

New Carrollton Joint Development Phases I and II Environmental Evaluation

Prepared by:



Washington Metropolitan Area Transit Authority

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1.0 INTRODUCTION

The Washington Metropolitan Area Transit Authority (WMATA or “Metro”) has entered into an agreement with New Carrollton JV, LLC (“the developer”) that is planning to construct a mixed-use joint development on the existing New Carrollton Metrorail Station (“the station”) property, south of the station entrance along Garden City Drive (see project location in **Figure 1**). The proposed joint development project (“the project”) would include the following modifications of WMATA facilities:

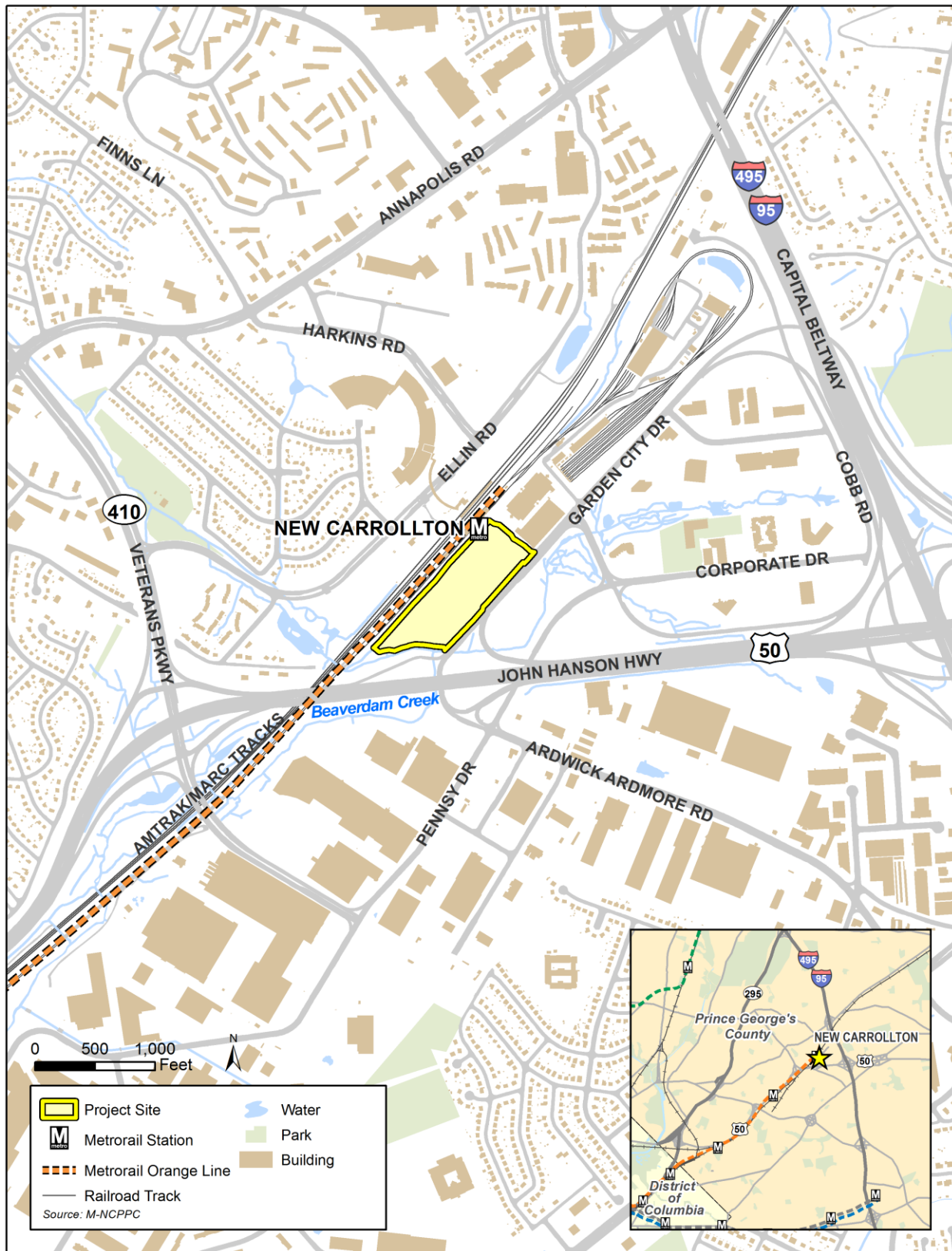
- Enhancements to the south bus loop and Kiss & Ride lot;
- Redevelopment of existing WMATA Park & Ride Lot 3;
- Modifications to Park & Ride Lot 2 and site internal roadways; and
- New shared parking garage with partial replacement of the lost Park & Ride spaces.

Because the project includes a modification of WMATA station facilities and station access, an Environmental Evaluation has been prepared to assess the potential effects of this action. To support WMATA Compact requirements, specifically §14(c)(1), this Environmental Evaluation 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. This Environmental Evaluation only assesses impacts on the south side of the station where the joint development is planned.

For purposes of project implementation, the developer will be responsible for complying with Prince George’s County, Maryland-National Capital Park and Planning Commission (M-NCPPC), State of Maryland, and all federal requirements for the project.

As generally required, WMATA will complete the “Mandatory Referral Review” process in coordination with Prince George’s County, and in accordance with County guidance material, including the *Adopted Uniform Standards for Mandatory Referral Review* (July 18, 2012). In Maryland, government agencies must submit proposed projects for review and comment. Through this process, WMATA has the opportunity to review comments from the Prince George’s County Planning Board and make modifications to the project as necessary.

Figure 1: Project Location



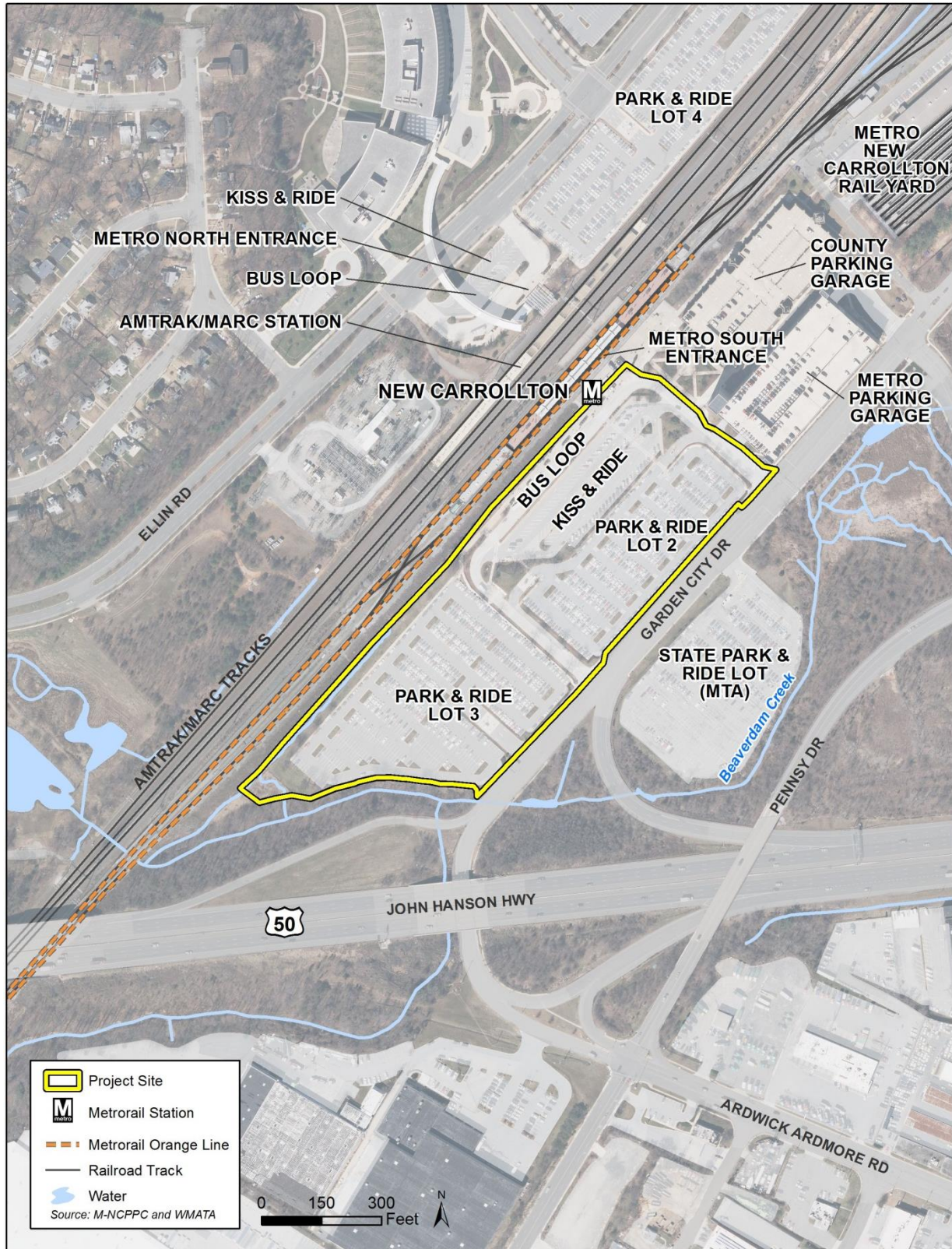
2.0 EXISTING SITE DESCRIPTION

WMATA operates the New Carrollton Metrorail Station in Prince George's County, Maryland, as the eastern terminal station for the Metrorail Orange Line. As an end-of-line station, it is an important transfer center for area bus routes, with service by 16 Metrobus routes, two Prince George's County TheBus routes, and Greyhound intercity coach buses. The station also serves as a rail transfer point for Metro to and from the Penn Line of the Maryland Area Regional Commuter (MARC) train service operated by the Maryland Transit Authority (MTA) and Amtrak.

The station has two entrances (south and north), one on either side of the Metrorail and CSX tracks, with separate access facilities serving each entrance, including bus, Kiss & Ride, and Park & Ride facilities. The south entrance access facilities on Garden City Drive contain the Project Site. The station entrance on this side is at grade level with tracks and platform located above, on top of an embankment.

An overview of the existing transportation facilities is shown in **Figure 2** and described in more detail in the subsections below, with a focus on access facilities for the south entrance.

Figure 2: Existing Transportation Facilities





2.1 Metrorail

The Metrorail Orange Line operates between Vienna/Fairfax-GMU Metrorail Station, located in Fairfax County, Virginia, and New Carrollton Metrorail Station. During the week, trains at New Carrollton run every 6 minutes during AM and PM peak periods, every 12 minutes during midday and evening hours, and every 20 minutes during late night hours. New Carrollton Metrorail Station averaged 8,300 weekday Metrorail boardings in 2015.

2.1.1 Entries and Exits

Table 1 lists 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 entries and PM peak exits account for 63 percent of the station’s daily weekday entries and exits. The most common trips recorded (accounting for 42 percent of peak period entries and exits at New Carrollton) were from New Carrollton to Farragut West, L’Enfant Plaza, McPherson Square, and Federal Triangle Metrorail Stations during the AM peak period and the same four stations to New Carrollton during the PM peak period.

Table 1: New Carrollton Metrorail Station Weekday Entry/Exit Averages

Time And Direction	Average Number of Daily Entries/Exits	Percent of Total Entries and Exits
AM Peak Entry	5,599	33.8%
AM Peak Exit	888	5.4%
Midday Entry	1,496	9.0%
Midday Exit	946	5.7%
PM Peak Entry	1,029	6.2%
PM Peak Exit	4,798	29.0%
Evening Entry	352	2.1%
Evening Exit	1,449	8.8%
Total	16,557	100.0%

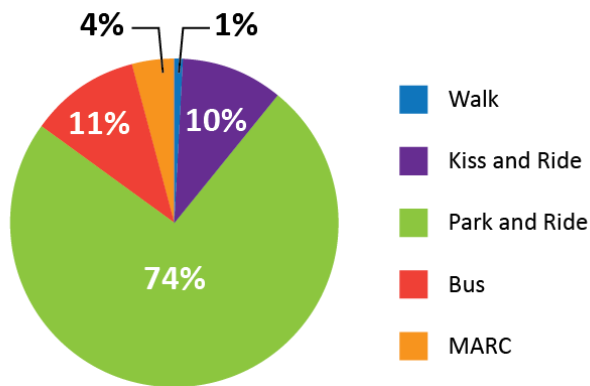
Source: WMATA fare gate data (FY 2015)

Of the two entrances, the south entrance is more heavily used. During the AM peak period, approximately 68 percent of Metrorail passengers enter via the south entrance, compared to 32 percent via the north entrance.

2.1.2 Access Mode Shares

Figure 3 shows current AM peak period access mode shares at New Carrollton Metrorail Station. Park & Ride is the dominant mode of access at New Carrollton, followed by surface transit. Walking and bicycling are relatively minor access modes.

Figure 3: Metrorail AM Peak Period Entries by Access Mode



Source: 2012 Metrorail Rider Survey

2.2 Metrobus and other Local Bus Providers

Of the 16 Metrobus Routes that serve the station, seven (B21, B22, B29, C28, F12, F14, and 87) use the south bus bays and internal roadway loop. Route L99, a shuttle bus serving WMATA’s Carmen Turner Facility for employees and visitors, also uses the south bus bays. In addition, two Prince George’s County TheBus routes serve the south bus bays.

The south bus loop has five sawtooth bays and one tangent bay.

Table 2 summarizes the service characteristics of these local bus routes, and **Figure 4** shows their approaches to the station.

2.3 Greyhound

Greyhound Line, Inc. is a private coach bus company providing direct service from New Carrollton Metrorail Station to various destinations within the mid-Atlantic and northeastern United States. Buses operate from the south bus loop from 5:45 AM until 8:20 PM, seven days a week. The most frequent destination from the station is New York City, with seven daily departures from the station.

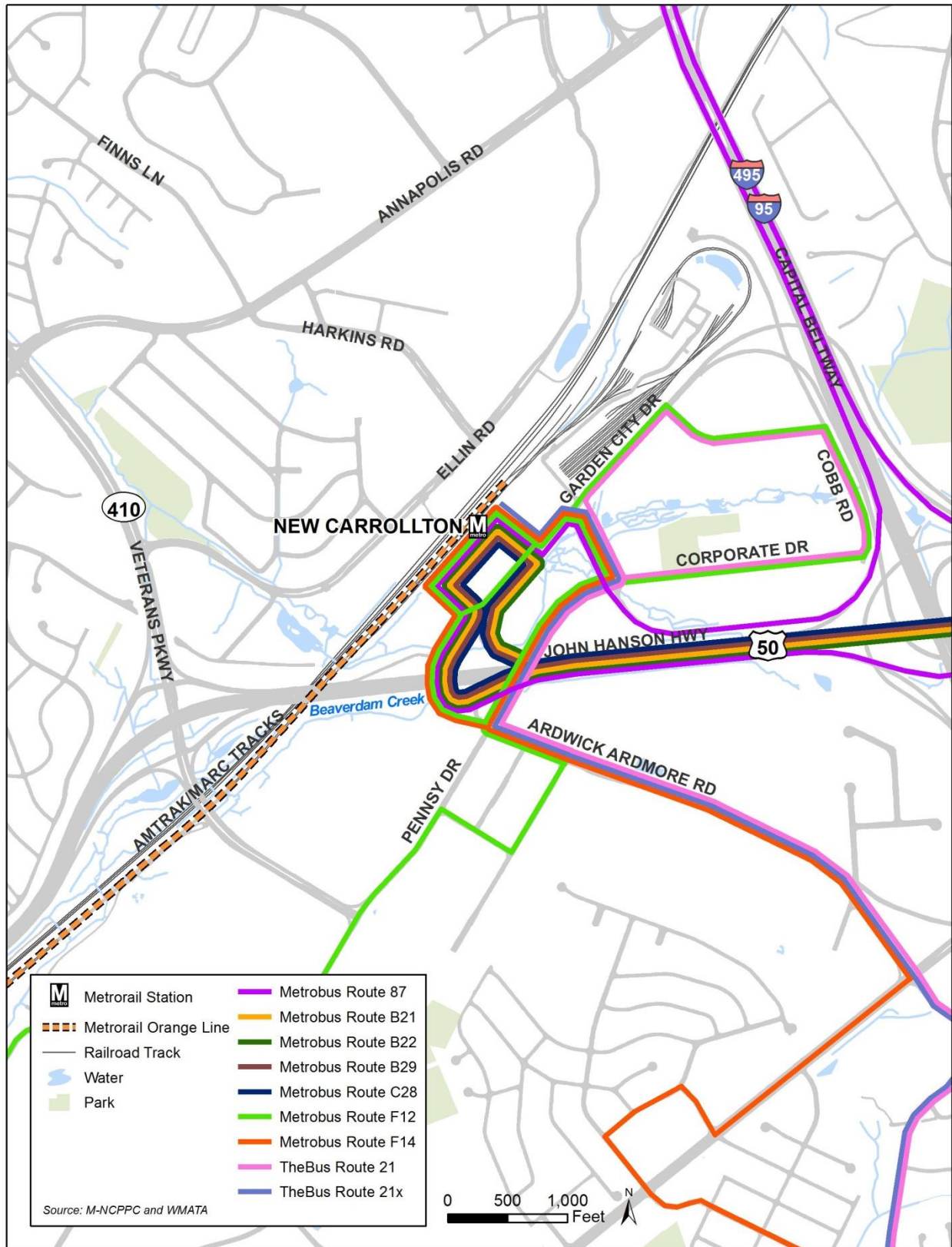


Table 2: Existing Local Bus Services (South Bus Bays)

Operator	Route	Line	Termini	Approx. Weekday Headway (minutes)	Approx. Trip Length (minutes)	Span of Service	Average Weekday Boardings
WMATA	B21	Bowie State University	New Carrollton Metro, Bowie State University	30-70	25	Weekdays	165
WMATA	B22	Bowie State University	New Carrollton Metro, Bowie State University	30-40	35-40	Weekdays	204
WMATA	B29	Crofton-New Carrollton	New Carrollton Metro, Crofton Country Club	30-40	20-30	Weekdays	113
WMATA	C28	Pointer Ridge	New Carrollton Metro, Pointer Ridge	30-35	30-40	Weekday peak periods	198
WMATA	F12	Ardwick Industrial Park Shuttle	New Carrollton Metro, Cheverly Metro	30-60	30	Weekdays	118
WMATA	F14	Sheriff Road-Capitol Heights	New Carrollton Metro, Naylor Road Metro	30-60	65	Monday through Saturday	336
WMATA	87	Laurel Express	New Carrollton Metro, Town of Laurel	40-85	60	Weekday peak periods	29
WMATA	L99	Carmen Turner Facility Shuttle	New Carrollton Metro, Carmen Turner Facility	15	5-10	Weekdays	140
TheBus	21	Upper Marlboro/ New Carrollton	New Carrollton Metro, Equestrian Center	25-65	60	Weekdays	
TheBus	21X	Prince George's Community College/ New Carrollton	New Carrollton Metro, Motor Vehicle Administration Largo	15-30	30	Weekdays	

Source: WMATA and TheBus timetables, September 2016

Figure 4: Existing Local Bus Routes (South Bus Bays)



2.4 MARC and Amtrak

MARC and Amtrak trains serve New Carrollton. The train services share a platform immediately to the northwest of the Metrorail Orange Line platform. An underground pedestrian passageway connects the Metrorail and MARC/Amtrak facilities and provides access from the south and north entrances. Ticketing and other passenger facilities are located by the south entrance to the station.

2.4.1 MARC Penn Line

The MTA operates the MARC Penn Line train service between Union Station in the District of Columbia and Penn Station in Baltimore, Maryland, with continuing service to Perryville, Maryland. At New Carrollton, MARC passengers have the opportunity to transfer to the Metrorail Orange Line.

Northbound trips (Washington to Baltimore) serve the station 25 times each weekday, with seven AM peak-period (6:00 AM to 9:00 AM) departures, seven midday departures, nine PM peak-period (4:00 PM to 8:00 PM) departures, and two evening departures. Southbound trips between Baltimore and Washington also serve the station 27 times each weekday, with 11 AM peak period departures, eight midday departures, seven PM peak-period departures, and one evening departure. Northbound trips serve the station between 5:56 AM and 10:41 PM. Southbound trips serve the station between 5:08 AM and 9:58 PM.

2.4.2 Amtrak

Amtrak trains stop at New Carrollton and serve various destinations along the East Coast. The station is served primarily by Amtrak's Northeast Regional service, but is also served by Vermonter and Palmetto services as well. Trains operate seven days a week, with approximately 22 daily departures in either direction. Trains operate from the station from 6:40 AM to 1:08 AM for weekday southbound trains, 6:12 AM to 1:12 AM for weekend southbound trains, 4:07 AM to 10:22 PM for weekday northbound trains, and 5:34 AM to 10:22 PM for weekend northbound trains. Some southbound trains terminating in Washington, DC only discharge passengers at New Carrollton, and some northbound trains originating in Washington, DC only receive passengers.

2.5 Park & Ride

Approximately 4,972 all-day commuter parking spaces are available for public use at New Carrollton Metrorail Station. These comprise 3,519 spaces in WMATA facilities, 1,028 spaces in a Prince George's County facility, and 425 spaces in the State Park & Ride lot. Current parking utilization ranges between 50-100 percent depending on the facility, and the overall utilization is 79 percent for all of the parking facilities operated by WMATA, Prince George's County, and the State (MTA). **Table 3** summarizes the parking facilities serving each entrance.

Table 3: Parking Capacity and Utilization

Operator	Facility	Capacity	Utilization Rate (%)
North Entrance – Ellin Road			
WMATA	Park & Ride Lot 4	825	78%
South Entrance – Garden City Drive			
WMATA	Park & Ride Lot 2	357	100%
WMATA	Park & Ride Lot 3	590	50%
WMATA	Parking Garage	1,747	91%
Prince George’s County	Parking Garage	1,028	71%
MTA	State Park & Ride Lot	425	75%
South Entrance Subtotal		4,147	79%
Station Total		4,972	79%

Source: WMATA Office of Parking data, May 2015

The Metro parking garage was authorized for construction on January 16, 2003 by WMATA Board resolution to facilitate joint development and in anticipation of the development displacing Park & Ride lots. However, the joint development did not occur at that time and the Park & Ride lots have remained in service. As a result, the south side of the station currently has a total parking capacity of 4,147 spaces. As noted above these spaces are 79 percent utilized.

2.6 Kiss & Ride

WMATA operates two Kiss & Ride lots, one serving each side of the station, within the bus loops. The station contains 149 short-term metered parking spaces, 129 of which are in the south Kiss & Ride lot. Both lots also include curbside taxi stands, although without dedicated parallel spaces.

Although pull-in/back-out spaces are provided at the south Kiss & Ride, many drivers prefer to stop in the through lane, and the lane frequently becomes blocked and backed up. The taxi queue also backs up, sometimes blocking the bus loop entrance. The crosswalk from the station entrance to the Kiss & Ride causes back-ups due to its proximity to the Kiss & Ride entrance.

2.7 Pedestrian and Bicycle Access

Pedestrian access comprises approximately one percent of Metrorail access at the station. The majority of pedestrians access the station from the north, where residences are more abundant and closer to the station. A pedestrian bridge also provides direct access to/from the federal office complex northwest of the station, across Ellin Road. Sidewalks, crosswalks and pedestrian signals are present at all major intersections adjacent to the station.

Bicycle access accounts for less than one percent of access to the station. WMATA has 35 bicycle racks (each rack providing space for two bikes) and 16 bicycle lockers at the station (each providing space for two bikes). Twenty-two of these bicycle rack spaces and eight of these bicycle locker spaces are located at the south entrance.

3.0 PROJECT DESCRIPTION

The purpose of the project is to partially replace and redesign existing WMATA facilities to facilitate the joint development on land owned by WMATA adjacent to the south side of the New Carrollton Metrorail Station, as shown in **Figure 1**. The project consists of the following actions:

- Construction of Replacement Transit Facilities by the developer
 - New shared parking garage with partial replacement of the lost Park & Ride Lot 2 and Lot 3 spaces;
 - Modifications and enhancements to Park & Ride Lot 2 and internal roadways; and
 - Enhancements to the south bus loop and Kiss & Ride lot
- Construction of Transit-Oriented Joint Development
 - Redevelopment of existing Park & Ride Lot 3; and
 - Office, residential, and ground floor retail buildings and associated parking

Figure 5 shows the replaced and modified WMATA facilities, and **Figure 6** shows the overall joint development concept.

3.1 Park & Ride Facilities

Approximately 650 parking spaces would be removed for the joint development project, and 100-300 replacement parking spaces would be provided. 590 Park & Ride spaces would be removed to accommodate the joint development on Park & Ride Lot 3. In addition, modifications to the bus loop, Kiss & Ride, Park & Ride Lot 2, and internal roadways would result in the permanent removal of approximately 60 additional Park & Ride spaces and 86 short-term metered spaces (see **Sections 3.1.2 and 3.2** below and on the following page).

The existing WMATA and Prince George's County parking garages and State Park & Ride lot (a total of 3,200 parking spaces) on the south side of the station would remain.

3.1.1 Shared Parking Garage with Partial Replacement of Lost Park & Ride Spaces

The developer would construct a new shared parking garage on the site of Park & Ride Lot 3, in which approximately 100-300 replacement WMATA Park & Ride spaces would be provided in addition to parking for joint development uses. The parking garage would be operated by WMATA charging WMATA parking fees (by SmartTrip or credit card) for transit parkers and using a WMATA-issued exit FOB for joint development users.

3.1.2 Modifications to Park & Ride Lot 2

To accommodate redesigned internal roadways from Garden City Drive and modifications to the adjacent Kiss & Ride facility, portions of Park & Ride Lot 2 would be redesigned. The redesign includes the construction of new entrance and exit lanes and installation of new Parking Access and Revenue Control equipment by the developer. These modifications to the lot would result in a net loss of approximately 60 Park & Ride spaces.

3.2 Bus Loop and Kiss & Ride

The existing bus loop and Kiss & Ride lot on the south side of the station would be modified to meet current WMATA design criteria and accommodate redesigned internal roadways south of the station.

3.2.1 Bus Loop

The number of bus bays at the south station entrance would remain the same and their location would remain generally the same. The design of the facilities would be enhanced as follows to improve passenger comfort and safety and vehicular circulation:

- Conversion of existing tangent bus bay to sawtooth bus bay to improve vehicular circulation;
- Lengthening of bus bays to meet current WMATA standards;
- Construction of a retaining wall along the Metrorail embankment to widen the pedestrian circulation area behind the bus shelters to meet WMATA design criteria (20 feet in width);
- Replacement of bus shelters;
- Creation of bus layover lane to enhance bus service;
- Widening of pedestrian crosswalks and shifted location of the southwestern crosswalk to bring it closer to bus bays; and
- Replacement of deteriorated bus lane pavement and pedestrian sidewalks.

Internal roadways leading into and out of the bus bays from Garden City Drive would be realigned to accommodate joint development uses.

3.2.2 Kiss & Ride

The design of the Kiss & Ride at the south station entrance would be enhanced to improve passenger safety and vehicular circulation. The improved layout and pedestrian accommodations would require the reduction in the number of short-term metered parking and drop-off/pick-up spaces at the south entrance from 129 to 43, a loss of 86 spaces. The 20 short-term metered parking spaces at the north entrance Kiss & Ride would not be affected by this proposal.

The following pedestrian and vehicular circulation enhancements would be provided:

- Creation of separate drop-off and pick-up lane adjacent to the Kiss & Ride pedestrian circulation and waiting area;
- Addition of second pedestrian crosswalk at southwestern end of the Kiss & Ride and widening of the existing crosswalk; and
- Widening of vehicular circulation lanes.

Internal roadways leading into and out of the Kiss & Ride from Garden City Drive would be modified to accommodate joint development uses.

3.3 Joint Development

3.3.1 Proposed Joint Development Concept (Phases I and II)

The joint developer New Carrollton JV, LLC (a joint venture between Urban Atlantic and Forest City Enterprises) would construct a new mixed-use development adjacent to the south side of New Carrollton Metrorail Station as shown in **Figure 6**. The proposed development consists of:

- 200,000 square foot commercial office building;
- 250,000 square feet of multi-family residential development;
- 20,000 square feet of ground floor retail space in the office and residential uses; and
- 810-space (approximate) shared parking garage.

The development would be phased as:

- Phase I – shared parking garage and office building; and
- Phase II – multi-family residential development and the improvements to the bus loop and Kiss & Ride previously discussed.

The developer's detailed site layout plan may be found in **Appendix A**. Later phases of joint development are also proposed (see **Section 3.4**), but the current project under consideration by WMATA addresses just the initial phases described above.

3.3.2 Joint Development Agreement

In 2010, the parking lots were publicly offered for joint development. WMATA selected New Carrollton JV, LLC as the private developer and entered into a Joint Development Agreement for the project in 2015. The Joint Development Agreement anticipates the development of a mixed-use project, totaling over 1 million square feet to be delivered in several phases, with the ground of each parcel to be leased or sold to the developer by WMATA as it is ready for development. At this current phase, the developer is seeking to lease two parcels: one for an office building and one for a multi-family development, both with ground floor retail and served by a single shared parking garage.

In addition to developing parcels leased by WMATA, the Joint Development Agreement requires the developer to replace any removed Park & Ride spaces and build improved bus loop and Kiss & Ride facilities on the south side of the station. While the developer originally planned to replace lost parking on a one-for-one basis, the developer has proposed that some of the replacement parking could be provided via shared parking in private garages. The proposed solution would add 100-300 dedicated commuter parking spaces in a new parking garage. The number of commuter spaces will be determined in a final shared parking agreement between the developer and WMATA. The developer also recommends that WMATA make greater use of the daily unused public Park & Ride spaces and parking in the County's parking garage and the State's Park & Ride lot.

Figure 5: Proposed Replacement Transit Facilities

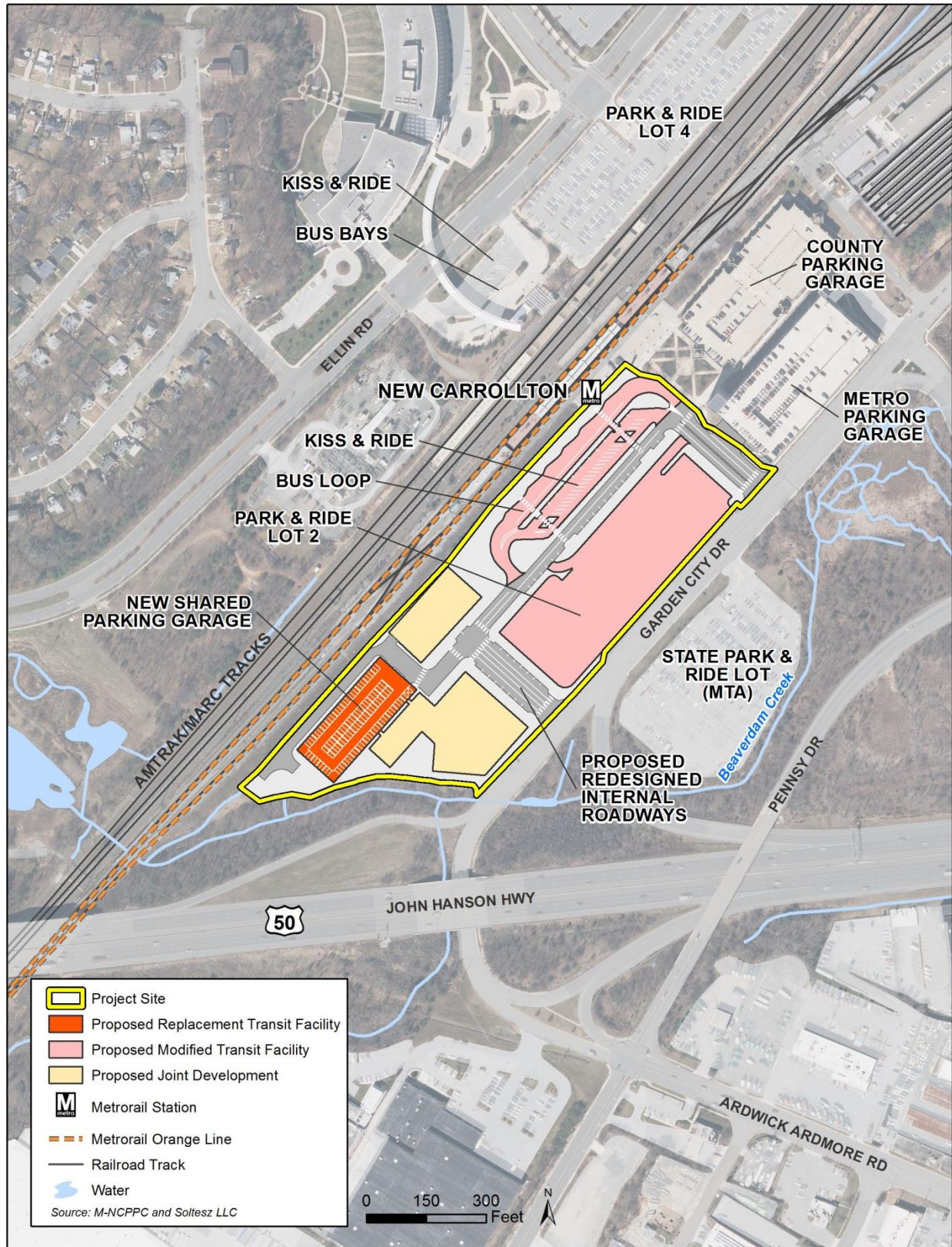
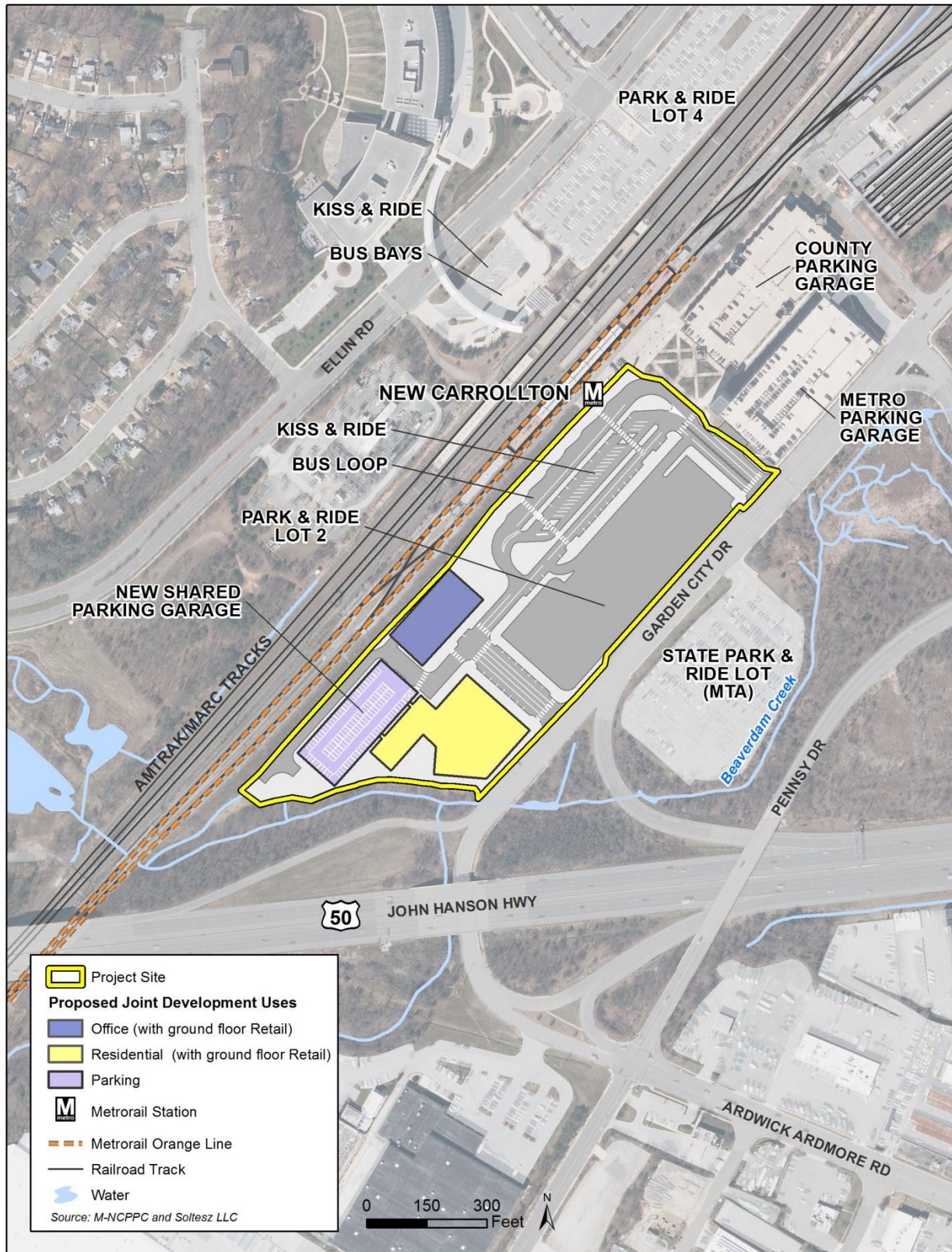


Figure 6: Joint Development Concept

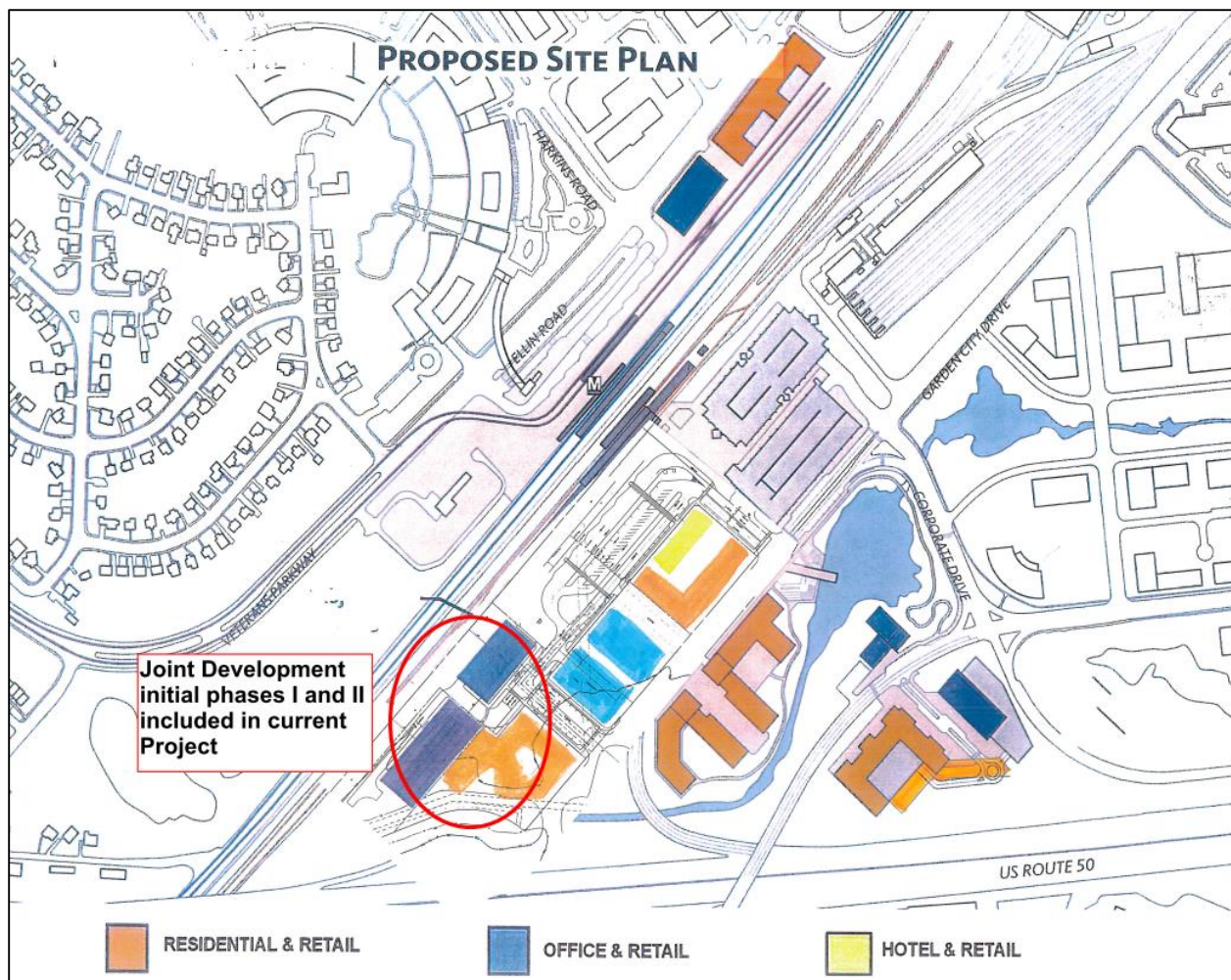


3.4 Other Future Development

Future proposed phases of the joint development (Phases III through V) are planned to occupy the remaining WMATA parcels within the project site on the south side of the station. These later phases would constitute a separate future project, for which an Environmental Evaluation would be prepared and WMATA Compact hearing held, separate from the current project.

In these phases, the developer is planning to build additional multi-family residential, commercial office, ground floor retail, and a hotel. In total, there would be 1.41 million square feet of new development within the site for Phases I through V. Later phases include redevelopment of Park & Ride Lot 4 north of the station and additional development south of Garden City Drive. **Figure 7** shows the full concept as currently planned. The development plan is expected to change slightly as site planning and market conditions dictate.

Figure 7: Proposed Joint Development Concept with Future Phases



Source: Soltesz, LLC

The initial phases (Phases I and II) under consideration as part of this Environmental Evaluation are designed to both function independently upon their completion and also integrate with later phases when they are ready for construction.

3.5 MTA Purple Line

The MTA Purple Line is a planned light rail line that will serve the New Carrollton Metrorail Station on the north side of the station along Ellin Road. The Purple Line is a project of MTA; it is not a WMATA project. The incorporation of the Purple Line and its potential impacts to the station will be reviewed under a separate Environmental Evaluation by WMATA.

4.0 PROJECT IMPACTS

This section evaluates the potential environmental effects of the project, which consists of the proposed joint development and associated replacement of WMATA facilities described in Chapter 3. The potential environmental effects of proposed future joint development phases and the MTA Purple Line are not included in this evaluation, except as the impacts relate to the cumulative impacts of the project and separate adjacent development projects to transportation, including traffic and transit services, analyzed in **Section 4.19**.

4.1 Land Acquisitions and Displacements

Joint development occurs when a public transportation agency joins with another private or public organization to develop land owned or operated by the transportation agency. In the case of the New Carrollton Metrorail Station, WMATA has joined with New Carrollton JV, LLC. Facilities at the project site, including Metrorail, a bus loop, Kiss & Ride, and Park & Ride facilities, would remain within WMATA's control. New Carrollton JV, LLC would be allowed to construct other facilities to achieve transit-oriented development (TOD).

No additional land acquisition would be required as part of the project. No WMATA facilities would be permanently displaced, except for Park & Ride spaces which would be offset by the provision of new spaces in a garage and currently vacant WMATA Park & Ride spaces that would remain at New Carrollton following implementation of the project (see **Section 4.2.1** below). WMATA's bus and Kiss & Ride facilities may be temporarily relocated during construction of the joint development; however, no permanent impact to operations is anticipated as part of the project.

4.2 Transportation and Traffic

4.2.1 Parking

As part of the project the developer would redevelop Park & Ride Lot 3, which would eliminate 590 spaces. In addition, the redesign of Park & Ride Lot 2 to accommodate enhancements to the Kiss & Ride and modifications to site internal roadways would eliminate approximately 60 spaces. The developer proposes to provide approximately 100-300 replacement WMATA Park & Ride spaces in a new structured parking garage. The overall parking impacts for the station by types of spaces are listed in **Table 4**.

Table 4: Comparison of WMATA Parking and Layover Facilities

WMATA Parking/Layover Facility		Existing Spaces	Proposed Spaces
Park & Ride Facilities			
	Daily spaces (including accessible and vehicle charging spaces)	3,519	2,969-3,169
	Multi-day spaces	0	0
	Short-term meter spaces	0	0
	Long-term meter spaces	0	0
	Total	3,519	2,969-3,169
Kiss & Ride Lot			
	Short-term meter spaces/ Driver-attended 'A' spaces	149	63
	Accessible spaces	7	7
	Motorcycle spaces	30	30
	Taxi spaces	16	16
	Shuttle spaces	0	0
	Car sharing spaces	6	6
	Pick-up/Drop-Off	0	10
	Total	208	132
Bus Bays		6	6
Bus Layover		0	3

Source: WMATA and Soltesz, LLC

The change in parking would generally not lengthen the average walking distance of Park & Ride patrons to the station entrance, as Park & Ride Lot 3 is one of the farthest parking facilities from the south entrance and the least utilized. The replacement parking in the new garage and currently vacant spaces in other south entrance parking spaces are generally located closer to the entrance than Park & Ride Lot 3.

4.2.2 Traffic

The developer has prepared a traffic impact analysis (New Carrollton Metro Station Preliminary Plan No. 16023, The Traffic Group, August 10, 2016) that is currently under review by Prince George’s County and the Maryland State Highway Administration (MD SHA). The analysis was conducted in accordance with M-NCPPC guidelines, based on an approved Scoping Agreement with M-NCPPC/Prince George’s County Planning Department (May 20, 2016). In addition to the standard Prince George’s County guidelines which require Critical Lane Volume (CLV) analysis methodology of intersections, the study also conducted detailed micro-simulation modeling. The traffic study is provided in **Appendix B**.

WMATA has requested additional traffic analysis by the developer to examine the performance and circulation of internal roadways within the project site.

The developer will be responsible for securing approval of the conceptual site plans and preliminary plans, including the final traffic study, with M-NCPPC, the Prince George’s County Planning Board, and WMATA for implementing any roadway improvement commitments in these plans and study that are conditions for approval.

4.2.3 Metrorail

Transit-oriented joint development at the New Carrollton Metrorail Station is expected to increase overall ridership at the New Carrollton Metrorail Station. The Phase I joint development is expected to generate approximately 400 new trips per day, based on Metro's Land Use Ridership Model.

Any increase in ridership at New Carrollton Metrorail Station due to new employment or residential opportunities associated with the joint development is not expected to be large enough to cause any significant impact on Metrorail operations. An increase in ridership due to the proposed employment uses would make better use of existing capacity because of the reverse commute.

4.2.4 Metrobus and TheBus Routes

All routes accessing the south bus loop may experience a marginal increase in ridership from people travelling to and from the employment and residential uses associated with the joint development. As part of the joint development agreement, the bus loop would be improved (see **Section 3.2.1**) in conjunction with modifications needed to accommodate the new development. Existing bus shelters will be replaced. No permanent impact to bus operations is anticipated as part of the development.

4.2.5 Greyhound

Greyhound Bus Lines would continue to operate from its existing facilities near the station, with buses continuing to use the south bus loop to pick up and drop off passengers. No permanent impact to Greyhound operations is anticipated as part of the development.

4.2.6 MARC and Amtrak

MARC and Amtrak trains may experience a small increase in ridership as a result from people traveling to and from the employment and residential uses associated with the joint development. No material impact to MARC and Amtrak facilities or operations is anticipated as part of the development.

4.2.7 Pedestrian and Bicycle Access

Joint development plans include improved pedestrian access to the New Carrollton Metrorail Station's south entrance and enhanced facilities within the site. Sidewalks would be provided along both sides of new internal roadways. The sidewalk and pedestrian circulation area along the bus bays, which also connects the southern Park & Ride lots and the proposed new parking garage to the station, would be widened. Within the bus loop and Kiss & Ride, a second crosswalk would be added and the existing crosswalk widened. Bicycle parking facilities and circulation to the south entrance would not be permanently impacted by the development.

4.2.8 Other Facilities

In addition to parking spaces in the proposed new garage for WMATA customers, the joint development would provide 625 or more spaces in the garage to serve proposed office, residential, and retail uses. The number of parking spaces is anticipated to accommodate demand; therefore, no impact to parking is anticipated.

4.3 Land Use and Zoning

The existing land use for most of the project site is Transportation (see **Figure 8**). A small portion along the southwestern end of the site is classified by Prince George's County as Forest, although most of this area is currently within the existing Park & Ride Lot 3.

The station is zoned M-X-T (Mixed-Use-Transportation Oriented) by Prince George's County (see **Figure 9**), which allows for a variety of residential, commercial, and employment uses. M-X-T zones must be located near a major intersection or transit stop or station and provide adequate transportation facilities for anticipated traffic.

The proposed project is consistent with the existing land use and M-X-T zoning designations.

Figure 8: Existing Land Use

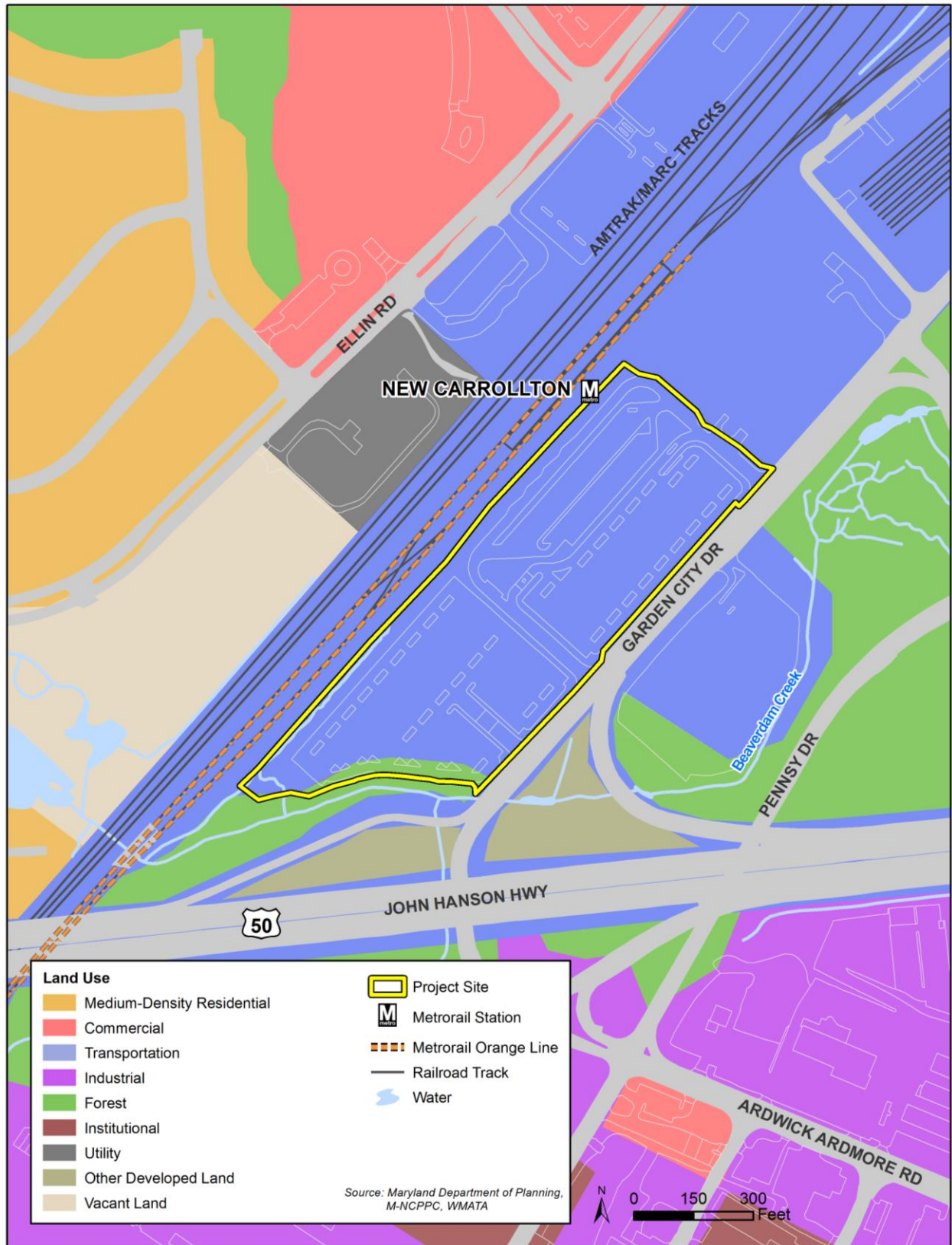
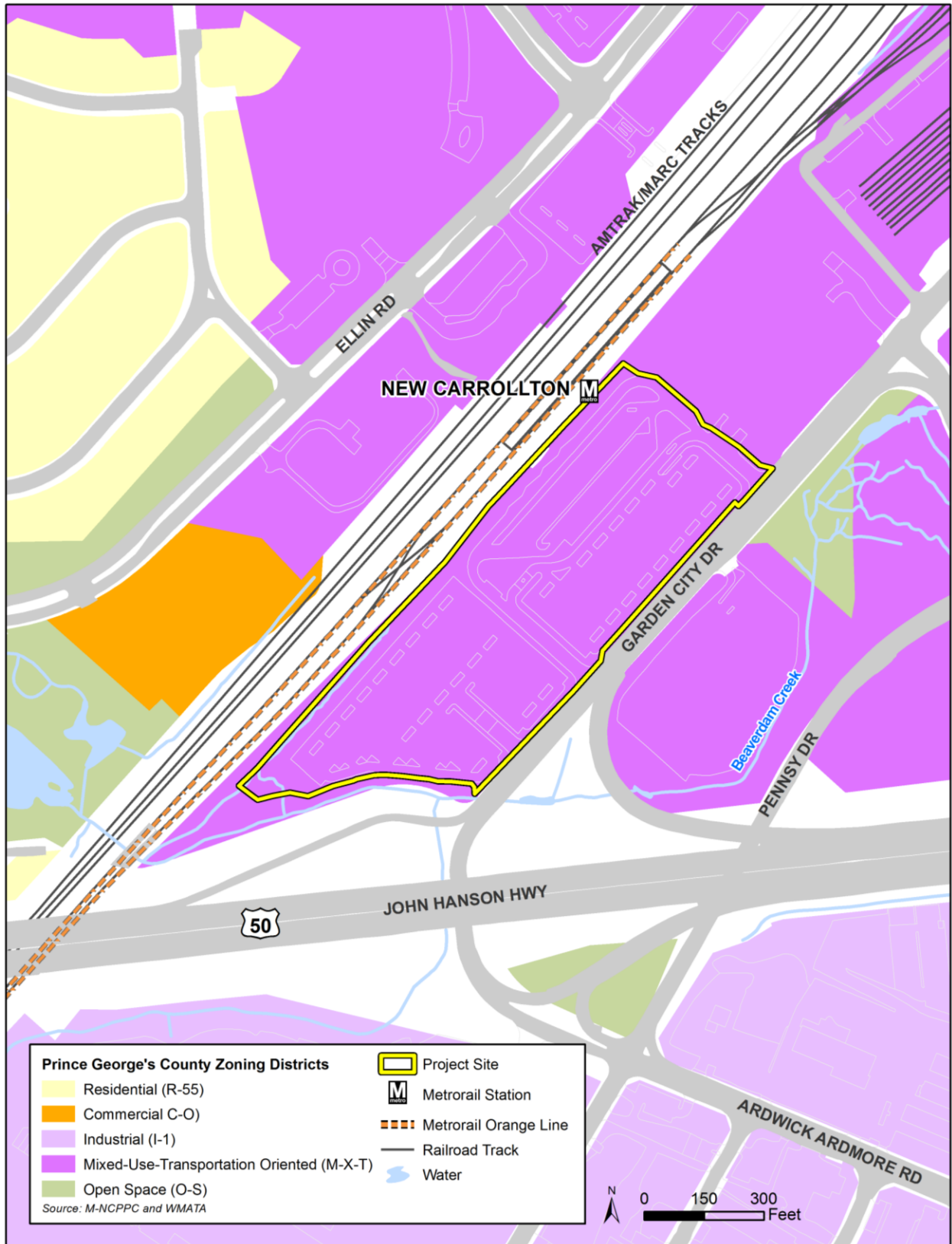


Figure 9: Existing Zoning



4.4 Planning Consistency

Table 5 identifies applicable local plans and evaluates the consistency of the project with them.

Table 5: Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
Prince George’s County 2035 Approved General Plan	Identifies the New Carrollton Metrorail Station area as one of eight Regional Transit Districts in the County, to which the majority of future employment and residential growth will be directed. These Districts are to feature high-quality urban design, incorporate a mix of uses, public spaces, and transportation options.	Maryland-National Capital Park and Planning Commission (M-NCPPC)	2014	None
Approved Countywide Green Infrastructure Plan	Prioritizes areas for the conservation of environmentally sensitive ecosystems. Identifies portions of the project site as Regulated Area, Evaluation Area, and Network Gap (see Section 4.4.1). Prior to submission of land development applications, the exact location of the green infrastructure network will be delineated on natural resources inventory plans.	M-NCPPC	2005	None (Portions of the project site delineated as Regulated Area, Evaluation Area, or Network Gap, but are in existing Park & Ride lot and adjoining lawn area. No project improvements are anticipated outside the current developed area)
Approved Countywide Master Plan of Transportation	Identifies the New Carrollton Metrorail Station area as: <ol style="list-style-type: none"> 1) Priority Investment District for managing the adverse impact of traffic congestion from new development; 2) Metropolitan Center, with high density and intensity of economic activities to become both a major transit center and “destination place”; and 3) Planned Purple Line Station. Recommends incorporating pedestrian-oriented and TOD features, to the extent practical and feasible, in new development within designated centers and corridors. Recommends sidewalks and bicycle lanes along Garden City Drive.	M-NCPPC	2009	None



Plan	Description	Author	Date	Inconsistencies
<p>Approved New Carrollton District Development Plan and Transit Overlay Zoning Map Amendment</p>	<p>Provides for TOD, clearly defined neighborhoods, and pedestrian-oriented development within the New Carrollton Transit District.</p> <p>Recommends the following improvements:</p> <ul style="list-style-type: none"> • Vehicular and pedestrian bridge or tunnel crossing the railroad tracks south or north of station (near I-495 or U.S. 50), allowing for future MTA Purple Line extension; • Clear and attractive wayfinding signage; • Reconstruction of Garden City Drive as landscaped boulevard; • Additional streets south of station; and • Bonus density programs for mixed-income housing within the Metro Core. <p>Rezoned station areas to M-X-T (Mixed-Use- Transportation Oriented).</p>	<p>M-NCPPC</p>	<p>2010</p>	<p>None</p> <p>(MTA currently has no plans to extend Purple Line across the railroad corridor; current project does not preclude future redesign of Garden City Drive by others)</p>
<p>Approved Subregion 4 Master Plan and Sectional Map Amendment</p>	<p>Envisions pedestrian-accessible high-density commercial, residential, and retail development with a minimum of six stories nearest the New Carrollton Metro Station.</p> <p>Encourages significant increase in retail/service and public land uses and new grid street network.</p> <p>Lists initiating the joint development process with WMATA and re-designing Garden City Drive as steps towards TOD implementation.</p>	<p>M-NCPPC</p>	<p>2010</p>	<p>None</p> <p>(Current project does not preclude future redesign of Garden City Drive by others)</p>

Plan	Description	Author	Date	Inconsistencies
New Carrollton Station Future Bus Facility Needs and Short-Term Access Assessment	Assessed future WMATA bus facility needs, considering the planned Purple Line and joint development. For south side of station recommended: 1) Improving signage and wayfinding; 2) Examining feasibility of striping two right turn lanes at existing Park & Ride garage exit; 3) Improving operations, signage, striping, and layouts for Kiss & Ride and taxi queue; 4) Improving and expanding pedestrian network; and 5) Moving some bus operations to north side of station and increasing number of bus bays on north side of station.	WMATA	2011	None (Project does not preclude future service restructuring of bus bay assignments)

4.4.1 Prince George’s County Green Infrastructure Plan

The project site intersects with natural environmental areas identified in the *Approved Countywide Green Infrastructure Plan (2005)*, which is described as a “comprehensive vision for interconnecting environmental ecosystems in Prince George’s County.” The plan identifies land areas that are part of a “Green Infrastructure Network.” The network is divided into three categories:

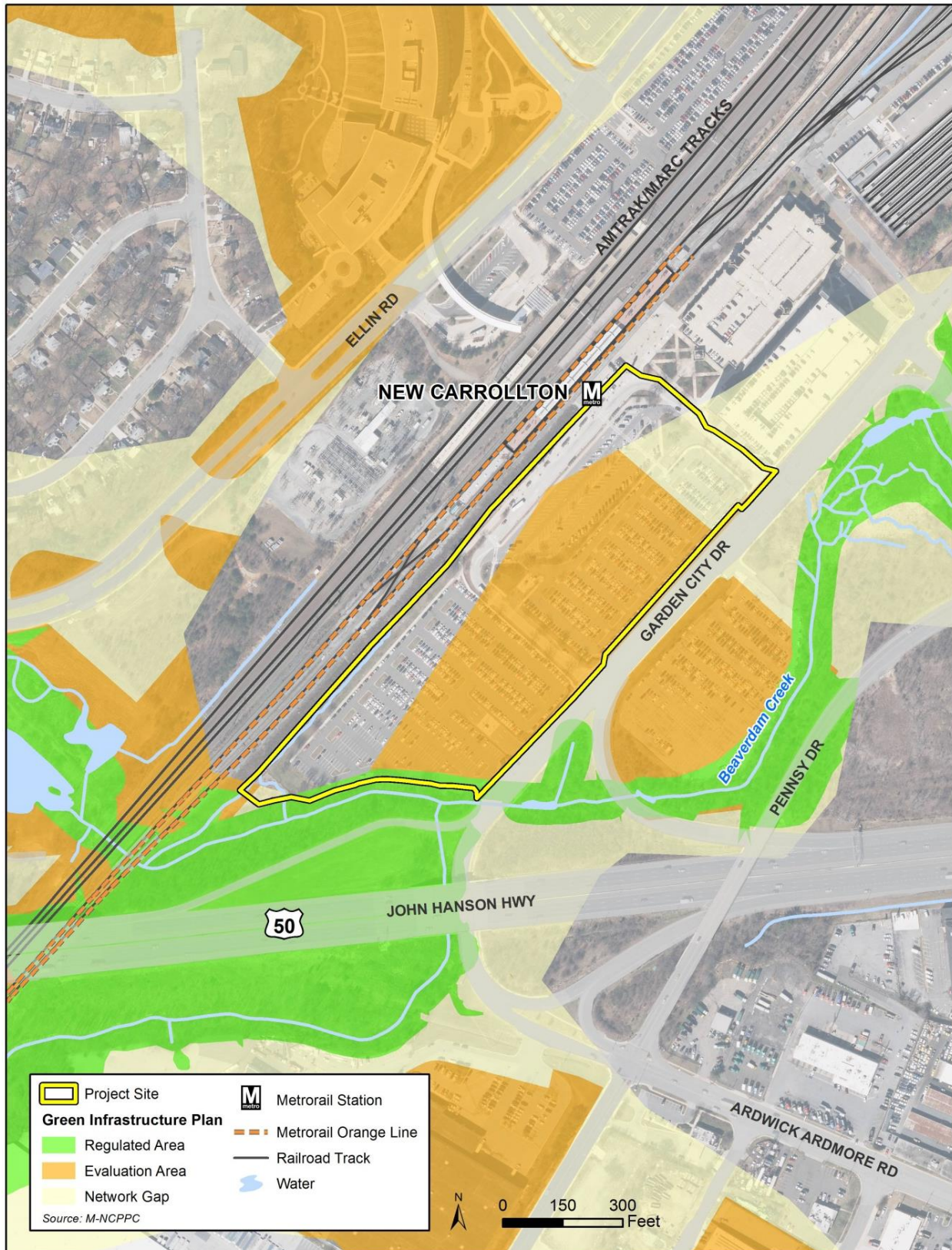
- **Regulated areas** “contain environmentally sensitive features, such as streams, wetlands, 100-year floodplains, severe slopes and their associated buffers that are regulated...”
- **Evaluation areas** “contain environmentally sensitive features, such as interior forests, colonial waterbird nesting sites, and unique habitats, that are not regulated...”
- **Network gaps** are “those areas that are critical to the connection of the regulated and evaluation areas and were included in the mapping to provide areas of possible connectivity...”

Figure 10 shows the locations of these designated areas in relation to the project site. During the land development process the three areas of the network will receive different levels of consideration, which is summarized as follows:

- **Regulated areas** are required to be preserved, except for road crossings and public utilities where necessary.
- **Evaluation areas** can develop in keeping with the underlying zoning and in conformance with the other regulations of applicable ordinances; however, consideration must be given to preservation of the natural resources.
- **Network gaps** should be considered during the development review process to evaluate opportunities for making critical connections or otherwise restoring functions of the green infrastructure network.

The locations of natural resource features associated with the green infrastructure network categories are delineated on the approved Natural Resources Inventory Plan as the Primary Management Area (PMA). Within the project site, the PMA comprises portions of the existing Park & Ride Lot 3 and adjacent lawn area (see **Figure 13** and the Natural Resources Inventory Plan, **Appendix C**). Portions of the project site identified in the Green Infrastructure Plan and delineated as PMA are generally within the existing Park & Ride Lot 3 and adjoining lawn and landscaped embankment areas. No improvements associated with the project are anticipated outside of the current developed area.

Figure 10: Prince George's County Green Infrastructure Plan



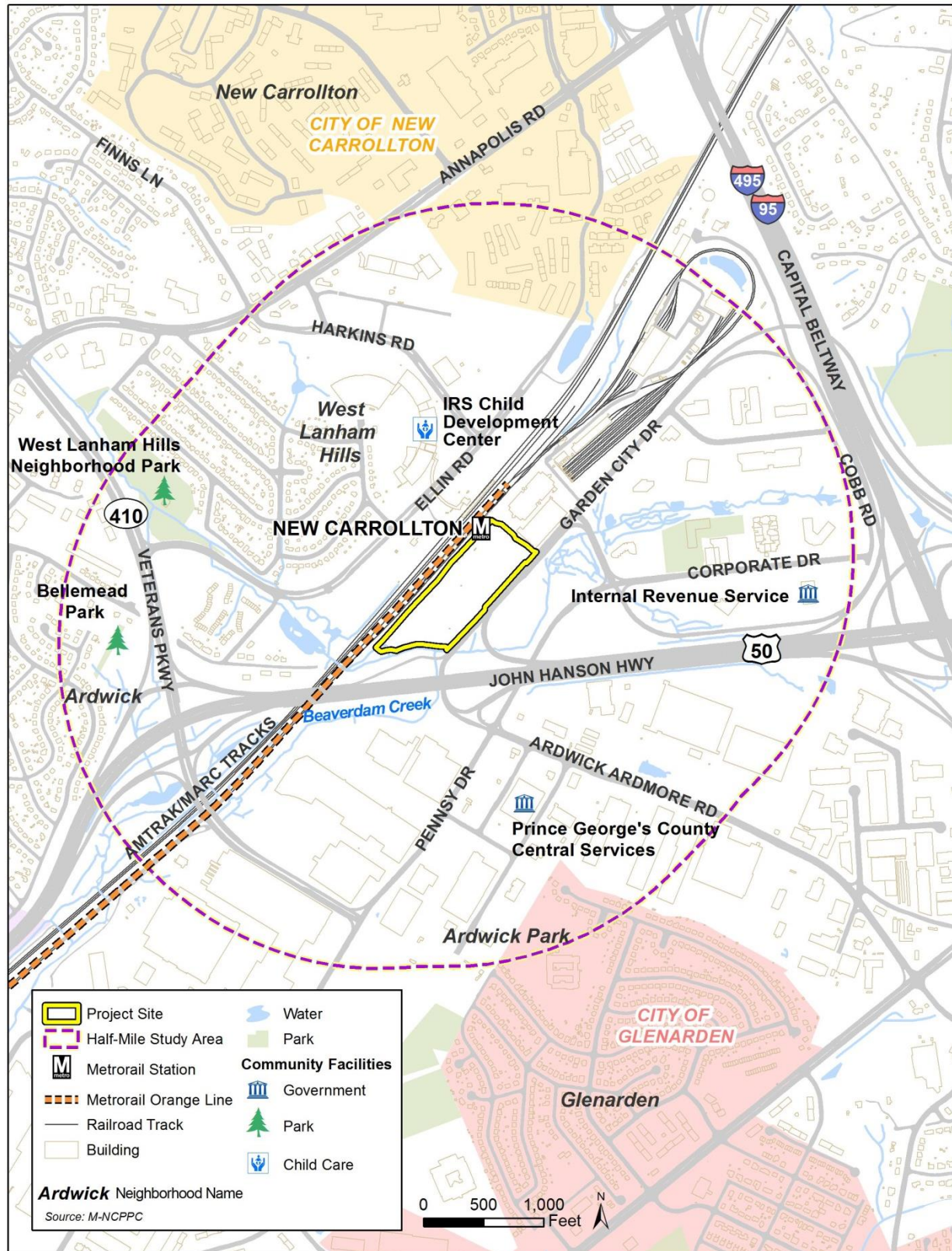
4.5 Neighborhoods and Community Facilities

The project site is located in an unincorporated area within Prince George's County, Maryland. Adjacent transportation infrastructure and a business park separate the project site from existing residential areas and community facilities (see **Figure 11**). Within a half mile of the project site are the New Carrollton, Ardwick Park, Ardwick, and West Lanham Hills neighborhoods and the following community facilities:

- IRS Child Development Center
- West Lanham Hills Neighborhood Park
- Bellemead Park
- Internal Revenue Service (Customer Service Office)
- Prince George's County Central Services

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 activities are not anticipated to use local neighborhood streets (see **Section 4.20**).

Figure 11: Neighborhood and Community Facilities





4.6 Environmental Justice Populations

This section identifies minority and low-income populations (collectively “Environmental Justice populations”) in the project study area and assesses the potential for any 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; 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 City of New Carrollton and Prince George’s County 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 and income data from the U.S. Census Bureau’s American Community Survey 5-Year Estimates (2010-2014).

Table 6 lists the percentages of minority and low-income residents in the half-mile project study area in comparison to the City of New Carrollton and Prince George’s County overall. 92.9 percent of the study area population belongs to a minority group, which is higher than the percentages within the City of New Carrollton (91.9 percent) and Prince George’s County (85.5 percent). Additionally, 9.7 percent of the study area population is low-income, which is lower than the percentage within the City of New Carrollton (11.2 percent) and the same as that within Prince George’s County (9.7 percent).

Table 6: 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 (%)
803509	1	79	78	98.7%	79	19	24.1%
803602	2	563	563	100.0%	561	92	16.4%
803612	1	1,066	919	86.2%	1,066	34	3.2%
803612	2	575	570	99.2%	575	77	13.4%
803613	2	31	29	92.2%	31	4	12.9%
803700	1	186	163	87.7%	184	16	8.7%
Project Study Area		2,500	2,322	92.9%	2,496	241	9.7%
City of New Carrollton		12,412	11,408	91.9%	12,328	1,380	11.2%
Prince George’s County		884,764	756,399	85.5%	862,881	84,091	9.7%

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

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

Note: For block groups that partially fell within the half-mile study area boundary, minority and low-income populations were estimated by multiplying the block group total by the proportion of the block group estimated to fall within the half-mile boundary.



Table 7 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 (66.2 percent), Hispanic/Latinos (24.4 percent), and Asians (4.2 percent). The percentage of Hispanic/Latinos within the project study area is higher than those of the City of New Carrollton (21.3 percent) and Prince George’s County (15.9 percent).

Table 7: Minority Population by Group

Minority Group	Project Study Area		City of New Carrollton		Prince George’s County	
	# of Residents	% of Total Population	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	1,655	66.2%	7,939	64.0%	556,318	62.9%
American Indian/ Alaska Native	0	0.0%	0	0.0%	2,115	0.2%
Asian	20	0.8%	297	2.4%	37,424	4.2%
Native Hawaiian or Other Pacific Islander	0	0.0%	0	0.0%	197	0.0%
Some Other Race	2	0.1%	112	0.9%	2,006	0.2%
Two or More Races	35	1.4%	420	3.4%	17,884	2.0%
Hispanic or Latino	610	24.4%	2,640	21.3%	140,455	15.9%
Minority Total	2,322	92.9%	11,408	91.9%	756,399	85.5%

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

4.6.2 Assessment of Disproportionately High and Adverse Impacts

There is no anticipated human environmental impact, including health, economic, and social impacts, on the identified minority and low-income populations within the project study area. No adverse impacts to neighborhoods, community facilities, air quality, noise, vibration or traffic are anticipated as a result of the project. 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

The project site currently has no above-ground historic structures, and the ground has been substantially disturbed over the years, as a result of filling operations in the 1960’s and site development for the original Metrorail station facilities.

The Natural Resources Inventory approved by M-NCPPC May 1, 2013 states that the subject property is not located within a registered historic district and has no known archaeological sites (see **Appendix C**). M-NCPPC Historic Preservation Section staff approved the project’s Historic Preservation/Archeology Pre-Submittal Checklist for Development Applications on August 2, 2016 (see **Appendix D**), stating that “the proposal will not affect any historic sites or resources or known archeological sites. Phase I archeology survey will not be recommended.”

4.8 Public Parklands and Recreation Areas

West Lanham Hills Neighborhood Park and Bellemead Park, shown in **Figure 11**, are the only parklands located within half a mile of the project. No parks or recreation areas would be impacted by the project.

4.9 Wetlands and Waters of the U.S.

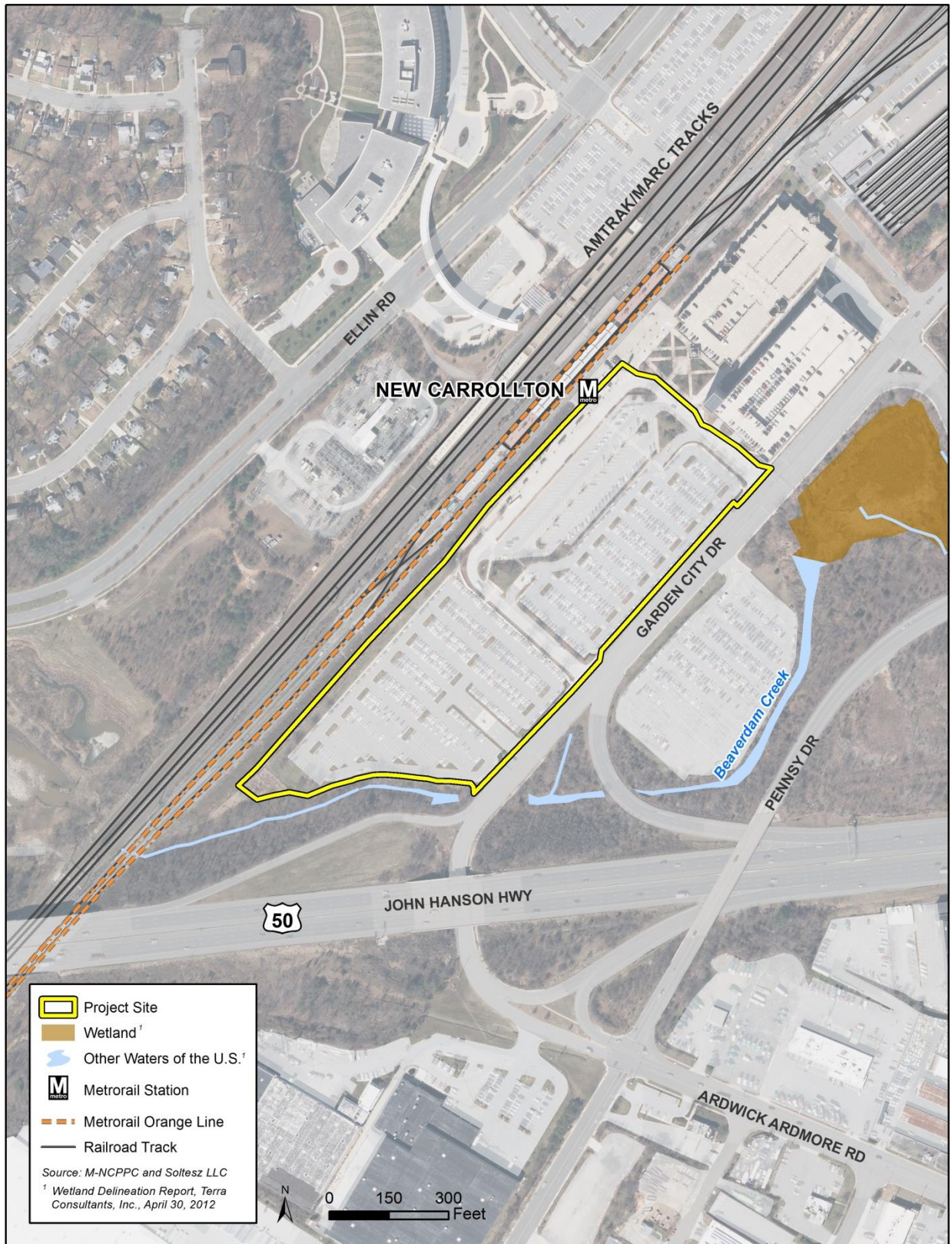
4.9.1 Waters of the U.S.

Wetlands and other delineated Waters of the U.S. (WOUS) are located in the vicinity of the project site (see **Figure 12**). WOUS are regulated under the Clean Water Act and implementing regulations (40 CFR 230.3). The delineation of these WOUS was conducted in 2012 by the developer and is documented in the Wetland Delineation Report, Terra Consultants, Inc., April 30, 2012. These wetlands and other WOUS are shown on the Natural Resources Inventory Plan (see **Appendix C**).

Beaverdam Creek flows east of Garden City Drive and the State Park & Ride lot, crosses under Garden City Drive near the project site and then continues south under the U.S. 50 on-ramp. An unnamed stream flows immediately south of the project site and joins Beaverdam Creek near Garden City Drive. Wetlands are present east of Garden City Drive, just south of the intersection with Corporate Drive and northeast of the State Park & Ride lot. The wetland area is non-tidal and predominantly palustrine emergent system.

The WOUS are located outside of the project site, which encompass the limits of disturbance defined by the developer. No impacts to WOUS are anticipated.

Figure 12: Wetlands and Waters of the U.S.



4.9.2 County and State Water Resource Buffers

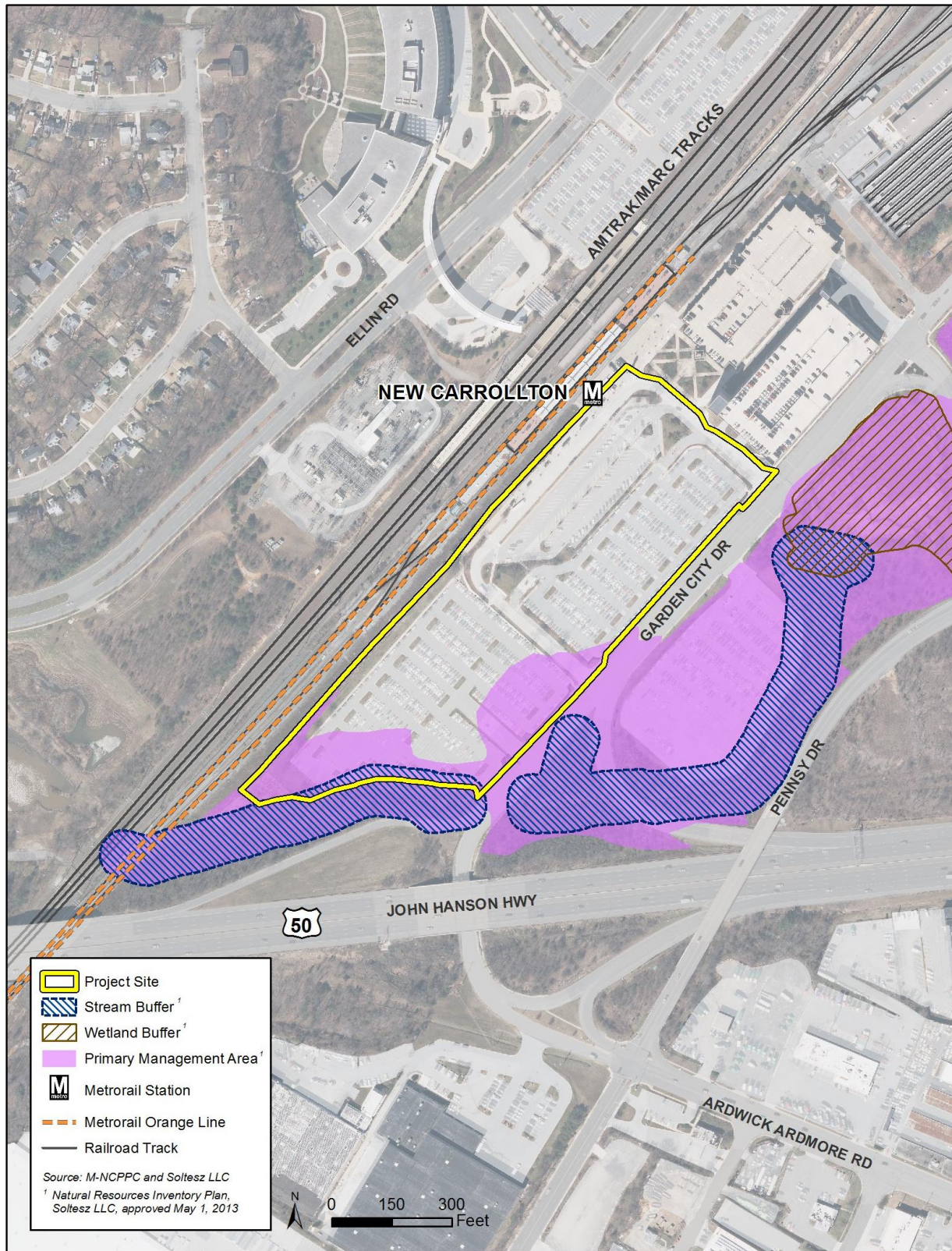
A minimum 25-foot-wide wetland buffer is required by state regulation and Prince George’s County ordinance (M-NCPPC, Prince George’s County Environmental Technical Manual, 2012). The wetland buffer around the delineated wetlands is shown on **Figure 13**, based on the approved Natural Resources Inventory Plan provided in **Appendix C**. No impacts to the wetland buffer by the project are anticipated.

Stream buffers for regulated streams as defined in Subtitle 24 of the Prince George’s County Code must be shown on the Natural Resources Inventory Plan (Environmental Technical Manual, 2012). The buffer is 60 feet from the regulated stream for areas such as the project site that are within the Prince George’s County designated “Developed Tier”. The stream buffer area is shown on **Figure 13**, based on the approved Natural Resources Inventory Plan provided in **Appendix C**. A portion of the stream buffer extends into the project site along the south edge of the existing Park & Ride Lot 3 and adjoining lawn area.

An overall water resources buffer referred to as the Primary Management Area (PMA) is also defined by Prince George’s County and must be shown on the Natural Resources Inventory Plan. The PMA is a vegetated buffer established or preserved along all regulated streams outside the Chesapeake Bay Critical Area Overlay Zones (Environmental Technical Manual, 2012). The PMA includes the WOUS, wetland and stream buffers described above as well as adjacent steep slopes, 100-year floodplain, and critical habitat areas. Within the project site, the PMA comprises the stream buffer described above and also 100-year floodplain area (see **Section 4.10**). **Figure 13** shows the PMA for the project site based on the approved Natural Resources Inventory Plan provided in **Appendix C**.

The developer is solely responsible for permitting any impacts and mitigation for stream buffers and other PMA resources with Prince George’s County and applicable state agencies.

Figure 13: Wetland and Stream Buffers and Primary Management Area



4.10 Floodplains

The effective Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows that a portion of the project site is located within the 100-year floodplain. The FIRM reports a Base Flood Elevation (BFE) for the 100-year floodplain of 80 feet (referenced in North American Vertical Datum of 1988) within the project site. Portions of the existing Park & Ride facilities (Lot 3 and a corner of Lot 2) and internal roadways on the south side of the New Carrollton Metrorail Station occupy the current 100-year floodplain (Zones A and AE). The current FEMA FIRM does not have a 500-year floodplain zone (or other Zone X areas) in the vicinity of the project site.

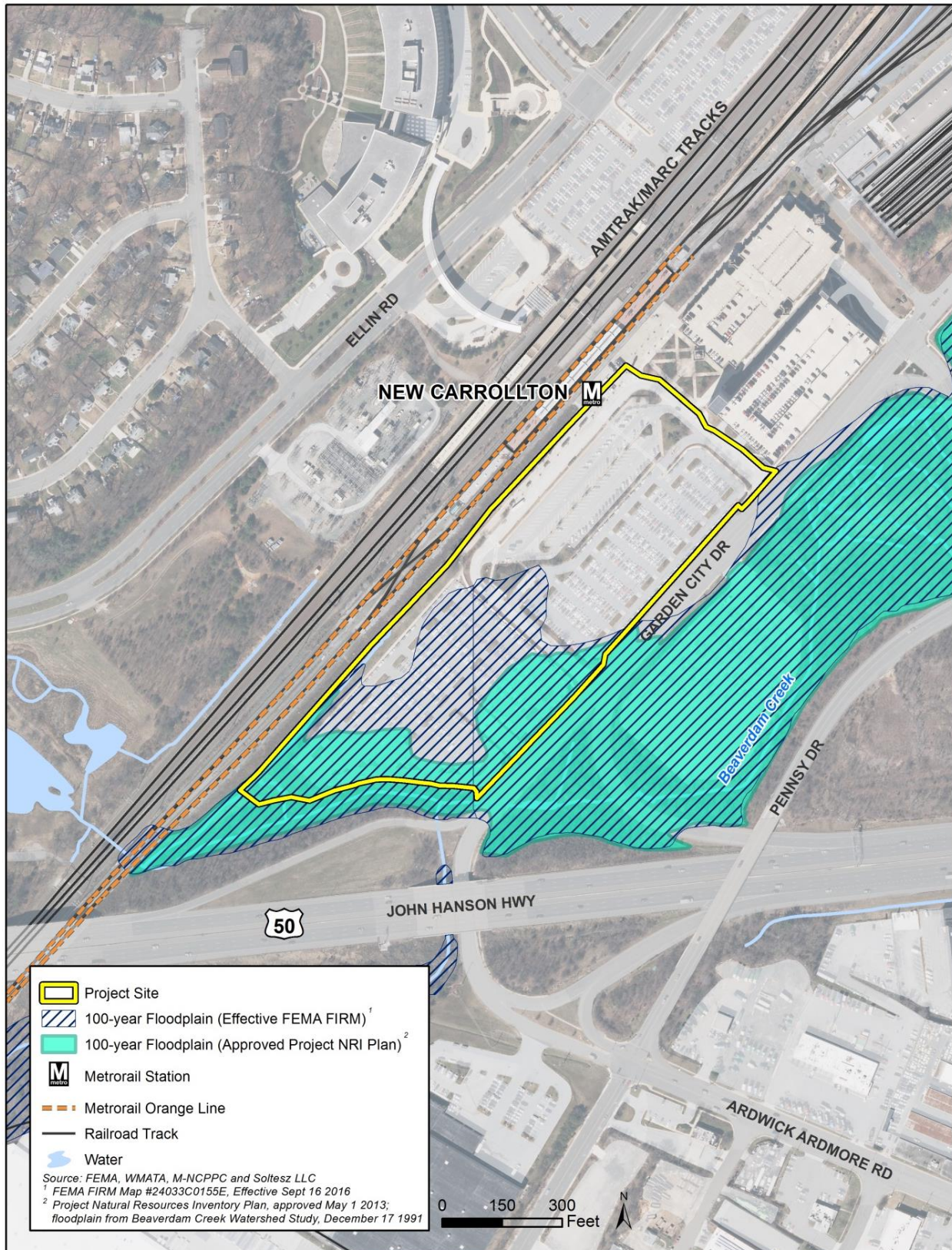
The effective FIRM panel for the project site is 24033C0155E, effective on September 16, 2016. Construction of the New Carrollton Metrorail Station and the Park & Ride facilities along Garden City Drive predated the current effective FIRM.

Project impacts were estimated using the entire project site boundary as an approximate Limit of Disturbance. The project would impact 5.92 acres of the 100-year floodplain based on the current effective FIRM as shown in **Figure 14**.

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 has an approved Natural Resources Inventory Plan (see **Appendix C**) which predates the effective FIRM and maps the 100-year floodplain based on an earlier floodplain study prepared for the Maryland Department of Natural Resources (DNR) and Prince George's County (Beaverdam Creek Watershed Study, Greenhorne & O'Mara, Inc., December 17, 1991). The floodplain extends across a smaller area of the site (2.71 acres) compared to the effective FIRM. This older mapped floodplain included on the Natural Resources Plan is shown on **Figure 14** and is included in the PMA shown on **Figure 13**. Within the project site, the floodplain is the basis for most of the defined PMA.

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

Figure 14: Floodplains



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 has submitted a stormwater management concept plan (Site Development Concept Plan, August 5, 2016) to Prince George's County as part of its August 17, 2016 Preliminary Plan of Subdivision submittal. The developer is solely responsible for obtaining all required permits.

The stormwater management concept plan covers the entire joint development, including both the current project (initial phases I and II) and future phases. A large portion of the existing station site (47.5 percent) is currently impervious surface for which the stormwater runoff is not treated. The concept plan proposes to provide stormwater treatment or remove 75 percent of the existing impervious area. For the current project, the concept plan will reduce the impervious area within the project site. The concept plan defines sub-areas, of which "Area 1" corresponds approximately to the current project site for initial joint development phases I and II. Within Area 1, the existing impervious area is 8.84 acres, and the concept plan will reduce that to 8.01 acres.

The project site is not within a Chesapeake Bay Critical Area, does not contain highly erodible soils and is not within a Tier II watershed. The project site is within a watershed with a Total Maximum Daily Load (TMDL) for sediment. Erosion, sediment control, and site stabilization requirements will be met and integrated into site construction per Prince George's County Sediment Control District standards. No new discharges (i.e., industrial) from the project are anticipated that would require a National Pollutant Discharge Elimination System (NPDES) permit.

4.12 Air Quality

The project site is located in Prince George's County, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area.

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

No impact is anticipated by the project.

4.13 Forest Stands

The project is not anticipated to affect any forest stands (see **Figure 15**). In addition, no specimen, champion, or historic trees are located on the site.

To comply with the Forest Conservation Act, the developer has completed a Forest Stand Delineation (FSD) for the site (Terra Consultants, Inc., April 2012), which is included in the approved Natural Resources Inventory Plan, May 1, 2013. The developer will complete corresponding Forest Conservation

Plans (FCP) for any effect on forest stands resulting from the project. Both the FSD and FCP are to be submitted to M-NCPPC or 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.

Figure 15: Forest Stands



4.14 Threatened and Endangered Species

No impact to federally protected species or habitat is expected as a result of the project. In a letter dated April 2, 2012, the Maryland DNR Wildlife and Heritage Service indicated that there is no record of rare, threatened, or endangered species on site (see **Appendix E**).

A recent review of the project site was conducted online via the U.S. Fish and Wildlife Service (USFWS) Chesapeake Bay Field Office on September 28, 2016. The USFWS Official Species List and IPaC Trust Resource Report are provided in **Appendix F** and the Online Certification letter is provided in **Appendix E**. No federally listed threatened or endangered species or critical habitat is located within the project site. While the search returned 24 species of migratory birds, the project is not expected to affect their habitats, as construction will not occur in protected forest or wetland areas.

The developer would be solely responsible for any permits or other documentation required related to protected species and critical habitats.

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. The developer is responsible for providing adequate utility services for the proposed development and re-routing any affected existing utilities.

4.16 Safety and Security

WMATA would be responsible for the provision of police and/or security presence at WMATA-operated facilities during operating hours. As WMATA is currently responsible for existing facilities and operations at New Carrollton Metrorail Station, no significant impact on WMATA-operated facilities or operations is expected. Metro Transit Police will not be responsible for patrolling or otherwise providing security for privately owned facilities.

4.17 Hazardous and Contaminated Materials

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

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

The project is not expected to encounter any hazardous or contaminated materials. A Phase I Environmental Site Assessment was conducted for the site (ECS Mid-Atlantic, LLC, February 22, 2013)

consistent with the requirements of the American Society of Testing and Materials (ASTM) ESA procedures.

The assessment revealed no evidence of recognized environmental conditions (RECs) in connection with the property except for former commercial structures and potential fill material shown on site in 1968 and 1970 aerial photographs. WMATA personnel have no further information regarding the use of the former onsite structures and the potential use of fill material onsite. RECs are defined by ASTM as “the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.”

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

4.18 Noise and Vibration

Existing noise sources within and adjacent to the project site are dominated by motor vehicle traffic along U.S. 50 and the Capital Beltway (I-95 and I-495), Metrorail operations, and Amtrak and MARC services. Existing vibration sources at the project site are dominated by the rail operations.

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 Metrorail tracks would continue to function as they do now; the tracks would not be realigned nor would any new switches be constructed on the tracks if the project is built. The existing bus routes would continue to serve the Metrorail Station as they do now.

The developer completed a ground-borne vibration analysis in August 2016 (Phoenix Noise and Vibration, August 1, 2016) at four locations on the station site, two of which are part of the initial joint development phases that comprise the project. Site A is at the location of the proposed office building and Site B is at the location of the proposed multi-family residential development; both locations are at the closest points of each use to the railroad tracks (see **Appendix G** for the analysis). The analysis found the following:

- Ground-borne vibration levels at the project site due to the existing rail lines are well below the “frequent” events FTA criteria for vibration impacts on residential and non-residential buildings; and
- Existing vibration levels would not result in structural damage to the proposed development; however, an occasional train may generate noticeable vibration levels within the building which may cause slight annoyance depending on the individual.

The developer is solely responsible for quantifying and mitigating noise and vibration impacts from the project. 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. 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 office, housing, and commercial uses would increase the overall employee and resident population of the New Carrollton 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

Cumulative impacts associated with other reasonably foreseeable activities within the vicinity of the project would primarily be associated with the transportation impacts of adjacent development projects. The most significant projects are:

- Proposed future phases of joint development at New Carrollton Metrorail Station included in the Joint Development Agreement (see **Section 3.4**); and
- Planned MTA Purple Line (see **Section 3.5**).

The cumulative transportation impacts would consist of the incremental impacts of the joint development project added to the impacts of these separate projects.

Parking

Future phases of joint development (phases III through V) would redevelop Park & Ride Lot 2 south of the station, removing 300-330 parking spaces. When these future phases are ready to move forward for WMATA Board approval as a separate project, WMATA will assess how many Park & Ride spaces will need to be replaced based on demand and utilization. Separate Environmental Evaluations will be prepared for those circumstances.

The MTA Purple Line and proposed future phases of joint development on the north side of the station would impact the Park & Ride Lot 4 located along Ellin Road. This parking lot serves a different travel market than the south parking facilities affected by the current project. However, the new Purple Line station is anticipated to attract users who will access the station via park-and-ride facilities on both sides of the Metrorail station and tracks. Conversely, commuters who now drive to access Metrorail at New Carrollton may choose to access Metrorail via the Purple Line. These potential impacts will be assessed by WMATA as part of its Environmental Evaluation that will be prepared for proposed changes to WMATA facilities at New Carrollton associated with the MTA Purple Line project.

Traffic

The current traffic impact analysis under review by M-NCPPC/Prince George's County and MD SHA assessed future proposed phases of joint development as well as the current project (see **Section 4.2.2** and **Appendix B**).

Transit

The completion of all proposed phases of joint development and the Purple Line would contribute to increases in Metrorail ridership at New Carrollton Station and an increase in bus ridership on routes serving the station.

- *Metrorail* – WMATA assessed the impact of increased ridership from the Purple Line and completion of all proposed phases of joint development on the Metrorail station (New Carrollton Metrorail Station Circulation and Capacity Analysis, Draft Final Report, August 2016). The additional ridership is not anticipated to cause station crowding. Because the joint development has employment as well as residential uses, over half of the generated Metrorail trips would be in the reverse commute direction (outbound AM, inbound PM) compared to the majority of current New Carrollton Metrorail Station customers. The additional ridership is not anticipated to lead to crowding on the Orange Line.
- *Metrobus and Other Bus Services* – WMATA assessed the impact of increased ridership from the Purple Line and completion of all proposed phases of joint development (based on the Prince George's County 2010 Transit District Development Plan) on the bus services at the station (New Carrollton Station Future Bus Facility Needs and Short-Term Assessment and Final Report, May 2011). The study found that no additional bus bays would be needed on the south side of the station. Four additional bus bays were recommended on the north side of the station to accommodate expanded bus operations needed to serve passengers. These potential impacts will be assessed by WMATA as part of its Environmental Evaluation that will be prepared for proposed changes to WMATA facilities at New Carrollton associated with the Purple Line project.

Traffic from proposed future phases of joint development has the potential to affect bus services at the station; the traffic impact analysis is under review by M-NCPPC/Prince George's County and MD SHA (see **Section 4.2.2** and **Appendix B**).

4.20 Construction Impacts

Construction of the project will not close the station to passengers at any time. During construction, all modes of access would be maintained. Phased construction would allow WMATA to retain operations within the Park & Ride, bus loop, and Kiss & Ride facilities via temporary arrangements on the portions of the property not under construction.

Construction noise may be a concern to surrounding neighborhoods. The presence of the railroad and highway corridors and nearby office parks will serve as a buffer to mitigate the effect of noise on residences. The developer is solely responsible for ensuring that all construction activities adhere to noise control regulations as established in the Prince George's County Code of Ordinances, Maryland noise standards, and WMATA design criteria.



5.0 PUBLIC INVOLVEMENT

WMATA will keep the public informed about the project through public outreach. A project website will be developed and postcards with information about the project will be mailed to local residents and businesses. Posters with information about the project will also be placed in bus information centers in Landover, and Bladensburg, Maryland; in MetroAccess vehicles; and at the New Carrollton Metrorail Station. Two public outreach events are scheduled for late October/early November 2016 at the New Carrollton Metrorail Station and will be staffed by English and Spanish speakers. At these events, staff will disseminate information about the project and receive input and comments via a paper survey. All outreach materials will be provided in both English and Spanish and available on the project website.

In addition to public outreach events, a public hearing is scheduled for November 14, 2016 to provide the public with the opportunity to comment on the project. English- and Spanish-speaking staff will be available at the hearing, and all public hearing materials will be provided in both English and Spanish.

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

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

The developer has also conducted public outreach activities in conjunction with the project, as shown in **Table 8**. The developer has reached out to business leaders, Old Ardwick Ardmere Civic Association, West Lanham Hills Citizens Association, Hanson Oaks Homeowners Association, Carrollan Gardens Condominium Association, Bellemead Citizens Association, and the mayors of New Carrollton and Landover Hills. The developer created its own website for the project.

Table 8: Public Outreach Efforts by Urban Atlantic Development

Outreach Activity	Date
Meeting with Dannielle Glaros, Prince George’s County District 3 Council Member	July 13, 2016
Community Meeting at West Lanham Hills Park	September 8, 2016
Flyers mailed to surrounding residents	August and September, 2016

Source: *Urban Atlantic Development and Soltesz, LLC*

A public hearing staff report summarizing comments received at the hearing and during the comment period with staff responses will be released by WMATA for public review and comment. The staff report will be made available online and in hard copy at WMATA headquarters and libraries in the project vicinity.

6.0 REFERENCES

- ECS Mid-Atlantic, LLC. Phase I Environmental Site Assessment, February 22, 2013.
- Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map (FIRM) for Prince George's County, Maryland Number 24033C0155E, September 16, 2016.
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- M-NCPPC (Maryland-National Capital Park and Planning Commission). Approved Countywide Green Infrastructure Plan, June 2005.
- M-NCPPC. Approved Countywide Master Plan of Transportation, November 2009.
- M-NCPPC. Approved New Carrollton District Development Plan and Transit Overlay Zoning Map Amendment, May 2010.
- M-NCPPC. Approved Subregion 4 Master Plan and Sectional Map Amendment, June 2010.
- M-NCPPC. Plan Prince George's 2035 Approved General Plan, May 2014.
- M-NCPPC. Scoping Agreement with Prince George's County Planning Department, May 20, 2016.
- M-NCPPC and Prince George's County. Environmental Technical Manual, September 22, 2012.
- Maryland Department of Natural Resources, Wildlife and Heritage Service. Letter of No Record of Rare, Threatened, or Endangered Species on Site, April 2, 2012.
- Phoenix Noise & Vibration, LLC. New Carrollton Metro Site Vibration Analysis Results, August 1, 2016.
- Prince George's County Planning Department. Adopted Uniform Standards for Mandatory Referral Review, July 18, 2012.
- Soltész, LLC. Approved Natural Resources Inventory Plan, May 1, 2013.
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- Terra Consultants, Inc. Forest Stand Delineation Narrative Report for New Carrollton Prince George's County, Maryland, April 30, 2012.
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- The Traffic Group. New Carrollton Metro Station Preliminary Plan No. 16023, August 10, 2016.
- U.S. Census Bureau. American Community Survey 5-Year Estimates (2010-2014).
- U.S. Environmental Protection Agency. Clean Water ACT (CWA) - 33 U.S.C. §1251 33 U.S. Code

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WMATA. Draft New Carrollton Metrorail Station Circulation and Capacity Study, September 2016.

WMATA. Joint Development Agreement, September 18, 2015.

WMATA. New Carrollton Station Future Bus Facility Needs and Short-Term Access Assessment, May 2011.