

Washington Metropolitan Area Transit Authority (WMATA)

Compact Public Hearing Staff Report

Capitol Heights Metrorail Station Transit Facility Changes

Staff Analysis of the Public Hearing and Staff Recommendations

Hearing No. 654
Docket No. R23-05

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1.0 Introduction

1.1 The Project

Metro proposes changes to the transit facilities at the Capitol Heights Metro Station (“Metro Station” or “Capitol Heights Station”) to enable joint development and increase ridership. The Project involves a modification of Metro Station facilities and facility access (“Changes” or “Modifications”). The current conditions are shown in Figure 1 and the proposed joint development concept is shown in Figure 2 below and in Appendix G of this report.

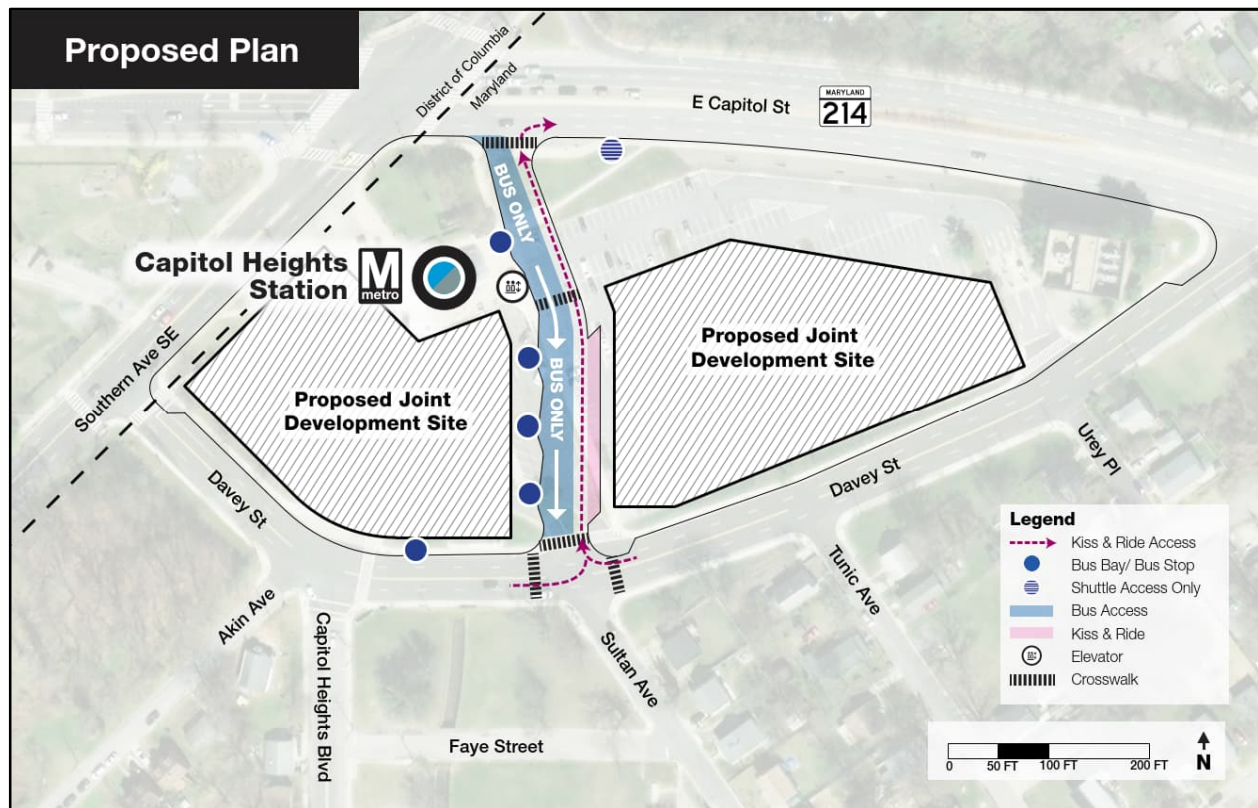
Metro obtained public input on the following proposed Modifications from October 7, 2023 through November 20, 2023:

- Relocating the bus loop and Kiss & Ride facilities
- Reducing the Kiss & Ride capacity from 27 to eight spaces
- Eliminating the 372-space Park & Ride lot

Figure 1. Existing Transportation Facilities



Figure 2. Proposed Metro Facility Modifications



Of specific interest to Metro customers are the changes to the transit facilities, station access, and circulation in the vicinity of the Capitol Heights Station, which were presented at a public hearing on November 8, 2023. The Notice of Public Hearing, Environmental Evaluation, and the General Plan were available online at www.wmata.com/plansandprojects beginning October 7, 2023 and are included in Appendices A, F, and G, respectively, of this document.

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

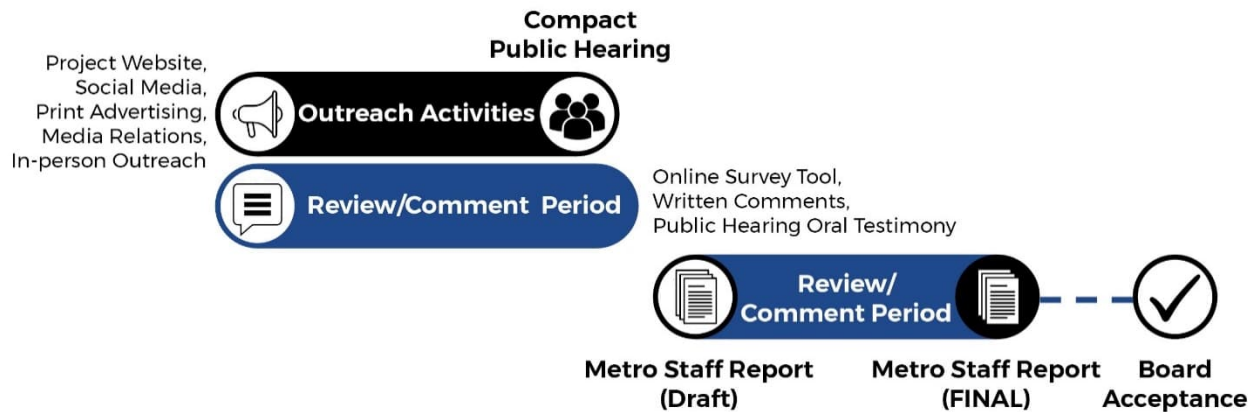
Washington Metropolitan Area Transit Authority
300 7th Street SW, Washington, DC 20024

1.2 Public Hearing Staff Report

As required by the WMATA Compact, Metro's organizational document, the public was provided with the opportunity to comment on the Project. Following the guidelines established by WMATA's Board-approved Public Participation Plan, this Public Hearing Staff Report provides a summary of Metro's public outreach efforts, the Project's public hearing, comments that were received, and Metro's response to questions and issues raised by the public about the Project.

The following is a summary of the 2023 public participation process. This draft report is shared with the public on the [project webpage](#) for review and comment for ten (10) days. Following that review, the report will be finalized and presented by staff to Metro’s Board of Directors, where the Board will make a determination on whether the proposed Modifications will be accepted as an amendment to Metro’s Mass Transit Plan. The activities and actions Metro takes to prepare and finalize the Public Hearing Staff Report are shown in Figure 3.

Figure 3. Staff Report Process



2.0 Communications and Outreach to the Public

2.1 Overview

Communications and outreach were guided by the requirements for WMATA Compact Public Hearings and Metro’s federally mandated, Board-approved Public Participation Plan (PPP).

Beyond meeting basic requirements for a Compact Public Hearing, Metro followed PPP guidelines to create a targeted communications plan. The plan was designed to collect feedback inclusively and collaboratively with a focus on engaging minority, low-income and Limited English Proficient (LEP) populations.

Outreach efforts outlined in this report occurred during the official public comment period timeframe (October 7, 2023 through November 20, 2023).

The final communications and outreach plan included the following efforts:

- Stakeholder communication
- Targeted marketing and media
- In-person outreach
- In-Person and Virtual Compact Public Hearing

Feedback was collected from the following sources during the public comment period:

- Written comments received online and through the online survey tool
- Oral testimony received at the In-Person and Virtual Compact Public Hearing

The comments received can be found in Appendix E of this report.

2.2 Stakeholder Communication

Metro sent 5,042 project information postcards to seven mail routes within a 0.5-mile radius of the Capitol Heights Station. The postcards provided the date and location of the public open house and hearing, the link and QR code to WMATA’s Plans and Projects website, and a general overview of the proposed changes (Figure 4).

Additionally, Metro sent a targeted email on November 15, 2023 to 20 community partner representatives working with nearby stakeholders. Recipients included representatives from government facilities/agencies, places of worship, apartment and condominium communities, schools, and a shopping center. Recipients were invited to provide feedback and attend the public hearing. The email included a link to an online survey. A summary of the survey findings can be found in Appendix E of this report. The list of stakeholders who received the targeted email can be found in Appendix B.

Figure 4. Project Postcard (front and back)



We Want Your Feedback on Proposed Changes at Capitol Heights Station



Open House (6:30 p.m.)
& Public Hearing (7:00 p.m.)
WEDNESDAY, NOVEMBER 8, 2023
Capitol Heights Elementary School
601 Suffolk Ave
Capitol Heights, MD 20743

Participate
in-person, by phone,
and online. More details at
wmata.com/plansandprojects

**Learn more:**
wmata.com/plansandprojects
202-637-7000



**Washington Metropolitan Area Transit Authority**

We want your feedback.

Metro is proposing changes to the Capitol Heights Station bus loop & Kiss & Ride facilities, reduction of Kiss & Ride spaces, and elimination of the Park & Ride lot to enable future joint development and increase ridership.

Submit online comments by 9:00 a.m., November 20, 2023.

For more information, please visit the project website or call us.
Para obtener más información, visite el sitio web del proyecto o llámenos.
wmata.com/plansandprojects | 202-637-7000

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status. ASL interpretation will be provided. To request other accommodations under the Americans with Disabilities Act or other language interpretation services (free of charge), contact the Office of the Board Secretary at 202-662-2511 (TTY: 202-662-2033) or send a message to speak@wmata.com as soon as possible, so Metro can make the necessary arrangements before the public hearing date.

PLACE
STAMP
HERE

Local
Postal Customer

February 2024

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2.3 Targeted Marketing and Media

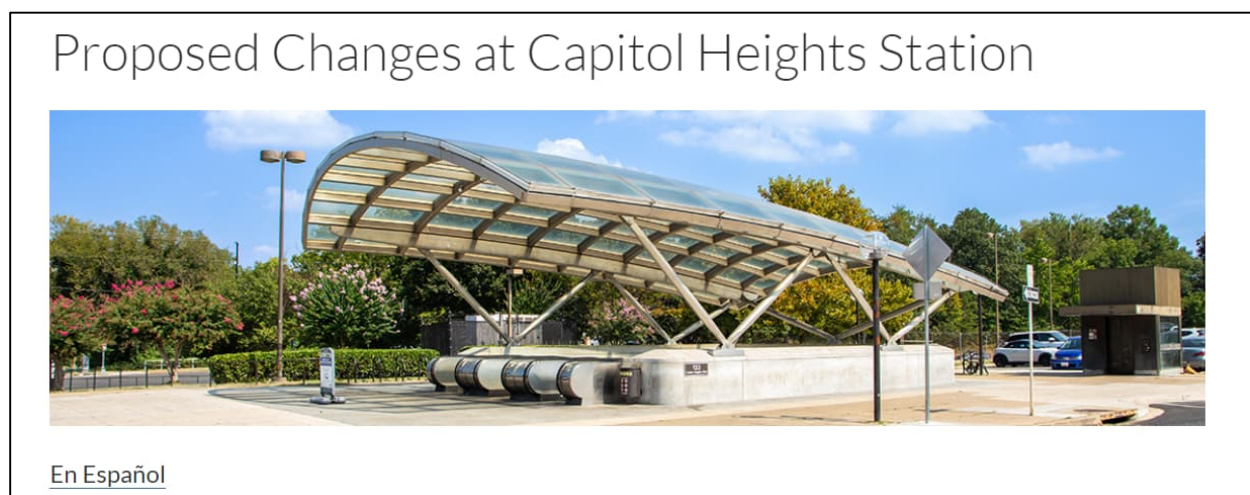
To obtain wide reach, Metro used targeted marketing, in-person outreach, and media campaigns to increase awareness and encourage public feedback.

2.3.1 Project Webpage

The [project webpage](#) on Metro’s website served as the Project information hub and the primary channel for collecting public feedback (Figure 5). Information was presented in English and Spanish. A variety of content was available for the public to review, including the environmental evaluation and design plans of the proposed changes. Metro’s public hearing was also streamed live on this page and on [YouTube](#).

During the public comment period, the project webpage received 3,365 unique views. This webpage will remain online for the duration of the Project to serve as a resource for the public.

Figure 5. Project Website



2.3.2 Social Media

Metro leveraged its social media following to inform the public about the Project across a variety of channels. In total, Metro’s social media posts resulted in nearly 50,000 impressions and more than 185 engagements across all platforms (Table 1). Examples of social media content are shown on the following page.

Capitol Heights Metrorail Station – Transit Facility Changes Compact Public Hearing Staff Report

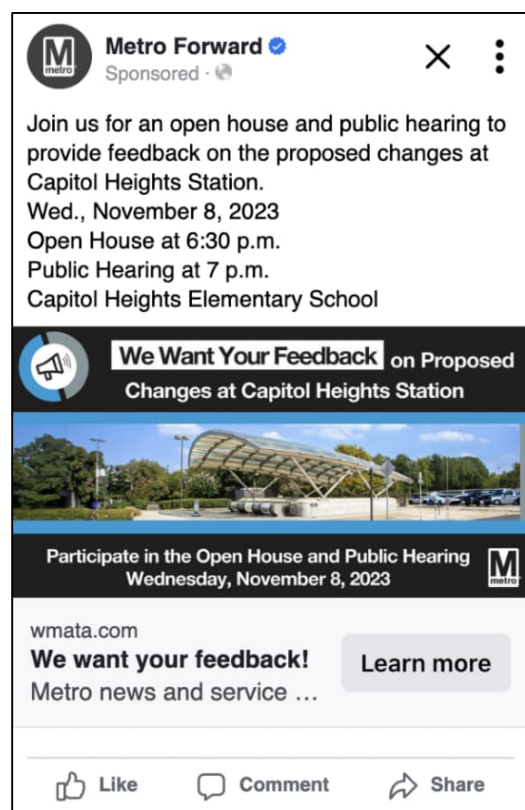
Table 1. Social Media Engagement Summary

Media	Date	Details
Facebook	11/6/2023	17,104 impressions 130 total engagements (91 likes, 30 comments, 9 shares) 70 link clicks
Nextdoor	11/1/23	- Posted to the zip codes around the station (20731, 20743, 20019) 17,560 impressions
X	11/6/2023	14,900 views 58 engagements (including 9 reposts, 46 likes, and 3 comments) 50 link clicks

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

Social Media Examples

Facebook



Metro Forward  Sponsored · 

Join us for an open house and public hearing to provide feedback on the proposed changes at Capitol Heights Station.
Wed., November 8, 2023
Open House at 6:30 p.m.
Public Hearing at 7 p.m.
Capitol Heights Elementary School

 **We Want Your Feedback** on Proposed Changes at Capitol Heights Station



Participate in the Open House and Public Hearing
Wednesday, November 8, 2023 

wmata.com
We want your feedback!
Metro news and service ... [Learn more](#)

 Like  Comment  Share

Nextdoor



 **WMATA** 
Strategic Communications Manager Marcus Markle · Edited 2 Nov

Join us for an open house and public hearing to provide feedback on the proposed changes at Capitol Heights Station.
See more...

 **We Want Your Feedback** on Proposed Changes at Capitol Heights Station



Participate in the Open House and Public Hearing
Wednesday, November 8, 2023 

Posted to **Subscribers of WMATA**

  8 · 17,560 Impressions  Like  10 Comments  Share

2.3.3 Print Advertising

A legal notice was placed in *The Washington Post* prior to the public hearing. Paid advertisements were also placed in publications covering multiple languages based on the station's demographic profile: *El Tiempo Latino*, *The Washington Post*, and *Washington Informer*. Table 2 lists the publications and the run dates. A copy of the public notice can be found in Appendix A of this report.

Table 2. Summary of Print Advertisements

Publication	Language	Run Date(s)	Total Est. Impressions
El Tiempo Latino	Spanish	11/1/23	45,000
The Washington Post	English	10/7/23	98,400
Washington Informer	English	11/2/23	50,000

2.3.4 Digital Advertising

Metro launched a paid digital ad campaign designed to optimize public outreach in the Capitol Heights neighborhood. The ads were targeted by zip-code and were available in English and Spanish (Figure 6). They resulted in a total of 550,000 impressions during their run time, October 30 to November 19, 2023.

Figure 6. Digital Ad Banners in Spanish and English

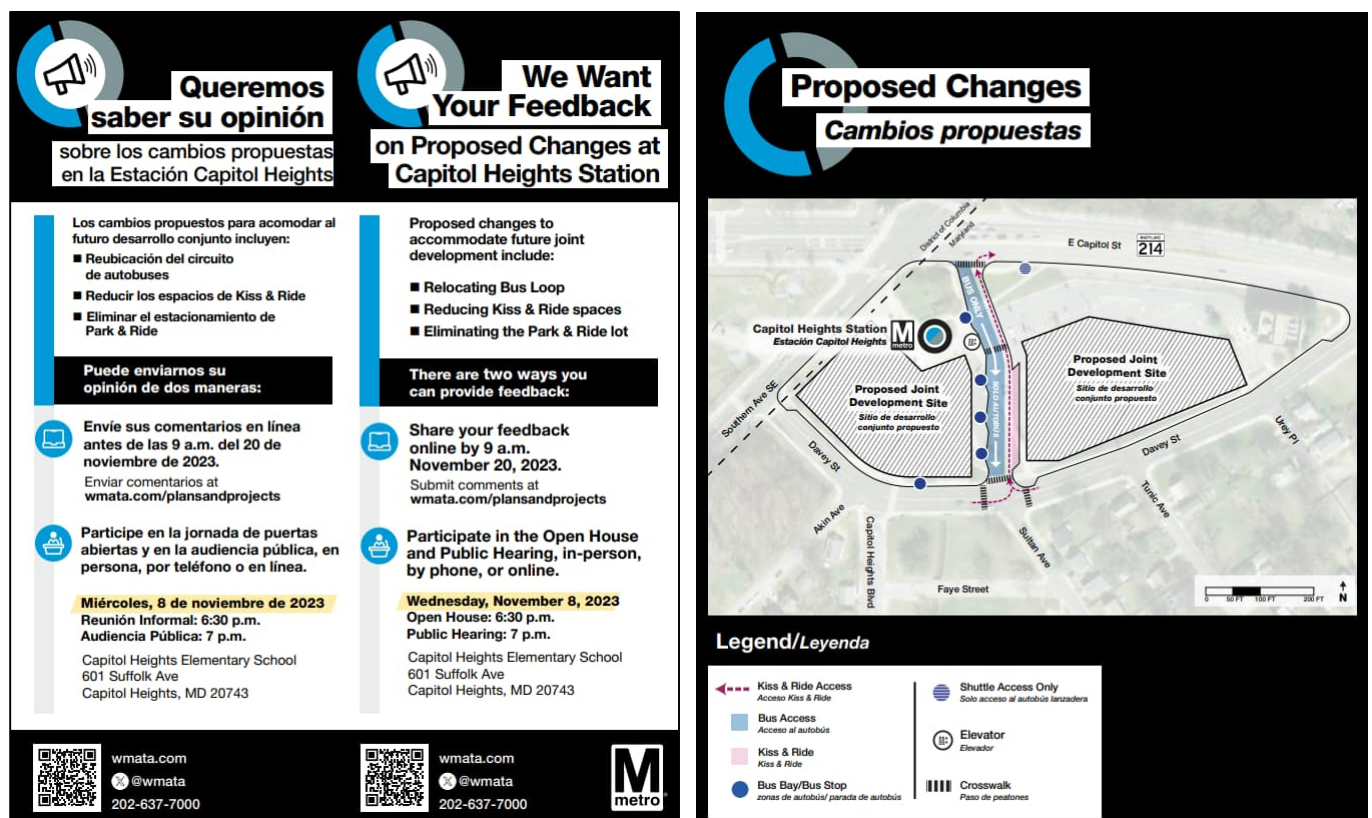


2.3.5 Signage and Flyers

Information was posted in English and Spanish in and around the Capitol Heights Station to reach rail, bus, and parking customers.

- Signs were posted on each bus bay at Capitol Heights Station, at the elevator, and the shuttle bus stop.
- Two A-frame signs were placed outside the station.
- Banners in English and Spanish were posted on the Kiss & Ride fence.
- A banner in English was posted on the fence facing E. Capitol Street, SE.
- Flyers (Figure 7) were distributed to the station manager and throughout the station on November 2, 4, 6, 7, 12, and 17, 2023.
- Directional, wayfinding, and shuttle bus signs were posted at and around the station and at Capitol Heights Elementary School on November 8, 2023.
- Display boards were exhibited at the November 8, 2023 public hearing.

Figure 7. Flyer (front and back)



2.3.6 Media Relations

Metro issued press releases on October 11 and November 6, 2023 to generate earned media coverage and encourage public feedback on the project (Table 3, Table 4, Figure 8).

Table 3. Press Release Summary

Date	Title	Details
10/11/23	Metro seeks changes, public input to allow development on Blue Line Corridor at Capitol Heights Station	Metro is seeking public feedback on the proposed facility changes at Capitol Heights Station
11/6/23	Metro to hold public hearing Wednesday on proposed changes at the Capitol Heights Station for future joint development	Metro invites the public to learn more and to provide feedback on the proposed facility changes at Capitol Heights Station at a public hearing on November 8, 2023

Earned Media Coverage

Table 4. Earned Media Summary

Media	Details
DCNewsNow	Metro asking for public comment on proposed changes at Capitol Heights station

Figure 8. Earned Media Example



2.3.7 In-Person Outreach

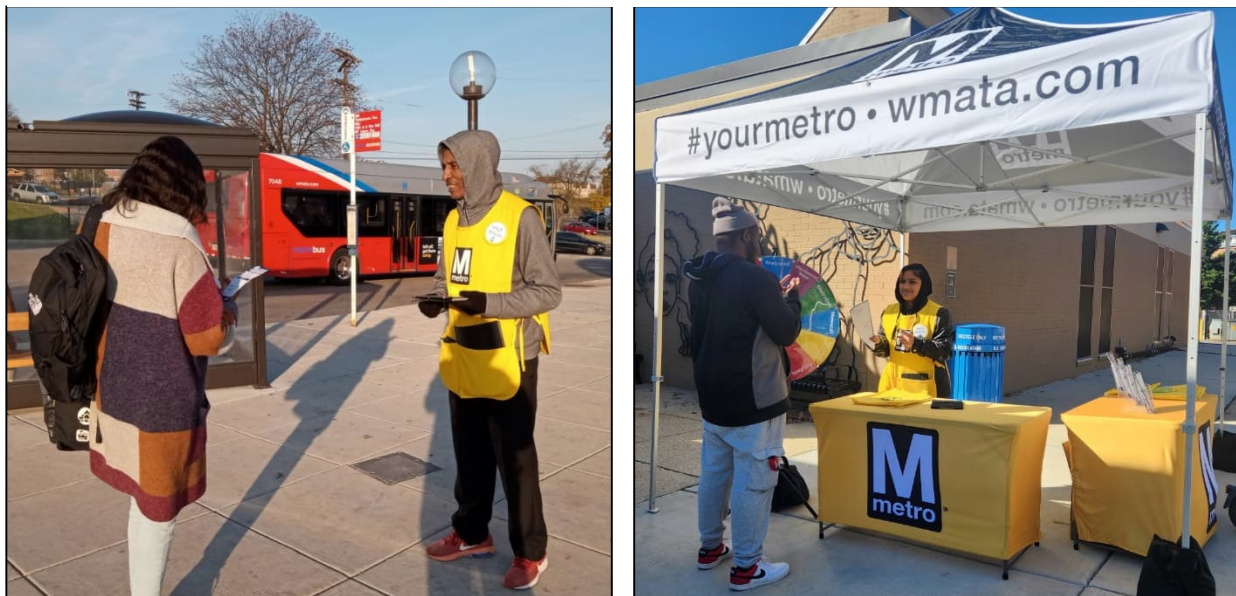
Metro's professional contracted bilingual outreach teams, wearing yellow Metro-branded outreach aprons, were positioned at Capitol Heights Station mezzanine, bus loop, and Kiss & Ride lot to inform customers and residents about the proposed changes and public hearing (Figure 9). Members from the outreach team encouraged customers to provide comments via the online survey and at the public hearing. The outreach teams distributed a take-one about the project and were equipped with internet-enabled tablets to reduce barriers to participation and assist customers with the online survey on-site. In-person outreach at Capitol Heights Station took place on the follow days and times:

- Thursday, November 2, 2023, 1:30 p.m. – 7:30 p.m.
- Saturday, November 4, 2023, 9 a.m. – 2 p.m.
- Monday, November 6, 2023, 6 a.m. – 11 a.m.
- Tuesday, November 7, 2023, 1 p.m. – 7:30 p.m.
- Friday, November 12, 2023, 10 a.m. – 2 p.m.
- Sunday, November 17, 2023, 2:30 p.m. – 6:30 p.m.

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

Overall, the outreach team interacted with 6,691 customers, including 1,089 interactions in Spanish and 94 interactions in Amharic. A total of 2,197 brochures were distributed.

Figure 9. In-Person Outreach



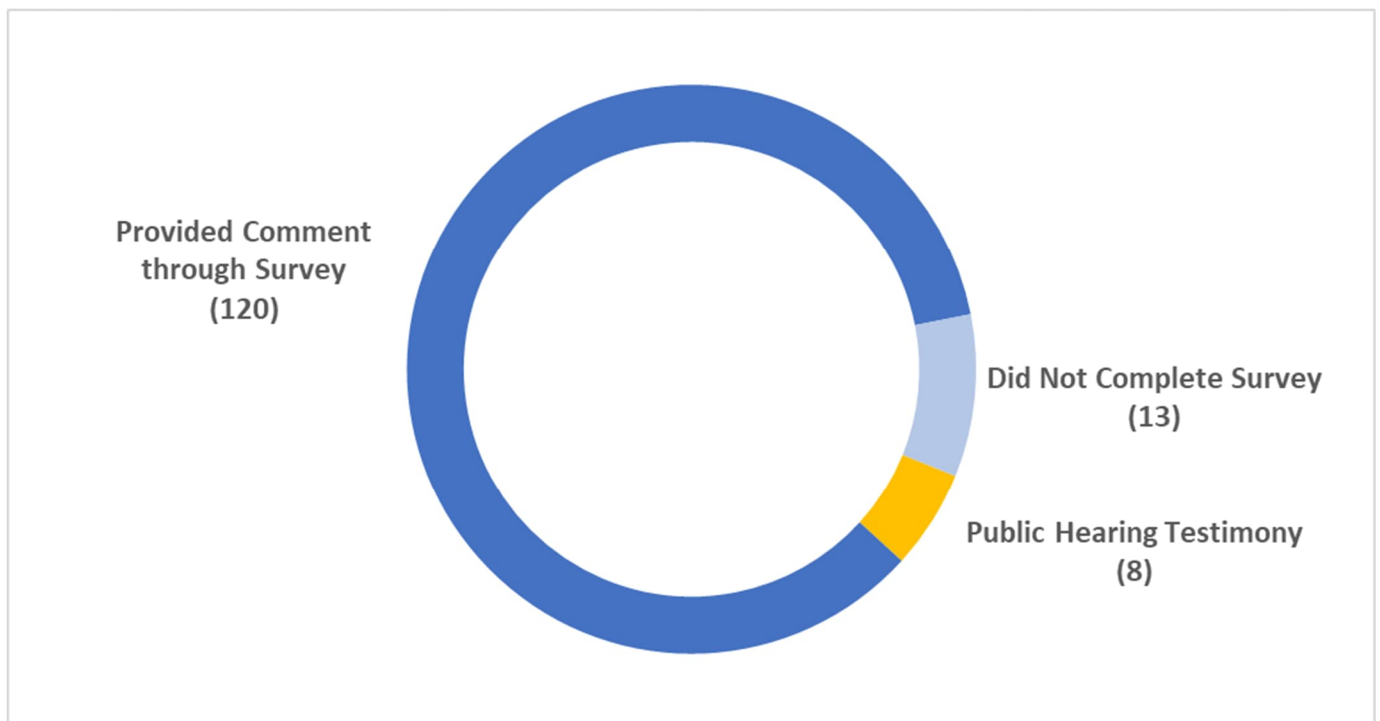
2.4 Public Input Results

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

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

The online survey was started by 132 people, 119 surveys were completed, and 120 survey respondents provided written comments. The public could provide comments by typing a comment into the survey directly (118) or uploading a document (2). Eight oral testimonies were presented during the public hearing. Figure 10 summarizes how people provided feedback. The public comment period was open from 9:00 a.m. October 7, 2023 through 9:00 a.m. November 20, 2023.

Figure 10. Public Input Methods



2.4. Facilities Used at Capitol Heights Station

In response to a survey question about the primary reason for using the Capitol Heights Station, 65 percent said to ride Metrorail, 16 percent said to ride both Metrorail and Metrobus, and 15 percent said they don't use the station (Table 5 and Figure 11).

The survey also asked respondents which non-rail facilities they typically used at the Capitol Heights Station in the past 30 days (Table 6 and Figure 12). It is important to note that 46 percent of the online survey respondents indicated that they used the Park & Ride facility within the past 30 days. However, the 2023 rail passenger survey (that is, the “census” of rail riders) indicated that 21 percent Capitol Heights passengers use the Park & Ride facility. This would indicate that the online survey about the proposed modifications at Capitol Heights over samples Park & Ride users.

Table 5. Primary Reason for Station Use

Primary Reason for Using Capitol Heights Station	n=124
Ride Metrorail	65%
Ride Metrobus	1%
Ride Both	16%
Don't use Capitol Heights Station	15%
Other	3%

Figure 11. Primary Reason for Station Use

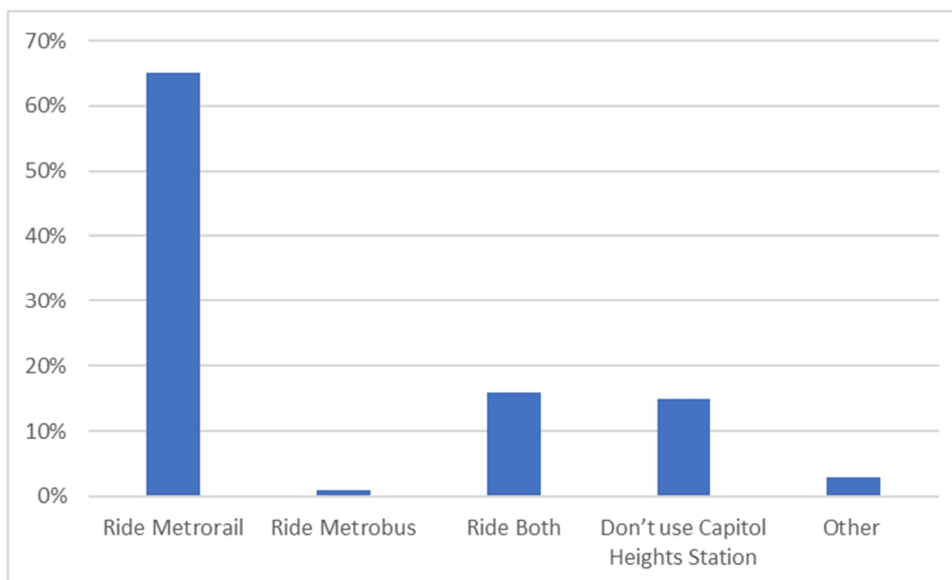
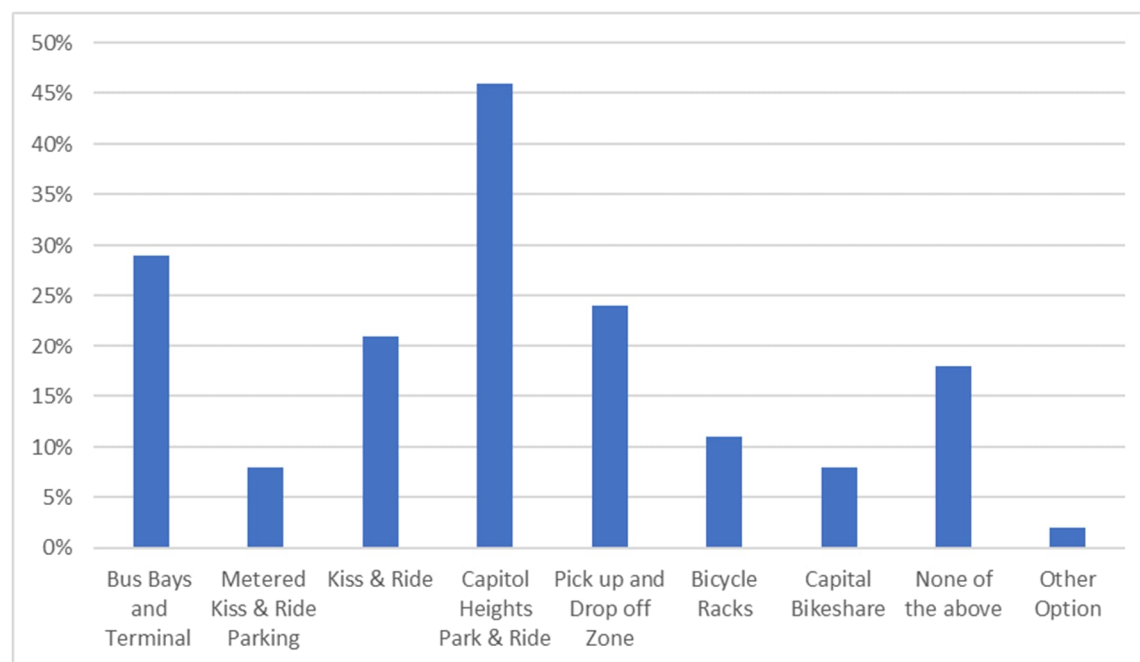


Table 6. Non-Rail Facility Usage at Capitol Heights Station

Non-Rail Facilities Used at Capitol Heights Station	In the past 30 days n=123
Bus Bays and Terminal (to connect to Metrobus, Metrorail, etc.)	29%
Metered Kiss & Ride Parking (i.e., for short-term parking)	8%
Kiss & Ride (i.e., lot where a driver can wait to pick up a passenger)	21%
Capitol Heights Park & Ride (i.e., for long-term parking)	46%
Pick up and Drop off Zone	24%
Bicycle Racks	11%
Capital Bikeshare	8%
None of the above	18%
Other Option	2%

Figure 12. Non-Rail Facility Usage at Capital Heights Station



2.4.2 Survey Demographics

Table 7 shows the percentage breakdown of survey demographics. Nearly 65 percent of survey respondents (64%) were aged 44 or younger. Almost 25 percent (23%) of survey respondents were aged 55 or older. More than half of the respondents identified as African American or Black (59 %), and seven percent (9%) identified as Hispanic or Latino. Twenty-five percent (25%) of people responding to the survey identified as white and non-Latino. More than 50 percent (54%) of respondents live in single family, detached houses.

Almost 60 percent of survey respondents were in zip codes adjacent to the Capitol Heights Metro station (45% in 20743 and 14% in 20014). Another 8 percent were in Maryland zip codes adjacent to 20743. Twenty-one percent (21%) of respondents were in other Maryland zip codes, eight percent (8%) were in other DC zip codes, and four percent (4%) live in Virginia.

Table 7. Survey Demographics

Age (n=109)	35 and younger	34%
	36-44	30%
	45-54	13%
	55 and older	23%
Gender (n=118)	Male	46%
	Female	52%
	Other	2%
Hispanic or Latino (n=118)	Yes	9%
	No	91%
Race (n=116)	White (Non-Latino)	25%
	African American or Black	59%
	Latino	9%
	Other/Mixed Race	7%
Zip Code (n=112)	20743 (Capitol Heights, MD)	45%
	20019 (DC)	14%
	20747 (Maryland)	4%
	20785 (Maryland)	4%
	Other Maryland	21%
	Other DC	8%
	Virginia	4%
Housing Type (n=122)	Apartment or condominium	21%
	Single family, detached house	54%
	Townhome, attached to other houses	25%

3.0 Summary of the Public Hearing

In-Person and Virtual Compact Public Hearing

The Compact Public Hearing was held on Wednesday, November 8, 2023 at 7:00 p.m. Mr. Joe McAndrew, the First Vice Chair of the Metro Board of Directors and the Maryland's Assistant Secretary of Transportation chaired the hearing. The hearing was a hybrid meeting where staff hosted 26 attendees in-person at Capitol Heights Elementary School, 601 Suffolk Avenue, Capitol Heights, MD (Figure 13 and Figure 14). Others had the opportunity to participate via Teams or by phone or watch a simultaneous live-stream of the hearing on Metro's website and YouTube page [Metro Forward](#) (Figure 15). The hearing was viewed on YouTube 84 times, and the recording remains available for reference on Metro Forward.

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

Following an opening statement by Mr. McAndrew, Metro staff described the proposed facility changes. Seven people provided oral testimony at the hearing in-person and one oral testimony was provided by phone. The staff presentation and script of the public hearing can be found in Appendices C and D of this report.

Figure 13. Capitol Heights In-Person Public Hearing



Figure 14. Capitol Heights In-Person Public Hearing



Figure 15. Screenshot of Capitol Heights Virtual Public Hearing

Capitol Heights Metro Station

Proposed Changes to the Transit Facilities

Park & Ride

- Removal of the surface lot
- Customers seeking longer-term parking will be directed to Addison Road Metro Station

Bus Loop

- Reconstructed with a smaller footprint and more safe access from E. Capitol St. and exiting via Davey St.
- 5 bus bays (1-for-1 replacement)
- Metrorail bus shuttle stop on E. Capitol Street to support temporary operations

Kiss & Ride

- Relocated as curbside facility on new street
- 8 spaces (70% reduction); aligns with pick-up and drop-off demand patterns

Proposed Plan

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

Capitol Heights Compact Public Hearing



MetroForward
8.44K subscribers

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4.0 Comments Received for the Record

Comments to be considered for the record as part of this process were received through the online survey tool and oral testimony at the public hearing. The public comment period ran from 9:00 a.m. October 7, 2023 through 9:00 a.m. November 20, 2023.

A total of 128 people responded to Metro’s request for comment. Of those, 118 people provided comment through the online survey, two uploaded written testimony, and eight individuals provided oral testimony at the public hearing. Table 8 and Figure 16 show the respondents’ primary opinions on the project.

Table 9 provides a breakdown of the comments by topic. Because some comments contained multiple topics, the sum numbers shown are greater than the total number of actual comments received. Comments made for the public record are provided in Appendix E.

Table 8. Summary of Respondent Opinions

	Number	Percentage
Support	48	37%
Neither	10	8%
Oppose	70	55%
TOTAL	128	100%

Figure 16. Respondent Opinions

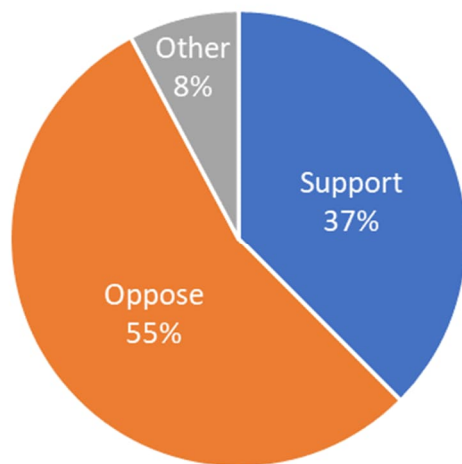


Table 9. Summary of Comments by Topic

Topic	Frequency	Overview
General Support for the Project	48	Comments expressed support of the project.
General Opposition to the Project	70	Comments expressed opposition to the project.
Opposition to Using Alternative Park & Ride Stations	17	Comments related to using an alternative station for Park & Ride.
Removal of Spaces	10	Comments related to removing some, but not all Park & Ride and Kiss & Ride spaces.
Safety	10	Comments concerned with safety improvements at station.
Parking Demand Analysis	8	Comments about future parking demand.
Bicycle and Pedestrian Safety Improvements	7	Comments associated with bicycle and pedestrian facility and safety improvements around the station area.
Metro Service and Site Maintenance	7	Comments expressed concerns and suggestions related to general transit service, not specifically to the proposed project.
Impact of Station Parking Removal on Neighborhood Parking	5	Comments about overflow parking in neighborhood.
Other Comments	25	These comments were associated with general concerns, and other topics not related to the above-described categories.

5.0 Comments and Responses to Comments Received

The 118 comments received through the online survey, two uploaded testimony, and eight oral testimonies were categorized into broader, recurring themes. WMATA staff provided responses to the overall concerns and themes expressed below. Additional information is provided in the following sections to include representative comments (see Appendix E for full comment details).

5.1 General Support for the Project

Over a third of all respondents (48 comments) expressed support for the Modifications at the Capitol Heights Metro Station. Of those, 12 respondents supported the project generally and 36 explicitly supported the Modifications and the potential for development at the site.

Representative Comments

- *Let's get 'er done!*
- *This look great + let's make it happen ASAP!*
- *I am excited to see Metro move forward with the proposed changes to redevelop the Capitol Heights Metro station. I'm eager to see new homes, retail, and vibrant public spaces added to the Metro station.*
- *I am enthusiastic about the prospect of Metro advancing the proposed redevelopment of the Capitol Heights Metro station. I look forward to witnessing the addition of new residences, retail spaces, and dynamic public areas to enhance the overall appeal of the Metro station.*
- *I think this a good idea to expand Capitol Heights Metro Station. Good Job!*
- *I'm excited for this idea! I'd love to have a supermarket at the metro please*
- *I LOVE THIS PLAN!!! PLEASE PLEASE PLEASE LET THIS COME TO FRUITION FOR THE NEIGHBORHOOD AS IT DEFINITELY CAN USE THE DEVELOPMENT. The surface parking lot is not needed anymore as those people can go up the street to Addison Road station and park.*
- *Hello. I am a resident of Capitol Heights and attended the presentation of the proposed changes at the metro site. I am a huge supporter of the project and look forward to its completion. This area is in dire need of projects like this that have mainly been constructed in other areas of the DMV.*
- *I am in full support of the proposed changes, including replacing the parking lot at the metro and the reconfiguration of the bus loop.*
- *I have seen this plan many times before and I hope it can happen this time*
- *I live and own my home on Burgundy St. just down the street from the Capitol Heights Metro station. This development idea is great. Development is very much needed in Capitol Heights.*
- *Please do it. We need more development that complements our transit system and doesn't put cars first.*
- *I would love to see development to the area. Long overdue!*
- *It helps to develop our neighborhood.*
- *The proposed changes to Capitol Heights Station are essential for our community. As our city grapples with housing shortages and the need for smart land use, prioritizing people and sustainable growth over vehicle spaces is a step in the right direction.*

5.2 General Opposition to the Project

More than 50 percent of respondents (70 comments) expressed opposition to the Modifications to Capitol Heights Metro Station. Of those, 49 commentors opposed the project generally, 13 opposed both the transit modifications and the potential for development at the site, and 8 opposed the transit modifications, but were supportive of future development at the site.

Representative Comments

- *I don't want any changes to capitol heights station, the way it is now I can park and get the train to work.*
- *Please do not eliminate the park and ride. It was recently updated, which made the parking spaces better but also, if it's eliminated, daily commuters like myself would have nowhere to park and street parking in the nearby residential area is restricted and not safe.*
- *This proposed plan does not benefit residents in the area who like myself park and ride the metro. There is already scarce parking for commuters who live in the capitol heights area to park at, to then make a business development seems inconsiderate to those who have been living and working here for years. I strongly oppose the new development, and this needs to be put on the local ballot, to let residents decide this.*
- *I park and ride at capitol heights station several times a week. Removal of the park and ride lot will be detrimental to those of us who utilize this option as we will need to travel further to alternate stations.*
- *I do not believe they should reconstruct the station. It's fine the way it is & provides ample space for pickup and parking. The proposed construction severely impacts that.*
- *I am against removing the parking lot for the Capitol Heights metro. My family doesn't feel safe enough to walk or sit at the bus stops to take those all the way from our home to the train station.*
- *I think that this is a very BAD PLAN.... removing the park and ride lot is very important. If people have to park at Addison Road Metro what would be the need for Capital Heights Station.*
- *I live in Capitol Heights MD and work in Washington DC. Park and ride is very convenient for me to travel. Please do not remove it!*
- *I am opposed to the elimination of the capitol heights parking lot. I feel this area is over developed and the parking lot serves a need For area residents.*
- *Please do not get rid of the parking lot to give it to a developer to build apartments that people cannot afford.*
- *The only piece I object to is removing parking. If you change it to a garage instead of a surface lot, that's fine.*
- *I fully support mixed development for the area but, there's still a good amount of residents that use that parking lot during the daytime to get to work. I could see getting rid of half but, getting rid of the entire thing is insane.*

Metro Response: The Modifications at Capitol Heights presents an opportunity to increase ridership in support of Metro's [Transit Oriented Development](#) and [Joint Development](#) policy objectives. It also helps achieve Prince George's County's goals as well. [Plan 2035: Prince](#)

[George's County Approved General Plan](#) identifies the Capitol Heights Metro Station as a Local Center, which is an area targeted for transit-oriented development that will maximize regional accessibility and mobility. The [Approved Capitol Heights Transit District Development Plan](#) prioritizes transit-oriented development and is intended to ensure that the development of land in the vicinity of the Capitol Heights Metro Station maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that multimodal public transportation provides.

5.3 Opposition to Using Alternative Park & Ride Stations

Respondents provided 17 comments related to opposition to using alternative Park & Ride stations. People raised comments about safety concerns at Addison Road Metro Station, travel time implications, and availability of parking.

Representative Comments

- *Although Addison Station is near by it is not a suitable substitute, it doesn't provide ease of access and raises concerns of crime.*
- *I am not in agreement of the suggestion to utilize Addison Road as an alternative for parking because Addison Road is an outside platform station; the parking is far from the platform and dark. I do not feel safe walking back and forth from the Addison Road parking to the station platform.*
- *I have been parking at Capitol Heights Metro station since 2002 and it has been great because I do not have to make any train transfers before getting to work downtown. I also find it safer than Addison Road station.*
- *When I ride metro, I park at the Capitol Heights lot because I feel it is so much safer than the indoor lot at Addison Road. I live in Seat Pleasant and never use the Addison Road metro station because Capitol Heights is safer. At least it appears to be safer and I am more comfortable there.*
- *I use the Park and Ride here when utilizing the Blue Line. This is a better station for me than the next one (with the garage) because as a mobility restricted person, it is easier to navigate this lot than the parking garage at the next station. Please do not eliminate the Park and Ride.*
- *The lot is the safest place to park. The Addison Road garage is not safe.*
- *I park there on a weekly basis and would not know where to park otherwise. I live in Capitol Heights and don't want to have to go to Addison Road station just because I need to park.*

Metro Response: Staff takes safety concerns very seriously and will share this feedback about Addison Road Station with Metropolitan Transit Police Department (MTPD) for consideration and further action.

5.4 Removal of Spaces

Ten comments expressed a desire to see some, but not all the spaces removed. They acknowledged that the lot current has empty spaces and is not fully utilized, but not think it would be good to remove all of the spaces and Capitol Heights.

- *I don't believe getting rid of the Park & Ride ENTIRELY will help this community. I fully support mixed development for the area but, there's still a good amount of residents that use that parking lot during the daytime to get to work. I could see getting rid of half but, getting rid of the entire thing is insane.*
- *Please do not eliminate all the spaces in the lot. If you want to reduce it by half sure. That makes sense. The proposal to eliminate all spaces does not. Thank you*
- *I agree with the proposed plans except eliminating of all the park and ride spaces. I agree it can be reduced but not eliminated. I park there on a weekly basis and would not know where to park otherwise.*
- *Do not completely get rid of the parking. The parking lot is usually half full, where are all these riders supposed to park? Leave some parking for those of us that drive to this station or risk losing even more riders.*

Metro Response: The proposed change to eliminate the Park & Ride surface lot is based on an evaluation of current and future parking demand for Capitol Heights Station. In the three years leading up to the pandemic (2017-2019), there were 345 transactions at the Capitol Heights Metro Station on an average mid-weekday. The peak hour utilization, or occupancy, of the lot was 325 vehicles. Average mid-week peak hour utilization in 2023 (through May) is 120 vehicles. These volumes can be accommodated at the Addison Road Park & Ride facility that had 572 total spaces vacant, or available for use, on an average mid-weekday in the years leading up to the pandemic (2017-2019). More information can be found in the Capitol Heights [Environmental Evaluation](#).

5.5 Safety

Respondents provided 10 comments related to safety concerns. Just over half (6) of these comments expressed concerns about safety at the station and the Park & Ride lot. Others (4) stated their desire to keep the Park & Ride lot as is because they did not feel safe walking or taking the bus to their final destination. They felt that the station modifications would make them less safe because of the current conditions in the area.

Representative Comments

- *Add more police/security*
- *It would be best to make the station safer and secure. Have strong lighting throughout the station, inside and out.*
- *It's bad enough our vehicles get broken into (mine did, along with about 10 others on the same day), and the number of "jumpers" that are allowed to evade paying at the station daily!*
- *The security measures have decreased and I notices more break-ins taking place in the parking lot. The general manager should allocate funding to secure the service of police officers for monitoring the behavior of the students and others who intentionally cause trouble on a daily basis against the elderly customers on the metro rail stations and outside the stations. They should have allocated security officers to monitor the parking lots.*
- *I am against removing the parking lot for the Capitol Heights metro. My family doesn't feel safe enough to walk or sit at the bus stops to take those all the way from our home to the train station.*

Metro Response: These comments are outside of Metro's scope in this Compact Public Hearing. However, Metro takes safety concerns very seriously and will share this feedback with Metropolitan Transit Police (MTPD) for further consideration.

5.6 Parking Demand Analysis

There were eight comments associated better understanding how Metro came to the decision to eliminate the Park & Ride lot and concerns about parking demand post-pandemic.

- *How many spaces are currently being used on average during the week and on the weekend?*
- *Maybe one proposed development would be good. But I highly suggest keeping the park and ride. Maybe do a survey study of how many people park there daily.*
- *I know that the parking lot used to be full before covid and is not as full as it used to be. I can understand if you want to cut down some of the spaces but please, please, please, do not eliminate the parking lot.*
- *I think it is a really bad idea to eliminate the 372 parking spaces. Looking at Google street view from years before 2020, the parking lot was often packed. Metro should be prepared for ridership to return to prepandemic levels.*

Metro Response: The proposed change to eliminate the Park & Ride surface lot is based on an evaluation of current and future parking demand for Capitol Heights Station. In the three years leading up to the pandemic (2017-2019), there were 345 transactions at the Capitol Heights Metro Station on an average mid-weekday. The peak hour utilization, or occupancy, of the lot was 325 vehicles. Average mid-week peak hour utilization in 2023 (through May) is 120 vehicles. These volumes can be accommodated at the Addison Road Park & Ride facility that had 572 total spaces vacant, or available for use, on an average mid-weekday in the years leading up to the pandemic (2017-2019). More information can be found in the [Capitol Heights Environmental Evaluation](#).

5.7 Bicycle and Pedestrian Safety Improvements

Seven comments shared concerns and suggestions about improving bicycle and pedestrian safety as a part of the proposed Modifications and future development.

- *I ask Metro to work with local and state authorities to tame and narrow East Capitol Street (MD 214) with a road diet (removing a travel lane in each direction), and add protected bike lanes.*
- *The light for pedestrians to cross at Central Ave isn't long (green) enough for them to cross especially if they have mobility issues. If the proposed plan increases the safety of pedestrians, cyclists, and other vulnerable road users, and slows down traffic in the area, it's a definite plus.*
- *Protected bike lanes should be planned for streets around and connecting to the station. Metro should also coordinate with the Central Avenue Connector Trail to ensure seamless links to the station.*

Metro Response: These concerns are outside the scope of this Compact public hearing, but Metro is very supportive of improved bicycle/pedestrian safety and connectivity. This feedback will be shared with the appropriate Metro departments, Maryland state agencies, and Prince George's County agencies for consideration.

5.8 Metro Service and Site Maintenance

Respondents shared seven concerns and suggestions related to site maintenance and general transit service, not specifically to the proposed project.

- *I would like capital heights station to be warm and more appealing its like there are no places for mothers with children to sit except the bus stop. Like that's not exceptional.*
- *the new fare gates that some stations have, to prevent fare jumping, are very very very needed at this station. The fare jumping is out of hand.*
- *Improve lighting & accessibility with relocation of the bus loop to current Kiss & Ride, add street parking kiss & ride on davey st, and no elimination of the 372-spaces increase parking rates & security. End weekends free parking*
- *I ride the train 5 days a week to and from work, and the kids and ride is constantly filled with folks being picked up and dropped off. There's currently ONLY ONE LANE THATS ALWAYS BEING BLOCKED BY SOMEONE PICKING UP! That then creates a backup thru the entire kiss & ride lane, preventing folks from coming and going. This will get worse based on the proposed plan and needs to be changed to IMPROVE FLOW, not make it worse.*

Metro Response: These concerns are outside the scope of this Compact public hearing, but will be shared with the appropriate Metro departments for consideration.

5.9 Impact of Station Parking Removal on Neighborhood Parking

Five comments shared concerns about the impact of removing the Park & Ride lot on adjacent neighborhood streets. They felt that people who currently use the Park & Ride lot would not go to another station and would instead park in the residential areas nearby.

- *Eliminating the parking area means that people will be parking all over our neighborhood streets. As someone who walks to the metro, I can't even begin to express how much of a problem this is already with people street parking to avoid paying for parking at the metro lot.*
- *Capitol Heights metro needs to keep SOME of their parking spots for their park and ride. You're going to have several people lining nearby neighborhoods with their cars on public streets which will be getting broken into and stolen*
- *Its such a shame, you live a place your whole life, pay your share and it means nothing. Please do not get rid of the parking lot. It will force people to park in the neighborhoods which will increase crime and disrupt the neighboring community.*

Metro Response: These concerns are outside the scope of this Compact public hearing, but will be shared with the appropriate Metro departments and Prince George's County agencies for consideration. Metro will also coordinate with the future selected developer to address these concerns as the joint development project is developed.

5.10 Other Comments

In addition to the issues raised in the sections above, there were 25 comments that did not fall into those categories. They included questions about the project; questions about where to park; the desire to see a parking garage constructed; preference for development to occur elsewhere; suggestions of what elements, design considerations, and amenities to include in a future project; etc.

Representative Comments

- *The only piece I object to is removing parking. If you change it to a garage instead of a surface lot, that's fine.*
- *I have seen this plan many times before*
- *Is there a 55 and older dwelling proposed? Caregivers (home health aides, Certified Nursing Assistants, etc.) frequently utilize public transportation to reach clients.*
- *It would help us get a better organization*
- *I want the Capitol Heights station and all the bus circuits to continue operating for all the people who use them daily. It is useful for all our people that the Capitol Heights station is constantly in operation, it helps us get to our jobs or go to visit our loved ones. That is why it is important to use the subway because it helps us get to different places we want to visit to take advantage of the old customs of ourselves*
- *I am well aware that our area needs retail development but there is a huge lot in DC directly across from the metro that is completely ready for development. That is where the focus should be, not the metro station.*

Metro Response: These comments are outside the scope of this Compact public hearing, but will be shared with the appropriate Metro departments and Prince George's County agencies for consideration. Metro appreciates the feedback and will keep these in mind as a future development moves forward.

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

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

7.0 Other Information for the Public Record

No other information has been provided.

8.0 Staff Recommendation

Staff recommends approval of the proposed transit facility changes to the Capitol Heights Metro Station. Staff finds there should be no revisions to the proposed transit facility changes as a result of the Compact Public Hearing and staff report analysis.

The changes include the following modifications to Metro facilities:

- Relocating the bus loop and Kiss & Ride facilities
- Reducing the Kiss & Ride capacity from 27 to eight spaces
- Eliminating the 372-space Park & Ride lot

Staff recommends that the Metro Board approve this Compact Public Hearing Staff Report and accept an amendment to the Mass Transit Plan to implement these facility changes at the Capitol Heights Metro Station.

APPENDIX A: NOTICE OF PUBLIC HEARING

Continued on Next Page



Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Changes to Transit Facilities at
Capitol Heights Metro Station
Capitol Heights, Maryland
Docket R23-05

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed changes to transit facilities at the Capitol Heights Metro Station in Capitol Heights, Maryland as follows:

Hearing No. 654

Wednesday, November 8, 2023

Open House 6:30 p.m.

Public Hearing 7:00 p.m.

Capitol Heights Elementary School
601 Suffolk Ave
Capitol Heights, MD 20743

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

youtube.com/metroforward

To listen via telephone: (206) 899-2028, Meeting Code 231 232 090#

Please note that this date is subject to cancellation. In the event of a cancellation, Metro will post information about the rescheduled hearing on wmata.com

Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in this public hearing, or who requires these materials in an alternate format, should contact the Office of the Board Corporate Secretary at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information please visit

wmata.com/plansandprojects



PURPOSE OF THE PUBLIC HEARING

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

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

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

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

In person: Individuals wishing to provide testimony in person during the hearing are encouraged to pre-register by emailing speak@wmata.com or calling (202) 962-2511 by 5 p.m. on Tuesday, November 7, 2023. Please submit only one speaker's name per request. Advance registration to provide in-person testimony is not required.

By videoconference: Individuals wishing to provide testimony during the hearing via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to speak@wmata.com by 5 p.m. on Tuesday, November 7, 2023. Please submit only one speaker's name per request.

By telephone: Individuals should call (206) 899-2028 during the hearing and enter Meeting Code 231 232 090#. Advance registration to provide testimony via telephone is not available.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING

Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Options to submit testimony online include completing a survey, providing written comments or uploading letters or other documents. Online submission will begin at 9 a.m. on Saturday, October 7, 2023 and will close on Monday, November 20, 2023 at 9 a.m. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Corporate Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390. All comments must be received by the Office of the Secretary by 9 a.m. on Monday, November 20, 2023 to be included in the public record.

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

WHAT IS PROPOSED

Metro proposes changes (“Modifications”) to the Capitol Heights Metro Station (“Metro Station”) transit facilities and facility access to enable joint development, increase ridership and improve safety. The recommended changes are made after significant evaluation of future demand for the transit and parking facilities at the Metro Station.

The Modifications include:

- Relocating the bus loop and Kiss & Ride facilities
- Reducing the Kiss & Ride capacity to eight spaces
- Eliminating the 372-space Park & Ride lot

In 2017, Metro held a public hearing and received Board approval to eliminate the Park & Ride only. However, the joint development project did not advance at that time and as a result Prince George’s County and Metro have revised the development plans to also include changes to the bus and Kiss & Ride facilities.

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

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

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

Table 1. Environmental Impacts of Modifications

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization & Mitigation Efforts
Transportation	Reconfiguration of the bus facilities eliminates left-turn bus movements onto the site from the arterial roads, which will improve safety. Elimination of the Park & Ride and reduction of Kiss & Ride spaces will generate less traffic at the station and align with pick-up/drop-off demand.	Disruption to pedestrian, bicycle, and vehicular circulation during construction.	Interim locations for bus services, pick-up/drop-off, and bicyclist and pedestrian access will be maintained at all times during construction. Updated traffic controls and signage to reflect changes. Customers seeking longer-term parking options will be directed to use Park & Ride facilities at Addison Road Metro Station. Other on-street parking options may also be created after development of the site.
Stormwater	None-total impervious areas of transit facilities to be reduced.	Minor sediment or erosion risk.	Controls to be applied per Maryland and Prince George’s County requirements.
Air Quality and Noise	No impacts resulting from changes to transit facilities.	Dust or noise from construction-related equipment and operation.	Cleaning, minimizing night-time work, noise control measures.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report, and general plans for the proposed changes to transit facilities at the Capitol Heights Metro Station. These documents are available online at wmata.com/plansandprojects and may be inspected during normal business hours at the following location:

WMATA
Office of the Board Corporate Secretary
300 7th Street, SW
Washington, D.C. 20024
202-962-2511
(Please call in advance to coordinate)

WMATA COMPACT REQUIREMENTS

WMATA's Compact requires that the Board, in amending the Mass Transit Plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes Prince George's County, Maryland and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

APPENDIX B: PUBLIC HEARING STAKEHOLDER LIST

Continued on Next Page

Organization	Category
City of Seat Pleasant	Government Facility/Agency
John Eager Howard Community Center	Government Facility/Agency
Prince George's County Council	Government Facility/Agency
Seat Pleasant Volunteer Fire Co.	Government Facility/Agency
Town of Capitol Heights	Government Facility/Agency
Clothing of Power Eternal Church	Place of Worship
Gethsemane United Methodist Church	Place of Worship
New Life Assembly of God/SACRED Life Academy for Boys	Place of Worship
St. Margaret of Scotland Catholic Church & School	Place of Worship
True Believers Pentecostal Church	Place of Worship
Gateway Village	Residence/Apts
Highland Ridge Apartments	Residence/Apts
Southern Homes & Gardens Corporation	Residence/Apts
The Park at Addison Metro	Residence/Apts
Capitol Heights Elementary School	School
Central High School	School
DC Scholars Public Charter School	School
MAPCS-Evans High School Campus	School
Walker Mill Middle School	School
Addison Plaza Shopping Center	Shopping

APPENDIX C: PUBLIC HEARING PRESENTATION MATERIALS

Continued on Next Page

Compact Public Hearing

R23-05

Capitol Heights Station

November 8, 2023
Public Hearing



Agenda

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

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

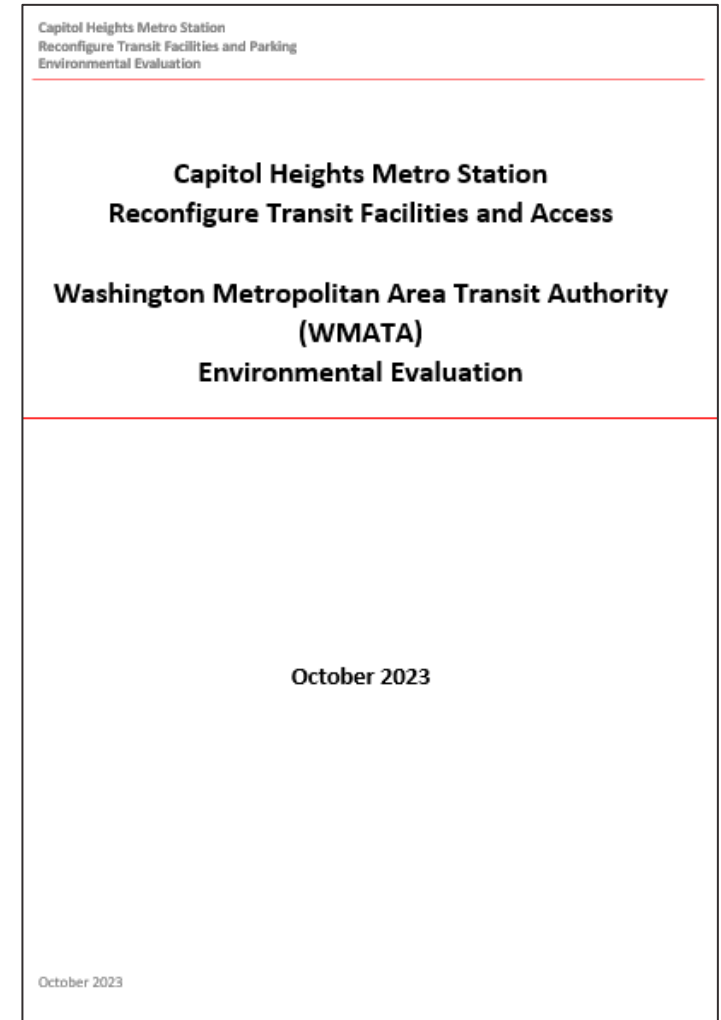
wmata.com/plansandprojects > Capitol Heights

Reference Materials

WMATA Compact Public Hearing Materials

- General Plans
- Environmental Evaluation

- wmata.com/plansandprojects > Capitol Heights



Providing Testimony at Hearing

Call **(206) 899-2028** and enter code **231 232 090#**

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

Public Hearing Procedures

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

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

Purpose of Hearing

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

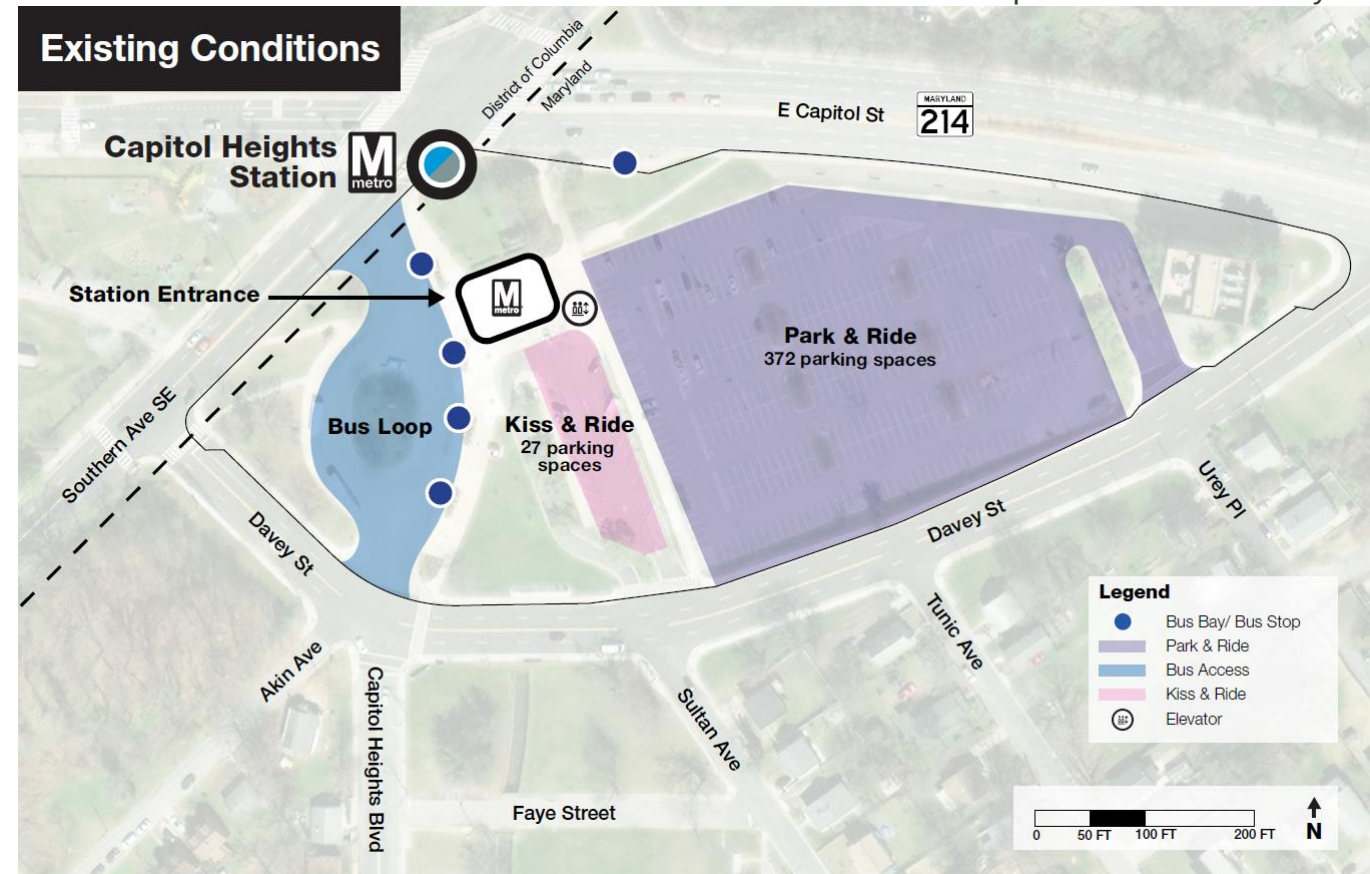
- Relocating the bus loop and Kiss & Ride facilities
- Reducing the Kiss & Ride capacity to eight spaces
- Eliminating the 372-space Park & Ride lot

~1,500 daily Metrorail riders pre-COVID;
recovered to 1,000 daily riders as of October 2023

Bus – 801 customers daily*

K&R – Less than 1 paid transaction daily**

P&R – 124 paid transactions daily***



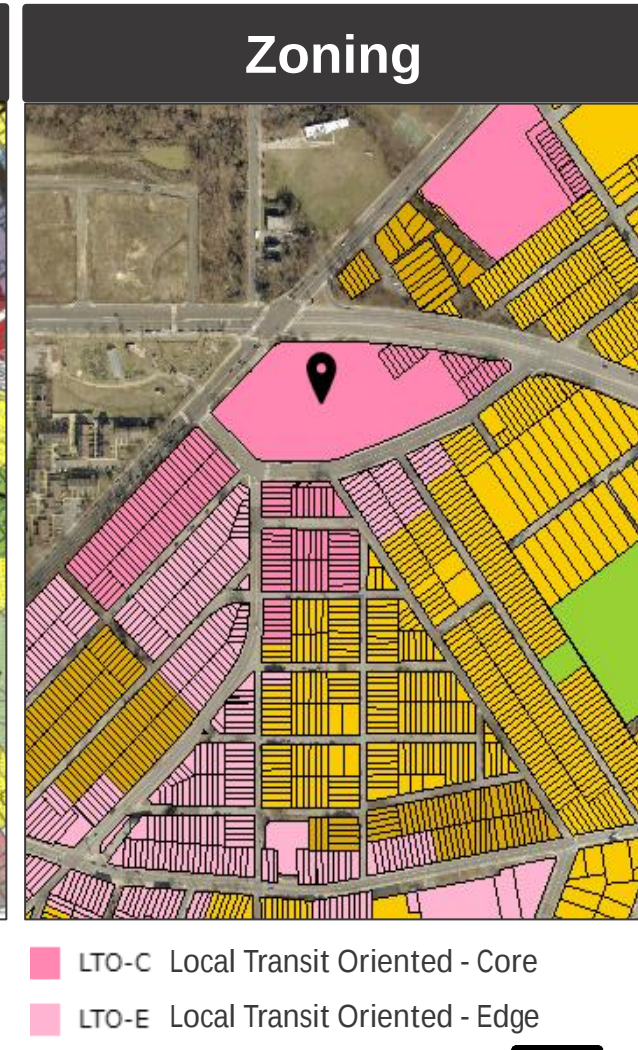
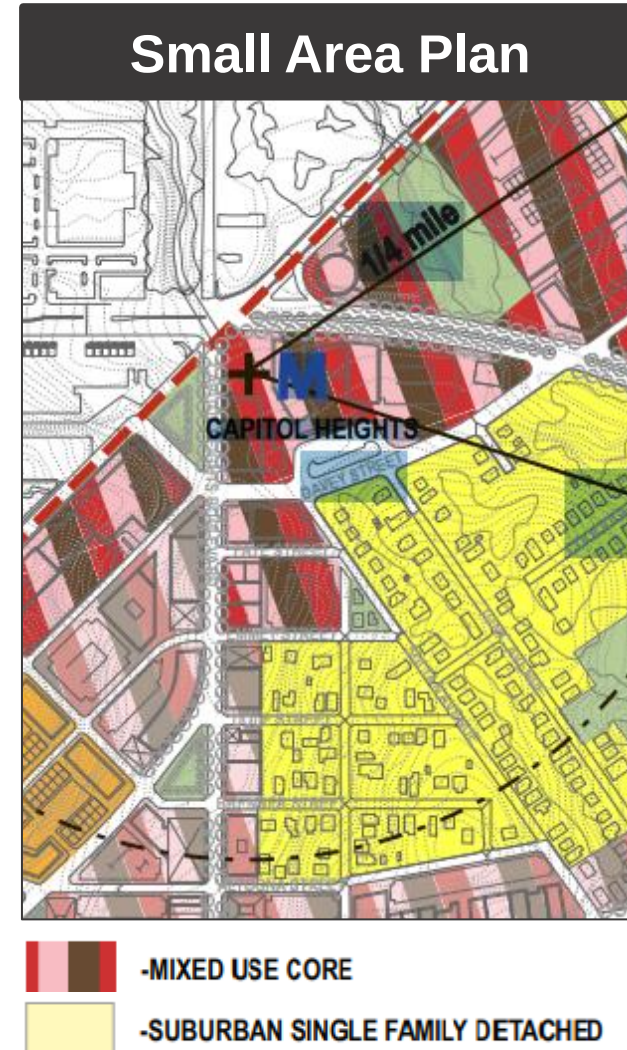
(*) Based on October 2023 ridership data

(**) Based on March 2023 ParkMobile records

(***) Based on October 2023 Smartrip records

Background

- 1980 Station opens
- 2008 Small Area Plan adopted
- 2015 First Joint Development agreement (later expired in 2018)
- 2017 First Compact hearing to eliminate the Park & Ride facility
- 2021 Prince George's County announced Blue Line Corridor initiative to accelerate Transit-Oriented Development
- 2023 Metro Board authorizes Compact hearing & issuance of Joint Development solicitation



Proposed Changes to the Transit Facilities

Park & Ride

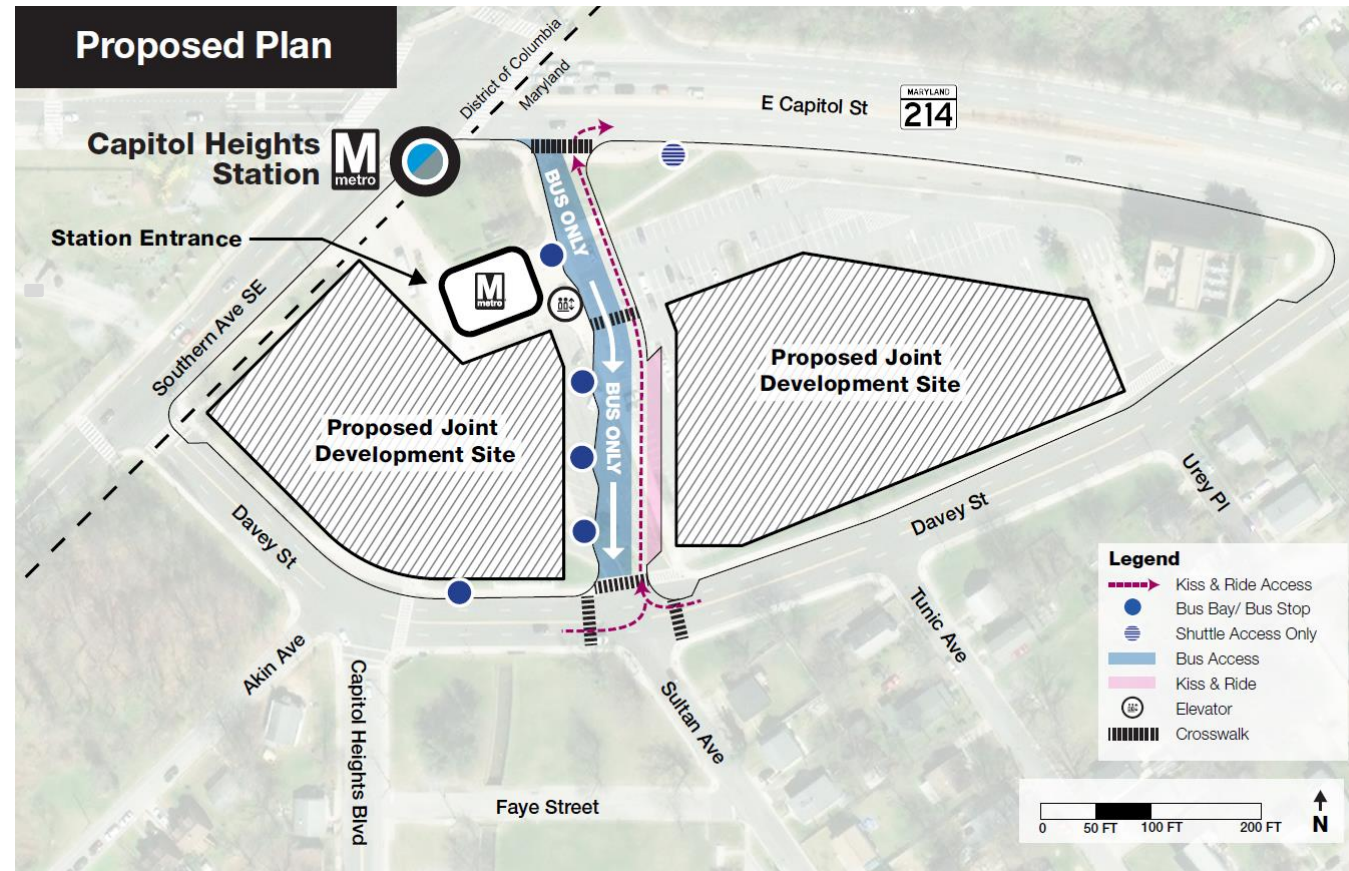
- Removal of the surface lot
- Customers seeking longer-term parking will be directed to Addison Road Metro Station

Bus Loop

- Reconstructed with a smaller footprint and more safe access from E. Capitol St. and exiting via Davey St.
- 5 bus bays (1-for-1 replacement)
- Metrorail bus shuttle stop on E. Capitol Street to support temporary operations

Kiss & Ride

- Relocated as curbside facility on new street
- 8 spaces (70% reduction); aligns with pick-up and drop-off demand patterns



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

Environmental Analysis

- An Environmental Evaluation (EE) for the transit facility changes has been provided as part of the Docket. Likely environmental impacts are summarized in the table below.

Environmental Features	Permanent Impacts	Temporary Impacts Construction-related	Minimization & Mitigation Efforts
Traffic	Reconfiguration of the bus facilities eliminates left-turn bus movements onto the site from the arterial roads, which will improve safety. Elimination of the Park & Ride and reduction of Kiss & Ride spaces will generate less traffic at the station and align with pick-up/drop-off demand.	Disruption to pedestrian, bicycle, and vehicular circulation during construction	Interim access for buses, pick-up/drop-off activity, and bicycles/pedestrians will be maintained at all times during construction Customers seeking longer-term parking options to use Metro's Addison Road Park & Ride facilities or other on-street parking options created after development of the site.
Stormwater	None—total impervious areas of transit facilities to be reduced	Minor sediment or erosion risk	Controls to be applied per Prince George's County and Maryland requirements
Air Quality & Noise	No impacts resulting from changes to the transit facilities	Dust or noise from construction-related equipment and operation	Cleaning, minimizing night-time work, noise control measures

Testify at Hearing

Call **(206) 899-2028** and enter code **231 232 090 #**

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

Public Hearing Procedures

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

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

Written Comments

Comments must be received by **9 a.m. on Monday, November 20, 2023**

Option 1

Submit online at:

www.wmata.com/plansandprojects

- You can comment anonymously or give your name
- You can write your comment or upload a document

Option 2

Submit by mail to:

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

Things Outside the Purpose of this Hearing

- Not within the scope of this hearing are, for example:
 - Size, mix or design of buildings or future joint development projects
 - Land use matters
 - Service complaints
 - Fares

- Any matters raised outside the scope of this hearing cannot be resolved as part of this hearing process

Next Steps

Compact Public Hearing



November 20, 2023

Public Review Comment
Period Closes

Winter 2024

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

Spring 2024

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

Thank you for
your participation!



APPENDIX D: PUBLIC HEARING SCRIPT

Continued on Next Page

MR. MCANDREW

SLIDE 1

- I call this meeting to order.
- I am Joe McAndrew, the First Vice Chair of the Metro Board of Directors and the Maryland's Assistant Secretary of Transportation.
- With me tonight is Jennifer Ellison, Metro's Board Corporate Secretary, and
- Yasmine Doumi, Project Manager at Metro's Office of Real Estate and Development who will be giving tonight's presentation.
- I'd also like to recognize that we're joined this evening by _____. Welcome, _____.

SLIDE 2 - AGENDA

- This hearing is convened by the Metro Board of Directors to gather public comments on proposed changes to the Capitol Heights Metro Station located in Prince George's County, Maryland.
- This is our Agenda today: We will begin with some background information, then move to describing the proposed changes, followed by an overview of the protocol for commenting. We will then hear public comments and discuss next steps.

SLIDE 3 – REFERENCE MATERIALS

- The General Plans and Environmental Evaluation for these changes are available online at wmata.com/forward/slash plans and projects. Two copies are also available in the hallway at the registration table.
- Notice of this hearing was made in the [Washington Post](#), and print ads were placed in [EI Tiempo](#), and [Washington Informer](#).
- The hearing notice was also sent to all local governments and other organizations within the Compact Zone, as well as posted at wmata.com.

SLIDE 4- PROVIDING TESTIMONY AT HEARING

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

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

YASMINE

SLIDE 5 – PURPOSE OF HEARING

- Thank you, Mr. McAndrew

- The Purpose of the Hearing is to obtain public input on the following changes to the facilities at the Capital Heights Metro Station to enable joint development and grow Metro's ridership:
 - Relocating the bus loop and Kiss & Ride facilities
 - Reducing the Kiss & Ride capacity to eight spaces
 - Eliminating the 372-space Park & Ride lot

- Currently, these facilities support approximately 801 transit customers daily disembarking daily at Capitol Heights Metro Station, less than 1 paid transaction daily from the Kiss & Ride, and around 124 paid parking transactions daily from the Park & Ride.

- For context, the Capitol Heights Metrorail Station served between 1,500 customers each weekday in the decade prior to COVID-19 pandemic. As of October 2023, ridership has recovered to around 1,000 customers each weekday.

SLIDE 6 – BACKGROUND

- Before discussing the changes further, let me give some context or background about how we got to this meeting today.
- The Capitol Heights Station opened in 1980.
- In 2008, Maryland-National Capital Park and Planning Commission approved the Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment. The intent is to foster transit-oriented development that increases the use of public transit, maximizes return on investment in transit facilities and services, encourages appropriate development near transit stations with coordinated urban design elements, and increases local tax revenues.
- In 2015, the Metro Board approved a Joint Development Agreement, or JDA. *Joint Development* is a Federal Transit Administration term for when residential or commercial uses are developed on transit agency-owned property with a design that is closely coordinated with transit facilities.
- In 2017, Metro and our prior Joint Development partner held the first public hearing and received Board approval to eliminate the Park & Ride lot only to support a one-building project.
- That project ultimately did not advance due to various constraints and this first Joint Development Agreement expired in 2018.
- As a result, Prince George's County and Metro revisited the development plans for the site and while it was forming the Blue Line Corridor initiative to accelerate Transit-Oriented Development, which focused on ways to address physical and market barriers to growth.
- Accordingly, a new plan was established that supports a two-building project at the Capitol Heights Metro station by reconfiguring the bus and Kiss & Ride facilities in addition to the elimination of the Park & Ride lot.
- In April 2023, the Metro Board authorized the staff to hold a Compact hearing on the changes to transit facilities that could enable the development with the goal of increasing ridership at the station and supporting the Prince George's County's land use, housing, and economic development goals.
- In this meeting, the Board also authorized Metro to issue a Joint Development Solicitation to engage a developer that will lead the design and delivery of a mixed-use real estate project on Metro's property including the reconstruction of the transit facilities and all coordination with the with the Prince George's County government and community. However, the release of that solicitation has not yet occurred.

SLIDE 7 – PROPOSED CHANGES TO TRANSIT FACILITIES

- On the next few slides, we'll cover the proposed changes to the transit facilities, covering aspect and access, as well as provide a summary of key points from our Environmental Evaluation.
- At the Capitol Heights Metro station, the proposed changes include closing the surface Park & Ride lot and removing the 372 Park & Ride spaces from our Mass Transit Plan without replacement. Metro is also proposing reconfiguring the existing bus loop and Kiss & Ride lot.
- The reconfiguration will:
 - o create parcels or land area available for residential and/or commercial development,
 - o better integrate the Metro Station into the fabric of the surrounding community,
 - o offer an improved customer experience at the Metro Station entrance,
 - o Enhance safety for bus operations, bicyclists, and pedestrians.
- These actions are necessary to enable joint development opportunity at the site and to help grow Metro's ridership. Accordingly, these improvements will be funded and constructed by the future joint developer, which as we mentioned, has not yet been selected.
- We anticipate releasing a solicitation to select a developer within the next year, who will then lead the design and delivery of a mixed-use real estate project on the parking lot site, including all coordination with Prince George's County government and the surrounding community.
- The most significant change to the transit facilities—which you can see on the site plan image on the screen—is the elimination of the Park & Ride lot.
- Metro believes this approach is reasonable since there is an alternative Park & Ride facility nearby at Addison Road Metro station, which has excess capacity that is sufficient to accommodate all users from Capitol Heights.
- Through May 2023, average mid-week peak hour utilization at the Park & Ride lot is 120 vehicles. These volumes can be accommodated at the Addison Road Park & Ride facility. On an average mid-weekday in the years leading up to the pandemic (2017-2019) there were 572 total spaces vacant, or available for use.
- Based on analysis of Capitol Heights parking customer origin and household location data, traveling to Addison Road would add fewer than five-minutes of travel time for Capitol Heights customers. This information is presented in the Environmental Evaluation report that Metro posted on its website prior to this Compact hearing.
- Regarding the bus facilities, the project involves the reconfiguration of the loop into a “street-like” transitway that has a smaller, more bicycle & pedestrian-friendly footprint. This will be accomplished by relocating the entry point to a right-in/right-out condition from MD-214, also

called E. Capitol Street, and exiting onto Davey Street. The buses will only travel or operate in one-direction going southbound.

- This change in the transit operations we believe is a significant safety improvement and reduces the risk of collisions between buses, cars, or pedestrians, that exists in the current condition where buses make an un-signalized left-turn movement from Southern Ave to access the site across on-coming traffic. This left-turn condition exists within less than 20 feet from the Southern Ave and E. Capitol intersection and does not comply with the District of Columbia or State of Maryland's roadway design standards.
- As for capacity, the reconfigured bus facilities will include 5 bus bays, which is the same number that exist today and can accommodate potential future increases in bus services. The bus stop that exists on MD-214 or E. Capitol Street today will remain, but will only be used when there are interruptions to the blue line Metrorail service. In these conditions Metro runs temporary shuttle buses to connect customers to the next Metrorail stations where service is not impacted.
- The final change to the transit facilities involved the Kiss & Ride facility. The surface lot will be removed and reconstructed in the same vicinity, but as a curb-side facility on the new street created to support the bus operations. The entry will be from Davey Street, as it does today, but the exit will now be onto MD-214 or E. Capitol Street. The traffic will flow in a one-way northbound direction opposite to the flow of the buses.
- Regarding capacity, the proposal is to reduce the capacity to 8 spaces, which aligns with pick-up and drop-off demand patterns and includes some additional capacity to accommodate future growth in households in the station's park-shed that may result in increased pick-up/drop-off demand.
- The supporting data and analysis are included in the Environmental Evaluation Report posted on Metro's website. In this evaluation, it was identified there were few paid parking transactions using the ParkMobile system, and that the unpaid parking activity in the Kiss & Ride lot occurred for extended periods of time – exceeding 2 hours to more than 12 hours in duration, including some overnight parking.
- With the proposed reduction in Kiss & Ride capacity, those customers seeking daily or longer-term parking options will be directed to use Addison Road Metro Station, which is the next station along the Blue Line, or other on-street or off-street parking options that may also be created after development of the site.

SLIDE 8 – ENVIRONMENTAL ANALYSIS

- Finally, as part of the Compact Public Hearing, Staff has prepared an Environmental Evaluation for the project to assess any potential impacts and to identify opportunities to minimize or mitigate them.
- This analysis identifies whether there are impacts to transportation, stormwater, open space, air quality, noise, and other community or environmental features that directly result from Metro's proposed changes to the transit facilities only--in this case the reconfiguration of the bus loop, reduction and relocation of Kiss & Ride spaces, and elimination of the Park & Ride facility--and not the anticipated future development of the site.
- The Prince George's County will lead that evaluation process when the future-selected developer submits application for review by the County's entitlements and buildings approval process.
- Regarding transportation, it is anticipated the reconfiguration of the bus facilities will improve safety by eliminating the awkward left-turn movements across on-coming traffic, which may also reduce traffic congestion. The elimination of the Park & Ride facility and reducing the Kiss & Ride capacity will result in less traffic around the station.
- During construction, an interim operations plan—sometimes called a Maintenance of Traffic plan—will be established to ensure access for all travel modes to the Capitol Heights Metro Station is always provided throughout the project.
- Then regarding air quality, noise, and stormwater, there are also no permanent impacts anticipated as a result of the transit facility changes, however there may be some minor temporary impacts during construction of the future joint development project, like dust, equipment noise, or sediment and erosion. These will be mitigated following typical construction mitigation techniques and following Prince George's County's requirements for construction operations.
- This concludes my presentation. I'll turn the floor back over to Mr. McAndrew to go over the procedures for tonight's hearing.

MR. MCANDREW

SLIDE 9 – PROVIDING TESTIMONY AT HEARING

- Thank you, Ms. Doumi. Briefly, I will cover the procedures that we will follow during the hearing.
- As noted earlier, we are accepting comments three ways at this hearing: in person, via Teams, and over the phone.

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

SLIDE 10 – PROVIDING WRITTEN COMMENTS

- In addition to the opportunity to speak at this evening's hearing, Metro also welcomes further comment on the proposed changes. There are two ways to provide comments: online and by mail.
- Comments must be received by 9 AM on Monday November 20, 2023.
- Online comments can be submitted through the Capital Heights project page, which can be found at wmata.com/forward/slash/plans/projects. Once there, you may type comments and upload letters or other documents.
- You can mail comments to: Office of the Secretary, SECT 2E, WMATA, Post Office Box 44390, Washington, D.C. 20026-4390. Please Reference "Capitol Heights Public Hearing" in the *subject* line. Comments must be received (not postmarked) by November 20, 2023 in order to be included in the hearing record.
- Your comments will become part of the public record that will be reviewed by the Metro Board of Directors.

- Changes to what was presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

SLIDE 11 – THINGS OUTSIDE THE PURPOSE OF THIS HEARING

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

SLIDE 12 – NEXT STEPS

- The public comment period opened on October 7th and will close on November 20, 2023. Staff anticipates releasing the draft staff report to the Metro website in in the Winter.
- Once the staff report is released to the public, those of you who provided comments will have the opportunity to review the report to ensure that we captured your comments accurately. That review and comment period will close two weeks after the draft staff report is posted.
- Staff anticipates that the Final Staff Report will be submitted to the Board of Directors for acceptance in Spring 2024.

SLIDE 13 – THANK YOU FOR YOUR PARTICIPATION

- Now that we have all the background out of the way, it's time to call the first witness.

- We'll begin with those on Teams tonight and then go through those joining in person and via phone, until everyone who wants to provide testimony has had that opportunity. Our first speaker is _____.

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

- Is there anyone present in this room who wishes to provide testimony? Please approach the mic.
- Is there anyone else on the phone who wishes to provide testimony tonight? If so, please press *5 to be put in the speakers' queue. (Wait 20-30 seconds to see if anyone joins speakers' queue.) If not, this hearing is now concluded.
- As a reminder, we'll be accepting written testimony until 9 a.m. on Monday, November 20, 2023 Testimony can be submitted online at: [W-M-A-T-A.com forward slash plansandprojects](https://www.wmata.com/forward/slash/plansandprojects) (all one word), then navigate to the Capitol Heights project page.
- Testimony can also be sent via U.S. Mail to: Office of the Secretary, WMATA, S-E-C-T 2E, PO Box 44390. Washington, DC 20026-4390. All mailed testimony must be received (not postmarked), by 9 a.m. on Monday November 20, 2023.
- As a reminder, a video recording of this hearing will be posted on YouTube at [YouTube.com/MetroForward](https://www.youtube.com/MetroForward), if you'd like to view it to help with developing written testimony, which, again, must be received by Metro by 9 a.m. on Monday, November 20.
- Thank you again for participating in this evening's hearing. Have a good evening.

APPENDIX E: SURVEY RESULTS AND COMMENTS

Continued on Next Page

Proposed Changes at Capitol Heights Station

Metro is proposing changes to Capitol Heights Station's transit facilities to increase ridership and enable joint development, which could include housing and retail.

The proposed changes include:

- Relocation of the bus loop and Kiss & Ride facilities
- Reduction of 15 Kiss & Ride spaces to eight spaces
- Elimination of the 372-space Park & Ride lot



Q1. How would you like to provide a comment concerning the above proposed changes?

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

Q2. Please provide your comments in the box below:

Summary of comments.....

Mixed-Use Development Support:

The majority supports mixed-use development, incorporating housing, retail (including grocery stores), and amenities like restaurants and gyms. However, concerns linger about potential gentrification and the risk of rendering housing unaffordable for current residents.

Parking Space Opposition:

While many endorse new development, there's resistance to entirely eliminating all parking spaces. Safety concerns make nearby park-and-rides less feasible as an alternative. The request is for redevelopment plans to be modified, retaining a limited number of park-and-ride spaces to address safety and convenience concerns.

Q3. Overall, would the proposed changes at Capitol Heights Station increase or decrease your likelihood of choosing Metrorail or Metrobus over other travel options in the future?

	(n=128)
Increase my likelihood of choosing Metro	26%
No effect on my travel choices	10%
Decrease my likelihood of choosing Metro	45%
I don't know	11%
Not applicable (the change would be irrelevant to the trips I take)	9%

Q4. Would each of the following changes increase or decrease your likelihood of choosing Metrorail or Metrobus over other travel options in the future?

	Increase my likelihood of choosing Metro	No effect on my travel choices	Decrease my likelihood of choosing Metro	I don't know	Not applicable (the change would be irrelevant to the trips I take)
The Elimination of the 372-space Park & Ride lot (n=117)	25%	10%	52%	3%	9%
The Reduction of 15 Kiss & Ride spaces to eight spaces (n=118)	19%	34%	29%	6%	13%
The Relocation of the bus loop (n=117)	22%	39%	17%	9%	13%
The Relocation of the Kiss & Ride facilities (n=118)	16%	38%	21%	10%	14%
The buildout of new joint development (which could include housing and retail) (n=115)	36%	14%	37%	8%	5%

Q5. Do you primarily use Capitol Heights Station to.....

	(n=124)
Ride Metrorail	65%
Ride Metrobus	1%
Ride Both	16%
I don't use Capitol Heights station	15%
Other (please explain)	3%

Q6. For the last trip you took from Capitol Heights station, how did you get to the station? Please select one.

	(n=123)	2023 Rail Passenger Survey (n=115)
Walk	19%	33%
Bus Bays and Station/Stops (to connect to Metrobus, Metrorail, etc.)	14%	19%
Metrobus/PG County The Bus	6%	6%

Proposed Changes at Capitol Heights Station

Car and parked at metered section at Capitol Heights Station (i.e. Kiss & Ride)	1%	0%
Car and parked at the Capitol Heights Park & Ride	41%	21%
Dropped off by someone at Capitol Heights Station	7%	13%
Carpool with others and parked at Metered Section at Capitol Heights Station	1%	0%
Bicycle	2%	4%
Rented Bicycle or Scooter	2%	1%
Taxi/Ride share (e.g. Uber, Lyft)	0%	0%
Other (please explain)	7%	0%

Q7. In the past 30 days, which of the following facilities did you use at the Capitol Heights Station?

	(n=123)
Bus Bays and Station/Stops (to connect to Metrobus, Metrorail, etc.)	29%
Metered Kiss & Ride Lot (i.e. for short-term parking)	8%
Kiss & Ride (i.e. lot where a driver can wait to pick up a passenger)	21%
Capitol Heights Park & Ride (i.e.. for long-term parking)	46%
Pick up and Drop off Zone	24%
Bicycle racks	11%
Capital Bikeshare	8%
None of the above	18%
Option(please explain)	2%

Only show to those who used Park & Ride In past 30 days in Q7

Q8. How often have you parked at the Capitol Heights Park & Ride in past 30 days?

	(n=5)
1 day only	0%
2-3 days	20%
3-5 days	40%
5-10 days	0%
More than 10 days	40%
Zero days – I have not parked here in the past 30 days	0%

Proposed Changes at Capitol Heights Station

Only show to those who used Park & Ride In past 30 days in Q7

Q9. How many miles do you travel to park at the Capitol Heights Park & Ride? (Approximately)

	(N=56)
Less than 1 mile	9%
1 to 2 miles	46%
2 to 3 miles	18%
More than 3 miles	27%

Only show to those who used Park & Ride In past 30 days in Q7

Q10. In an average week, which days of the week do you park at the Capitol Heights Park & Ride? Please select all that apply.

	(N=56)
Monday	73%
Tuesday	82%
Wednesday	88%
Thursday	84%
Friday	70%
Saturday	27%
Sunday	21%

Only show to those who used Park & Ride In past 30 days in Q7

Q11. What is the main reason you park at Capitol Heights Park & Ride? Please select only one.

	(N=56)
To ride Metrorail	98%
To ride Metrobus	2%
I work nearby the Capitol Heights Metro Station	0%
I use it as a parking lot for other nearby locations/buildings/parks	0%
Other	0%

Only show to those who use the Park and Ride to ride Metrorail or Metrobus in Q11

Q12. If the Capitol Heights Park & Ride was no longer available, would you continue to ride Metrorail / Metrobus from the Capitol Heights station?

	(N=55)
Yes	7%
No	93%

Only show to those who would NOT continue to ride in Q12

Q13. Would you consider parking at another Metro station to use Metro? Please select one.

	(n=51)
No, I would no longer park at a Metro station	76%
Yes, I would park at Addison Road Metro Station	6%
Yes, I would park at Morgan Boulevard Metro Station	2%
Other Metro Station (please explain)	16% (mostly Suitland)

Only show to those who would NOT continue to park in Q13

Q14. Why would you not park at another Metro station. Please select all that apply.

	(n=39)
Driving to other Metrorail stations with parking is not convenient.	82%
It is too difficult getting into or out of parking lots at other Metrorail stations.	31%
I am concerned there would not be enough parking at other stations.	46%
Parking at the other stations would be too expensive.	18%
I am concerned about my personal safety while parking at other stations.	62%
Something else	3%

Proposed Changes at Capitol Heights Station

Only show to those who would continue to ride in Q12

Q15. How would you get to the Capitol Heights Metro Station if the parking lot were not available? Please select one.

	(n=4)
Metrobus	25%
Other bus service	25%
Dropped off by someone	25%
Rented bicycle or scooter	0%
Bicycle	0%
Walk/Wheelchair	0%
Taxi/Ride Share/Lyft/Uber/Other car service	0%
Park somewhere else nearby the station	25%
Other	0%

Only show to those who used Park & Ride In past 30 days in Q7

Q16. If the Capitol Heights Park & Ride was no longer available, would you still take Metrorail or Metrobus for the same amount of trips as you do currently?

	(N=55)
Yes	16%
No	84%

Q17. Which type of housing best describes your home?

	(n=122)
Apartment or condominium	21%
Single family, detached house	54%
Townhome, attached to other houses	25%

Q18. In what year were you born?

	(n=109)
35 and younger	34%
36 to 44	30%
45 to 54	13%
55 and older	23%

Proposed Changes at Capitol Heights Station

Q19. What is your gender identity?

	(n=118)
Male	46%
Female	52%
Other	2%

Q20. Are you of Hispanic or Latino origin?

	(n=118)
Yes	9%
No	91%

Q21. Which of the following best describes you? Please select all that apply.

	(n=116)
White (Non-Latino)	25%
Black	59%
Latino	9%
Other/Mixed Race	7%

Q22. What is your annual household income (before taxes)?

	(n=112)
Less than \$30,000	13%
\$30,000 to \$99,999	45%
\$100,000 to \$199,999	30%
\$200,000 or more	12%

Q23. What's the best way for Metro to communicate with you as this project continues?

	(n=116)
Email	60%
Website	28%
Social Media	31%
In-Person Meeting	13%
Virtual Meeting	15%

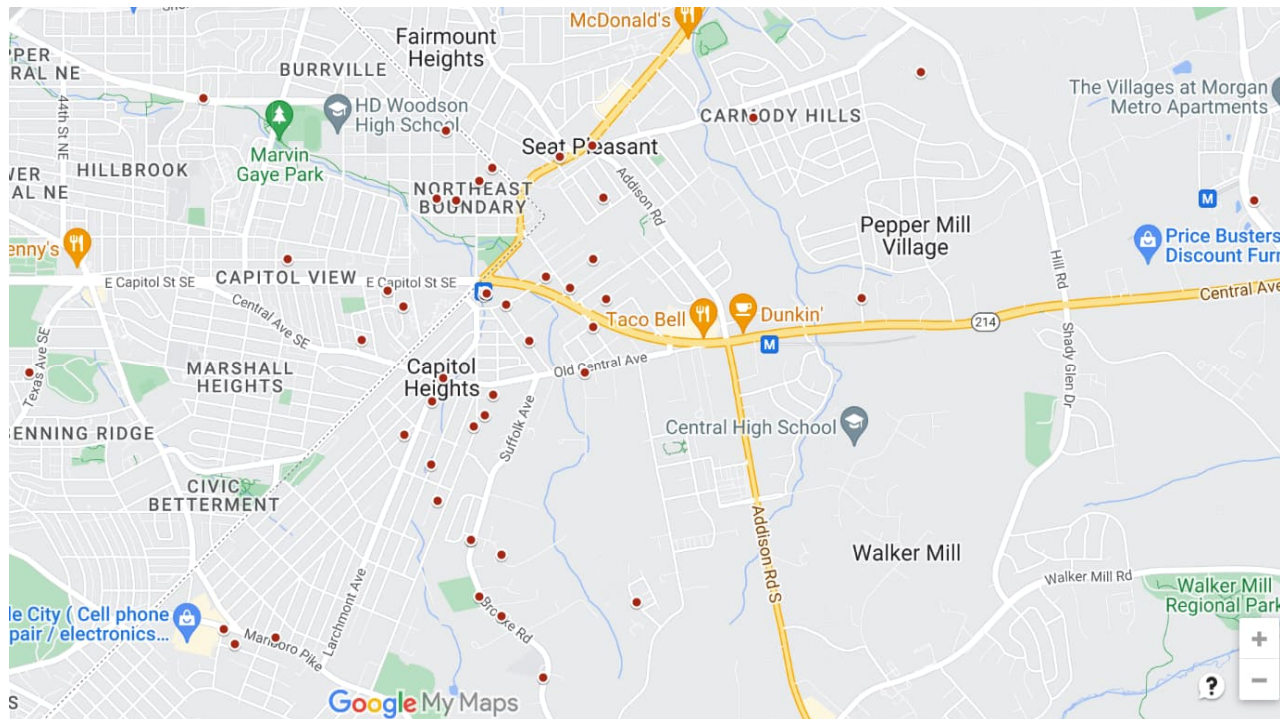
Proposed Changes at Capitol Heights Station

Postal Mail	16%
Newspaper	6%
Flyers/brochures	28%

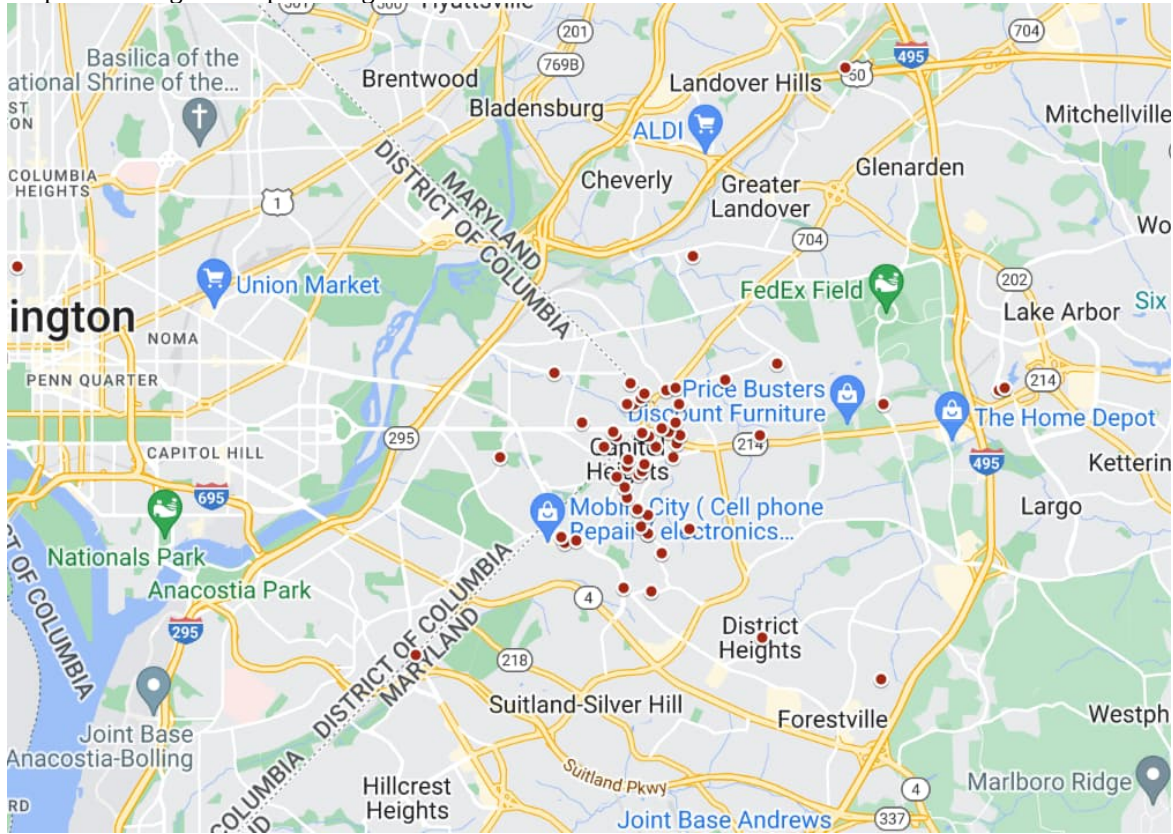
Q24. To help us better understand how you currently use the Capitol Heights Station, it would be very helpful to know approximately where you live.

(each red dot is a respondents address)

Summary – The average distance from the station to residents' homes was 2.45 miles, with a median distance of approximately 1 mile. About one-third of residents live within 0.5 miles of the station, while roughly half live 1 mile or more away.



Proposed Changes at Capitol Heights Station



Thank you for taking the time to provide your valuable input on this form. To stay informed about this project, please visit the website at <https://www.wmata.com/plansandprojects>.

Comments Received Through Metro's Online Portal

1	Land use is one of the biggest contributors to climate change, it is imperative that the land around metro stations is developed to help kickstart better land use policy as well as boost ridership. Redevelopment of the Capitol Heights Station in a more dense manner that will hopefully encourage MDOT and PG DPW to work on designing better multimodal connections to the surrounding neighborhoods. Please ensure housing and commercial space is prioritized over private vehicle usage.
2	Let's get 'er done!
3	This look great + let's make it happen ASAP!
4	I'm against the removal of the park and ride spaces. Although Addison Station is near by it is not a suitable substitute, it doesn't provide ease of access and raises concerns of crime. Change is needed for the area as there is lots of unused space and development can benefit commuters and the surrounding communities alike but it needs to be done correctly for it to truly make a difference.
5	I don't want any changes to capitol heights station, the way it is now I can park and get the train to work.
6	I am excited to see Metro move forward with the proposed changes to redevelop the Capitol Heights Metro station. I'm eager to see new homes, retail, and vibrant public spaces added to the Metro station. These changes should also include taming the streets around the Metro station to make them safer and more accessible for people walking and biking. Overall, these changes will create a safer, more economically robust station area and community. Here are some more specific comments: • I agree it's necessary to replace the surface parking lot, move the bus facilities and move and reduce the kiss and ride to 8 spaces to create a transformed, walkable place with new homes and businesses. • I encourage Metro to continue to work with the community, Town of Capitol Heights, and Prince George's County to ensure that the design of the buildings, streetscape and transit facilities improve access to transit, safer streets for walking and bicycling, and better public spaces. • I ask Metro to design bus facilities to provide both efficient bus operations while providing for safe and comfortable places to wait for a bus in close proximity to the Metro station entrance. These facilities should also support more pedestrian-friendly street designs. I ask that Metro reconsider the sawtooth curb bus bay design, and instead provide on-street parallel bus bays. • Metro should engage with DC and Maryland to fix the unsafe, overly wide intersection of East Capitol Street and Southern Avenue (which is on the DC side). This wide intersection is a barrier for many people walking and biking to the Metro station. • I ask Metro to work with local and state authorities to tame and narrow East Capitol Street (MD 214) with a road diet (removing a travel lane in each direction), and add protected bike lanes. On-street parking could also be provided and used by Metro riders. MD State Highway Administration's performance measures for roadways, which are focused on vehicles, are obsolete and ignore a multimodal approach. They also ignore Prince George's policy for transit station areas. • Narrowing and adding on-street parking on Davey Street have been recommended in past studies. Now is the perfect time to implement this changed design. Davey Street should be one travel lane in each direction, with protected bike lanes, on-street parking, bulbouts, and 15' corner turning radii to slow turning vehicles and enhance crossings. • On-street parking on Davey Street can provide parking for Metro riders if managed appropriately. On-street parking also helps slow down drivers to safer speeds. • The design of all the streets in the area should be reconsidered to slow down traffic and make walking and biking safer and easier. Protected bike lanes should be planned for streets around and connecting to the station, along with safe connections to the Central Avenue Connector Trail.
7	I don't use this Metro station but pass by it often. Traffic, both vehicle and pedestrian doesn't flow well. Traffic backs up on Southern Ave (crossing Central) when cars are trying to access the park & ride. The light for pedestrians to cross at Central Ave isn't long (green) enough for them to cross especially if they have mobility issues. If the proposed plan increases the safety of pedestrians, cyclists, and other vulnerable road users, and slows down traffic in the area, it's a definite plus.
8	The only piece I object to is removing parking. If you change it to a garage instead of a surface lot, that's fine. I don't live close enough to walk to the metro and buses are also a distance and the one that would take me there along east capitol only comes like every 30 minutes. This would substantially impact my already long commute. I think parking would help new retail too. If there's no parking, then I may as well go into dc for retail. Parking is a selling point of the suburbs.
9	Please do not eliminate parking at the metro. If you have a parking garage instead of the lot, that's fine. I don't live close enough to walk and walking a distance to a bus and then taking it (we know they are rarely on time) would add a significant amount of time to my commute. The bus closest to be also only runs like every 30 minutes. Please don't do this.
10	I would like to see a more walker/bike friendly approach to the station with some trees or bushes and not all cement parking lots. The bus areas need to have sheltered areas in case of inclement weather. I appreciate the additional areas for businesses and hope they will be locally owned businesses with places to eat indoors

Comments Received Through Metro's Online Portal

as well as order and take home options. Thank you for attempting to include area people in the design process.

11 I am enthusiastic about the prospect of Metro advancing the proposed redevelopment of the Capitol Heights Metro station. I look forward to witnessing the addition of new residences, retail spaces, and dynamic public areas to enhance the overall appeal of the Metro station. It is crucial that these changes extend to the surrounding streets, ensuring they become safer and more accessible for pedestrians and cyclists. In essence, these modifications will contribute to establishing a secure and economically thriving station vicinity and community. Regarding specific considerations: I concur with the necessity of replacing the surface parking lot, relocating bus facilities, and reducing the kiss-and-ride spaces to 8, all in the pursuit of creating a revitalized, pedestrian-friendly environment with new residences and businesses. I urge Metro to maintain ongoing collaboration with the community, the Town of Capitol Heights, and Prince George's County. This collaborative effort should focus on enhancing the design of buildings, streetscapes, and transit facilities to improve transit access, promote safer pedestrian and cyclist environments, and create better public spaces. I request that Metro design bus facilities to optimize both efficient bus operations and the provision of safe and comfortable waiting areas near the Metro station entrance. The design should also align with more pedestrian-friendly street configurations, favoring on-street parallel bus bays over the sawtooth curb bus bay design. Metro should actively engage with DC and Maryland to rectify the unsafe, excessively wide intersection of East Capitol Street and Southern Avenue, which poses a barrier to pedestrians and cyclists traveling to the Metro station. I propose that Metro collaborates with local and state authorities to implement a road diet on East Capitol Street (MD 214), narrowing the road by removing a travel lane in each direction and incorporating protected bike lanes. This design should also accommodate on-street parking for Metro riders. It is an opportune time to implement recommendations from past studies, such as narrowing and adding on-street parking on Davey Street. This would involve configuring Davey Street with one travel lane in each direction, protected bike lanes, on-street parking, bulbouts, and 15' corner turning radii to enhance safety. On-street parking on Davey Street, if managed appropriately, can serve as a parking solution for Metro riders while contributing to traffic speed reduction for increased safety. The design of all streets in the area should be reevaluated with the goal of slowing down traffic and improving safety and ease for pedestrians and cyclists. This should include planned protected bike lanes on streets around and connecting to the station, along with secure connections to the Central Avenue Connector Trail.

12 I am excited for Metro to move forward with the proposed redevelopment of the Capitol Heights Metro station. I'm eager to see new homes, retail, and vibrant public spaces added to the Metro station. These changes should also include calming the streets around the Metro station to make them safer and more accessible for people walking and biking. Overall, these changes will create a safer, more economically robust station area and community. Metro should engage with DC and Maryland to fix the unsafe, overly wide intersection of East Capitol Street and Southern Avenue (which is on the DC side). This wide intersection is a barrier for many people walking and biking to the Metro station. I ask Metro to work with local and state authorities to tame and narrow East Capitol Street (MD 214) with a road diet (removing a travel lane in each direction), and add protected bike lanes. On-street parking could also be provided and used by Metro riders. MD State Highway Administration's performance measures for roadways, which are focused on vehicles, are obsolete and ignore a multimodal approach. They also ignore Prince George's policy for transit station areas. The design of all the streets in the area should be reconsidered to slow down traffic and make walking and biking safer and easier. Protected bike lanes should be planned for streets around and connecting to the station, along with safe connections to the Central Avenue Connector Trail.

13 I am excited to see Metro move forward with the proposed changes to redevelop the Capitol Heights Metro station. I'm eager to see new homes, retail, and vibrant public spaces added to the Metro station. These changes should also include taming the streets around the Metro station to make them safer and more accessible for people walking and biking. Overall, these changes will create a safer, more economically robust station area and community. Here are some more specific comments: I agree it's necessary to replace the surface parking lot, move the bus facilities and move and reduce the kiss and ride to 8 spaces to create a transformed, walkable place with new homes and businesses. I encourage Metro to continue to work with the community, Town of Capitol Heights, and Prince George's County to ensure that the design of the buildings, streetscape and transit facilities improve access to transit, safer streets for walking and bicycling, and better public spaces. I ask Metro to design bus facilities to provide both efficient bus operations while providing for safe and comfortable places to wait for a bus in close proximity to the Metro station entrance. These facilities should also support more pedestrian-friendly street designs. I ask that Metro reconsider the sawtooth curb bus bay design, and instead provide on-street parallel bus bays. Metro should engage with DC and Maryland

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to fix the unsafe, overly wide intersection of East Capitol Street and Southern Avenue (which is on the DC side). This wide intersection is a barrier for many people walking and biking to the Metro station. I ask Metro to work with local and state authorities to tame and narrow East Capitol Street (MD 214) with a road diet (removing a travel lane in each direction), and add protected bike lanes. On-street parking could also be provided and used by Metro riders. MD State Highway Administration's performance measures for roadways, which are focused on vehicles, are obsolete and ignore a multimodal approach. They also ignore Prince George's policy for transit station areas. Narrowing and adding on-street parking on Davey Street have been recommended in past studies. Now is the perfect time to implement this changed design. Davey Street should be one travel lane in each direction, with protected bike lanes, on-street parking, bulbouts, and 15' corner turning radii to slow turning vehicles and enhance crossings. On-street parking on Davey Street can provide parking for Metro riders if managed appropriately. On-street parking also helps slow down drivers to safer speeds. The design of all the streets in the area should be reconsidered to slow down traffic and make walking and biking safer and easier. Protected bike lanes should be planned for streets around and connecting to the station, along with safe connections to the Central Avenue Connector Trail. Thank you for your consideration.

14 I think this a good idea to expand Capitol Heights Metro Station. Good Job!

15 It doesn't make sense to take away parking it will decrease passengers taking the train. You will lose money

16 If the 372-space parking lot is eliminated, I will drive my car to work in downtown DC. The Addison Road parking facility is a covered lot, and that is the reason I think there will be a greater chance of vehicles being vandalized and people being robbed. When the Capitol Heights parking lot no longer exists, I will drive to work.

17 I am excited to see Metro move forward with the proposed changes to redevelop the Capitol Heights Metro station. I'm eager to see new homes, retail and vibrant public spaces added to the Metro station. This change will create a safer, more economically robust station area and community. I agree it's necessary to replace the surface parking lot, move the bus facilities and move and reduce the kiss and ride to 8 spaces to create a transformed, walkable place. I encourage Metro to continue to work with the community, Town of Capitol Heights and the County to ensure that the design of the buildings, streetscape and transit facilities improve access to transit, safer places for walking and bicycling, and better public spaces. I ask Metro to design bus facilities to provide both efficient bus operations while providing for safe and comfortable places to wait for a bus, close proximity to the Metro station entrance, and support a more pedestrian-supportive street design. I ask Metro to work with local and state authorities to tame and narrow MD 214, Davey Street and other streets to slow down traffic and make walking and biking safer and easier. Protected bike lanes should be planned for streets around and connecting to the station. Metro should also coordinate with the Central Avenue Connector Trail to ensure seamless links to the station. On-street parking on Davey Street has been recommended in the past. Now is the perfect time to design it and manage it. On-street parking on Davey Street can provide some replacement parking for Metro riders if managed appropriately. It also will slow down drivers.

18 Please do not eliminate the park and ride. It was recently updated, which made the parking spaces better but also, if it's eliminated, daily commuters like myself would have nowhere to park and street parking in the nearby residential area is restricted and not safe.

19 There is no common sense reasoning to take away the parking from residents who need an option of getting to work!!! It's bad enough our vehicles get broken into (mine did, along with about 10 others on the same day), and the number of "jumpers" that are allowed to evade paying at the station daily! If they want to reduce the number of parking slots, that's one thing. They spent all of our money last year or recently in digging up the parking lot and repaving, just to consider throwing it ALL away? There is no kind of development that is worth taking a valuable option away from residents. Add better security in the parking areas and in the actual station.....and you may get more people to park on a regular basis.

20 I think it is a really bad idea to eliminate the 372 parking spaces. Looking at Google street view from years before 2020, the parking lot was often packed. Metro should be prepared for ridership to return to prepandemic levels. People need to have a place to park at the Metro stop closest to their home for taking Metro to be quicker and more convenient than driving into DC. The proposal does not make it clear that the parking lot will be replaced by a public parking garage.

21 This proposed plan does not benefit residents in the area who like myself park and ride the metro. There is already scarce parking for commuters who live in the capitol heights area to park at, to then make a business development seems inconsiderate to those who have been living and working here for years. I strongly oppose the new development, and this needs to be put on the local ballot, to let residents decide this. As the neighboring District of Columbia has vastly moved at the expense of long time residents, pushing them out

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	from their homes they have known for decades, we must resist the same urge to inflate and disadvantage those in the area for the prospect of a dollar.
22	I park and ride at capitol heights station several times a week. Removal of the park and ride lot will be detrimental to those of us who utilize this option as we will need to travel further to alternate stations.
23	I'm excited for this idea! I'd love to have a supermarket at the metro please. Whatever you put there I would like for you to consider retailers that wouldn't have people hanging around the metro, especially late at night. We moved to Capitol Heights due to its safety for our family, please continue to help our home and commute safe. Thank you.
24	I LOVE THIS PLAN!!! PLEASE PLEASE PLEASE LET THIS COME TO FRUITION FOR THE NEIGHBORHOOD AS IT DEFINITELY CAN USE THE DEVELOPMENT. The surface parking lot is not needed anymore as those people can go up the street to Addison Road station and park. This area definitely needs a revitalization and this development would do just that. This is not gentrification as there is currently no one living there and no one will be displaced, it will be an addition to the area. It would just be nice to have them be market rent apartments and affordable to people in the community. These developments should be mixed use with apartments up top and retail at the bottom. There needs to be a grocery store, new dentist/doctors office, a sit down restaurant, sports bar, boutique gym, etc. The plan could also include parking for residents and metro like Rhode Island Row does with a certain amount for residents and some for metro parking. It will bring new and younger people to the area to live. It will raise home values. And not to mention its right at the metro for easy in and out access to DC. I love it. We need more younger people in the area which this would bring.
25	I have been a Prince Georges resident for over 6 decades, and as commuter I have come to rely on parking my car at Capitol Heights Metro. It provides me a short distance to drive from my home , it's secured and less frightening knowing Capitol Heights policeman are on the premises or near-by. It also has afforded me to have lesser premiums on my auto insurance due to the number of miles calculated I used within a years time. Who benefits from this drastic change? will the apartments be affordable for an average person like me? How many additional stores do we actually need in P.G. County? & along w/ the traffic grid. I now must contemplate about my other alternatives to park my car and ultimately my life while having to park @ Addison Road Metro or Suitland Metro.
26	I have lived in Capitol Heights for nearly 35 years. I rely on the station to get me back and forth to downtown DC and back. I am opposed to proposal of eliminating the parking lot at Capitol Heights. I am not in agreement of the suggestion to utilize Addison Road as an alternative for parking because Addison Road is an outside platform station; the parking is far from the platform and dark. I do not feel safe walking back and forth from the Addison Road parking to the station platform. The alternative suggestion that riders may park on the street near the Capitol Height stations is also unacceptable. I used to park on Southern Avenue years ago until my car was broken into. It is also unsafe to be parked on the nearby streets to utilize the Capitol Height Metro Station. I am also opposed to any further development in Capitol Heights. I feel that my neighborhood, for instance, is becoming over- developed. The forest on Brooke Road has been cut down in several areas to build houses and create new side streets like Riba Court and Vergo Road. The deer and other wildlife have no place to graze and find their way into residence back yards. Please do not make any changes to the Capitol Heights Metro Station that will cause inconvenience to it's residence. Also please note, the the federal government will make it's employee return to the office. Therefore, Capitol Heights station parking will return to full capacity parking.
27	I do not believe they should reconstruct the station. It's fine the way it is & provides ample space for pickup and parking. The proposed construction severely impacts that.
28	Hello. I am a resident of Capitol Heights and attended the presentation of the proposed changes at the metro site. I am a huge supporter of the project and look forward to its completion. This area is in dire need of projects like this that have mainly been constructed in other areas of the DMV. I am a frequent user of the metro and it is disheartening having to travel outside of my own neighborhood to patronize other mixed use developments at other metro sites. I believe this project will be a great asset to this neighborhood, contributes to the County's objective of increased transit oriented development and will help to improve the beautification and safety of the surrounding area which is long overdue. By the way, Trader Joe's or Harris Teeter would be great anchors for the site.
29	WMATA - Capitol Heights Metro Good Evening, I would like to thank you for the presentation of the public hearing for the proposed changes at Capitol Heights Metro Station. I am in full support of the proposed changes, including replacing the parking lot at the metro and the reconfiguration of the bus loop. I currently live two blocks from the Capitol Heights metro, within the Town of Capitol Heights and utilize it to commute

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to and from work. I believe it is important to sustain a steady flow of ridership at the Capitol Heights metro station, which includes development that encourages residents to use transit rather than their cars. In Prince George's county there is a heavy reliance on automobile transportation which contributes to our high car mortality rate and creates a culture of resistance when other forms of transportation are promoted. I believe it is important for the county and WMATA to inform the public on the benefits of transit oriented development and how it can create the community that most residents want but may not understand the sacrifices needed to come to fruition. When a community is so heavily reliant on cars, as we are, there will be push back when parking is being removed. However, it is necessary in order to see the change we desire. Once again, I am in full support of this development with all of the proposed changes.

30	I strongly support the recommended changes to the Capitol Heights metro station to facilitate future mixed use and transit-oriented development. These improvements are in line with the county's stated goals under Plan 2035 and increase the supply of new housing, which the county sorely needs. Joint development agreements have been tremendously successful over the past decade, driving new growth and increasing property tax revenue in West Hyattsville, New Carrollton, and along the Blue Line corridor. I urge you to pass it without reservation or delay. Thank you to all involved for their efforts.
31	I have parked in the lot for years where do I park Now
32	I am opposed to the elimination of the capitol heights parking lot. I feel this area is over developed and the parking lot serves a need For area residents.
33	I have seen this plan many times before and I hope it can happen this time
34	I have seen this plan many times before
35	Its such a shame, you live a place your whole life, pay your share and it means nothing. Please do not get rid of the parking lot. It will force people to park in the neighborhoods which will increase crime and disrupt the neighboring community. I'm sure the income is more than enough as zero improvements have been made. And your "Proposed Changes", are zero parking spaces? Clearly a decision made by someone that does not live, work or drive thru the area. DO NOT GET RID OF ALL THE PARKING SPACES!
36	Yo quiero que siga funcionando el estación de Capitol Heights y todos los circuitos de buses para todas las personas que usan diariamente.Es útil para todas nuestras gentes que estén en constante función el estación de Capitol Heights nos ayuda en llegar a nuestros trabajos o ir a visitar nuestro seres queridos.Por eso es importante el uso del metro porque nos ayuda llegar a diferentes lugares queremos ir visitar para aprovechar los viejos costumbres de nosotros mismos
37	Why would you remove a whole parking lot instead of building a tiered one? Obviously the planners are not riders?
38	This proposal would be inconvenient for customers who rely on driving their cars or dropping off friends or family members at the Capitol Heights station to park their vehicles and ride the metro rail. What is the plan for the parking lot when the federal government employees return to work on a regular basis? We will not have sufficient parking spaces and the only alternative will be to drive to other metro rail stations. It would be inconvenient and more cost towards gas for our cars. BTW the price of parking has increased over time. Downsizing the parking lot is not the answer. The security measures have decreased and I notices more break-ins taking place in the parking lot. The general manager should allocate funding to secure the service of police officers for monitoring the behavior of the students and others who intentionally cause trouble on a daily basis against the elderly customers on the metro rail stations and outside the stations. They should have allocated security officers to monitor the parking lots. On Wednesday, November 1, 2023, I was followed on the train by a tall black male who was attempting to rob me. He was on the Blue Line train heading to Largo - requesting money, and I didn't say anything to him. or offer spare change or dollars. He exit the train at the Capitol Heights station (my usual stop) and followed me up the escalator trying to open my book bag. Fortunately, the zippers on my bookbag are not facing the outside where it can be easily to opened. A female customer warned me to let me know he was standing directly behind me and unsuccessful in his attempt to rob me. I walked up the escalator to get away from him. I didn't know if he would pursue me and try again. We need police and security officers to prevent these unfortunately incidents to happen.
39	Hi, this is Councilman James. on behalf of the Council and as a Citizen of Capitol Heights, we welcome this project. I have only one comment, that is; that the Kiss & Ride be moved to be adjacent (East) to Metro entrance. Thank you!
40	Overall I like the plan although I have some concerns around the efficiency of the buses. Capitol Heights is a major stop for the 96 bus and if Better Bus Initiative goes through it will also be the terminus of some other major cross-city buses. I ride those buses and they already have serious reliability issues. That bus lane looks

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	insufficient to serve the bus reliability issues especially if Better Bus Initiative happens. Very happy to see you are eliminating parking and building more housing though. Keep it up.
41	Hello, there are so many changes coming to our community. I hope all of the changes somehow connect to other developments happening in our area in order to provide easy metro access. It would be best to make the station safer and secure. Have strong lighting throughout the station, inside and out. I myself haven't personally been inside but I have had to pick up a family member outside. The street needed work and the entrance to the station was confusing to figure out.
42	I am against removing the parking lot for the Capitol Heights metro. My family doesn't feel safe enough to walk or sit at the bus stops to take those all the way from our home to the train station. I often travel alone with my three young children and park at the metro so I can travel with them safely in the dark. People on my street do not watch for pedestrians and I fear my children could be hurt if I had to walk with them at night. It would also make the trip take longer for us meaning less time at home in the evening and getting up even earlier in the morning. People park here for big events in DC and ride the rail in. Leave the parking lot alone. People need it.
43	The Capitol Heights Metro station is near my house and my children's school on East Capitol Street. It is the transportation port for Elsie Whitlow Stokes- East End, Maya Angelou High School, and DC Scholars. I am one of many parents who use the metro station to commute to work after dropping our students off. Eliminating the parking at this station will inconvenience the commuting scholars and parents. Furthermore, it is going to cause inconvenience to the surrounding neighborhood as commuters will have to find off-site parking around the station. While the Addison Road metro station is close, the station is subject to high crime, and I feel unsafe parking in the garage and walking to the station. Metro already has safety issues at the Addison Road station. Eliminating the parking in a smaller, more controlled area will increase the potential for crime at the larger station. Finally, DC DOT instituted the GoDC initiatives for commuters to use transit instead of driving in DC. If parking spaces are eliminated, many commuters will revert to driving to work instead of driving to a further away station to park. This will be a detriment to DC's sustainability initiatives.
44	No they need to keep it a parking lot. My car will get broken into if they take away the parking space
45	Hi. I live and own my home on Burgundy St. just down the street from the Capitol Heights Metro station. This development idea is great. Development is very much needed in Capitol Heights. Additionally the new fare gates that some stations have, to prevent fare jumping, are very very very needed at this station. The fare jumping is out of hand.
46	This project is an excellent idea. WMATA has excess parking here and housing is too expensive. This project addresses both of those concerns, providing crucial transit-accessible housing for people instead of cars. Please consider a similar project at the Southern Ave station!
47	As a Capitol Heights resident, I support the proposal outlined in the full report provided in the document, "230925-Capitol-Heights-EE_FINAL." I believe more housing and other types of businesses in the 372-space, largely unused Park & Ride lots is a great use of the land. Additionally, it could reduce vagrancy and loitering.
48	As a Capitol Heights resident, I support the proposal outlined in the full report provided in the document, "230925-Capitol-Heights-EE_FINAL." I believe more housing and other types of businesses in the 372-space, largely unused Park & Ride lots is a great use of the land. Additionally, it could reduce vagrancy and loitering.
49	I don't it's an idea because it's going to attract more teenagers and produce more crime. It will give teenagers \youth to lingerie create crime. Will they increase the security
50	I think that this is a very BAD PLAN.... removing the park and ride lot is very important. If people have to park at Addison Road Metro what would be the need for Capital Heights Station. There is not that much Foot Traffic for riding at Capital Heights. If Metro decides to go with their Plan I will be driving again to work and really I will be saving money because I can park for free at work. I just enjoyed not having to drive. From what I see at Capital Heights the people that Drive and Park are Paying the Metro Fair those that walk or bus to ride Skip the fair by jumping over and ride for FREE. My Question is Who is benefiting from this Capital Heights Town or Metro.
51	Has anyone given consideration or thought on how this proposed change in eliminating the parking spaces will impact the residents of Capitol Heights and the surrounding areas who utilize the park/ride DAILY to commute to various areas in the DMV? Crime is already a major factor in PG County and at the Capitol Heights metro station and eliminating the parking lot to possibly build apartments or condos will ONLY increase crime in the area. I have yet to see a metro stop that doesn't have ample parking. Eliminating the parking would than cause me to utilize a bus which means that I'm more susceptible to crime while having to wait for a bus vs me being able to walk to my car to get home in a reasonable amount of time. This proposed change does

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	not show good customer service at all for the residents who rely on the park/ride at the Capitol Heights station on a daily basis.
52	I live in Capitol Heights MD and work in Washington DC. Park and ride is very convenient for me to travel. Please do not remove it!
53	I am elated to see Metro pursuing transit-oriented development on its existing parking lots and other station-adjacent property. I support this proposal 100%, and I strongly encourage WMATA to move swiftly to expand similar programs to other stations with large park-and-ride lots. Most of the stations in Prince George's county have a ton of potential for this kind of development. Redeveloping station parking lots into dense, mixed-use development offers a cornucopia of environmental and agency benefits by supporting a strong and growing ridership base, decreasing and de-incentivizing automobile trips, and by leveraging real estate to generate critically needed revenue for WMATA. Bravo, and keep it up!
54	Please do it. We need more development that complements our transit system and doesn't put cars first.
55	This is an amazing plan that will help fully revitalize an area. Please ensure that any development of approved is focused on providing affordable housing NOT just the ever present "luxury" units.
56	I don't believe getting rid of the Park & Ride ENTIRELY will help this community. I fully support mixed development for the area but, there's still a good amount of residents that use that parking lot during the daytime to get to work. I could see getting rid of half but, getting rid of the entire thing is insane. I live on 56th St. and could easily walk to the metro if I had to but, what are the surrounding residents supposed to do on days where the weather is bad? Additionally, the demographics show that a lot of older people live in the area; removing all of the parking spaces makes metro less accessible to them because they'd have to walk longer distances to the train.
57	I am opposed to the removal of the parking lot at Capitol Heights station because it provides convenient parking to many people that work downtown and to some of the tourist visiting the city that are staying in hotels, AirBnB rentals, etc. in the nearby area. I have been parking at Capitol Heights Metro station since 2002 and it has been great because I do not have to make any train transfers before getting to work downtown. I also find it safer than Addison Road station.
58	Do not remove all the parking spaces
59	Access to metro and metro parking was a critical factor in determining where I would live. This greatly impacted my choices I have been using this facility for 16 years parking is critical for me to get to work and have a place to park my car and get on metro
60	I do support getting rid of the parking lot at Capital Heights station. I do not feel safe walking home at night after riding the metro, and frequently park my car there to drive home after my trip. If the parking lot was gone I would be way less likely to use the metro in the first place.
61	I believe that it should be changes to Capitol Heights Metro Station but it should NOT be the changes that are proposed. I believe that the Park & Ride should not be eliminated. I feel as though more people may use the Park & Ride more as the weather drops due to high outpriced parking downtown or throughout the city. I do believe that more transit police should be visible when it comes to the bus bay and the park & ride due to the increased rise of car theft or having your automobile broken into. I continue to use Park & Ride but now use an older model car due to being a victim of my car being broken into this year along with other wmata customers. I believe there should always be a transit cruiser within the Park & Ride and outside the gates of the Park & Ride to eliminate the number of car theft and/or having your vehicle tampered with. As far as the bus loop, I find it convenient for the bus operators to come and leave the bus port without few too little accidents. I do believe in the bus loop more shelter can be made provided for people such as the elderly, mothers with young children, etc. A screen perhaps would be nice too so you can have accurate times of when the bus will be arriving or if it's delayed due to traffic, accidents, detours, etc. Having the Kiss & Ride spaces to me is another form of security when it comes to car theft since the cement blocks are there plus vehicles occupying the space it eliminates theft from fleeing through the bus bay. I also use the Kiss & Ride when waiting for my mom to get off the train and/or bus and it honestly be jammed packed due to others getting off work and arriving to the station to be picked up. I hope this feedback provided you with some good feedback and I hope to see the improvements I provided come into effect instead of the proposed changes. I feel comfortable with going to Capitol Heights because of the space it has and how visible the property is. If it gets downsized like Addison Road station I fear the same problems that has arise and are constantly happening will happen to Capitol Heights.
62	Where are we supposed to park if you eliminate the parking. Will have to just give up riding the Metro will not be riding your buses they are to unreliable and to far in between if you miss one. Meaning I would need to leave my home at 4am to get to work on time.

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63	Improve lighting & accessibility with relocation of the bus loop to current Kiss & Ride, add street parking kiss & ride on davey st, and no elimination of the 372-spaces increase parking rates & security. End weekends free parking
64	Capitol Heights metro needs to keep SOME of their parking spots for their park and ride. You're going to have several people lining nearby neighborhoods with their cars on public streets which will be getting broken into and stolen. Additionally, the park and rider users are some of the only people actually paying for metro services. Metro's issue is not the need to increase ridership, there are a ton of riders at Capitol heights. Metro's real problem is enforcing those riders to pay fare. I am literally the only person paying fare at the metro stop when I leave in the morning and return in the evening from work. Local riders actually look at me funny and make fun of me for paying the fare while everyone else either just pushes the turnstile open or hops is. Even grown adults teach their kids to hop or crawl under the turnstiles. Metro needs to focus on enforcing fare payment, because there is so much revenue being missed that people like myself who actually pay the fare, have to make up for with increased fares. Very respectfully, J.R.
65	I d not agree with proposed ideas due to it would o my increase traffic and not improve flow of vehicles or pedestrians commute. The space further down the road is much better suited to build retail or homes or better yet a grocery store. More homes? No thank you.
66	I strongly oppose the removal of 372 parking spaces at the Capitol Heights Metro Station. ALL metro stations have taken a significant loss to due remote work. Now, it will be staggered days which places such a Metro's parking lots will be utilized. Capitol Heights is the LAST station before you go into DC. Prince George's residence are NOT in a walkable city like Washington,DC. Many of our residence have to take children to school via car and then drive to Capitol Heights Station to get to work in Washington,DC. It's discriminatory to assume individuals have close access to COSTLY apartments located at metro stations. By taking away ALL of the parking spaces it discriminates against drivers. What do we now do? If you want to reduce the size of the parking lot...that's one thing but to completely remove all 372 space is asinine. Shows how much you don't care about your riders. These individuals are PAYING metro riders!
67	To make the kids and ride smaller AND eliminate the parking lot will be a problem. At the very least, the kids and ride needs to be LARGER especially if the parking lot is eliminated. I ride the train 5 days a week to and from work, and the kids and ride is constantly filled with folks being picked up and dropped off. There's currently ONLY ONE LANE THATS ALWAYS BEING BLOCKED BY SOMEONE PICKING UP! That then creates a backup thru the entire kiss & ride lane, preventing folks from coming and going. This will get worse based on the proposed plan and needs to be changed to IMPROVE FLOW, not make it worse. This won't increase ridership, it'll make it more annoying than it already is.
68	I saw this when I was sitting at the light a while ago. This is ridiculous. Where are people supposed to park? This makes no sense. If the people can't get to the station to work , there will be no money to spend at these proposed new shops. I'm sick of this BS. I do understand that revenue has to be made but the cost is way too high! Just my \$.02
69	Elimination of the parking lot will decrease ridership! Many riders that commute to work,like myself, park at the station and then ride the train. This station is the nearest to DC that has parking lot on the blue and silver line, making it move convenient. Otherwise riders would have to pass capital heights to park at Addison road and then pass capital heights again on the train. This causes an unnecessary delay in commuting, uses more gas and time, and bring more traffic to Addison road. Will Addison road's parking garage be able to meet the demand of 372 more cars ? We do not want to fight for spaces. These factors are a deterrence to rising metro. I may as well drive or Uber instead of increasing commute time and fighting for spaces. Keeping the parking lot is better for the environment because people can park and ride. Eliminating the parking lot makes more people drive! It also makes that station less accessible for riders with mobility issues or riders with kids and babies. There are also safety concerns, it's safer to go from you car to metro and get back in your car and go home, then walking especially if you commute alone. There is also very limited street parking near this station. Again, the parking lot makes it more accessible and safer. Those who can and do walk or bus to the station with be unaffected either way, how we, those of us who park & ride will be greatly disadvantaged in terms of our access to this station, safety, time and gas. For the reasons above, I strongly oppose eliminating the parking lot.
70	Please do not eliminate all the spaces in the lot. If you want to reduce it by half sure. That makes sense. The proposal to eliminate all spaces does not. Thank you
71	PLEASE do not eliminate the park and ride parking spaces. When I ride metro, I park at the Capitol Heights lot because I feel it is so much safer than the indoor lot at Addison Road. I live in Seat Pleasant and never use the Addison Road metro station because Capitol Heights is safer. At least it appears to be safer and I am more

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comfortable there. I know that the parking lot used to be full before covid and is not as full as it used to be. I can understand if you want to cut down some of the spaces but please, please, please, do not eliminate the parking lot. If you do, it will affect my use of metro. I will be more inclined to drive where I need to go because I will not park in the inside garage at Addison Road. It is not convenient for me to go all the way to Deanwood so if there are no spaces at Capitol Heights, I will no longer take metro. Thank you for your consideration!

72	Leave the parking lot!
73	It would help us get a better organization
74	I reject the elimination of the 300+ space parking lot at Capitol Heights Metro. It will cause an inconvenience for commuters who rely on using that parking lot. In addition, I reject any further housing development in Capitol Heights, the area is becoming overcrowded and the traffic is becoming horrific.
75	Please do not get rid of the parking lot to give it to a developer to build apartments that people cannot afford. That will force people to drive to work instead of taking the metro if I have to drive 10 minutes in the opposite direction of downtown. I might as well drive to work.
76	I don't think you should eliminate all parking at the Metro.
77	Eliminating the parking area is a problem for those of us who park here and take the train. There are not alternatives other than a few spaces on the street and not in the best of neighborhood.
78	The kiss and ride is super congested during the morning and evening rush so if reducing the number of spaces will allow for better flow of traffic I think it's a good idea. I would not totally eliminate the park and ride. Reduce yes but not eliminate. The parking in the area is difficult enough as is. Having the option to park at Capitol Heights is great. My car was broken 1 to twice at Addison Road and once on Southern Ave by CH which is why I started paying to park at CH, so I prefer the parking at CH. Please do not do CH like Benning Rd. Trying to maneuver in the area is difficult enough do not need another limited access metro stop. .
79	Eliminating the parking area means that people will be parking all over our neighborhood streets. As someone who walks to the metro, I can't even begin to express how much of a problem this is already with people street parking to avoid paying for parking at the metro lot. Secondly, where are people supposed to park for this joint development site? You really think they will metro there? Finally, I am well aware that our area needs retail development but there is a huge lot in DC directly across from the metro that is completely ready for development. That is where the focus should be, not the metro station.
80	I rely on the park and ride lot to get to and from work. I do not live in an area with reasonable bus access to a metro station (most buses in my neighborhood would take up to an hour to reach a metro station). There are also very few metro stations on this side of town that provide parking, and if this station lost access it would probably force me to have to drive to work. Which I definitely would prefer not to do. Thank you for your time.
81	I am 100% against the removal of parking at this station, I purchased my home based on the fact that I could drive and park at this station. The bus routes are lousy around here and are not convenient to get to the station. Capitol Heights is not a walkable city. Not everyone in the DMV wants to walk or take a scooter to a station! This area is not like those in the district . People have cars and need somewhere convenient to park.
82	I would love to see development to the area. Long overdue!
83	As a federal government professional we desperately need the Park and Ride parking lot for our careers and daily lives. This parking lot allows us to more efficiently get to work, especially when extenuating need arises and we have the convenience of not relying on the bus schedule. Please do not get rid of this lot. If it's not used at full capacity maybe lessen then spaces but it's need is imperative to our daily work lives.
84	It helps to develop our neighborhood.
85	Add more police/security
86	I use the park and ride all the time so I would oppose the current proposal to eliminate it.
87	If the parking lot is eliminated, what options for parking will be available at the station?
88	I think the parking lot should stay. I do not want another "development" area. The land across the street still is sitting empty. People depend on being able to use the lot to commute to work.
89	Please develop more housing with a ground floor grocery store. Make zero parking requirements.
90	I agree with the proposed plans except eliminating of all the park and ride spaces. I agree it can be reduced but not eliminated. I park there on a weekly basis and would not know where to park otherwise. I live in Capitol Heights and don't want to have to go to Addison Road station just because I need to park.
91	Maybe one proposed development would be good. But I highly suggest keeping the park and ride. Maybe do a survey study of how many people park there daily. Many of us park there and it will be a very inconvenience to try to find parking elsewhere or commuting another way .

Comments Received Through Metro's Online Portal

92	I use the Park and Ride here when utilizing the Blue Line. This is a better station for me than the next one (with the garage) because as a mobility restricted person, it is easier to navigate this lot than the parking garage at the next station. Please do not eliminate the Park and Ride.
93	I like the reconfiguration of the crosswalk at Southern. The one way bus lane is interesting. Will future buses travel West to East along CentralAve-East Cap or will buses from Md into DC be directed to circle around.
94	I would like capital heights station to be warm and more appealing its like there are no places for mothers with children to sit except the bus stop. Like that's not exceptional.
95	I think Metro should keep a limited number of park-and-ride spaces for the Capitol Heights Metro Station. That would benefit customers looking to drive a short distance to the station, then take the metro into DC. The proposed development site would also benefit many in the area, and would draw more customers to the station. I think the metro should keep some of the parking spaces, than use the rest of the space for development space. Based on the location near many residences and single-family homes, the development space could be used for a shopping a dining plaza centered around the station. This could contain some public amenities and fast-food places. Overall, Metro should go ahead with its plan to renovate the area, but leave some parking spaces, and consider a plaza centered around the station.
96	Do not completely get rid of the parking. The parking lot is usually half full, where are all these riders supposed to park? Leave some parking for those of us that drive to this station or risk losing even more riders.
97	I support it! Housing near Metro stations is great.
98	The proposed changes to Capitol Heights Station are essential for our community. As our city grapples with housing shortages and the need for smart land use, prioritizing people and sustainable growth over vehicle spaces is a step in the right direction. Reducing Kiss & Ride spaces and eliminating the Park & Ride lot to facilitate joint development, including much-needed housing and retail, is not just a change—it's progress. People are the heart of our city, and it's time our infrastructure choices reflect that.
99	I am very excited to see that WMATA is redeveloping its underutilized parking lots in high-density residential developments!
100	This is amazing!!!
101	While it's great for development, the Kiss & Ride drop-off should be eliminated as this would create a potential bottleneck adjacent to the bus-only lane. It is absolutely clear that no private vehicles should use the bus lane no matter what because it will create delays, anger, and frustration. Or worse, apathy and no support for future TOD (transit-oriented development) for the whole DMV. WMATA should stick to their guns by creating a nice high dense urban environment for future DMV residents of all color.
102	I support this development. Transit-oriented developments such as this are a key part of increasing WMATA ridership and reducing road congestion. The state of this station right now discourages pedestrian activity, as it is almost exclusively built for "kiss and ride" and commuters driving to the stop. This severely limits its usage. It is not a pleasant place to wait for a train now, it smells like cars and feels like a concrete wasteland. Transit-oriented development here would be a boon for the Metro and for the community.
103	Highly support this kind of development. Park and rides are bad for transit (other than at terminus stations).
104	I vote no to proposed changes. Eliminating the Park and Ride makes zero sense when current community members use it. The cross traffic is already pretty bad without adding more commercial traffic without any parking availability.
105	We would be smart to add more dense housing. Having housing and retail instead of parking. makes it easier to use metro and makes it eaiser to reduce our carbon emissions. We have huge issues with housing prices, and having metro near housing makes commutes shorter. Also, you can put high quality windows so that the noise from metro isn't annoying. Parking often goes underutilized and is every expensive to build, whereas housing will actually improve metro's finances as people ride metro since they live so near it. The housing near metro and reducing parking is a win/win/win.
106	I think the WMATA plan is excellent. It will provide additional housing to alleviate housing shortage in the DMV, reduce reliance on cars, provide revenue for our critical transit system, & hopefully spur additional development along the blue line corridor in Prince George's county.
107	Increased density near metros is almost always a good thing! This should benefit PG county and work towards the region's goal of eliminating pedestrian deaths by reducing car dependency
108	I think the proposed plan would be a much better use of space.
109	1000% supportive and hoping the changes and redevelopment can be expedited and not take another 20 years

Comments Received Through Metro's Online Portal

110	If WMATA enters into a joint project deal there needs to be affordable housing build for those that live in the community. This joint investment should not include real estate that is way above the current property margin in the area. This would allow for current homeowners in the area to potential sell their homes and purchase something brand new. Current residents in the area should be able to remain in their current neighbor and be afforded the opportunity to purchase beautiful rental property or purchase new property. Also, include additional police presence in the area to protect local retail.
111	The lot is the safest place to park. The Addison Road garage is not safe.
112	The current changes to the station make no sense. There's tons of housing and development areas around the metro, why is more needed? In addition, you're getting rid of parking which means that's a revenue stream that metro is eliminating when they already have shortfalls in their budgets. These don't sound like well thought out plans. Just because you add housing near the metro, it does not mean those people will take the metro as that's just an "option", considering a lot of people still work remotely or drive in. While this idea was floated pre-covid the environment has continued to change and this idea still doesn't make sense. Most people that park at Capitol heights do so because it's open parking unlike addison road, so either metro loses money from those commuters who will switch to driving in or on the offchance they go to further stations gets an extra few cents from them per ride.
113	I am STRONGLY in favor of these changes being made at the Capitol Heights Metro Station. Replacing the Park and Ride with a joint development site will help alleviate the county's housing shortage, allow more people to live near amenities, and increase Metro ridership.
114	I understand the Park and Ride spots are eliminated under this proposal. Is there a plan for those who typically park and ride? Have you found this practice dwindling? Is there a 55 and older dwelling proposed? Caregivers (home health aides, Certified Nursing Assistants, etc.) frequently utilize public transportation to reach clients. Thank you, Delegate Taylor - D23
115	"eliminate the 372-space Park & Ride lot" - How many spaces are currently being used on average during the week and on the weekend? What option will be suggested for those currently using the park & ride lot if this proposal was to pass? There's no option to just shrink the size of the P&R lot?
116	The loss of the park and ride spaces will be a great inconvenience for the area. The lot is convenient, and I have been parking there for many years. All workers aren't back to work as of now and when the return I'm sure they will be utilizing the parking lot as well. That would put a major strain on the community especially the DC residents on that side of town. Please reconsider this proposal. Thank you
117	We need the park and ride lot very much . Don't eliminate it.
118	Leave it alone as it is.

Mr. Olayinka Kolawole
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October 12, 2023

Input on these proposed changes to the (Capitol Heights) station's transit facilities

Greetings and salutations, to the WMATA Powers-that-be.

Thank you for allowing/requesting public input on the proposed changes to Metro's Capitol Heights station. Per your public facing page, your suggested plan is to ***"relocate the bus loop and Kiss & Ride lot, reduce the existing 15 Kiss & Ride spaces to eight spaces, and eliminate the 372-space Park & Ride lot; [to] enable a mix of housing and retail development on Metro property."***

The above statement is indeed doable, and within your authority. As much as is possible, Metro stations should also be an affordable and safe (if not the first) transportation option, available and accessible to all. Thus, the above proposal is truly feasible if the Metro plan is properly integrated into the community, into community plans, with sustainability, equity, and walkability to, from, and around the station.

We know, and your **10-year Strategic Plan** states that ***"land value is highest near Metro stations with TOD."*** With the reduction in parking, and in Kiss-and-Ride spaces, you will effectively drive additional city/county revenue (via parking tickets and other violations) and increase congestion for all the people will now look to park their cars in the surrounding neighborhood in an effort to "take the Metro." Further, browner (and thus likely poorer) people will be gentrified from the existing community.

Possible Solutions that are worth the bang for the buck:

- Work with the County (and private investors) to invest in and ensure that there are multiple trails/walking boulevards, ***leading to*** the Metro Station.
- Along these trails/boulevards, have ***"distributed parking facilities"*** so that people can park their cars further from the station, and walk, or bike to the actual station. This will provide the needed incentives for people to walk or park further away and incorporate/utilize other modes of transportation (walking, biking, e-biking, etc.) to finish the last mile. To ***discourage congestion***, you can even charge lower costs for parking facilities further from the station. This will expand the economic impact of the capital investment – encouraging more ridership, increased revenue from tiered parking fees, and a better integrated community.
- Lighting and aesthetics should be done to reflect and celebrate the history and cultures in Capitol Heights.

The above meets our collective goal of becoming more sustainable as the Metro plan can now encourage more green space around the Metro and prevent the area from becoming a high-end shopping area that only the wealthy can afford.

Thank you.

MEMORANDUM

TO: WMATA's Feedback form
RE: Support of proposed changes to Transit Facilities at the Capitol Heights Metro Station
Docket R23-05
DATE: November 19, 2023
FROM: Cheryl Cort, Coalition for Smarter Growth, E: cheryl@smartergrowth.net

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

We have worked to create a safer, more vibrant, walkable, bike-accessible Capitol Heights Metro station for many years. We are excited by the possibility that long-delayed changes to create a mixed use, people-friendly place could happen in the next few years.

To transform this station, we support the redevelopment of the 372-space Park & Ride surface parking lot, relocation and reduction of Kiss & Ride spots, and relocation of the bus facilities. We support the urban street layout for bus bays, which necessitates a right in/right out driveway access on East Capitol Street.

By replacing the existing vehicle-oriented designs, we can create a pedestrian-supportive environment that attracts quality mixed-use development, public spaces, and better places to wait for the bus or connect to the Metrorail station entrance. These changes benefit the surrounding community on both sides of the DC/Maryland boundary. The changes will also benefit the region in general by creating a more vibrant Metro station that enables more people to live and work at a Metro station, and gives people better access to bus and Metrorail transit.

Replacing these transit facilities is the first step towards realizing the vision set out in County Executive Angela Alsobrooks' Blue Line corridor initiative. We encourage WMATA to continue to work with the surrounding community, Town of Capitol Heights, Prince George's County, and the District of Columbia to shape the future transit station, including road diets, complete streets reconfigurations, building design, streetscape and safer access for people walking and bicycling.

Below are some specific recommendations:

Parking facilities: We reiterate our support to replace the 372-space Park & Ride surface parking lot. We also support relocating and reducing the Kiss & Ride facility from 27 to 8 total spaces. These changes are needed to free up space for much more productive uses, and we can accommodate drivers to the Metro station in other ways:

1. Ample long-term parking is available at the nearby Addison Road-Seat Pleasant Metro station garage.

2. On-street parking can be made available by reconfiguring Davey Street. On-street parking on East Capitol Street on the Maryland side could also be permitted, which could match DC's management of on-street parking west of Southern Avenue. Parking on Southern Avenue should also be assessed as well. These on-street parking spaces can be managed to provide short-term parking for Metro riders. On-street parking also benefits all road users by slowing down driving speeds.
3. Drop-off and pick up spaces can be better managed to provide sufficient space for short dwell times with the proposed 8 spaces.

Bus facilities: We support the proposed changes to the bus facilities. The plan calls for on-street bus bays in a sawtooth design and creates a right in/right out access drive on East Capitol Street. The new bus bays would retain appropriately close proximity to the Metrorail entrance. This new layout creates a connected street grid which improves motor vehicle and bicycle circulation. It also can create a pedestrian-supportive environment.

We ask that WMATA use a parallel curb bus bay design rather than sawtooth design given the more urban, pedestrian-oriented dimensions of a parallel bay for an urban street.

Support the proposed bus entrance from East Capitol Street for right in/right out turns. We support this new driveway on East Capitol Street to create the urban street connection across the site. We recognize that this drive is close to the intersection with Southern Avenue. The drive at this location, however, is justified and is standard practice in DC, which owns the intersection of Southern and East Capitol street, and is responsible for its operations. We also ask that the current drive access on Southern Avenue be closed for motor vehicles.

Fix East Capitol Street and Southern Avenue intersection: We urge WMATA to work with DDOT, Maryland SHA and PG DPW&T to address this overly wide intersection that is difficult for people to cross by walking or biking. This is a complex intersection that deserves a concerted, coordinated effort by all the relevant stakeholders. On East Capitol Street -- the eastbound slip lane on the DC side and the westbound slip lane on the Maryland side should be closed and repurposed. A more accessible design for people walking and biking will increase transit ridership and foster economic development, and address safety for these high-crash corridors.

East Capitol Street (MD 214) road diet: We ask WMATA to work with MD SHA to implement a road diet which is under consideration by SHA. We appreciate that SHA recently changed the posted speed limit to 30 mph for this roadway segment, but the design of the roadway needs to be altered to indicate to the driver the appropriate speed. We recommend taking a travel lane in each direction and consider configurations for protected bike lanes and on-street parking. We

note that SHA might still be using outdated vehicle Level of Service (LOS) standards that should not be the metric to drive street design in a multimodal Metro station environment and is inconsistent with Prince George's County approach to its local centers. A context driven approach would support a road diet to achieve a 30 mph or 25 mph design speed, and major improvements to walk and bicycle facilities.

Davey Street redesign: A redesign of the excessively wide Davey Street, with its poor pedestrian facilities, has been recommended for many years. We urge WMATA to finally implement a road diet with two travel lanes, bike lanes and on-street parking. Davey Street should also feature bulbouts and a maximum 15' corner turning radius to slow turning vehicles. Effective turning radius can be used to measure turns, which includes on-street parking and bike lanes. Stop bars can also be recessed if necessary to accommodate buses and other larger turning vehicles.

Central Avenue Connector Trail: WMATA should coordinate with state and local partners to ensure full accommodation and seamless connections for the Central Avenue Connector Trail.

Capital Bikeshare: We ask WMATA to coordinate with DC and Prince George's to create a more robust network of Capital Bikeshare stations for Ward 7 and Capitol Heights to make getting to and from the Metro station quicker and easier. This may mean adding bikeshare capacity at the Metro station or providing additional stations nearby.

We thank WMATA for the opportunity to comment and support this important opportunity to create a vibrant, mixed-use, walk- and bicycle-friendly Metro station a reality.

Thank you for your consideration.

Testimony Received at November 8, 2023 Public Hearing

The transcript was computer generated and may contain mistranslations.

My name is Matthew Axlien; I'm here as a private citizen. I am opposed to the removal of the parking for a very selfish reason which is that I use it every day as a commuter. If the parking lot goes away, as you mentioned, the impact on me is that I will go up the road to Addison Heights, er Addison Road and park there. I heard you mention that you think the time impact would be less than five minutes. I haven't tried it myself, so I don't know, to be honest. Respectfully, I'm a little skeptical of that. I have a feeling in the real world, it going to add a little bit more extra time than that, because it's not just riding one more Metro stop, it's also the design of the parking facilities there. At, here at the Capitol Heights station, the surface lot is very compact, it's very convenient and it's very quick and easy to get in and out. At Addison Road it's a parking garage and there's a longer walk time. So, and then you multiply that out times two times a day, times five days a week; if it, say adds an extra 5-10 minutes each direction, that's 10-20 minutes a day, times five days a week, is an hour a week, four hours a month, it adds up.

Matthew Axlein

Now I am not opposed to the development, I am opposed to getting rid of the parking. So, if there is a way to have development with.. and still have some parking, then that's fine. If the developers still allow some parking, uh but, are charging a lot more for it, for me that's equivalent to the parking going away, because the \$4.95 that's charged now is about as much as I'm willing and able to pay. So, if a developer says, we'll have some spaces, we've only got twenty spaces so we're going to charge \$20/day for it, that's not going to work.

Uh, and... I...You made the point that the parking lot is arguably underutilized. And, that kind of makes sense. If you look at it the other way, though, that's still about 125 people a day who are currently parking there because they think that's their best option and if it goes away then they're going to have to find something else. Thank you very much.

Elizabeth Hawkins

Good evening, I'm Elizabeth Hawkins. I have been living in Capitol Heights for almost thirty-five years. I am opposed to removing the parking lot. I too use the parking lot, a lot. I find that it's safer to use. I would be opposed to parking on the street or someplace else like that. I find it very convenient and safer. I moved to Capitol Heights specifically because of that parking...because of Capitol Heights station – it's an underground station but the parking is close. To make me go to Addison Road, it's outdoors, out in the elements, I don't prefer it. So, my opposing, is the going away of the parking lot. I also oppose whatever development they're looking at to put on that lot. I already think that Capitol Heights is, over.. getting overdeveloped as it is. I mean, on my street alone, they've cut into the forest, created more housing; the deer have nowhere to go but in my backyard to eat. It's getting a bit much, so I really would like the parking lot to stay. Thank you.

Chad Carreras

My name is Chad Carreras. I'm a local resident here representing myself. I just quickly typed up what I wanted to say. So, I reviewed the information on the site and realize that the intent is to attract development at the site, on the website, but I have concerns about the lack of construction feasibility relating the proximity of the Metro easement as well as the impact (on) operations. I'd like to request that solicitation requirements are added for potential developers to provide technical details pertaining to the construction impacts on operations as an evaluation for selection and criteria, and there are proposals requiring interim... and if there's a proposal requiring interim busing or service... interim busing will be disqualified.

It's my understanding that the WMATA easement and potential limits of disturbance will impose significant geotechnical limitations that may adversely reduce Metro operations. Also, I request that the proposals, and future, further studies speak to the circulation and safety of how the interim bus and Kiss-and-Ride will function safely for riders and pedestrians. And lastly, request that the additional studies analyze changes to

Testimony Received at November 8, 2023 Public Hearing

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signalization and their impact on safety and traffic flows within adjacent intersections and the arterial road. Overall the idea sounds promising, but I think that the changes to the parking lot would be an effective use of space, but I have safety concerns about the additional loss of the Kiss-and-Ride. Unfortunately the proposal lacks, um, looks very aggressive and the planning study lacking critical detail about the impacts to construction and the built environment will have on ridership, on riders and the adjacent stakeholders for the community to provide any meaningful feedback. Thank you.

I'm here on behalf of MDOT and to emphasize the Moore administration's commitment to supporting WMATA's joint development efforts. We see Transit-Oriented Development as a key activity to increase transit accessibility and economic development in the state of Maryland. Furthermore, we are strongly supportive of the broader vision of the Blue Line Corridor efforts being led by Prince George's County. MDOT is actively partnering with WMATA and Prince George's County on achieving the Blue Line Corridor vision of bringing active, transit-oriented development and amenity-filled development to this stretch of Maryland 214, including here at Capitol Heights.

David Zaidan

As a funding partner to WMATA's Joint Development program, MDOT is working with WMATA to evaluate the proposed changes to the bus operation at Capitol Heights. The proposed reconfiguration will impact East Capitol Street, a Maryland State highway. We realize that reconfiguring Metrobus ingress and egress into the site is needed to set the stage for feasible developer parcels at the Capitol Heights Metro. We appreciate the ongoing work with WMATA, the State Highway Administration, the District Department of Transportation and others in studying this reconfiguration. MDOT is confident that an appropriate solution can be developed to support joint development while managing the interplay of station, bus and pick-up/drop-off traffic with adjacent roadways. We're continuing to engage with WMATA through an ongoing traffic study as part of the planning process to address these policy issues. MDOT looks forward to the advancement of this joint development opportunity and we will work with WMATA and our regional partners as WMATA works toward a solicitation with a developer to advance the Capitol Heights joint development vision in 2024. Thank you.

Steven Sturdivant

Good evening, I'm Steven Sturdivant and I've been a resident of Capitol Heights since 2012, and I'm opposed to the proposal here tonight. One of the things I noticed is that I haven't heard anything about a potential backup site proposed, that there has been a backup site proposed or talked about. Also, I noticed that as a longtime resident, the parking lot capacity has been reduced since COVID, but I'd also like to know, has WMATA, WMATA studies on the other parking lots within the Metro that have reduced capacity, as well. I'm sure Capitol Heights is not the only one, but I think that's a situation that WMATA has to work out amongst themselves. Again, I am opposed to the redevelopment. Again, again, I haven't heard or has anyone talked about any backup sites proposed for this development. Thank you.

Kyle Reader

Good evening, everyone. Thanks for being here. My name is Kyle Reader. I am a resident of unincorporated Capitol Heights right across the street from the Addison, uh, Capitol Heights Metro station. I use it every day to get to work down in Foggy Bottom. For the record, I'm strongly in support of this. My walk to and from work, although it's like 5-7 minutes, is a dangerous walk crossing over Maryland 214 – six lanes of highway with no lights or crosswalks. The bus bay is really unsafe in that the buses getting to or getting from the station onto Southern Avenue, onto like, East Capitol is really dangerous – a lot of cars are speeding, the buses are big and trying to navigate this, like, narrow intersection, and so I believe moving the bus, the bus lane to kind of a more centralized place is good for the pedestrians, it's good for the buses, it's good for the drivers.

Testimony Received at November 8, 2023 Public Hearing

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I'm also excited about how you guys are better utilizing this space. I know it's kind of awkwardly designed and not necessarily like a perfect rectangle, right, and so as we are trying to promote more transit-oriented development and get more people riding Metro and getting more people into the town, and, I mean, I imagine building two buildings instead of one would produce a lot more housing which I'm excited about. And invite more residents into the community and potentially more amenities including grocery stores that folks look for. And then, I'll just end by just saying congratulations to Prince George's County and WMATA on the FBI being selected for Greenbelt. That is going to transform the Greenbelt Metro station and I'm, I believe that this project, this reconfiguration of the Blue Line, of Capitol Heights is our own version of that and itself will transform our Capitol Heights community. So I'll end with that.

My name is Councilwoman Anita Anderson with the Town of Capitol Heights. I would like to say that I'm not in agreement with taking the parking lot away. One, because it is open – I don't use it on a regular basis, but when I have used it, I felt more comfortable using that as opposed to going to the Addison Road, which is inside. It's easier to be mugged up there, at that station, and there has been a lack of police presence or Metro police security up at the Addison Road, so I feel that we should keep it. Also, I know the young lady in her presentation, she gave statistics as to the numbers being reduced. Of course the numbers were reduced in the parking of all parking lots due to COVID.

Councilwoman
Anita Anderson

Next year is an election year, so our presidential election and the House and Senate will be changing, which means that the likelihood of the amount of people teleworking will decrease. We will be going back into the office because that's where they are pushing, which means we will be going back to those parking lots. If you take that away, which at one point before the COVID, Capitol Heights subway station parking lot was full. I remember many days having to rush down there; I knew I had to be there by before 7 if I wanted a parking space or a decent parking space for that matter. So, taking that away from the people, I think will hurt the town and hurt any other people that were parking there because we're going to need it. Also, I just hope you all, either if you take it away, that you've considered more security at Addison Road, more lights up there, when the time changes or when it's dark. As well as, if we keep Capitol Heights outdoors parking, you all, you again put more security because we do have an increase of these car jackings and cars being broken into. And I yield...

Anita Marsh

... the parking for the area will be greatly increased by "No Parking" at the station and I think that this is a misguided decision on behalf of WMATA. I'm not opposed to the development, but I am definitely, vehemently opposed to no parking being available at that station. We already have overflow folks parking on East Capitol, next thing you know they'll be on 58th. And further down, we have the schools, interfering with our transportation. And that's all I have to say, for the record.

APPENDIX F: ENVIRONMENTAL EVALUATION

Continued on Next Page

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

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

September 2023

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1.0 INTRODUCTION

Metro proposes changes to the Capitol Heights Metro Station (“Metro Station” or “Capitol Heights Station”) (“Project”) to enable a joint development project to occur on the site. Because the Project includes a modification of transit facilities and facility access, this Environmental Evaluation has been prepared to assess the potential effects of this action.

The Project includes the following modifications of WMATA facilities:

- Relocating the bus loop and Kiss & Ride facilities
- Reducing Kiss & Ride capacity to eight (8) spaces
- Eliminating the 372 space Park & Ride lot

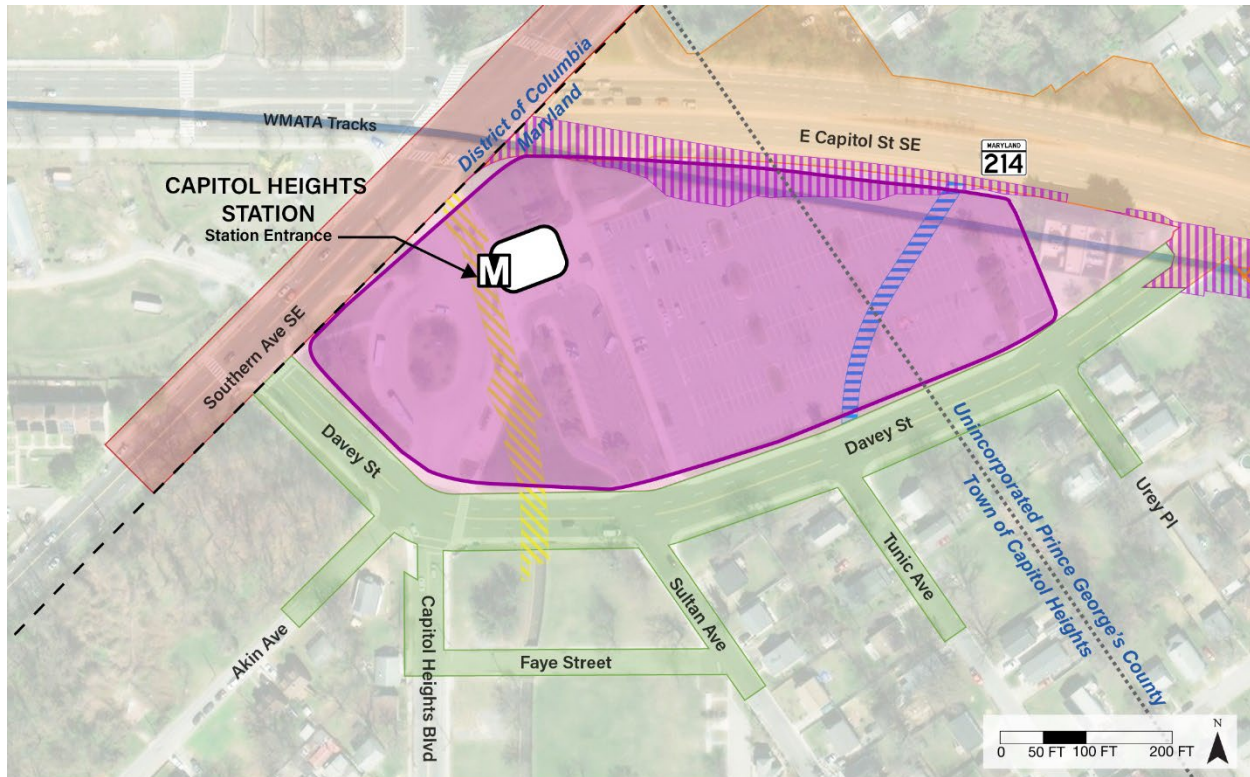
To support WMATA Compact requirements, specifically Section 14(c)(1), this Environmental Evaluation describes the Project and documents the potential effects of the Capitol Heights Station facility modifications on the human and natural environment in terms of transportation, social, economic, and environmental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

This document updates an environmental evaluation completed in August 2016. A Compact Public Hearing was also held in October 2016 following a public comment period between February and October, 2016.

The project area (see project location, or “Project Site”) is a 5.54-acre Metro-owned property at the Capitol Heights Station bound to the north by East Capitol Street SE (MD-214), the west by Southern Ave, the south by Davey Street, and the east by the station’s Traction Power Substation, or TPSS. Capitol Heights Metro Station lies within both Prince George’s County and the Town of Capitol Heights, along the border between the District of Columbia and Prince George’s County, as shown in Figure 1. The project area currently has a bus loop, Kiss & Ride facility, and surface Park & Ride facility.

Capitol Heights Metro Station Reconfigure Transit Facilities and Parking Environmental Evaluation

Figure 1. Project Site Location



Legend

WMATA Right of Way	Town of Capitol Heights Right of Way	Prince George's County Perpetual Easement for Storm Drain
State of Maryland Right of Way	WMATA Permanent Underground Easement	State of MD Perpetual Easement for Stream Change
District of Columbia Right of Way	WSSC Utility Easement for Water Main	Project Location

2.0 EXISTING SITE & ACCESS

The Capitol Heights Metro Station serves Metro's Silver and Blue Lines. The station is on the east leg of both lines located between the Benning Road and Addison Road stations. It is a below-grade station with customer access to the Station from East Capitol Street SE, Southern Avenue SE, and Davey Street.

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

Customers enter the Station by sidewalk, either of the parking facilities, or from the bus loop. The entrance to the Metrorail Station is between the bus loop and the Park & Ride lot. Elevator access to the platform is near the entrance.

Twenty-five bike racks are located next to the escalators at the entrance, and 19 Capitol Bikeshare bikes are located between the bus loop entrance and the Kiss & Ride entrance on Davey St.

Metrobus is the primary bus service at this station with eight lines. Prince George's County operates one TheBus line as well. The bus loop provides two-way bus traffic with access from the south on Davey Street and access from the north on Southern Avenue SE.

The Station can be accessed by car from either direction from Southern Avenue SE and Davey Street. Both parking facilities (short-term metered parking and all-day parking) can be accessed from either direction from Davey Street. One taxi stand is located near the station entrance in the Kiss & Ride lot.

Figure 2. Existing Transportation Facilities



2.1 Bicycle and Pedestrian Access

Sidewalks line both sides of East Capitol Street SE, Davey Street, and Southern Avenue SE, and there is sidewalk access to the station from each direction.

No bicycle lanes exist on East Capitol Street SE, Davey Street, or Southern Avenue SE.

2.2 Metrobus and Other Local Bus Providers

Nine Metrobus routes come to the Capitol Heights Metro Station. The bus loop itself contains four bus stops with one additional stop located along East Capitol Street SE. The bus loop, which is restricted to general vehicular traffic, has three sawtooth bays and one curbside stop in the northbound direction and three bus layover stops in the southbound direction. The bus stop along East Capitol Street SE is a standard pull-out bay.

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

Table 1 Local Bus Summary Table

Operator	Route	Termini	Approx. Weekday Headway (minutes)	Span of Service
Metrobus	V2 V4	Minnesota Ave & Pennsylvania Ave SE	7-30	Monday through Sunday
Metrobus	V2	Anacostia Metro Station	14-30	Monday through Sunday
Metrobus	V4	Navy Yard-Ballpark Metro Station	14-48	Monday through Sunday
Metrobus	96	Tenleytown-AU Metro Station	20-36	Monday through Sunday
Metrobus	A12	New Carrollton Metro Station	20-30	Sundays
Metrobus	F14	New Carrollton Metro Station	30-50	Weekdays and Saturday Day Time
Metrobus	F14	Naylor Road Metro Station	30-60	Weekdays and Saturday Day Time
MetroExtra	X9	Gallery Place Metro Station	15-16	Weekday Peak Periods
TheBus – Prince George’s County	24	Morgan Boulevard Metro Station	30	Weekday AM Peak to PM Peak and Saturday Day Time

Source: [Capitol Heights Bus Service](#)

2.3 Kiss & Ride

The Capitol Heights Metro Station has 27 Kiss & Ride parking spaces that are meant to support short-term pick-up and drop-off activities for customers riding Metro. These facilities reside in a single parking lot located south of the station and east of the bus loop. The 27 Kiss & Ride spaces are divided into two (2) ADA (non-metered) spaces, two (2) WMATA personnel spaces, three (3) motorcycle spaces, six (6) drivers attended (non-metered) spaces, two (2) taxicab spaces, and 12 metered spaces.

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

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

The parking meter data show that only four (4) customers undertook paid transactions during the entire month of February 2023. These volumes equate to less than one (1) paid customers parking in the Kiss & Ride facility on an average weekday. When adjusting the available data to pre-COVID ridership rates, the estimated number of paid transactions would increase to 0.4 customers on an average weekday.

Upon reviewing the low volume of paid transactions, which appear very low, staff undertook a field observation to assess if there was more unpaid parking occurring that would not be captured by the parking meter transaction data. These efforts did identify varying ranges of unpaid parking activity in the Kiss & Ride facility ranging from ten to 16 vehicles that were unoccupied and largely remained in the parking lot for extended durations of at least two hours or throughout the entire day. Some unoccupied vehicles also were observed to be parked overnight when Metro services were not operating. Staff could not confirm if these parking customers were transferring to Metrorail or Metrobus services or if they were using the Kiss & Ride facility for other purposes.

As an alternate information source, Metro has customer survey data from 2022 that indicates the travel modes used to access Metrorail stations. These results identified that 13.0-percent of rail customers were dropped-off at the Congress Heights station and 2.6-percent were picked-up. When applying this access and egress mode split data to pre-COVID Metrorail ridership rates, the morning and evening peak hour Kiss & Ride usage (8:00 AM-9:00 AM and 5:00-6:00 PM) could approach 52 and nine customers, respectively. These volumes could create demand for up to four Kiss & Ride spaces (two drop-off spaces and two pick-up spaces) after considering average parking dwell times and an 85-percent peak usage factor to represent the busiest 15-minutes of the peak hours. This capacity of four spaces could support up to 100 vehicles total during the peak ridership hours (80 drop-off and 20 pick-up)

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

Parking Duration	Weekday Parking Meter Transactions February 2023		Weekday Parking Meter Transactions Adjusted to Pre-COVID Ridership Rates (2015-2019)
Less than 15 minutes	0.05	(25%)	0.1
15 minutes to 1 hour	0.05	(25%)	0.1
1 to 2 hours	0.05	(25%)	0.1
2 to 4 hours	0.00	(0%)	0.0
4 to 8 hours	0.05	(25%)	0.1
8 to 12 hours	0.0	(0%)	0.0
More than 12 hours	0.0	(0%)	0.0
Total	0.2	(100%)	0.4

Table 3. Kiss & Ride Parking Demand Analysis

Factors	Drop-Off	Pick-Up
Average Weekday Peak Hour Rail Trips (1) [A]	401 entries	342 exits
Access Mode Share (2) [B]	13.0%	2.6%
Average Parking Duration/Dwell Times (3) [C]	1.5 minutes	6 minutes
Peak Usage Factor [D]	85%	85%
Max K&R Space Demand (4)	2 Spaces	2 Spaces
Peak Hour K&R Customer Capacity (5)	80 vehicles	20 vehicles

(1) Based on 2019 ridership data

(2) Based on 2022 Travel Trends customer survey

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

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

(5) Formula = $(60 \text{ minutes} / C) * E$

2.4 Park & Ride

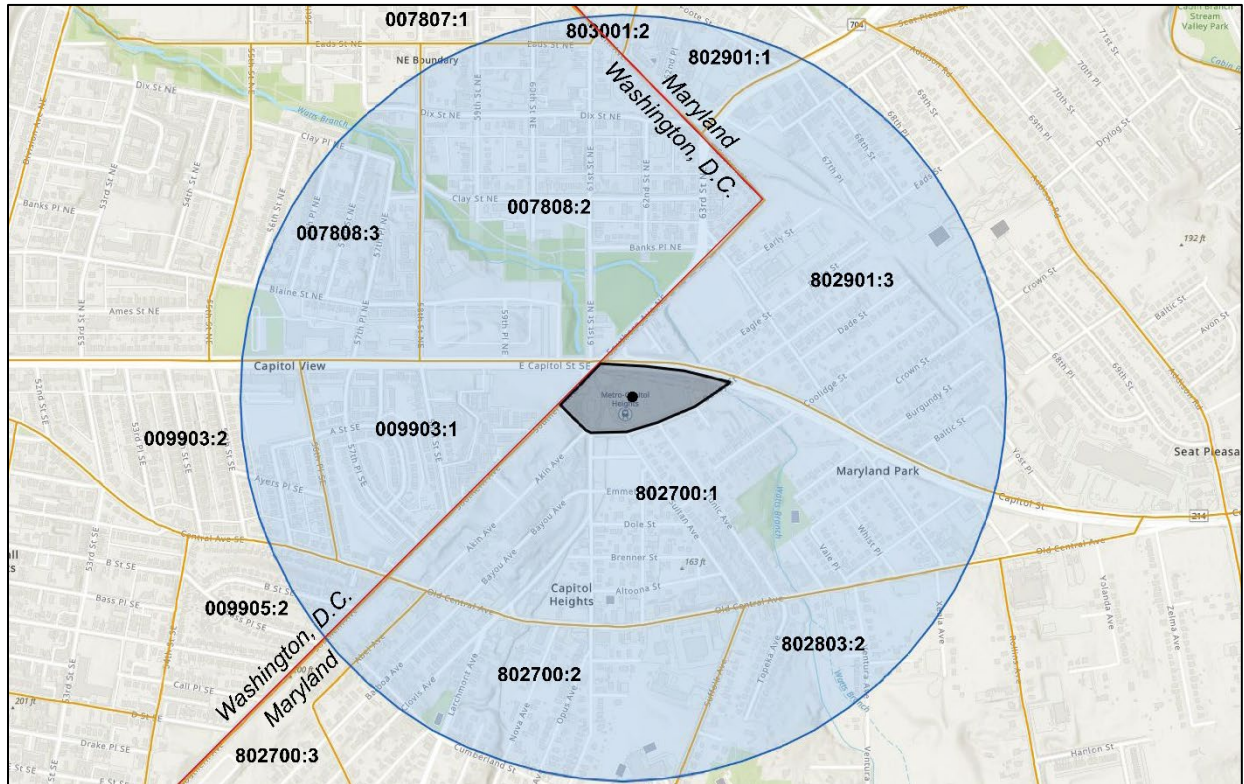
The existing Park & Ride is a surface lot east of the Metrorail entrance and bus loop with a single entry/exit point on Davey Street and provides a total of 372 all-day parking spaces. Eight parking spaces are designated for drivers with disabilities. The daily parking fee is \$4.95 Monday through Friday. The average mid-week peak hour utilization or occupancy of the Capitol Heights Park & Ride facility in the three years leading up to the pandemic (2017-2019) was 325 vehicles, or 87% of the capacity of the lot. Post-pandemic, for 2023 through May, the average occupancy of the lot was 120 vehicles, or 32% of the capacity of the parking lot. On Southern Avenue south of Davey Street, on-street parking is restricted to two hours between 7:00 AM and 8:30 PM for vehicles without District of Columbia Zone 7 residential parking permits. Parking is not permitted on Southern Avenue SE between Davey Street and East Capitol Street (MD-214). Parking is not permitted on Davey Street nor E. Capitol Street. Streets that extend south from Davey Street are restricted to permit holders only from 7:00 AM to 6:00 PM Monday through Saturday, except holidays.

2.5 Census Project Study Area Demographics

A half-mile radius around the Project area ("Census Project Study Area") was determined to be the appropriate study area boundary to analyze the community's demographics; all U.S. Census block groups and any portions of block groups that fell within the half-mile boundary of the project site were included. The study area with block groups identified are shown in Figure 4.

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Figure 3. Census Project Study Area with Block Groups



Age and Sex

Table 3 and Table 4 show a breakdown of the Census Project Study Area by Age and Sex.

**Capitol Heights Metro Station
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Table 3. Census Project Study Area Male Population by Age

Census Tract (Block Group)	Male							
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	Total
0078.07 (1)	103	89	59	57	83	25	51	467
0078.08 (2)	21	0	49	0	145	83	34	332
0078.08 (3)	119	0	52	98	65	57	71	462
0099.03 (1)	152	44	264	63	51	19	0	593
0099.03 (2)	93	30	126	33	80	67	59	488
0099.05 (2)	158	15	69	26	84	56	40	448
8027.00 (1)	74	93	47	78	148	51	23	514
8027.00 (2)	69	16	24	48	41	33	90	321
8027.00 (3)	36	26	57	48	11	31	42	251
8028.03 (2)	225	151	28	164	74	225	170	1,037
8029.01 (1)	205	15	158	44	90	146	35	693
8029.01 (3)	72	35	95	74	113	109	58	556
8030.01 (2)	213	24	105	84	102	82	117	727
Census Project Study Area (%)	1,540 (22%)	538 (8%)	1,133 (16%)	817 (12%)	1,087 (16%)	984 (14%)	807 (12%)	6,889 (100%)

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

Table 4. Census Project Study Area Female Population by Age

Census Tract (Block Group)	Female							
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	Total
0078.07 (1)	239	91	81	74	98	80	106	769
0078.08 (2)	112	88	0	38	22	116	123	499
0078.08 (3)	127	0	48	79	47	59	49	409
0099.03 (1)	231	175	51	88	114	88	29	776
0099.03 (2)	138	18	80	82	66	57	81	522
0099.05 (2)	79	0	84	60	108	60	81	472
8027.00 (1)	121	104	51	79	48	52	47	502
8027.00 (2)	55	37	39	28	76	71	107	413
8027.00 (3)	140	68	68	48	69	94	50	537
8028.03 (2)	104	31	155	127	197	130	177	921
8029.01 (1)	314	26	119	279	176	150	92	1,156

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8029.01 (3)	163	12	75	65	59	40	84	498
8030.01 (2)	143	45	94	94	129	89	112	706
Census Project Study Area (%)	1,966 (24%)	695 (8%)	945 (12%)	1,141 (14%)	1,209 (15%)	1,086 (13%)	1,138 (14%)	8,180 (100%)

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

Race and Ethnicity

Table 5 provides a breakdown of the minority groups by race and ethnicity present within the Census Project Study Area. The largest minority group within the Census Project Study Area is Black / African American (82.4%), which is much higher than Prince George's County (59.8%) and Washington, DC (41.4%). The second largest minority group within the Census Project Study Area is Hispanic or Latino (12.7%), which is lower than Prince George's County (21.2%), but higher than Washington, DC (11.3%). The remaining minority groups in Census Project Study Area (American Indian / Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Two or More Races, and Other Races) each make up less than 8% of the population.

Table 5. Minority Population by Group

Minority Group	Census Project Study Area		Prince George's County		Washington, DC	
	Number	% of Total Population	Number	% of Total Population	Number	% of Total Population
<i>Black / African American</i>	12,775	82.4%	578,703	59.8%	285,810	41.4%
<i>American Indian / Alaska Native</i>	81	0.5%	8,935	0.9%	3,193	0.5%
<i>Asian</i>	93	0.6%	41,875	4.3%	33,585	4.9%
<i>Native Hawaiian or Other Pacific Islander</i>	4	0.0%	546	0.1%	432	0.1%
<i>Two or More Races</i>	876	5.6%	72,594	7.5%	56,077	8.1%
<i>Other</i>	1,228	7.9%	139,685	14.4%	37,294	5.4%
Minority Populations (Race) Total	15,057	97.1%	858,141	87.1%	416,351	60.4%
<i>Hispanic or Latino</i>	1,968	12.7%	205,463	21.2%	77,652	11.3%
<i>Not Hispanic or Latino</i>	13,539	87.3%	761,738	78.8%	611,896	88.7%

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

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3.0 PROJECT DESCRIPTION

To support joint development opportunities, Metro proposes to eliminate the 372-space Park & Ride facility and reconfigure the existing bus loop and Kiss & Ride facility. The modifications will provide parcels for residential and mixed-use development, better integrate the station into the fabric of the surrounding community, offer an improved customer experience at the station entrance, and enhance the open space within the site. Figure 5 shows a test fit option for developing the site. The most significant changes are the elimination of the Park & Ride facility, the removal of the bus loop access from Southern Avenue and the relocation of Kiss & Ride Spaces to on-street.

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

Figure 4. Project Site Plan



3.1 Modifications to Bicycle and Pedestrian Access

Joint development plans include improved pedestrian and bicycle access to the Capitol Heights Metrorail Station. A new transit plaza will be created in the center of the site.

3.2 Modifications to Bus Loop

The bus loop will be relocated as part of the current draft site plan. The existing access points on Southern Avenue and on Davey Street will be removed. The new bus service layout to be a one-way, bus-only driveway in the southbound direction from MD-214 to Davey Street. This alignment would require a new access point along MD-214 just east of the Southern Avenue intersection. This access point would be restricted to right turns in for authorized vehicles only (i.e., buses, Metro maintenance vehicles, and Metro police vehicles). A northbound lane for Kiss & Ride vehicles, parallel to the bus loop, would turn right onto MD-214 via this same access point, making it “right-in/right-out”. The bus loop exit onto Davey Street would be located opposite from Sultan Avenue where the existing Kiss & Ride parking lot entrance is located. The existing bus loop’s access along Davey Street will be removed but may eventually be replaced by access to/from potential development on the site of the existing bus loop. The bus layover spaces that are located within the existing bus loop will be replaced with curbside bus layover spaces along westbound Davey Street. The design also provides the potential for additional bus bays on Davey Street if the need is identified in the future.

When the Metrorail has service interruptions a bus shuttle will be provided between rail stations. The bus shuttle will be located on East Capitol Street for the eastbound direction and the westbound bus shuttle use the proposed bus bay on Davey Street.

3.3 Modifications to Kiss & Ride

The existing Kiss & Ride facility will be removed and the total number of spaces reduced. The 8 Kiss & Ride spaces will be located on-street.

3.4 Modifications to Park & Ride

The surface Park & Ride lot is proposed to be eliminated and not replaced. The purpose of the parking change is to facilitate joint development that will provide mixed-use development opportunities at the Capitol Heights Metro Station.

3.5 Modifications to Roadway Access

The current station site does not provide direct access to East Capitol Street (MD-214), but there is a potential consideration to add direct access from the station to East Capitol Street on the north side of the site. An access permit will be required from the Maryland State Highway Administration to develop any new access to/from MD-214.

3.6 Stormwater Management and Drainage Improvements

Drainage and stormwater management should be unaffected by the proposed development. There will be no increase in impervious surfaces. An existing 14'x6' box culvert conveys a tributary of the Watts Branch under Capitol Heights Metro and East Capitol Street. The upstream headwall of the box culvert is located at the south side of Davey Street, receiving incoming stream flow from an existing concrete channel. The box culvert ties into an existing box culvert at the southeast quadrant of the East Capitol Street and Southern Avenue intersection. The box culvert is owned and maintained by Prince George's County. Special considerations will need to be made by the developer if any development is proposed adjacent to or above the box culvert.

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4.0 PROJECT IMPACTS

This section evaluates the potential environmental effects of the Project elements as described in Section 3.

4.1 Land Acquisitions, Displacements, and Dispositions

WMATA will convey a portion of its property to a joint developer for residential and retail development, which will require relocation and/or modification of WMATA facilities as described in Section 3. It will not be necessary for non-WMATA land—that is, land that is privately-owned by others—to be acquired. The Metro property used for housing and retail development will be conveyed fee simple to the Developer.

4.2 Transportation

Pedestrian and Bicycle Access

New development on the site will increase pedestrian and bicyclist demand, and safety is paramount for these vulnerable road users. Most of the existing unsignalized marked crosswalks have limited to no supplemental warnings for motorists to highlight potential pedestrian activity, especially at locations where the heaviest bus activity occurs. The intersection of MD-214 and Southern Avenue is not currently designed to prioritize pedestrians and bicyclists. Mitigation opportunities will need to be evaluated by the developer for the site's surroundings to improve safety, mobility, and accessibility for pedestrians and bicyclists.

Metrorail

The Project will improve station access and will not be changing Metrorail service. Any increase in ridership at the Metro station due to residential and employment opportunities associated with the development is not expected to be substantial enough to cause any significant impact on Metrorail operations.

During construction there may be some disruptions to pedestrian access to the station, however interim operations plans will be developed to maintain access to the station.

Local Bus Routes

The bus loop will be relocated to maintain and improve upon user safety by closing the Southern Avenue access point where buses currently have difficulty crossing traffic in queue at the traffic signal. Additionally, Metro BPLN has expressed a preference for traffic signals to be installed at both ends of Davey Street where some bus routes enter and exit the station area. If installed, these signals would have the additional benefit of improving safety for pedestrians and bicyclists who cross at these intersections to access the station. Coordination will be required between Metro, the Maryland State Highway Administration (SHA) and the District

Department of Transportation (DDOT) since these agencies own the streets on which the existing and proposed bus loop access points are located. Bus routes accessing the Capitol Heights Metrorail Station may also experience a marginal increase in ridership from people travelling to and from the retail and residential uses associated with the joint development.

Due to the bus loop relocation, there will be minimal impacts to bus travel times given longer recirculation distance for bus routes, which are anticipated to be less than 200 to 400 feet.

Traffic

East Capitol Street (MD-214) serves as the northern border of the Capitol Heights Metrorail Station property. Davey Street borders the station to the south and extends north to intersect with MD-214 at the eastern end of the site. Southern Avenue SE borders the west of the property (intersecting both Davey Street and East Capitol Street) and is also the boundary between Washington, DC and the Town of Capitol Heights in Prince George's County, MD.

SHA classifies MD-214 as a Principal (or Primary) Other Arterial. It is a six-lane divided roadway with a posted speed limit of 30 mph. Sidewalks 5-feet in width are located along both sides of MD-214, and a sign is present along this portion of the road alerting drivers that, per Maryland state law, bicyclists are allowed to occupy a full travel lane. There are no marked or protected bicycle lanes along MD-214, Davey Street, Southern Avenue SE, or East Capitol Street in DC.

The intersection of East Capitol Street and Southern Avenue is controlled by a traffic signal operated and maintained by the District Department of Transportation (DDOT). This signal is pre-timed and features protected-permissive left-turn phasing for vehicles along East Capitol Street and MD-214, as well as pedestrian Walk/Don't Walk signals. There are marked high-visibility crosswalks across all four legs of the East Capitol Street/Southern Avenue intersection.

Davey Street is controlled by a stop sign at Southern Avenue SE as well as at MD-214. At the Southern Avenue SE/Davey Street intersection, marked high-visibility crosswalks exist across Southern Avenue SE on the south side of the intersection and across Davey Street on the east side of the intersection. At the MD-214/Davey Street intersection, there are no marked crosswalks. Vehicles (including buses) making left-turns onto Davey Street (toward the Capitol Heights Metrorail Station) from westbound MD-214 must yield to oncoming traffic before proceeding. Safety is a key consideration for any proposed changes to this intersection.

Current (February 2023) daily traffic volumes along MD-214 are approximately 22,500 vehicles per day for both travel directions combined, a 5 percent decrease from 23,700 vehicles per day in 2018. Pre-pandemic (October 2018) daily traffic volumes along Davey Street were approximately 8,600 vehicles per day for both directions combined. Pre-pandemic (November 2018) daily traffic volumes along Southern Ave SE were approximately 16,500 vehicles per day.

Traffic volumes in the vicinity of the station may change compared to existing conditions because the existing Park & Ride lot with access along Davey Street will not be replaced in the future. The Joint Developer will coordinate with local jurisdiction on traffic control plans within the greater station area as part of title and permitting process. Other nearby future developments off Metro property may cause total traffic volumes near the station to increase, even if future development on Metro property generates fewer trips than the existing Park & Ride lot being removed.

Parking

The proposed modifications include removal of the 372-space surface Park & Ride facility. Parking customers will be redirected to use the Park & Ride facility at the Addison Road Metro Station, which has excess capacity that is sufficient to accommodate all users from Capitol Heights.

In the three years leading up to the pandemic (2017-2019), there were 345 transactions at the Capitol Heights Metro Station on an average mid-weekday. The peak hour utilization, or occupancy, of the lot was 325 vehicles. Average mid-week peak hour utilization in 2023 (through May) is 120 vehicles. These volumes can be accommodated at the Addison Road Park & Ride facility that had 572 total spaces vacant, or available for use, on an average mid-weekday in the years leading up to the pandemic (2017-2019).

An assessment of Park & Ride user home address registrations (“Parkshed”) identified that 100% of Capitol Heights’ 136 frequent parking customers between 2017 and 2019 would have less than a five-minute increase in travel time to access Metrorail services at Addison Road. This is not anticipated to reduce ridership from parking customers. Figure 6 and Figure 7 show the Park & Ride capacity, transactions, and occupancy at the Capitol Heights and Addison Road Metro Stations, respectively. Figure 8 shows the Capitol Heights Station Parkshed in relation to the Addison Road Metro Station.

Figure 5: Capitol Heights Park & Ride Utilization

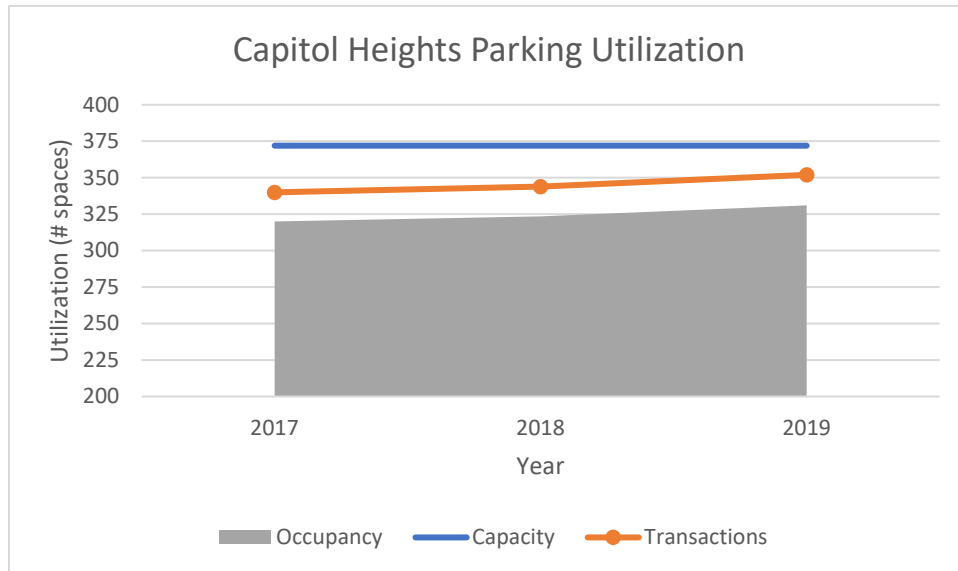


Figure 6: Addison Road Park & Ride Utilization

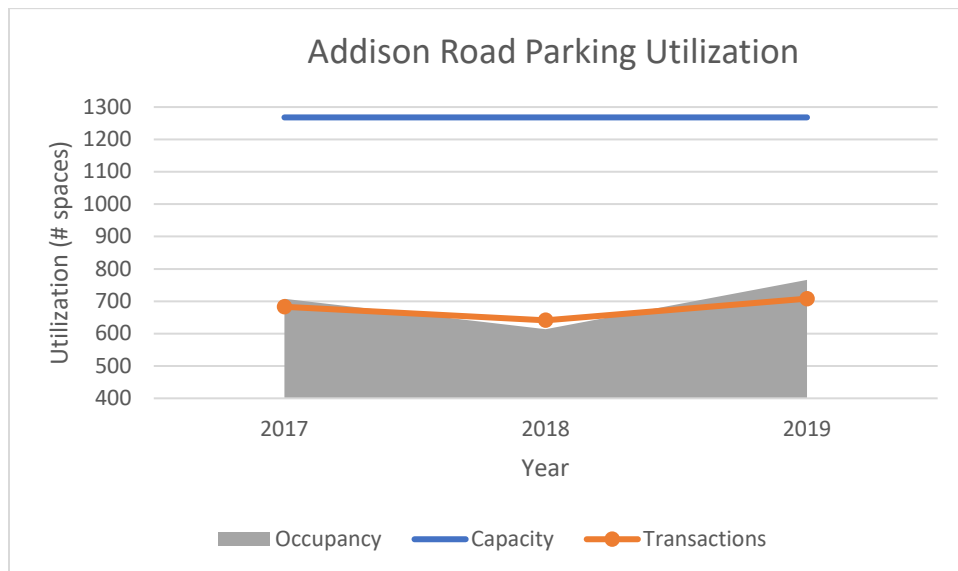
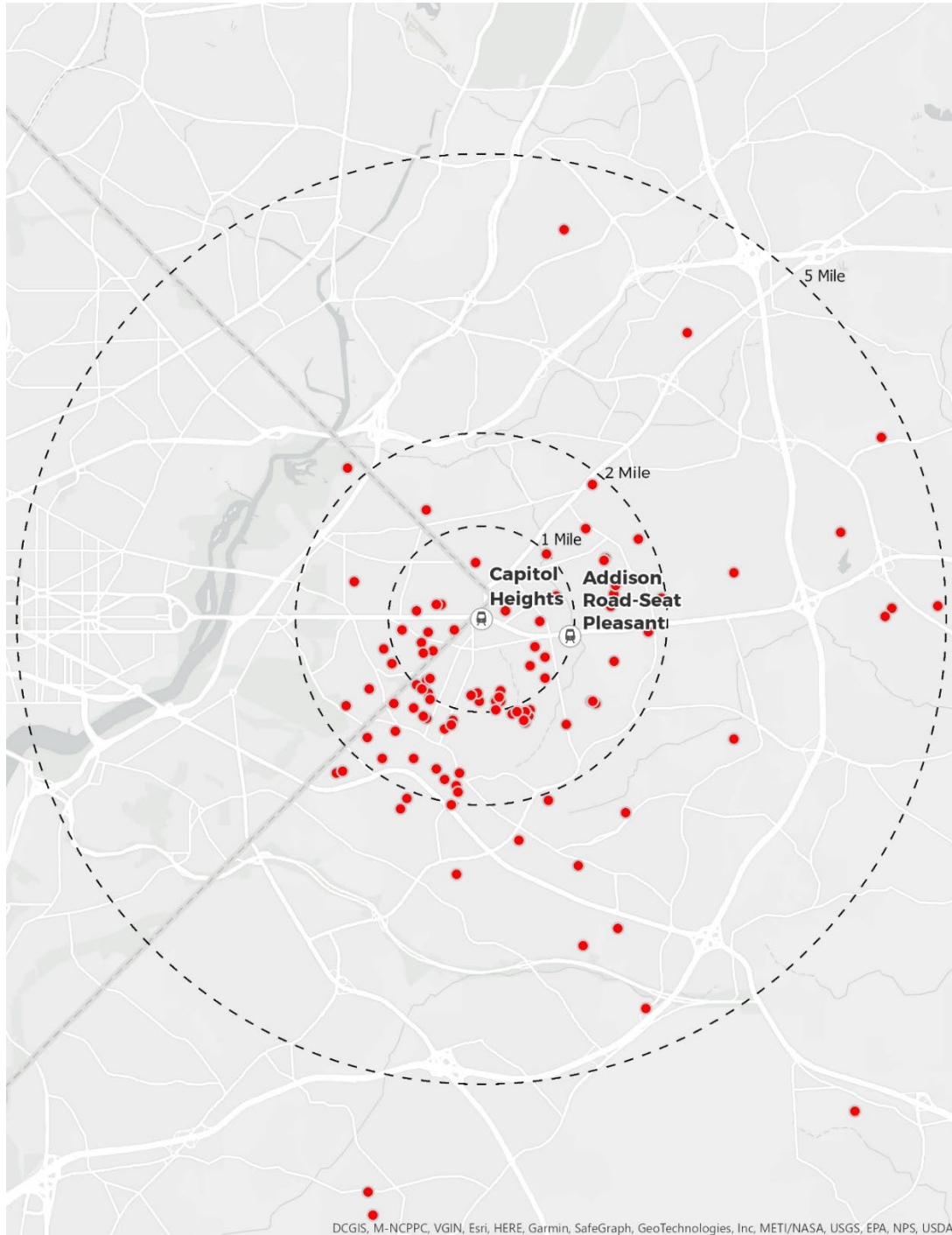


Figure 7. Capitol Heights Parkshed Map



4.3 Zoning and Land Use

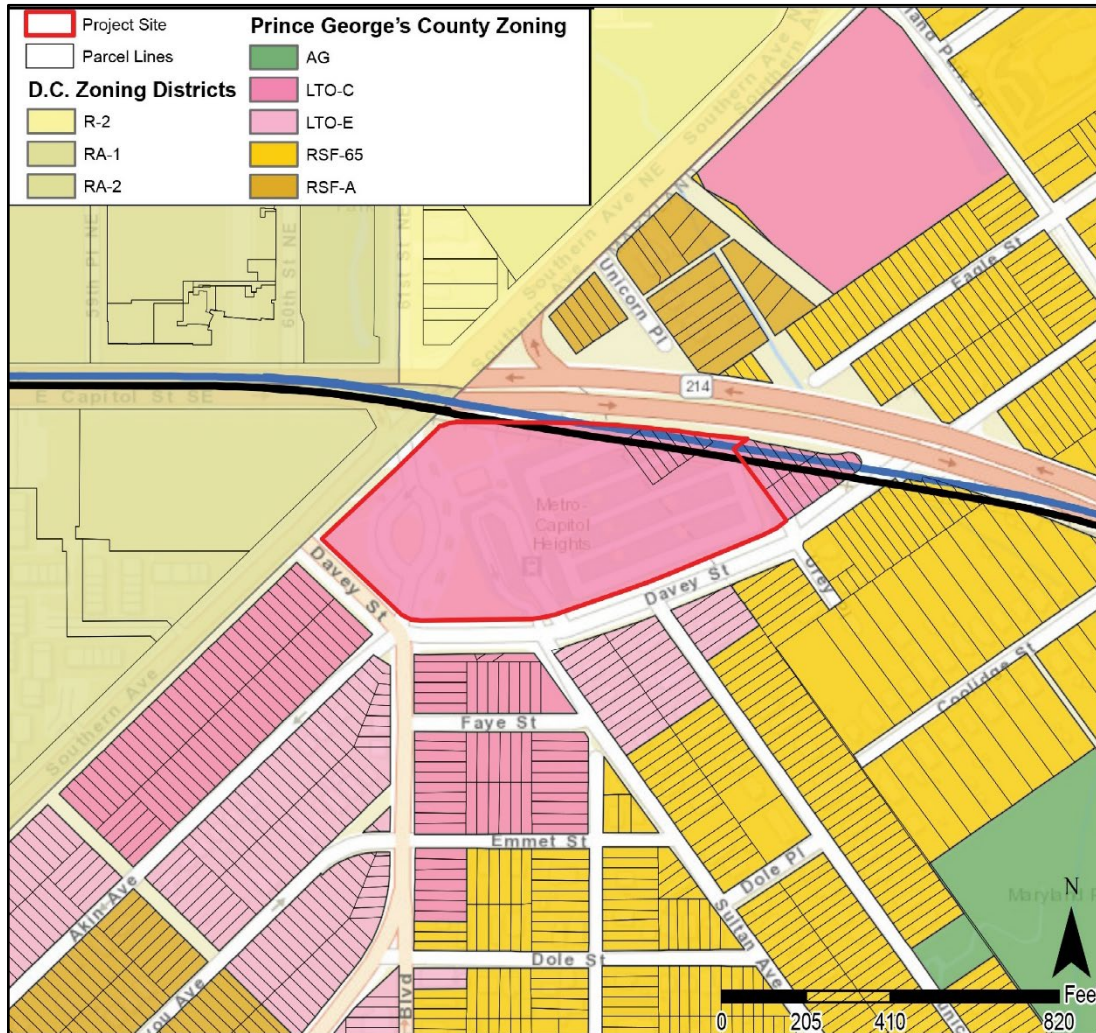
Based on the Prince George's County Zoning Map (PGAtlas), the current zoning for the Project Area is LTO-C, Local Transit-Oriented Core (see Figure 9). LTO-C is for moderate-intensity, transit-rich, mixed-use development that incorporates bicycle and pedestrian infrastructure that supports community-wide needs. The existing land use for the site is low-intensity residential and mixed-use. The area abutting the project site across Davey Street and to the southeast is zoned for RSF-65 (single-family residential).

The proposed joint development is in line with the current zoning and land-use and with Prince George's County planning goals.

According to the existing land use layer on PGAtlas, the Project site's existing Park & Ride lot, Kiss & Ride lot, and bus loop are considered vacant land. Additionally, a small portion of the Park & Ride lot and the Chilled Water Plant and Traction Power Substation are considered transportation and utilities land uses (Figure 10).

Capitol Heights Metro Station Reconfigure Transit Facilities and Parking Environmental Evaluation

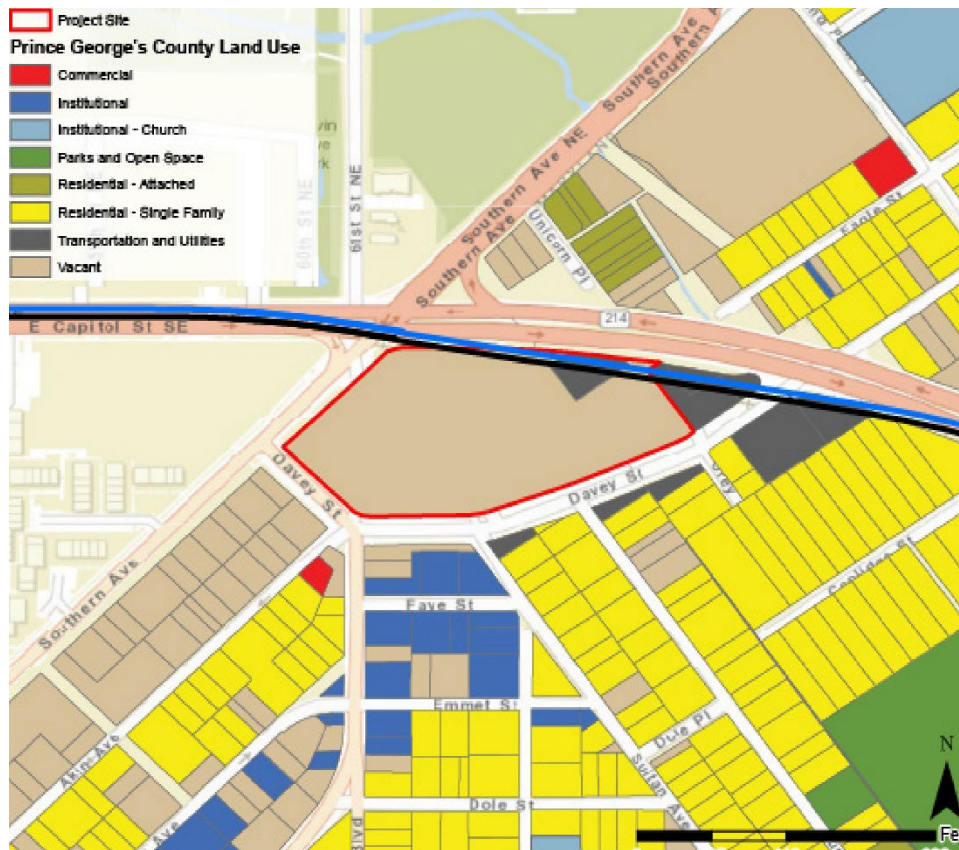
Figure 8. Existing Zoning Map



Source: Prince George's County Planning Department

Capitol Heights Metro Station Reconfigure Transit Facilities and Parking Environmental Evaluation

Figure 9 Existing Land Use Map



Source: Prince George's County Planning Department

4.4 Planning Consistency

Table 6 identifies applicable local plans and evaluates the Project's consistency with them.

Table 6 Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
Plan 2035: Prince George's Approved General Plan	Identifies the Capitol Heights Metrorail station as one of the General Plan's strategic Local Centers. These Local Centers are selected as areas for targeted transit-oriented development that will maximize regional accessibility and mobility. The plan recommends medium- to medium-/high- density residential development alongside limited commercial development in these areas around the transit stations, with priorities for walkability and transit access.	Prince George's County Planning Department	2014	None
Approved Countywide Master Plan of Transportation	The plan identifies the Capitol Heights Metrorail station as a Community Center in the Developed Tier of Prince George's County. This indicates that the county intends to continue to prioritize transit-oriented Development around the station, characterized by medium- to high-density commercial and residential development with high access to transit and bicycle and pedestrian facilities. The plan also includes a countywide Bikeways and Trails map that shows plans for new bike lanes to connect the Metrorail station with nearby destinations and corridors.	Prince George's County Planning Department	2009	None

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Plan	Description	Author	Date	Inconsistencies
Approved Capitol Heights Transit District Development Plan	The plan prioritizes transit-oriented development within the Capitol Heights Transit District Overlay Zone (TDOZ). The Capitol Heights TDOZ is intended to ensure that the development of land in the vicinity of the Capitol Heights Metro Station maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that multimodal public transportation provides.	Prince George's County Planning Department	2008	None
Town of Capitol Heights Green Streets Master Plan	The plan covers sustainable approaches to development and road design. It specifically calls out the Metro Core Area around the station as an opportunity to incorporate green design elements. It acknowledges the need for density around the metro station but lists potential green infrastructure improvements that could be incorporated into redevelopment, like increasing canopy coverage, utilizing permeable surfaces, adding bicycle and pedestrian facilities, and considering the use of pocket parks and bioretention cells.	Town of Capitol Heights	2012	None
Community Sustainability (Legacy) Plan	The plan focuses on transforming the Town into a sustainable community. It identifies development opportunities and direct development and redevelopment efforts in a manner that is consistent with the Maryland Department of Planning Principles of Smart Growth, as well as the County's vision for the Sub-region 4 Master Plan while	Town of Capitol Heights	2016	None

Plan	Description	Author	Date	Inconsistencies
	preserving existing neighborhoods and highlighting the will of the citizens and the elected officials of the Town. It specifically encourages mixed-use development around the metro station and highlights the importance of incorporating green infrastructure design elements.			

4.5 Neighborhoods and Community Facilities

The project site is located within the Town of Capitol Heights in Prince George’s County, Maryland but sits adjacent to the District of Columbia border. The overall neighborhood is mostly residential and is bound to the north by East Capitol Street (MD-214), recreational space, attached residential homes and vacant lots; to the south by Davey Street and single-family residential homes, institutional uses and vacant lots; to the east by single family residential homes and transportation and utilities; and to the west by Southern Avenue SE and residential (Southern Homes & Gardens Corporation) and vacant lots.

The project site is located at the confluence of several neighborhoods and community facilities, as shown in Figure 11.

- Immediately to the west of the project site, across Southern Avenue SE, is **the District of Columbia**.
 - o The neighborhood west of Southern Avenue SE and south of East Capitol Street SE is known as Capitol View.
 - o The neighborhood north of East Capitol Street SE is known as Northeast Boundary.
- As Southern Avenue SE travels north, it becomes Southern Ave NE, and then Martin Luther King Jr. Highway (MD-704) as it enters **the State of Maryland**.
 - o East Capitol Street SE (MD-214) becomes Central Ave (MD-214) east of Coolidge Street.
 - o The neighborhood **east** of MD-704 and north of East Capitol St SE/Central Avenue (MD-214) is known as Seat Pleasant.

- The neighborhood **south** of Central Avenue (MD-214) and west of Watts Branch is known as Walker Mill.
- The neighborhood immediately south of and including the station is the Town of Capitol Heights.

The Town of Capitol Heights was incorporated in 1910 as a municipality. The land around the existing Capitol Heights station has been declared an Enterprise Zone, which the Town is promoting as one of its paths to restoring prosperity. According to the Town’s website, currently 90% of the population in Capitol Heights is African American, and the Town has an all African American Council. The project area comprises of a total of 30 neighborhood and community facilities including five parks, two charter schools, one public school, and 22 places of worship.

Figure 11 and Table 7 show community facilities within the Neighborhood Study Area, which is defined as the half-mile area surrounding the Capitol Heights Metro Station.

The proposed Project would not create a physical barrier within a neighborhood, isolate a portion of a neighborhood, or have a direct impact on a community facility or access to a community facility. Traffic volumes are expected to decrease, and all intersections would continue to operate at an acceptable Level of Service (see Section 4.2.4). Short-term construction impacts on these neighborhoods are discussed in Section 4.20.

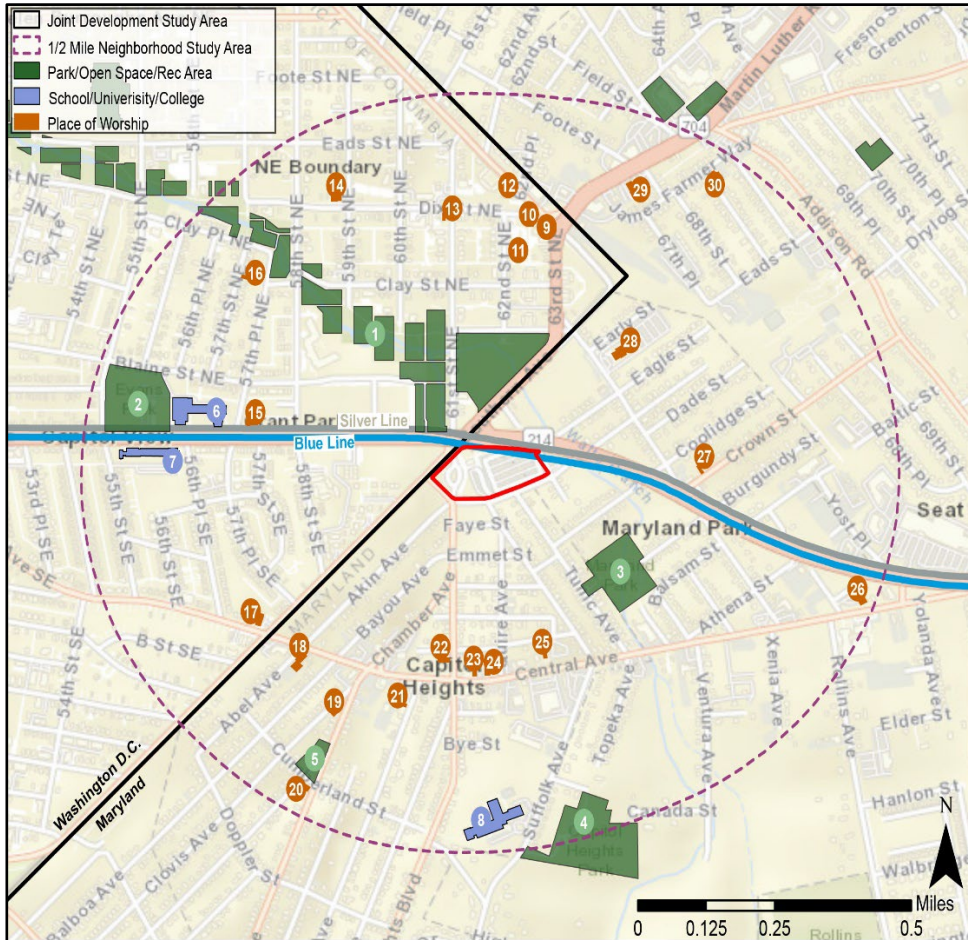
Table 7 Community Facilities within Half-Mile Neighborhood Study Area

Map ID	Facility Name	Type of Community Facility	Address
1	Marvin Gaye Park	Local Park	Between Minnesota Avenue and Southern Avenue across Northeast Washington in Ward 7 (DC)
2	Evans Park	Local Park	East Capitol and Blaine Streets to 55 th Street & 57 th Place, SE (DC)
3	Maryland Park	Local Park	Between Tunic Avenue & Maryland Park Drive (MD)
4	Capitol Heights Park	Local Park	630 Suffolk Avenue (MD)
5	Capitol Heights South Park	Local Park	511 Larchmont Avenue (MD)
6	Elsie Whitlow Stokes Community Freedom PCS - East End	DC Charter School	5600 East Capitol Street NE (DC)
7	DC Scholars PCS	DC Charter School	5601 East Capitol Street SE (DC)

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Map ID	Facility Name	Type of Community Facility	Address
8	Capitol Heights Elementary School	Maryland Public School	601 Suffolk Avenue (MD)
9	Apostolic Evangelical Church of Jesus Christ	Place of Worship	354 Eastern Avenue NE (DC)
10	Lighthouse Full Gospel Mission Church	Place of Worship	6217 Dix Street NE (DC)
11	True Way Church	Place of Worship	317 62nd Street NE (DC)
12	Life Gospel Assembly Intl Chr	Place of Worship	410 Eastern Avenue NE (DC)
13	Perfection Of The Saints	Place of Worship	6041 Dix Street NE (DC)
14	Beulah Baptist Of Deanwood Hts	Place of Worship	5820 Dix Street NE (DC)
15	Supreme Council-The Hse-Jacob	Place of Worship	5740 East Capitol Street NE (DC)
16	St Michaels Chr-God-Christ	Place of Worship	313 57th Street NE (DC)
17	True Believers	Place of Worship	5670 Central Avenue SE (DC)
18	St James Baptist Church	Place of Worship	402 Abel Avenue (MD)
19	Trinity Temple Of Prayer	Place of Worship	411 Larchmont Avenue (MD)
20	Holy Cross Prayer Band Spirit	Place of Worship	603 Larchmont Avenue (MD)
21	United Faith Church Of God	Place of Worship	411 Nova Avenue (MD)
22	First Baptist Church	Place of Worship	6 Capitol Heights Boulevard (MD)
23	Little Child Holy Church	Place of Worship	6044 Central Avenue (MD)
24	Greater Beulah Baptist Church	Place of Worship	6056 Central Avenue (MD)
25	Iconium Baptist Church	Place of Worship	6076 Central Avenue (MD)
26	Mission Love Charities Inc	Place of Worship	6180 Central Avenue (MD)
27	Congregational Methodist Church	Place of Worship	5806 Crown Street (MD)
28	Faith Temple Of W Baptist Church	Place of Worship	211 Maryland Park Drive (MD)
29	Shining Star Freewill Baptist	Place of Worship	5737 Martin Luther King Jr Highway (MD)
30	Good Shepherd Ministries	Place of Worship	6811 James Farmer Way (MD)

Figure 10 Neighborhood and Community Map



4.6 Environmental Justice Populations

This section identifies minority and low-income populations (collectively “Environmental Justice Populations”) in the Project area and assesses the potential for any disproportionately high and adverse impacts to those identified populations. Thirteen Census block groups were identified within the half-mile Neighborhood Study Area (refer to Figure 4).

Identification of Environmental Justice Populations

Prince George’s County and Washington, DC were selected as comparison areas for the Environmental Justice analysis. Minority and low-income populations were then analyzed at the Census block group level using demographic data from the U.S. Census Bureau’s Decennial Census (2020) and American Community Survey 5-Year Estimates (2021).

Table 8 shows the percentages of minority residents in each of the block groups in the half-mile Census Project Study Area and compares the total to Prince George’s County and Washington,

DC The percentage of minority residents within the Census Project Study Area (97.1%) was much higher than Prince George’s County (87.1%) and Washington, DC (60.4%).

Table 8 also identifies the number of Low-Income Households for each of the block groups in the half-mile Census Project Study Area and compares those numbers to Prince George’s County and Washington, DC The overall percentage of Low-Income Households in the Census Project Study Area groups (37.3%) was lower than percentage of low-income households in Prince George’s County (40.1%) and Washington, DC (49.5%); however, the percentage of low-income households in some of the block groups in the Census Project Study Area varied greatly from that of Prince George’s County and Washington, DC, ranging from 26.6% to 65.8%.

Household Income data was not available for Census Tract 0078.08 Block Group 2.

Table 8. Minority and Low-Income Populations by Block Group

Census Tract (Block Group)	Minority Population (Race)			Low-Income Population		
	Total Population	Minority Population	Percent	Total Households	Low-Income Households***	Percent
0078.07 (1)	1,137	1,105	97.2%	448	120	26.7%
0078.08 (2)	1,340	1,325	98.9%	562	<i>unavailable*</i>	<i>N/A</i>
0078.08 (3)	963	935	97.1%	336	89	26.6%
0099.03 (1)	1,011	995	98.4%	328	111	34.0%
0099.03 (2)	993	951	95.8%	343	156	45.5%
0099.05 (2)	766	749	97.8%	406	167	41.1%
8027.00 (1)	878	830	94.5%	332	218	65.8%
8027.00 (2)	901	861	95.6%	295	141	47.8%
8027.00 (3)	896	875	97.7%	262	76	29.0%
8028.03 (2)	2,245	2,201	98.0%	671	266	39.7%
8029.01 (1)	1,515	1,484	98.0%	910	260	28.6%
8029.01 (3)	1,340	1,276	95.2%	341	130	38.2%
8030.01 (2)	1,522	1,470	96.6%	526	206	39.1%
Census Project Study Area	15,507	15,057	97.1%	5,198**	1940	37.3%
<i>Prince George’s County</i>	967,201	842,338	87.1%	346,127	138,714	40.1%
<i>Washington, DC</i>	689,545	416,351	60.4%	288,307	142,761	49.5%

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

*Some income data was not available at the block group level in some of the Census Project Study Area

***Does not include 0078.08 (2) because median household income data was not available*

****The number of low-income households was determined by calculating the number of households with an income below 80% of the Median Household Income for that statistical area. If the low-income threshold split an income bracket, the number of households that were deemed low-income in that bracket was calculated by finding the proportionate number of households below that threshold.*

The project does not have any potential for disproportionately high and adverse impacts to the Environmental Justice populations.

Assessment of Disproportionately High and Adverse Impacts

No human environmental impact, including health, economic, or social is anticipated for the identified minority and low-income populations within the Census Study Area. No adverse impacts to neighborhoods, community facilities, air quality, noise, vibration, or traffic are anticipated as a result of the Project. Considering these factors, the Project would not have “disproportionately high and adverse effects” on Environmental Justice Populations.

4.7 Cultural Resources

The Project site currently has no above-ground historic structures, and the ground has been substantially disturbed during site development for the original Metro station facilities.

4.8 Public Parklands

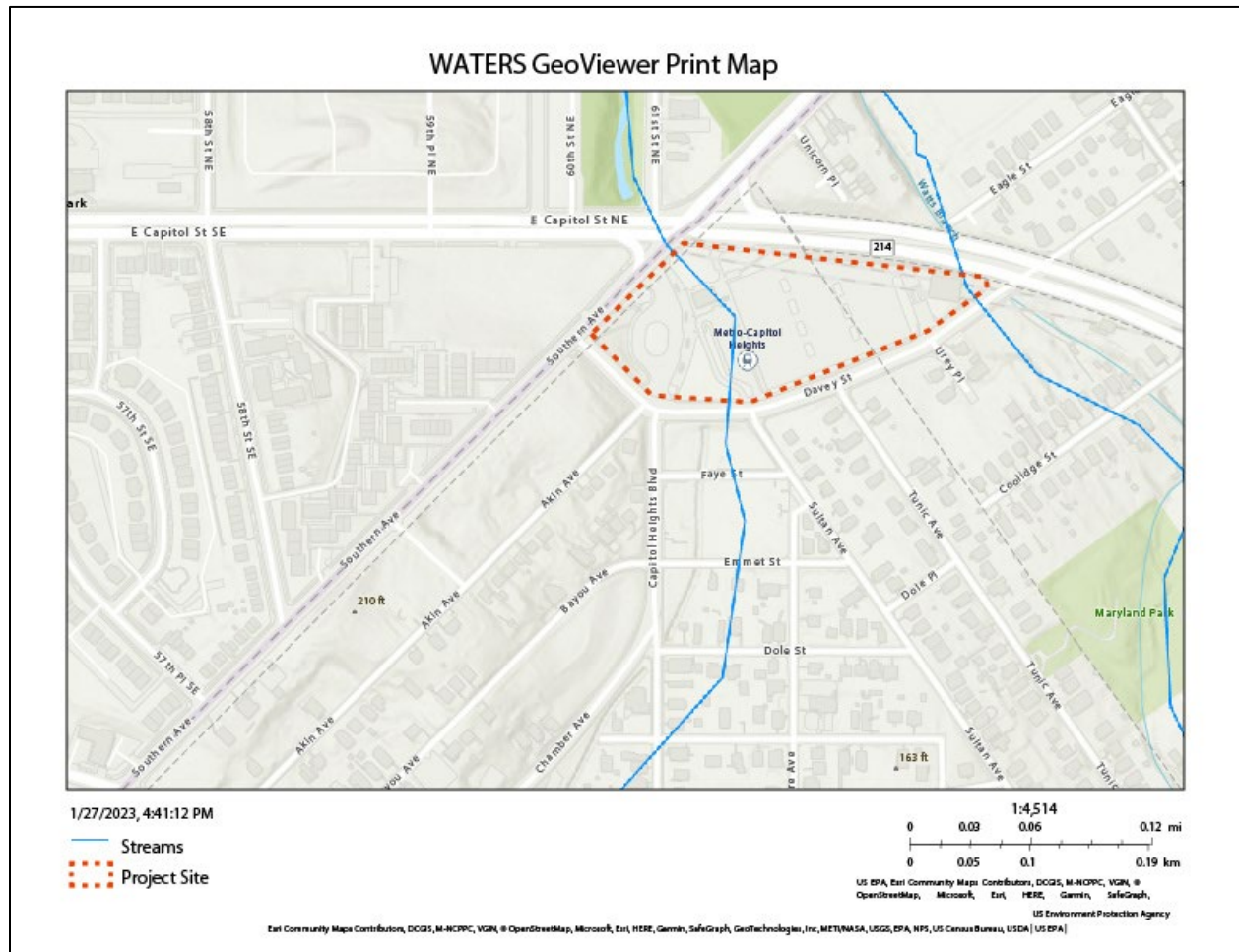
The following public parklands are located within a half-mile of the study area: Marvin Gaye Park (DC), Evans Park (DC), Maryland Park (MD), Capitol Heights South Park (MD), and Capitol Heights Park (MD). No parks or recreation areas would be impacted by the Project. Refer to Figure 11 for the location of public parklands in proximity to the Capitol Heights Metro Station.

4.9 Wetlands and Waters of the U.S.

There will be no known impacts to wetlands or Waters of the US in the study site, however an unnamed stream runs below the existing Kiss and Ride lot and flows north towards Watts Branch Creek and is conveyed in an existing 14’x6’ box culvert owned and maintained by Prince George’s County. The unnamed stream is part of a 0.53-acre Riverine habitat and classified as R5UBH according to the United States Fish and Wildlife (USFWS) National Wetland Inventory (NWI). Additionally, a Watts Branch stream runs underground and adjacent to the existing Traction Power Substation and Chilled Water Plant which flows north to Watts Branch Creek. The Watts Branch stream is a part of a 6.40-acre Freshwater Forested/Shrub Wetland habitat and classified as a PFO1A on the USFWS NWI. See Figure 12 and Figure 13.

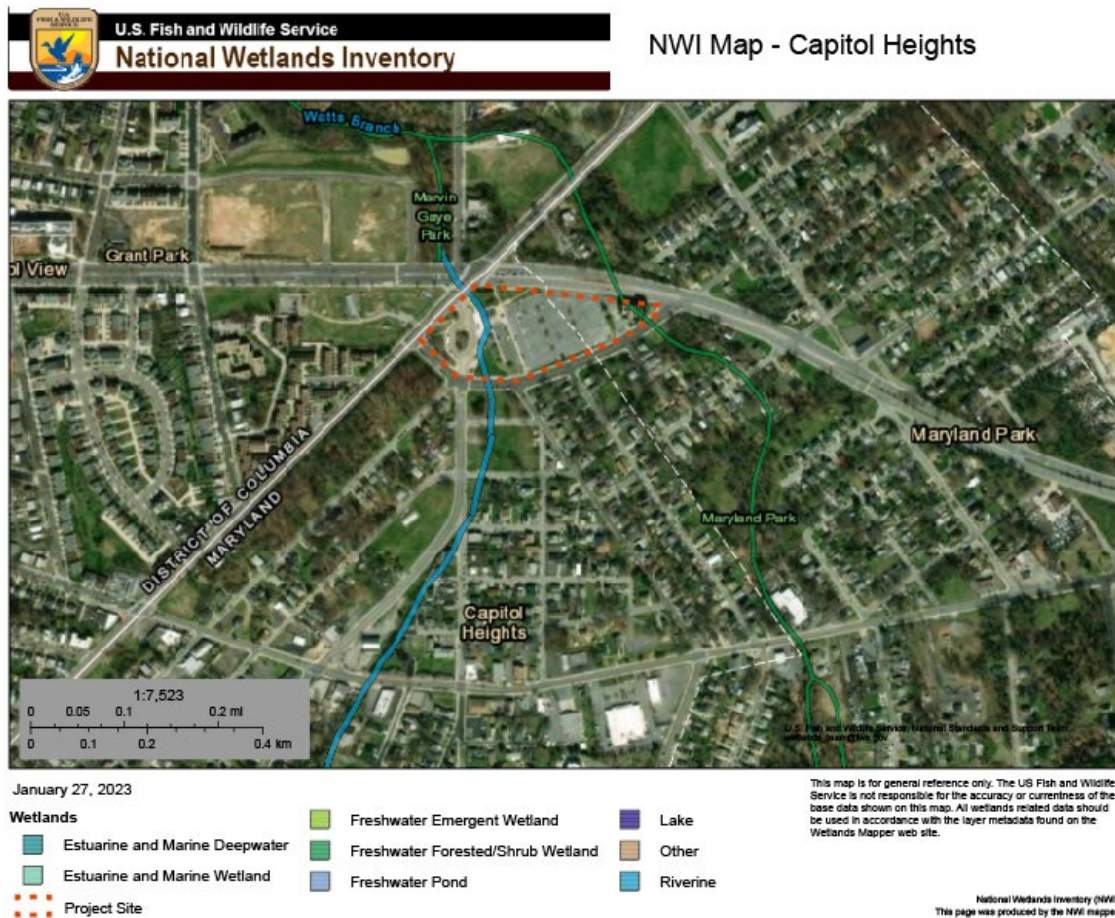
Capitol Heights Metro Station Reconfigure Transit Facilities and Parking Environmental Evaluation

Figure 11. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

Figure 12. National Wetlands Inventory Map



Source: US Fish and Wildlife Wetlands Inventory

County and State Water Regulation Buffers

About 10 percent of Maryland is classified as wetland, with Prince George's County making up 3.3 percent of that according to An Overview of Wetlands and Water Resources of Maryland (Maryland Wetland Conservation Plan Work Group, January 2000). The Maryland Department of the Environment's Wetlands and Waterways Protection Program protects Maryland wetlands and waterways from loss and degradation and contains a State Wetland Conservation Plan that was finalized in April 2003.

On the Project Site, one drainage connector runs underneath the property connecting the riverine towards the Watts Branch freshwater forested/shrub wetland. However, there is no body of water at or adjacent to the Project site. Therefore, there are no known impacts expected.

4.10 Floodplains

The effective Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Map (“FIRM”) shows no floodplains present within the Project area. The Project area is classified as an area of minimal flood hazard. See Figure 14.

Figure 13. National Flood Hazard Map



4.11 Water Quality

No water quality facilities are present on the site. Redevelopment may require installation of bioretention facilities to retain and treat stormwater for water quality.

State and federal laws set annual or seasonal standards with quantifiable criteria to protect a water body, depending on its designated use. MDE uses these standards to ensure that water is useable for drinking water, swimming, fishing, industry, and agriculture. The standards are also used by permitting agencies to regulate discharges into water bodies.

The Clean Water Act requires local water quality standards to have three components:

- goals for each water body based on designated uses
- criteria to protect the designated uses
- an anti-degradation policy that maintains high quality waters.

There will be no permanent impacts resulting from the changes to the transit facilities and total transit facility impervious areas will be reduced. Stormwater management facilities will be design and constructed by the Developer in accordance with Prince George's County regulations, which control the rate and water quality of stormwater runoff. The Developer is responsible for obtaining all required permits and will request extensions of approved permits as necessary. No new discharge (i.e. industrial) from the Project is anticipated that would require a National Pollutant Discharge Elimination System (NPDES) permit from MDE.

During construction there may be minor construction-related sediment or erosion risk. To minimize the impact, the Developer will employ construction operations controls per County guidelines and regulations.

4.12 Air Quality

The Project site is located in Prince George's County, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area. The Project is not anticipated to have a negative impact on air quality.

The Greater Metropolitan Washington area is currently designated as a nonattainment area for 8-hour ozone (O₃) and annual average particulate matter less than 2.5 microns (PM_{2.5}). The Metropolitan Washington area is in attainment for all other pollutants including carbon monoxide (CO), particulate matter less than 10 microns (PM₁₀), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

The site will abide with WMATA's clean air framework by following the goal of reducing its transportation-related carbon footprint. During the construction phase, air monitoring stations will be set up around the perimeter of the project site to take measurements of the air with the intent of limiting debris and dust from leaving the site area.

There will be no permanent impacts resulting from the changes to the transit facilities. During construction there may be construction-related dust associated with equipment and operation. To minimize the impact, the team will employ dust-mitigation measures including wetting soils and cleaning equipment.

4.13 Forest Stands

To comply with the Forest Conservation Act, the Developer will complete a Forest Stand Delineation (FSD) and corresponding Forest Conservation Plan (FCP) for any effect on forest stands resulting from the project. Both the FSD and FCP will be submitted to M-NCPPC or Maryland Department of Natural Resources (DNR) for approval depending on the required development approval process. The Project is not anticipated to affect any forest stands.

Based on the 2020 Tree Canopy data for Prince George's County (PGAtlas), there was no tree canopy included on the project site. The Tree Canopy dataset only includes woodlands greater than 5,000 square feet or one tenth of an acre within Prince George's County. The closest Tree Conservation Plan area to the project site is opposite of Davey Street southwest of the project site between Southern Avenue SE and Akin Avenue (Tree Conservation Plan 1: TCP1-008-2016).

If trees are planned for removal, the Developer will obtain a permit to remove the selected trees and an arborist will create a plan using best practices for relocating the tree, replanting, and protecting the other trees in the Project Area during construction. The Project will be designed in a way to preserve as many trees as possible and a final tree plan will be shared once design is finalized.

4.14 Threatened and Endangered Species

No impact to federally protected species or habitat is expected as a result of the Project.

An official species list of potential threatened and endangered species from the USFWS IPaC online application was reviewed for the project area. IPaC results found a potential presence for federally endangered Northern Long-eared Bat and the federal candidate Monarch Butterfly. No critical habitats, national wildlife refuge lands, or fish hatcheries are located within the project site.

4.15 Utilities

The Project is not anticipated to affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services.

4.16 Safety and Security

Metro would continue to be responsible for the provision of police and/or security presence at Metro-operated facilities during operating hours. Metro is currently responsible for providing safety and security services at the Capitol Heights Metro Station, therefore no significant impact on Metro-operated facilities or operations is expected.

4.17 Hazardous and Contaminated Materials

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

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

According to the Environmental Evaluation for the Capitol Heights Metro Station conducted August 2016, no records for the project site were identified through a database search which monitor compliance with federal and state laws. The database search included a thorough review of the EPA NEPAAssist web portal and Maryland's Underground Storage Tank database. Therefore, the project is not expected to encounter any hazardous or contaminated materials. The Developer is solely responsible for any permits or other documentation required related to hazardous and contaminated materials.

4.18 Noise and Vibration

No impact on existing noise-sensitive receptors is anticipated.

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

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

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

4.19 Secondary and Cumulative Impacts

Secondary Impacts

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

Cumulative Impacts

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

4.20 Construction Impacts

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

The project will be phased to minimize the impact on Metro operations.

Construction dust and noise may be a concern to surrounding neighborhoods. The Developer and the contractor will be responsible for ensuring that all construction activities adhere to air quality and noise control regulations as established in local regulations and Metro design criteria.

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5.0 PUBLIC INVOLVEMENT

WMATA and Washington, DC will keep the public informed about the Project through public outreach. A public hearing in accordance with the WMATA Compact will be scheduled for November 6th 2023 at the Marvin Gaye Recreation Center in DC. The hearing will provide the public with the opportunity to comment. Notice of the public hearing will be published in the *Washington Post* as required by the WMATA Compact. The project webpage includes information about the project, the public hearing presentation, an opportunity to provide feedback, and a link to a dedicated project webpage in Spanish.

The subject of this hearing will be the following:

- Relocating the bus loop and Kiss & Ride facilities
- Reducing Kiss & Ride capacity to eight (8) spaces
- Eliminating the 372 space Park & Ride lot

A public hearing staff report summarizing comments received at the hearing with staff responses will be released for public review and comment. The staff report will be made available online and in hard copy at Metro's DC headquarters and libraries in the project vicinity.

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

- Online at [wmata.com/plans and projects](https://wmata.com/plans-and-projects)
- Written comments mailed to: Office of the Secretary, Washington Metropolitan Area Transit Authority, 300 7th Street, NW, Washington, DC 20024
- A public hearing by telephone

All comments must be received by 5pm November 16th, 2023 to be included in the public record.

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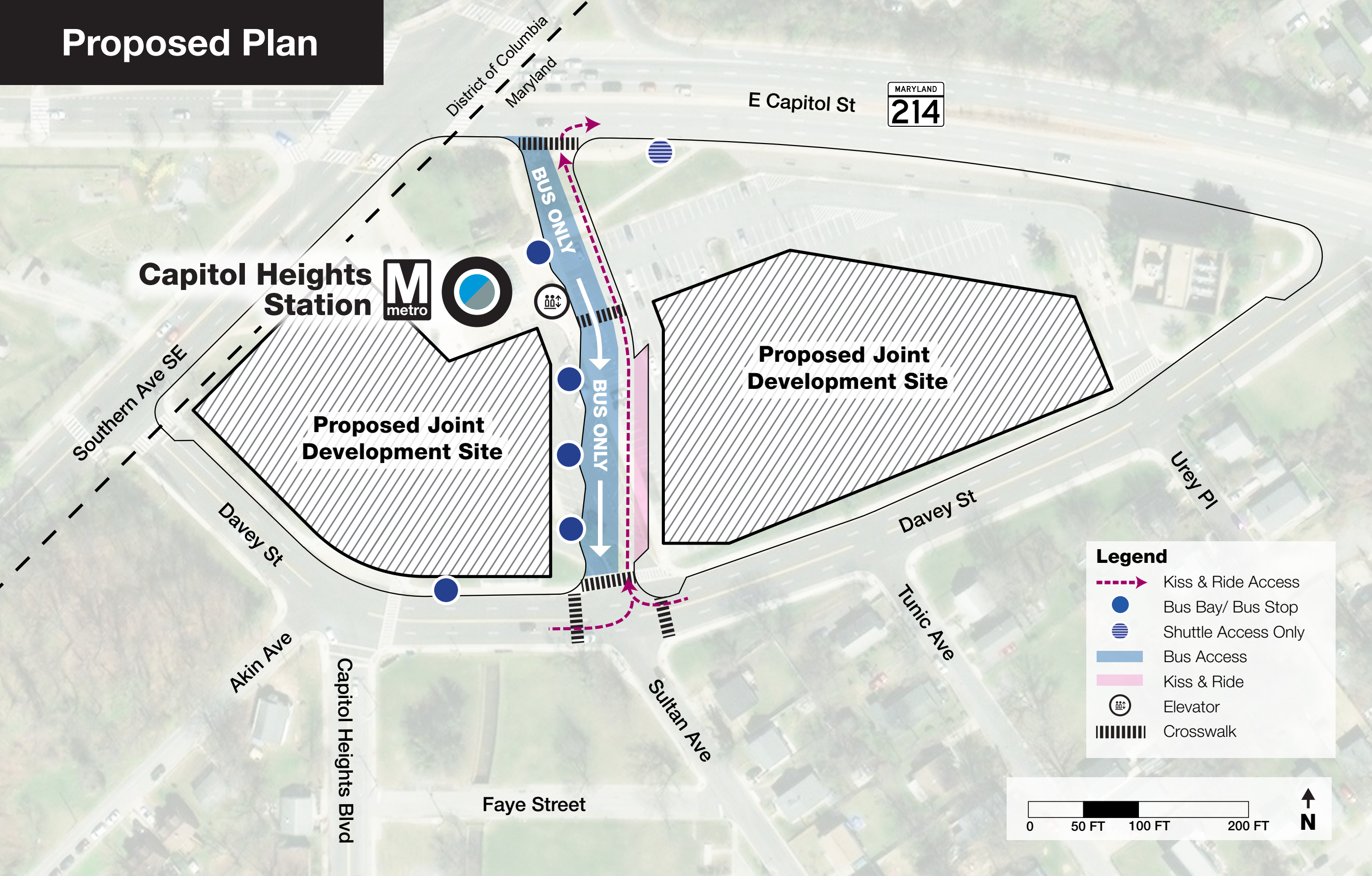
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APPENDIX G: GENERAL CONCEPT PLAN

Continued on Next Page

Proposed Plan



APPENDIX H: NOTICE OF PUBLIC HEARING STAFF REPORT

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APPENDIX I: COMMENTS RECEIVED ON THE PUBLIC HEARING STAFF REPORT

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