College Park Joint Development Environmental Evaluation

Prepared by:

Washington Metropolitan Area Transit Authority

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Table of Contents

List of Figures

List of Tables

Appendices

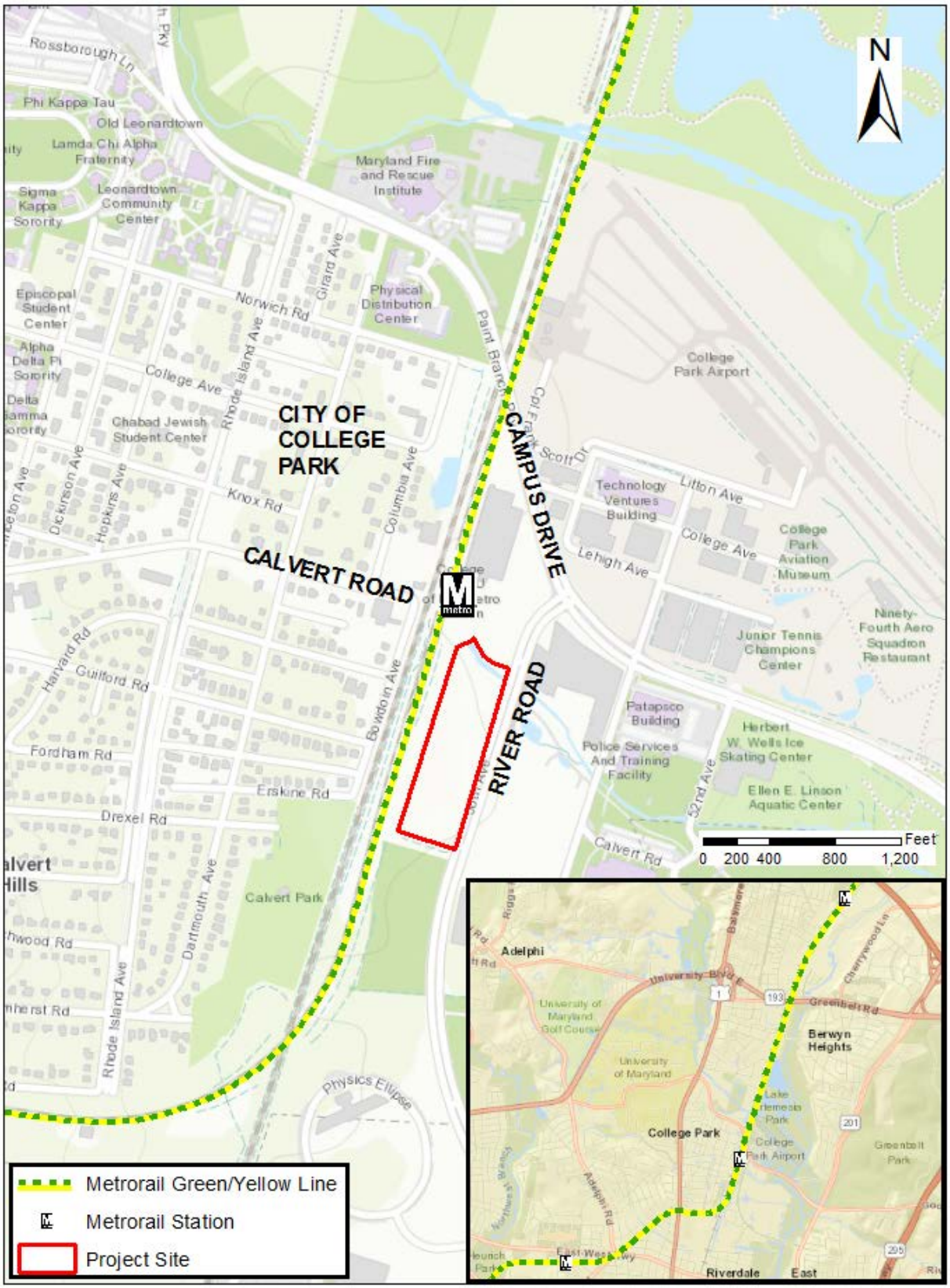
1. INTRODUCTION

The Washington Metropolitan Area Transit Authority (WMATA) has entered into an agreement with Gilbane Development Company (the developer). The developer is planning to construct a mixed-use joint development on the existing College Park – University of Maryland (U of Md) Metrorail Station property (see **Figure 1** for project location) to include residential and retail uses. The proposed joint development project (the project) would include the redevelopment of the existing six-acre site that includes the WMATA surface Park & Ride lot.

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

To provide the opportunity for public comment, a public hearing will be held at the College Park City Hall on Monday, April 24th, 2017 at 7:00 PM. Based on the conclusions of this evaluation, coordination with state and local agencies, and comments from the public, the WMATA Board of Directors will make a decision regarding construction of the project.

Figure 1: Project Location



2. EXISTING SITE DESCRIPTION

WMATA operates the College Park – U of Md Metrorail Station in Prince George's County, Maryland, with Green and Yellow lines servicing the station. The station is located at 4931 Calvert Road in a commercial/industrial area located southeast of the University of Maryland campus.

A WMATA bus loop with six bus bays is located east of the College Park – U of Md Metrorail Station entrance. There is a Kiss & Ride lot on the west side of the station and there is a Kiss & Ride lot in the first floor of the Park & Ride garage, located north of the bus loop. The Park & Ride surface lot is located south of the Bus Loop. The bus loop includes space for approximately two buses to layover. The bus loop is accessed from River Road. The station connects passengers with the following bus transit services: six Metrobus routes, two Prince George's County TheBus lines, two University of Maryland shuttles, one RTA of Central Maryland route, and one Maryland MTA route. The station is also adjacent to a MARC (Maryland Area Regional Commuter) station, which is accessible by a pedestrian tunnel.

WMATA also operates a surface-level Park & Ride lot with 530 parking spaces, a Park & Ride garage with 1,290 parking spaces, one surface-level Kiss & Ride lot with a total of 27 parking spaces, one Kiss & Ride lot in the first level of the Park & Ride garage with a total of 51 parking spaces, ten motorcycle spaces, and a designated taxi waiting area. An overview of the existing transportation facilities is shown in **Figure 2** and described in more detail in the subsections below.

2.1 Metrorail

The Metrorail Green Line operates between Branch Avenue and Greenbelt Metrorail Stations, both located in Prince George's County, Maryland. The Metrorail Yellow Line also operates, during rush hour periods, between Greenbelt Metrorail Station in Prince George's County, Maryland and Huntington Metrorail Station in Fairfax County, Virginia.

The College Park – U of Md Metrorail Station averaged 3,746 weekday boardings in October 2016. **Table 1** provides average passenger weekday entries and exits by time of day. The station experiences the majority of station entries during the AM peak period (from opening to 9:30 AM) and the majority of station exits during the PM peak period (from 3:00 PM to 7:00 PM). Together, AM peak entrances and PM peak exits account for 42.3% of the station's daily exits and entries. The most common trips recorded were College Park – U of Md to Farragut West, Gallery Place – Chinatown, L'Enfant Plaza, and Archives – Navy Memorial during the AM peak period and Columbia Heights, U Street – Cardozo, Gallery Place – Chinatown, and Silver Spring during the PM peak period.

Table 1: College Park – U of Md Metrorail Station Weekday Entry/Exit Averages

Time And Direction	Average Number of Daily Entries/Exits	Percent of Total Entries and Exits
AM Peak Entry	1,571	21.3%
AM Peak Exit	658	8.9%
Midday Entry	819	11.1%
Midday Exit	665	8.9%
PM Peak Entry	1,045	14.2%
PM Peak Exit	1,548	21.0%
Evening Entry	310	4.2%
Evening Exit	727	9.9%
Late Night Peak Entry	0	0%
Late Night Peak Exit	37	0.5%
Total	**7,380**	**100.0%**

Source: WMATA fare gate data (October 2016)

Figure 2: Existing Transportation Facilities

2.2 Bus Service

Six Metrobus routes serve College Park – U of Md Metrorail Station: C8, F6, J4, R12, 83/83X, and 86. The additional bus service at the station is provided by two Prince George's County Transit TheBus routes, two University of Maryland Shuttles, one Maryland Regional Transportation Agency (RTA) route, and two Maryland Transit Administration (MTA) routes. **Table 2** shows headways, trip lengths, and weekday daily average intermodal transfers for the Metrobus routes. **Figure 3** shows the approach of all the bus routes to the College Park – U of Md Metrorail Station.

Table 2: Weekday Metrobus Route Statistics

Route	Approx. Weekday Headway (minutes)	Approx. Trip Length (minutes)	Average Number of Bus-to-Rail Transfers	Average Number of Rail-to-Bus Transfers	Average Total Daily Transfers
C8	30	50-89	44	57	195
F6	30-60	49-73	43	37	157
J4	20	45-67	6	6	43
R12	30-60	41-54	85	71	240
83/83X	20-60	14-62	130	127	358
86	30-60	52-82	93	97	291
Total	**--**	**--**			

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

2.2.1 College Park – White Flint Line (C8)

Metrobus Route C8 operates Monday through Saturday between White Flint and College Park – U of Md Metrorail Stations, stopping at the Glenmont Metrorail stations. A one-way trip takes between 50 and 89 minutes in each direction and maintains 30 minute headways.

2.2.2 New Carrollton – Fort Totten Line (F6)

Metrobus Route F6 operates between New Carrollton and Fort Totten Metrorail Stations, Monday through Friday. The route has stops at the College Park – U of Md, Prince George's Plaza, and West Hyattsville Metrorail Stations. The route has westbound headways of approximately every 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. Eastbound headways are approximately every 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. Route travel times are approximately 49-73 minutes between termini in each direction.

2.2.3 College Park – Bethesda Line (J4)

MetroExtra Route J4 operates weekdays during the AM and PM peak hours only. The route operates between College Park – U of Md and Bethesda Metrorail Stations, with a stop at the Silver Spring Transit Center. The route has weekday eastbound headways of 20 minutes during the AM and PM peaks. Weekday westbound headways are 20 minutes during the AM and PM peaks. Route travel times are approximately 45-67 minutes between the two stations in each direction.

2.2.4 Kenilworth Avenue Line (R12)

Metrobus Route R12 operates six days a week, between Greenbelt and Deanwood Metrorail Stations, with a stop at the College Park – U of Md Metrorail Station. The route has weekday southbound headways 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. Weekday northbound headways are approximately 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. Route travel times are approximately 41-54 minutes between termini in each direction. The route operates on Saturdays with headways that are 60 minutes throughout the day and takes approximately 43 minutes to travel between termini in each direction.

2.2.5 College Park Line (83/83X)

Metrobus Route 83 operates seven days a week between Cherry Hill Park Campground and Rhode Island Avenue Metrorail Station with a stop at the College Park – U of Md Metrorail Station. The route has weekday southbound headways of 20 minutes during the AM peak, 30 minutes during midday, and 25 minutes during the PM peak. Weekday northbound headways are approximately 30 minutes during the AM peak, 30 minutes during midday, and 25 minutes during the PM peak. Route travel times are approximately 46-62 minutes between termini in each direction. The route operates on Saturdays and Sundays with headways that are 60 minutes throughout the day in both directions and takes approximately 45-57 minutes to travel between termini in each direction. Metrobus Route 83X is a MetroExtra limited stop route that operates only between Cherry Hill Park Campground and the College Park – U of Md Metrorail Station. The route operates on weekdays only between 8:30AM-10:00AM with headways of 30 minutes and takes approximately 14 minutes to travel between the two terminals.

2.2.6 College Park Line (86)

Metrobus Route 86 operates seven days a week between Centerpark Office Park (Calverton) and Rhode Island Avenue Metrorail Station with stops at the College Park – U of Md and Prince George's Plaza Metrorail Station. The route has weekday southbound headways of 30 minutes during the AM peak, 60 minutes during midday, and 40 minutes during the PM peak. Weekday northbound headways are approximately 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. Route travel times are approximately 52-82 minutes between termini in each direction. The route operates on Saturdays and Sundays with headways that are 60 minutes throughout the day in both directions and takes approximately 59-66 minutes to travel between termini in each direction.

2.2.7 RTA (302/G)

RTA operates Route 302/G seven days per week with headways of one hour. The route goes from Towne Centre, Laurel, Maryland, to College Park – U of Md Metrorail Station. On weekdays, the route does not stop at Greenbelt Metrorail Station, but on weekends, the route stops at the Greenbelt Metrorail Station before proceeding to the College Park Metrorail Station. On Saturdays, the route operates between 9:00 AM and 6:00 PM and on Sundays the route operates between 10:00 AM and 6:00 PM.

2.2.8 TheBus 14

Prince George's County Transit TheBus operates Route 14 Monday through Friday with headways of 45 minutes. The route goes from Prince George's Plaza Metrorail Station to College Park – U of Md Metrorail Station.

2.2.9 TheBus 17

Prince George's County Transit TheBus operates Route 17 Monday through Friday with headways of 30 minutes. The route goes from the Mount Rainier Transit Terminal to Ikea in College Park, with a stop at the College Park – U of Md Metrorail Station.

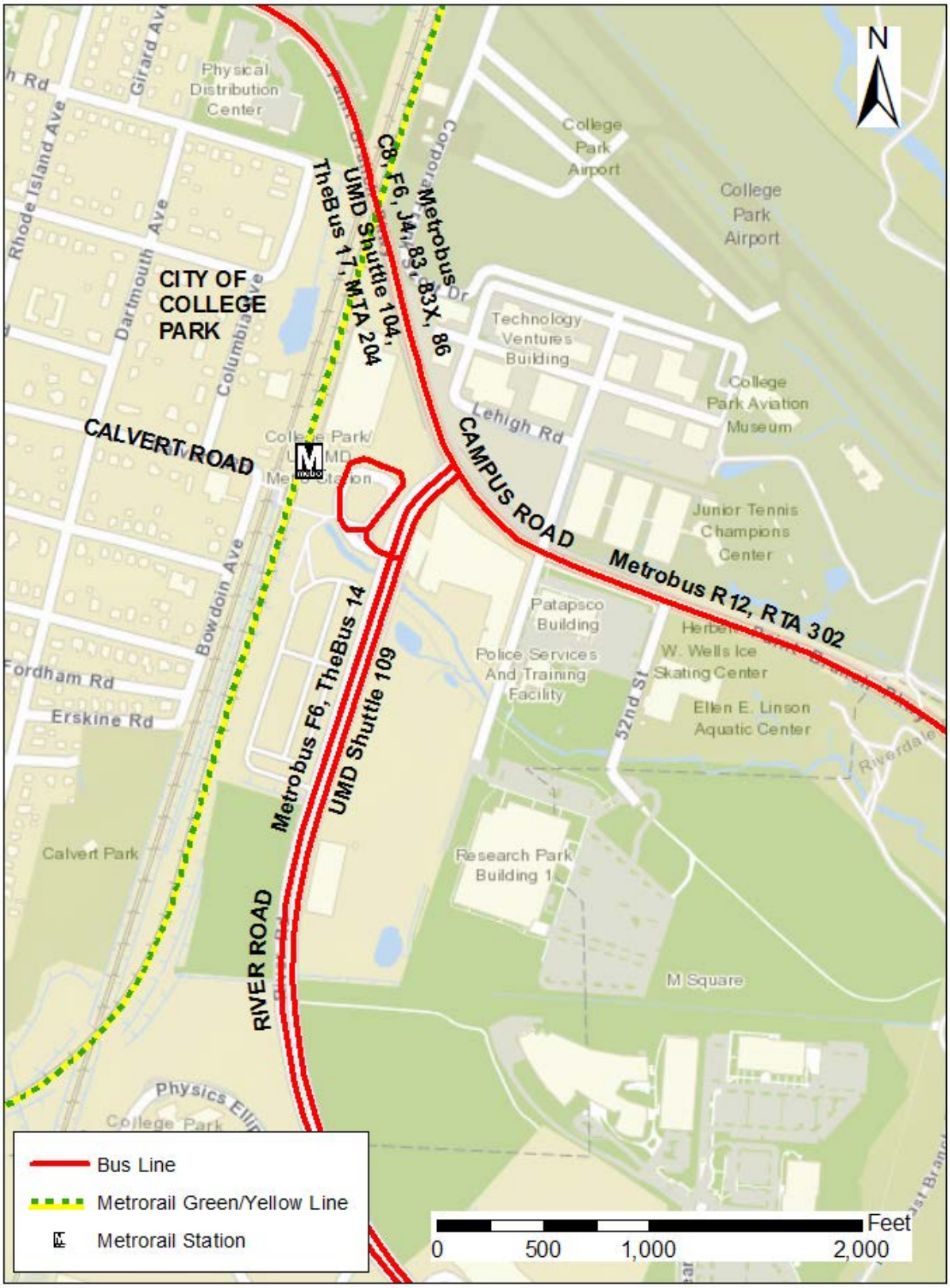
2.2.10 University of Maryland Shuttle 104

The University of Maryland operates Shuttle 104 seven days per week with headways of 5-20 minutes on weekdays and headways of 20 minutes on Saturday and Sunday. The route makes a loop between the Regents Dive Garage and the College Park – U of Md Metrorail Station.

2.2.11 University of Maryland Shuttle 109

The University of Maryland operates Shuttle 109 weekdays with headways of 15 minutes. The route loops from the College Park – U of Md Metrorail Station, with stops at the American Center for Physics, Raytheon, M-Square, and the USDA.

Figure 3: Existing Bus Routes



2.2.12 Maryland MTA 204

The Maryland MTA operates Commuter Bus Route 204 weekdays during AM and PM peak hours with headways of 25 minutes. The route goes from the Monocacy MARC Station to the College Park – U of Md Metrorail Station.

2.3 MARC

The Maryland Transit Administration (MTA) operates the Camden Line of the MARC train service between Union Station in the District of Columbia and Camden Station in Baltimore, Maryland. At College Park – U of Md Station, MARC passengers have the opportunity to transfer to the Metrorail Green Line or Yellow Line Rush Plus.

Eastbound trips (Washington to Baltimore) serve the station eleven times each weekday: four times during the AM peak period, four times during the PM peak period, three times after the PM peak period. Westbound trips between Baltimore and Washington serve the station nine times each weekday: three times during the AM peak period, two times after the AM peak period, three times during the PM peak period, and once after the PM peak period. Eastbound trips serve the station between 6:44 AM and 8:11 AM and again between 3:41 PM and 7:58 PM. Westbound trips serve the station between 5:46 AM and 8:54 AM and again between 4:26 PM and 7:01 PM.

The MARC platforms are at ground level just to the west of the station. In order to access the platforms, riders must exit the westside Metrorail station entrance and walk south along Bowdoin Avenue. To access the eastbound platform riders must cross the train tracks at grade, westbound riders do not have to cross the tracks. CSX operates a freight transport rail service along the same tracks.

2.4 Park & Ride

The existing Park & Ride surface lot shown in **Figure 2** provides a total of 530 spaces. These spaces are all-day parking spaces (12 of which are accessible spaces). The existing Park & Ride garage has a total of 1,290 parking spaces (24 of which are accessible spaces). During the period from March 2015 to March 2016 (fiscal year 2016), the lot utilization was 56%, ranking eleventh of the fifteen Park & Ride facilities in Prince George's County.

2.5 Kiss & Ride

There are two existing Kiss & Ride lots at the College Park – U of Md Metrorail Station. The first Kiss & Ride lot is located on the ground level of the Park & Ride garage as shown in **Figure 2**. The Kiss & Ride lot includes 42 short-term metered spaces, six driver attended 'A' spaces, and three accessible spaces. The second Kiss & Ride lot is located on the west side of the station and includes 21 short-term metered, two accessible spaces, and four car sharing spaces.

2.6 Pedestrian and Bicycle Access

Bicycle riders and pedestrians access the Metrorail Station via streets and sidewalks. River Road runs along the east side of the property and has paved sidewalks separated from vehicular traffic by elevated curbs and, in some places, two to three feet of landscaping. Sidewalks along Calvert Road connect the College Park residential neighborhood located west of the station. Sidewalks along Columbia Avenue are located on the west side of the Kiss & Ride lot. Paved sidewalks also connect the College Park – U of Md Metrorail Station entrance to the northern border of the surface Park & Ride lot. The Park & Ride garage is located directly north of the east entrance of the Metrorail station. Bicycle amenities at the station include a 126-space Bike & Ride facility, 65 bike racks, and 40 bike lockers.

2.7 MTA Purple Line (Planned)

The MTA Purple Line is a planned light rail line that will serve the College Park – U of Md Metrorail Station on the east side of the station. The light rail will travel a corridor between Bethesda and New Carrollton. The joint development plan accommodates the planned Purple Line alignment and station, which will be located between the joint development site and the Metrorail tracks.

3. PROJECT DESCRIPTION

The purpose of the project is to facilitate the joint development on approximately five acres of land owned by WMATA encompassing the existing Park & Ride lot. The parcel is adjacent to the east side of the College Park – U of Md Metrorail Station, as shown in **Figure 1**. The project consists of the following actions:

- Construction of an approximately six-story mixed-use, transit-oriented development (TOD), which is planned to include the following elements:
  - Approximately 11,900 SF of retail space and approximately 431 residential units, including 23 "townhome styled" units and 27 live-work loft units, and associated parking uses.
- Develop north-end of the parcel into an intermodal village green.
- Elimination of the surface Park & Ride lot, including all 530 spaces.

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

3.1 Park & Ride Lot

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

3.2 Park & Ride Garage

The existing Park & Ride garage would remain and would not be impacted by this project.

3.3 Kiss & Ride Lot

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

3.4 Bus Loop and Layover Spaces

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

3.5 Joint Development

The Developer would construct a new mixed-use development as shown in **Figure 4**. The concept illustrates the proposed joint development. The development is anticipated to include approximately 431 residential units and approximately 11,900 square feet of ground-floor retail (See **Appendix A** for the developer's concept plan).

3.5.1 Developer Selection

WMATA issued a Joint Development Solicitation in July 2015. WMATA selected Gilbane Development Company as the "selected developer" in April of 2016. A non-binding Term Sheet was negotiated and approved by the WMATA Board of Directors on July 28, 2016. WMATA negotiated with Gilbane Development Company to finalize and execute a Joint Development Agreement (JDA). The WMATA Board of Directors approved the JDA in February 2017.

The JDA enables WMATA to ground lease approximately five acres to the developer to construct a transit-oriented development on land adjacent to the College Park – U of Md Metrorail Station.

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

Figure 4: Joint Development Concept – Gilbane Development Company

SITE PLAN

KEY

1 PAVILLION
2 PLAZA
3 LAWN
4 BRIDGE
5 CROSSWALK
6 COURTYARD
7 BUFFER PLANTING
8 CREEK
9 BUS DROP OFF(BY OTHERS)
10METRO ENTRANCE

4. PROJECT IMPACTS

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

4.1 Land Acquisitions and Displacements

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

Joint development occurs when a public transportation agency partners with another private or public organization to develop land owned or operated by the transportation agency. In the case of the College Park – U of Md Metrorail Station, WMATA has partnered with Gilbane Development Company. WMATA would retain control of its own facilities and operations to include Metrorail, a bus loop with layover space, a Park & ride garage, and a Kiss & Ride lot. Gilbane would be allowed to construct facilities on the current surface Park & Ride lot to achieve TOD.

4.2 Transportation

4.2.1 Parking

As part of the project, the existing Park & Ride surface lot would be eliminated and would not be replaced. This change will be a net loss of 530 spaces. The existing parking inventory at the station is more than adequate to accommodate the demand. The total existing spaces available is 1,820, which is 530 spaces in the surface lot and 1,290 spaces in the garage. The average daily parking utilization rate is only 56%, so even with the loss of the 530 spaces, the demand of approximately 1,019 spaces can be accommodated by the 1,290 space parking garage.

The proposed mixed-use development will provide 204 structured residential parking spaces and an additional 111 on-street parking spaces.

4.2.2 Traffic

Campus Drive serves as the northern border of the College Park – U of Md Metrorail Station property. River Road borders the station to the east and extends north to meet up with Campus Drive. West of the property is Columbia Avenue and Calvert Road, which connect the station to the College Park neighborhoods.

Traffic volumes in the vicinity of the station are expected to be higher due to the new joint development. Even though the existing surface parking lot is being removed there is plenty of capacity in the existing parking garage for the displaced vehicles. The proposed development will have 431 residential units while providing only 204 residential parking spaces and 111 on-street parking spaces. The Developer will be required to submit a traffic impact study to Prince George's County that will estimate the vehicular volumes generated by the proposed development. If the new traffic volumes cause any intersection to operate at unacceptable Levels of Service (LOS) then the Developer would be required to mitigate the traffic impact per the County requirements.

4.2.3 Metrorail

Any ridership generated at the College Park – U of Md Metrorail Station due to new employment, retail, or residential opportunities is not expected to be large enough to cause any significant impact on Metrorail operations.

4.2.4 Metrobus and Other Bus Routes

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

4.2.5 Pedestrian and Bicycle Access

Joint development plans include improved pedestrian and bicycle access to the College Park – U of Md Metrorail Station. A new "Intermodal Village Green" will be created within the existing parcel on the north end currently located between the bus loop and the surface Park & Ride Lot. This public space will feature a mix of hardscape and green areas for use by the neighborhood and daily transit users. All existing streetscape and green areas are expected to be upgraded in accordance with WMATA & local standards to enhance the existing open areas which surround the site. This improvement will enhance the public realm while making the walking and cycling experience more enjoyable for the public.

4.3 Land Use and Zoning

The proposed development is consistent with the existing land use and Transit District Overlay (T-D-O) zoning designations. Existing land use designations for the College Park – U of Md Metrorail Station include "transportation oriented mixed use". The station is zoned Mixed-Use Infill (M-U-I), which provides for mix of residential and commercial uses. The station has an overlay, which is T-D-O, designated by Prince George's County. This overlay is intended to ensure that development in a designated district meets the goals established in a Transit District Development Plan. Transit Districts may be designated in the vicinity of Metrorail stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides.

The proposed development is consistent with the existing land use and T-D-O zoning designations. See **Figure 5** and **Figure 6** for existing land use and zoning maps. It should be noted that Prince George's County is currently in the process of rewriting the Zoning Ordinance and Subdivision Regulation and is expected to be completed by spring of 2017.

The developer will be responsible for obtaining all local site plan and development approvals.

Figure 5: Existing Land Use

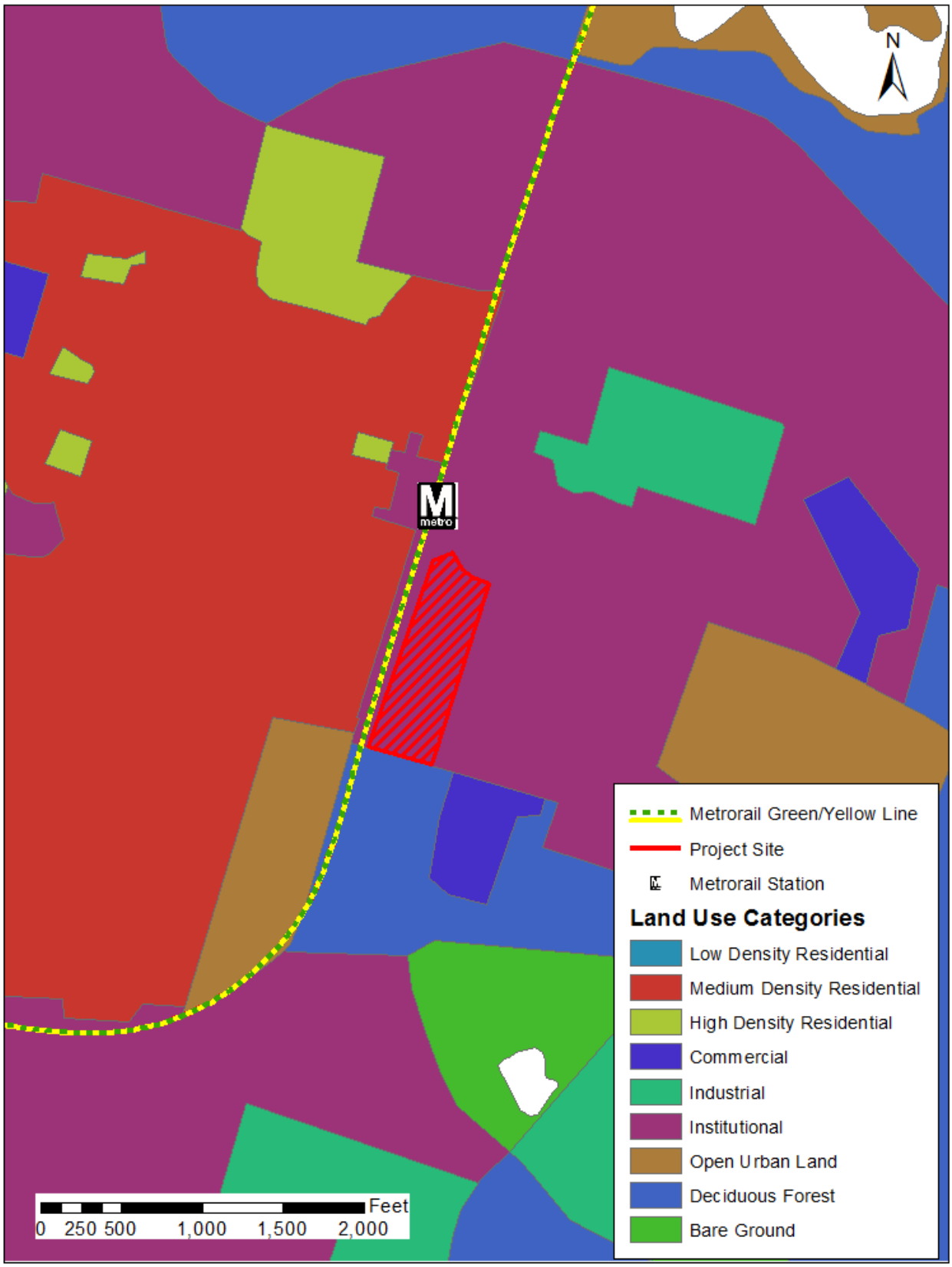


Figure 6: Existing Zoning

4.4 Planning Consistency

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

Table 3: Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment	Designated five corridor nodes, with a focus on sustainability, implementation of pedestrian and transit-oriented mixed-use development, increasing multimodal mobility for pedestrians, bicycles, transit, and automobiles.	Maryland-National Capital Park and Planning Commission (M-NCPPC)	June 2010	None
2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment	Implemented a new M-U-I Zone to permit a mix of residential and commercial uses, and encouraged a mix of land use near the U of Md as a means to reduce commuter traffic and spur retail and office development.	M-NCPPC	2002	None
Prince George's County 2035 Approved General Plan	Identifies the College Park – U of Md Metrorail Station as a Regional Transit Center. It has also been identified as part of the County's Innovation Corridor.	M-NCPCC	May 2014	None
Prince George's County 2002 Approved General Plan	Designated the transit district that encompasses the Metrorail Station as a Metropolitan Center. The General Plan's vision for Metropolitan Centers is attract a large government service or major employment centers, major educational complexes, or high-intensity commercial uses.	M-NCPPC	October 2002	None
College Park-Riverdale Park Transit District Development Plan	Designates the Metro parcels as, one of four Transit District Neighborhoods, the Metro Core. Featuring a high-density mix of uses, and a new multipurpose transit plaza and green bordered by strategically located retail.	M-NCPPC	March 2015	None

Plan	Description	Author	Date	Inconsistencies
1997 Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone (TDOZ)	Established a land use pattern oriented to a bifurcated planning area. Metro parcel is in the northern half of the transit district and was intended for mixed-use development, emphasizing office, retail, hotel, and light industrial uses with some residential potential adjacent to the Metro station.	M-NCPPC	1997	None
Approved Master Plan: Langley Park – College Park – Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67	The master plan set forth land use, public facilities, environmental, and zoning recommendations for Planning Areas 65, 66, and 67. The plan recognized the potential of the Metro Green Line in College Park. The plan designated the Metro parcel as one of five separate employment areas. The sectional map amendment brought the zoning throughout the area into conformance with the master plan.	M-NCPPC	October 1989 and May 1990	None
City of College Park, Maryland 2015-2020 Strategic Plan	The strategic plan calls for high quality development and to focus and promote economic investment in priority development areas. The College Park metro station area has been identified as a priority development area.	City of College Park	August 2015	None

4.5 Neighborhoods and Community Facilities

The project site is located within the Town of College Park in Prince George's County, Maryland. The project site is located in the vicinity of a couple of neighborhood and community facilities, as shown in **Figure 7**.

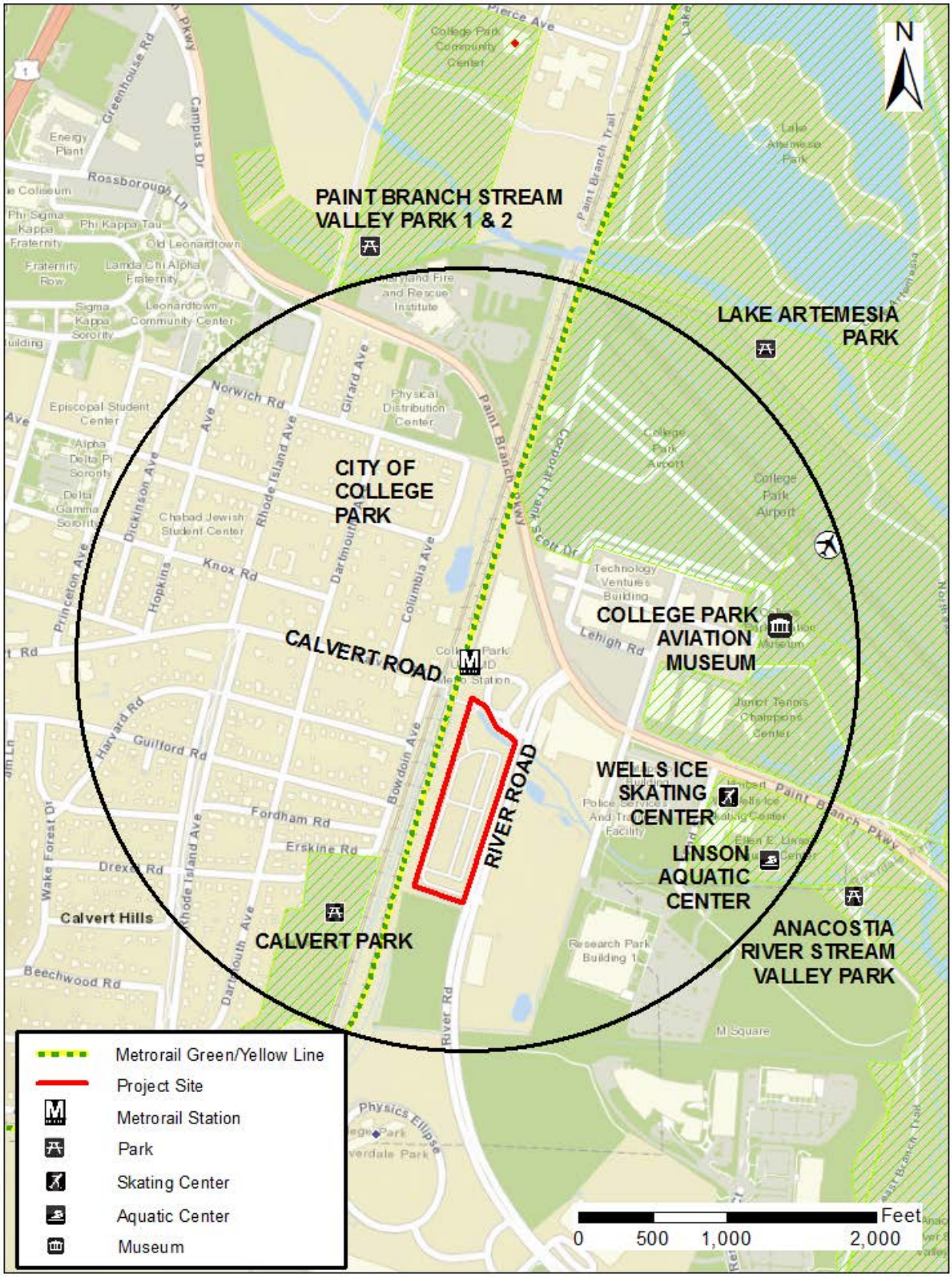
The neighborhood west of the Metrorail Station and north of Calvert Road is Old Town. The neighborhood west of the Metrorail Station and south of Calvert Road is known as Calvert Hills.

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

- Calvert Park
- Herbert W. Wells Ice Skating Center
- Ellen E. Linson Aquatic Center
- College Park Aviation Museum
- Paint Branch Stream Valley Park 1 & 2
- Lake Artemesia Park
- Anacostia River Stream Valley Park

The proposed joint development project would not create a physical barrier within a neighborhood, isolate a portion of a neighborhood, or have a direct impact on a community facility or access to a community facility. Short-term construction impacts on these neighborhoods are discussed in **Section 4.20**.

Figure 7: Neighborhoods and Community Facilities



4.6 Environmental Justice Populations

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

4.6.1 Identification of Environmental Justice Populations

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

Table 4 lists the percentages of minority and low-income residents in the half-mile project study area in comparison to the State of Maryland, Prince George's County, and City of College Park overall. Approximately 27 percent of the study area population belongs to a minority group, which is lower than the State of Maryland (42.4 percent) and Prince George's County (79.6 percent), and City of College Park (41.2 percent). Additionally, approximately five percent of the study area is low-income, which is less than the State of Maryland (6.9 percent), Prince George's County (5.3 percent), and the City of College Park (6.6 percent).

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

Census Tract	Block Group	Minority			Low-Income		
		Total Population	Minority Population	Percent	Total Population	Low-Income Population	Percent
8070	3	836	391	46.8%	836	39	4.7%
8071.02	1	1,347	142	10.5%	1,347	95	7.1%
8071.02	2	1,136	387	34.1%	1,136	44	3.9%
8072	1	3,651	942	25.8%	3,651	195	5.3%
Project Study Area		**6,970**	**1,862**	**26.7%**	**6,970**	**373**	**5.4%**
State of Maryland		5,930,538	2,514,431	42.4%	5,930,538	406,828	6.9%
Prince George's County, Maryland		892,816	710,750	79.6%	892,816	47,300	5.3%
City of College Park, Maryland		31,730	13,074	41.2%	31,730	2,082	6.6%

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

Table 5 provides a breakdown of the minority groups present within the project study area. The largest minority groups within the study area are Black/African Americans (48.7 percent) and Hispanic/Latinos (24.9 percent). The percentage of Black/African Americans within the project study area is higher than those of the City of College Park (38.8 percent) and is lower than the State of Maryland (61.8 percent) and Prince George's County (73.0 percent).

Table 5: Minority Population by Geographic Area

Minority Group	Project Study Area		Maryland		Prince George's County	
	# of Residents	% of Total Population	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	1,088	48.7%	1,723,335	61.8%	558,578	73.0%
American Indian/ Alaska Native	7	0.3%	11,735	0.4%	2,076	0.3%
Asian	433	19.4%	355,373	12.8%	37,921	5.0%
Native Hawaiian or Other Pacific Islander	26	1.2%	2,382	0.1%	242	0.0%
Some Other Race	18	0.8%	14,715	0.5%	2,609	0.3%
Two or More Races	105	4.7%	145,243	5.2%	18,707	2.4%
Hispanic or Latino	555	24.9%	533,671	19.2%	144,996	19.0%
Minority Total	**2,232**	**100%**	**2,786,454**	**64.6%**	**765,129**	**100%**

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

Minority Group	Project Study Area		City of College Park	
	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	1,088	48.7%	5,695	38.8%
American Indian/ Alaska Native	7	0.3%	30	0.2%
Asian	433	19.4%	4,653	31.7%
Native Hawaiian or Other Pacific Islander	26	1.2%	61	0.4%
Some Other Race	18	0.8%	92	0.7%
Two or More Races	105	4.7%	861	5.9%
Hispanic or Latino	555	24.9%	3,267	22.3%
Minority Total	**2,232**	**100%**	**14,659**	**100%**

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

4.6.2 Assessment of Disproportionately High and Adverse Impacts

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

4.7 Cultural Resources

No known archaeological resource is known to be located within the project site. Archaeological resources are unlikely as the ground was disturbed substantially during construction of the existing facilities. M-NCPPC identifies "Old Town College Park" as a historic architectural resources listed in the National Register of Historic Places. M-NCPPC does identify five designated Historic Sites in Old Town College Park; the Cory House, the College Park Women's Club, the McDonnell House, the Taliaferro House, and the Holbrook House listed with the State of Maryland and Prince George's County historic registers. The Harrison Store/Trolley Stop Sweet Shop is a Historic Resource in Old Town College Park. The College Park Airport is also identified as a historic site, as well as the College Park Aviation Museum. The Historic Sites and Resources are located approximately 0.2 to 0.4 miles from the project site.

4.8 Public Parklands and Recreation Areas

No parks or recreation areas would be impacted by the project. Calvert Park, Paint Branch Stream Valley Park 1 & 2, Lake Artemesia Park, Anacostia River Stream Valley Park, Herbert W. Wells Ice Skating Center, Ellen E. Linson Aquatic Center, and the College Park Aviation Museum are located in College Park, Maryland, shown in **Figure 7**, are the only parklands or recreation centers located within a half mile of the project.

4.9 Wetlands and Waters of the U.S.

Construction of the "Intermodal Village Green", which will consist of a new bridge and plantings may impact the existing stream or waters of the U.S. The developer is solely responsible for obtaining all permits from Maryland Department of the Environment (MDE) and the United States Corps of Engineers.

4.10 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows that existing facilities at the College Park – U of MD Metrorail Station do not occupy the current 100-year floodplain (Zone C) or the current 500-year floodplain. The effective FIRM panel for the project site is 24033C0131E, effective on September 16, 2016. The panel does not designate the project site as either a 100-year or 500-year floodplain, as shown in **Figure 8**.

Floodplain impacts are regulated by Prince George's County in accordance with the County's floodplain ordinance and the National Flood Insurance Program. The developer will seek appropriate approvals through Prince George's County and FEMA. The developer is solely responsible for permitting impacts and mitigation for floodplains with both Prince George's County and FEMA.

4.11 Water Quality

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

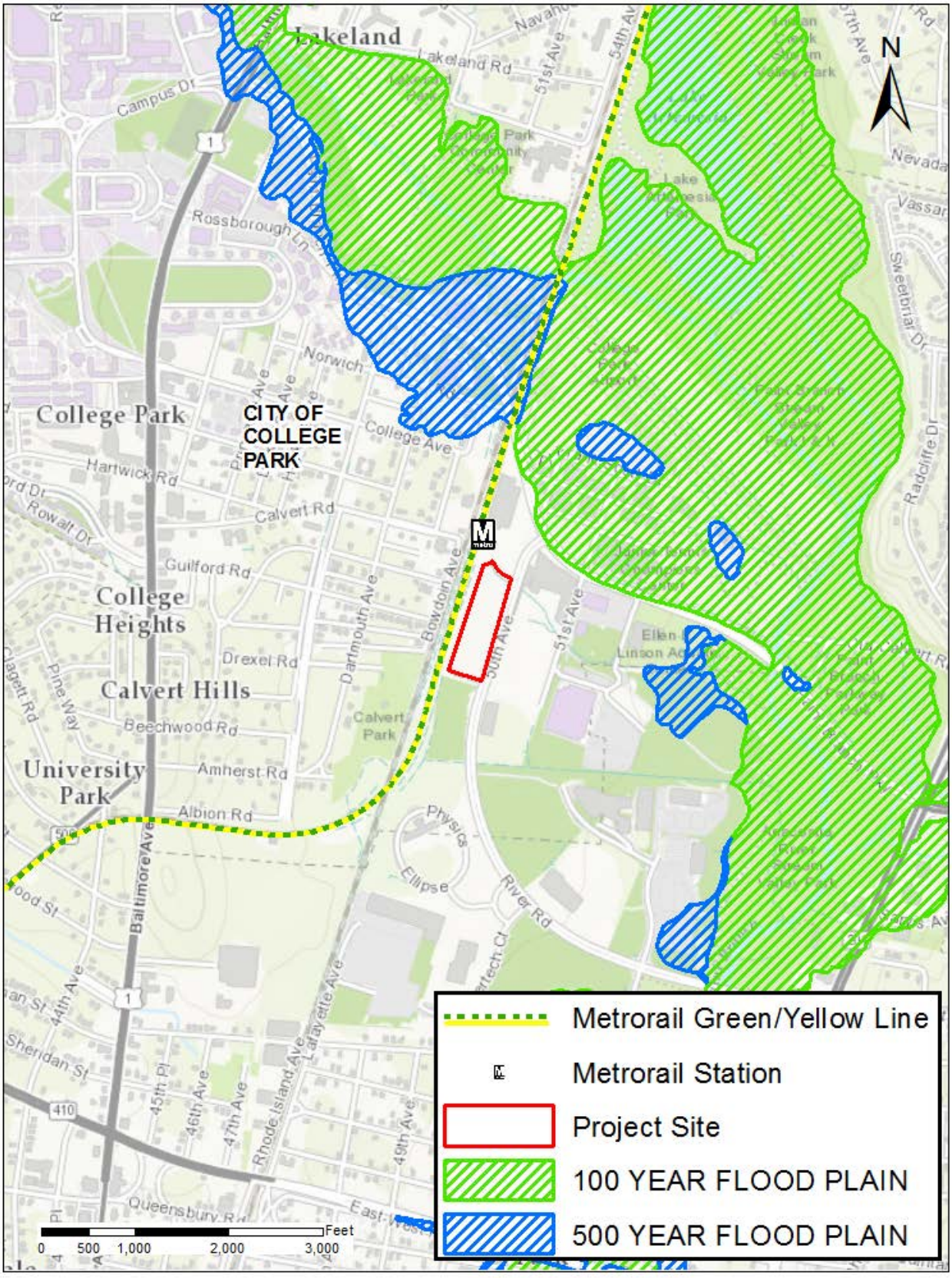
The new stormwater management facilities will be designed to mitigate the project site and are the responsibility of the developer.

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 (O_3) 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 (PM_{10}), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb).

Figure 8: Floodplains



4.13 Forest Stands

To comply with the Forest Conservation Act, the developer will complete a Forest Stand Delineation (FSD) and corresponding Forest Conservation Plan (FCP) for any effect on forest stands resulting from the project. Both the FSD and FCP will be submitted to M-NCPPC or Maryland Department of Natural Resources (DNR) for approval depending on the required development approval process.

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

4.14 Threatened and Endangered Species

No impact to federally protected species or habitat is expected as a result of the project. A review of the project site was conducted online via the U.S. Fish and Wildlife Service (USFWS) Chesapeake Bay Field Office on January 13, 2017 (See **Appendix B** for USFWS IPaC Trust Resource Report). While the search returned 24 species of migratory birds, it is expected that their habitats will not be affected as construction on the property will not occur on any protected forest and wetland areas.

4.15 Utilities

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

4.16 Safety and Security

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

4.17 Hazardous and Contaminated Materials

The project is not expected to encounter any hazardous or contaminated materials. Hazardous and contaminated materials include oil and other hazardous substances that present an imminent and substantial danger to the public health and the environment. Federal and state laws that regulate hazardous and contaminated materials include:

- Comprehensive Environmental Response, Compensation, and Liability Act;
- Resource Conservation and Recovery Act;
- Toxic Substances Control Act;
- Clean Water Act;
- Clean Air Act; and
- Maryland Oil Control Program (COMAR 26.10.01).

A review of databases which monitor compliance with the federal and state laws was completed through the EPA NEPAssist web portal[1] and Maryland's Underground Storage Tank (UST) database[2]. No records for the project site were identified through the database search.

4.18 Noise and Vibration

Existing noise sources within and adjacent to the project site are dominated by motor vehicle traffic along River Road, Metrorail, and freight/commuter rail traffic. No impact on existing noise sensitive receptors is anticipated as a result of the project. If the project is constructed, the existing Metrobus and Metrorail transit operations would continue to operate as they do now, and no increases in service are anticipated. The existing bus routes would continue to serve the Metrorail station as they do now, though the bus loop and layover area would be closer to residential receptors located east of the Metrorail tracks.

Future residences constructed as part of the joint development would also be considered noise sensitive receptors. The developer will be responsible for completing a noise analysis at multiple locations within the project site where future residences are planned to be built.

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

4.19 Secondary and Cumulative Impacts

4.19.1 Secondary Impacts

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

4.19.2 Cumulative Impacts

No adverse cumulative impact is anticipated as a result of the project.

4.19.2.1 Traffic

No long-term adverse cumulative traffic impact is anticipated.

4.19.2.2 Transit

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

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

The joint development site excludes the right-of-way anticipated for the planned Purple Line. Access to the planned Purple Line Station would be provided for in the intermodal village green.

[1] http://nepassisttool.epa.gov/nepassist/entry.aspx
[2] http://www.mde.maryland.gov/programs/land/oilcontrol/undergroundstoragetanks/pages/programs/landprograms/oil_control/usthome/index.aspx

4.20 Construction Impacts

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

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

The developer would be solely responsible for getting all necessary permits from the Federal Aviation Administration (FAA) for the use of cranes for the construction of the project.

5. PUBLIC INVOLVEMENT

WMATA will keep the public informed about the project through public outreach beginning in mid-April 2017. WMATA will follow its FTA and Board-approved Public Participation Plan that focuses on obtaining feedback from impacted customers and residents, especially those that are considered hard to reach, such as Limited English Proficient. The communications and outreach plan includes a project webpage, signage at the impacted stations and nearby bus shelters, in-person outreach, a press release, and stakeholder communication. Outreach materials will be provided in both English and Spanish. A public hearing will also take place at the College Park City Hall on Monday, April 24th, 2017 at 7:00 PM to provide the public with the opportunity to comment on the project. Notice of the public hearing will be published in the Washington Post for two successive weeks. The notice will also be published in Washington Hispanic and El Tiempo Latino, two local Spanish-language newspapers.

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

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

A public hearing staff report summarizing comments received with staff responses will be released for public review and comment. The developer is responsible for following all appropriate laws and procedures for review and approval of the proposed development project, including public involvement.

6. REFERENCES

Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map (FIRM) for Prince George's County, Maryland Number 24033C0131E, effective September 16, 2016.

M-NCPPC. Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment, June 2010.

M-NCPPC. Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment, 2002.

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

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

M-NCPPC. College Park – Riverdale Park Transit District Development Plan, March 2015.

M-NCPPC. Approved Transit District Development Plan for the College Park – Riverdale Transit District Overlay Zone (TDOZ), 1997.

M-NCPPC. Approved Master Plan: Langley Park – College Park – Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67, October 1989 and May 1990.
City of College Park. 2015-2020 Strategic Plan, August 2015.

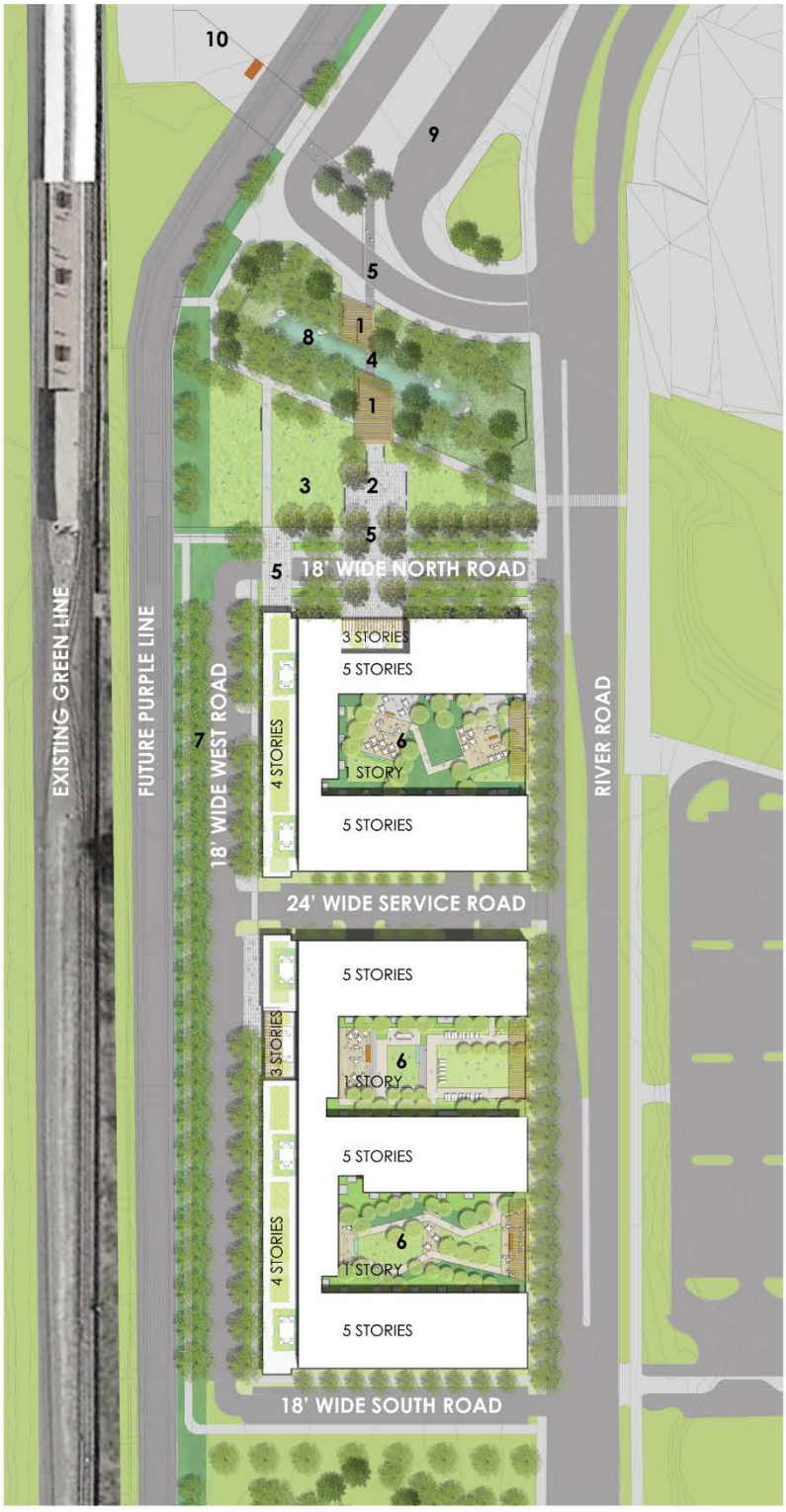
U.S. Census Bureau. American Community Survey 5-Year Estimates (2011-2015).

U.S. Fish and Wildlife Service (USFWS). IPaC – Information, Planning, and Conservation System, http://ecos.fws.gov/ipac/. Accessed on January 13, 2017.

WMATA Joint Development Term Sheet, July 28, 2016.

Appendix A

Project Concept Plan and Renderings



SITE PLAN

KEY

1 PAVILLION	6 COURTYARD
2 PLAZA	7 BUFFER PLANTING
3 LAWN	8 CREEK
4 BRIDGE	9 BUS DROP OFF(BY OTHERS)
5 CROSSWALK	10METRO ENTRANCE


CAFE

Appendix B

USFWS IPaC Trust Resource Report

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Ecological Services Field Office
177 ADMIRAL COCHRANE DRIVE
ANNAPOLIS, MD 21401
PHONE: (410)573-4599 FAX: (410)266-9127
URL: www.fws.gov/chesapeakebay/;
www.fws.gov/chesapeakebay/endsppweb/ProjectReview/Index.html

Consultation Code: 05E2CB00-2017-SLI-0540 January 13, 2017
Event Code: 05E2CB00-2017-E-00831
Project Name: College Park Metrorail Station Joint Development

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. This species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment

United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Official Species List

Provided by:

Chesapeake Bay Ecological Services Field Office
177 ADMIRAL COCHRANE DRIVE
ANNAPOLIS, MD 21401
(410) 573-4599
http://www.fws.gov/chesapeakebay/
http://www.fws.gov/chesapeakebay/endsppweb/ProjectReview/Index.html

Consultation Code: 05E2CB00-2017-SLI-0540
Event Code: 05E2CB00-2017-E-00831

Project Type: DEVELOPMENT

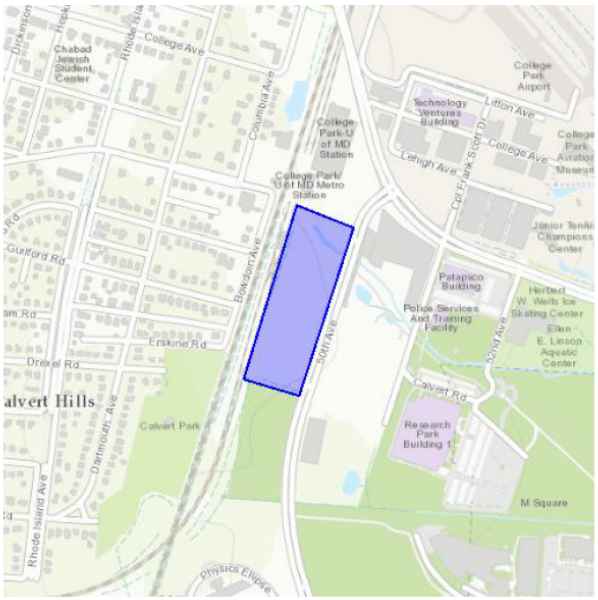
Project Name: College Park Metrorail Station Joint Development
Project Description: Mixed-use joint development project at the College Park Metrorail Station.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-76.92838311195375 38.97794374221877, -76.92717075347902 38.977576760580746, -76.92832946777345 38.97480765599548, -76.92950963974 38.97508290316528, -76.92838311195375 38.97794374221877)))

Project Counties: Prince George's, MD

United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Endangered Species Act Species List

There are a total of 0 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

There are no listed species identified for the vicinity of your project.

United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Critical habitats that lie within your project area

There are no critical habitats within your project area.

United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Appendix A: FWS National Wildlife Refuges and Fish Hatcheries

There are no refuges or fish hatcheries within your project area.

United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Appendix B: NWI Wetlands

There are no wetlands within your project area.