Not* within the scope of this hearing are, for example:
 - Design of the proposed development project
 - Land use matters
 - Service complaints
 - Fares
- Any matters raised outside the scope of this hearing cannot be resolved as part of this hearing process



Background: Metro's Joint Development Program

Transit-Oriented Development Goals & Principles

- Reduce automobile dependency
- Increase pedestrian and bicycle transit trips
- Encourage mixed-use development around Metro stations
- Enhance surrounding area connections to Metro stations
- Foster safe station areas
- Provide opportunities to obtain goods and services near transit stations
- Offer active public spaces
- Promote and enhance ridership
- Encourage revitalization and growth in communities that Metro serves



Examples of Joint Development Projects

Completed projects:

- Rhode Island Row residential and retail at Rhode Island Avenue Metro Station
- Office building, food court and Hyatt hotel at Bethesda Metro Station
- 1101 Connecticut Ave. office building at Farragut North Metro Station
- "Metropolitan Shops" at Prince George's Plaza Metro Station

Projects in progress:

- New Carrollton Metro Station
- Twinbrook Metro Station
- College Park Metro Station
- Brookland Metro Station
- White Flint Metro Station



Capitol Heights Metro Station – Existing Conditions



Proposed Changes to Existing Metro Facilities

- Removal of existing Capitol Heights surface parking lot
- New mixed-use development with 180-200 residential units and 18,000 sf of retail space (plus parking)
- Construct 4 townhouses on Parcel B
- Landscape and enhance a triangular piece near bus loop for better public enjoyment
- *Metro operations will not change:*
 - Metro Station entrance remains the same
 - Bus loop and Kiss & Ride remain the same
 - Chiller plant and traction power substation remain the same

M metro Proposed Development Site Plan



Developed by Donatelli Development

M metro Proposed New Paid Parking



Proposed 12-hour metered/paid parking spaces
Propuesta de lugares de estacionamiento de parqueo regulado/pago de 12 horas



Capitol Heights Parking Alternatives

- Commuter parking survey Feb. 2016 gauged future parking and ridership decisions in response to proposed removal of parking
 - More than **50%** said they would park at other Metro stations
 - ✓ Redirect parkers to 1,500 under-utilized spaces at Addison Road, Cheverly, Deanwood, and Suitland
 - ✓ Provide additional parking spaces at Morgan Boulevard
 - About **25%** said they would continue to ride from Capitol Heights, but get there by other means
 - Remainder said they would ride Metrorail "less"
-



Cost-Benefit Analysis

Eliminating parking will cost WMATA parking revenue, BUT:

- Survey results indicated many parking customers will continue to park at other Metro parking facilities and/or otherwise continue to ride Metrorail
- Development at Capitol Heights is expected to generate ridership
- Sales price of land

Result: Development at Capitol Heights, even with the reduction of parking, is a net positive to WMATA financially and for ridership



Proposed Parking Reconfiguration at Morgan Boulevard



Morgan Blvd Proposed Surface Lot Reconfiguration

Propuesta de la reconfiguración del lote de la estación Metrolink de Morgan Blvd

-  **Current Mix & Use related parking**
área Vía de desarrollo de mix & Use
Propuesta: Desarrollo de desarrollo mixado
parking spaces (372) en Park & Ride space
and other built pattern
Propuesta: desarrollo mixado espacio de
desarrollo y lugar central Park & Ride y
espacio de desarrollo mixado del sitio
-  **Current Mix & Use paid-up/stop-off**
área Vía de mix & Use para el
aterrizaje pasajero
Propuesta: Añadir más patios
Propuesta: Añadir más patios
-  **Current Bus Lane** (sección de
estacionamiento)
Propuesta: Reconfiguración de espacio Park
& Ride
Propuesta: Reconfiguración de espacio
Park & Ride
-  **Current Park & Ride surface lot** (Vía de
Ride de lote actual)
Propuesta: Reemplazar lotes con lotes de Vía de
Ride con lotes de Vía de
Propuesta: Reemplazar lotes de lotes de Vía de
Ride y lotes de lotes de lotes de lotes de lotes
-  **Proposed Bus Bay**
Lugar estacionamiento para la ubicación
de las paradas de autobuses



Next Steps: Recap of Purpose of Public Hearing

Public input desired on the three topics:

1. Removal of Metro's surface parking lot at Capitol Heights Metro Station (372 parking spaces) in favor of mixed-use development
2. Addition of paid parking on Davey Street (up to 43 parking spaces)
3. Potential replacement of surface parking (up to 150 parking spaces) at Morgan Boulevard Metro Station



Oral Comments from Public

Metro will receive oral comments tonight:

- Public officials: 5 minutes each
- Private citizens: 3 minutes each
- No relinquishing of time by one speaker in favor of another speaker



Written Comments from Public

- **Written comments can be submitted until 5:00pm on October 27, 2016**

By e-mail: writtentestimony@wmata.com (also can be reached through www.wmata.com/plansandprojects)

By mail:

Office of the Secretary
Washington Metropolitan Area Transit Authority
600 Fifth Street NW
Washington, DC 20001

- Please reference "Capitol Heights" or "Morgan Boulevard," or both, in the "subject" line



On-Line Survey

- **On-line surveys can be submitted until 5:00pm on Thursday, October 27, 2016**
 - www.wmata.com/plansandprojects
 - Survey is anonymous
 - Can do survey *in addition to* submitting oral and written comments



Metro Staff Report and Board Approval

- Metro staff prepares a report of this hearing, including the written comments and survey results
- Staff report is released for public comment on www.wmata.com (*estimated Fall 2016*)
- Additional public comments are incorporated into a supplemental staff report
- Staff report is submitted to Metro's Board of Directors for approval (*expected January 2017*)
- If Metro's Board of Directors approves, the project can move forward to closing (*expected Spring/Summer 2017*)



Where to Find More Materials

- www.wmata.com/plansandprojects
 - **Capitol View Neighborhood Library**
5001 Central Avenue SE
Washington, DC 20019
 - **Largo-Kettering Branch Library**
9601 Capital Lane
Upper Marlboro, MD 20774
 - **Washington Metropolitan Area Transit Authority**
600 Fifth Street NW
Washington, DC 20001
(202) 962-2511 (please call in advance to coordinate)
-



**NOW WE TURN IT OVER TO
YOU
THANK YOU FOR YOUR
PARTICIPATION**

Washington Metropolitan Area Transit Authority



APPENDIX C

PUBLIC HEARING TRANSCRIPT

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DOCKET R16:03 PUBLIC HEARING NUMBER 610

PROPOSED CHANGES TO WMATA FACILITIES AT CAPITOL HEIGHTS AND

MORGAN BOULEVARD METRO STATIONS

Held at:

Capitol Heights Elementary School

601 Suffolk Avenue

Capitol Heights, Maryland 20743

Monday, October 17, 2016

7:00 p.m.

Reported and transcribed by: Gervel A. Watts, CERT*D

A P P E A R A N C E S

WMATA'S PANEL:

Malcom Augustine - Prince George's County

WMATA Board Member

Steven Teitelbaum, WMATA Real Estate Advisor

* * * * *



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Marnitta King, Mayor of Cheverly	
Darrell Miller, Councilman	
William Drew	
Eric Walton	
Tina Finley	
Cynthia Perry	
Juanita Harris	
Renee Fairchild	
Delores Brown	

* * * * *

P R O C E E D I N G S

INTRODUCTION

MR. AUGUSTINE: Good evening. Good evening, everyone. First off, I thank you so much for coming here tonight. I am Metro Board Member Malcom Augustine. I represent Prince George's County on the WMATA Board.

Before I get started tonight, I just wanted to acknowledge a few people who are with us tonight, including Mayor King. And as I call these people out, know that if you have questions, particularly from the town about this development, not from the WMATA standpoint, but from the town's standpoint, feel free to speak to the mayor and councilman.

We also have with us tonight, Councilman Bruce Perry, Cason, James, Miller, Williams. Can everybody stand up?

(Applause)

MR. AUGUSTINE: We have to applaud. These are folks who work on your behalf, okay. And we also have the Assistant Town Manager, Mrs. Smalls. Are you here? Okay. Thank you.



(Applause)

MR. AUGUSTINE: We also have with us tonight, from Maryland National Capital Park and Planning, the planning supervisor for this area, and his name is Mr. David Green. Okay.

MR. GREEN: (Unmic'd).

MR. AUGUSTINE: Okay. All right. Fantastic. Thank you so much for being here tonight. And I also have with me tonight, Mr. Steve Teitelbaum, who is Metro's Senior Real Estate Advisor, and he is the person who is giving tonight's presentation.

This hearing is convened by the Metro Board of Directors to gather public comments on proposed changes to WMATA facilities at the Capitol Heights and Morgan Boulevard Metro Stations.

Notice of this hearing was made by publication in the Washington Post and El Tiempo Latino, and clearly you all got here somehow too. There was a distribution of communication by the town, which we greatly appreciate. Thank you very much.

Information was also sent to area libraries for viewing, and posted at wmata.com.

Briefly, I will cover the procedures that we will following during the hearing.

First, we will hear the staff presentation on the proposal. Second, we will hear from those persons who registered in advance to speak at this public hearing. Public officials will be heard first and will be allowed five minutes, then those who registered in advance will be heard in the order of registration and allowed three minutes each.

Third, we will hear from anyone present who indicates a desire to be heard and will be allowed three minutes each. Extra time will be given for translation, if needed. Please see Ms. Pena, whose hand is raised, if you wish to speak tonight, particularly Spanish. If you have copies of your testimony to distribute, please hand them to the Board Corporate Secretary, over here, Jennifer.

Okay. If you need a microphone brought to you, please raise your hand when your name is called, so we can see you, and we'll bring one to you. There is a timer here that will count down how much time you have left to speak. It will give you a warning beep when there is 20 seconds left and it will beep continuously when your time is up. I

want to take a moment to recognize that this is where we listen to you. As I have said to some of you before, we hopefully have some more people that will sign up and speak on this.

These three minutes are your opportunity to comment on the proposals and we are here to listen. We will not be able to answer questions during your testimony. If you have questions, there are staff in the back of the room who are here to help you. If they're not in the back, they're on the side.

Before you begin your remarks, please state your name and the organization you represent, if any. Okay. Any organization. Please note that all statements, including any personal information such as name, email address, address, or telephone number you provide in this statement are releasable to the public upon request and may be posted on WMATA's website, without change, including any personal information provided.

Further, testimony may be submitted and must be received by 5:00 p.m. on Thursday, October 27th, by email to: written testimony at wmata.com. Alternatively, statements may be mailed to the Office of the Secretary,

WMATA, at 600 Fifth Street, Northwest, Washington, D.C.
20001.

Additionally, there is a survey about the proposal that will be available to take until 5:00 p.m.; on Thursday, October 27th. This is in addition all your other options to provide input. The survey could be found at wmata.com/plansandprojects. That all one word. If you have any questions about the different ways to provide testimony, please see Metro staff at the registration table. Your comments will become part of the public record that will be reviewed by the Metro Board of Directors for their approval.

And I think that I also saw the survey in hard copy, too, if you would like to take it tonight. There are copies that are out there that are available. Changes to the options presented here tonight may be proposed in response to testimony received and subsequent staff analysis. Please note that profanity will not be tolerated during this public meeting. If you have not already done so, please silence all mobile devices. I now call on Mr. Teitelbaum for the staff presentation.

STAFF PRESENTATION

MR. TEITELBAUM: Thank you, and welcome, everybody. It's great to see such a perfect turnout for this presentation. Tonight, as you're obviously aware, is a public hearing regarding by WMATA to discuss a potential project; in this case, actually three projects. And there are several components to this.

(Pause in the proceedings)

MR. TEITELBAUM: Okay. The opening, just to set the background of this, we divided the slide show into four parts: purpose of the hearing, background about the project, and what will be happening tonight. You heard Mr. Augustine mention the wmata.com/plansandprojects. I will repeat that several times during the course of the presentation. If you need any further information about this project, that is the number one place to go. It's on our website. It includes the survey and various other components of the program tonight. So I'll repeat that a few more times in the course of my remarks, but that's the key place to go. Excellent.

The purpose of the public hearing is three parts, as I mentioned. One, is the removal or potential removal

of the surface parking lot at the Capitol Heights Metro Station because 372, give or take one or two spaces, in it.

Second, the possible addition to paid parking in Davey Street, where we think we can get approximately 43 parking spaces in the right-of-way of Davey Street. And third, the possible reconfiguration of the parking lot bus loop and kiss and ride areas at Morgan Boulevard, to add approximately 150 all day parking spaces at Morgan Boulevard.

Those are the only purposes of this hearing. If you have questions, comments, complaints about anything else affecting the model, we appreciate the passion people bring affiliated with Metro, but they are not for this hearing tonight and they will not appear as part of the public record in terms of what the Board will be acting upon. There are other venues and forums for that kind of commentary.

Background about why we're doing this. It's not well-known, but we do, at Metro, have an active real estate development project pipeline, and we have since the mid-1970s when Metro was first created. The objective of the program is to take property that we think is underutilized,

unused, not well-used and covert it into something more useful.

The basic point is, as you see here, some of the goals and principles, to create better communities, create greater productivity to our Metro stations to generate ridership, not incidentally, to make us some money on the real estate as well, if we think it could be better used for real estate than whatever we're using it for at that point. And we have a number of projects that we've completed in that regard; I just picked a few of them, almost at random here. One of the more recent ones is Rhode Island Row at the Rhode Island Avenue Metro Station. Not all that dissimilar from what we're proposing at Capitol Heights. It's multi-family apartments above ground floor retail with parking garages on the side.

Also, we have the Bethesda Metro Station, not well-know, but the Hyatt Hotel at Bethesda; an office building. And what is a food court is now an office space for retail brokerage is on Metro-owned property.

Also our very first project, which is right above the Farragut North Metro Station, 1101 Connecticut Avenue Office Building, and the shops at Prince George's Plaza.



The point is, if you look at that, are fairly organic, they're ingrained into the community. You will not notice that they are Metro projects. They are not really different than anything else around them and that's what we hope to achieve through all of our projects.

We also have projects in progress at New Carrollton, where we have a massive development proposal in the works for not just retail but apartments, office, maybe hotel, parking garages. Twinbrook in Montgomery County, mostly apartments with some retail, parking garages, maybe an office if the market turns out that way. College Park, another project similar to what we're proposing. At Capitol Heights, mostly residential with some ground-floor retail facing the Metro Station. Brookland, also mostly residential with some ground-floor retail at the Metro Station, and White Flint, which is more mixed use retail but mostly apartments and office space. And that project is about a third or thereabouts, completed. So you can see the various things we've done.

Taking a look at this specific project, we're all familiar with, the existing conditions at the Metro Station, I am sure, at Capitol Heights, and propose to take



this and remove the parking lot, put up a new mixed use development, mostly residential, maybe 180 to 200 units of apartments. It could be more, it could be less. A lot of depends on county planning and zoning and all that kind of thing, with about 18,000 square feet of retail facing the metro station.

We also have four townhouses constructed on the little out parcel on the opposite side of Davey Street from the main parking lot site. We would landscape and enhance the little triangular grassy area that is between the Kiss and Ride area and the metro station and the parking lot, and we would not change anything operational at the station. Not change anything operational at the station, except the parcel. The metro station entrance remains, the bus loop remains, the Kiss and Ride remains all as they are now, unless we make them a little better. But they will not be changed, in terms of operations.

At the other end of the site, there's a giant, it looks like a block house, that is at the corner of Davey Street and Central Avenue. That is a traction power station and chiller plant that cools the station, brings power to the station and a section of track. That will

remain in place as well. So there will be no change to Metro operations as a result of this project.

To show you a little bit of the site plan, again, this is all very conceptual. Very conceptual. But it gives you an idea of what we're trying to do. You can see the retail space facing the metro station. That's the rent on this site plan. And you can see along Davey Street, the front of the building, that would be the residential building. Behind that front you can see parking. You say wow, I thought there was already parking now and you told me the parking would go away. That's not our parking anymore. That would be new parking for the residents of the new development. It would be private parking, not public parking. And you'll notice that there's a little bit of parking up on the north side, up against Central Avenue, that's for the retail component of the project. And again, you will see that there's no change to any of the actual operating facilities that Metro has on the site currently.

Here's the second part of the proposal. This is the same site plan, but looking, just for convenience and illustration, the upper floors. You'll see there is

proposed to be landscaping on the roof of the new multi-family building, but more to the point of what Metro is proposing is the parking in the roadway of Davey Street. And you'll see the red areas are the areas we think we can get parking put in Davey Street. We think that's about 43 spaces. So that's the second part of what we're proposing today.

Now, what do you we do about the people who like to park at Capitol Heights and won't be able to park there anymore? Obviously, it's a concern and we're not trying to scare off riders. We did a survey in February of this year to ask that very question, before we went forward with this project. There were several hundred responses. I think 300-something responses, maybe, to the survey. It was both in person and online. And we found that just over half of the responses said they would continue to ride Metro; they would just park somewhere else, at one of our other stations. And we have 372 or so spaces out there now.

About 300 are used, maybe more, on any given day, but we have 1,500 empty spaces on any given day, at Addison Road, Suitland, Deanwood, and Cheverly. Six hundred of them at Addison Road where it's actually .50 cents a day



less to park, and another 600 in Suitland, and the other 300 scattered between Deanwood and Cheverly. So there's plenty of extra spaces. Plus we might add spaces at Morgan Boulevard that we'll talk about in a few minutes. So that's a little more than half.

Of the remaining, a little less than half, about half of those said they would continue to ride Metro, which is great news for us. They would just get to Capitol Heights by some other way. They would walk in; they would take a bus; they would have somebody drop them off; they'd ride a bicycle. And the remainder said they would ride Metro less. We don't know what "less" means, precisely, but we took that as to say that they might never ride Metro again ever. Okay. And then we did a cross-benefit analysis, assuming we lost those riders entirely, and we still came up with the idea that if we eliminate the surface parking lot at Capitol Heights, because so many people said they would stick with Metro anyway, which we greatly appreciate, that we actually still wind up making money on the deal, as well as creating a better community. So the cost benefit analysis seem to back the idea of doing this project to make something better of the surface lot in

Capitol Heights.

Turning to the third leg of the hearing tonight, Morgan Boulevard. This is essentially the current conditions at the Morgan Boulevard Station, in terms of parking. You can see the bus loop as the orange-ish color on the right side. The dark gray is the current all day surface parking area and the light blue and the green are Kiss and Ride areas; one bus leaves for drop-off and the other mostly for daily metered parking. The proposal is to reshape the area. Not expand it, not change anything else on the site, just those particular areas will be reshaped. The bus loop, for example, could be shrunken to four bus stops instead of the current eight. Right now, only two of the bus stops at Morgan Boulevard are used at all and those are very lightly used. So we think four bus stops is still plenty of bus capacity. And you can see the little rectangles there, that would be where the buses would stop in the future. They actually would be closer to the station, moving forward, if this plan worked out.

The rest of it, the Kiss and Ride areas would also be reshaped and that's where the additional parking would be between the bus loop and the Kiss and Ride areas. We

would lose some Kiss and Ride parking, which, as you can see, if you have really good eyes, some of our slides outside, the Kiss and Ride areas are very under-utilized and the all-day surface parking is much better utilized. And so we would be converting some of the Kiss and Ride parking into all-day surface parking.

So that's the proposal. Again, three points: removal of the surface parking lot at Capitol Heights; second, possible addition of parking on the roadway of Davey Street; third, reshaping Morgan Boulevard to remove some of the Kiss and Ride parking and substitute a lot more all-day parking.

As Mr. Augustine said, tonight it's your turn to speak. It's not, for better or worse, a dialogue. It's your comment period. Public officials get five minutes each and private citizens get three minutes each. And, as he also said, you can still submit written comments until October 27th. And here's how you can do it. Once again, you see the wmata.com/plansandprojects, a place you can go to make it easy for you to do that. Or you can mail in your comments. There's the address to the Office of the Secretary at Metro headquarters. And if you do submit

comments, please make it clear when you're submitting the comments that you're talking about Capitol Heights or Morgan Boulevard so they don't get lost in nowhere's land.

You can also do, as Mr. Augustine said, an online survey. There it is. Again, go to wmata.com/plansandprojects. There is an online survey you can take or you can take the hardcopy survey here, which is somewhat similar to or the short version of what we did in February. The survey is anonymous. It was mentioned that if you speak or submit written testimony, anything you say or write becomes public record. If you take the survey, that can be done anonymously. And if you take the survey, you can also speak or submit written comments, it's not one or the other. Okay. You can do all of them if you so choose.

What happens after that? Not to bore you too much, but we prepare report. We then send the report out for more public comment. After that public comment period closes, we take the matter up to the Board and the Board votes and then we go forward with these three proposals or not. The earliest that would happen would be say, January of next year. If people asked me outside, when would we

see the construction start? Assuming we go forward with this, we are thinking you would not see construction at Capitol Heights until sometime, let's say in the middle of 2018. Maybe earlier, maybe later, but it's a ways off. That's why everything I showed you is very conceptual.

And if you still need more information, there are the libraries where the information is posted. You can come down, if you're so inclined, to Metro headquarters and get the same information, or you can go online to, where else, wmata.com/plansandprojects. And that is, I promise, the last time I will mention it.

So with that, we turn it over to you. And again, thank you all for coming out tonight.

MR. AUGUSTINE: Thank you, Mr. Teitelbaum. And now we will ask for the people -- we'll start with people who signed up. All right. So we will start with Mayor King.

PUBLIC COMMENTS

MAYOR KING: Thank you and good evening. First, I would like to recognize my town administrator who came in, Dr. Hershey. He runs the day-to-day activities of the town, so I appreciate him being here.



We are here today from the Mayor's Council to hear from the citizens, so I'm not really going to say a lot because I want to hear from them. But one of the things that came to my mind when I was listening to the presentation, with eliminating the actual Park and Ride situation, although there will be additional parking elsewhere, there will be some people who will be resistant to change and they will attempt to begin parking in the community that is there. That happened when the Capitol Gateway project was across the street when the high rises were there. That's just what's going to happen.

And I know WMATA has its own public safety. I've been saying for years that we need to increase the public safety at the Capitol Heights Metro Station, both for the people who will be walking to the metro station, as well as the cars that are parking around the metro station.

Obviously, the town, we have our own permitting process to keep people from parking on the interior streets; however, as you have more people trying to break that permitting process, you have more car break-ins. You have a lot of litter from the people who are parking the cars on the street and you have a lot of people who are breaking into

the cars and then they begin to break into the homes.

So it's very important for the public safety for WMATA to increase at the Capitol Heights Metro Station so that -- we only have maybe a 12-member police force. And so we need the assistance because WMATA, I believe, the jurisdiction is, I think, 100 feet from any metro station or stop. And so we need that assistance to continue to make sure it's a walkable and safe community.

So with that being said, I'll let my other councilmembers, who have some other points to bring up to speak about. Thank you very much.

MR. AUGUSTINE: Mr. Miller?

COUNCILMAN MILLER: I want to say, first of all, good evening to the citizens, WMATA, and my colleagues. I will be real short. I support what the mayor says. My concern has always been the parking. If that goes away, I'm always in favor of an economic development project if it's going to bring more resources to the community that can better suit us. But at the same time, looking at this, I'm concerned if there's actually enough commercial space for the community; one, for the units that are there and then the citizens who want to move to the city, you know,

partake of those resources that are there.

And then just what we did in the field, you know, the whole understanding of, I guess, the citizen's standpoint about what's going to happen, I'm encouraged by the Part II Metro was saying with the 43 parking spaces, but then I'm also concerned about how the citizens on those side streets are going to deal with additional traffic. So I would like to hear from the citizens, but, you know, like I said, one of our main concerns is just the commercial part that's there, if there's enough commercial space for what's needed in the area. We do recognize that Wal-Mart is now gone, that makes developers a little too easy about coming in and being the first, so we always understand that.

But we're also interested in changing the image of Capitol Heights. And I've gone around to different communities and I've always felt that this is a unique enough community that given the chance and given the encouragement, you know, we really could make a change if we did additional commercial to bring in some different vendors that maybe have been reluctant in the past because I think the citizens have a different change of attitude,

along with the task. So like I said, I'm interested in what the citizens have to say. So those are the few words I wanted to share, and thank you.

MR. AUGUSTINE: Thank you. Also, this is an opportunity for any of the other councilmembers if they would like to come up. Any of the others?

(No response.)

MR. AUGUSTINE: No? Okay. All right. We can then move on to Mr. William Drew.

MR. DREW: My name is William Drew. I'm the president of the (indiscernible) Outlines. The main question I have for now is I live right near the corner *[redacted from Staff Report for privacy reasons]* and Davey. I'm a little bit concerned about coming out of *[redacted from Staff Report for privacy reasons]*, driving out of *[redacted from Staff Report for privacy reasons]* onto Davey Street. From the charts I saw outside, there is parking on both sides of *[redacted from Staff Report for privacy reasons]*. Not a lot of parking, but there is parking there. So not really fully understanding how the map is made, my question would be would there be a problem for me driving out of *[redacted from Staff Report for privacy reasons]*

reasons] onto Davey if I can't see beyond the people parking right there on the corner. Is it going to be a safety issue for me or any of the other residents to enter Davey Street from *[redacted from Staff Report for privacy reasons]* or that's not something I have to be worried about?

MR. AUGUSTINE: As was said, we're not here to answer questions right now, we're here to take testimony, okay.

MR. DREW: Oh, okay.

MR. AUGUSTINE: But it will become part of the record for certain. And there is staff that you may want to ask that question to, but right now, this is the public testimony which will definitely be put in the record.

MR. DREW: Okay. Well, I'll make a quick comment. I think it's a dynamite idea that is going forward now. And I've been here since 1968, so I'm looking forward to a brand new town of Capitol Heights, rising up at the metro station.

MR. AUGUSTINE: Thank you so much. Mr. Eric Walton?

MR. WALTON: Hello. My comments are regarding the

paid parking. I do feel that the paid parking will be completely ineffective, especially when it comes to the paid parking for whatever businesses opening up in that retail area. There will be nothing stopping people from just parking on the nearby streets that are free parking, as opposed to the paid parking and then going there patronizing -- getting their business to the retail businesses that are there and then just going back to their cars.

And I know you guys don't have complete say over who uses that retail space, but if there are places that kind of have a party scene where people just come in droves, the little bit of parking that was up at the top of that will not suffice and those people will spill into the nearby neighborhoods. And as the population in the area grows, of course, traffic is going to become more dense. And using up that street area for parking is going to make the streets narrower. It's going to -- there will be problems with flow throughout the neighborhood.

Let's see. And since you guys said you're not going to answer any questions, I'll just state, as a concern, they said that the Marvin Gaye -- they have plans

for the Marvin Gaye trial over on the D.C. side to connect to a bike trial over here on the Capitol Heights side. I was wondering, is that going to come across your area, and if so, at what point? And who do these two plans are going to play out together side-by-side in the town. I see I have 30 seconds left, so I can sing a song, but I think I'll wrap it up now.

MR. AUGUSTINE: Thank you very much. Okay. We've got a room full of folks. Those are the people who have signed up tonight. At this time, if there anyone else who is present who wishes to speak, you know, tonight is the opportunity to do so. Does anyone else have anything that they would like to share about this proposal and what's been presented tonight?

Okay. Yeah, okay, please.

MS. FINLEY: My name is Tina Finley. I'm a resident in Capitol Heights. And I just want to say this will affect me anyway because I catch the Metro, the subway at Capitol Heights all the way to Bethesda and I park at Capitol Heights. I'll admit, I do use the lot and I need parking on East Capitol Street. So this is going to affect me anyway.

Also, I would like to say that I come early, so I am concerned about the safety, as well as my daughter. And she leaves before I leave. She leaves at 5:30. So she's there as soon as they open, so I am concerned about safety.

Thank you.

MR. AUGUSTINE: Thank you. Yes, ma'am. Come on up.

MS. PERRY: Good afternoon, everyone. I would just like to say thank you for --

MR. AUGUSTINE: Ma'am?

MS. PERRY: -- this meeting.

MR. AUGUSTINE: Ma'am?

MS. PERRY: Yes?

MR. AUGUSTINE: Can you let us know your name, please?

MS. PERRY: Oh. Cynthia Perry.

MR. AUGUSTINE: Thank you, Ms. Perry.

MS. PERRY: I'm on the D.C. side and I see a lot of things going on. I walk up the hill every day. I see cars -- I see the cars that are in the parking lot, the safety issue also. The people walking up Southern Avenue to get in their cars. Some cars have been vandalized on

crates, on bricks. And it's a real safety issue in the community, period; Maryland and D.C. And to cut, it would affect a lot of the people that are working hard trying to have things that people are taking from them. I just think the safety issue is a big concern, especially with the parking. And everything else, I know it's not going to change, but that parking really has a lot to do with the community and the traffic also.

Thank you.

MR. AUGUSTINE: Thank you. Yes, ma'am?

MS. HARRIS: Good evening. My name is Juanita Harris. I'm a resident here at Capitol Heights. I've been a resident for 10 years. I live on *[redacted from Staff Report for privacy reasons]*. I can actually see the train station from my yard.

To piggyback off of what the mayor and the rest of the representatives talked about, traffic will be a problem. Traffic is already a problem. I witness every morning, people park in front of my house, directly, and walk to the train station. I know before that Capitol Heights had the parking pass where we had -- the residents had to pay for, you know, to park on the street. I feel I

shouldn't have to pay for parking or a parking pass to park on my own street. However, when I have family members and friends that come over and visit, they only allot us one visitor parking pass. That's not enough. I'm from a family of 18. One parking pass is not going to work for me.

So I know if we're having problems now, bring that -- you know, it's a good idea to bring the retail and things like that, but my question would be can we relocate it, maybe to where the Safeway used to be or that area up there? Because it's definitely going to be a problem. My house has been broken into, vandalized. I know have bars surrounding my home. I feel like I'm in prison when I walk in the door every day. I don't like that. So I witnessed people coming up and down the street. People come over and hang out on the street that don't even live on the street that don't belong.

So you bringing that to the area is just definitely going to increase the traffic, the violence, everything. I just had the other day somebody walking down my street and left a black bookbag in my yard that was open. It wasn't me. I immediately called 911. I have

children. I don't know what's in there. Is it a bomb or what? Grab my children, we leave. But it's a safety concern for myself and I'm sure the other residents of Capitol Heights.

MR. AUGUSTINE: Thank you very much. Does anyone else have -- yes, ma'am.

MS. FAIRCHILD: Hi.

MR. AUGUSTINE: What's your name, ma'am?

MS. FAIRCHILD: Renee Fairchild.

MR. AUGUSTINE: Thank you, Ms. Fairchild.

MS. FAIRCHILD: I purchased my home two years ago. I'm not a great speaker, but I just kind of mentally broke down what you guys were talking about. And the residential units that you all plan on putting in, it's all about the target demographic that you plan on bringing to this area because once you put really nice units in a really bad area, I feel like things around that are going to have to change for that target demographic. So the question is, will those units be affordable for the people that are already here, for the doctors and lawyers? Who are these units actually be for? And that will make a change, as far as security, as far as parking, as far as retail, as far as

everything else: the target demographic of those units.

MR. AUGUSTINE: Thank you very much. Anyone else have anything that they'd like to share?

MS. BROWN: I don't live in Capitol Heights; I live in Maryland Park.

MR. AUGUSTINE: That's all right. Can you state your name, though, ma'am, please?

MS. BROWN: My name is Delores Brown.

MR. AUGUSTINE: Thank you, Ms. Brown.

MS. BROWN: I live in Maryland Park. I'm in the subdivision that is serviced from the county. We're on the other side Seat Pleasant and Capitol Heights. Right across the street from me they are planning on building 85 townhouses and 135 apartments. I've already gotten my petition from the Parking Commission to stop people from parking on my street because we're going to have an influx from the people from that new Marvin Gaye project, and you have this garden over here that I don't know who brought that in, Merrifield Gardens or the University of D.C., all these are influxing (sic) on the community and they don't even furnish any information to go out to the community to let the community know that they are coming in. So some of

these people may not even know that that place is coming up on Maryland Park.

And then we have -- nothing against people in any ethnic group, but we're having people who are coming in and buying houses and flipping them. So unless you're at the subway and you're home every day, you don't see the faces of these people that are coming in. And the people who are coming in, they are Caucasians that are coming and who are all surrounding us. And if you don't walk the neighborhood, you don't see who's coming in, but they've already started coming in, so you better take a look at it.

It's changing. It's changing. It's changing.

The apartments that --

MR. AUGUSTINE: Thank you.

MS. BROWN: Oh, I'm sorry. The apartments over there are going to \$300,000. So who of us are going to be able to afford \$300,000 townhouses, for real?

MR. AUGUSTINE: Thank you very much, ma'am. Any other comments this evening from anyone? I encourage you to step forward. Okay. If there is not, I appreciate you call coming out here tonight and that is going to conclude our hearing tonight.



I will also share with you, since we are all here, that WMATA has a public hearing on October 20th, that is about to propose changes to the late-night service. And that is a proposal by staff to reduce the hours of service of the Metrorail system by as much as eight hours. Primarily in the late-night hours, you know, 12 midnight to 3:00 in the morning on Friday and Saturday and late night as well for Sunday service. We're going to be taking testimony for that on October the 20th from 12 noon to 10:00 p.m. down at Metro, at the headquarters.

Now, they had up on the written response, I believe that we can also use that same information, you just have to reference that proposal, which is about the hours of service. And that one will close on Tuesday, October the 25th at 5:00 p.m. That's when that will close for comment.

I'm trying to recall, did we mention when this one is going to close for comment?

MR. TEITELBAUM: Yes.

MR. AUGUSTINE: Okay. So you all heard that you have until the 27th to submit your comments on this proposal, in essence seek development versus the parking,



which is what this discussion is about and changes in parking at Morgan Boulevard. And I appreciate you all coming out tonight. I will also say to you that if you have any questions, as your representative on the Metro Board for WMATA, any of them, feel free to ask me. I'm here to serve you. And I thank you all for coming tonight. Thank you.

(Whereupon, at 7:40 p.m.,
the hearing was adjourned.)

* * * * *

CERTIFICATE OF NOTARY PUBLIC

I, GERVEL A. WATTS, the officer before whom the foregoing public hearing was taken, do hereby certify that the testimony that appears in the foregoing pages was recorded by me and thereafter reduced to typewriting under my direction; that said deposition is a true record of the proceedings; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this testimony was taken; and further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



GERVEL A. WATTS

Notary Public in and for the

State of Maryland

My commission expires:

June 7, 2020

APPENDIX D

TRANSCRIBED WRITTEN COMMENTS FROM PUBLIC OUTREACH

Submitted by Andrea T. Beale:

To whom it may concern:

I am deeply concerned by the proposed project. The proposed plan would undoubtedly cause far more congestion on a location that is already well populated. Eliminating parking Capitol Heights and only allowing 43 paid to park options is ridiculous. If the proposed project comes to fruition it would add at a least an hour to commute and even more money out of my pocket, forcing me to go to the Morgan Blvd station or some other station away from my home, let's be honest 43 parking spaces is just not enough.

I'd really like to see what add value this project (economically) would bring to our community. I personally don't want or need to see another liquor store in the retail space, so what businesses are we bringing to the location? What's are the possibilities for employment? Again what add value, other than grossly inconvenienced commuters and additional congestion will be a part of this plan.

To be clear I in no way support this project at this time. As a current resident of the Capitol Heights I can't see the upside to removing the surface lot at the station.

Kind regards,

Andrea

Submitted by Cheryl Hillocks:

WMATA Metro. I am a regular rider and regular park and ride customer for 20 years.

I THINK ITS REDICULOUS TO REMOVE THE PARKING LOT. I KNOW THAT IT IS NOT ALWAYS FULL AT CAPITOL HEIGHTS, BUT THE REMOVAL WILL CAUSE THE NEARBY STATIONS TO BE PACKED AND TOO FULL. Suitland is almost at its capacity. Only the top row



has daily vacancies, but that is not enough to hold those who will be coming in from the Capitol Heights if it is closed down. Leaving some not able to park. Some of us travel from other towns. I travel from Waldorf Brandywine area because the Branch Avenue Parking lot is too full in weekdays. I drive all the way to capitol hts, or suitland to park. I just moved to Brandywine. One of my several properties is right around the corner from Capitol Heights station but its a rental property, so I am well aware of the Transit District Projects they are implementing. It's all about a few more dollars for Metro really!.. Walking to Capitol Heights station is not all that safe in that neighborhood because of high crime. But there are options like The Bus or MetroBus. The Addison Road station fills up fast before 8:15 a.m. so that's not feasible because Bowie residents and those beyond use the Morgan Blvd and Addison Rd station Park and Rides. Even Northeast D.C. folks are coming out to Capitol Hts to park sometimes because of high crime in the Deanwood area and Benning Road area. You have all these people flooding in from the suburbs, and all the city folks flooding OUT to the suburban Parking Lots. This is causing overcrowding. I can see from living in the area over 40 years theres limited real estate for you all to use. You may have to start building UPWARD in taller buildings. Brandywine has the most real estate out there space for parking lots abound but they offer no bus services for us folks who are buying real estate out there,

so we all have to drive closer into town to get a parking space. More folks are working from home now so my estimates are far smaller than reality. I will tell you that with D.C. being unrealistic about keeping drivers out of D.C.---going in there to park is NO OPTION> AS A YOUNG GOVT EMPLOYEE IN MY 20s. I tried parking downtown early and all different times...moving my car around on meters at lunch etc. and still went into debt \$10 in tickets from their callouse treatment to cars from out of their jurisdiction. I have not parked there for over 9 years now and I am glad Federal Govt gives us the transit subsidy. It used to cover parking but it was taken away for some reason. so I no longer needed to steal D.C. parking near the building where I worked. Underground parking is in DC many times based on tenure, so a lof of young citizens who commute into DC will be slapped in the face by your WMATA close downs. Also Capitol Heights police in that immediate area are also callous. They apply boots, and get people license taken away for parking there plus they harass folks on all areas around Davey street. Closing the parking lot will cause a lot of problems for surrounding businesses that they have already started clearing land for on East capitol corridor and southern avenue. Your plan is going to push the pressure off Metro and onto new commercial businesses around that station and and cause businesses to complain and move as customers wont be able to find parking; a lot more rushing and crowding and pedestrians



get hit by cars in those type of areas where folks are competing for spaces mixing shopping crowd with the commuting crowd and one group is calm with children and the other group always rushing. The city is still trying to implement the Capitol Heights Metro corridor upgrades, for shopping in mind. Your close sown will cause a major conflict with their plan and cause people not to want to shop in that area. You are working against that areas plan already in place. Also more apartments are planned across the street from Capitol Heights Metro on the other side of Central Ave. near eastern avenue, so their parking is going to be challenged as well by metro riders, parking tickets will force people into not riding metro at all; forming car pools to avoid WMATA altogether, and or work from home more or move out of the area. Now waldord offers many Keller Buses riding into downtown dropping Maryland residents off by the hundres and into the thousands. This is where you are missing extra money. Someone needs to bring all those people into town, the Keller bus jumps right past Clinton and Brandywine and drives way out to waldorf to pick those people up----leaving a lot of middle class riders in between unsericed. Instead of picking on capitol heights....you all need to provide another parking lot in Brandywine and CLinton and a couple other bus services into town or to Branch Avenue Metro. which is way more profitable.

Submitted by Dominic Ciccarone:

I believe the Project will need more parking. This could be accomplished by building high rise parking garages, on Capitol Heights Blvd. The area has a hill with Plenty of space, and no buildings, of any kind.

I believe the project that is under Proposal for Capitol Heights, has not allowed for enough parking Spaces.

I also believe the high rise parking Garages shoould be bulit first.

Once the Donatelli GTM mixed use Project gets underway, our Town will already have one or two high rise Parking Garages in operation an look like we have planned ahead.

Dominic Ciccarone

Submitted by the Town of Capitol Heights:

Whom It May Concern:

The Town of Capitol Heights would like to provide written testimony in support of the commitment the WMATA has made to making Transit Oriented Development a reality in Capitol Heights. We applaud WMATA on its holding a Hearing within our Town borders receiving input from residents and other concerned citizens in person. We are sure the experience was valuable to this process, and we thank WMATA for this event.

As WMATA is no doubt aware, there are several exciting new projects centered around development of mixed commercial/residential real estate projects in the Town of Capitol Heights. These developments offer opportunity to provide great benefit to the Town and the potential residents of these properties, whether they are residents or the commercial entities that will operate there. It is clear to the town that this interest in our area is of inherent value to the town itself.

As you review the testimony from the event held on October 17, 2016, you will note concerns from several town residents about the elimination of parking spaces at the Capitol Heights Metro station and other concerns about the potential for increased traffic, competition for parking, and safety for current residents near the area and those reliant on Metro-provided parking. The Town recognizes those concerns as valid ones, and would like to state its continued commitment to working with WMATA to provide adequate safety and space for parking for those intending to take advantage of the new opportunities development brings. We are committed to our responsibilities to safeguard our residents and streets, and pledge to work with WMATA to mollify some of these safety and space concerns. The Town noted these statements, and would be remiss if we did not at least acknowledge what we have heard from stakeholders within our community.

As an interior beltway community, many of our residents have witnessed the development of other heavily minority areas around the metropolitan DC region. Many news and cultural pieces have noted that with development can come issues of displacement, rising costs, and cultural alienation. Many of our residents have waited a long time for there to be so much interest in the economic well-being of the town by so many actors, and, make no mistake, they are excited that things are changing. These residents want to feel like

this change will benefit the people of the Town, not just those newly minted residents that might come for the opportunities we are all looking forward to.

Our residents are savvy, and know from family members and their own past experiences that “gentrification” is different than “development.” They need reassurance that all the burdens of this project will not fall on the immediate community here while the benefits accrue to future residents. They are concerned about giving up parking, sure, but more so about giving it up while at the epicenter of a food desert with limited opportunities to get economic development right. As you consider what businesses will be strong partners for this area, the town knows that WMATA will move forward with these larger concerns in mind.

Thank you again for your commitment to extending development to all the residents of the Metropolitan DC area, and we look forward to continuing our work to provide a vibrant town economy with WMATA and its partners.

Sincerely,
The Town of Capitol Heights

Submitted by Margrita Walker:

To Whom It May Concern:

I disagree with the plan to remove the parking lot at the Capitol Heights Metro Station and turn it into residential/retail space for the following reasons:

1. It is going to cause more traffic congestion. The traffic is already starting to clog during rush hour on Central Avenue and East Capitol Street. The main street beside the Capitol Heights Metro Station. In addition, I have noticed that there is even more traffic now during the weekends. I think some of the additional traffic is coming from residential areas built in the area during the past five years.
2. Increase in crime in and around the Capitol Heights Metro station. I attended the meeting at Capitol Heights Elementary School and there were people (including the mayor of Capitol Heights) there that mentioned the concern about an increase in crime at the station.
3. It's unfair to the people that currently park at the Capitol Heights Metro station. I live in Capitol Heights, and I park at the the metro station to ride the train and the metro buses at the station. I have been using the Capitol Heights station since it's existence in 1980. I work in downtown Washington, DC, and I have lived in Capitol Heights since the late 1970s. Removing the parking area will give the new residents there and the residents in walking distance access to the station. However, people that live a little too far to walk safely or if they have any type of physical concerns such as: disabled people, parents with small children/babies, senior citizens, and people that prefer to park will now have to get dropped off at the Capitol Heights station or they are forced to go to another station. Why should the residents of Capitol Heights (some that have lived there for decades and rode metro) be forced to go to another station to benefit new residents? I don't think that is fair.

4. Space. I looked at the plan on the website, and it does not look like there is going to be enough room for residential housing and retail with parking for both. It looks like a bunch of congested space ripe for crime and chaos in the future. In addition, I believe the town of Capitol Heights and Washington DC is building stuff also in that same area.

I currently ride the X9 metro bus to work because the delays in the train causes problems for me at work when I come to work late. It would be great if Metro would consider moving one of the buses that goes into Washington, DC to the Addison Road metro station or even adding a stop at the Addison Road station would help. Currently the Capitol Heights Metro Station has at least 3 buses (X9, V4, 96) that go into Washington, DC. I would not have access to any of that because I need to be able to park. If the plan is approved, I will eventually have to add much more time onto my commute into Washington, DC to be on time, or I would have to drive to work and park downtown. I thought about parking at another station in Washington, DC or Prince George's County that have buses that go downtown Washington, DC. However, I believe some of those stations (that are east of the Anacostia River) are going to eventually have their parking lots removed also.

Margrita Walker

Submitted by Tamika Williams:

I have been riding metro pretty much all my life and have never experienced things that I am experiencing now. There are constant fare increases that do not result in better service. On a daily basis we have to deal with rowdy school kids who have no regard for others with loud talking and explicit language, throwing objects at riders, or them running up and down carts creating an hostile environment. I have witnessed a rider be assaulted by a group of teenagers. If its not either of those issues it is metro coming up with plans such as removing parking lot or garages to accommodate other development projects in area's. There is currently a few plans being entertained to remove Capitol Heights subway station parking to possibly build housing or shops in its place. That would be a HUGE inconvenience to those who rely heavily on metro for the source of transportation to work. I see the need to build communities up but I do not believe that removing parking from the metro is the way to go. To me I feel metro is more about making money rather than providing quality service to its loyal and dedicated riders. Outside of some of these major issues in my opinion I think metro can be a good thing. It has been in the past and I would like to see it return back to that place without taking away major functions that supports its many of riders.

You cannot have a positive life with a negative mind (Joyce Meyer)

Tamika Williams

Submitted by Coalition for Smarter Growth:

October 18, 2016
Office of the Secretary
Washington Metropolitan Area Transit Authority
600 Fifth Street NW
Washington, DC 20001 via: writtentestimony@wmata.com

RE: Support for Docket R16-03: Proposed changes to WMATA facilities at Capitol Heights Metro Station & support for Capitol Heights Metrorail Station joint development project

Dear Office of the Secretary:

Please accept these comments on behalf of the Coalition for Smarter Growth (CSG). The Coalition for Smarter Growth is the leading organization working locally in the Washington, D.C. metropolitan region dedicated to making the case for smart growth. Our mission is to promote walkable, inclusive, and transit-oriented communities, and the land use and transportation policies and investments needed to make those communities flourish.

We are pleased to express our support for the proposed changes to WMATA facilities in order to advance the joint development plans at the Capitol Heights Metro station. We have long advocated for improving the walk and bicycle access to this Metro station, and supported pedestrian- and transit-oriented development here. This joint development and changes to WMATA facilities offer a number of benefits to the surrounding community, and more broadly to our region, and WMATA.

We wish to address a number of issues regarding the proposal:

1. This proposed transit-oriented development is good for individuals, the community, and the region: We support the construction of a mixed use building to offer approximately 184 homes, retail space, and a residential parking ratio of 0.65 at this site. More housing and business opportunities here help people live healthier lifestyles where they can walk, bicycle, and ride transit more, and drive less. This benefits individual residents, and also benefits the community by fostering a more walkable and safer environment around the Metro station. From a regional perspective, more people who are able to live and work near Metro means they will be driving less, generating less traffic, emitting less air pollution, and fewer greenhouse gases.

The residential parking ratio of 0.65 is reasonably low, but could be lower with enhanced transportation demand management measures such as residential transit passes, Capital Bikeshare and carshare memberships for new residents, and improvements to the surrounding pedestrian and biking environment. We also encourage the location of a Capital Bikeshare station here. Reduced parking is the strongest incentive to reduce traffic and air pollution. Offering subsidized alternatives to driving rather than subsidized parking is the best way to encourage the switch to a car-light, transit-oriented lifestyle, or attract those who have already made the switch and are simply seeking a place to live that supports that choice.

Page Two

October 18, 2016

CSG support for Capitol Heights Metro station WMATA facility changes & Joint Development

2. Transit-oriented development fosters safety: A mixed use building at this location will significantly contribute to fostering a safer environment for people walking to and from the Metro station. People living and working at this site will foster personal safety for all of the users and discourage crime. More people living here, and watching over the area creates “eyes on the street,” reducing opportunity for situations that foster crime such as an isolated individual or an isolated place.

Secondly, by designing land uses that support a walkable environment, we can create a safer place for pedestrians and bicyclists. Through pedestrian-oriented building and street designs, safety for all users will be enhanced, and more people will be encouraged to walk and bicycle to the Metro station, and nearby destinations. We ask WMATA, the developer, and the county to look in greater detail at how to ensure that the building and street designs make the most of this opportunity.

3. We support elimination of the Metro park & ride spaces, but suggest creating more on-street spaces on Davey Street and Central Avenue that can be used by Metro riders. Replacement of parking spaces at the WMATA park & ride lot is unnecessary for several reasons. First, nearby Addison Road Metro station has hundreds of underutilized parking spaces. Thus any person wishing to park and ride can easily find parking at the nearby Addison Road Metro station. Secondly, the high cost of replacing the parking spaces is not justified given both the availability of nearby Metro parking facilities, and the opportunity of the joint development design and use to enhance the station environment to better support other modes of access -- walk, bicycle, and bus.

We support at a minimum, WMATA’s proposal to create 43 metered/paid parking spaces along Davey Street for Metro riders. We strongly recommend payment options for meters that include credit cards and pay by phone or app. Parking pricing should be market-based, ensuring that 10-15% of spaces are always available.

Additional on-street parking can be designated on Central Avenue (controlled by MD SHA) by matching the parking rules of the DC side where East Capitol Street permits off-peak period parking. In addition, parking could also be managed in coordination with DC on Southern Avenue to support access to the Metro station. On-street parking offers multiple benefits by providing access for those who need to drive, and also by acting as a buffer for pedestrians, helping slow traffic speeds and form a physical buffer between the sidewalk and moving traffic.

We also note the need for a sidewalk on the east side of Southern Avenue. We suggest WMATA work with the county and the District to address this need to provide a safe walking approach to the Metro station from this side of Southern Avenue. In addition, the oversized intersection at Southern Ave. and East Capital Street should be addressed by working with the District.

Given the on-street potential for well-managed parking to support Metro riders’ need to sometimes park and ride, we ask WMATA to also redevelop the kiss and ride surface parking lot of 22-spaces. This surface parking lot degrades the pedestrian environment and could be better used as part of a larger building and public space design. These parking spaces could be replaced on-street.



Page Three

October 18, 2016

CSG support for Capitol Heights Metro station WMATA facility changes & Joint Development

Davey Street is a badly oversized street with a much too wide cross-section that encourages high speed vehicular traffic and endangers and discourages walkers and bicyclists. The redesign of Davey Street into a 2-travel lane, low-speed street with on-street parking on both sides has been acknowledged as a need for many years. This redevelopment gives us the opportunity to realize this potential. We urge WMATA to work with the county and state to use state-of-the-art street design standards, including the ones that the county is currently developing for urban centers.

These standards include design speeds of no more than 25 mph, 10-foot travel lanes (11 feet for bus routes), 15 foot turn radii, 7-foot parking lanes, narrowed cross-sections to minimize street crossing distances for pedestrians, on-street and protected bicycle lanes, and curb extensions. In addition, any street configuration should address specific topographic concerns to ensure good sightlines so that pedestrians can cross safely. Given the poor pedestrian environment on many of the streets connecting people to the Metro station, a variety of low-cost street improvements can be made right away to enhance pedestrian safety and access to the transit station. With additional funds, permanent improvements can be installed to greatly enhance the accessibility of this Metro station. The joint development project is the perfect opportunity to make these long-needed improvements.

Thank you for the opportunity to comment on this proposal. We look forward to continuing to work with stakeholders to support its success as a truly transit-oriented development.

Sincerely,

Cheryl Cort
Policy Director



APPENDIX E
ENVIRONMENTAL EVALUATION

Capitol Heights Joint Development Environmental Evaluation

Prepared by:



Washington Metropolitan Area Transit Authority

August 2016



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Appendices

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- Appendix B: USFWS IPaC Trust Resource Report

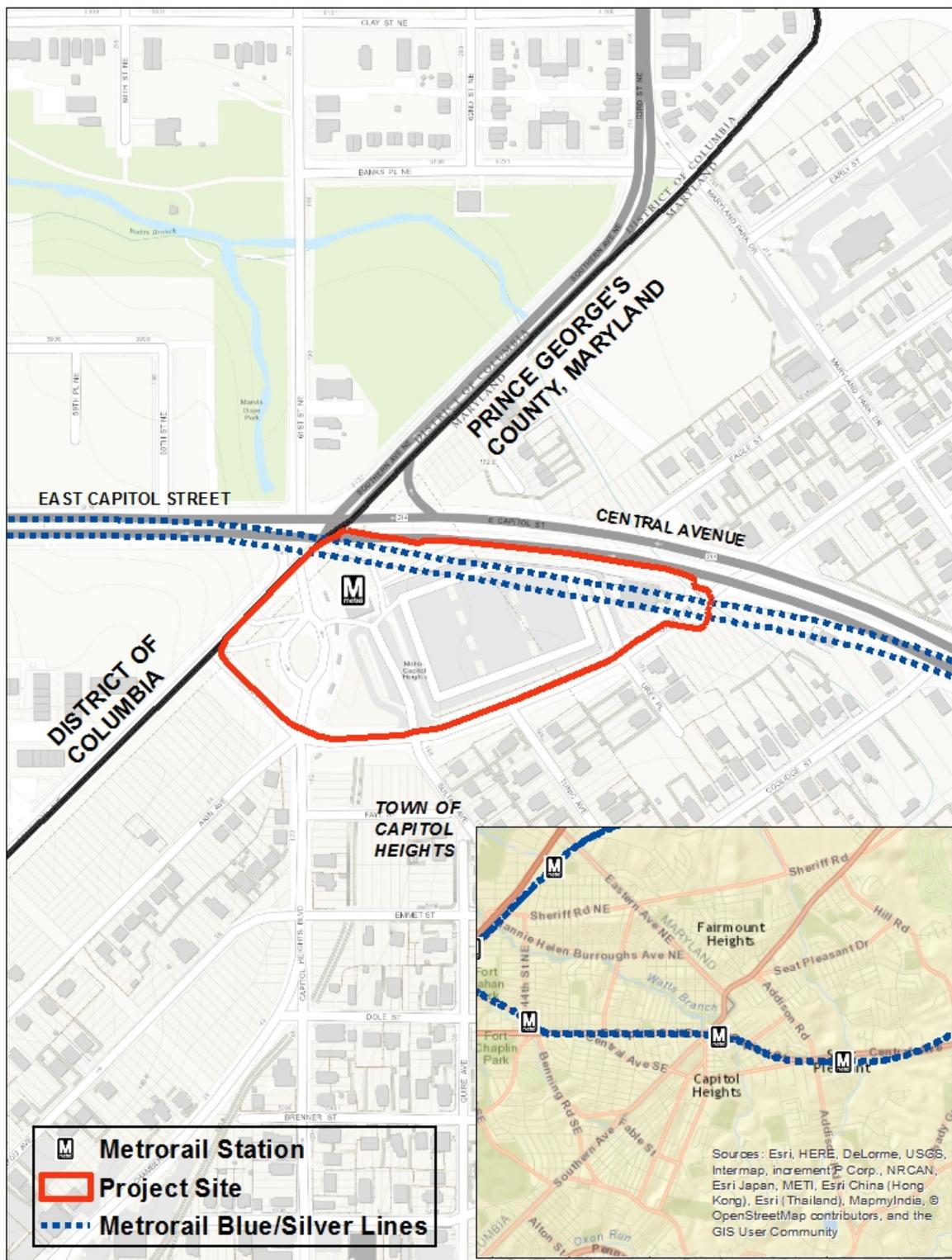
1. INTRODUCTION

The Washington Metropolitan Area Transit Authority (WMATA) has entered into an agreement with Donatelli and Klein, Incorporated, doing business as Donatelli Development (“the developer”). The developer is planning to construct an approximately six-story mixed-use joint development on the existing Capitol Heights Metrorail Station property (see **Figure 1** for project location) to include residential and retail uses (Parcel A) and four townhomes on Parcel B. The proposed joint development project (“the project”) would include the redevelopment of the existing WMATA Park & Ride lot.

Because the project includes a modification of WMATA station facilities and station access, this environmental evaluation (EE) has been prepared to assess the potential effects of this action. To support WMATA Compact requirements, specifically §14(c)(1) of the WMATA Compact, this EE describes the project and documents the potential effects of the mixed-use joint development on the human and natural environment in terms of transportation, social, economic, and environmental factors.

To provide the opportunity for public comment, a public hearing will be held near the Capitol Heights Metrorail Station during the week of October 17th, 2016. Based on the conclusions of this evaluation, coordination with state and local agencies, and comments from the public, the WMATA Board will make a decision regarding construction of the project.

Figure 1: Project Location



2. EXISTING SITE DESCRIPTION

WMATA operates the Capitol Heights Metrorail Station in Prince George’s County, Maryland, with Blue and Silver lines servicing the station. The station is located at 133 Central Avenue in a residential area at Central Avenue and Southern Avenue.

A WMATA bus loop with five bus bays is located southwest of the Capitol Heights Metrorail Station entrance and west of the Kiss & Ride and Park & Ride lots. The bus loop includes space for approximately five to six buses to layover. The bus loop is accessed from both Davey Street and Southern Avenue SE. The station connects passengers with the following bus transit services: six Metrobus routes and two Prince George’s County TheBus lines.

WMATA also operates a surface-level Park & Ride lot with 372 parking spaces, surface-level Kiss & Ride lots with a total of 22 parking spaces, 3 motorcycle spaces, and a taxi curbside stand for approximately two vehicles. An overview of the existing transportation facilities is shown in **Figure 2** and described in more detail in the subsections below.

2.1 Metrorail

The Metrorail Blue Line operates between Largo Town Center Metrorail Station, located in Prince George’s County, Maryland, and Franconia-Springfield Metrorail Station, located in southern Fairfax County, Virginia. The Metrorail Silver Line also operates between Largo Town Center Metrorail Station in Prince George’s County, Maryland and Wiehle-Reston East Metrorail Station in Fairfax County, Virginia.

The Capitol Heights Metrorail Station averaged 1,776 weekday boardings in October 2015. **Table 1** provides average passenger weekday entries and exits by time of day. Capitol Heights Metrorail Station experiences the majority of station entries during the AM peak period (from opening to 9:30 AM) and the majority of station exits during the PM peak period (from 3:00 PM to 7:00 PM). Together, AM peak entrances and PM peak exits account for 58.3% of the station’s daily exits and entries. The most common trips recorded were Capitol Heights to Farragut West, Foggy Bottom, McPherson Square, and L’Enfant Plaza during the AM peak period and Farragut West, McPherson Square, Foggy Bottom, and Metro Center to Capitol Heights during the PM peak period.

Table 1: Capitol Heights Metrorail Station Weekday Entry/Exit Averages

Time And Direction	Average Number of Daily Entries/Exits	Percent of Total Entries and Exits
AM Peak Entry	1,089	31.7%
AM Peak Exit	120	3.5%
Midday Entry	384	11.2%
Midday Exit	236	6.9%
PM Peak Entry	212	6.2%
PM Peak Exit	913	26.6%
Evening Entry	89	2.6%
Evening Exit	362	10.5%
Late Night Peak Entry	2	0.1%
Late Night Peak Exit	30	0.9%
Total	3,437	100.0%

Source: WMATA fare gate data (October 2015)

Figure 2: Existing Transportation Facilities



2.2 Metrobus

Six Metrobus routes serve Capitol Heights Metrorail Station: F14, U8, V2, V4, X9, 96, and 97. **Table 2** shows headways, trip lengths, and weekday daily average intermodal transfers for these routes. **Figure 3** shows the approach of Metrobus and TheBus routes to the Capitol Heights Metrorail Station.

Table 2: Weekday Metrobus Route Statistics

Route	Approx. Weekday Headway (minutes)	Approx. Trip Length (minutes)	Average Number of Bus-to-Rail Transfers	Average Number of Rail-to-Bus Transfers	Average Total Daily Transfers
F14	30-50	59-79	47	31	82
U8	15-42	28-51	0	0	122
V2	15-42	28-51	39	54	118
V4	15-42	29-49	45	47	94
X9	15	35-44	19	19	33
96	30-60	58-84	15	17	170
97	30-60	30-36	13	19	82
Total	--	--	178	187	701

Source: WMATA timetables and WMATA transfer statistics (May 2016)

Note: Route A12 provides Sunday-only service and is not represented in Table 2.

2.2.1 Martin Luther King Jr. Highway Line (A12)

Metrobus Route A12 operates only during the daytime on Sundays between Capital Plaza and Capitol Heights Metrorail Station, stopping at both Landover and Addison Road Metrorail stations. A one-way trip takes between 57 and 62 minutes in each direction and maintains one-hour headways.

2.2.2 Sheriff Road – Capitol Heights Line (F14)

Metrobus Route F14 operates between New Carrollton and Naylor Road Metrorail Stations, Monday through Saturday. The route has stops at both the Capitol Heights and Addison Road Metrorail Stations. The route has weekday northbound headways of approximately every 30 minutes during the AM peak, 50 minutes during midday, and 30 minutes during the PM peak. Weekday southbound headways are approximately every 30 minutes during the AM peak, 50 minutes during midday, and 30 minutes during the PM peak. Route travel times are approximately 59 – 79 minutes between termini in each direction.

2.2.3 Benning Heights Line (U8)

Metrobus Route U8 operates seven days a week, between Minnesota Avenue and Capitol Heights Metrorail Station. The route has weekday westbound headways of approximately every 15-20 minutes during the AM peak, 30 minutes during midday, and 20-30 minutes during the PM peak. Weekday eastbound headways are approximately 15-20 minutes during the AM peak, 30 minutes during midday, and 13-20 minutes during the PM peak. Route travel times are approximately 13-22 minutes between the two stations in each direction.

2.2.4 Capitol Heights – Minnesota Avenue Line (V2, V4)

Metrobus Route V2 operates six days a week, between Capitol Heights and Anacostia Metrorail Stations, with a stop at Minnesota Avenue Metrorail Station. The route has weekday westbound headways of approximately every 15-20 minutes during the AM peak, 30 minutes during midday, and 20-30 minutes during the PM peak. Weekday eastbound headways are approximately 15-20 minutes during the AM peak, 30 minutes during midday, and 13-20 minutes during the PM peak. Route travel times are approximately 29-51 minutes between termini in each direction. Metrobus Route V4 operates seven days a week, between Capitol Heights and Navy Yard-Ballpark Metrorail Stations. The route has weekday headways of approximately every 15-20 minutes during the AM peak, 30 minutes during midday, and 11-30 minutes

during the PM peak. Weekday travel times are between 29-49 minutes between termini in each direction. The route operates on weekends with headways that are approximately 30-40 minutes throughout the day and takes between 28-41 minutes to travel between termini in each direction.

2.2.5 Benning Road – H Street Limited Line (X9)

Metrobus Route X9 is a MetroExtra limited stop route that operates between Capitol Heights and Metro Center Metrorail Stations. The route operates on weekdays only during rush hours with headways of approximately 15 minutes and takes between 35 and 44 minutes to travel between the two Metrorail Stations.

2.2.6 East Capitol Street – Cardozo Line (96, 97)

Metrobus Route 96 operates between the Capitol Heights and Tenleytown Metrorail Stations, weekdays westbound from 5:00AM – 7:00AM, 9:30AM – 4:00PM, and 6:15PM – 1:00AM, and eastbound from 8:00AM – 3:00PM and 5:40PM – 2:00AM. The route operates on Saturday and Sunday from 5:00AM – 2:00AM. The route serves Benning Road Metrorail Station, Stadium Armory Metrorail Station, and Union Station Metrorail Station. Route 96 operates weekdays with approximate headways of 20 to 35 minutes and takes between 58 to 84 minutes to travel the route. Metrobus Route 97 operates between Capitol Heights and Union Station Metrorail Stations, weekdays AM and PM peak periods, with service beginning around 5:00 AM. Route 97 operates with approximate 11 to 15-minute peak period headways. A one way trip takes 30 to 36 minutes to complete depending on the route direction.

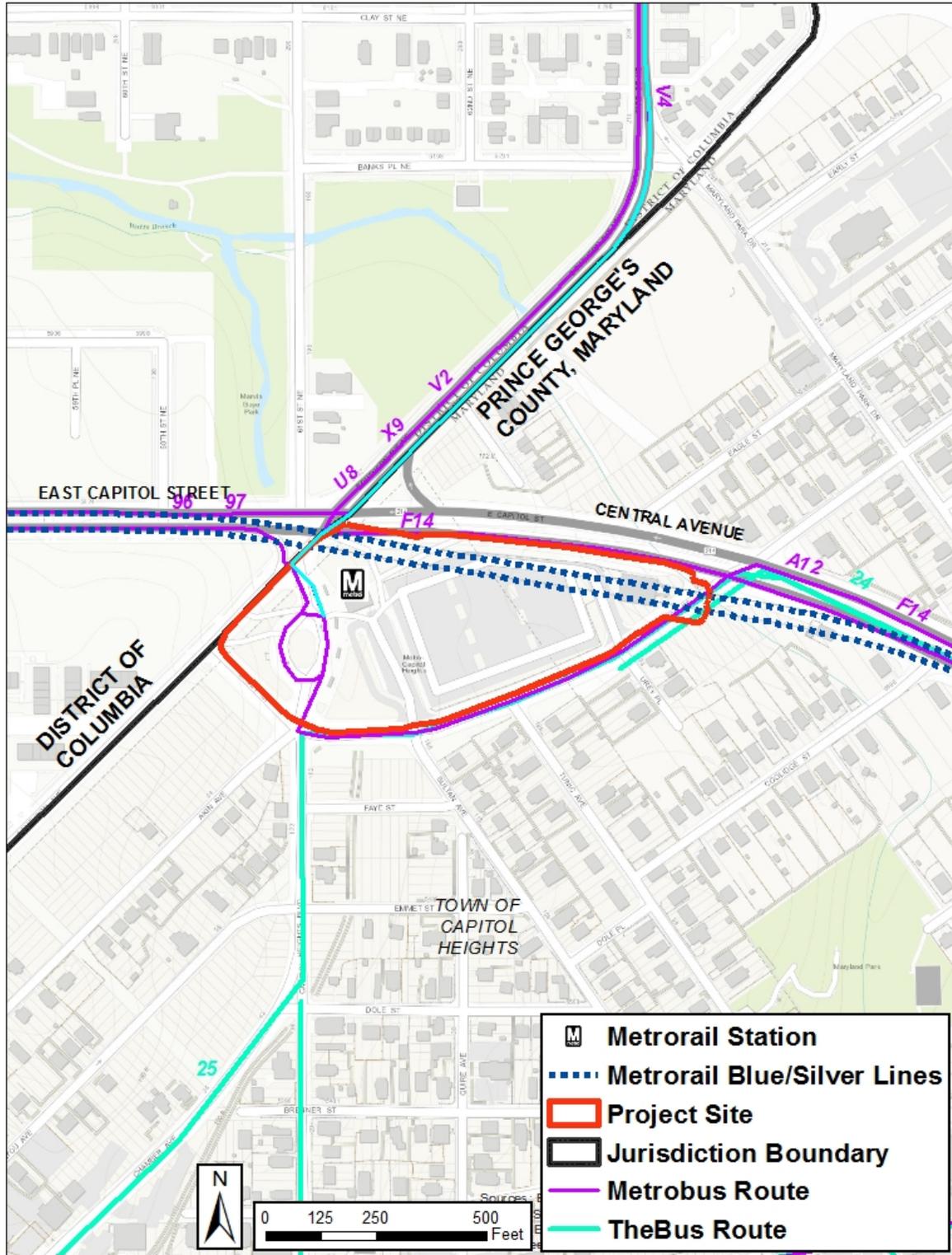
2.2.7 Capitol Heights/District Heights Route (24)

The Bus Route 24 operates between Capitol Heights and Morgan Boulevard Metrorail Station. The route serves Rollins Avenue, Penn Station Shopping Center, District Heights, and Forestville. Route 24 operates with headways of approximately 30 minutes and a one-way trip takes between 47 and 55 minutes to complete depending on the route direction.

2.2.8 Capitol Heights Route (25)

Metrobus Route 81 operates only during the daytime on Sundays between Cherry Hill Park Camp Ground and the Rhode Island Ave-Brentwood Metrorail Station, stopping at the Greenbelt Metrorail Station. A one way trip takes between 46 and 53 minutes to complete in each direction and maintains one hour headways.

Figure 3: Existing Bus Routes



2.3 Park & Ride

The existing Park & Ride surface lot shown in **Figure 2** provides a total of 372 spaces. These spaces are all-day parking spaces (8 of which are accessible spaces). During the period from March 2015 to March 2016 (fiscal year 2016), the lot utilization was 79%, ranking sixth of the fifteen Park & Ride facilities in Prince George's County.

2.4 Kiss & Ride

The existing Kiss & Ride lot at the Capitol Heights Metrorail Station is located in between the Bus Loop and the Park & Ride Lot as shown in **Figure 2**. The Kiss & Ride lot includes 20 short-term metered/driver attended 'A' spaces, 2 accessible spaces, 3 motorcycle spaces, and 2 taxi spaces.

2.5 Pedestrian and Bicycle Access

Bicycle riders and pedestrians access the Metrorail Station via streets and sidewalks. Central Avenue that runs along the north side of the property has paved sidewalks separated from vehicular traffic by elevated curbs and, in some places, two to three feet of landscaping. The sidewalks widen to form a plaza with lighting and trash receptacles in front of the Metrorail Station entrance. Sidewalks along Southern Avenue SE are located on the northwest side of the bus loop. Sidewalks along Davey Street are located on the south side of the bus loop, Kiss & Ride, and Park & Ride lot. Paved sidewalks also connect the Capitol Heights Metrorail Station entrance to the western border of the Park & Ride lot. Amenities at the station include five bike racks.

3. PROJECT DESCRIPTION

The purpose of the project is to facilitate the joint development on approximately 3.14 acres of land owned by WMATA adjacent to the east side of the Capitol Heights Metrorail Station and 0.66 acres of land across Davey Street, as shown in **Figure 1**. The project consists of the following actions:

- Construction of an approximately six-story mixed-use, transit-oriented development, which includes the following elements:
 - Approximately 18,000 SF of retail space and approximately 184 residential units, and associated parking uses;
 - A new pedestrian plaza will be created within the existing triangular space currently located between the bus loop and Kiss & Ride lot.
- Construction of four attached townhome units.
- Elimination of the Park & Ride lot, including all 372 spaces.

The joint development concept is shown in **Figure 4**.

3.1 Park & Ride Lot

The existing Park & Ride lot would be eliminated and would not be replaced.

3.2 Kiss & Ride Lot

The existing Kiss & Ride lot would remain and would not be impacted by this project.

3.3 Bus Loop and Layover Spaces

The existing bus loop and layover spaces would remain and would not be impacted by this project.

3.4 Joint Development

The Developer would construct a new mixed-use development as shown in **Figure 4**. The concept illustrates the proposed joint development. The development would include approximately 184 residential units, 4 townhomes, and approximately 18,000 square feet of ground-floor retail (See **Appendix A** for the developer's concept plan).

3.4.1 Developer Selection

WMATA issued a Joint Development Solicitation in April 2014. WMATA selected Donatelli Development as the "selected developer" in November of 2014. A non-binding Term Sheet was negotiated and approved by the WMATA Board on May 28, 2015. WMATA is currently in negotiations with Donatelli Development to finalize and execute a Joint Development Agreement (JDA). The WMATA Board approved the JDA on July 28, 2016.

The JDA enables WMATA to sell approximately 3.8 acres to the developer to construct a transit-oriented development on land adjacent to the Capitol Heights Metrorail Station.

The JDA also states that the developer is responsible for compliance with all applicable federal and Maryland environmental laws, rules, regulations, ordinances, judicial or administrative decrees, orders, decisions, authorizations and permits.

3.5 Other Future Development

Two additional future developments adjacent to the development at the Capitol Heights Metrorail Station have been proposed.

The Transit District Gateway Renaissance Development is a public-private partnership between the Town of Capitol Heights and Donatelli Development. The development is proposed to be a mixed-use, multifamily mid-rise, and townhome project with ground floor retail and structured parking. It is located across the street from the Capitol Heights Metrorail Station at Davey Street and Capitol Heights Boulevard.

A private development project has been proposed for a site located across Davey Street from the Capitol Heights Metrorail Station on the block bordered by Southern Avenue and Akin Avenue. The land assembly is underway for that site.

Additionally, the Capitol Gateway Market is located a couple of blocks west of the Capitol Heights Metrorail Station. It is a mixed-use development that was proposed to include a 135,000 square foot Walmart, 312 residential units, three retail blocks up to approximately 18,000 square feet, and an 8,800 square foot restaurant. The project's mixed-use phase broke ground in March 2015. In January 2016 Walmart announced it was cancelling its planned store. The District of Columbia government is currently looking for another retail anchor.

Figure 4: Joint Development Concept – Donatelli Development/GTM Architects, Inc.



4. PROJECT IMPACTS

This section evaluates the potential environmental effects of the project, which consists of the proposed joint development described in Chapter 3.

4.1 Land Acquisitions and Displacements

No additional land acquisition would be required as part of the project. The WMATA Park & Ride facilities would be permanently displaced, but the existing bus loop and Kiss & Ride lot would remain.

Joint development occurs when a public transportation agency partners with another private or public organization to develop land owned or operated by the transportation agency. In the case of the Capitol Heights Metrorail Station, WMATA has partnered with Donatelli Development. WMATA would retain control of its own facilities and operations to include Metrorail, a bus loop with layover space, and a Kiss & Ride lot. Donatelli would be allowed to construct facilities on the current Park & Ride lot and a small outparcel across Davey Street to achieve transit-oriented development (TOD).

No additional land acquisition would be required as part of the project. The WMATA Park & Ride facilities would be permanently displaced (except for eight handicapped-accessible spaces), but the existing bus loop and Kiss & Ride lot would remain.

4.2 Transportation

4.2.1 Parking

As part of the project, the existing Park & Ride lot would be eliminated and would not be replaced, except for eight handicapped-accessible spaces. This change will be a net loss of 372 spaces. WMATA conducted a survey of existing parking customers in February 2016 and asked what they would do if the Park & Ride facility at the station was closed. Approximately 54% said they would continue to use Metrorail but would park at other Metrorail Stations (chiefly Addison Road Station), approximately 25% said they would find another way to get to the Capitol Heights Metrorail Station and continue their current Metrorail use, and the remaining 25% said they would reduce their use of Metrorail.

The parking garage at the Addison Road Metrorail Station has approximately 600 unused spaces on any average day. The Suitland, Cheverly, and Deanwood Metrorail Stations, also identified by survey participants as potential alternative parking locations, collectively have approximately 900 unused spaces on any average day.

The proposed mixed-use development will provide 120 residential parking spaces and 20 retail spaces. There are also approximately 40 on-street metered public parking spaces that are also being proposed along Davey Street.

4.2.2 Traffic

Central Avenue serves as the northern border of the Capitol Heights Metrorail Station property. Davey Street borders the station to the south and extends north to meet up with Central Avenue at the eastern end of the site. West of the property is Southern Avenue, which is also the boundary between Washington DC and the Town of Capitol Heights/Prince George's County.

Traffic volumes in the vicinity of the station are expected to be lower because the park and ride lot will not be replaced and the proposed development will only have 120 residential parking spaces and 20 retail parking spaces. All intersections are expected to continue to operate at acceptable Levels of Service (LOS).

4.2.3 Metrorail

Any ridership generated at the Capitol Heights Metrorail Station due to new employment, retail, or residential opportunities is not expected to be large enough to cause any significant impact on Metrorail operations.

Transit-oriented joint development at the Capitol Heights Metrorail Station is expected to generate ridership at the Capitol Heights Metrorail Station. According to WMATA's ridership projection formula, 88 riders per day are expected from the joint development project.

4.2.4 Metrobus and TheBus Routes

No impact to bus facilities or operations is anticipated as part of the development. Bus routes accessing the Capitol Heights Metrorail Station may experience a marginal increase in ridership from people travelling to and from the retail and residential uses associated with the joint development. No impact to bus facilities or operations is anticipated as part of the development.

4.2.5 Pedestrian and Bicycle Access

Joint development plans include improved pedestrian and bicycle access to the Capitol Heights Metrorail Station. A new "pedestrian plaza" will be created within the existing triangular space currently located between the bus loop and the Kiss & Ride lot. This public space will feature a mix of hardscape and green areas for use by the neighborhood and daily transit users. All existing streetscape and green areas are expected to be upgraded in accordance with WMATA & MDOT standards to enhance the existing open areas which surround the site. This improvement will enhance the public realm while making the walking and cycling experience more enjoyable for the public. It may also be possible to create better linkage for cyclists between a bike path to the south of the site and a bike trail in Marvin Gaye Park to the north.

4.3 Land Use and Zoning

The proposed development is consistent with the existing land use and T-D-O zoning designations. Existing land use designations for the Capitol Heights Metrorail Station include "transportation oriented mixed use". The station is zoned M-X-T, which provides for a variety of residential, commercial, and employment uses. The station has an overlay, which is T-D-O (Transit District Overlay), by Prince George's County. This overlay is intended to ensure that development in a designated district meets the goals established in a Transit District Development Plan. Transit Districts may be designated in the vicinity of Metrorail stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides. The proposed development is consistent with the existing land use and T-D-O zoning designations. See **Figure 5** and **Figure 6** for existing land use and zoning maps.

Figure 5: Existing Land Use

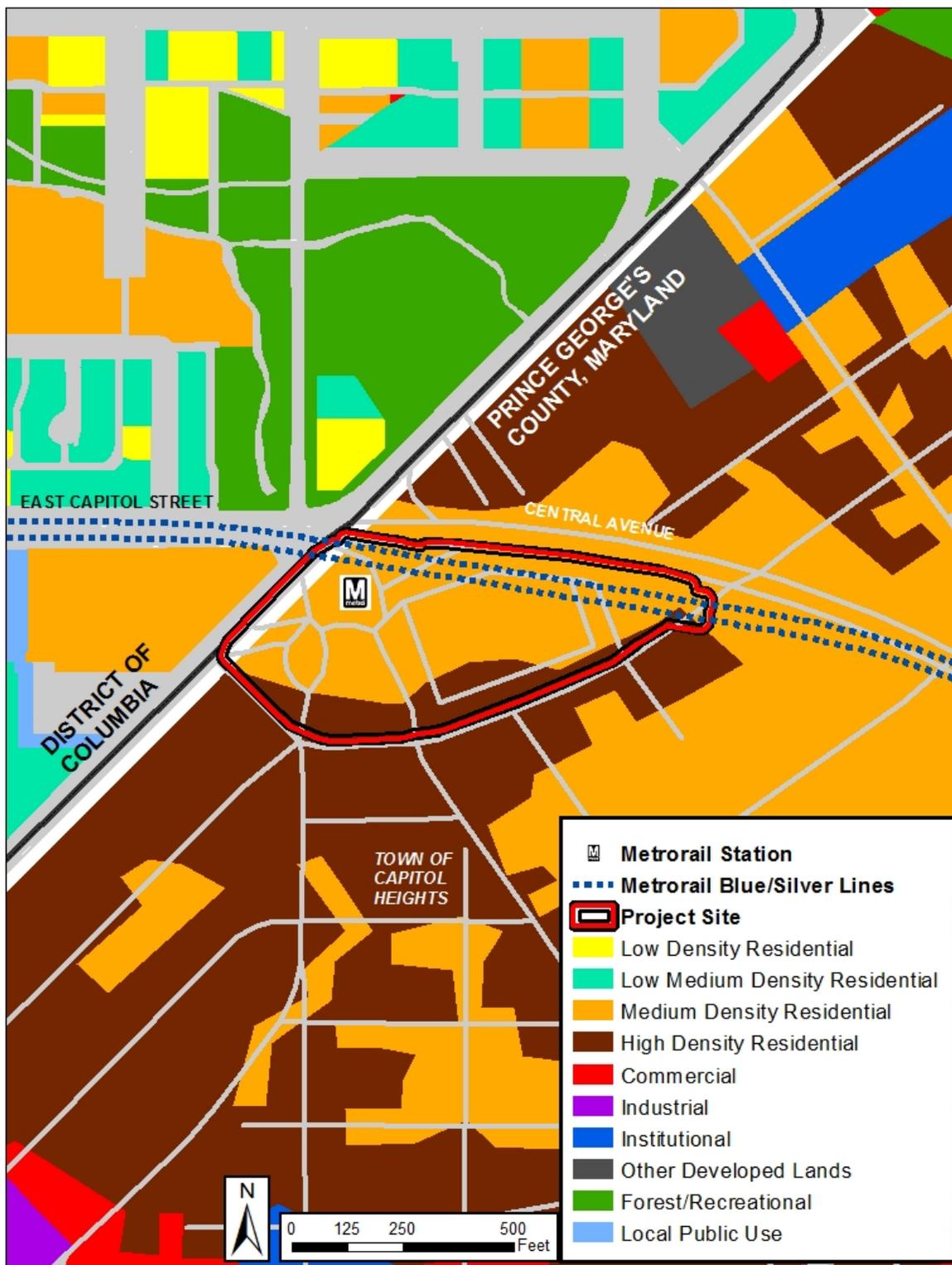
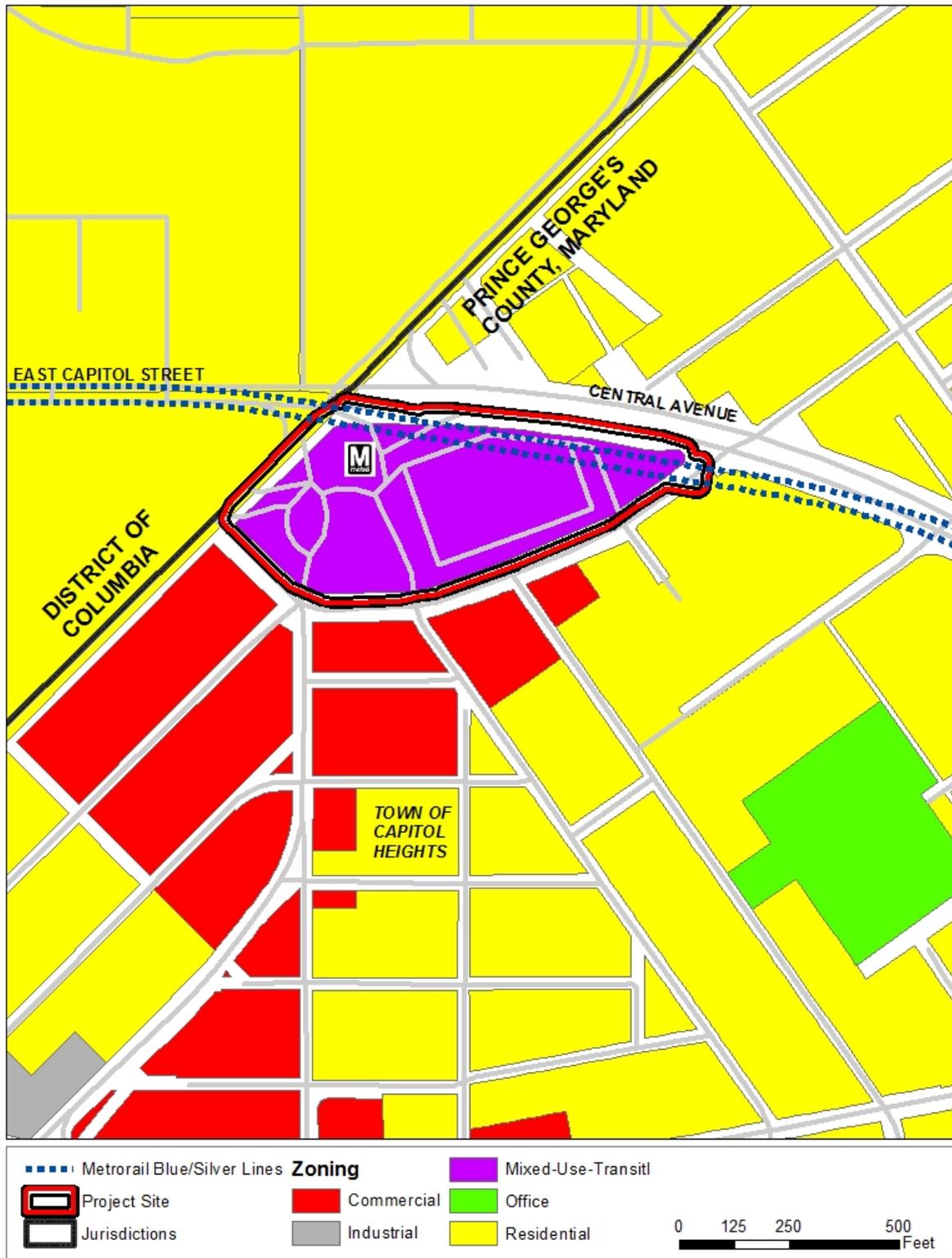


Figure 6: Existing Zoning



4.4 Planning Consistency

Table 3 identifies applicable local plans. WMATA is not aware of any inconsistencies between these existing land use plans and the current joint development plans.

Table 3: Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
Central Avenue Metro Blue Line Corridor TOD Implementation Project Mobility Study	Phase 3 of the Study and was initiated to investigate needs along the Corridor and to prepare guidance that will assist M-NCPPC with implementing the approved Subregion 4 Sector Plan	Maryland-National Capital Park and Planning Commission (M-NCPPC)	May 2014	None
Prince George's 2035 Approved General Plan	Identifies the Capitol Heights Metrorail Station as a Local Transit Center. Local Transit Centers are smaller-scale mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses.	M-NCPPC	May 2014	None
Prince George's 2002 Approved General Plan	Designated Central Avenue as a Corridor in the Developed Tier. The General Plan's vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium-to-high density neighborhoods.	M-NCPPC	October 2002	None
Subregion 4 Approved Master Plan and Sectional Map Amendment	Plan calls for a comprehensive development approach for the Central Avenue Corridor.	M-NCPPC	June 2010	None

4.5 Neighborhoods and Community Facilities

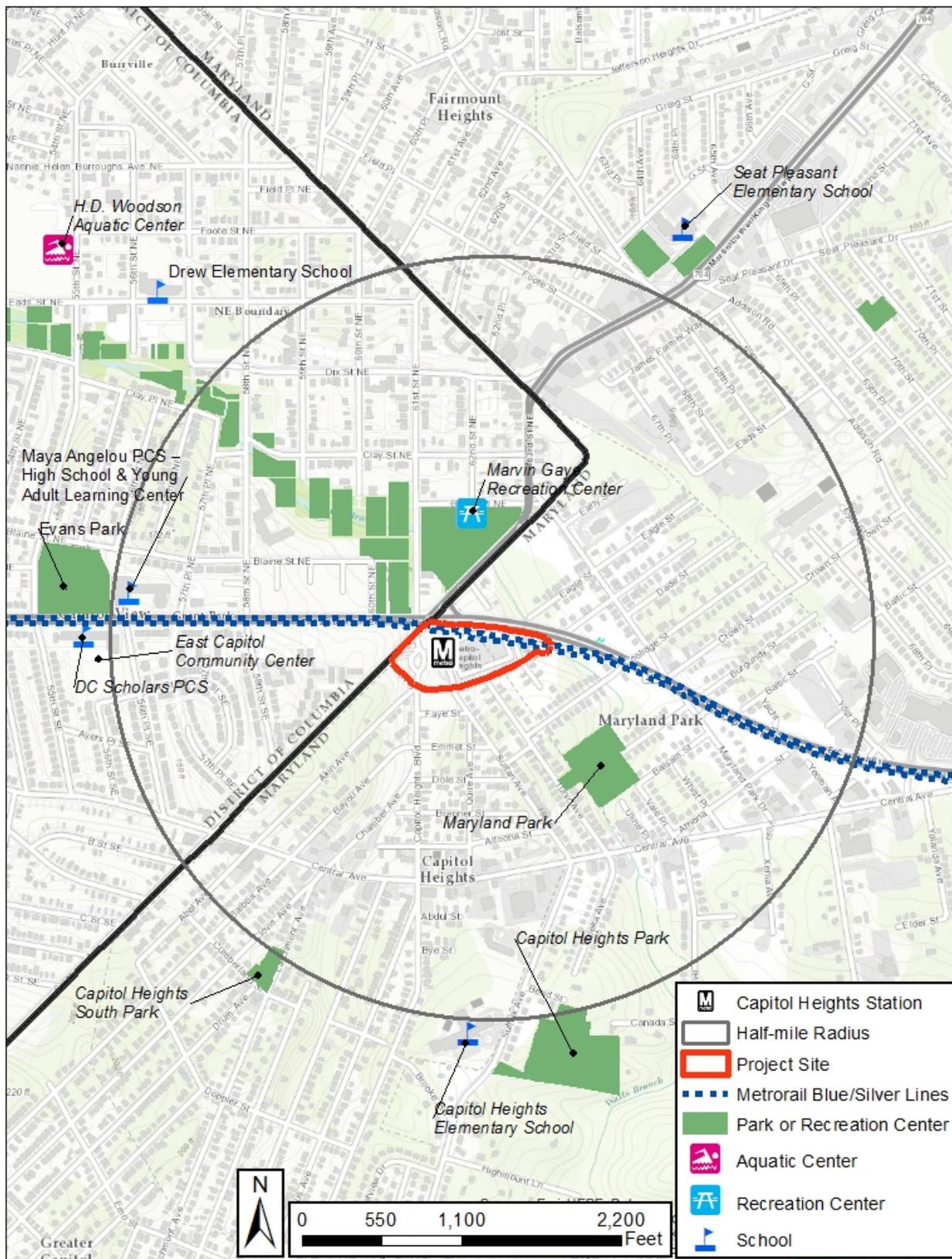
The project site is located within the Town of Capitol Heights in Prince George's County, Maryland. Immediately to the west of the project site, across Southern Avenue, is the District of Columbia. The project site is located in the vicinity of several neighborhoods and community facilities, as shown in **Figure 7**.

The neighborhood west of Southern Avenue and south of East Capitol Street NE is known as Capitol View. The neighborhood west of Martin Luther King Junior (MLK Jr) Highway and north of East Capitol Street NE is known as North East Boundary. The neighborhood east of MLK Jr Highway and north of Central Avenue is known as Seat Pleasant. The neighborhood south of Central Avenue and west of Watts Branch is known as Walker Mill. The neighborhood immediately south of the station is the Town of Capitol Heights.

Within a half-mile of the project site, the following schools and recreation facilities are present:

- Maya Angelou Public Charter School (DC)
- DC Scholars Public Charter School (DC)
- Capitol Heights Elementary School (MD)
- East Capitol Community Center (DC)
- Marvin Gaye Park (DC)
- Evans Park (DC)
- Capitol Heights South Park (MD)
- Maryland Park – Bugler Street (MD)
- Capitol Heights Park (MD)

The proposed joint development 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 4.2.2**). Short-term construction impacts on these neighborhoods are discussed in **Section 4.20**.



4.6 Environmental Justice Populations

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

4.6.1 Identification of Environmental Justice Populations

A half-mile radius around the project site was determined to be the appropriate study area boundary to analyze the presence of Environmental Justice populations. The District of Columbia, Prince George’s County, Town of Capitol Heights, and City of Seat Pleasant were selected as comparison areas for the Environmental Justice analysis. Minority and low-income statistics were then analyzed at the Census block group level using population and income data from the U.S. Census Bureau’s American Community Survey 5-Year Estimates (2010-2014).

Table 4 lists the percentages of minority and low-income residents in the half-mile project study area in comparison to the District of Columbia, Prince George’s County, Town of Capitol Heights, and City of Seat Pleasant overall. Approximately 98 percent of the study area population belongs to a minority group, which is higher than the District of Columbia (64.6 percent) and Prince George’s County (85.5 percent), and is the same as the Town of Capitol Heights (97.9 percent), and lower than the City of Seat Pleasant (99 percent). Additionally, approximately 20 percent of the study area is low-income, which is higher than the District of Columbia (18.2 percent), Prince George’s County (9.7 percent), the Town of Capitol Heights (14.6 percent), and the City of Seat Pleasant (16.6 percent).

Table 4: Minority and Low-Income Population by Block Group

Census Tract	Block Group	Minority			Low-Income		
		Total Population	Minority Population	Percent	Total Population*	Low-Income Population	Percent
78.08	2	889	872	98.1%	888	302	33.9%
78.08	3	1,029	1,029	100%	1,029	413	40.1%
99.03	1	1,249	1,219	97.6%	1,249	263	21.1%
99.03	2	519	489	94.2%	519	77	14.8%
99.05	2	700	700	100%	700	61	8.7%
8027	1	781	725	92.8%	781	106	13.6%
8027	2	1,093	1,051	96.2%	1,078	466	43.2%
8028.03	1	2,639	2,609	98.9%	2,618	208	7.9%
8029.01	1	1,645	1,621	98.5%	1,645	483	29.4%
8029.01	3	1,412	1,383	97.9%	1,412	36	2.5%
Project Study Area		11,956	11,698	97.8%	11,956	2,415	20.2%
District of Columbia		633,736	409,552	64.6%	599,620	109,378	18.2%
Prince George’s County, Maryland		884,764	756,399	85.5%	862,881	84,091	9.7%
Town of Capitol Heights, Maryland		4,452	4,359	97.9%	4,437	647	14.6%
City of Seat Pleasant, Maryland		4,656	4,610	99.0%	4,656	775	16.6%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2010-2014).

*The total population for low-income is determined by the U.S. Census Bureau and may differ from total population counts. For the ACS 5-Year Estimates (2010-2014), poverty status was determined for all people except for unrelated individuals under 15 years old, and people in institutional group quarters, college dormitories, military barracks, and living situations without conventional housing.

Table 5 provides a breakdown of the minority groups present within the project study area. The largest minority groups within the study area are Black/African Americans (90.9 percent) and Hispanic/Latinos (5.2 percent). The percentage of Black/African Americans within the project study area is higher than those of the District of Columbia (48.7 percent), Prince George’s County (62.4 percent), and the City of Seat Pleasant (89.7 percent), and is lower than the Town of Capitol Heights (91.4 percent).

Table 5: Minority Population by Block Group

Minority Group	Project Study Area		District of Columbia		Prince George’s County	
	# of Residents	% of Total Population	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	10,872	90.9%	308,766	48.7%	556,318	62.9%
American Indian/ Alaska Native	114	0.9%	1,384	0.2%	2,115	0.2%
Asian	7	0.1%	22,512	3.6%	37,424	4.2%
Native Hawaiian or Other Pacific Islander	0	0.0%	186	0.0%	197	0.0%
Some Other Race	0	0.0%	1,311	0.2%	2,006	0.2%
Two or More Races	78	0.7%	12,756	2.0%	17,884	2.0%
Hispanic or Latino	627	5.2%	62,637	9.9%	140,455	15.9%
Minority Total	11,698	97.8%	409,552	64.6%	756,399	85.5%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2010-2014).

Minority Group	Project Study Area		Town of Capitol Heights		City of Seat Pleasant	
	# of Residents	% of Total Population	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	10,872	90.9%	4,071	91.4%	4,176	89.7%
American Indian/ Alaska Native	114	0.9%	49	1.1%	8	0.2%
Asian	7	0.1%	0	0.0%	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%	0	0.0%	0	0.0%
Some Other Race	0	0.0%	0	0.0%	0	0.0%
Two or More Races	78	0.7%	34	0.8%	29	0.6%
Hispanic or Latino	627	5.2%	205	4.6%	397	8.5%
Minority Total	11,698	97.8%	4,359	97.9%	4,610	99.0%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2010-2014).

4.6.2 Assessment of Disproportionately High and Adverse Impacts

No anticipated human environmental impact, including health, economic, or social impact, on the identified minority and low-income populations within the project study area has been identified. No adverse impact to neighborhoods, community facilities, air quality, noise, vibration or traffic is anticipated as a result of the project. Taking all of these factors into account, the joint development project would not have “disproportionately high and adverse effects” on identified Environmental Justice populations.

The proposed project would improve access to transit for the surrounding neighborhoods, including Environmental Justice populations. The planned pedestrian and bicycle improvements would have a beneficial impact by creating spaces specifically designed for pedestrians and bicyclists and to improve safety.

4.7 Cultural Resources

M-NCPPC does not identify any historic architectural resources listed in the National Register of Historic Places within the project site. M-NCPPC does identify the W. Sidney Pittman House and the Doswell Brooks House as historic architectural resources listed with the State of Maryland and Prince George’s County historic registers. The W. Sidney Pittman House and Doswell Brooks House are located approximately 0.5 miles from the project site. No known archaeological resource is known to be located within the project site. Archaeological resources are unlikely as the ground was disturbed substantially during construction of the existing facilities.

4.8 Public Parklands and Recreation Areas

East Capitol Community Center, Marvin Gaye Park, and Evans Park located in Washington, DC, and Capitol Heights South Park, Maryland Park (Bugler Street), and Capitol Heights Park located in Capitol Heights, Maryland, shown in **Figure 7**, are the only parklands or recreation centers located within a half mile of the project. No parks or recreation areas would be impacted by the project.

4.9 Wetlands and Waters of the U.S.

The project will not impact waters of the state or waters of the U.S.

4.10 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM)¹ shows that existing facilities at the Capitol Heights Metrorail Station do not occupy the current 100-year floodplain (Zone C).

The effective FIRM panels for the project site are 2452080040C, effective on June 18, 1987, and 1100010043C, revised on September 27, 2010. The panel which shows Maryland does not designate the project site as a 100-year floodplain, but the DC panel shows a channel that is omitted on the Maryland panel. There have been complaints of drainage issues from the public, and the area is vulnerable to flooding.

Floodplain impacts are regulated by Prince George’s County in accordance with the County’s floodplain ordinance and the National Flood Insurance Program. The developer will seek appropriate approvals through Prince George’s County and FEMA.

¹ Prince George’s County, MD, Flood Insurance Rate Map, Community-Panel Number 2452080015D, December 15, 1989.

The developer is solely responsible for permitting impacts and mitigation for floodplains with both Prince George's County and FEMA.

4.11 Water Quality

The project is not anticipated to affect the water quality of the adjacent streams and wetlands. Stormwater management facilities will be constructed in accordance with Prince George's County regulations, which control the rate and water quality of stormwater runoff. The developer is solely responsible for obtaining all required permits and will request extensions of approved permits as necessary.

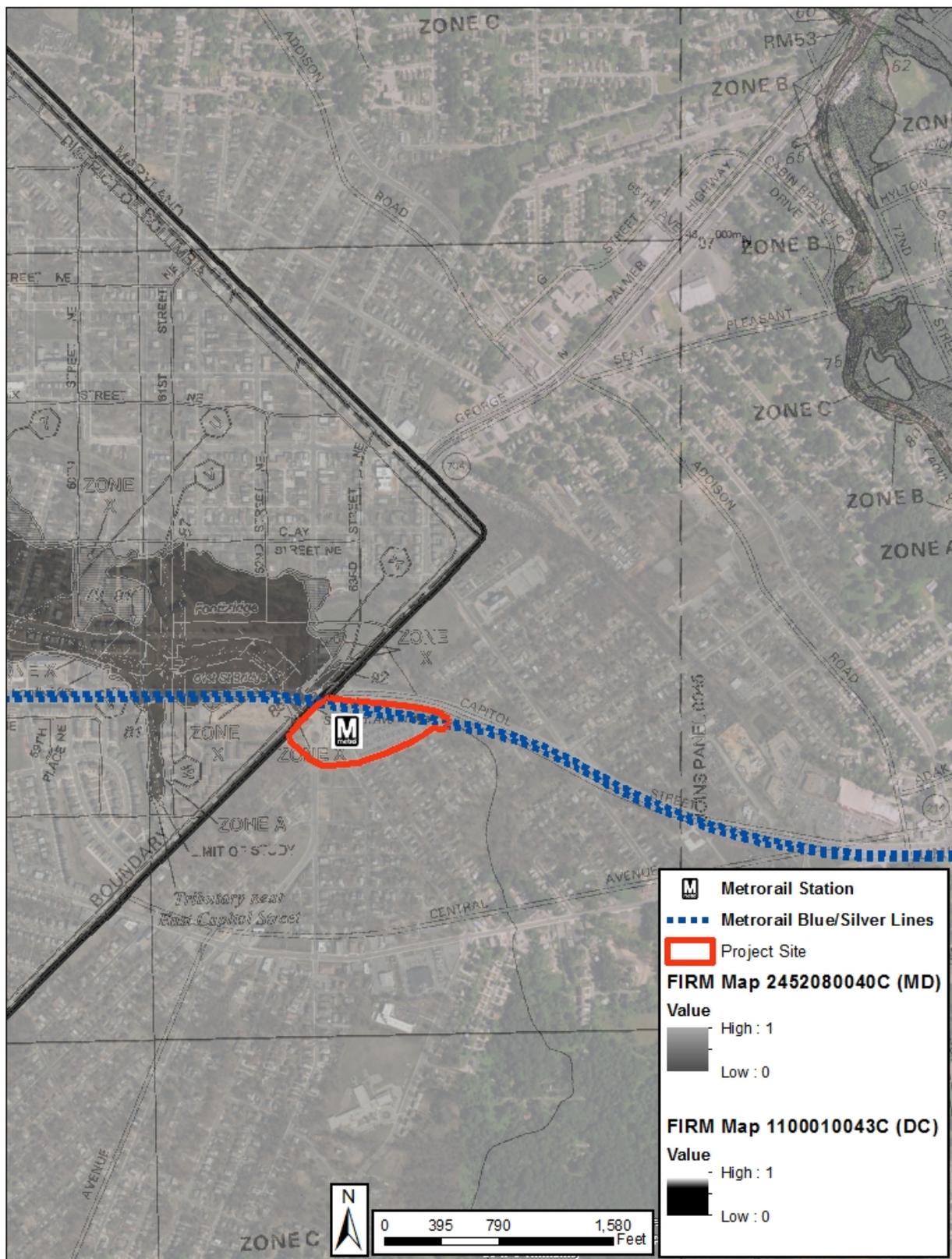
The new stormwater management facilities will be designed to mitigate the project site and are the responsibility of the developer. No new discharge (i.e., industrial) from the project is anticipated that would require a National Pollutant Discharge Elimination System (NPDES) permit.

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).

Figure 8: Floodblains



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 amount of reforestation required by the Forest Conservation Act is determined using the Forest Conservation Worksheet provided in the State Technical Manual. Reforestation is determined using multiple factors such as net tract areas, land use category, existing forest cover, sensitive environmental features, and proposed clearing. Reforestation can occur either on- or off-site, and may include the use of a pre-approved forest mitigation bank or paying into the State Forest Conservation Program Fee-In-Lieu Fund. The developer would be responsible for implementing the approved FCP for any impact to forest stands resulting from the project.

4.14 Threatened and Endangered Species

No impact to federally protected species or habitat is expected as a result of the project. A review of the project site was conducted online via the U.S. Fish and Wildlife Service (USFWS) Chesapeake Bay Field Office on July 5, 2016 (See **Appendix B** for USFWS IPaC Trust Resource Report). While the search returned 24 species of migratory birds, it is expected that their habitats will not be affected as construction on the property will not occur on any protected forest and wetland areas.

4.15 Utilities

The project is not anticipated to affect utilities which serve the project site and adjacent neighborhoods including water, sewer, electric and natural gas services.

4.16 Safety and Security

In addition to the transportation facilities and operations described in **Section 4.2**, WMATA would continue to be responsible for the provision of police and/or security presence at WMATA-operated facilities, as part of the joint development during operating hours. However, once the Park & Ride lot is conveyed to the developer, it will no longer be patrolled by the Metro Transit Police Department.

4.17 Hazardous and Contaminated Materials

Hazardous and contaminated materials include oil and other hazardous substances that present an imminent and substantial danger to the public health and the environment. Federal and state laws 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;
- Clean Air Act; and
- Maryland Oil Control Program (COMAR 26.10.01).

A review of databases which monitor compliance with the federal and state laws was completed through the EPA NEPassist web portal² and Maryland's Underground Storage Tank (UST) database³. No records for the project site were identified through the database search.

Based on the search results, the project is not expected to encounter any hazardous or contaminated materials.

4.18 Noise and Vibration

Existing noise sources within and adjacent to the project site are dominated by motor vehicle traffic along Central Avenue. No impact on existing noise sensitive receptors is anticipated as a result of the project. If the project is constructed, the existing Metrobus and Metrorail transit operations would continue to operate as they do now, and no increases in service are anticipated. The existing bus routes would continue to serve the Metrorail station as they do now.

The developer is solely responsible for quantifying and mitigating noise and vibration impacts during and after construction, including those to the future residences constructed as part of the joint development. This mitigation includes compliance with Prince George's County Noise Ordinance (Section 19-120 Noise Control) and Code of Maryland regulations (COMAR 26.02.03.02) which establish residential noise standards.

4.19 Secondary and Cumulative Impacts

4.19.1 Secondary Impacts

No adverse secondary impacts are anticipated as a result of the project. Secondary impacts of the project would result from the increase in permanent residents and workers at the project site. The joint development's housing and commercial uses would increase the overall resident and employee population of the Capitol Heights 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 impact is anticipated as a result of the project.

4.19.2.1 Traffic

No long-term adverse cumulative traffic impact is anticipated.

4.19.2.2 Transit

No long-term adverse cumulative impact to transit services or facilities is anticipated.

The proposed joint development project is expected to contribute to short-term, adverse construction impacts caused by construction vehicles blocking lanes and intermittent road closures, which may result in temporary delays for bus vehicles on roads and driveways near the station.

4.20 Construction Impacts

Construction of the project will not close the station to passengers at any time. During construction, all modes of access would be maintained, as well as operations in the bus loop and Kiss & Ride lot.

²<http://nepassisttool.epa.gov/nepassist/entry.aspx>

³http://www.mde.maryland.gov/programs/land/oilcontrol/undergroundstoragetanks/pages/programs/landprograms/oil_control/usthome/index.aspx

Construction noise may be a concern to surrounding neighborhoods. All construction activities would adhere to noise control regulations as established in the Prince George's County Code of Ordinances, Maryland noise standards, and WMATA design criteria.

5. PUBLIC INVOLVEMENT

WMATA will keep the public informed about the project through public outreach beginning in mid-September 2016. WMATA will follow its FTA and Board-approved Public Participation Plan that focuses on obtaining feedback from impacted customers and residents, especially those that are considered hard to reach, such as Limited English Proficient. The communications and outreach plan includes a project webpage, signage at the impacted stations and nearby bus shelters, in-person outreach, a press release, and stakeholder communication. Outreach materials will be provided in both English and Spanish. A public hearing will also take place in mid-October 2016 near the Capitol Heights Metrorail Station to provide the public with the opportunity to comment on the p. Notice of the public hearing will be published in the Washington Post for two successive weeks. The notice will also be published in Washington Hispanic and El Tiempo Latino, two local Spanish-language newspapers.

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

- Online survey on the project website;
- Email to writtentestimony@wmata.com;
- In-person at outreach events; and
- A public hearing.

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

6. REFERENCES

Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map (FIRM) for Prince George's County, Maryland Number 2452080040C, June 18, 1987.

Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map (FIRM) for Washington, DC Number 1100010043C, September 7, 2010.

M-NCPPC. Central Avenue Metro Blue Line Corridor TOD Implementation Project Mobility Study, May 2014.

M-NCPPC. Prince George's 2002 Approved General Plan, October 2002.

M-NCPPC. Prince George's 2035 Approved General Plan, May 2014.

M-NCPPC. Subregion 4 Approved Master Plan and Sectional Map Amendment, June 2010.

U.S. Census Bureau. American Community Survey 5-Year Estimates (2010-2014).

U.S. Fish and Wildlife Service (USFWS). IPaC – Information, Planning, and Conservation System, <http://ecos.fws.gov/ipac/>. Accessed on July 5, 2016...



WMATA. Joint Development Term Sheet, May 28, 2015.

Appendix A: Project Concept Plan and Renderings



Existing Site Context

DONATELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS METRO STATION







Site Plan - Typical Floor

DONATELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS METRO STATION





LOOKING EAST FROM BUS LOOP

Perspective View

DONATELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS METRO STATION





LOOKING NORTH FROM DAVEY STREET

Perspective View

DONATELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS METRO STATION





LOOKING SOUTHEAST
FROM THE INTERSECTION OF
CENTRAL & SOUTHERN
AVENUES

Perspective View

DONATELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS METRO STATION





LOOKING EAST FROM METRO STATION

Perspective View

DONATELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS METRO STATION



Appendix B: USFWS IPaC Trust Resource Report

Capitol Heights Station Joint Development

IPaC Trust Resources Report

Generated July 05, 2016 02:16 PM MDT, IPaC v3.0.8

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.

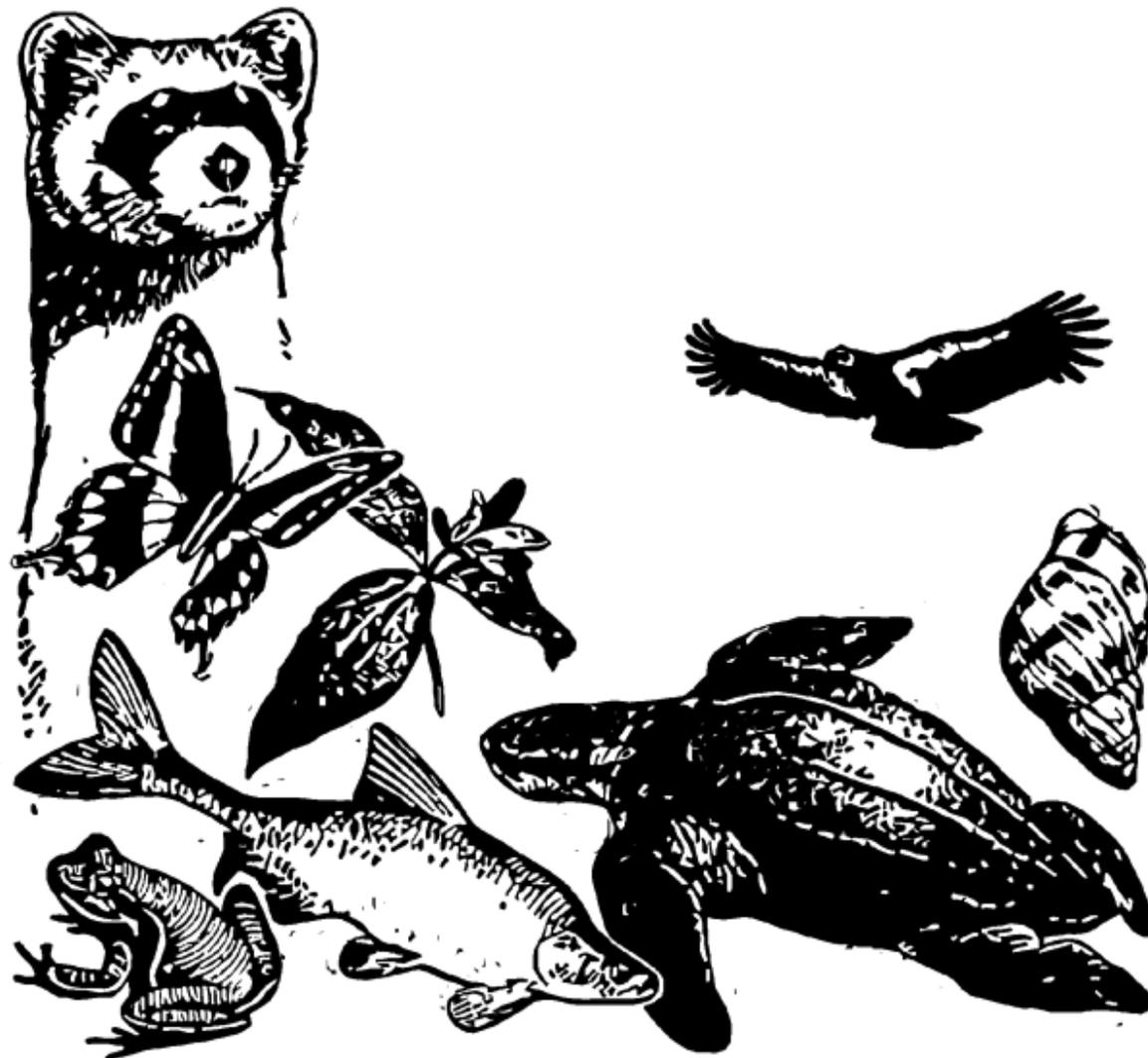


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- IPaC Trust Resources Report [1](#)
- Project Description [1](#)
- Endangered Species [2](#)
- Migratory Birds [3](#)
- Refuges & Hatcheries [6](#)
- Wetlands [7](#)

U.S. Fish & Wildlife Service

IPaC Trust Resources Report



NAME

Capitol Heights Station Joint
Development

LOCATION

Prince George's County, Maryland

IPAC LINK

<https://ecos.fws.gov/ipac/project/SSPNM-Z2YJB-BZ3NF-HY4XL-ZMKFZE>



U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

Chesapeake Bay Ecological Services Field Office

177 Admiral Cochrane Drive

Annapolis, MD 21401-7307

(410) 573-4599

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the [Endangered Species Program](#) of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

[Section 7](#) of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

There are no endangered species in this location

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the [Bald and Golden Eagle Protection Act](#).

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.^[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data
<http://www.birdscanada.org/birdmon/default/datasummaries.jsp>

The following species of migratory birds could potentially be affected by activities in this location:

American Oystercatcher <i>Haematopus palliatus</i>	Bird of conservation concern
Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0G8	
American Bittern <i>Botaurus lentiginosus</i>	Bird of conservation concern
Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0F3	
Bald Eagle <i>Haliaeetus leucocephalus</i>	Bird of conservation concern
Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B008	
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i>	Bird of conservation concern
Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0H1	

Blue-winged Warbler <i>Vermivora pinus</i> Season: Breeding	Bird of conservation concern
Cerulean Warbler <i>Dendroica cerulea</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B09I	Bird of conservation concern
Fox Sparrow <i>Passerella iliaca</i> Season: Wintering	Bird of conservation concern
Gull-billed Tern <i>Gelochelidon nilotica</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0JV	Bird of conservation concern
Kentucky Warbler <i>Oporornis formosus</i> Season: Breeding	Bird of conservation concern
Least Bittern <i>Ixobrychus exilis</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B092	Bird of conservation concern
Peregrine Falcon <i>Falco peregrinus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FU	Bird of conservation concern
Pied-billed Grebe <i>Podilymbus podiceps</i> Season: Breeding	Bird of conservation concern
Prairie Warbler <i>Dendroica discolor</i> Season: Breeding	Bird of conservation concern
Prothonotary Warbler <i>Protonotaria citrea</i> Season: Breeding	Bird of conservation concern
Purple Sandpiper <i>Calidris maritima</i> Season: Wintering	Bird of conservation concern
Red Knot <i>Calidris canutus rufa</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0DM	Bird of conservation concern
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> Season: Year-round	Bird of conservation concern
Rusty Blackbird <i>Euphagus carolinus</i> Season: Wintering	Bird of conservation concern
Saltmarsh Sparrow <i>Ammodramus caudacutus</i> Season: Year-round	Bird of conservation concern
Short-eared Owl <i>Asio flammeus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HD	Bird of conservation concern
Snowy Egret <i>Egretta thula</i> Season: Breeding	Bird of conservation concern

Willow Flycatcher *Empidonax traillii*

Season: Breeding

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0F6

Bird of conservation concern

Wood Thrush *Hylocichla mustelina*

Season: Breeding

Bird of conservation concern

Worm Eating Warbler *Helmitheros vermivorum*

Season: Breeding

Bird of conservation concern

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

This location overlaps all or part of the following wetlands:

Freshwater Forested/shrub Wetland

[PFO1A](#)

Riverine

[R5UBH](#)

A full description for each wetland code can be found at the National Wetlands Inventory website: <http://107.20.228.18/decoders/wetlands.aspx>



APPENDIX F

NOTICE OF PUBLIC HEARING STAFF REPORT



APPENDIX G

COMMENTS RECEIVED ON PUBLIC HEARING STAFF REPORT