

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
201832

Resolution:
☒ Yes ☐ No

TITLE:

New Carrollton Staff Report and JDA Amendments

PRESENTATION SUMMARY:

Metro held a Compact public hearing on proposed modifications to the Mass Transit Plan at the New Carrollton Metro Station to make way for joint development. This presentation describes and seeks approval for the supporting Compact public hearing staff report, amendment to the Mass Transit Plan, and amendments to the joint development agreement.

PURPOSE:

Request the Board approve the:

- Compact Hearing Staff Report for proposed changes to the New Carrollton Metro Station;
- Amendments to General Plans and Adopted Regional System, also known as Mass Transit Plan, at the New Carrollton Metro Station; and,
- Amendment to the Joint Development Agreement with New Carrollton JV, LLC.

DESCRIPTION:

In furtherance of the Board-approved joint development project at the New Carrollton Metro Station, staff held a Compact public hearing on November 14, 2016 to present proposed amendments to the Mass Transit Plan which would: (a) close Park & Ride lot #3 (590 surface spaces), (b) reduce and reconfigure Park & Ride lot #2 (removing approximately 60 out of 330 spaces), (c) remove approximately 86 short-term metered spaces, and (d) upgrade bus loop and Kiss & Ride areas.

Staff analyzed the public comments received (primarily concerns about congestion, traffic impact and parking availability) and believes these concerns will be addressed. Of the comments submitted, 55% of the comments said they did not favor removal of parking for development. Concerns about anticipated increased density were weighed and analyzed against the development vision and guidance provided in Prince George's County's General Plan and its Transit-Oriented Development Plan for New Carrollton, which designates New Carrollton as a "metropolitan center". Based on the County's approved plans for higher density around Metro stations, as well as the availability of parking at the New Carrollton station, staff recommends proceeding with reducing parking facilities in favor of transit-oriented development. Staff projects that the transaction will be financially net positive to Metro notwithstanding the loss of revenue-producing parking spaces.

Staff proposes to amend the Mass Transit Plan at the New Carrollton Metro Station to reflect the proposed changes to surface parking lots, short-term metered spaces, bus loops, and Kiss & Ride.

Staff also proposes to amend the joint development agreement to conform it to current development and phasing plans, such as changes to order of development phasing, elimination of the \$2.7 million credit Metro was providing developer, revision of parking replacement requirements for the first phases of project, and clarifications to the joint development agreement. These amendments are required for the developer to close on the first land parcels and commence development.

Key Highlights:

While the majority (55%) of the public hearing comments did not favor removal of parking in favor of development, Prince George's County's Transit-Oriented Development Plan for New Carrollton designates New Carrollton as "metropolitan center" with increased density around the Metro station. Metro's joint development project conforms to and advances the County's approved plan for New Carrollton. Beginning In 2003, Metro constructed a 1,800-space parking garage at New Carrollton to replace surface parking provided in Lots #2 and #3 and add more parking, specifically to make way for joint development. In addition, Staff projects that the transaction will be financially net positive to Metro notwithstanding the loss of revenue-producing parking spaces.

The developer is prepared to commence development at New Carrollton and requires an amendment to the joint development agreement to conform it to the current project specifications. Staff agrees with the proposed changes as they advance the project more significantly than if these amendments are not accepted.

Background and History:

2003: The Board authorized construction of a new 1,800-space structured parking garage at the New Carrollton Metrorail Station with the intent that the garage would "replace 1,272 surface spaces and increase capacity [of Metro's parking at New Carrollton] by approximately 500 spaces" (Board Resolution #2003-07). That garage was built shortly after that Board approval, but joint development did not occur.

2010: Metro solicited a developer for joint development on the surface parking lots at New Carrollton. Metro selected New Carrollton JV, LLC (a joint venture between Urban Atlantic and Forest City).

September 2015: With Board approval, Metro entered into a joint development agreement with New Carrollton JV, LLC.

The joint development agreement anticipates development of a mixed-use project of approximately 1.7 million square feet, to be delivered in 7 phases. The ground for each phase would be leased (or, under certain circumstances, sold) to the developer as that phase is ready for development.

The developer is now prepared to close on the first two phases, one for an office building and one for multi-family development, with a single private garage servicing both of them.

Discussion:

Three Board approvals are required:

1. Compact public hearing staff report

The Compact public hearing staff report recommends changes to the Mass Transit Plan at the New Carrollton Metro Station to: (a) close surface Park & Ride Lot #3, (b) reconfigure and remove approximately 60 surface parking spaces from Park & Ride Lot #2, (c) remove approximately 86 short-term metered spaces, and (d) enlarge and improve the bus loop and Kiss & Ride area.

The Compact hearing staff report addresses the public outreach plan and public input received. The outreach included: publication of notices in English-language and Spanish-language newspapers; a press release; two "pop-up" events at the New Carrollton Metro Station in which approximately 1,710 brochures distributed to individuals and/or placed on parked cars in Lots #2 and #3; visits by staff to nearby businesses, community organizations and property owners; distribution of another 690 brochures; creation of an on-line web page that afforded an opportunity for both anonymous surveys and submission of written comments; and an open house and public hearing.

As part of the outreach, 109 survey responses, three oral submissions, and 93 written comments were received.

The most frequent reason given for opposing the proposal was opposition to closing Lot #3 because of a perceived lack of parking at New Carrollton. The second most cited reason for opposing the project was "congestion," which referred to congestion on roads around the New Carrollton Metro Station, as well as congestion within the station site and congestion on the Metrorail platform.

Opposition was also expressed by those who think there is no market demand for this type of project or who think this type of project is inappropriate for either New Carrollton or Prince George's County.

Conversely, comments supporting the project focused on two themes: (a) surface parking is an eyesore and the site is under-utilized, and (b) New Carrollton and/or Prince George's County would benefit from this type of density and mixed-use project at this Metro station.

Staff's analysis of parking at New Carrollton is that there are over 1,000 unused parking spaces in the station area on any given day. Existing vacant spaces could absorb parking displaced from Lots #2 and #3, particularly since the developer intends to make parking spaces available to Metro commuters in the privately-owned garage to be constructed in the first phase of private development. Additionally, there are approximately 1,000 unused parking spaces at the Landover Metro Station, which is approximately 1.5 miles closer to the District of Columbia along the same Route 50 that runs past New Carrollton.

Metro's 1,800-space parking garage was constructed in 2003-2005 to replace surface parking spaces at the New Carrollton Metro Station to make way for joint development. Now relocating Lot #3 and some of the Lot #2 parking spaces to this and other parking facilities is consistent with Metro's financial goal of better utilizing its resources.

Prince George's County desires transit-oriented development at New Carrollton. This was discussed in the 1989 General Plan and again in 2009 when the County approved the New Carrollton Transit District Development Plan and Transit District Overlay Zone, which specify high density, mixed-use development.

2. Amendment of Mass Transit Plan

If the Board accepts staff's recommendations provided in the Compact public hearing staff report, the Board is asked to approve changes to the Mass Transit Plan at the New Carrollton Metro Station by: (a) closing Park & Ride Lot #3; (b) reconfiguring and removing approximately 60 surface parking spaces from Park & Ride Lot #2; (c) removing approximately 86 short-term metered spaces; and (d) enlarging and improving the bus loop and Kiss & Ride area.

3. Amendment of Joint Development Agreement (JDA)

As project plans have progressed, circumstances have changed and the original terms of the JDA need revision. One change is that amendments to the originally proposed phasing are now required. The first office building is now expected to start construction in 2017 rather than in 2026. The developer would also like to move the first multi-family development phase so that it follows this office development and therefore move the date for closing on that first multi-family phase from 2016 to 2018. Staff supports both changes.

Staff also supports amending the original 1:1 parking replacement requirement for Phases 1-5. Given that New Carrollton has approximately 1,000 excess parking spaces and the nearby Landover Metro Station has another 1,000 excess parking spaces on any given day, a loss of 650-670 parking spaces from Lots #2 and #3 can be absorbed by existing vacant spaces; however, to ensure adequate parking is available, the developer shall reserve 100-150 spaces for Metro riders in the developer's privately-owned garage which will be built as part of Phase 1.

Another means to create more parking availability for Metro commuters at New Carrollton is to institute policies to prioritize commuter parking. Approximately 20% of Metro's parking capacity at New Carrollton is used by parkers who pay the higher non-rider parking rate and who therefore are assumed to not be riding Metrorail. Increasing the parking charge to non-riders might dissuade them from using Metro parking, thereby opening more existing spaces to commuters without any need to increase the actual number of parking spaces.

The amendment to the JDA also proposes to eliminate one credit against the compensation owed to Metro that was originally granted in exchange for the developer's "place-making" efforts at New Carrollton. A financial credit was originally offered for the second and subsequent phases when the multi-family phase was expected to be developed first. Instead, as discussed above, an office phase is to be developed first and multi-family phase to be developed relatively soon thereafter. As a result of the re-prioritizing of the phases, no credit will be given for what is now proposed to be the second phase, thereby eliminating a credit estimated to be \$2.7 million. This is financially favorable to Metro and will increase proceeds Metro will receive.

Other, non-material changes to JDA need to be made; e.g., the amendment is proposed to clarify that the new private parking garage could be owned as a condominium, with different owners for different portions of the garage.

This type of detail was not available at the time the JDA was negotiated, but has become available as the project has evolved. Several such clarifying amendments are required, all of which staff recommends accepting.

FUNDING IMPACT:

This is a revenue-generating project where the impact on funding is expected to be positive. Metro will gain revenue from ground leasing and/or sale of property, as well as from ridership resulting from joint development. Metro could lose existing revenue from Park & Ride parking spaces to be removed if people do not choose to park in currently vacant spaces at the New Carrollton Metro Station or the Landover Metro Station. If people choose not to park at New Carrollton or Landover to access Metro services, Metro could lose some transit riders as well. These impacts are not expected, at least not in any material way, and such revenue losses will likely be offset by net gains resultant from joint development transaction and related ridership gains.

Project Manager:	Steven A. Teitelbaum, Senior Real Estate Advisor
Project Department/Office:	CFO/Office of Real Estate and Station Planning (LAND)

TIMELINE:

	2003: Board authorizes construction of a parking garage at New Carrollton to replace 1,272 surface parking spaces and add approximately 500 parking spaces. The New Carrollton parking garage is built shortly thereafter.
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Previous Actions	September 1, 2010: Metro and the State of Maryland (an adjoining property owner with a surface parking lot) issue a Request for Qualifications with the goal of finding a private sector developer to develop on the surface parking lots at New Carrollton. March 24, 2011: Board approves the selection of New Carrollton JV, LLC - a joint venture between Urban Atlantic and Forest City Enterprises - as developer. April 9, 2011: Metro, the State of Maryland and New Carrollton JV, LLC enter into a Memorandum of Understanding for coordination of the project. January 22, 2015: Board approves negotiation and execution of a non-binding term sheet between Metro and New Carrollton JV, LLC. February 3, 2015: Metro and New Carrollton JV, LLC enter into a non-binding term sheet. June 8, 2015: Board approves negotiation and execution of a binding Joint Development Agreement between Metro and New Carrollton JV, LLC. September 18, 2015: Metro and New Carrollton JV, LLC enter into a binding Joint Development Agreement. September 22, 2016: Board authorizes a Compact public hearing regarding the proposed changes to New Carrollton Metro facilities. November 14, 2016: Metro conducts the Compact public hearing and, after the public comment period expires, issues a staff report on December 20, 2016.
Anticipated actions after presentation	Spring 2017: Federal Transit Administration concurs in development transaction. April 2017: Closing on the first ground lease for development of an office building and private parking garage. Late 2017 - mid-2018: Closing on the second ground lease, for multi-family. Construction of an improved bus loop and Kiss & Ride area on the south side of the station is to begin contemporaneously with multifamily development.

RECOMMENDATION:

- Approve the Compact public hearing staff report for proposed changes to the Mass Transit Plan at the New Carrollton Metro Station.
- Approve amendments to the General Plans and Adopted Regional System, also known as the Mass Transit Plan, at the New Carrollton Metro Station; and
- Approve the amendment to the Joint Development Agreement with New Carrollton JV, LLC:

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT ON PROPOSED CHANGES TO TRANSIT FACILITIES AT THE NEW CARROLLTON METRORAIL STATION, APPROVAL OF CHANGES TO THE GENERAL PLANS AND THE ADOPTED REGIONAL SYSTEM AT THE NEW CARROLLTON METRORAIL STATION, AND APPROVAL OF AMENDMENTS TO THE JOINT DEVELOPMENT AGREEMENT FOR THE NEW CARROLLTON METRORAIL STATION SITE

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, On June 8, 2015, in Resolution 2015-17, the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors approved the negotiation and execution of a Joint Development Agreement (JDA) for a portion of WMATA's property at the New Carrollton Metrorail Station; and

WHEREAS, On September 22, 2016, in Resolution 2016-39, the WMATA Board of Directors authorized staff to conduct a public hearing under the WMATA Compact to evaluate the following proposed changes to WMATA's transit facilities: (1) expanding the existing bus loop and Kiss & Ride on the south side of the New Carrollton Metrorail Station; (2) removing surface parking from the south side of the New Carrollton Metrorail Station; and (3) replacing some of the displaced spaces in a new garage to be owned by an entity other than WMATA that will be constructed on the south side of the New Carrollton Metrorail Station; and

WHEREAS, WMATA did thereafter: (1) enter into a JDA dated September 19, 2015, with New Carrollton JV, LLC (Developer) for a portion of WMATA's property at the New Carrollton Metrorail Station; and (2) conduct a public hearing as referenced above; and

WHEREAS, The public hearing was conducted on November 14, 2016, and the record remained open for comments until November 28, 2016; and

WHEREAS, Prior to and following the public hearing, substantial English-language and Spanish-language public outreach was conducted by WMATA staff to inform the public of the proposed changes referenced above at the New Carrollton Metrorail Station and of the public's opportunity to comment, including two pop-up events at the New Carrollton Metrorail Station, visits to neighboring residents, businesses, schools, houses of worship and stores, posting notices and making brochures available at the New Carrollton

Metrorail Station, posting notices in English and Spanish-language newspapers, notifying officials of Prince George's County, making materials available on the WMATA website, at libraries near the New Carrollton Metrorail Station and at the City of New Carrollton Municipal Center, conducting an on-line survey of the general public, and holding an information session prior to the public hearing; and

WHEREAS, A report on the results of the public outreach and the public hearing entitled, *Staff Report, Public Outreach & Input, R16-04: Proposed Changes to WMATA Facilities at New Carrollton Metrorail Station* (Staff Report) was presented to the public for review and comment on December 20, 2016; and

WHEREAS, The public comment period closed on January 3, 2017, and the Staff Report has been supplemented with any additional comments received; and

WHEREAS, The updated Staff Report was provided to the Board of Directors for review and the Board has considered this information; and

WHEREAS, Circumstances have affected some of the agreements reached in the JDA and therefore WMATA and Developer desire to amend the JDA to: (1) reprioritize the projected closing dates for some of the development phases; (2) accept less than 1:1 replacement parking as part of the development of the first two phases of the project as envisioned by the JDA as more fully discussed in the Staff Report; (3) eliminate a potential credit of approximately \$2.7 million to Developer against the consideration payable to WMATA for the first multifamily phase proposed to be developed granted in exchange for Developer's "place-making" efforts at the New Carrollton Metrorail Station; and (4) clarify or make technical revisions to the JDA; now, therefore be it

RESOLVED, That the Board of Directors approves the attached Staff Report; and be it further

RESOLVED, That the Board of Directors amends the General Plans and the Adopted Regional System, also known as the Mass Transit Plan, to include the following changes:

- The removal of approximately 590 surface parking spaces from Park & Ride Lot #3, reconfiguration and removal of approximately 60 surface parking spaces from Park & Ride Lot #2, and the removal of approximately 86 short-term metered spaces at the New Carrollton Metrorail Station to make way for a joint development project;
- The replacement of some of the displaced spaces in a new garage to be owned by an entity other than WMATA and constructed on the south side of the New Carrollton Metrorail Station; and

- The expansion/modification of the bus loop and Kiss & Ride areas on the south side of the New Carrollton Metrorail Station; and be it further

RESOLVED, That the Board of Directors approves the amendment of the JDA, to include the following changes:

- Update the projected closing dates for some of the development phases to meet the current development plan;
- Accept less than 1:1 replacement parking as part of the development of the first two phases of the project as envisioned by the JDA as more fully discussed in the Staff Report;
- Eliminate a potential credit of approximately \$2.7 million to Developer against the consideration payable to WMATA for the first multifamily phase proposed to be developed granted in exchange for Developer's "place-making" efforts at the New Carrollton Metrorail Station; and
- Make technical and/or non-substantive revisions to, the JDA; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with Section 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure Nos.:
12.7.3 Station Area Plans
21.9.4 Joint Development Agreements



Washington Metropolitan Area Transit Authority

STAFF REPORT

Public Outreach & Input

***R16-04: Proposed Changes to WMATA
Facilities at New Carrollton Metrorail Station***

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Appendices

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Appendix B	Public Hearing Presentation Materials
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Appendix E	Written Comments Received via Survey Process
Appendix F	Environmental Evaluation
Appendix G	Notice of Public Hearing Staff Report [to be added after Staff Report is issued for public comment]
Appendix H	Comments Received on the Public Hearing Staff Report [to be added after Staff Report is issued for public comment]

Introduction

The Washington Metropolitan Area Transit Authority (“**Metro**” or “**WMATA**”) has entered into an agreement with New Carrollton JV, LLC (the “**Developer**”) for the sale and development of Metro-owned property at New Carrollton Metrorail Station. This proposal is in furtherance of Metro’s joint development program and Prince George’s County’s transit-oriented development goals.

The Developer is proposing to develop a multi-phased, mixed use development which could total 2.74 million square feet around and at the New Carrollton Metrorail Station (the “**Entire Project**”). The vision for New Carrollton as a major transit-oriented activity hub is shared by Prince George’s County, and will take place over the next 20+ years. At full build-out, the Overall Project is anticipated to include approximately:

- 1,375 units of housing
- 142,000 square feet of street-front retail space
- 1.025 million square feet of office space
- 250-room hotel
- New parking garages

Given the long-term nature of a development of this size, the Overall Project is divided into phases. The first phases of development (“**First Phases**”) are the subject of this Public Hearing and this Staff Report. The First Phases are proposed to be developed on surface Park & Ride Lot #3, which contains approximately 590 parking spaces (“**Lot #3**”) and a portion of surface Park & Ride Lot #2, which contains approximately 330 parking spaces (“**Lot #2**”), on the south side of New Carrollton Metrorail Station.

The First Phases require the following modifications or additions to WMATA facilities:

- Expansion of the bus loop and Kiss & Ride area on the south side of the station (see the artist’s rendering below):



- Closure of Lot #3 (see next page for visual showing the location of the First Phases and see Appendix B for more visuals showing its location)
- Removal of approximately 50-60 parking spaces from Lot #2 (see next page for visual showing the location of the First Phases and see Appendix B for more visuals showing its location)

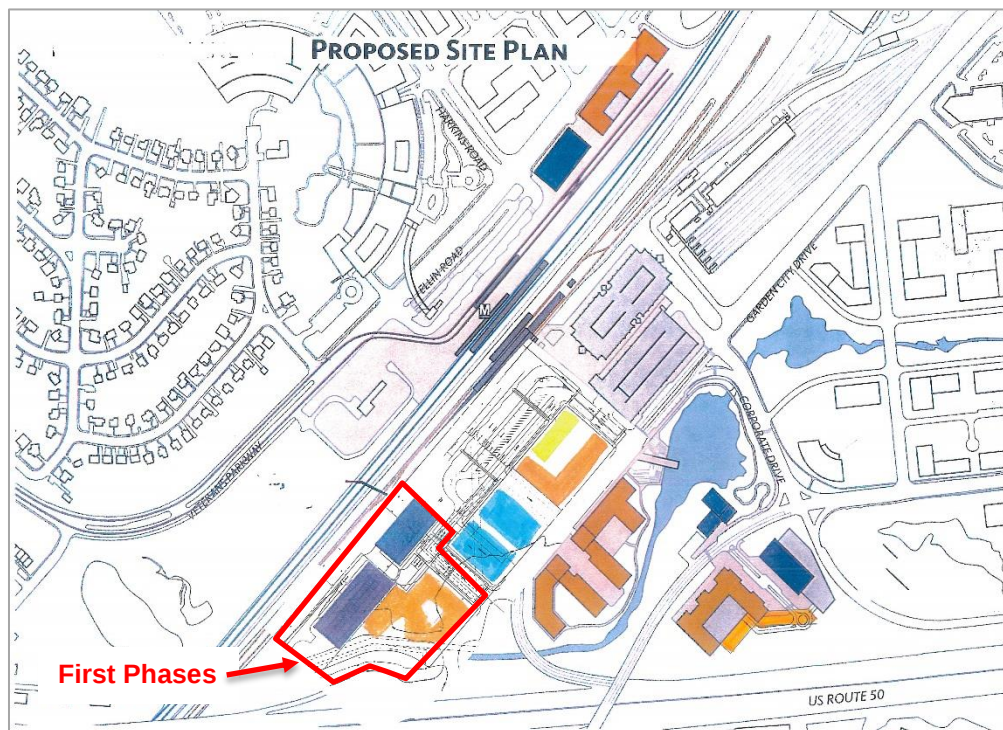
- Addition to and widening of some existing, internal roadways
- Dedicated Park & Ride parking spaces within a new privately-owned parking garage

If the First Phases proceed, parking would still be available at New Carrollton in the following locations:

- WMATA's parking garage on the south side of the station (approximately 1,800 spaces)
- Prince George's County's parking garage on the south side of the station
- Approximately 270 remaining spaces in Lot #2
- A 425-space surface parking lot owned by the State of Maryland across Garden City Drive on the south side of the station
- Metro's Park & Ride Lot #4 on the north side of the station

Because the First Phases require modifications to Metro's station facilities and station access, an Environmental Evaluation was prepared assessing impacts on the south side of the station. The Environmental Evaluation is attached to this Staff Report as **Appendix F**.

If the First Phases of the Overall Project are approved by WMATA's Board of Directors, construction is projected to begin early or mid-2017. The proposed site plan below provides an overview of the Overall Project. The First Phases are outlined in red.



Whether the Overall Project is completed as envisioned today is subject to a number of variables whose outcomes are not now predictable. These variables include market conditions, flood plain issues, land use matters and other issues affecting real estate development generally, which of Metro's surface parking lots are ultimately closed, whether the surface



parking lot owned by the State of Maryland south of Garden City Drive is included in the overall development, and the effect of the Maryland Transit Administration's proposed Purple Line light rail line on the north side of the New Carrollton Metrorail Station.

This Public Hearing Staff Report discusses and evaluates the comments made by the public about the First Phases via a public survey conducted in October and November 2016, written comments received as part of the Public Hearing process, and statements made at the Public Hearing itself. The survey and the Public Hearing were concerned with obtaining public input on the following proposed actions:

1. The removal of surface Lot #3 to make way for a privately-owned, mixed-use development;
2. The reconfiguration of surface Lot #2 to make way for a privately-owned mixed-use development; and,
3. Enlarging and reconfiguring Metro's bus loop and Kiss & Ride facility on the south side of the Metrorail Station as a component of the proposed site development.

1. Communications and Outreach to the Public

In order to encourage customers to provide feedback on the proposed changes to Metro facilities and station access, as well as to fulfill Metro's Public Participation Plan, Metro tailored a communications and outreach plan that focused on customers who currently use the south side of the New Carrollton Metrorail Station and other community stakeholders in the area.

All communications and outreach efforts were conducted during the public comment period of Saturday, October 15 through Monday, November 28 at 10:00 a.m. The outreach effort included the following:

- Pop-up events and lot brochure distribution on November 2 and 9, 2016 at the New Carrollton Metrorail Station
- Stakeholder communication
- Targeted marketing and media
- Open house and public hearing (the "**Public Hearing**") on November 14, 2016

Customers had the opportunity to provide feedback through the following sources:

- Online survey in English and Spanish
- E-mails submitted to WrittenTestimony@wmata.com
- Oral public comments during the open house and Public Hearing

Pop Up Events and Lot Brochure Distribution

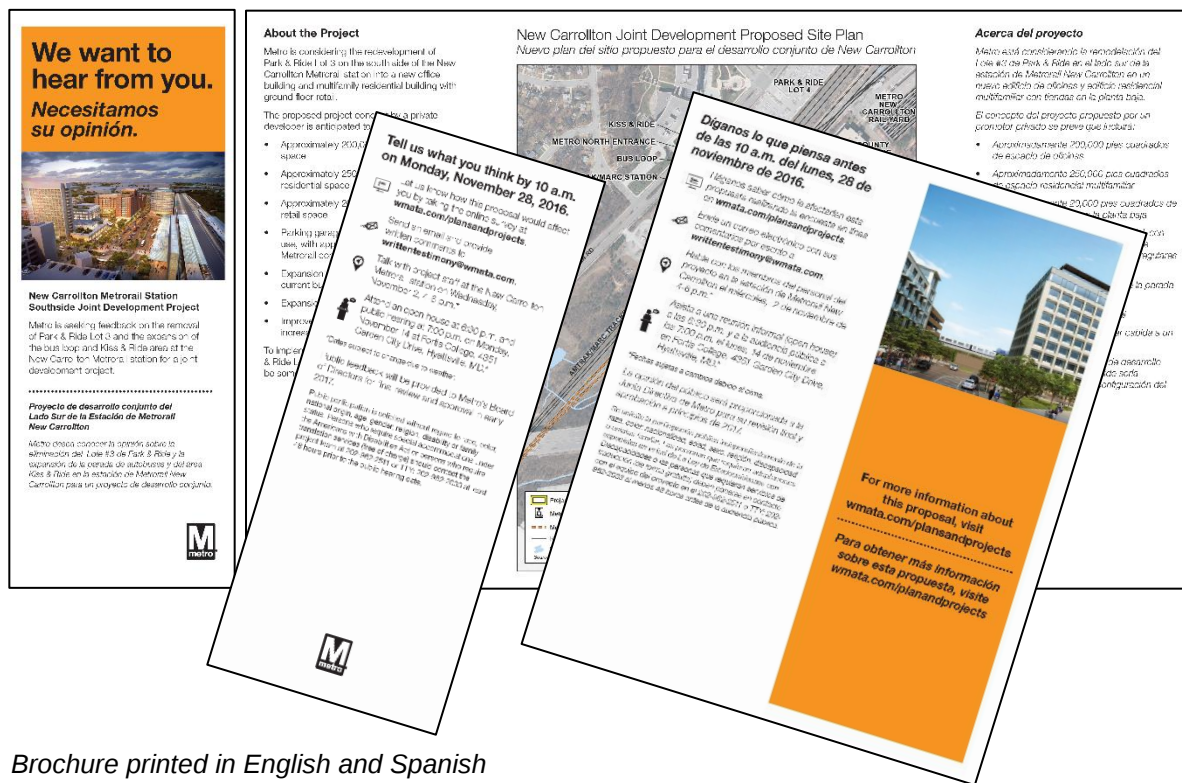
On November 2 and 9, 2016, outreach teams comprised of Metro staff passed out brochures and answered customer questions at the New Carrollton Metrorail Station. Staff also placed brochures on all cars parked in the impacted Park & Ride Lots #2 and #3 during each outreach effort.

Spanish-speaking staff were present at all events, and dates and times were chosen to correspond with high ridership periods. Team members wore Metro aprons and those who were bilingual wore large pins that identified them as speaking another language. The brochure was both in English and Spanish.

Date	Time	# of brochures distributed
Wednesday, November 2	4:00 – 6:00 p.m.	800
Wednesday, November 9	4:00 – 6:00 p.m.	910
Total distributed brochures		1,710

Photo 1: Metro Outreach Team at New Carrollton, November 2, 2016





Brochure printed in English and Spanish

Stakeholder Communication

Local stakeholders helped spread the word and encourage feedback from their constituents about the proposed changes. Metro staff visited twenty local businesses, community-based organizations and property owners near the New Carrollton Metrorail Station to notify them of the proposed changes and distributed over 690 brochures to share with their constituents, staff and tenants. (Including the brochures distributed at the station itself per the preceding subsection, a total of 2,400 brochures were distributed.)

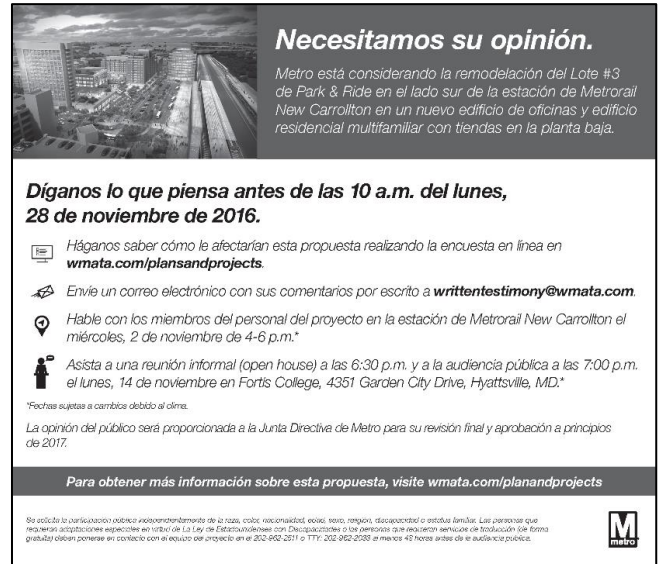
Metro's Office of External Relations notified local stakeholders around the station, including places of worship, event venues, residents, apartments, schools, and retail stores close to our facilities. Metro's Office of Government Relations also notified local jurisdictional staff in Maryland.

Targeted Marketing and Media

Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposal.

- A legal notice was printed in the *Washington Post* on Saturday, October 15 and Saturday, October 22 notifying the public of the multiple opportunities to provide public comment.
- Advertisements were placed in *El Tiempo Latino* and Washington Hispanic papers in Spanish on Friday, October 7.
- A news release was published on Tuesday, November 1, 2016.
- The webpage wmata.com/plansandprojects was updated and a project page was created. The project page contained the official notice in English and Spanish and other relevant project materials including the site concept plan and construction phases. The webpage was also available in Spanish. The page also linked to the public survey (discussed below) and listed the open house and Public Hearing information.
- English and Spanish signs were posted at the New Carrollton Metrorail Station on A-frames at all station entrances.
- Metro's social media accounts (Facebook, Twitter) were used to post information about the proposals and an advisory was sent to riders.
- There was local media coverage about the project, including coverage on Channel 4 and DCW50.
- Nearby jurisdictional libraries at Glenarden and New Carrollton and the City of New Carrollton Municipal Center were sent copies of the docket.

Signage posted at the New Carrollton Metrorail station



Necesitamos su opinión.

Metro está considerando la remodelación del Lote #3 de Park & Ride en el lado sur de la estación de Metrorail New Carrollton en un nuevo edificio de oficinas y edificio residencial multifamiliar con tiendas en la planta baja.

Díganos lo que piensa antes de las 10 a.m. del lunes, 28 de noviembre de 2016.

Háganos saber cómo le afectaría esta propuesta realizando la encuesta en línea en wmata.com/plansandprojects.

Envíe un correo electrónico con sus comentarios por escrito a writtentestimony@wmata.com.

Hable con los miembros del personal del proyecto en la estación de Metrorail New Carrollton el miércoles, 2 de noviembre de 4-6 p.m.*

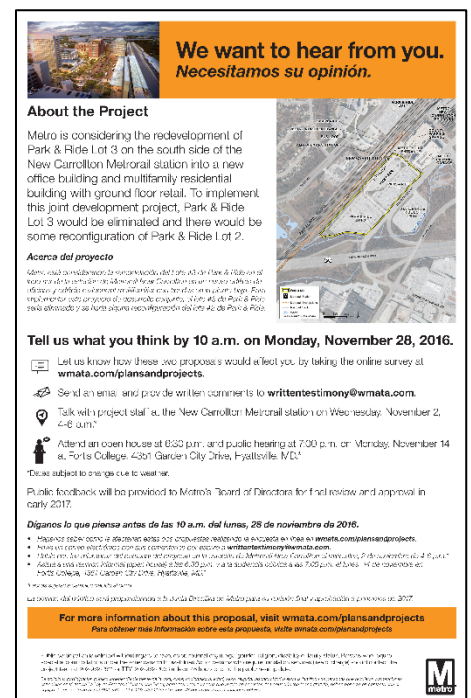
Asista a una reunión informal (open house) a las 6:30 p.m. y a la audiencia pública a las 7:00 p.m. el lunes, 14 de noviembre en Fortis College, 4351 Garden City Drive, Hyattsville, MD.*

*Fecha sujeta a cambios debido al clima.
La opinión del público será proporcionada a la Junta Directiva de Metro para su revisión final y aprobación a principios de 2017.

Para obtener más información sobre esta propuesta, visite wmata.com/plansandprojects

Se solicita la participación voluntaria e independiente de la raza, color, nacionalidad, edad, sexo, religión, discapacidad o estatus familiar. Las personas que requieren adaptaciones especiales en virtud de la Ley de Estadísticas con Discapacidades o las personas que requieren servicios de traducción (en forma gratuita) deben ponerse en contacto con el equipo del proyecto en el 202-692-2311 o TTY: 202-692-2308 al menos 48 horas antes de la audiencia pública.

El Tiempo Latino advertisement



We want to hear from you. Necesitamos su opinión.

About the Project

Metro is considering the redevelopment of Park & Ride Lot 3 on the south side of the New Carrollton Metrorail station into a new office building and multifamily residential building with ground floor retail. To implement this joint development project, Park & Ride Lot 3 would be eliminated and there would be some reconfiguration of Park & Ride Lot 2.

Acercas del proyecto

Identifica el emplazamiento de remodelación del Lote #3 de Park & Ride en el lado sur de la estación de Metrorail New Carrollton en un nuevo edificio de oficinas y edificio residencial multifamiliar con tiendas en la planta baja. Para implementar este proyecto se eliminaría el Lote #3 de Park & Ride y se haría una reconfiguración de algunos de los Lotes #2 de Park & Ride.

Tell us what you think by 10 a.m. on Monday, November 28, 2016.

Let us know how these two proposals would affect you by taking the online survey at wmata.com/plansandprojects.

Send an email and provide written comments to writtentestimony@wmata.com.

Talk with project staff at the New Carrollton Metrorail station on Wednesday, November 2, 4-6 a.m.*

Attend an open house at 6:30 p.m. and public hearing at 7:00 p.m. on Monday, November 14 at Fortis College, 4351 Garden City Drive, Hyattsville, MD.*

*Dates subject to change due to weather.
Public feedback will be provided to Metro's Board of Directors for final review and approval in early 2017.

Díganos lo que piensa antes de las 10 a.m. del lunes, 28 de noviembre de 2016.

Háganos saber cómo le afectaría esta propuesta realizando la encuesta en línea en wmata.com/plansandprojects.

- Envíe un correo electrónico con sus comentarios por escrito a writtentestimony@wmata.com.
- Hable con los miembros del personal del proyecto en la estación de Metrorail New Carrollton el miércoles, 2 de noviembre de 4-6 p.m.*
- Asista a una reunión informal (open house) a las 6:30 p.m. y a la audiencia pública a las 7:00 p.m. el lunes, 14 de noviembre en Fortis College, 4351 Garden City Drive, Hyattsville, MD.*

*Fecha sujeta a cambios debido al clima.
La opinión del público será proporcionada a la Junta Directiva de Metro para su revisión final y aprobación a principios de 2017.

For more information about this proposal, visit wmata.com/plansandprojects

Para obtener más información sobre esta propuesta, visite wmata.com/plansandprojects

Se solicita la participación voluntaria e independiente de la raza, color, nacionalidad, edad, sexo, religión, discapacidad o estatus familiar. Las personas que requieren adaptaciones especiales en virtud de la Ley de Estadísticas con Discapacidades o las personas que requieren servicios de traducción (en forma gratuita) deben ponerse en contacto con el equipo del proyecto en el 202-692-2311 o TTY: 202-692-2308 al menos 48 horas antes de la audiencia pública.

Open House and Public Hearing

Metro hosted a Public Hearing on Monday, November 14, at Fortis College, 4351 Garden City Drive in Hyattsville, Maryland. The facility was ADA-compliant and is located about 0.3 miles from the station with an accessible walking path.

The open house began at 6:30 p.m. and provided the opportunity for attendees to speak with staff members about the proposal. The Public Hearing began at 7:00 p.m. and followed WMATA's standard public hearing procedures. Copies of the docket were available in English and Spanish. Thirteen people attended the Public Hearing. Metro and AECOM (Metro's consultant) staff were also in attendance.



At the beginning of the Public Hearing, Metro Board Member Malcom Augustine read a prepared statement outlining the Public Hearing process and Steve Teitelbaum, a Senior Real Estate Advisor in Metro's Office of Real Estate and Station Planning, presented an overview of the proposal. Three registered speakers were then called to offer their testimony. No other attendees volunteered to speak. A copy of the transcript of the Public Hearing is attached as **Appendix C**.

2. Public Input Survey Results

A total of 109 people filled out the New Carrollton Joint Development survey during the public comment period from Saturday, October 15 through Monday, November 28. 106 survey responses were input online and three surveys were submitted in-person at the Public Hearing. The survey link was available on the project webpage and listed in all marketing materials. Below is a summary of how people responded to the survey and their impressions of the Overall Project.

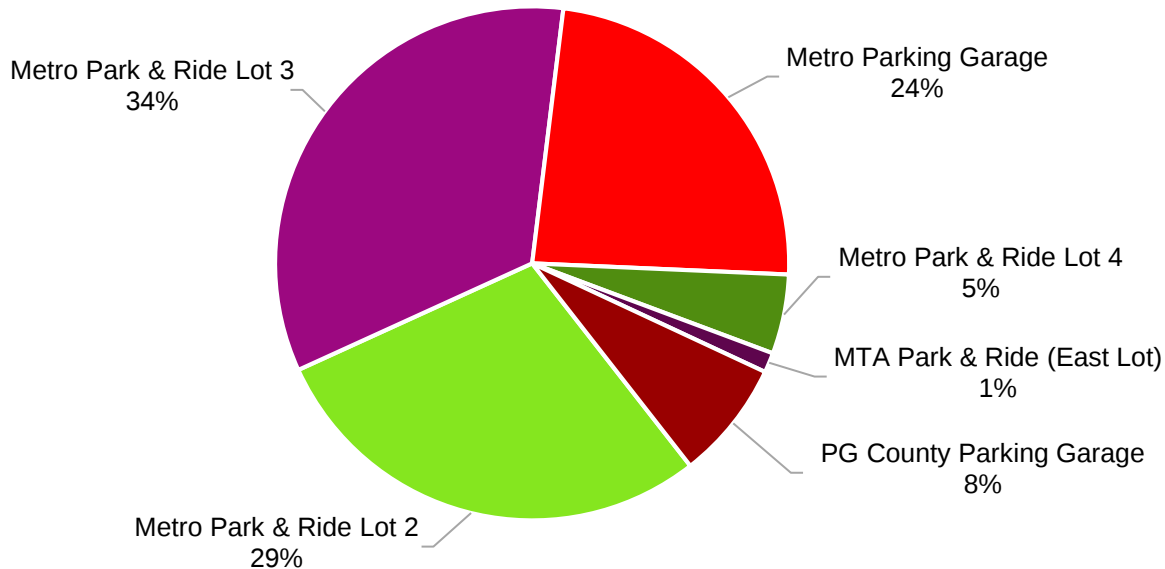
Primary Access Modes for New Carrollton Metrorail Station

The table below shows how the survey respondents access the New Carrollton Metrorail Station. A high percentage of those who took the survey access the station by car (83%).

Access Mode	%
Walk or wheelchair	2%
Park & Ride	74%
Get dropped off / Kiss & Ride	9%
Bus	15%

Main Parking Facilities Accessed by Parking Respondents

For those who park at the station, the chart below illustrates which parking facilities are most frequently utilized by Metro customers taking the survey.

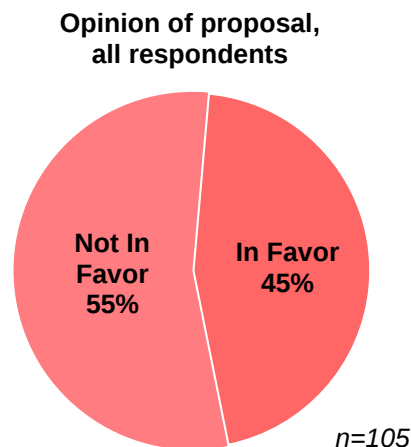


Parking customers were also asked to identify the main reason they park in the parking facility they identified. The results are listed in the table below, which show the most common answer given for each specific facility. In the case of the Metro parking garage, there was a tie between those choosing it because it is covered and those choosing it for its proximity to the Metrorail Station.

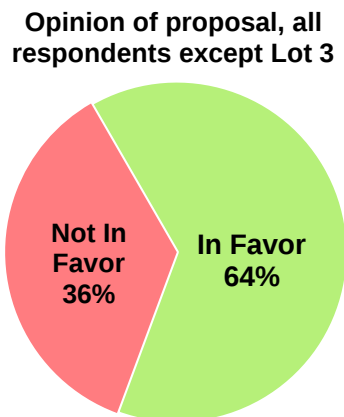
Park & Ride Location	Main Reason For Parking Location
Metro Park & Ride Lot #2	Proximity to station
Metro Park & Ride Lot #3	Always easy to find a spot quickly
Metro Parking Garage	Prefer covered area / proximity to station
Metro Park & Ride Lot #4	Proximity to station
MTA Parking (East Lot)	Price
PG County Parking Garage	Price

Opinion of New Carrollton Joint Development Proposal

Overall, 45% of survey respondents were in favor of the proposal, while 55% were against. Respondents' opinion of the proposal is highly correlated with how they currently access the station and which lot they use.



For those who access the station primarily by a means other than parking at Lot #3, 64% are in favor of the proposal. Those who do not use parking at all and access the station either by walking, taking the bus, or getting dropped off at the Kiss & Ride were overwhelmingly in favor of the proposal (82%).



On the other hand, those who use Lot #3 as their primary parking facility at New Carrollton were overwhelmingly not in favor of the proposal (25 out of the 27 respondents for whom Lot #3 is their primary lot).

Written Comments in Survey

The online survey provided a text box for respondents to provide additional comments about the project. 67 comments were provided. A copy of these comments is attached in **Appendix E**. The general themes of these comments were generally similar to the written comments received via WrittenTestimony@wmata.com and are therefore consolidated with them in the following section.

Survey Demographics

The table below provides the percentage breakdown of survey demographics. Percentages will not always add up to 100% due to multiple responses on some items. 103 of 109 respondents provided the demographic information.

Household Income	Income below \$30k	3%
	Income above \$30k	76%
	Prefer not to answer	21%
Hispanic	Yes	7%
	No	72%
	Prefer not to answer	21%
Race	Black	23%
	Asian / Pacific Islander	6%
	White	46%
	Native American / Alaskan Native	1%
	Prefer not to answer	21%
	Other	3%
	Multi-race	2%

The demographics of survey respondents were somewhat consistent with the demographics of New Carrollton Metrorail ridership. There were, however, some notable differences:

- Asian respondents were over-represented in the results, as were white/Caucasians and Latinos
- African American respondents were under-represented
- Low-income households were underrepresented (3% of survey respondents vs. 13% of general Metrorail rider population from New Carrollton)

The differences between the demographics of survey respondents and the overall Metro ridership from New Carrollton can be explained in part by the fact that customers who park there are 74% of the survey sample yet only represent 44% of ridership from New Carrollton. There are often demographic differences between parking customer populations and those accessing stations by other means. In this case, the fact that customers who park at New Carrollton are overrepresented in this sample is not surprising given that the First Phases most directly impact Lots #2 and #3.

3. Comments Received for the Record via the Survey, at the Public Hearing and in Writing via [WrittenTestimony@wmata.com](mailto:writtentestimony@wmata.com)

In addition to the opportunity to speak at the Public Hearing, customers had the option to write comments within the survey, email comments about the proposal to writtentestimony@wmata.com, and give oral testimony at the Public Hearing. The public comment period ended at 10:00 a.m. on November 28, 2016. Three individuals spoke at the Public Hearing and Metro received a total of 67 written comments from the survey and 16 comments submitted to writtentestimony@wmata.com.

The transcript of oral testimony received at the Public Hearing is provided in **Appendix C**. Copies of the written comments received via writtentestimony@wmata.com are provided in **Appendix D**. Copies of the written comments received via the survey are attached in **Appendix E**. All of the oral testimony and written submissions were in the English language.

Analysis of the comments submitted by the 86 commenters (three speakers at the Public Hearing plus 16 written submissions plus 67 written comments appended to the on-line surveys) shows 11 different categories of comments. Many of the comments raised multiple points. There were more negative comments overall than positive comments. The nature of the comments will be addressed in somewhat more detail below, but by far the most common negative comments focused on the need to maintain sufficient parking on-site and the second-most common negative comments focused on the related topic of traffic congestion.

A corollary to those two categories were the somewhat smaller number of commenters who declared that they would stop riding Metrorail or anticipating that Metrorail ridership would decrease if the project went forward. There were also a significant number of commenters who either saw no need for this kind of development at New Carrollton specifically or in Prince George's County generally and/or saw the Overall Project as, in the words of one, "a money grab" by Metro at the expense of its transit function or, conversely, as Metro selling its land for a relative pittance at the expense of its transit function.

The commenters who believed that the Overall Project was motivated by Metro's interest in real estate at the expense of its transit function and/or that there is no need for this kind of Project were balanced out by a similar number of commenters who thought that the Overall Project is an excellent idea for New Carrollton specifically or Prince George's County generally.

The chart below provides an overview of the categories into which comments fell.

Issue	Positive	Neutral	Negative	Total
Removal of Some Current Surface Park & Ride Parking at New Carrollton	21		50	71
Congestion			21	21
Decreasing Ridership			15	15
Real Estate Revenue	1	1	8	10
Need (or Lack of Need) for the Project	11		9	20
Landover Alternative	1		3	4
Bus Loop and Kiss & Ride	2	1	1	4
Crime In and/or Near New Carrollton Metrorail Station	3		3	6
Comments on Metro Service	1		5	6
Comments on the Public Hearing Process			6	6
Other		4		4

4. Comments and Responses to Comments Received

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

4.1 Removal of Some Current Surface Park & Ride Parking at New Carrollton

As noted above, the most common response to the proposal was to address the removal of parking at the New Carrollton Metrorail Station. Approximately 70% of those comments were opposed. The general themes of the negative comments included:

- Parking is a critical component of Metro's service at New Carrollton and a key to attracting riders. This was the single most common theme.
- The parking lots, particularly Lot #2, are already full so it is unrealistic to think that approximately 650 spaces (Lot #3 and part of Lot #2) can be removed and replaced by only 100-300 spaces.
- Parking needs at New Carrollton will probably increase if and when Metrorail ridership rebounds.
- Metro's parking is also needed to service MARC and Amtrak.

There was some contrary support expressed for reducing the amount of parking at New Carrollton, one noting that Lot #3, the surface lot to be removed, is not heavily used. But such comments were in a distinct minority.

Staff notes that Lot #3, the surface lot that will be entirely removed to make way for the First Phases, is in fact usually not full and regularly runs at approximately fifty percent (50%)

occupancy. It is the least used of Metro's parking facilities at New Carrollton because of its distance from the station entrance. Therefore, staff believes that the removal of Lot #3 can be ameliorated by maximizing use of existing parking facilities at New Carrollton, as well as having dedicated spaces for Metro commuters in a privately-owned garage.

The theme of the comments that were favorable to the First Phases or the Overall Project and the removal of parking focused mostly on the benefits and attractiveness of a mixed-use environment at the station. It was noted that Prince George's County has long identified New Carrollton as a priority station for redevelopment. There were also a couple of comments made that development of this type would create a safer and more attractive environment.

Several comments were made to the effect that parking in the surface lots to be removed or reconfigured is superior to parking in the existing Metro parking garage. Those comments included:

- Difficulty in exiting, and to some extent entering, the garage during peak periods
- Difficulty in navigating through the garage
- Crime in the garage, although it was not clear if any of the commenters had themselves been the victims of a crime in the garage

Conversely, one commenter advocated building another Metro garage at New Carrollton, thinking it would maximize Metro's return on investment. Staff notes that a garage of the size advocated, 300-400 spaces, would probably cost approximately \$30,000 per space if built to existing WMATA standards due to its relatively small size. At revenue of \$3.85/day (the balance of the daily parking charge being Prince George's County's own surcharge) it would take more than 31 years, not counting the time value of money or money spent on maintenance or establishing a fund for replacement, to recover those funds even assuming every space was used each of the 250 or so days/year that Metro charges for parking.

4.2 Congestion

Comments opposing reductions in parking were often accompanied by statements that congestion would increase. Most of the references were to congestion generally, not specifying a locale, but a few comments referred to congestion in the vicinity of or within the New Carrollton Metrorail Station itself.

In addressing general congestion, there were comments that parking at New Carrollton helps take vehicles off the road and that more people would drive all the way into Washington. (See more about the latter in "Decreasing Ridership" below.)

There were comments that the First Phases and/or the Overall Project would increase congestion in the vicinity of the New Carrollton Metrorail Station or even inside it. For example:

- One comment was that converting the currently one-way inbound roadway to the station that runs alongside the existing parking garages to two-way traffic is a mistake. [Staff notes that the existing roadway will be widened by two or three lanes to accommodate the reverse flow of traffic.]



- Others commented that the station area between Garden City Drive and the station entrance is already congested. [Staff notes that some of the proposed improvements to WMATA infrastructure are intended to address this.]
- One commenter stated that the Metro platform is already congested and another worried that more people on the platform combined with fewer trains – as proposed for the next budget – would be problematic. [Station planning analysis of the New Carrollton Metrorail Station's capacity does agree that internal station capacity, such as the ability to get passengers off the platform when a train disgorges passengers, could be a problem in the future, assuming that the Overall Project is completed, estimated in 20+ years.]

The number of comments about traffic congestion make it clear that members of the public have concerns about these issues. They are undoubtedly correct that there will be additional traffic generated by the First Phases and/or by the Overall Project. However, fears of traffic congestion are not borne out by traffic studies done by the developer's consultants to consider traffic flow on the public streets near the New Carrollton Metrorail Station (for State and County approval) and by Metro's consultants to consider traffic flow on the New Carrollton Metrorail Station property.

The traffic studies for nearby streets indicate that the existing public road network near the station can handle the traffic growth projected and still meet the County's acceptable level of service after some basic improvements are implemented, such as adding traffic signals in intersections, adding turn lanes, and the like. The traffic study done for Metro has been used to determine the design of the new internal road network, including the number and width of lanes serving the bus loop and Kiss & Ride area and the installation of a new traffic signal. It is worth noting that in coming to these conclusions both the developer's traffic studies and Metro's traffic studies evaluate the traffic impacts of the Overall Project, not merely the impacts of the first two buildings that are the subject of the Public Hearing and this Staff Report. The public will have an opportunity to comment on the traffic implications of the First Phases and the Overall Project during the course of Prince George's County's Detailed Site Review process.

4.3 Decreasing/Increasing Ridership

Fifteen of those opposing the proposal stated that ridership at New Carrollton would suffer if the First Phases and/or the Overall Project went forward. Most of those comments spoke in general terms. However, three of those commenters stated that they personally would stop riding Metrorail if parking was removed at New Carrollton, one calling this "the straw that will break the camel's back for me." Another stated that she would switch to riding an MTA commuter bus and another will switch to riding MARC.

Staff acknowledges that loss of parking facilities at the New Carrollton Metrorail Station could negatively affect ridership there. However, staff also believes that most rail ridership will be retained at New Carrollton or relocated to the Landover Metrorail Station and that, based on projections of the Metro Office of Planning's Land Use Ridership Model, some ridership will be gained from the development itself, including some reverse commuting.

4.4 Real Estate Revenues

Eight commenters criticized Metro for “a cash grab,” “filling your pockets,” “hav[ing] your hands greased by greedy developers” and similar thoughts. Three of those eight further criticized Metro for selling for a presumed relative pittance: “a brief, insignificant increase in revenue,” “a couple of million dollars,” and “this plan will cost you guys more than what it was worth to build.” Another stated “I am in favor only if Metro receives a substantial payment from the developer.” Another, while ambivalent about the First Phases and the Overall Project, said “I understand why you’re looking to develop this property, given your finances.”

Staff notes there was nothing in the record stating what monetary compensation Metro will receive. It is not possible to quantify this with great certainty because the compensation payable to Metro includes not only current land value but future payments from operations and from capital events.

4.5 Need (or Lack of Need) for the Project

Several of those opposing the First Phases and/or the Overall Project also criticized the very point of or need for them. Among these critiques:

- An existing glut of vacant office space
- General opposition to building any more office or residential space: “We have enough”
- Not agreeing that anyone would want to work or live “steps away from the Metro Rail”
- “There are other places in Prince George’s County that are better suited for this type of development.” (No particular place was identified by that commenter)
- The homes will not be affordable. [Staff notes that there is nothing in the public record establishing the cost of housing on the site.]
- The project won’t work without a grocery store
- Develop across Garden City Drive instead. [Staff notes that the land across Garden City Drive is not owned by Metro.]
- And, summarizing many of the objections referred to so far in one single comment: “Don’t see any need for development. Just too much congestion. Need the parking spaces.”

As noted above in **Section 4.1**, there was offsetting support stated for a mixed-use development of this type at New Carrollton. Those supportive comments slightly outnumbered the negative comments in this category.

For reasons stated in this **Section 4**, staff believes that the First Phases and the Overall Project have a positive economic effect and are in keeping with Metro’s own goals and the goals of Prince George’s County. With respect to the goals of the County in particular, staff refers to (1) the September 2004 *New Carrollton Transit-Oriented Development Strategy Planning Study* written by the Prince George’s County Planning Department and PB Placemaking calling for this area to become “the county’s downtown,” (2) the 2002 *Prince George’s County General Plan* designating this station area as a high-density “Metropolitan Center,” and (3) the 1989 *New Carrollton Transit District Development Plan*.

Staff believes that the replacement of the Park & Ride lots at New Carrollton with a transit-oriented development is in accordance with good land use principles and Metro’s own policy of desiring

transit-oriented development at or near its stations. (One commenter paid the Overall Project a compliment in this regard, calling the Overall Project “a bunch of nice new buildings,” but then nevertheless opposed the Overall Project because the surrounding area is full of old buildings and it would look “tacky” to have nice new buildings near them.)

Staff also believes that the First Phases and the Overall Project are in accord with Metro’s joint development goals, which include encouraging mixed-use development at Metro stations, providing opportunities to obtain goods and services near transit stations, and encouraging revitalization and growth in communities that Metro serves. Staff also believes that the First Phases are an environmental upgrade to the acres of paved surface parking lots that currently surround the New Carrollton Metrorail Station, particularly since Metro requires adherence to green building practices even in the private development.

Staff notes that neither the First Phases nor the Overall Project at New Carrollton adversely affects any existing population, although they could provide space for population growth, and have no dislocating effect because they will occur on land occupied only by parking lots.

4.6 Landover Alternative

One commenter stated that possibly displacing parking users from New Carrollton to Landover is not a good idea because of morning traffic on Route 50 inbound once drivers pass New Carrollton, but another commenter said that pushing parkers to Landover “makes sense.”

Two commenters advocating developing at or near the Landover Metrorail Station rather than at the New Carrollton Metrorail Station. As more fully referenced in **Section 4.5**, staff notes that Prince George’s County has long identified New Carrollton, not the area around the Landover Metrorail Station, as a priority area for development and zoned the area accordingly.

4.7 Bus Loop and Kiss & Ride

There was a mixture of views about the proposal to improve the bus loop and Kiss & Ride area. One comment applauded the proposed expansion of the bus loop but another stated that the current bus loop is just fine. Similarly, one comment was received that the Kiss & Ride is “difficult, crowded and somewhat dangerous,” but an opposing comment was made that only one-quarter of the Kiss & Ride is used. A more neutral comment asked that we “keep the kiss and ride easily accessible from the surrounding highways.” Staff notes that there is no plan to materially change access to the station from the highway network.

4.8 Crime In and/or Near New Carrollton Metrorail Station

Several views on crime were also submitted. There was a fair amount of disagreement on this subject, however:

- One commenter feared that “crime will rise and walking back to my car in the late evening will no longer be safe. I’m also concerned about my car being broken into.” A couple of other comments to the same effect were made.

- Yet other comments were made that the current parking area is, in the words of one, “unsafe, desolate ... uncomfortable” and one comment applauded the project for creating a more walkable environment.

4.9 Comments on Metro Service

There were about six comments made about the quality – or lack thereof – of Metro’s transit service. Some focused on conditions at New Carrollton, some on service generally.

With respect to New Carrollton itself, one commenter stated that the platform at New Carrollton will get more crowded, particularly if the proposed reduction in service in the next budget is adopted, and also complained about people “trying to sell me something or offer me religious/political materials.” Another complained about Rush Plus, inadequate service, pigeon poop on the sidewalk at New Carrollton that is never cleaned, the handing out of the Express newspaper, “pseudo-musicians that make more noise than music,” and an “indifferent station manager(s) WMATA is a joke.” A comment was made about a “dirty and disgusting” bus terminal on the north side of the station.

More generally, there was a comment referring to “increasingly costly and unreliable Metro train(s).” Another comment mentioned too few Orange Line trains (compared to Blue and Silver line trains).

Despite the generally negative sentiments expressed about Metro service, one commenter suggested that the Orange Line be extended along Route 50 for two more stations and another suggested extending Metrorail to the Konterra area of Prince George’s County and building more there instead of building at New Carrollton.

4.10 Comments on the Public Hearing Process

There were about a half-dozen comments from opponents of the First Phases and/or the Overall Project expressing the sentiment that the Public Hearing process was a charade and would not influence the decision. One typical comment in that regard was “I’m sure you guys will go through with this plan Thanks for not caring.” Another characterized the hearing process as “cya’ to look like you care about the riders when in fact you only care about filling your own pockets.”

4.11 Other

One comment was received with respect to the Purple Line, indicating a lack of support for it. Staff notes that the Purple Line is a project of the Maryland Transit Administration, not of Metro, and, if it goes forward, is expected to impact the north side of the New Carrollton Metrorail Station, not the south side that is the subject of this Staff Report. Therefore, that comment is disregarded for purposes of this Staff Report.

A comment was made about Metro’s poor performance in destroying H Street for the streetcar line and that we should learn how to do trams from various European transit agencies. Staff notes that the DC Streetcar is a project of the District of Columbia Department of Transportation, not of Metro. Therefore, that comment is disregarded for purposes of this Staff Report.



A suggestion was made that Metro install LED screens to show next bus arrival times. Staff notes that more “NextBus” signage is being introduced to Metrobus shelters, although the signs are not necessarily LED signs, but that in any event that matter is outside the scope of this Staff Report but will be passed along to other internal staff.

There was also a comment received recommending that Metro look into automated parking facilities. Staff notes that this is a subject of interest and this is not the first time the subject has been raised, but that it is not relevant in this context.

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

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

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

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

7. Other Information for the Public Record

No other information has been provided.

8. Staff Recommendation

Staff recommends that the Mass Transit Plan be amended to allow:

- Closure of Lot #3 to make way for the First Phases
- Reconfiguration and reduction of Lot #2 to make way for the First Phases
- Expansion and reconfiguration of the bus loop and Kiss & Ride



APPENDIX A
NOTICE OF PUBLIC HEARING



Notice of Public Hearing

Washington Metropolitan Area Transit Authority

Docket R16-04: Proposed Changes to WMATA Facilities at New Carrollton Metro Station

Purpose

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

Hearing No. 612
Monday, November 14, 2016
Fortis College
4351 Garden City Drive
Hyattsville, MD
Closest Metrorail station: New Carrollton
(Metrobus Route F14, TheBus 21)

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

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

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

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

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



PURPOSE OF THE PUBLIC HEARING – Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (“WMATA”) to propose amending its mass transit plan by (1) the proposed redevelopment of surface parking lot #3, the southwesternmost parking lot, and (2) the expansion of the bus loop and Kiss & Ride area at WMATA’s New Carrollton Metrorail station (the “Station”). This is in conjunction with the proposed development of that parking lot for an office building, a multifamily residential building and a parking garage, and the corresponding removal of surface parking lot #3 at the Station. The proposed change(s) will be implemented only if private development occurs at the Station.

WMATA’s existing transit facilities on the south side of the Station, including the Kiss & Ride lots, Park & Ride lots, bus loop and pedestrian and bicycle facilities would be reconfigured as follows:

- The bus loop will be expanded by lengthening each bus bay to accommodate larger buses and by converting one bus stop that is currently located at a straight curb (a “tangent” bus stop in transit terms) into a “sawtooth” bus bay like the other bus bays at the Station. (A sawtooth bay operates more efficiently.)
- The Kiss & Ride area will be expanded by, among other things, widening it in places to allow a smoother flow of traffic.
- The sidewalk between the bus area and the rail station entrance will be widened.
- The WMATA-owned entry and exit roadways serving the bus loop and the Kiss & Ride will be improved by widening them to accommodate more traffic and, in the case of the exit roadway, by relocating it a little bit to the west.
- The southwesternmost parking lot, parking lot #3, will be removed and replaced with a privately-owned office building, multifamily residential building, and parking garage. The garage will serve the office building and the multifamily residential building and also provide some replacement parking for Metro commuters.
- The surface parking lot directly in front of the Kiss & Ride area, parking lot #2, will be reconfigured. The effect of this reconfiguration will be the relocation of the entrance and exit gates to accommodate the new roadways and, probably, the loss of some of the existing parking spaces.

All of the aforementioned improvements will be made by the developer.

None of the proposed changes affects anything on the north side of the Station.

WMATA COMPACT REQUIREMENTS – WMATA’s Compact requires the Board, in amending the mass transit plan, to consider data with respect to current and prospective conditions in the Transit Zone (which includes Prince George’s County, Maryland), including, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC metropolitan area; and factors affecting environmental amenities and aesthetics and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as “various other factors and

considerations, which, in the opinion of the Board, justify and require the projects therein proposed,” all as more particularly set forth in the WMATA Compact.

INFORMATION AVAILABLE TO THE PUBLIC – The docket contains a narrative with the following exhibits: (1) a view of the property showing existing conditions; (2) a site concept plan showing the proposed location (which does not materially change from the current location) of the reconfigured bus loop and Kiss & Ride facilities and the location of the proposed office building, multifamily residential building and parking garage; (3) circulation diagrams showing the proposed new entrance and exit roadways; and (4) the New Carrollton Joint Development Environmental Evaluation dated October 2016. The docket is available online at www.wmata.com/plansandprojects. In addition, the docket is available for inspection at the following locations:

WMATA
Office of the Secretary
600 Fifth Street, NW, Room 2D-209
Washington, DC 20001
202-962-2511
(Please call in advance to coordinate)

Glenarden Library
8724 Glenarden Parkway
Glenarden, MD 20706
301-772-5477

New Carrollton Library
7414 Riverdale Road
New Carrollton, MD 20784
301-459-6900

City of New Carrollton Municipal Center
6016 Princess Garden Parkway
New Carrollton, MD 20784
301-459-6100

The work and changes to the New Carrollton Metro Station depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to the proposed amendment to the mass transit plan as it relates to the Station will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing their name and organizational affiliation, if any, via email to speak@wmata.com. The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001, or can be made by calling 202-962-2511. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that all comments received are releasable to the public upon request, and may be

posted on WMATA's website, without change, including any personal information provided. Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT WRITTEN STATEMENTS – Written statements and exhibits must be received by 10 a.m. on Monday, November 28, 2016, by the Office of the Secretary and may be emailed to writtentestimony@wmata.com. They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street NW, Washington, DC 20001. Please reference NEW CARROLLTON in the subject line of your submission. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

SURVEY – Additionally, if you wish to participate in a survey on this project, please go to www.wmata.com/plansandprojects. The survey will open by 9 a.m. on Saturday, October 15, 2016 and will close on Monday, November 28, 2016 at 10 a.m. You will be asked to provide feedback on the proposal, as well as some demographic questions. The information collected through the survey will be maintained anonymously. This option is in addition to your ability to speak at a public hearing and to submit a written statement. The survey results, along with written statements and public hearing comments, will be presented to the Board and will be part of the official public hearing record.



APPENDIX B

PUBLIC HEARING PRESENTATION MATERIALS



Washington Metropolitan Area Transit Authority

Compact Public Hearing Docket R16-04 New Carrollton Metro Station

November 14, 2016

Fortis College, Hyattsville, Maryland



Agenda

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

www.wmata.com/plansandprojects



Purpose of Public Hearing

To gather public comments on:

1. Removal of Metro's surface parking lot #3 (the south side surface lot farthest from the Metro Station entrance)
2. Reconfiguration of Metro's surface parking lot #2 (the south side lot closest to the Metro Station entrance)
3. Expansion of bus loop and Kiss & Ride



Background: Metro's Joint Development Program

Transit-Oriented Development Goals & Principles

Reduce automobile dependency

Increase pedestrian and bicycle transit trips

Encourage mixed-use development around Metro stations

Enhance surrounding area connections to Metro stations

Foster safe station areas

Provide opportunities to obtain goods and services near transit stations

Offer active public spaces

Promote and enhance ridership

Encourage revitalization and growth in communities that Metro serves



Examples of Joint Development Projects

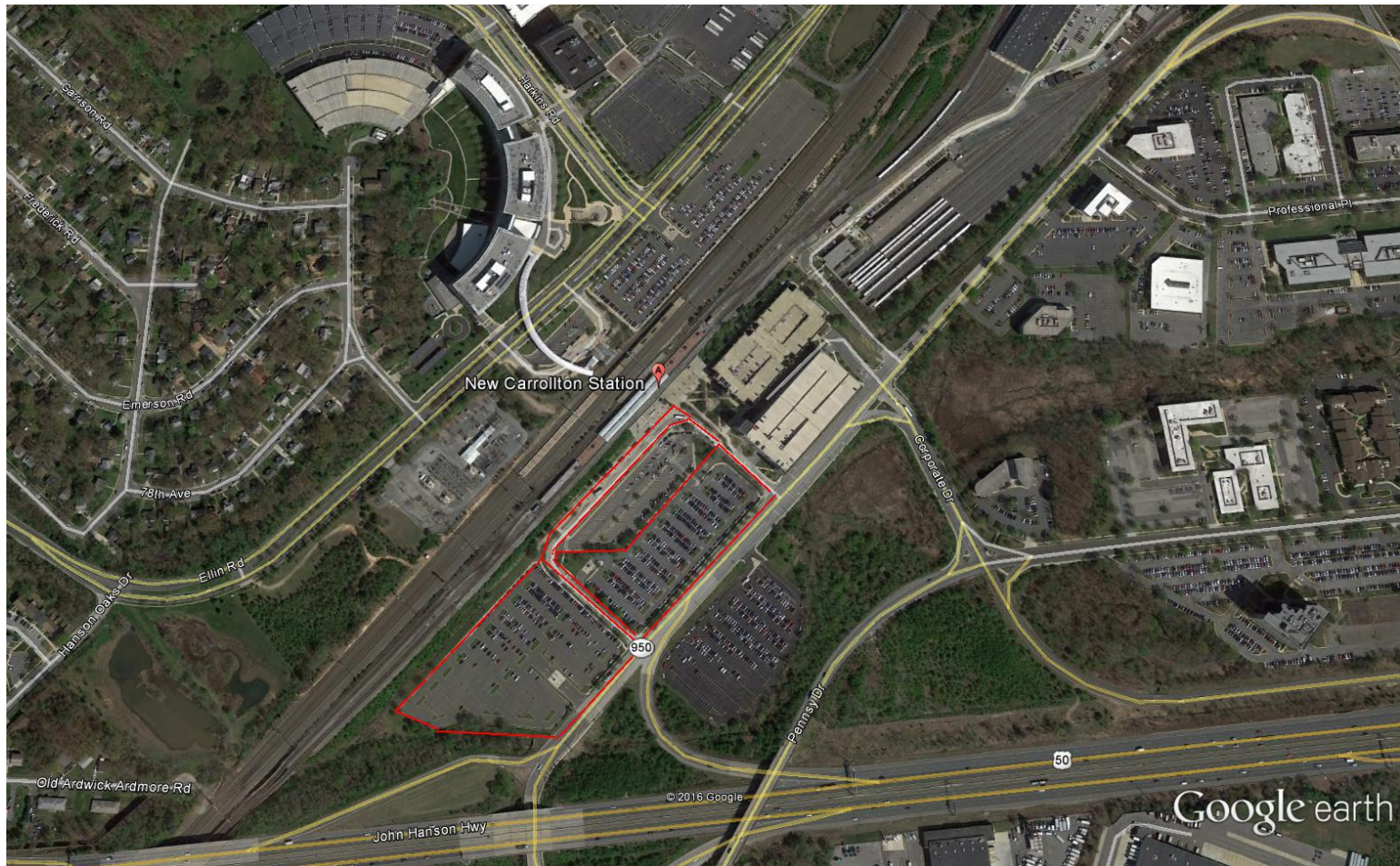
Completed projects:

- Rhode Island Row at Rhode Island Avenue Metro Station
- Bethesda Metro Center at Bethesda Metro Station
- “Metropolitan Shops” at Prince George’s Plaza Metro Station

Projects in progress:

- Capitol Heights Metro Station
- College Park Metro Station
- Brookland Metro Station
- Twinbrook Metro Station
- White Flint Metro Station

Existing Site Conditions





New Carrollton Development Plan





Metro Facilities Impacted on South Side of Station





Changes to Metro Facilities on South Side of Station



- Total of 1.41 million SF
 - ✓ 615,000 SF residential
 - ✓ 525,000 SF office
 - ✓ 120,000 SF retail
 - ✓ 150,000 SF hotel

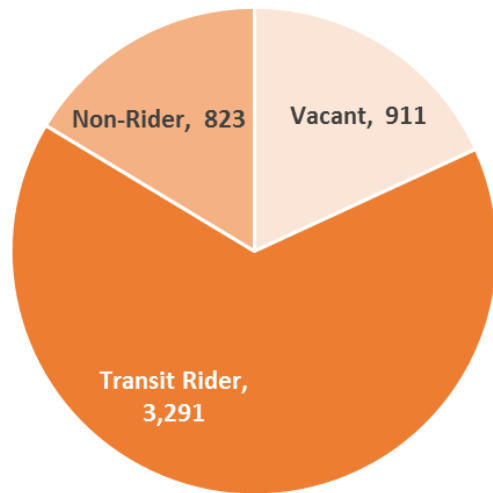
Changes to Metro Facilities:

- Removal of surface lot #3
- Reconfiguration of surface lot #2
- Enlargement and reconfiguration of bus loop and Kiss & Ride
- *Metro operations will not change:*
 - Metro Station entrance
 - Bus loop and Kiss & Ride remain the same (after enlargement and reconfiguration)



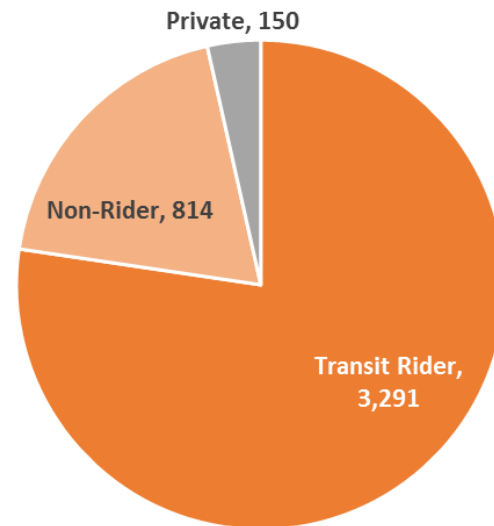
Parking Impact of Removing Surface Lots 2 and 3

Current Parking Availability (2016)
(Total Spaces: 5,025)



- 18% of spaces are vacant
- 65% of existing spaces are used by transit riders

Future Parking Availability
(Total Spaces: 4,255)



- Public parking facilities will prioritize transit riders (with room to increase)
- Private parking will accommodate non-riders and transit riders



Cost-Benefit Analysis

Eliminating parking lot #3 could cost WMATA parking revenue, BUT:

- There are other WMATA-owned parking facilities at New Carrollton with some capacity and the Landover Metrorail Station has enormous capacity
- There are County and State-owned parking facilities at New Carrollton with capacity
- Development at New Carrollton is expected to generate ridership
- Revenue from selling/ground leasing land

Result: Development at New Carrollton is a net positive



Next Steps: Recap of Purpose of Public Hearing

To gather public comments on:

1. Removal of Metro's surface parking lot #3 (the south side surface lot farthest from the Metro Station entrance)
2. Reconfiguration of Metro's surface parking lot #2 (the south side lot closest to the Metro Station entrance)
3. Expansion of bus loop and Kiss & Ride



Written Comments from Public

- **Written comments can be submitted until 10:00 am on Monday, November 28, 2016**

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

By mail:

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

- Please reference "New Carrollton" in the "subject" line



On-Line Survey

- **On-line surveys can be submitted until 10:00 am on Monday, November 28, 2016**
 - www.wmata.com/plansandprojects
 - Survey is anonymous
 - Can do survey *in addition to* submitting oral and written comments



Metro Staff Report and Board Approval

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



Where to Find More Materials

- **Glenarden Library**
8724 Glenarden Parkway
Glenarden, Maryland 20706
- **New Carrollton Library**
7414 Riverdale Road
New Carrollton, Maryland 20784
- **City of New Carrollton Municipal Center**
6016 Princess Garden Parkway
New Carrollton, Maryland 20784



Where to Find More Materials

- www.wmata.com/plansandprojects
- **Washington Metropolitan Area Transit Authority**
600 Fifth Street NW
Washington, DC 20001
(202) 962-2511 (please call in advance to coordinate)



It's Your Turn – Thank You

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

Washington Metropolitan Area Transit Authority



APPENDIX C

PUBLIC HEARING TRANSCRIPT

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

-----X
PROPOSED CHANGES TO WMATA :
FACILITIES AT NEW CARROLLTON : Docket R16-04
METRO STATION :
-----X

Hyattsville, Maryland
Monday, November 14, 2016

PUBLIC HEARING

The following pages constitute the proceedings held in the above-captioned matter, hearing number 612, held at Fortis College, 4351 Garden City Drive, Hyattsville, Maryland, before Erick McNair, a Notary Public in and for the State of Maryland, beginning at 7:00 p.m., when were present on behalf of the respective parties:

A P P E A R A N C E S

On behalf of WMATA:

MALCOLM AUGUSTINE, Moderator
Member, WMATA Board of Directors

STEVEN TEITELBAUM,
WMATA Senior Real Estate Adviser

DENISE PENA, Translator

JENNIFER ELLISON, Timekeeper

ALSO PRESENT:

WANDA BROOKS, Office of Council Member Glaros

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Stylianos Christofides, Parking Development Solutions	21
Dave Sislen	24

P R O C E E D I N G S

MR. AUGUSTINE: Good evening, everyone. Thank you for coming out. You have to forgive me. I'm a basketball coach for my girls, 12 and 10. They say I yell a little too much, and I just came from practice. So forgive my voice.

Good evening, ladies and gentlemen. I am Metro Board Member Malcolm Augustine. And I represent Prince George's County on the board. With me tonight is Steve Teitelbaum, Metro's senior real estate adviser. And he is the person giving tonight's presentation.

This hearing is convened by the Metro board of directors to gather public comments on proposed changes to WMATA facilities at the New Carrollton Metro station. Notice of this hearing was made by publication in the Washington Post. And ads were also placed in the Washington Hispanic and El Tiempo Latino. It was also sent to area libraries for viewing and posted at wmata.com.

Briefly, I will cover the procedures that we will follow during the hearing. First, we will hear a staff presentation on the proposal. Second, we will hear from those persons who registered in advance to speak at this public hearing. Public officials will be heard first and will be allowed five minutes. Then those who registered in advance will be heard in order of registration and allowed three minutes each. Third, we will hear from anyone present who indicates a desire to be heard and will be allowed three minutes each.

Extra time will be given for translation if needed. Please see Ms. Pena. She is not in the room.

MR. TEITELBAUM: She's in the next room.

MR. AUGUSTINE: -- who will come from the other room and join us if you wish to speak tonight in Spanish. If you have copies of your testimony to distribute, please hand them to the board corporate secretary, whose hand is raised. If you need a microphone brought to you, please wave your hand when your hand is called so we can see you. And we will bring

one to you.

There is a timer here that will count down how much time you have left to speak. It will give you a warning beep when you have 20 seconds left and will be continuously when your time is up.

I want to take a moment to recognize that this is where we listen to you. These three minutes are your opportunity to comment on the proposals. And we are here to listen. We will not be able to answer questions during your testimony. If you have questions, there are staff in the back of the room or in the -- and Andy's back there, too. He can answer. Oh, yep. We've got staff in the back of the room who are happy to help you.

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

Further testimony may be submitted and must be received by 10:00 a.m. on Monday, November the 28th by email to writtentestimony@wmata.com. Alternatively, statements may be mailed to Office of the Secretary, WMATA, 600 5th Street, Northwest, Washington, D.C. 20001.

Additionally, there is a survey about the proposal that will be available to take until 10:00 a.m. on Monday, November 28th. This is in addition to all your other options to provide input. The survey can be found at wmata.com/plansandprojects. And that is all one word.

If you have any questions about the different ways to provide testimony, please see Metro staff at the registration table. Your comments will become part of the public record that will be reviewed by the Metro board of directors for their approval. Changes to the options presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

Please note that profanity will not be tolerated during this public meeting. If you have not already done so, please silence all mobile devices.

We now turn to Mr. Teitelbaum for the staff presentation.

MR. TEITELBAUM: Well, thank you, Mr. Augustine.

Welcome, everyone. I am Steve Teitelbaum. I am a senior real estate adviser in the Office of Real Estate at Metro. And this will be the staff presentation portion of the evening. And then we will turn it over to you.

The purpose of this -- the agenda for tonight is to discuss the purpose of the hearing, background about WMATA's joint development program, the proposed changes to the Metro facilities themselves at New Carrollton and then what happens next.

You heard Mr. Augustine refer to wmata.com/plansandprojects. I will put that up a couple of more times during the presentation tonight. That is, in a sense, the one-stop shop for all the information about the project. So if there is nothing else you take away from this, just take away wmata.com/plansandprojects.

The purpose of the hearing tonight is to gather public comments on proposed changes to WMATA facilities and operations, more facilities than operations, at the New Carrollton Metro station. There are threefold changes proposed. One is the removal of the surface parking lot number 3. And I will show you a map in a few moments that identifies all of these locations. Second is the reconfiguration of parking lot, surface parking lot, number 2 on the south side. And third is an expansion of the bus loop and Kiss and Ride on the south side of the station. Those are the three proposed changes.

If you wish to comment on anything else, you may, but they will not be considered by the board because they are not part of the official purpose of this hearing. But if you have complaints about fares, service, whatever, feel free. We will pass them on to the appropriate people, but there will not be board action taken on them.

A little bit of background on what we call our joint development program, which is a transit agency phrase that describes private sector real estate development on transit agency-owned property where there are supposed to be synergies between the development and the transit agency.

We have been doing this for a long time. Actually, before we started running trains, we were doing real estate projects, believe it or not. And there are various goals, mostly to encourage ridership, which you can see down towards the bottom there. You add up everything else. We do see automobile dependency, creating more interesting places



around Metro stations. All tend, to our benefit, to add ridership. And then, to the benefit of the communities we serve and the jurisdictions that fund us, we try to improve the communities themselves. And you can see we enhance revitalization and try to help grow communities as part of this program.

Some examples of projects we have done or are doing now, just to give you some framework for it. Rhode Island Row at the Rhode Island Metro station is particularly appropriate because it is the same developer there as is proposed for the New Carrollton project; Bethesda Metro Center, which is the Hyatt Hotel and office building behind it and the former food court that is now a retail consultancy and brokerage office, also on Metro property; and the Metropolitan Shops at Prince George's Plaza, a retail location.

We have various projects that are in progress. Most of these, the first three are multifamily with some ground floor service retail is the -- is what is anticipated at Capitol Heights and College Park in Prince George's County and in Brookland in the District of Columbia, somewhat more complicated multiphase projects, also emphasizing multifamily with retail and a little bit of office, more office at White Flint than at Twinbrook, but at Twinbrook and White Flint in Montgomery County.

So we have a long history of this. Our first joint development project dates back to 1975, the year before we started running trains. So we really have been doing this quite a while.

Let's turn to New Carrollton itself. Here is the existing site, a lot of surface parking. You can see the Metro station itself dead center in this, in that sort of slash running from the lower left to the upper right. And then you see parking lots surrounding it on almost all sides along with the two parking garages that are almost immediately adjacent to it. The parking garage that is closest to the station is actually owned by Prince George's County. And the garage that is a slightly lighter color further away from the station is the Metro commuter garage.

The intent, the goal if this project goes forward is to go from this to something more like this. This is an artist's rendering of what could be there if the venture project was developed. We today are here only to discuss the

first part of the project because that is all we have been authorized to go forward with at this time and that is the scope of tonight's hearing, but this gives you some context. Again, looking at almost the exact same view of this, you can get to that.

The particular site we are looking at tonight is in the extreme lower left corner of this slide. You can see a very narrow rectangular building with a white roof and what look like cars parked on it. That is the artist's representation of the parking garage that is proposed as part of the very first phase of development. Just above that and to the right of it is a tall building that is an office building that is proposed as the first building in the new development. And just below the parking garage, you can see what is the first multifamily building proposed as part of this development, all of which affects Metro facilities as follows.

Before I referred to parking lots 2 and 3. You can now see what we call parking lots 2 and 3. Three is the lot that we are really talking about most of this development occurring on in the first couple of phases. It is the lot that is the furthest from the station on the south side.

Parking lot 2 is the lot closest to the station on the south side. And it will be impacted somewhat by the development as well. It will be shrunk a little bit and reconfigured.

You can also see the bus loop right up against the station entrance, which in this case actually includes the Kiss and Ride area as part of the bus loop. That will be reconfigured as part of this. And it will be enlarged as part of it. The rest of the site will not be really touched until future phases are developed, which is why that is not part of the subject of tonight's hearing.

Here is what the bus loop and Kiss and Ride area might look like in the future. Again, this is an artist's rendering of the transit plaza. You can see a somewhat larger bus loop, but it will have one additional sawtooth (ph) [Staff correction: the word was "sawtooth"] and a much improved we hope Kiss and Ride to help traffic flow through the area. And in the background of that slide, you can see that office building right up against the tracks that I showed you in the other view. That would be that first office building that would be built on part of the site.



So the changes, again, to the Metro facilities are the removal of parking lot 3, reconfiguration of parking lot 2, enlargement and reconfiguration of the bus loop and the Kiss and Ride. Metro operations, Metrorail operations will not be affected by this proposal. The station entrance will remain where it is. And the trains will remain running throughout.

It obviously does affect parking. We are going to go from somewhat over 5,000 spaces to somewhat over 4,200 spaces on the south -- at the station when this is all said and done. How do we do that without dispossessing people is one of the questions. If you look at the slide, there were just over 900 vacant spaces on the circle on the left side on any given day at New Carrollton among the 5,000-plus parking spaces. There were also a substantial number, several hundred, of people who are not riding Metro but are parking at the New Carrollton Metro station. So our plan is if we can shrink the number of vacant spaces by better utilizing what we have there, we will get closer to capacity, and we will be able to absorb this development project. There is also, not shown here, about 1,000 unused spaces on any given day at the Landover Metro station, which is the next station down the line, out of 1,300. It is a heavily underutilized parking lot.

So, no question about it, if we eliminate parking, we could lose parking revenue. That is undeniable. It is a could, but it is a possibility. Is it worth it to us? So we ran our own cost-benefits analysis. And, as I said, we think there is enough room at the New Carrollton station to absorb the dispossessed parkers from parking lot number 3, which is the least utilized of our south side surface parking, less utilized of our two south side surface parking lots, and also less utilized than the parking garage.

So we think they can be accommodated either at other spaces at New Carrollton or at Landover. Other spaces at New Carrollton include the county garage and the state-owned surface parking lot on the south side of Garden City Drive, which is also not terribly well-utilized because of its location.

We also get additional ridership, according to our projections, from doing a development project like this. And we get the revenue from the land transactions. So to us, this is essentially, we think, a net-positive transaction.

The real question tonight, however, is not what we think but what you think.

So we are here to gather public comment on the proposal, again, removing lot number 3, reconfiguring lot number 2, and expanding the bus loop and the Kiss and Ride, as Mr. Augustine said, five minutes for public officials, three minutes for anybody else. Please no profanity. And please no questions because the format of the hearing does not lend itself to Q&A. It is your comment only. To reiterate what he said, if you don't wish to speak tonight, you can submit written comments. If you do speak tonight, you can also submit written comments amplifying, correcting, changing whatever it is you have said. The window for written comments doesn't expire until November 28th in the morning. You can email them to us at writtentestimony@wmata.com or, once again, use the wmata.com/plansandprojects website, which has a link to give us comments as well. And you can use snail mail as well to send it to the secretary's office. Please refer to New Carrollton in your subject line. We have a lot of projects. We do not wish to lose your comment because we don't know which project it belongs to.

There is also an online survey that you can take anonymously. You can take the survey. You can submit written comments. You can submit oral comments. You can do two of them. You can do one of them, whatever. They are not alternative. They are additive. The online survey is anonymous. Again, you go to wmata.com/plansandprojects.

What happens after this? What do we do with the information we gather? We prepare a staff report. We then circulate the staff report for further comment to the public. After we receive comments from the public on the draft staff report, we finalize it and submit it to the board. The board of directors has the ultimate decision-making authority on whether to go forward or not with any project, including this one. That would not happen until very early next year because the draft report won't come out until December if we are fortunate. And then we will have the board try to act on it as quickly as possible at the beginning of 2017.

More information. Hard copies can be found at the Glenarden Library, at the New Carrollton Library, at the New Carrollton Municipal Center. If you are so inclined, you can come downtown and see hard copies at our office or, once again, you can go to wmata.com/plansandprojects.

And that concludes the staff report. We turn it over to Mr. Augustine to start the public hearing part of the evening.

MR. AUGUSTINE: Thank you, Mr. Teitelbaum. Now we are going to start the public portion of this. Before we do that, though, I would like to recognize Wanda Brooks, who is here from Council Member Glaros' office. And she is also just a stalwart of the neighborhood, West Lanham Hills Civic Association. And so I am very pleased to see her here tonight.

We will start with the first person who has signed up, which is Ms. Amanda May. All right.

MS. MAY: Thank you very much.

My first area of concern is with the proposed changes to the station access road between Park and Ride at lot 2 and the WMATA parking garage. However, that concern has since been addressed. There are going to be two new traffic lights and opportunities for traffic to stop on Garden City Drive and slow down there, which I think that was the biggest concern that I had because of the turbulence of that area.

My second area of concern was the timing of the project. The website stated that construction was set to begin in early 2017. And I think that it would be prudent to make sure that the project doesn't start until after SafeTrack is completed due to the amount of disruptions that SafeTrack has improved on the system. I believe that having a bunch of construction and other problems going on at New Carrollton would be detrimental with the addition of SafeTrack, but I believe with the new timeline that was proposed in the slides, that that concern is also addressed.

My final concern is with the artist's renderings and the other information that I am seeing presented for the final implementation of this full project. It seems to show the complete obliteration of not only Park and Ride lot 3 but Park and Ride lot 2, the state-owned or the county-owned parking lot across from -- across Garden City Drive, as well as the north commuter lot. And while some of those parking lots may be replaced with other options, I believe that having a lot of parking options is very important for New Carrollton, especially when your stated transit-oriented development goals and principles is to reduce automobile dependency and having that much parking available at this station helps take a lot of cars off the road, which I think is very important

for our region.

Pushing on the buck to Landover station is not really a feasible option because the traffic on 50 starts well before Landover, probably several miles. So to get to Landover is a burden in itself. And so that is probably why that parking lot is underutilized.

Thank you.

MR. AUGUSTINE: Thank you very much.

Mr. Stylianos Christofides? Yes, please? Thank you.

MR. CHRISTOFIDES: Good evening. Stylianos Christofides with Parking Development Solutions. I have my partner here, both of my partners, actually, also here.

First of all, let me congratulate Metro for taking this initiative and the joint venture partners. We would like to challenge, however, the thought process a little bit in terms of moving possibly away from conventional parking and introducing automated parking facilities for a couple of reasons. One is that you can save space. We applaud the initiative and the progression going from surface lots to structured lots to now consolidating parking, all of which is improving the development but also finding best uses for the land. Automated parking offers that flexibility to WMATA and the joint venture partners by minimizing the amount of space, 50 percent savings on plan, 30 percent savings, volumetric savings, for the same number of parking spaces. What does that mean? A lot of 100 by 100, if you could park 100 cars, you could probably park close to 200 cars. In terms of height restrictions, 10-foot slab-to-slab, typical for conventional parking, we can actually break it down to 7-foot-11 for a big SUV. So right there, you are saving two feet per floor. What that offers you is an accelerated schedule, in addition to which I hear concerns about limiting the amount of parking because of traffic concerns. If you are able to save a lot of space with that, now you can still maintain your numbers because you have got a much smaller construction.

In addition to that, one of the initiatives of Metro is also the environmental concerns. Automated parking reduces emissions by 83 percent because you no longer have the vehicles running around to find parking spaces. So 83 percent fuel efficiency translates to 83 percent savings in carbon dioxide and noxious gases.

Furthermore, there are benefits on the user

experience. Large lots, a lot of light, but there are concerns of security. You are walking through numerous vehicles trying to find your parking, where you left your car. Automated parking offers you one place of entry and exit, one control point. And the rest is just basically a storage facility, so a much better user experience for the riders.

And what is the final point I wanted to make? The other one is actually light pollution. You are talking about a lot of residential. We had a project in West Hollywood where the main concern of the residents in the area was light pollution from the garage. They went to automated parking for the municipal garage of the city because now it is an enclosed environment and you no longer have these lights hitting inside the residences.

Thank you very much.

MR. AUGUSTINE: Thank you very much, sir.

Mr. Dave Sislen?

MR. SISLEN: Thank you very much.

My name is Dave Sislen. And my company recently purchased four properties here on the south side of the New Carrollton station. And I really just wanted to share with you kind of the unprecedented level of support and cooperation that we are finding among adjacent property owners on this side of the station and think that there are going to be some incredibly exciting things happening on this side of the station, not the least of which is obviously what Urban Atlantic is doing here but in terms of basically the reality of transit-oriented development and the reality of new capital and new talent and new energy coming into this side of the station in that about half of the square footage on this side of the station traded hands within about a 60-day period earlier this year and just wanted to tell you how excited we are about not only the opportunities that are here but would urge you to take a look at this side of the station and the potential for cooperation with the property owners that are here in terms of achieving not only our goals but Metro's goals as well. And I spoke with Mr. Augustine very briefly earlier and would urge you to think about that in the design of the new purple line station.

I recognize that was not the purpose of this evening's conversation but would hope that all of the things going on on this side of the station don't get forgotten.

And I am happy to be available or speak on behalf of the group of owners that have brought themselves together on this side and want to thank you for your time.

MR. AUGUSTINE: Okay. Thank you very much, sir.

Is there anyone else? Those are the people who signed up to speak tonight. Is there anyone else who would like to take this opportunity to share their thoughts on this project?

(No response.)

MR. AUGUSTINE: All right. This is the opportunity that you had to do so. If there isn't anyone else who would like to speak tonight, this hearing is now concluded. As Mr. Teitelbaum shared, there still will be the opportunity to share your input through -- what is the close date for this one?

MR. TEITELBAUM: November 28.

MR. AUGUSTINE: November the 28th?

MR. TEITELBAUM: The morning.

MR. AUGUSTINE: Okay. 10 o'clock. So there is still time. We appreciate you coming out tonight. And have a good night. Thank you.

(Whereupon, at 7:25 p.m., the proceeding was concluded.)

CERTIFICATE OF NOTARY PUBLIC

I, ERICK McNAIR, the officer before whom the foregoing proceeding was taken, do hereby certify that the proceedings were recorded by me and thereafter reduced to typewriting under my direction; that said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

ERICK McNAIR
Notary Public in and for the
State of Maryland

CERTIFICATE OF TRANSCRIBER

I, SARAH VEACH, do hereby certify that this transcript was prepared from audio to the best of my ability.

I am neither counsel for, related to, nor employed by any of the parties to this action, nor financially or otherwise interested in the outcome of this action.

11/17/16

A handwritten signature in dark ink, appearing to read 'Sarah Veach', written over a horizontal line.

SARAH VEACH

APPENDIX D

TRANSCRIBED WRITTEN COMMENTS FROM PUBLIC OUTREACH

From Aquil Bryant:

My name is Aquil Bryant and I am a daily user of the New Carrollton parking lot in order to get back and forth to work in Northern Virginia. Metro has already raised parking prices recently and this proposal is only going to add to the angst of the metro line users. So I am hereby voicing my opinion to totally reject this proposal. Thank you.

From the Coalition for Smarter Growth:

November 28, 2016

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

RE: Support for Docket R16-04: Proposed changes to WMATA facilities and support for the New Carrollton Metrorail Station Southside Joint Development Project

Dear Office of the Secretary:

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

We are pleased to express our support for the proposed changes to WMATA facilities in order to advance the joint development plans at the New Carrollton Metro station. We have long advocated for improving the environment around this top priority Metro station in Prince George's County. This joint development and changes to WMATA facilities offer a number of benefits.

We support the proposed changes to WMATA facilities and the joint development because we believe it will benefit Metro riders and the surrounding community by creating a safer, more walkable mixed use place. It will also benefit Prince George's County by reigniting stalled economic development around a top priority Metro station.

We agree with the plan to reduce commuter parking and urge WMATA to take the opportunity to adopt a more dynamic management of existing spaces to better serve



Metro riders. This can be done through pricing that enables park and ride transit riders to park any time of day. Given that south side parking is not fully utilized and that Landover station is significantly underutilized, this reduction makes sense. Further, given that the state constructed additional parking spaces at this station several years ago, it is reasonable to now put this space adjacent to the station entrance into more productive use of the land adjacent to the station.

We ask that the joint development agreement require that the commercial and residential uses offer a strong transportation demand management program that reduces parking, and incentivizes riding transit, walking and bicycling. In particular, we ask that off-street parking for the new uses be minimized and that part of that cost savings be reallocated to offering ongoing transit passes to all workers and residents to encourage them to ride transit more and drive less.

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

Sincerely,
Cheryl Cort
Policy Director

From David Marquez:

Dear WMATA:

This is a comment regarding the proposed redevelopment of the New Carrollton Station. I cannot imagine you won't undertake the project at this point, since you have the whole thing slated for an early 2017 start. While I don't have all the information on which the project design is based, I find it hard to believe you can remove that many parking spaces and add that much development without turning the Metro station into a daily fiasco. I'm sure you have a traffic engineer/soothsayer who says otherwise, but they always do. It's simple physics. More people in less space equals more congestion, the exact opposite of what a transit agency like Metro should be promoting. Perhaps Parking Lot #3 is underutilized now, but that may not always be the case as the population continues to increase and traffic worsens. I suspect that once this project commences I will no longer ride Metro, not because of spite, but because I will no longer be able to secure a parking space in a reasonable amount of time. I'd love to be proven wrong, and it looks like you'll get the chance.

From Dianne L. Stettler:

Good morning.

I don't understand why this project would even be considered. All of us that park at New Carrollton metro Southside parking lot need the parking to remain as it is. It is already hard enough commuting on Metro with the delays we already deal with. You are discouraging people from commuting on metro and encouraging them to drive all the way to D.C. and cause heavier traffic. To take away park & Ride Lot 3 with 600 parking spaces and replace it with 100-300 spaces is crazy. In addition to that, Lot 2 will be closed while the project is taking place. Where do you expect commuters to park? Everyone cannot park in the parking garage, etc. Some vehicles do not even fit in the parking garage. There are a lot of us that cannot take a bus to the train. You are going to lose riders permanently because they will either drive all the way to D.C. OR take the MARC train.

I think you should give serious thought to this project and not approve it.

Thank you.

From Edward A.R. Lane:

The link for more information did not work for me. So that was a disappointment.

I honestly cannot believe whoever is behind this idea would consider getting rid of 650 parking spaces and not think about the consequences. I am hoping that I am wrong and someone did give it some thought. 650 is a big number.

And then the plan is replace the 650 spots with 150 in a parking garage and then to add an office building and a multifamily residential building (i.e., an apartment complex).

Has anyone considered the extra congestion that this could provide? Also garages can be a bear to get out of timely once a slew of people get off the trains. Right now I do not park in the existing parking garage any more just based on that fact. The satellite lot is a so much easier to deal with.

I truly hope you all nix the idea. I understand people also want to make money. But I truly wonder did anyone think of the suggestion.

To me this is like when the powers that be, elected to build I-495 back in the 60s. I do not think they realized the congestion it would lead to.

I hope whoever is behind this possible project will consider all potential negative impacts and not make a similar mistake.

From Genise E. Coleman:

I'm unsure how you came up with the number of spaces to eliminate and what percentage the 650-947 reduction represents. However, I hope that you considered how many use the parking at this location from Mon-Fri to determine whether the number to be eliminated would (further) negatively impact your customers.

It's things like this and your decision NOT to extend your cut off time on Sunday for the next football game that sheds a negative view of WMATA.

From Gerald Franz:

I am against the project 100%. please don't do it. I beg you. it will just create unbearable congestion in that area. there is a lot of traffic in that area right now. plus the buildings will be an eyesore blocking out nice sunshine. but the most important reason is that we need those spaces to park. the garage is there I know but it is a major hassle going up the ramps . every turn is a blind spot with potencial for an accident and the parking spaces are small. again we need those spaces in lot 3 designated for construction. please ,please please don't build anything on lot 3. Gerald franz

From Jacqueline Roche:

I'm writing to express my concern regarding the removal of approximately 650 to 947 surface commuter parking spaces to be replaced by only 150 spaces in an undetermined, unspecified private parking garage at the New Carrollton Metro Station. I've been parking daily, with a smart card, in the Park & Ride Surface Lot #3 for some time now, along with hundreds of other cars. As is well known, Lots #1 and 2 are often full by mid-morning, as is the garage (along with many unused expensive, reserved parking spots). Please reconsider the decision to remove this lot as it's used by many commuters on a daily basis.

From John P. Smolen:

I received your invitation to comment on the planned development.

Much of Lot 3 appears to be unused on any given day. All of Lot 2, however, is. If the plan of "100-300" spaces for metrorail commuters reflects the number of cars that typically occupies Lot 3, then this development is fine. If it does not, then this is a disservice to those commuters who rely on parking to commute (and support METRO), and I believe you will lose ridership further.

Please ensure that current ridership, plus planned ridership for the duration of the construction, will have a place to park.

I understand why you're looking to develop this property, given your finances, but it should not come at the expense of supporting ridership.

From Meredith Kaunitz:

I am opposed to the development plan as reported by the Patch. New Carrollton is the closest Metro station to us in Bowie. The public transit to the station takes forever and is inconvenient, especially since we often travel with young children. The parking lots are always quite full when we use them-all of them. It is unrealistic to think you will accommodate all of the regular commuters by eliminating 400-500 parking spaces, and expecting Metro riders to share the few spaces left with residents and office workers. I applaud the intention to create housing and employment opportunities in the county that do not require one to own and drive a car but the proposed plan is ill conceived. It is going to leave us with a traffic and parking nightmare that will result in fewer people using Metro.

From Portia:

I'm NOT in favor of the WMATA plan to reduce parking to build residential and retail property, at the new carrollton metro station.

This plan would be better received in the underutilized parking area; which METRO states is only occupied at 39%, in the LANDOVER Metro station. It's relatively the same amount of space, and with a stronger need for revenue producing property, than New Carrollton metro station (NCR). I believe Metro's action to build residences in the New Carrollton station parking lot elects inexpert project planning and poor budgeting on ridership that is already frustrated with Metro's strained rail system. This plan would continue to neglect the fact that within a 12 mile radius to NCR; Largo Metro Station's public parking garage is over crowded and forces commuters to go to New Carrollton during peak rush hour times or large events. Taking away parking but, inviting new local commuters would create even further arduous commuting.

Although, there may be a brief insignificant increase in revenue should this project be produced; this, much like the retail and residence space, near Largo Metro Station, may decline over time and leave locals and commuters with abandoned commercial space and fewer commuter parking. I vote no.

From Sam Carroll:

I get that WMATA only cares about money grabs and (finally after 40 years and a death) rider safety, but another major key is readily available parking for the people who pay everyday to use your service.

Going from 650 parking spots to 150 for a cash grab, lengthening of a bus loop (the one now is fine), and a bigger kiss and ride (which people only use a quarter of, the rest is people speeding out of the parking lot) is pointless. Please don't do this to the customers you've been disrespecting for so long, we need parking more than you need a couple million.

From Sandy Shin:

I am writing to object to the redevelopment of the new Carrollton station. All the indignities regular metro riders are subject to and now you want to take make parking and traffic worse while increasing the price of the subway? If you want people to stop taking metro you should just say so.

This is the straw that will break the camels back for me. I will simply stop taking metro.

From Stylianos Christofides:

To whom it may concern,

I am writing to follow-up my verbal statement at the public hearing held on November 14, 2016 and submit a written statement for the record. As I mentioned at the hearing, my partners and I applaud WMATA for seeking to convert some of the existing surface parking lots into higher and best use such as the proposed development at the New Carrollton station. Your initiative is taking WMATA in the right direction but we feel that you should push the envelope even further and we are challenging WMATA to consider even more compression of the space through the use of Automated Parking or the implementation of Automated Vehicle Storage and Retrieval Systems (AVSRS). Some of the salient points supporting our statement are:

- AVSRS offers 30-50% savings in space which can then be used for other development or open space:
 - Conventional garages are planned on 375-450 SF per space whereas AVSRS on only 225 SF per space; a surface savings of 40-50% (can fit approx. twice as many cars in the same amount of space or the same number of cars as a typical conventional garage in half the space);
 - Conventional garages require a 10' slab-to-slab height whereas AVSRS only 7'-11" for full size SUVs and as low as 6'-8" for sedans; a heights savings of more than 2' per floor or 20-30% in height;
 - Savings in space can then be utilized for more development, landscaping, public open space etc.
- AVSRS meets today's environmental objectives:
 - 83% savings in fuel, and noxious gases (both carbon dioxide and nitrogen oxide) as the need to drive around to locate an available space or on the exit drive down multiple floors to the exit is eliminated. One place of entry and exit located at the ground floor;
 - Reduced light pollution as garage structure is sealed (not open to air) and the lights are not operating 24-7; the only area that needs to stay lit at all times is the entry and exit but there are no lighting needs for the balance of the facility;
 - Reduced electrical needs as the lights are no longer on 24-7;
 - Opportunity for up to 49 LEED points;
- AVSRS offers a faster development schedule as the structure is smaller;
- AVSRS offers an Improved User Experience:

- Better safety and security as the user only travels to a fixed point for entry or exit of the parking structure vs. walking through, at times, eerie parking decks to find ones vehicle;
- Average retrieval time is 4.5 – 5 minutes; approx. 40% less than the average time needed for one to walk to/find their vehicle, drive around the isles to the exit and physically exit the garage;
- Improved parking experience as the patron pulls up to a bay that is similar to ones home garage and once s/he parks the vehicle inside the bay walks away; no more driving around isles and floors to locate an available space

Attached please find a quick presentation of our statement and supporting arguments. *[WMATA NOTE: The attachment provided by Mr. Christofides is omitted from this Staff Report]*

In closing, we welcome the changes WMATA is making with its parking facilities but feel today's technology offers you the opportunity to push the envelope even further and advance your facilities by 3 or 4 steps into the future rather than going one step at a time.

We would be happy to continue the conversation and can make ourselves available for further discussion or a presentation with Q&A to further explore the potential uses of our technology and resulting benefits to WMATA.

From Tawanna Brown:

I am expressing my opposition to the proposal to change the parking that is currently established at New Carrollton station.

If you go forward with this plan, please expect less ridership not only will I not park there, but also I would not ride the train if this goes through.

There is no need for more office spaces as there are office spaces all around this station that have signs soliciting for lease/sale of spaces and that would be the same if you built this a big building full of empty spaces that no one would occupy. Your plan makes no sense. Most of the buildings already surrounding the area have no life functioning in them hardly and your being wasteful building this and forcing us to crunch up into that God awful parking garage which is a burglars dream I'll pass and begin to choose other means besides you guys because clearly you don't care. Between regular parkers, the guaranteed parkers and those occupying this new building there won't be enough parking which spells to me finding a MTA schedule and begin riding to work through commuter bus instead of metro.

This new building would make it impossible to park especially when the garage has about 2-3 levels of guaranteed parking and leaves very few spaces to park for the rest of us that don't want to pay in advance for parking.

I'm sure you guys will go through with this plan so expect a few less drivers to park and fewer riders on the train. I'll just start looking into the MTA and let them have my money to commute to work at least I know they don't charge for parking.

Thanks for not caring. Whoever is in charge of making up these development ideas should be fired because this plan will cost you guys more than what it was worth to build. Total waste of money that should be used to make Metro trains better instead of taking parking from those that pay for these heinous, unnecessary ideas.

Sorry not sorry,

From Tawanna Brown (separate comment from the above):

Hi, I am writing as a response to the notification left for vehicle parkers at Nee Carrollton Metro station and I am writing to state that I object to the proposal to get rid of parking of lot #3. When I have to come in late to work Parking lot 2 and the covered garage are almost always full, it is not fair nor is it proper customer service for you to consider giving up parking for your own capital gain. Losing this parking lot would mean losing riders because if this proposal goes through which I'm sure it will you asking our opinion was just to ensure that you "cya" to look like you care about the riders when in fact you only care about filling your own pockets. No -- I'm totally against it and hope to God that you don't go through with it or I'm done with Metro and MTA will start getting my money. It would be hell to find parking how dare you all make the consumer suffer for your gain. We make you by parking and riding every day. Do it and see how us consumers will react.

APPENDIX E

WRITTEN COMMENTS RECEIVED VIA SURVEY PROCESS

1 The bus bays don't look expanded. Buses are always overcrowding the bays at rush hour. It's a good thing that the kiss-and-ride that's almost always nearly empty is being reduced. Overall, this is a far better use of space.

2 The Pedestrian/Bicycle Circulation Exhibit does not account for foot traffic from the county lot across Garden City Drive. Currently, many people cross Garden City Drive without the protection of the crosswalk, even with busy traffic heading both directions. With the additional traffic that will result from the new development, there should be more and more convenient crossing from that lot to the New Carrollton station.

I approve of getting rid of Park and Ride Lot 3. The lot is currently underused and is an eyesore. However, Park and Ride Lot 2 is currently at or near capacity every single weekday. I do not approve of converting that space into new development, unless the new parking garage SPECIFICALLY RESERVES the same amount of spaces for commuters. The purpose of New Carrollton as a vitally important transportation hub is to take cars off of the road and reduce car traffic into D.C. Without the ability to leave a car at the station, this goal will be undermined.

Finally, the Vehicular Circulation Exhibit shows the access road adjacent to the existing garage as converting to two-way traffic. I believe that this is a mistake and will result in traffic snarls and pedestrian collisions. The access road is already too crowded with buses contending with personal vehicles, but the addition of a new direction of traffic with cross-traffic entering the new Park & Ride Lot 2 will be a disaster.

3 Do NOT cause trouble with the kiss-n-ride area as it is already difficult, crowded and somewhat dangerous (in layout). Otherwise, good luck!

4 I am strongly against this idea. Here are my reasons why:

1) I park at New Carrollton every day, either in Lot 2 (first preference if there are spaces available) because of its proximity to the station, or in the WMATA garage. I do not park in Lot 3 because it is farther away from the station and I don't feel comfortable walking that far away by myself when it's dark out. I do not like the WMATA garage either because it takes more time to get in and out of, people speed in there, I've almost been hit multiple times in the garage by speeding cars as a pedestrian walking to/from my car, and 1 out of the 3 elevators never works.

2) The amount of exactly how many spaces will be removed is confusing to me: According to you, you say: 'the plan includes removal of approximately 650 surface commuter parking spaces, to be replaced by 100-300 spaces in a new parking garage, designed to also accommodate office and residential parking spaces...With up to 300 spaces for Metrorail commuters, the new parking garage design would also accommodate office and residential parking spaces.' is the 'up to 300 spaces' included in that 100-300 spaces figure? Or is that

additional? Meaning there would be only 50 less spaces? or 350 less spaces? Please clarify this.

3) More office buildings and a residential space will bring more traffic and more activity to this station, which will create backups in traffic in the mornings since you will be making it more difficult for people to access parking by covering up Lot 2 and most of Lot 3. More cars They will be forced to wait at that light by the WMATA garage that pedestrians do not obey, creating backups right now as it is. Also, since there would be a residence here, this will create more crowding on the metro platform in the mornings since there will be even longer headways for OL trains (if the GM's new proposed budget goes through). In addition, an increased amount of people at the station overall will bring more people hanging outside and inside the station trying to sell me something or offer me religious/political materials.

Please, Metro. All I want is an easy way to get into the station in the mornings, and an uninterrupted walk to my car in the evenings. No, New Carrollton is not the prettiest station and there may be nothing around it, but I want a commute that is unimpeded. Thank you.

5 I am in favor only if Metro receives a substantial payment from the developer. If not, find a different developer.

6 Stop the madness on putting up so much office buildings and family dwellings. We have enough! Don't just think about making money.

7 None

8 The planned office space is unspecified, so its need is unknown. Also the concept of mixed residential implies apartments and again the need is not specified. Most mornings parking lot #2 is completely full requiring the use of #3. I see the need for more parking and not office space.

9 This will cause tremendous congestion in this area and lengthen commute time. Many of us park in Lot 3 - Lot 2 is almost always full. I feel safer parking in Lot 3 when I arrive and it's dark as compared to the parking garage. This is already a very transient area due to the Amtrak, Marc train, Grayhound and Metro. Placing this development here will make it worse. For many of us, Metro into the city is our only public transportation option - please don't make our commutes worse than they already are.

10 If the joint development project is implemented, more parking than the 100-300 proposed spaces should be created. The parking garage is over capacity and I've seen several accidents in it during peak parking hours.

11 I'm having a really hard time grasping this latest news from WMATA. It's like you all are living in an alternate universe and the rest of us are still on earth trying to get you to come back

to reality. This latest 'venture' is, in my opinion, completely unnecessary like so many other ventures you've announced. Rush Plus anyone? Is it really important to have your hands greased by greedy developers than to restore adequate (I've since lost hope for great functionality) functionality to the rail system and good faith to customers? Adding an office and residential building on the Lot 3 Park & Ride is ridiculous! How will potential residents benefit from such? Steps away from Metro Rail? Please! The area where New Carrollton is located has no grand view. What will the residents and office dweller gaze? The flock of birds that constantly poop on the sidewalk, which you all never clean or perhaps the neverending stream of Express disseminators. Maybe folks will stare and wonder at pseudo-musicians that make more noise than music. Or, attempt to speak to the indifferent state manager(s) who seem to stop and stare at all the pretty ladies that pass through the gates without speaking. Creepy. It doesn't really matter what the public thinks about this because you all will do whatever is in your best interest and not the publics. WMATA is a joke.

12 There are other places in PG county that are better suited for this type of development. the development around Rhode Island ave station is crazy and lots of traffic. I enjoy not having to worry about finding a space if I am late getting to metro lot. I remember how it was before you all built the extra lots. If you all aren't expanding the bus line into all areas of PG then it's a problem. You all barely want to send a train to New Carrollton. All the trains I see are silver and blue. Tell the developer to go elsewhere. the homes they build will not be affordable to those in that area. I suggest developing near Landover station. they have the space ready for development.

13 Please add stairs or escalators from Metro platform. There is always an overload of people trying to get down the narrow staircase that exists. Also, the bus terminal on the north side is an abomination!! Its dirty and disgusting. I do not feel it is safe to leave my bike there, hence I'm walking or taking the bus. Also, in 2016, it should be possible to have LED flat screens showing when to expect the next busses. You could have brief ads from sponsors and nextbus gps schedule kind of go back and forth. Also, while I'm on it, please have Metro peeps go to Germany or France and check out how they build above ground trams before you destroy millions on H Street the next time.

14 Why was this site chosen? Why not redevelop the land on the other side of Garden City Drive. There is more land to work with on the other side of Garden City Drive. This current plan takes away too many parking spaces and will make the other existing lots and garages more crowded. With more pedestrians, cars, and buses sharing a cramped space, traffic congestion will almost certainly occur. I agree there needs to be more development near Metro stations, but the new development should not be at the expense of parking spaces. Additionally, new development should not increase congestion around the Metro station. The new development should be across Garden City Drive, so the all the existing parking spaces can be preserved and there is more room for mixed use commercial development. This way the increased traffic is spread out over a larger area. The current plan forces the majority of traffic to the streets directly adjacent to the Metro Station, which will cause congestion and increase the risk of vehicle and pedestrian accidents. A very large portion (perhaps the majority) of New Carrollton Metro and MARC riders who drive to and park at the station come from communities east of the Beltway. Places like Bowie, Glen Dale, Mitchellville, and Crofton. We own homes and thus won't be moving to apartments and condos on this site. I'm sure the new apartments and

offices will be really nice. But I fear this development will lead to frustration over fewer parking spaces and increased congestion. To matters worse, all this happens BEFORE getting on an increasingly costly and unreliable Metro train. When you come home in the evening after riding on a delayed train you then have to deal with traffic just to get out of the parking garage. The drawings looks nice on paper, but they don't take into account how people drive and conduct business in Prince George's County. If Metro is concerned with decreased ridership, then it shouldn't make parking at its facilities more difficult. Most of us who live east of the Beltway have no choice but to park in Metro parking lots. We can't take the bus to the Metro because we have to drop off and pick up our kids at school. I fear this will lead to more people opting to drive instead of taking Metro. I strongly urge to rethink its redevelopment plans at New Carrollton.

15 I am one of many people who park at New Carrollton and take METRO instead of driving to D.C. WHY are you making it more difficult by taking away parking?

16 This project does not promote using mass transit to travel to work everyday. If I have to struggle to find parking - I will be forced to drive in to downtown creating more congestion. Metro needs more riders not less. Please keep parking at New Carrollton as it is.

17 What demographic information support this need? Vs. the elimination of all those valued parking spots??? What is driving this?

18 I am not in favor of losing parking spaces. 100-300 spots is not enough to support the new development and current commuters.

19 Not enough spaces. Construction will again hinder access to the station. Metro customers have experienced enough headaches and delays for years.

20 Unless the parking lot is rarely used then this project can only bring more conjection to an already conjested area. I do not want to live in a CITY. There are other areas in this county with more open space that a metro can be extended to. Where does this developer live? I have lived in this area for over 30 years and rt 450 is so conjested already at commuting time. More crowded residences, offices and less parking sounds like a nightmare. Where is the open space park so I don't have to look at tall buildings or hear traffic all the time?

21 Rt 450 is already conjested at commuting time. I do not want to live in a CITY. why not go to a more open space area like the Konterra road area and extend metro. More residences, offices and less parking sound like a nightmare. I have lived in this area for over 30 years. Where does the developer live? where is the open space park where I do not have to look at tall office buildings and hear traffic all the time? Absolutely NO.

22 Great idea. This site with access to marc, amtrak, & metro should have more residential & commercial uses!

23 Crime and congestion would increase if this is done. Please, we already have a hard time finding parking after 8:30 AM Mon-Fri

24 Horrible idea when parking is already at capacity!

25 When I plan to arrive late for work, I can typically park at lot 3 with no problems with parking. Taking lot 3 away for greedy purposes only hurts us the real users of this lot. The covered garage stays packed and lot 2 gets full rather quick. I may stop riding metro if this deal goes through. You all are getting more greedy as the days go by. Stop hurting consumers with your money grabs!!!

26 Looking at the pictures provided on the WMATA page it give no indication of the plan to develop the PG County parking across the street. This seems a little devious, considering that the Southside Joint Development Project proposal shows it also being developed. I travel from Glen Burnie and NEED parking. Replacing the lot with only the more expensive WMATA priced slots will have a big financial impact on me personally and I will have to drive FURTHER to find a spot. I might as well drive all the way to my job in DC! PARKING should have a BIGGER part in this plan

27 Removal of the parking lot will be another reason for me to avoid metro rail and likely result in me not using metro.

28 It seems apparent that WMATA has already made up its mind. This project is going to be built, regardless of what comments you get. I don't know what the numbers look like, but I do know that developers always overpromise and underdeliver when it comes to traffic and parking. And PG and AA counties seem unable to understand why adding more and more people without more roads or transit options is ridiculous. I suspect I will no longer ride Metro after this project commences, simply because it will be too much of a hassle and the parking will be more difficult to secure. Between this and other issues, it's almost like Metro is intentionally discouraging ridership.

29 This is a horrible idea. The need for parking at this metro station will increase in the future with additional population growth in Anne Arundel and PG County. Further immediate metro parking pressures will be created by persons using the new developments. Many persons stopped using metro after parking became difficult at New Carrollton before the garage. These persons never came back to metro. Once parking again becomes difficult, more persons will abandon the New Carrollton metro. I will be one of those persons. This development might be good for PG County, but it is a horrible idea for metro's bread and butter, i.e. the daily commuter.

30 I'm against the apparent reduction in parking spaces as it provides no room for increased growth of drivers that will use the metro. I would have liked to have seen statistics on the increase of drivers over the years that rely on parking spaces being available and not having to waste time finding that parking spot in an already long commute just to get to work.

31 I will have to drive to work if I don't find a parking space near the station. Given the trouble Metro has in attracting riders, I think it will be really stupid for them to take away parking from potential riders.

32 This project will greatly disrupt the flow of traffic as less people will be able to park so this will cause problems with people trying to find accessible parking.

33 It is about time this area is redeveloped. It is a desert--other stations have thrived with mixed used. Thank you for the proposal and redevelopment.

34 The lots near lot #3 are already crowded and Lot #3 is also almost full to capacity every day. if you put more business in that already crowded space, it will make the parking situation worse at New Carrollton. For more businesses to be added you would need more parking. I am sure the plan is already going to happen. It just made me feel better to vent about the trouble coming in the near future with the parking at the station.

35 With as much land as there is in that part of New Carrollton, why negatively impact the number of commuters that use this station. Why is the suggested replacement facility only 23% of the low end figure slated to be impacted? This screams of a money grab, that will only benefit the current land owner in the short term. Why not maximize the ROI, by at least building a parking structure that holds 3-400 spaces at the minimum? It would be a small investment on the front end, that would allow for the accomplishment of the perceived desire for this new development, in the first place-- without losing money from commuters who pay to park and ride from NC Metro.

36 I'm most interested in the net gain or loss of parking spots as a result of the project, but that info isn't available in the brochure or online. I don't oppose the project if there's no change or a net gain. Frankly, my preference would be to extend the Orange Line further east along Rt 50 toward Annapolis with one or two new stations.

37 Try to concentrate on your mission, providing mass transit to the public. You are not in the business of office and retail space and residential buildings. I need a place to park so that I can ride metro. This proposal will seriously diminish available parking. Metro desperately needs to focus on its customers - you know - the people that actually ride the metro. I suspect this is a done deal. Shameful. No parking and broken trains and rails is not a good thing.

38 I am concerned about the final number of parking spots that will be available and the ability to find a place to park if arriving later than rush hour during the week.

39 600 commuter spots down to 300? The lot fills up during the weekdays. Get some more levels in that parking garage to be constructed or put the building somewhere else.

40 I am not in favor of the proposed project - New Carrollton is a major hub with not only Metro but Amtrak and the Marc Train. We need to keep the parking lots as is. Thank you.

41 Traffic congestion around the south side of the station is already challenging, especially during peak hours. Adding another layer would make things worse. Also, the way cars are forced to exit lot 3 to reach Rt. 50 is dangerous and invites accidents. Increasing car traffic in that area is a very bad idea.

42 I think that this comment process is useless because Metro is going to move forward anyway. Metro never listens to its ridership...ever. Due to the number of robbery and sexual assault incidents in the Metro garages; I feel safer parking in the open lot directly across from the station (Lot #2). It is well lit (most times) and a lot of foot traffic. The lot at the far end of the station is often desolate and ripe for criminal activity. It's even unsafe walking to the lot. Additionally, none of the proposed parking will be given priority to metro riders. This mix of land use will cause us not only to continue fighting for safe travel on metro but then for parking that will probably increase in price - even though New Carrollton Metro's parking is already one of the highest lots in the area. Additionally, we only have one train that comes out to New Carrollton while, 4 trains go to Largo...it's ridiculous! Oh, and don't forget that metro is proposing a cut in service. This is not about business or the loyal consumer - it's about money and I'm against it!!!

43 If I can't park at New Carrollton station, I'll stop using metro and transfer my parking benefit to MARC.

44 I believe this would adversely affect traffic in the area. Also, I do not want to see Metro parking decreased so significantly with this development.

45 It is about time New Carrollton, a major transit point in PG County is being considered for a major face lift. It will be nice to use a bathroom other than the stinky one in the Amtrak station!

46 I truly believe that this area could be similar to Downtown Silver Spring. It's in a major transportation hub where WMATA, Marc and Amtrak meet. This caters to a large demographic and the retail/food options should reflect that. Please minimize any fast food options.

47 its so cluttered in new carrollton already... i think this would bring more traffic, inconveniences for those who utilize metro.. and looks tacky with a bunch of nice new buildings but there are still still old businesses /buildings that need to be upgraded, as well.

48 This isn't needed. It will take away parking and increase traffic. NO.

49 Parking is already an issue. I have mobility issues and handicap parking is RARELY available - very few spaces considering the size of this lot. This creates the need for the 'next best thing', a 'closer' to the metro entrance space. Reducing parking on one side will only make parking more difficult on the other side.

50 I'm concerned that by building a multifamily residential space, crime in the area will rise and walking back to my car late in the evening will no longer be safe. I'm also concerned about my car being broken into.

51 The project needs to provide more parking dedicated to metro riders. This is a metro parking for metro riders.

52 Great proposal. Transit oriented development has been lacking at PG metros. I would also support adding bike parking infrastructure to metro station. Additionally, a bike trail connecting the orange line trains in PG would be great!

53 This property has an overwhelming amount of parking which provides for an unsafe, unattractive environment that doesn't offer anything to the New Carrollton community. I would like to have the option to eat or shop or enjoy outdoor space as I use Metro and Amtrak here. I hope the development will feel more like downtown DC.

54 I would like to have a really wonderful community where I can walk to my office and potential he live there as well. I'd like places to shop, and I'd like to see less parking. I would like to have a really wonderful community where I can walk to my office and potential he live there as well. I'd like places to shop, and I'd like to see less parking

55 I think this site presents a tremendous opportunity for redevelopment into a vibrant mixed use community like other new developments sites in DC, Bethesda and VA. The existing parking lot is an eye sore.

56 In my opinion, it is a good project for the area.

57 This is an excellent use of available space for housing and other commercial uses.

58 Yes - seems 1 for 1 parking with other uses is the highest and best use, particularly for tax dollars.

59 Like to see the site developed.

60 Stop the project, clean up the station and focus on fixing metro rather than making traffic and parking miserable for your regular commuters

61 I would like to see the promised town center instead of the unsafe parking lot that is there now. It feels desolate and there is no place to stop and shop, eat, or do anything. Feels uncomfortable.

62 I think it is great idea to bring new development to the station. Having residential next to the station will make a convenient option for commuters.

63 Keep the kiss and ride easily accessible from the surrounding highways please.

64 The reason I said no to this plan is that I need more information in order to make an educated decision. I don't believe this plan will work unless there is a grocery store at new carrollton. I am also concerned with how construction will affect the current facility. IN addition, I would like to know how many parking spaces are being lost, and the exact total that would be added. 100 - 300 spaces is a very broad number and knowing an exact number, or a better approximation, would hel pin my decision-making process.

65 If the new space is constructed, there will be more of a demand for parking and just an additional 100-300 in the joint garage may not be enough especially as the number of people in the surrounding area that use the station rises. The expansion of the bus loop should probably be done either way. It will also need to be taken into consideration where all the people who will work in the new location will park as well, either at other Metro stations or onsite parking above what is currently planned.

66 would be a great investment to those working, living and commuting in that area on a daily basis. Would also enhance the surrounding area for more businesses to lease due to the growth

67 Don't see any need for development. Just too much congestion. Also need the parking spaces. If anybody remembers, which I doubt, not that long ago, couldn't find a parking space at the station. While Metro ridership is down right now, hopefully it will pick back up in the future. If you are adding 100 to 300 parking spaces, that won't replace what you take away, adding all the development you want to do there. Just doesn't make sense. Also don't forget the Purple



line is going to end there. Don't see much to support that. People just don't think ahead. Let's take away parking and add a few buildings there. Makes sense if you are a developer, but not for the public.



APPENDIX F
ENVIRONMENTAL EVALUATION



APPENDIX G

NOTICE OF PUBLIC HEARING STAFF REPORT



Public Hearing Staff Report Docket R16-04: Proposed Changes to WMATA Facilities at New Carrollton Metro Station

PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Public Hearing Staff Report on the proposed changes to WMATA facilities at the New Carrollton Metro Station is available for review and comment from December 20, 2016 – January 3, 2017. The document addresses comments on the proposal received at the public hearing held on November 14, 2016, as well as comments received during the public comment period. This comment period on the Public Hearing Staff Report is your opportunity to make sure your comments were accurately characterized in the Staff Report, and send clarification if desired. Comments on the Public Hearing Staff Report will be accepted until 10 a.m. on January 3, 2017. The report is available online at www.wmata.com/plansandprojects and during business hours at the following locations:

WMATA
Office of the Secretary
600 Fifth Street, NW
Washington, DC 20001
202-962-2511
(Please call in advance to coordinate)

Glenarden Library
8724 Glenarden Parkway
Glenarden, MD 20706
301-772-5477

City of New Carrollton Municipal Center
6016 Princess Garden Parkway
New Carrollton, MD 20784
301-459-6100

HOW TO SUBMIT WRITTEN COMMENTS ON THE PUBLIC HEARING REPORT

Written statements and exhibits must be received by 10 a.m. on Tuesday, January 3, 2017, and may be emailed to writtentestimony@wmata.com, or mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Please reference "NEW CARROLLTON" in your submission. All comments received become a part of the public record, is made available to the public and may be posted, without change, to www.wmata.com, including any personal information provided.

APPENDIX H

COMMENTS RECEIVED ON PUBLIC HEARING STAFF REPORT

No comments were submitted before the 10:00 a.m. January 3, 2017 deadline in response to the draft Staff Report as posted on December 20, 2016 at www.wmata.com/plansandprojects.

The following comment was submitted by a Prince George's County resident to her State Delegate (Geraldine Valentino-Smith) before the Public Hearing comment period ended and was forwarded by Delegate Valentino-Smith but was not received by Metro's Office of Real Estate and Station Planning until after the Public Hearing comment period ended. It is included here in the interest of maintaining a full public record.

From Diane Geiman

Delegate Valentino-Smith,

Thank you so much for coming to the Bowie polling station on a chilly morning. You may remember me because I was the one that took up too much of your time (my apologies).

I learned that Metro is proposing to build a high-rise on the only parking lot that riders can use their SmarTrip card (many riders receive monetary assistance from their employers, which is placed on the card). During the construction, riders are supposed to use the garage. Along with many riders, I oppose the construction for several reasons:

1. There is not enough room in the garage for the number of people using the parking lot and the garage. The lot across the street does not take the SmarTrip card. It also could not hold the number of additional cars.
2. It is dangerous enough to arrive at the parking lot at night--due to the known crime in the area (a woman was raped nearby at 7:00 in the morning; she was followed into work). and the lack of police presence, along with the minimum lighting. Parking garages are even more dangerous. There are no real-time cameras or police presence in the garage.
3. The construction would cause, pardon me, a mess. There is only one road leading to the station.
4. It appears that this is a "done deal." After all we have put up from Metro, they now want to cause major inconvenience for riders and, possibly, raise fares once again while giving employees raises. Where will we park?
5. The project is ridiculous. I was told that Metro tried this at another station. The condos could not be sold and apartments are offered now. People are moving to Bowie, not New Carrollton. Access to Metro and the beltway is not going to convince people to buy property. The other building are office based. There are no other retail sites offered. Again, people shop in Bowie and other places.

I could cite other reasons but will stop here. Please help us stop this construction from going forward.

Thank you for listening.