



**Public Hearing Staff Report
Docket R20-02:
Permanent Lot Closure and Proposed Parking Modifications
and New Carrollton Metrorail Station**

PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Public Hearing Staff Report on the Permanent Lot Closure and Proposed Parking Modifications at the New Carrollton Metrorail Station is available for review and comment from June 3, 2020. The document addresses comments on the proposal received via the telephone public hearing held on April 27, 2020, 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 5 p.m. on Friday, June 12, 2020.**

The report is available online at: wmata.com/plansandprojects

Copies of the staff report can also be requested to be mailed to you. Please email WMATAHearingReport@wmata.com or call (202) 962-2511 to make this request.

HOW TO SUBMIT WRITTEN COMMENTS ON THE PUBLIC HEARING REPORT

Written statements and exhibits must be received by **5 p.m. on Friday, June 12, 2020**, and may be emailed to WMATAHearingReport@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 Parking" in your submission. All comments received become a part of the public record, which may be made available to the public and may be posted, without change, to wmata.com, including any personal information provided.





Washington Metropolitan Area Transit Authority

PUBLIC HEARING STAFF REPORT

Docket R20-02: Permanent Lot Closure and Proposed Parking Modifications at New Carrollton Metrorail Station

May 2020



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1. Introduction

In 2015, the Washington Metropolitan Area Transit Authority (“**Metro**” or “**WMATA**”) entered into a development agreement with New Carrollton JV, LLC (the “**Developer**”) to develop Metro-owned property at New Carrollton Metrorail Station. This project is a “joint development”, as defined by the Federal Transit Administration, and is also a priority transit-oriented development for Prince George’s County. The Developer’s proposal to build a multi-phased, mixed-use development which could total 2.7 million square feet would establish New Carrollton as major transit-oriented activity hub in the region (the “**Overall Project**”).

Given the long-term nature of a development of this size, the Overall Project is divided into phases. In 2016, the first changes to WMATA’s Mass Transit Plan were approved by the Board of Directors and included the removal of Park & Ride Lot 3, as well as other modifications to Park & Ride Lot 2 and the bus loop on the eastside of the Metrorail Station, in order to develop the 200,000 square foot (“**SF**”) office building for Kaiser Permanente, a 835-space private parking garage, and a 282-unit multi-family building (together, the “**First Phase**”). Construction of the First Phase began in 2017 and is nearly complete. The 835-space parking garage was delivered in March 2019 and the Kaiser Permanente office building opened in April 2019. The multi-family building (named *The Stella*) broke ground in August 2019 and is under construction, expected to be fully complete by 2021.



In June 2017, the State of Maryland transferred ownership of its 413-space surface parking lot on the south end of Garden City Drive across from the New Carrollton Metrorail Station (“**East Lot**”) to Metro. Metro subsequently incorporated that property into the Overall Project. Furthermore, in April 2019, Metro selected New Carrollton Metrorail Station as the location for its new Maryland office building. Pending Board approval, Metro’s office building is anticipated to be located on Park & Ride Lot 2 and construction could commence as early as Fall 2020.

The Developer is now ready to begin the second phase of the development program (“**Second Phase**”), which proposes to redevelop Park & Ride Lot 2 for Metro’s new office building and a second multi-family building. The Second Phase also includes the proposal to demolish the existing Prince George’s County parking garage and replace it with a 1,500 to 1,900-space parking garage, depending on the parking needs of Metro’s office building, which would be accommodated in the new garage. If the recommendations contained within this Compact Public Hearing Staff Report are approved by WMATA’s Board of Directors, construction on the Second Phase is projected to begin Fall 2020.

Finally, future development phases for New Carrollton – subsequent to the Second Phase – include redeveloping the bus loop, the Kiss & Ride surface lot (both on the east side of the Metrorail Station) and the East Lot. While the exact mix of uses and density of development is subject to market conditions and other variables subject to change, Metro expects the future phases to include residential, retail, and office uses, so that the New Carrollton Metrorail Station is at the core of a walkable, urban environment.

The Second Phase and future phases require the following modifications or additions to Metro’s Mass Transit Plan:

- Permanent closure of Park & Ride Lot 2 (313 parking spaces);
- Permanent closure of the East Lot (413 parking spaces);
- Permanent closure of the Kiss & Ride surface lot on the east side of the Metro Station (33 spaces); and,
- Construction of a new 1,500 to 1,900-space parking garage to replace the existing 1,000-space County parking garage and parking spaces removed from the aforementioned parking facilities.



Future customer parking options at New Carrollton Metrorail Station will include the following locations:

- The new parking garage on the east side of the station (approximately 1,500 to 1,900 spaces) in the place of the existing County parking garage;
- Metro’s current parking garage (approximately 1,747 spaces);
- Metro’s Park & Ride Lot 4 on the west side of the station at the north end of the lot (approximately 245 spaces).

In amending the Mass Transit Plan, Metro’s Compact requires the Board to consider data with respect to current and prospective conditions in the Transit Zone (which includes Prince George’s County), including: land use, population, economic factors, existing and proposed transportation and transit facilities; any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; and factors affecting environmental amenities and aesthetics and financial resources. Metro’s Mass Transit Plan consists of the transit facilities to be provided by

Metro, including stations and parking facilities, and the character, nature and design, location and capital and operating costs thereof. Because the Second Phase requires modifications to Metro's parking facilities, an environmental evaluation was prepared to assess impacts on the south side of the Metrorail Station and shared with the public in advance of the public hearing (Appendix E).

The purpose of this draft Public Hearing Staff Report is to provide a summary of the public outreach conducted, including the Public Hearing and the public comments received. This staff report was shared with the public for review and comment. Following that review, it will be finalized and presented by staff to Metro's Board of Directors, in conjunction with the Board's consideration of the proposed amendment to Metro's Mass Transit Plan for the removal of the parking lots and the construction of a new garage.

2. Communications and Outreach to the Public

In order to encourage public feedback during the global pandemic Covid-19 stay-at-home orders, as well as to fulfill the Board-approved Public Participation Plan, Metro tailored a communications plan that focused on those who were most impacted by the proposal to alter the parking facilities at New Carrollton Metrorail Station. Due to the Covid-19 pandemic, in-person outreach was not possible.

The majority of the communications and outreach effort took place between Saturday, March 28, 2020 and Thursday, May 7, 2020, the official public comment period. The outreach plan included the following efforts:

- Stakeholder Communication
- Targeted Marketing and Media
- Telephone Public Hearing on Monday, April 27, 2020

The public had the opportunity to provide feedback through the following sources:

- Online survey and feedback form
- Oral Testimony at the Public Hearing by telephone
- Written comments sent to the Board Secretary's Office

2.1 Stakeholder Communication

Local stakeholders were key in getting the word out to their constituents about this Public Hearing. A project flyer was written in both English and Spanish and was made available on WMATA's project webpage at wmata.com/plansandprojects.

NEW CARROLLTON METRORAIL STATION COMPACT PUBLIC HEARING STAFF REPORT



- Elected officials on the Prince George’s County Council and state legislators from Prince George’s County were informed about the proposals and ways to provide feedback. Following the change to a telephone public hearing, staff notified Prince George’s County Councilmembers Danielle Glaros and Jolene Ivy about the new public hearing format.

- Community Based Organizations (“CBO”) and local community partners were notified about the proposals by WMATA staff via email on April 30, 2020, requesting their comments and feedback. Emails were sent to twenty unique individuals working at 15 different CBO’s and CBO-like organizations located near the New Carrollton Metrorail Station. A second message was sent on May 1, 2020 which served as a reminder of the deadline to submit comments.



Project Flyer - English and Spanish

- Information about the proposal was sent via email to a stakeholder list on April 21, 2020. This list included over 30 local contacts, including places of worship, event venues, apartment and residences, schools, shopping areas, social services, and CBOs located near the New Carrollton Metrorail Station.
- Metro employees were notified by email about the New Carrollton joint development project in the *Message from the GM* newsletter on February 14, 2020. Once the public comment period opened, the April 7th, 2020 press release was shared with employees to encourage feedback.

2.2 Targeted Marketing and Media

Metro used targeted marketing and media strategies to increase awareness and encourage feedback about the proposals.

2.2.1 Website

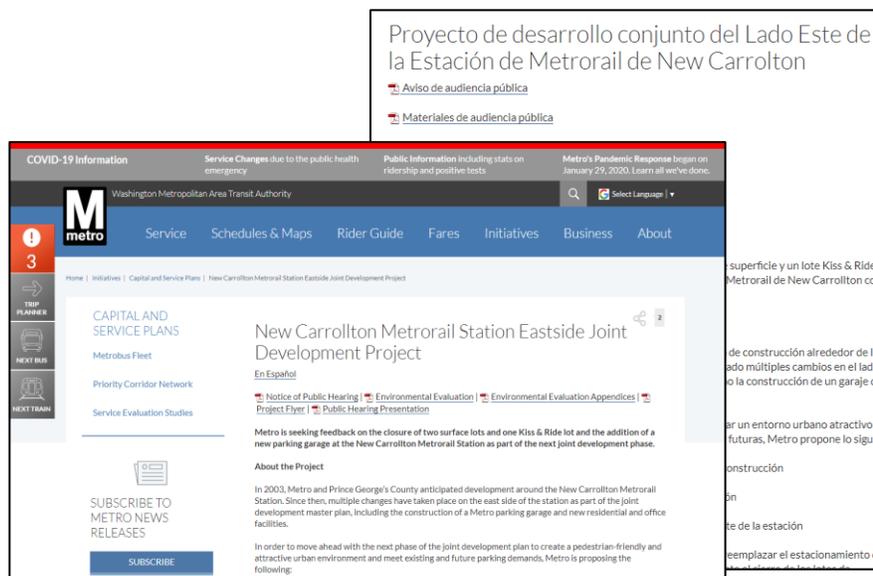
The webpage wmata.com/plansandprojects was updated to reflect the next phase of the New Carrollton Metrorail Station joint development project:

- The project webpage included information in English with accessible PDFs of the Public Hearing Notice, Environmental Evaluation, project flyer, the Public Hearing presentation (posted the week prior to the hearing), and information about how to provide comment to the

Public Hearing. The top of the webpage included a link to a page translated in Spanish with accessible PDFs.

- A web form was created and linked to the top of both the English and Spanish pages “Questions for the project team” for customers to ask questions about the project prior to the Public Hearing.

The project page received 586 views: 39% (227 views) came directly from *wmata.com*, 28% (166 views) came from Google searches, and 13% (74 views) came from Facebook. The Spanish page had 30 views, with 40% (12 views) coming from Facebook and six views each coming from *wmata.com*, Google searches, and WMATA’s SharePoint site.

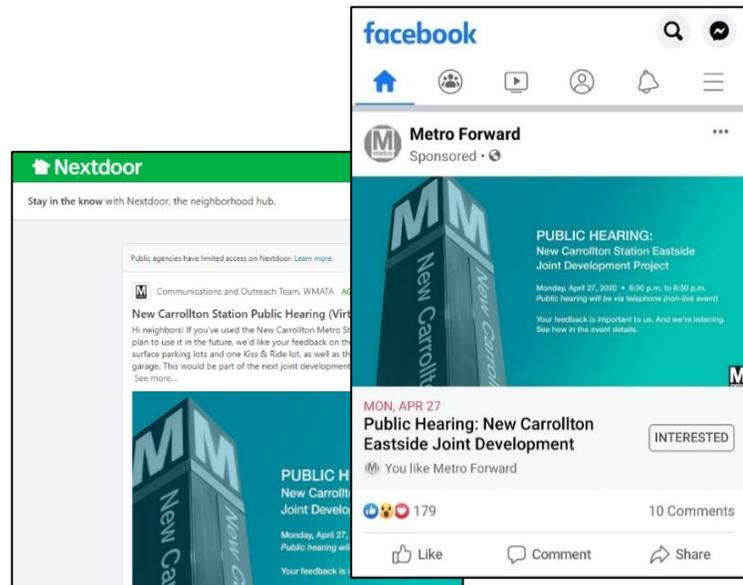


Screenshot of Project Webpage in English and Spanish

2.2.2 Paid Advertisements and Social Media Tactics

Advertisements were placed in printed newspapers throughout the region. Due to the Covid-19 stay-at-home orders and low usage of the Metrorail Station’s parking facilities, the media plan was adjusted to include social media pushes to a larger audience.

- Print:
 - *The Washington Post* (Saturday, March 28 and Saturday, April 4)
 - *El Tiempo Latino* (Friday, April 17)
 - *Washington Hispanic* (Friday, April 24)
- Social Media: Posted April 20, 2020
 - The Facebook post reached over 75,000 people with a total of 216 responses of “interested”
 - Nextdoor.com posting garnered 2,776 impressions



Screenshots of the social media posts

2.2.3 Media Coverage

Leading up to the public comment period, various print, radio, television and online media outlets reported about the proposal and the new Metro office building in February 2020 (*DCist, WJLA, WMAL, Progressive Railroading, Washington Post*). Metro issued a press release on April 6, 2020 announcing the Public Hearing.

2.2.4 Docket Viewing

Copies of the English and Spanish notices and dockets were available for public viewing at Metro’s headquarters located at 600 Fifth Street N.W. in Washington DC. These materials were also available online.

2.3 Public Hearing

As a response to the Covid-19 pandemic, Metro hosted a Public Hearing by telephone instead of an in-person Public Hearing on Monday, April 27, 2020. Between 6:30-8:30 p.m., individuals were provided up to five minutes to provide recorded testimony by voicemail and the testimony was transcribed and submitted into the public record. Only one oral testimony was recorded.



Tell us what you think by 5 p.m., Thursday, May 7, 2020.

- [Provide your comments here](#)
- Due to the prohibition of public gatherings related to COVID-19, the public hearing will be conducted by telephone on Monday, April 27, 2020 from 6:30 p.m. – 8:30 p.m. only.
 - Public Hearing Call-in Number: 202-962-1901
 - TTY: 202-962-2033
 - [Hearing presentation](#)
- Mail your testimony to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 5 p.m. on Thursday, May 7, 2020 to be included in the public record.

Screenshot: Project webpage section about the public hearing in English

3. Public Input Results

During the public comment period from Saturday, March 28, 2020 through Thursday, May 7, 2020, a total of 26 responses were collected. Metro collected public input through the online survey tool that included uploaded documents and written comments, and oral testimony collected from the Telephone Public Hearing. For more detailed records of all the public comments collected see *Appendix C: Public Hearing Transcript* and *Appendix D: Public Written Comments and Submissions*.

Public Input Method	Responses
Telephone Public Hearing Messages	1
Online Survey Tool:	
Responses	16
Uploaded Documents	1
Written Comments	8
TOTAL RESPONSES	26

Overview of the Online Survey Tool Results and Demographics

Online Comments Overview	Responses
In favor of the proposal	2
Not in favor of the proposal	5
Other comments	2



Before submitting a written comment, uploading a document, or requesting for project updates, respondents were asked to indicate which of the parking facilities at New Carrollton Metrorail Station, if any, they use (a respondent could select more than one option). The responses are as follows:

- Metro Parking Garage: 5
- Park & Ride Lot 2: 3
- County parking garage: 3
- East Lot: 1

Respondents were also asked if they ever use the Kiss & Ride surface lot on the east side of the Metrorail Station, either near the station entrance or in the parking garage. The responses are as follows:

- Kiss & Ride surface lot: 6
- Don't use the Kiss & Ride facilities: 4

Other Results and Demographics	Responses
Device used to complete online survey:	
Desktop or Laptop Computer	6
Smartphone, Tablet, or Other Mobile Device	4
Hispanic or Latino	
Yes	0
No	7
Race	
African American or Black	2
Native American	0
Asian	0
Pacific Islander	0
White	5
Other	0
Gender	
Male	2
Female	6
Other	1

4. Comments Received for the Record

Comments to be considered for the record as part of this process were received through the online survey process and oral testimony at the Telephone Public Hearing; no mailed letters were received at the Board Secretary's Office. The public comment period began at 9 a.m. on Saturday, March 28, 2020 and ended at 5 p.m. on Thursday, May 7, 2020. A transcript of oral testimony, copies of written comments from the online survey, and copies of uploaded documents are provided in Appendix C and D. All of the oral testimony and written submissions were in English.

A total of 26 responses were received during the public comment period, with one individual providing oral testimony at the Telephone Public Hearing.

5. Comments and Responses to Comments Received

As stated in Section 4 above, a total of 26 responses were collected during the public comment period. Of these, only one individual testified at the Public Hearing via a telephone message. Eight (8) individuals provided written comments through the online survey tool and the Prince George's County Executive's Office submitted a written letter via the online survey tool. Despite the relatively small pool of responses, these testimony and comments are grouped and presented as broader, recurring themes, and staff is providing responses to the overall concerns and themes expressed. Generally, the comments fell into three categories: (1) impact to transit facilities, (2) issues with the existing Metro garage, and (3) suggestions for new development. Staff responses follow the summary of comments under each category.

5.1 Impact to Transit Facilities

Removal of Parking Facilities. Five (5) of the ten (10) respondents that testified or submitted written testimony were concerned about the removal of the parking facilities. One was opposed to removing Park & Ride Lot 2, stating the ease of being able to walk directly to the Metrorail Station without using stairs or elevators. Another was opposed to removing the County parking garage, stating the high cost and long lines to exit in the existing Metro garage. Two (2) others were opposed to overall closures of the surface parking lots; one stated the reduction in Metrobus routes would make parking more essential, and the other stated that while they like to see improvements to the facilities, but that they should not be permanently removed. Lastly, one expressed concern about the permanent removal of the surface lots and suggested that they be closed only after the new garage was built to ensure adequate parking.

Staff Response: The comments related to closures revolve largely around parking adequacy (addressed in this section) and perceptions of the existing Metro garage (addressed in Section 5.2.) With regards to parking adequacy, the proposed new garage is intended to replace most of the existing parking spaces being removed at New Carrollton

Metrorail Station, as well as result in a net addition of over 600 Metro-owned Park & Ride spaces. Furthermore, Metro collected information on recent utilization of parking facilities at New Carrollton, both at Prince George's County owned and Metro-owned parking facilities (by tracking paid transactions at its parking facilities). This information suggests that out of the approximately 3,631 parking spaces at New Carrollton Metrorail Station today, overall parking demand across all parking facilities is approximately 77% of the existing capacity, which would be adequately covered by the proposed future parking count of 3,247 spaces.

While regards to the lots being closed only after the garage is built, the timing of lot closures are not a subject of the Public Hearing. However, it should be noted that should the proposal be approved, Park & Ride Lot 2 is the only facility that would close imminently for the construction of the new Metro office building to start in Fall 2020. The East Lot and the Kiss & Ride surface lot would not close until the Developer has approved plans, which would be after the new garage is delivered.

Impact to the Purple Line. One of the nine (9) respondents submitted written testimony wanting to know about impact of the project on the Purple Line and the bus routes.

Staff Response: The proposed Metro garage to be constructed is expected to include a ground floor bus loop to replace the surface bus loop that is there today; no bus routes would be eliminated as a result of this proposal, although there is the possibility of slight impacts to bus schedules. Impacts to the Purple Line are not part of the Public Hearing. Nevertheless, proposed changes all occur on the east side of the Metro Station, whereas the Purple Line is being built on the east side of the Metro Station; there are no impacts to Purple Line construction or service as a result of this proposal.

5.2 Issues with the Existing Metro Garage

Two (2) of the nine (9) respondents cited problems with the existing Metro garage as the reason they were against closing Park & Ride Lot 2 and the County parking garage. Both raised the issue of long backups to exit the Metro garage, while one also cited high fees, cramped spaces, and difficulty in finding a space after 7 a.m.

Staff Response: The performance and service of the existing Metro parking garage was not a subject of this Public Hearing. However, staff understands there is currently one point of egress out the Metro garage onto the intersection of Corporate Drive and Garden City Drive. Coupled with outflow from the County parking garage and depending on the timing of the traffic light at the intersection, backups can occur. However, staff believes these backups typically occur at peak periods and is not a chronic condition. Per the Environmental Evaluation, a 2016 traffic analysis was conducted for the area that found

this intersection to operate at an acceptable level of “C” or higher during peak periods. This traffic study was approved by Prince George’s County and the Maryland State Highway Administration and is valid for the Preliminary Plan of Subdivision’s approval through 2026.

Staff notes the fees, space sizes, and utilization of the Metro garage are generally comparable with other Metro facilities. The daily rider parking fee is \$5.20, which is the same as most other Park & Ride facilities in Prince George’s County. Parking spaces are standard Metro space dimensions of 8.5’ by 19’. While parking usage may increase in the garage at certain times, the average utilization of this garage in FY20 through February 2020 – prior to the Covid-19 pandemic – was 84%.

5.3 Suggestions for New Development

Three (3) of the nine (9) respondents were generally supportive of the new development the proposed changes would allow, and suggested elements to consider in the new development. Two commenters suggested incorporating environmentally-friendly and green features, such as solar panels, native plantings, or chargers for electric buses. One of the respondents suggested covered bicycle storage with secured access. Another respondent suggested that the Developer could partner with owners of nearby, obsolete office buildings to convert them to residential use, and encourage those commercial tenants to move into new office space developed at the Metrorail Station.

Staff Response: While the design of new parking garage is currently in a conceptual stage, there have been initial discussions about “future proofing” the garage by incorporating environmental elements such as infrastructure for electric buses, electric chargers for automobiles, and flexible space on the ground floor level that could incorporate uses such as bicycle storage. It is expected that the final garage design would include these types of features.

With regards to partnering with nearby owners of office buildings for residential conversions, it should be noted the joint development project itself was not a subject of this Public Hearing. It will remain the Developers’ decision if and how directly partnering with nearby owners could help achieve the joint development vision at the New Carrollton Metrorail Station.

6. 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.]



7. 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.]

8. Other Information for the Public Record

No other information has been provided.

9. Staff Recommendation

Staff recommends that the Mass Transit Plan be amended as follows:

- Closure of Park & Ride Lot 2;
- Closure of the East Lot;
- Closure of the Kiss & Ride surface lot on the east side of the Metro Station; and,
- Construction of a 1,500 to 1,900-space parking garage.



APPENDIX A

NOTICE OF PUBLIC HEARING



Notice of Public Hearing

Washington Metropolitan Area Transit Authority

Permanent Lot Closure and Proposed Parking Modifications

at New Carrollton Metrorail Station

Docket R20-02

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed changes to WMATA facilities located at the New Carrollton Metrorail Station including the permanent closure of two surface parking lots, the addition of a new parking garage, and the permanent closure of a 33-space Kiss & Ride parking lot in support of the joint development project. The hearing details are as follows:

Hearing No. 632
Monday, April 27, 2020

Due to the ongoing public health emergency and the prohibition on public gatherings related to the COVID-19 outbreak, this hearing will be conducted by telephone.

Hearing Call-in Number: 202-962-1901

Número telefónico para la audiencia: 202-962-1906

(TTY) 202-962-2033

Public Hearing phone line open from 6:30 – 8:30 p.m. on Monday, April 27, 2020.

Public hearing materials will be made available on Metro's website at: wmata.com/plansandprojects

Anyone who is unable to access these materials via Metro's website or needs additional accommodation should contact the Office of the Secretary at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order to make necessary arrangements.

For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information please visit wmata.com/plansandprojects





PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding proposed changes to WMATA facilities located at the New Carrollton Metrorail Station including, inter alia, the permanent closure of two surface parking lots, the addition of a new parking garage, and the permanent closure of a 33-space Kiss & Ride parking lot at the New Carrollton Metrorail Station. The foregoing changes relate to the construction of WMATA's new Maryland office headquarters and a private development in furtherance of the joint development planned at the New Carrollton Metrorail Station. At the hearing, WMATA will receive and consider public comments and suggestions about the proposed changes.

HOW TO SPEAK AT THE PUBLIC HEARING

This hearing will be conducted by telephone due to the ongoing public health emergency related to the COVID-19 virus and subsequent restrictions on public gatherings. All organizations or individuals desiring to be heard with respect to the proposed changes will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. All individuals will receive up to five minutes to provide comments. Relinquishing of time by one speaker to another will not be permitted.

Because this hearing will be conducted by telephone, there is no advance registration to speak. Those participating in the hearing will have the opportunity to provide oral comments, subject to the time limits noted above, via voicemail and after receiving information on the proposal.

HOW TO SUBMIT WRITTEN STATEMENTS

Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Online submission will be available by 9 a.m. on Saturday, March 28, 2020 and will close Thursday, May 7, 2020 at 5 p.m. This is in addition to your ability to speak at the public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 5 p.m. on Thursday, May 7, 2020 to be included in the public record.

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

WHAT IS PROPOSED

In as early as 2003, WMATA and Prince George's County anticipated having transit-oriented development at the New Carrollton Metrorail Station, and WMATA constructed a 1,700-space parking garage to replace Park & Ride Lots 2 and 3 at the Metrorail station to make way for such a development. In 2015, WMATA entered into a Joint Development Agreement with a private real estate developer to build approximately 2.3 million square feet of transit-oriented development at the New Carrollton Metrorail Station. To date, an office building and a private parking garage that includes 150 spaces of public parking have been completed and a residential building is currently under construction.

If approved, the next phase of proposed construction would require the removal of (1) Park & Ride Lot 2 and (2) the surface parking lot known as the "East Lot". The removal of these parking lots was originally envisioned in the joint development master plan when WMATA approved the 1,700-space parking garage in the early 2000s. While the closure of Park & Ride Lot 2 was previously authorized as part of that approval, given the passage of time and current usage of the Metrorail station, WMATA is again providing the public with notice of this proposed change and an opportunity to be heard.

Given the current utilization of parking at New Carrollton, to replace the parking spaces lost from Park & Ride Lot 2 and the East Lot, WMATA is proposing to construct a new 1,900-space parking garage in the place of the existing 1,000-space parking space garage owned by Prince George's County (which is separate from WMATA's own existing 1,700-space parking garage referred to above).

The changes noted in the preceding paragraph could establish a comprehensive commuter parking solution for New Carrollton Metrorail Station that helps advance the joint development plan, creates a pedestrian-friendly and attractive urban environment, and meets existing and future parking demand.

WMATA is therefore seeking comment on the following proposed changes to parking facilities at New Carrollton Metrorail Station:

- Permanent closure of Park & Ride Lot 2 for future development;
- Permanent closure at an undetermined date of the East Lot for future development;
- Construction of a 1,900-space WMATA-owned parking garage that would replace the commuter spaces lost from Park & Ride Lot 2 and the East Lot, as well as the existing 1,000-space County-owned garage; and
- Permanent closure of 33 Kiss & Ride spaces located on a surface lot in front of the south entrance of the Metrorail station.

The changes proposed above would result in a net addition of WMATA-owned parking spaces at New Carrollton Metrorail Station in order to meet existing and future demand.

REFERENCE MATERIALS

The docket consists of this Notice of Public Hearing and an environmental evaluation report for the joint development project at the New Carrollton Metro Station. The environmental evaluation report is available online at wmata.com/plansandprojects .

Copies of the Notice and environmental evaluation can also be requested by mail by calling the Office of the Secretary at (202) 962-2511 or emailing speak@wmata.com. To accommodate mailing time, please make your request no later than Friday, May 1, 2020 at 4 p.m.

WMATA COMPACT REQUIREMENTS

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

The environmental report for the project is available for public review at the locations identified in the Reference Materials section above. The work and changes depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.



APPENDIX B

PUBLIC HEARING PRESENTATION MATERIALS

Compact Public Hearing Docket R20-02 New Carrollton Parking Facilities

April 27, 2020

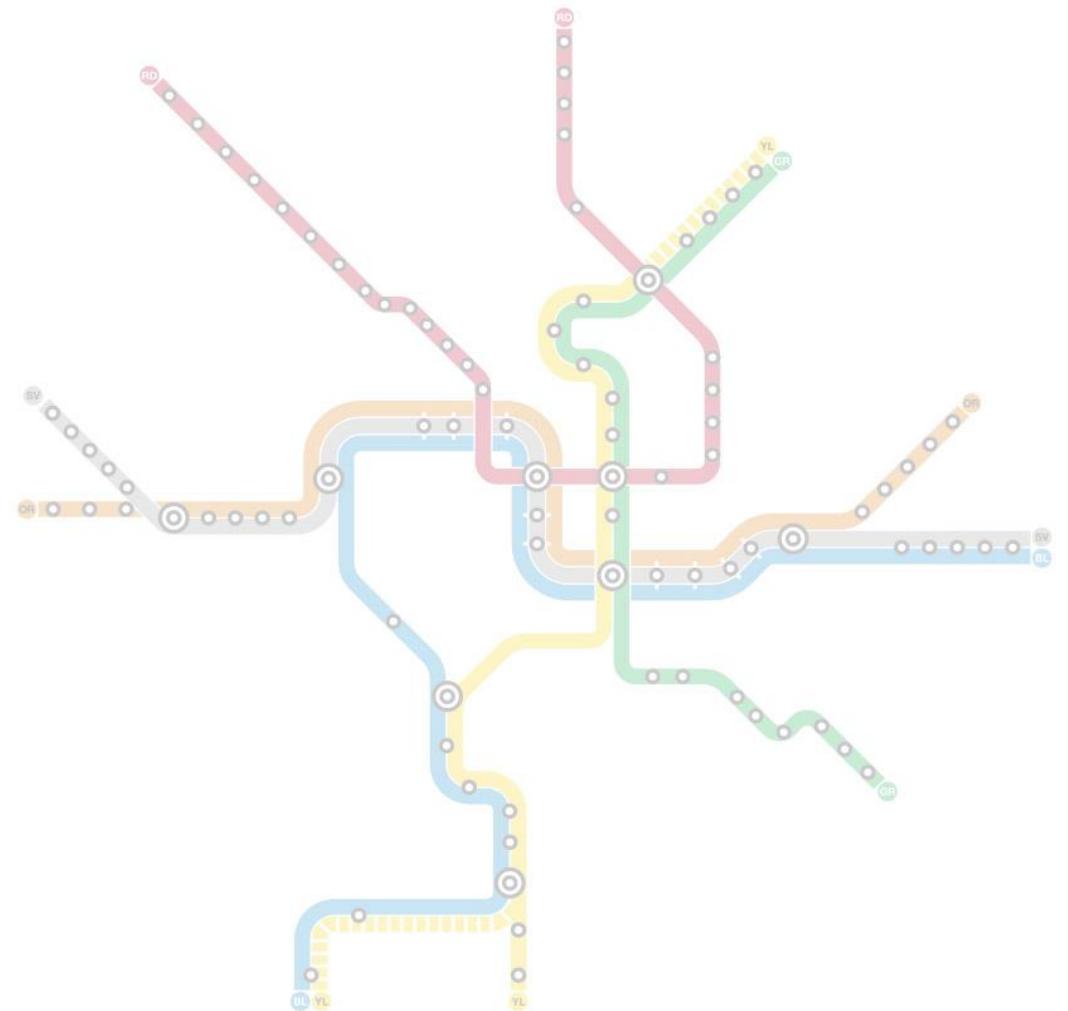
Telephone Hearing



Agenda

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

wmata.com/plansandprojects



Purpose of Hearing

To obtain public input on the following changes to the east side of New Carrollton Metro Station:

- Replacement of spaces in Park & Ride Lot 2 and East Lot into new garage
- Replacement of County garage with new garage
- Permanent removal of Kiss & Ride Lot

Things Outside the Purpose of this Hearing

- Not within the scope of this hearing are, for example:
 - Size, mix or design of buildings or future joint development projects
 - Land use matters
 - Service complaints
 - Fares
- Any matters raised outside the scope of this hearing cannot be resolved as part of this hearing process

Metro's Joint Development Goals

Promote and enhance ridership

Encourage revitalization and growth in communities that Metro serves

Reduce automobile dependency

Increase pedestrian and bicycle access to Metro

Encourage mixed-use development around Metro

Enhance surrounding area connections to Metro

Foster safe station areas

Provide opportunities to obtain goods and services near transit stations

Offer active public spaces

New Carrollton Joint Development Goals



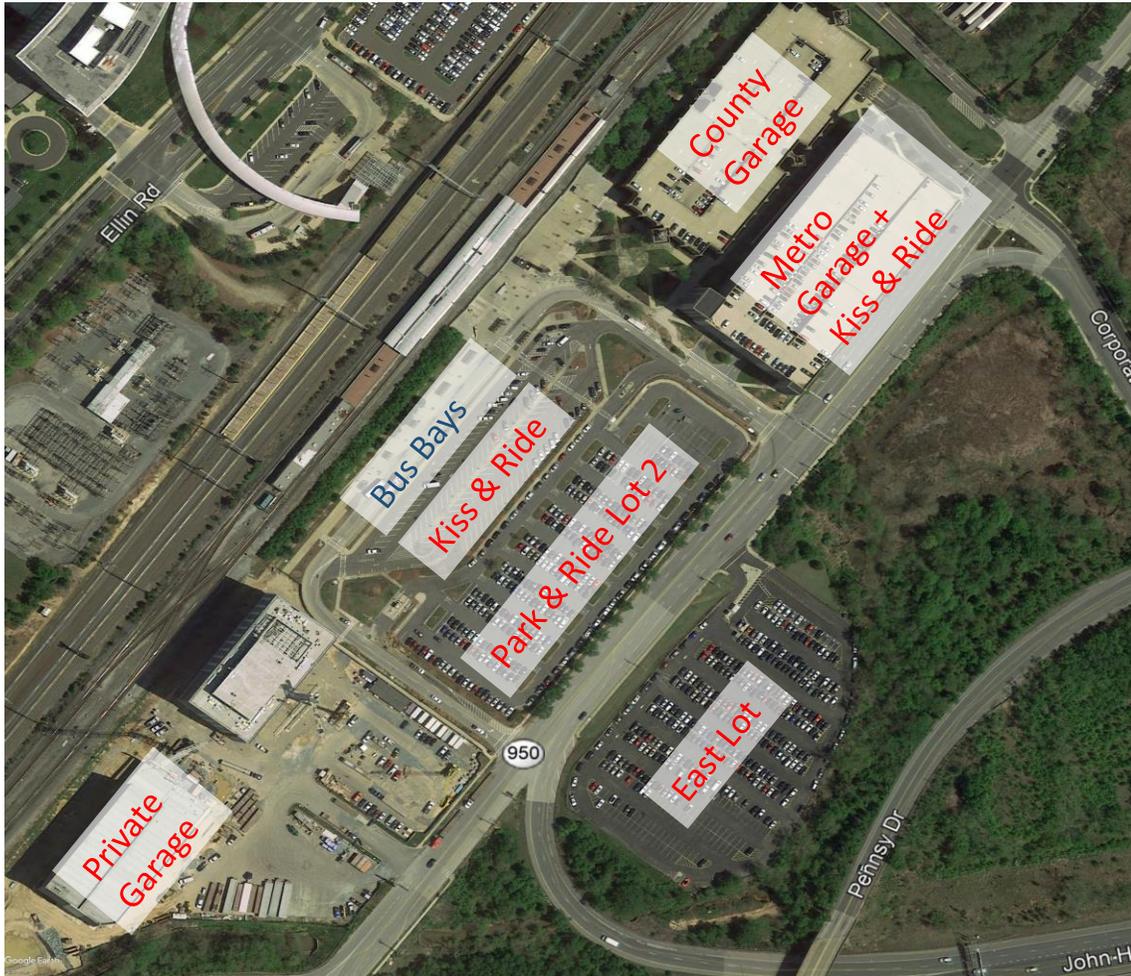
- Maximize use of multiple modes of transit and transportation available:
 - Metrorail and Metrobus
 - The Bus
 - Amtrak
 - MARC
 - Greyhound

- Establish a downtown and urban environment:
 - Accelerate 2.7 million square feet of mixed-use development on Metro property
 - Catalyze development of underutilized properties within half-mile of Metro station
 - Create a walkable environment

Joint Development to Date

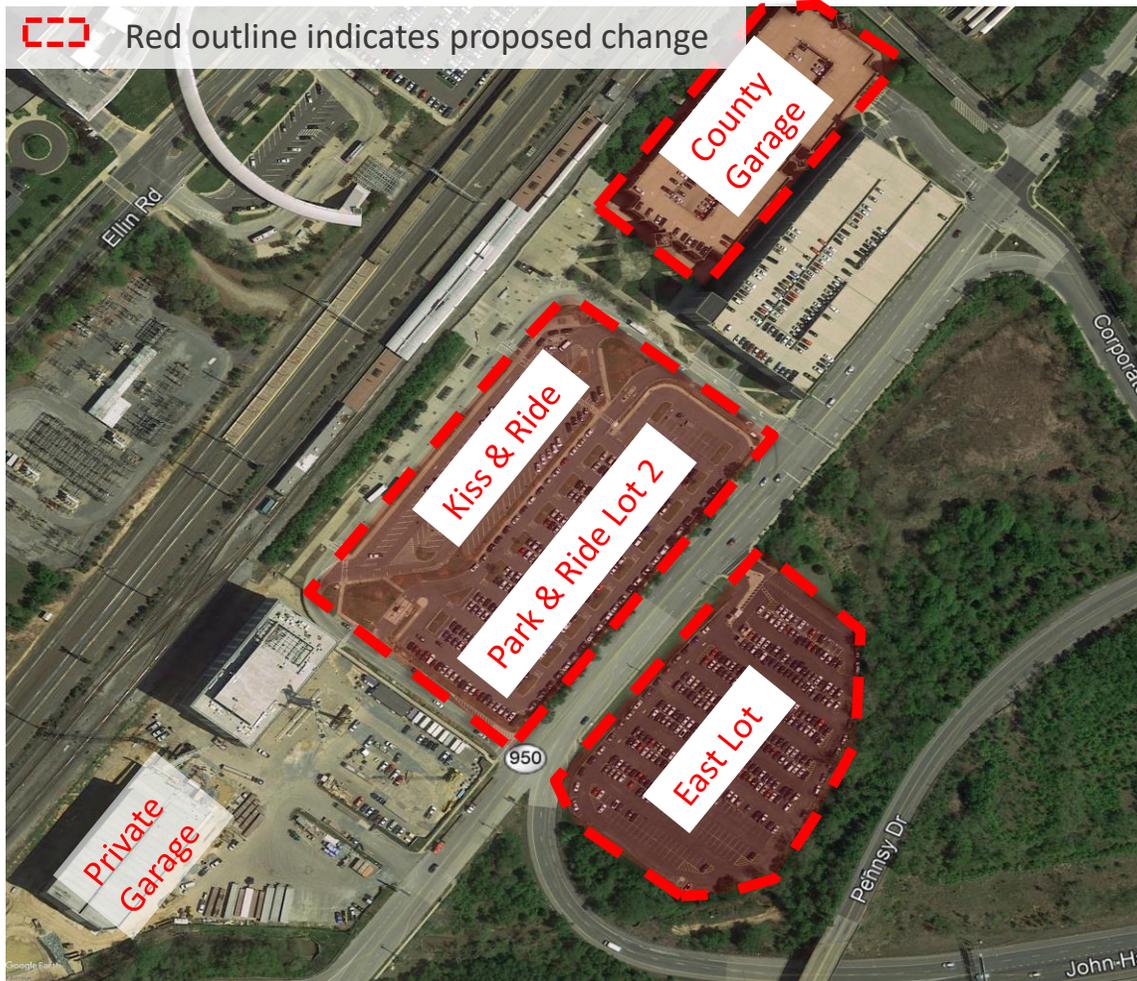
- 2003 1,800-space parking garage was constructed to replace parking in Park & Ride Lots 2 and 3 (1,272 spaces) and facilitate joint development
- 2010–2015 Metro issued Joint Development Solicitation, selected developer, and negotiated Joint Development Agreement
- 2016 Metro Board approves closure of Park & Ride Lot 3
- 2017 State of Maryland transfers East Lot to Metro
- 2017 Construction of Kaiser Permanente office building (opened April 2019)
- 2019 Metro selects New Carrollton as location for its Maryland office building
- 2019 Construction of new multi-family building begins

Existing Transit Facilities on Eastside of Station



- 6 bus bays
- 2 Kiss & Ride lots
- 2,634 Metro parking spaces
 - Park & Ride Lot 2 (313 spaces)
 - Metro Garage (1,700 spaces)
 - East Lot (413 spaces)
 - Kaiser Permanente garage (150 spaces)
- 1,000 spaces in County garage (not owned by Metro)

New Carrollton Metro Station – Proposed Changes



To allow joint development, surface parking lots must be removed

Proposed changes

- Build new 1,900-space parking garage in place of existing County garage to replace parking spaces currently in:
 - Park & Ride Lot 2
 - East Lot
 - 150 spaces in private garage
 - County garage
- Close surface Kiss & Ride lot

Utilization of Parking Facilities

New Carrollton Parking	Existing Spaces	Average Occupancy	Utilized Spaces
Metro-Owned Parking			
Park & Ride Lot 2	313	100%	313
East Lot	413	50%	207
Existing Metro Garage	1,747	85%	1,485
Private Parking Facilities			
Reserved for public parking	150	0%	-
Total Metro Parking	2,631		2,005
County Garage Spaces	1,000	80%	800
Total Commuter Parking Needed In future			2,805

Future Parking Solution

1,347* spaces in Metro garage

1,900 spaces in new garage

3,247 total spaces

* Metro will reserve 400 spaces in existing Metro garage for its new office building

Next Steps: Recap of Purpose of Public Hearing

Public input desired on Metro's proposal to:

1. Replace spaces from Park & Ride Lot 2 and East Lot in new garage
2. Permanently remove surface Kiss & Ride lot
3. Build new 1,900-space garage in the place of existing County garage

Metro will receive oral comments on April 27, 6:30-8:30 pm (the public hearing):

- Public officials: 5 minutes each
- Private citizens: 5 minutes each
- No relinquishing of time by one speaker in favor of another speaker
- Call your comments to 202-962-1901 (English), 202-962-1906 (Spanish) or 202-962-2033 (TTY)

How to Submit Written Comments

Written comments must be received by 5 p.m. on Thursday, May 7, 2020.

Reference “New Carrollton Public Hearing” in the “subject” line.

- Submit comments online at: **wmata.com/plansandprojects**

- You can comment anonymously or give your name
- You can also answer survey questions

- Submit comments by mail to the following address:

Office of the Secretary

Washington Metropolitan Area Transit Authority

600 Fifth Street N.W.

Washington, DC 20001

Public Hearing Comment Period & Approvals

Dates	Milestone
May 7, 2020	Close of Public Comment Period
Late May 2020	Draft Staff Report posted on Metro's website for public comment
Early June 2020	Close of Draft Staff Report Public Comment Period (10 days after website posting)
June/July 2020	Final Staff Report presented to Finance and Capital Committee and Metro's Board of Directors for approval

Where to Find More Materials

- As of the date of this presentation being posted, all public buildings in Maryland and Washington, DC, including libraries and Metro's headquarters building, are closed to anyone who is not essential personnel. **As a result, Metro encourages the public to access the Public Hearing materials online at wmata.com/plansandprojects.**
- For copies of the materials to be emailed or mailed to you, please call Metro's Office of the Secretary at (202) 962-2511 during regular business hours.

Please provide your input:

by telephone:

202-962-1901 (English), 202-962-1906 (Spanish) or 202-962-2033 (TTY)

April 27, 2020 between 6:30 – 8:30 pm

or

on-line at:

wmata.com/plansandprojects

by 5:00 pm on May 7, 2020

(please reference “New Carrollton Public Hearing” in your Subject line)

Thank You for your participation!



APPENDIX C

PUBLIC HEARING TRANSCRIPT

Oral Testimony Recorded Outgoing Message

Thank you for calling Metro's Public Hearing call-in line. This line will be open on Monday, April 27th from 6:30 p.m. until 8:30 p.m. to accept comments on the proposed changes to Metro parking facilities at the New Carrollton Metro station. Notice of this hearing was made online, in the *Washington Post*, the *Washington Hispanic* and *El Tiempo Latino* as well as on Facebook and Nextdoor websites.

Metro is proposing the following changes:

Permanent closure of Park & Ride Lot 2 for future development;

Permanent closure at an undetermined date of the East Lot for future development;

Construction of a 1,900-space WMATA-owned parking garage that would replace the commuter spaces lost from Park & Ride Lot 2 and the East Lot, as well as the existing 1,000-space County-owned garage; and

Permanent closure of 33 Kiss & Ride spaces located on a surface lot in front of the south entrance of the Metrorail station.

Oral comments received on April 27th will be included in the Board's analysis of this project and transcribed for the public hearing record. For more information about the project, please visit www.wmata.com/plansandprojects. You can also submit written testimony via that website.

If you need information about the project mailed to you, please email speak@wmata.com or call (202) 962-2511.

Oral Testimony

Hello. My name is Joel Ryerson. I live at _____ in Adelphi, Maryland. I wanted to comment about the parking. I don't see... I wanted to know about the impact on the Purple Line. And on the buses. My email is: _____ Thank you.



APPENDIX D

PUBLIC WRITTEN COMMENTS AND SUBMISSIONS

Written Comments

I support the new development at New Carrollton. One suggestion: consider partnering with the owners of the older, 80s style office buildings north of the station. These older office buildings could be converted in to residential, with the office tenants moving to the new office buildings at the station.

I use either Metro bus or Prince George's County "The Bus" to get to the New Carrollton Metro Station in the morning. In the evening, I get a ride from the station. I would like to see the parking lots and the bus stop waiting areas improved but I am not in favor of having them permanently closed.

I utilize the park and ride lot 2, and enjoy parking here as it is easy to walk right to the station without using the stairs or waiting on the elevator. It easy easy to exit the lots as well because there is no backup to get out, like the garage.

Please do not close this park and ride lot

I have utilized the county garage for several years. This garage offers stable and reasonable fees, recently completed renovations, excellent security, and provides excellent subscriber services. Why attempt to fix what is not broken? I stopped parking in the Metro garage because it was too expensive, the parking spaces were cramped, the lines to exit were long, and it was imposible to secure a parking space after 7am!!!! Ridiculous!

Leave my county parking garage alone! Build more levels on the other proposed parking areas, but leave the county parking garage alone.

Due to Metro discontinuing bus routes in various areas, the only other option is driving to New Carrollton, parking in the garage and using Metro rail. Please don't take this away from those that rely on Metro. Thank you!

I cannot understand how vehemently oppose any pr

Please don't close all of the surface lots at once. Build the new garage first. Also, I believe you should extend the comment period on this proposal and advertise it more widely - as I have been unable to ride Metro during this quarantine situation, it is only by happenstance that I saw this proposal and comment site on the last day it's open. I am an active Metro user in normal circumstances, use New Carrollton daily, and have been an active commenter on all previous proposals regarding this station for the last six years, and yet I was not notified about this in any way.

Please provide covered bicycle parking with secured access. In addition, please make the project as environmentally-friendly and green as possible with solar panels and extensive native plantings and trees.



Angela D. Alsobrooks
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

Mr. Paul J. Wiedefeld
General Manager/Chief Executive Officer
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Re: New Carrollton Metrorail Station Eastside Joint Development Agreement
(Docket No. R20-02)

Dear Mr. Wiedefeld:

The New Carrollton Metro Station is one of five targeted Metro Stations in Prince George's County for transit-oriented development by the Washington Metropolitan Area Transit Authority (WMATA). It has unmatched accessibility in the Washington, D.C. region including major highways, bus, Amtrak, and MARC. In addition, the Purple Line, a \$5.6 billion Federal and State project with investment from both Prince George's and Montgomery Counties originates at the New Carrollton Station. Consequently, we are writing in support of WMATA's plan to update the New Carrollton Station master plan as part of a joint development with Urban Atlantic and to add two new building sites as part of the overall goal to create a prominent Town Center and more walkable community.

This 640-acre site is well on its way to becoming a premier urban downtown center in the County and in the region. With 2U, the Internal Revenue Service (IRS), Maryland Department of Housing and Community Development (DHCD), and Kaiser Permanente's Mid-Atlantic Headquarters are all now located within a short walking distance of the station. In addition, new multi-family housing has been built and is currently under construction. Moreover, the County is looking forward to breaking ground soon on WMATA's Maryland Headquarters at the New Carrollton Metro Station.

We understand and support the fact that to accommodate the expansion, WMATA would replace the parking spaces lost from Park & Ride Lot 2 and the East Lot and construct a new 1,900-space parking garage in the place of the existing 1,000-space parking space garage owned by Prince George's County. The new garage would also have capacity on the lower level for WMATA and County transit buses. WMATA's own existing 1,700-space parking garage would remain on the site.

The changes noted would establish a comprehensive commuter parking solution for the New Carrollton Metrorail Station that helps advance the development of the station, create a pedestrian-friendly and attractive urban environment, provide an opportunity to install infrastructure to allow battery electric transit buses to recharge during layovers and meet existing and future parking demand.

We are aware that WMATA is anticipating use of the Parking Surcharge Reserve Account to help support construction of the new 1,900 space parking garage. We understand that the amount and terms of that support must be agreed upon by all parties – County, State and WMATA. We encourage an agreement that provides enough funding to complete this project, while also preserving a portion of this important resource for future projects. We hope that the timeline for consideration by all parties prioritizes moving this important project forward on an aggressive schedule.

Therefore, we respectfully request the WMATA Board's approval of the modification of the New Carrollton Metrorail Station Eastside Joint Development Agreement consistent with this letter. Thank you for your consideration. Please feel free to reach out if you have any questions.

Sincerely,



Angela D. Alsobrooks
County Executive



Todd M. Turner
Council Chair

cc: The Honorable Larry Hogan, Governor
Mr. Gregory Slater, Secretary, Maryland Department of Transportation
Mr. Paul Smedberg, Chairman, Washington Metropolitan Area Transit Authority Board
Mr. Peter Shapiro, Executive Director, Prince George's County Revenue Authority
Members, Washington Suburban Transit Commission
Members, Prince George's County Council

4-20-2020 WMATA Letter (Docket No. R20-02)

Final Audit Report

2020-05-01

Created:	2020-04-23
By:	Theresa D Myers (tdmyers@co.pg.md.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAN2xFkKJc3FkF9V-Vz3LMG5ogtCWzAf6F

"4-20-2020 WMATA Letter (Docket No. R20-02)" History

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-  Signed document emailed to Donna J Brown (djbrown@co.pg.md.us), Todd M. Turner (tmtturner@co.pg.md.us), Angela D. Alsobrooks (tlbell@co.pg.md.us), Theresa D Myers (tdmyers@co.pg.md.us), and 1 more
2020-05-01 - 2:26:36 PM GMT



APPENDIX E

ENVIRONMENTAL EVALUATION

New Carrollton Joint Development WMATA Garage Environmental Evaluation

Prepared by:



March 2020

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Appendix B: Traffic Impact Analysis

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1.0 INTRODUCTION

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

- Replacement of the existing County-owned garage with a new and significantly larger WMATA-owned garage;
- Relocation into the proposed new garage of the existing bus loop to make room for potential future development;
- Removal of the Kiss & Ride closest to the south station entrance for potential future development;
- Removal of Park & Ride Lot 2 for potential future development; and
- Removal of a surface parking lot across Garden City Drive (the “East Lot”) for potential future development.

Because the Project includes a modification of Metro station facilities and station access, an Environmental Evaluation has been prepared to assess the potential effects of this action. To support WMATA Compact requirements, specifically Section 14(c)(1), this Environmental Evaluation describes the Project, and documents the potential effects of the mixed-use joint development on the human and natural environment in terms of transportation, social, economic, and environmental factors. This Environmental Evaluation only assesses impacts on the south side of the Metro station where changes to the WMATA facilities are proposed. (Changes to the Metro station as a result of the Maryland Transit Administration’s Purple Line project on the north side of the Metro station are not the subject of this Environmental Evaluation or the public hearing for which it is prepared.)

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

As generally required, WMATA will complete the “Mandatory Referral Review” process in coordination with Prince George’s County, and in accordance with County guidance material, including the *Adopted Uniform Standards for Mandatory Referral Review* (July 18, 2012). In Maryland, government agencies must submit proposed projects for review and comment. Through this process, WMATA has the opportunity to review comments from the Prince George’s County Planning Board and make modifications to the project as necessary. For portions of the Project that include private development, the Developer will submit to M-NCPPC and proceed through the Detailed Site Plan process.

Figure 1: Project Location



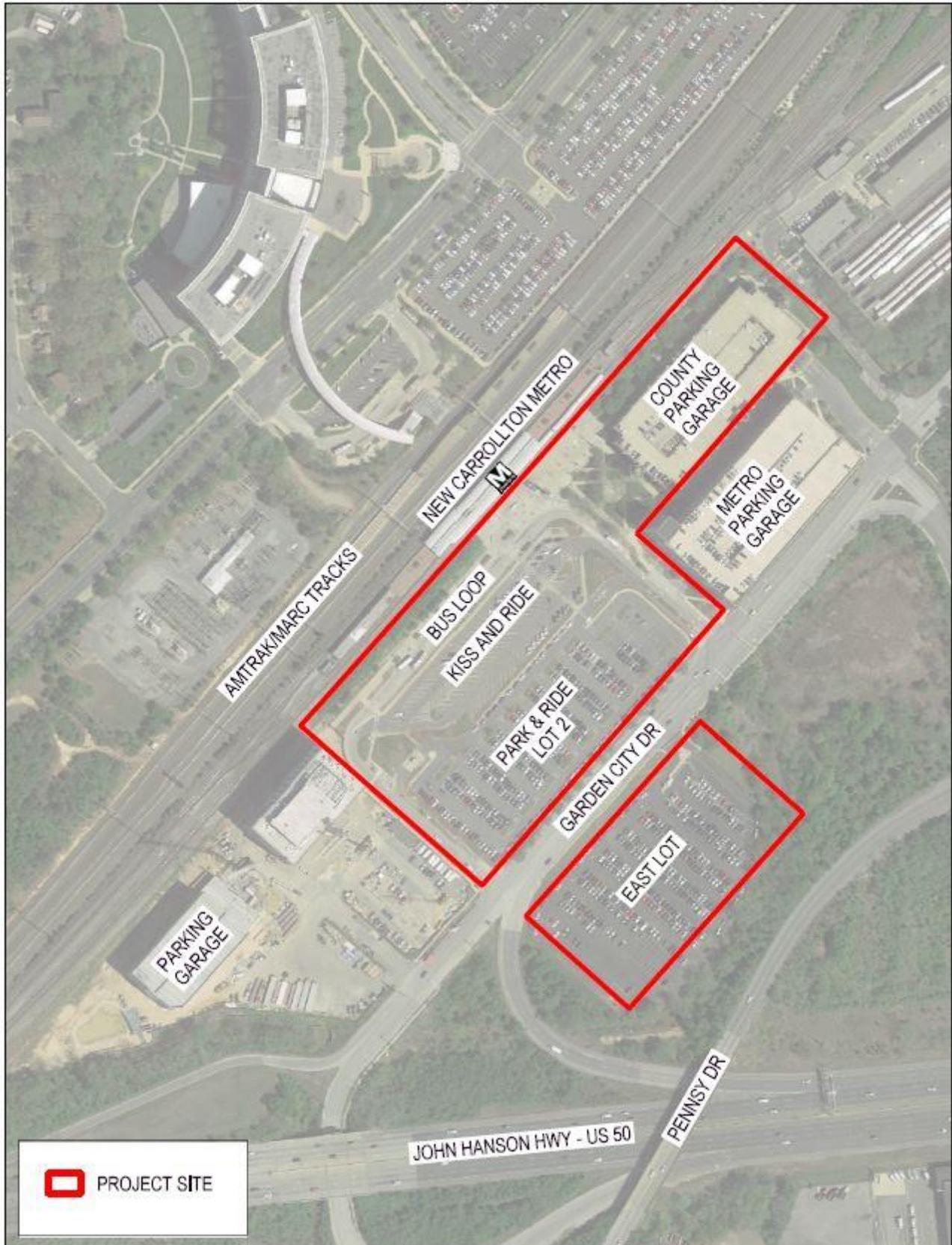
2.0 EXISTING SITE DESCRIPTION

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

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

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

Figure 2: Existing Transportation Facilities



2.1 Metrobus and other Local Bus Providers

Of the 16 Metrobus routes that serve the Metro station, seven (B21, B22, B29, C28, F12, F14, and 87) use the south bus bays and internal roadway loop. (The other Metrobus routes serving the Metro station use the bus bays on the north side of the Metro station). Route L99, a shuttle bus serving WMATA's Carmen Turner Facility for employees and visitors, also uses the south bus bays. In addition, two Prince George's County "The Bus" routes serve the south bus bays.

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

Table 1 summarizes the service characteristics of these local bus routes, and **Figure 4** shows their approaches to the Metro station.

2.2 Greyhound

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

Table 1: Existing Local Bus Services (South Bus Bays)

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

Source: WMATA and The Bus timetables, Current Schedule as of October 2019

2.3 MARC and Amtrak

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

2.3.1 MARC Penn Line

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

Northbound trips (Washington to Baltimore) serve the Metro station 25 times each weekday, with six AM peak-period (6:00 AM to 9:00 AM) departures, nine midday departures, seven PM peak-period (4:00 PM to 8:00 PM) departures, and three evening departures. Southbound trips between Baltimore and Washington also serve the Metro station 27 times each weekday, with 11 AM peak period departures, eight midday departures, seven PM peak-period departures, and one evening departure. Northbound trips serve the Metro station between 5:49 AM and 11:06 PM. Southbound trips serve the Metro station between 4:52 AM and 10:18 PM.

2.3.2 Amtrak

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

2.4 Park & Ride

Approximately 3,879 all-day commuter parking spaces are available for public use at the Metro station. These comprise 2,726 spaces in WMATA-owned facilities (including the parking lot south of Garden City Drive formerly owned by MTA), 1,003 spaces in a Prince George's County facility, and 150 spaces for public use in a privately owned garage. Parking utilization ranges between 50-100 percent depending on the facility, and the overall utilization is 79 percent for all of the parking facilities operated by WMATA and Prince George's County. **Table 2** summarizes the parking facilities serving each entrance.

Table 2: Parking Capacity and Utilization

Operator	Facility	Capacity	Utilization Rate (%)
North Entrance – Ellin Road			
WMATA	Park & Ride Lot 4	245	90%
South Entrance – Garden City Drive			
WMATA	Park & Ride Lot 2	318	100%
WMATA	Parking Garage	1,747	85%
Prince George’s County	Parking Garage	1,003	80%
Urban Atlantic (Kaiser Permanente-occupied office building)	Parking Garage	150	0%
WMATA	East Lot (WMATA owned but operated by Prince George’s County)	416	50%
South Entrance Subtotal		3,634	77%
Station Total		3,879	79%

Source: WMATA Office of Parking data, March 2020

The existing WMATA parking garage was authorized for construction on January 16, 2003 by WMATA Board resolution to facilitate joint development and in anticipation of the development displacing Park & Ride lots 2 and 3. Lot 3 has been removed from service, and lot 2 has remained in service. As a result, the south side of the Metro station currently has a total parking capacity of 3,634 spaces. As noted above, these spaces were 77% utilized on the south side. Due to a lag time in the development process there has been a delay until now in removing lot 2. The proposed new WMATA garage will provide approximately 1,900 parking spaces, which will increase the total available WMATA owned parking by approximately 766 spaces while the overall available public parking will be reduced by approximately 387 spaces (see Table 3). Based on current utilization however, the parking facilities for the New Carrollton Metro Station will still meet the current parking demand.

As the Developer continues construction of its own private development, additional private parking will be included as required by zoning. The proposed office building to be built for WMATA’s own use along Garden City Drive would use parking spaces in the new proposed WMATA garage or in the existing WMATA parking garage and will not require any additional parking based on the current utilization rates of the existing garages.

2.5 Kiss & Ride

WMATA operates three Kiss & Ride lots. The Kiss & Rides are located at the following locations: one has access from Ellin Road on the north side, next to the existing bus loop on the south side, and within the current WMATA garage on the south side. The Metro station contains 126 short-term metered parking spaces: 23 spaces are located off Ellin Road on the north side of the Metro station, 33 are located next to the south side bus loop, and 70 spaces are located in the current WMATA garage. The Kiss & Ride next to the south side bus loop is proposed to be removed while the Kiss & Ride next to Ellin Road is proposed to be removed.

Ride inside the current WMATA garage will remain in operation. The Kiss & Ride lots off of Ellin Road and next to the south side bus loop also include curbside taxi stands, although without dedicated parallel spaces.

The Kiss & Ride near the south side bus loop was recently re-opened to the public and is functioning appropriately. However, it is highly used because people are not using the Kiss & Ride in the ground level of the current WMATA garage effectively.

3.0 PROJECT DESCRIPTION

The purpose of the project is to partially replace and re-design existing WMATA facilities to facilitate the joint development on land owned by WMATA adjacent to the south side of the Metro station, as shown in **Figure 1**. The project consists of the following actions:

- Construction of replacement or new transit facilities
 - Replace the existing County-owned garage with an expanded WMATA-owned parking garage containing approximately 1,900 spaces
 - Replace the plaza in front of the south Metro station entrance
 - Remove the existing Kiss & Ride outside the south Metro station entrance and consolidate it with the current Kiss & Ride in the current WMATA garage
 - Remove Park & Ride Lot 2
 - Remove the East Lot
- Future Development Plans
 - Add a WMATA-occupied office building and multifamily buildings on what is now Park & Ride Lot 2
 - Possibly add office/retail/multifamily buildings on what is now the East Lot and where the current Kiss & Ride in front of the south entrance of the Metro station is located
 - Possibly add retail along the new plaza area adjacent to the proposed garage

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

3.1 Park & Ride Facilities

3.1.1 Replacement of the Existing County Garage

The Developer would construct a new WMATA-owned garage where the existing County-owned garage is located. The new garage will consist of approximately 1,900 parking spaces.

3.1.2 Modifications to Bus Loop

The existing bus loop will be relocated to the ground level of the proposed parking garage. The proposed bus loop will have parking for at least six buses as currently provided. This bus loop will be designed to meet the requirements needed for the “Standard WMATA Tandem Bus” with sawtooth loading.

3.1.3 Kiss & Ride

The current Kiss & Ride near the south side bus loop has 33 spaces consisting of handicap accessible, motorcycle, taxi, and car sharing. The current Kiss & Ride located in the WMATA parking garage has 70 spaces, eight of which are handicapped-accessible, to serve the Metro station. The Kiss & Ride within the garage is not used to capacity. With the consolidation of the current Kiss & Ride near the bus loop into this Kiss & Ride, it will operate at full capacity. However, it is possible that drivers from taxi and ride share services will continue to drop passengers off nearer the Metro station entrance.

3.1.4. Park & Ride Lot 2

The portion of the site currently occupied by Park & Ride Lot 2 (318 spaces) will be removed from service and developed into a retail/office/multifamily building(s) consistent with WMATA's Joint Development Plan for the Metro Station.

3.1.5 East Lot

In the future, it is anticipated that the East Lot (with 416 spaces) will be removed from service and developed into a retail/office/multifamily building(s) consistent with WMATA's Joint Development Plan for the Metro station.

3.2 Plaza Area, Retail, Multifamily

3.2.1 Plaza Area

The existing plaza area and southern entrance to the Metro station is being planned to provide a better user experience upon entering the Metro station. The improvements to the plaza will include landscape, hardscape, and furniture upgrades. Adjacent to the plaza, 5,000 sf of retail could be added next to and under the proposed garage structure. This area will operate differently than it does today, as the proposed parking garage will also serve bus riders and nearly double the parking capacity of the existing County-owned garage it would replace. In addition, increased pedestrian traffic will be coming from the Kiss & Ride located in the current WMATA garage. This will add a slightly longer walk for Kiss & Ride users, but the pedestrian experience will be greatly enhanced. On the other side of the plaza, two new development pads will be created where the current Kiss & Ride/bus loop are located. New buildings on these pad sites could have first floor retail with office/multi-family above it. This will consolidate the core around the Metro station entrance.

Figure 3: Proposed Replacement Transit Facilities

Aerial photographs are not yet available to reflect the most recent construction. Please note the Parking Garage south of the Kaiser-Permanente -office building is constructed and in operation. The Kaiser-Permanente office building is constructed and in operation. The Stella Multifamily underneath it is under construction.

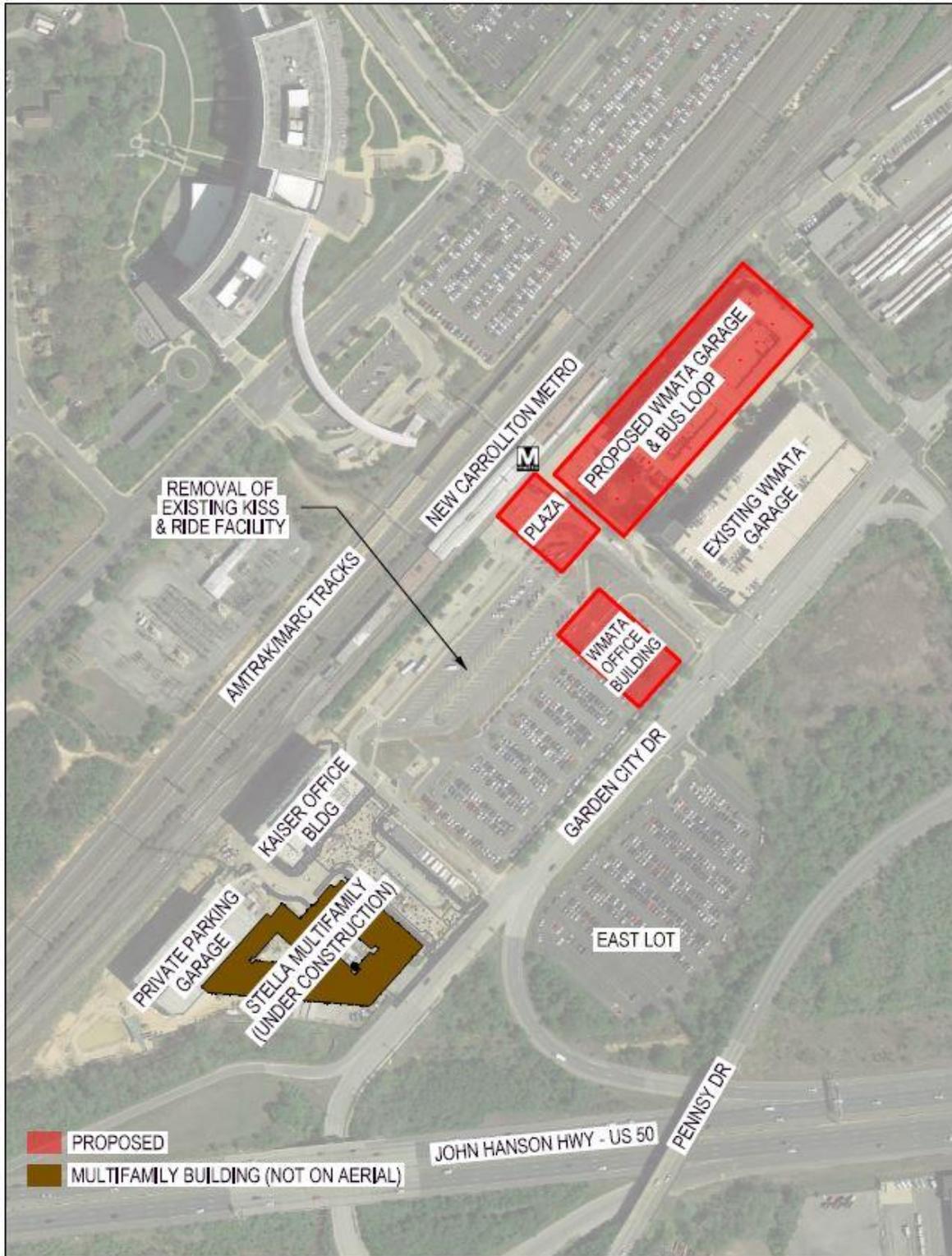
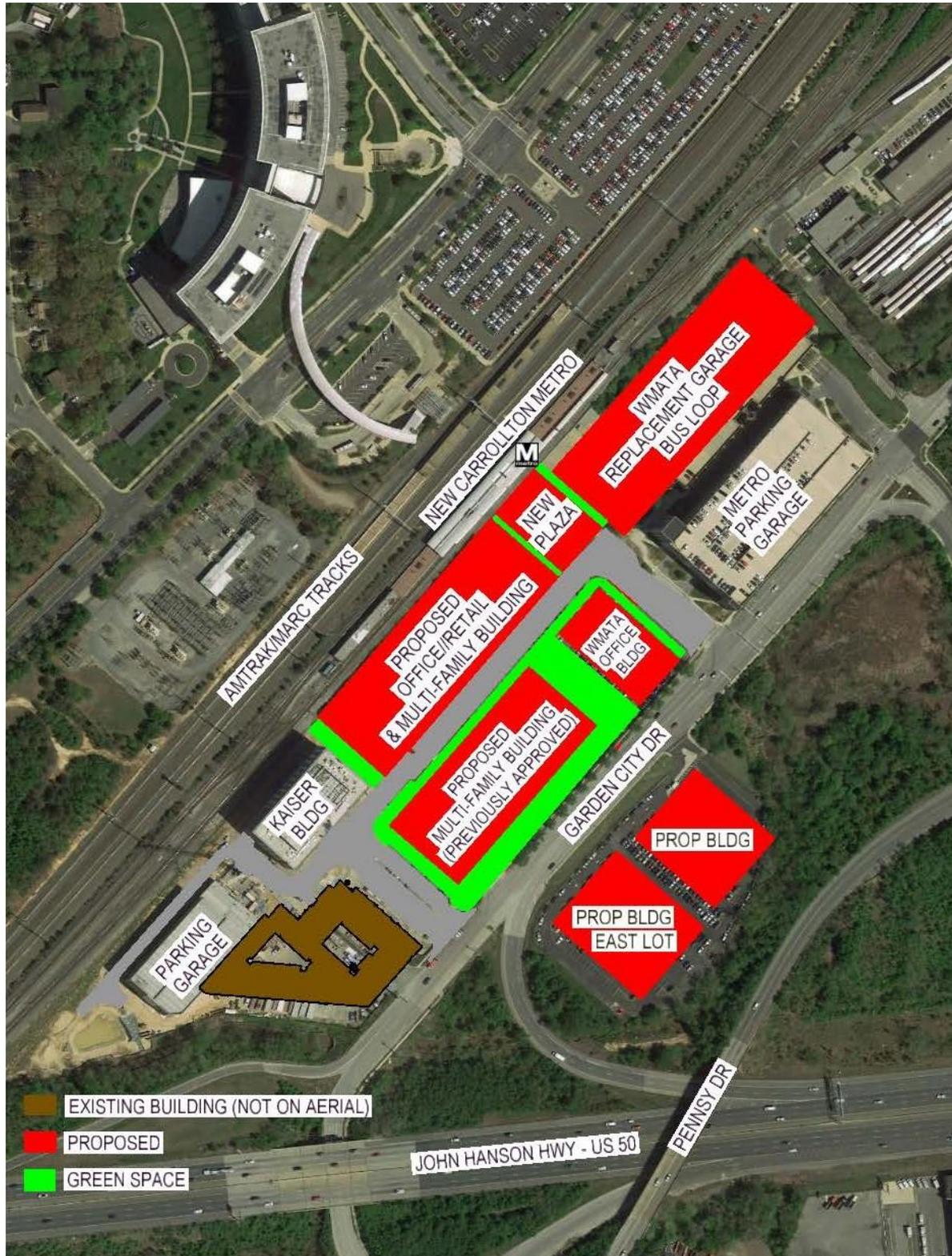


Figure 4: Joint Development Concept



3.3 MTA Purple Line

The MTA Purple Line is a light rail line currently under construction on the north side of the Metro station along Ellin Road. The Purple Line is a project of MTA; it is not a WMATA project and not the subject of this Environmental Evaluation.

4.0 PROJECT IMPACTS

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

4.1 Land Acquisitions and Displacements

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

No land acquisitions by WMATA are required for the Project. The existing bus loop will be relocated into the proposed WMATA garage. The existing Kiss & Ride in front of the Metro station will be removed and merged into the Kiss & Ride located in the existing WMATA parking garage. Aside from closing Park & Ride Lot 2 and the East Lot, no WMATA facilities will be permanently removed from the site as part of this phase of the Project.

4.2 Transportation and Traffic

4.2.1 Parking

As part of the Project, the Developer would remove 1,003 spaces from the existing Prince George's County garage and add 1,900 spaces in the proposed WMATA garage. In addition, 33 spaces will be removed from the Kiss & Ride capacity of the south side of the Metro station as shown in **Table 2**.

Table 3: Comparison of WMATA Parking and Layover Facilities

New Carrollton Parking Facilities		Existing Spaces	Proposed Spaces
Commuter Parking Spaces			
WMATA-Owned Facilities (including accessible and vehicle charging spaces)			
	Park & Ride spaces (Metro Garage, Park & Ride Lots 2 and 4)	2310	3892
	WMATA Owned but Not Park & Ride spaces (East Lot – County operated)	416	0
County-Owned Parking Facilities			
	County-Owned Garage spaces	1003	0
Private Parking Facilities			
	Kaiser Permanente Office Garage – public spaces	150	0*
WMATA Office Dedicated Parking (not included in overall parking total)			
	Daily spaces	0	400
	Total Commuter Parking	3879	3492
Short Term and Other Parking Spaces			
	Short-term meter spaces/ Driver Attend A Spaces	111	89
	Short-term accessible spaces	15	11
	Motorcycle spaces	0	0
	Taxi spaces	11	4
	Shuttle spaces	0	0
	Car sharing spaces	0	0
	Pick-up/Drop-Off	0	0
	Total Short-Term and Other Parking Spaces	137	104
*Due to extremely low existing utilization by commuters, the public spaces in the Kaiser Permanente Garage are being planned to revert to private use after construction of the new garage.			

Source: WMATA and Soltesz, LLC

The change in parking – eliminating Park & Ride Lot 2 and the East Lot, demolishing the existing County-owned garage, and replacing them with the proposed new WMATA garage -- would generally not lengthen the average walking distance of Park & Ride patrons to the Metro station entrance, as the proposed new garage is going in the same location as the existing County garage, which is as close or closer to the Metro station than Park & Ride Lot 2 and the East Lot. During construction, the Developer will work with WMATA and other local parking facilities to temporarily address the parking needs of the Metro station.

4.2.2 Traffic

The Developer prepared a Traffic Impact Analysis (New Carrollton Metro Station Preliminary Plan No.

16023, The Traffic Group, dated August 10, 2016) that was reviewed and approved by Prince George’s County and the Maryland State Highway Administration (“SHA”). The analysis was conducted in accordance with M-NCPPC guidelines, based on an approved Scoping Agreement with M-NCPPC/Prince George’s County Planning Department (May 20, 2016), and is valid for the length of the Preliminary Plan of Subdivision’s approval through 2026 (provided in **Appendix E**). In addition to the standard Prince George’s County guidelines, which require Critical Lane Volume (“CLV”) analysis methodology of intersections, the study also conducted detailed micro-simulation modeling. The traffic study is provided in **Appendix B**.

An analysis will be required for the additional relocated traffic to be moved to the Corporate Drive – Garden City Drive intersection as a result of locating the primary entrance to the proposed new and larger parking garage there. However, the proposed parking changes is expected to reduce the traffic flow through the overall development site.

The Developer will be responsible for securing approval of the Detailed Site Plan for any private development, including the final traffic study, with M-NCPPC, the Prince George’s County Planning Board, and WMATA, for implementing any roadway improvement commitments in these plans and traffic study that are conditions for approval.

4.2.3 Metrorail

Transit-oriented joint development at the New Carrollton Metro Station is expected to increase overall ridership at the New Carrollton Metro Station. The addition of the office/retail/multifamily space in accordance with the joint development plan is expected to generate approximately 883 new trips per day, based on WMATA’s *Station Walk Area Ridership Model*.

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

4.2.4 Metrobus and The Bus Routes

All routes accessing the south bus loop may experience a marginal increase in ridership from people travelling to and from the employment and residential uses associated with the existing and proposed development projects. No permanent impact to bus operations is anticipated as part of the development.

4.2.5 Greyhound

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

4.2.6 MARC and Amtrak

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

4.2.7 Pedestrian and Bicycle Access

Joint development plans include improved pedestrian access to the Metro station's south entrance and enhanced facilities within the site. Many new sidewalks are already in place.

4.3 Land Use and Zoning

The existing land use for most of the project site is Transportation (see **Figure 8**). A small portion along the southwestern end of the site is classified by Prince George's County as Forest, although most of this area is located beyond the recently built Kaiser-Permanente office building and parking garage. The balance of the Forest category surrounds the East Lot and would have to be addressed as part of any future development there. The Forest planning category is not expected to have any effect on the proposed project.

The Metro station site is zoned M-X-T (Mixed-Use-Transportation Oriented) (see **Figure 9**), which allows for a variety of residential, commercial, and employment uses. M-X-T zones must be located near a major intersection, transit stop, or station and provide adequate transportation facilities for anticipated traffic. The proposed Project is consistent with the existing land use and M-X-T zoning designations.

Figure 5: Existing Land Use

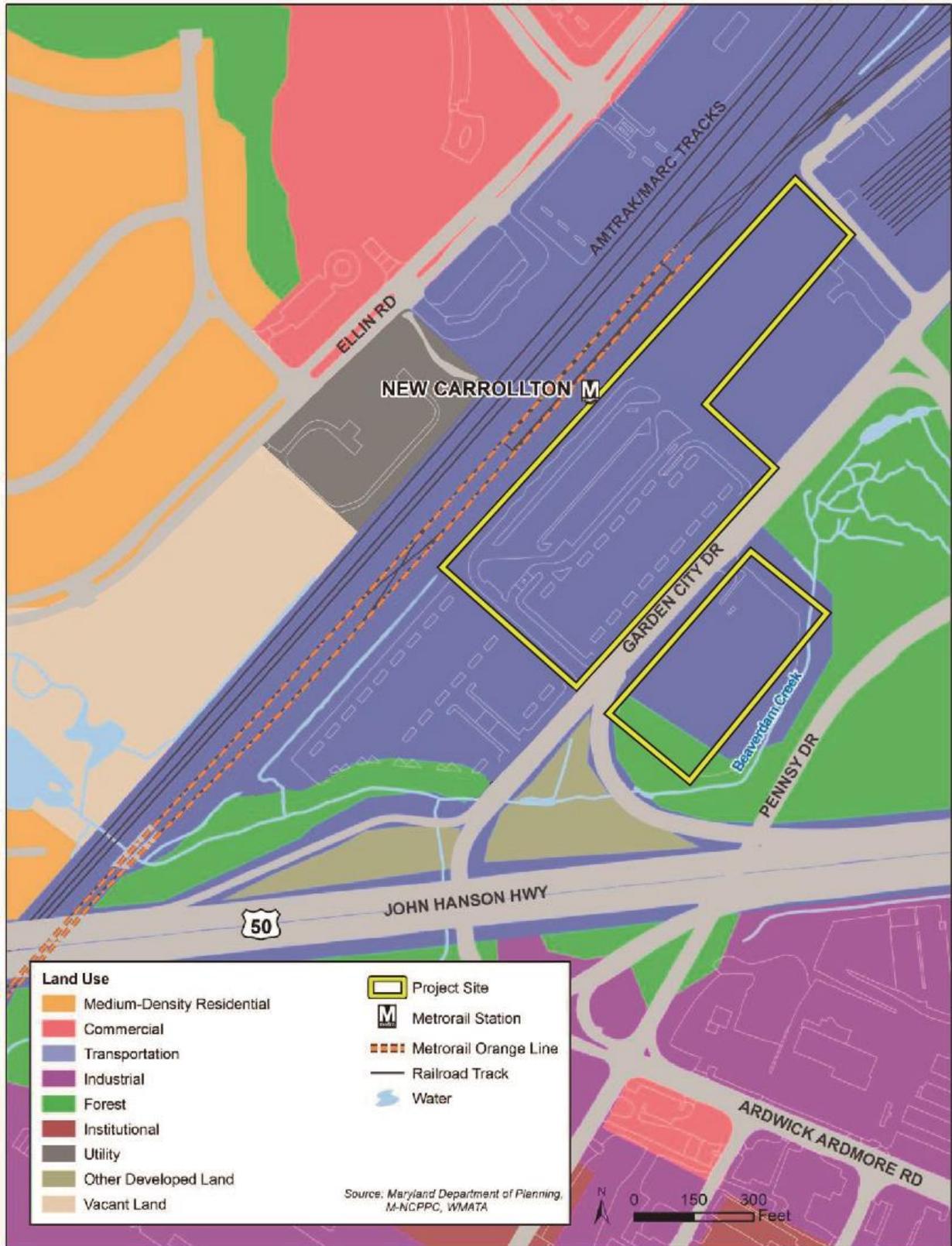
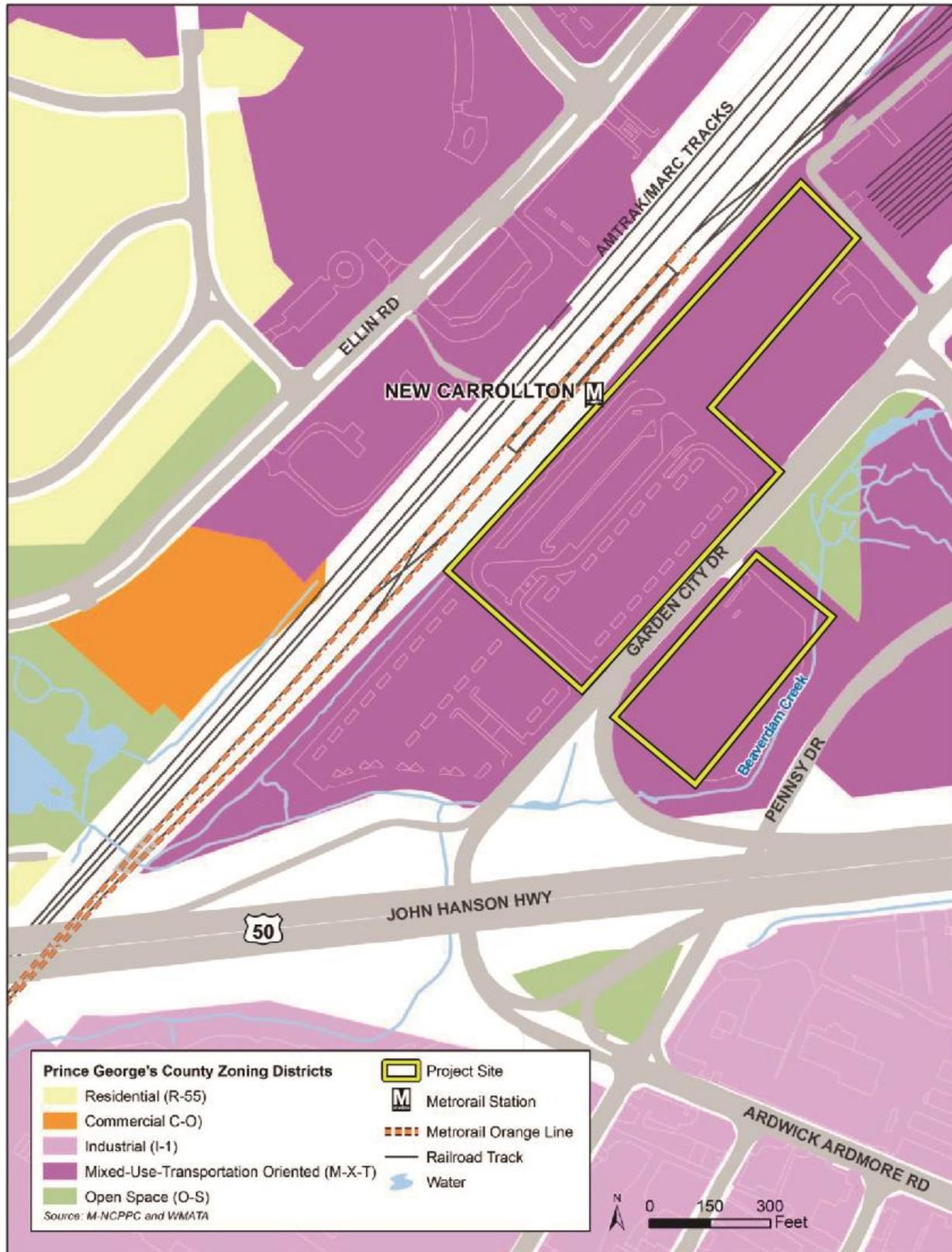


Figure 6: Existing Zoning



4.4 Planning Consistency

Table 4 identifies applicable local plans and evaluates the consistency of the Project with them.

Table 4: Land Use and Transportation Plans

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

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

Plan	Description	Author	Date	Inconsistencies
New Carrollton Station Future Bus Facility Needs and Short-Term Access Assessment	<p>Assessed future Metrobus facility needs, considering the planned Purple Line and joint development. For the south side of the station recommended:</p> <ol style="list-style-type: none"> 1) Improving signage and wayfinding; 2) Examining feasibility of striping two right turn lanes at existing Park & Ride garage exit; 3) Improving operations, signage, striping, and layouts for Kiss & Ride and taxi queue; 4) Improving and expanding pedestrian network; and 5) Moving some bus operations to north side of station and increasing number of bus bays on the north side of the station. 	WMATA	2011	None

4.4.1 Prince George’s County Green Infrastructure Plan

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

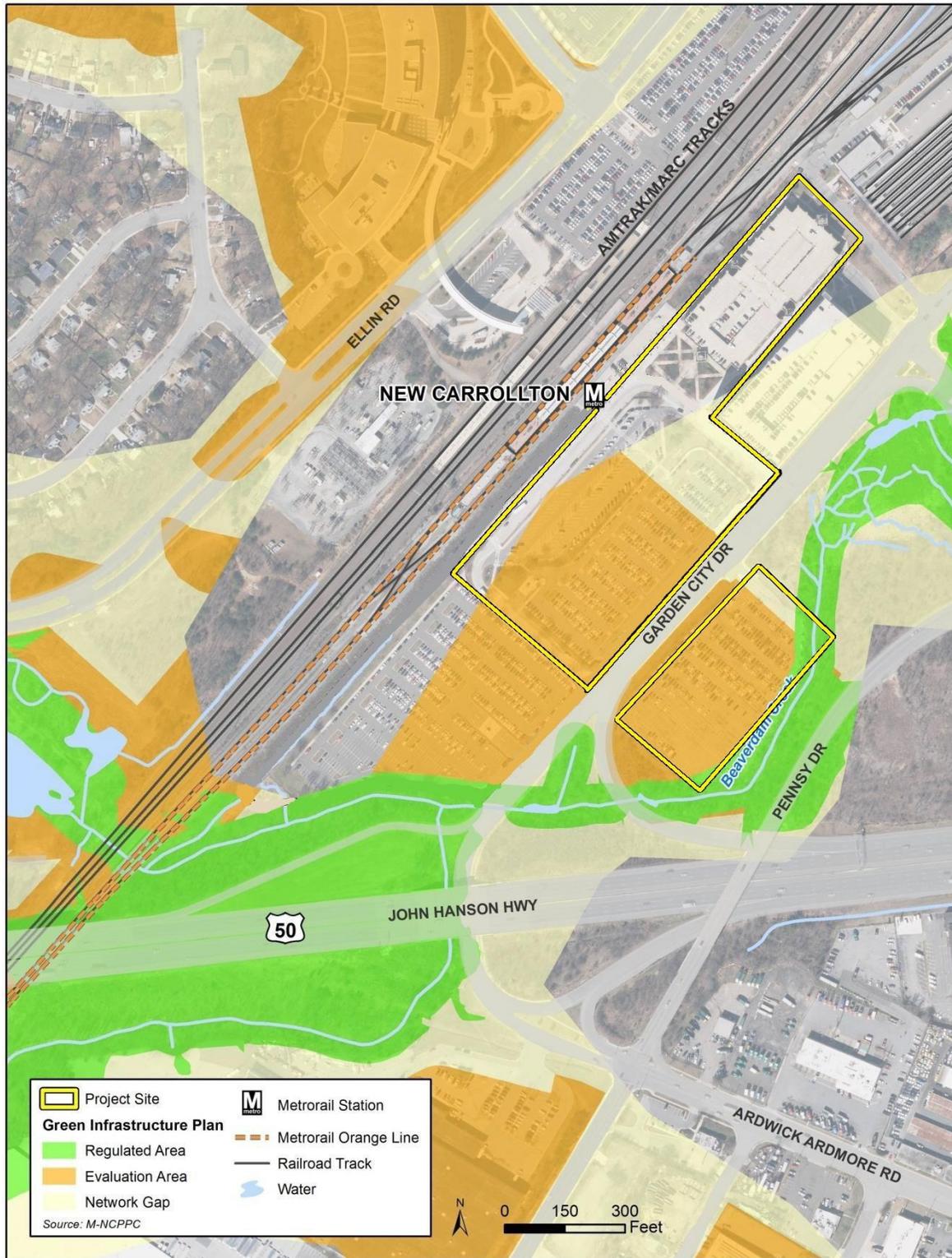
- **Regulated areas** “contain environmentally sensitive features, such as streams, wetlands, 100-year floodplains, severe slopes and their associated buffers that are regulated...”
- **Evaluation areas** “contain environmentally sensitive features, such as interior forests, colonial waterbird nesting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

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

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

The locations of natural resource features associated with the green infrastructure network categories are delineated on the approved Natural Resources Inventory Plan as the Primary Management Area (“PMA”), as shown on **Figure 10**. The PMA comprises portions of former Park & Ride Lot 3 (now the location of an office building and a parking garage, with a multi-family building under construction) and the East Lot (see **Figure 10** and the Natural Resources Inventory Plan, **Appendix C**). Portions of the Project site identified in the Green Infrastructure Plan and delineated as PMA are generally within the former Park & Ride Lot 3 and open space beyond it or within the East Lot. No improvements associated with the Project are anticipated outside of the current paved area.

Figure 7: Prince George's County Green Infrastructure Plan



4.5 Neighborhoods and Community Facilities

The Project site is located in an unincorporated area within Prince George's County, Maryland. Adjacent transportation infrastructure and a business park separate the project site from existing residential areas and community facilities, (see **Figure 8**). Within a half mile of the Project site are the New Carrollton, Ardwick Park, Ardwick, and West Lanham Hills neighborhoods and the following community facilities:

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

The proposed joint development project would not create a physical barrier within a neighborhood, isolate a portion of a neighborhood, or have a direct impact on a community facility or access to a community facility. Short-term construction activities are not anticipated to use local neighborhood streets (see **Section 4.20**).

Figure 8: Neighborhood and Community Facilities



4.6 Environmental Justice Populations

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

4.6.1 Identification of Environmental Justice Populations

A half-mile radius around the Project site was determined to be the appropriate study area boundary (“Census Project Study Area”) to analyze the presence of Environmental Justice Populations; all U.S. Census block groups and any portions of block groups that fell within the half-mile boundary of the project site were included. The City of New Carrollton and Prince George’s County were selected as comparison areas for the Environmental Justice analysis. Minority and low-income populations were then analyzed at the Census block group level using demographic and income data from the U.S. Census Bureau’s American Community Survey 5-Year Estimates (2010-2014).

Table 5 lists the percentages of minority and low-income residents in the half-mile project study area in comparison to the City of New Carrollton and Prince George’s County overall. 92.9 percent of the study area population belongs to a minority group, which is higher than the percentages within the City of New Carrollton (91.9 percent) and Prince George’s County (85.5 percent). Additionally, 9.7 percent of the study area population is low-income, which is lower than the percentage within the City of New Carrollton (11.2 percent) and is the same as that within Prince George’s County (9.7 percent).

Table 5: Minority and Low-Income Population by Block Group

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

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

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

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

Table 6 provides a breakdown of the minority groups present within the project study area. The largest minority groups within the study area are Black/African Americans (66.2 percent), Hispanic/Latinos (24.4 percent), and Asians (4.2 percent). The percentage of Hispanic/Latinos within the project study area is higher than that of the City of New Carrollton (21.3 percent) and Prince George’s County (15.9 percent).

Table 6: Minority Population by Group

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

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

4.6.2 Assessment of Disproportionately High and Adverse Impacts

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

4.7 Cultural Resources

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

The Natural Resources Inventory approved by M-NCPPC, May 1, 2013, updated February 4, 2017, states that the subject property is not located within a registered historic district and has no known archaeological sites (see **Appendix C**). M-NCPPC Historic Preservation Section staff approved the property’s Historic Preservation/Archeology Pre-Submittal Checklist for Development Applications on August 2, 2016 (see **Appendix D**), stating that “the proposal will not affect any historic sites or resources or known archeological sites. Phase I archeology survey will not be recommended.”

4.8 Public Parklands and Recreation Areas

West Lanham Hills Neighborhood Park and Bellemead Park, shown in **Figure 8**, are the only parklands located within half a mile of the Project. No parks or recreation areas would be impacted by the Project.

4.9 Wetlands and Waters of the U.S.

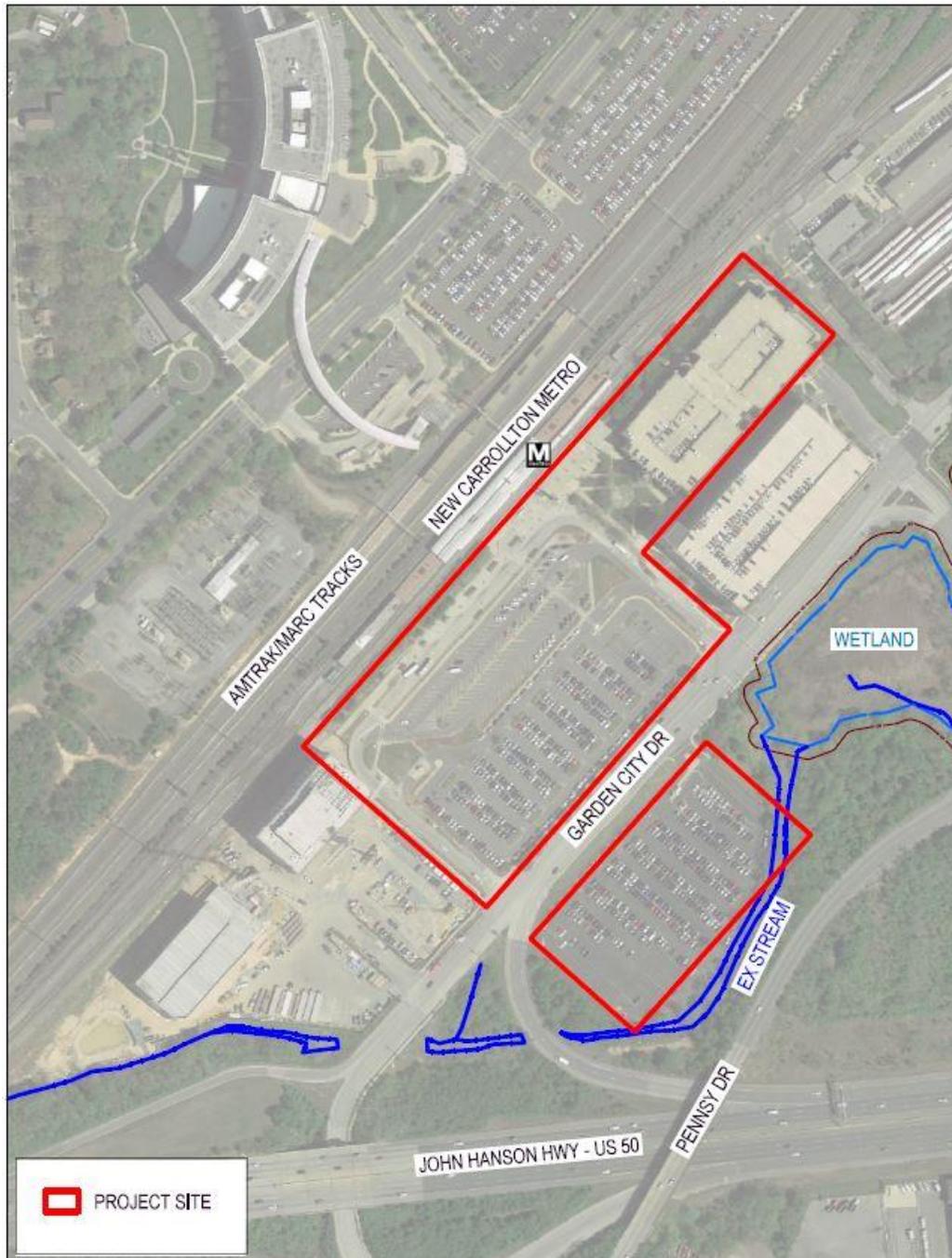
4.9.1 Waters of the U.S.

Wetlands and other delineated Waters of the U.S. (“WOUS”) are located in the vicinity of the Project site, (see **Figure 9**). WOUS are regulated under the Clean Water Act and implementing regulations (40 CFR 230.3). The delineation of these WOUS was conducted in 2012 by the Developer and is documented in the Wetland Delineation Report, Terra Consultants, Inc., April 30, 2012. These wetlands and other WOUS are shown on the Natural Resources Inventory Plan (see **Appendix C**). The WOUS were updated and found to be consistent on February 2, 2017.

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

The WOUS are located outside of the Project site, which encompasses the limits of disturbance defined by the Developer. However, it is likely that there will be minor impacts to the WOUS when the storm drain system discharges into the existing stream. This will be a very minor impact to be reviewed and approved by the Maryland Department of the Environment and the U.S. Army Corps of Engineers.

Figure 9: Wetlands and Waters of the U.S.



4.9.2 County and State Water Resource Buffers

A minimum 25-foot-wide wetland buffer is required by state regulation and Prince George’s County ordinance (M-NCPPC, Prince George’s County Environmental Technical Manual, 2012). The wetland buffer around the delineated wetlands is shown on **Figure 10**, based on the approved Natural Resources Inventory Plan provided in **Appendix C**. No impacts to the wetland buffer by the project are anticipated; impacts to the buffer affecting the East Lot will have to be addressed by the Developer at

such time as the East Lot is proposed for development.

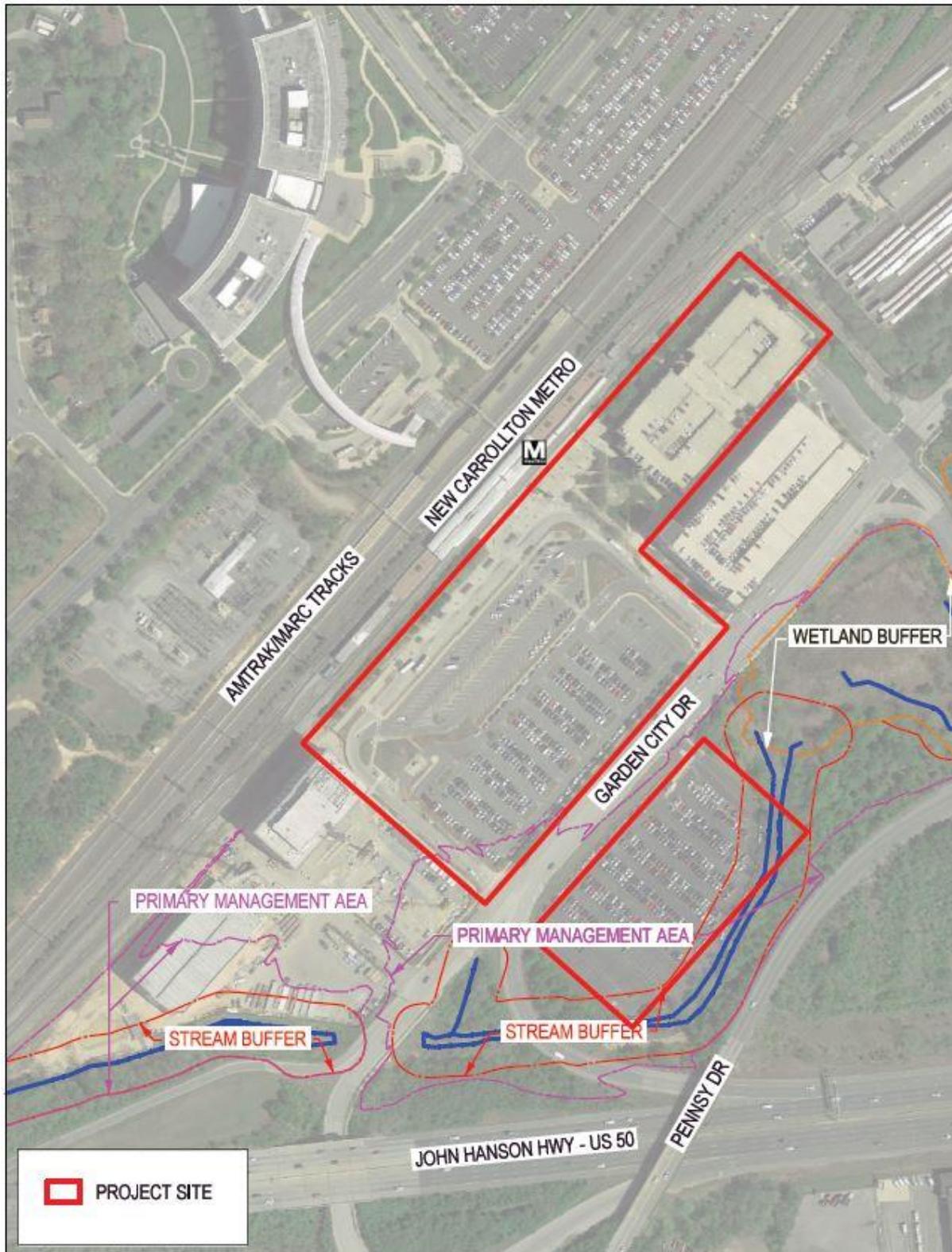
Stream buffers for regulated streams as defined in Subtitle 24 of the Prince George's County Code must be shown on the Natural Resources Inventory Plan (Environmental Technical Manual, 2012). The buffer is 60 feet from the regulated stream for areas such as the project site that are within the Prince George's County designated "Developed Tier". The stream buffer area is shown on **Figure 10**, based on the approved Natural Resources Inventory Plan provided in **Appendix C**. A portion of the stream buffer extends into the Project site along the south edge of the former Park & Ride Lot 3 and open space beyond it and also affects the East Lot.

An overall water resources buffer referred to as the Primary Management Area ("PMA") is also defined by Prince George's County and must be shown on the Natural Resources Inventory Plan. The PMA is a vegetated buffer established or preserved along all regulated streams outside the Chesapeake Bay Critical Area Overlay Zones (Environmental Technical Manual, 2012). The PMA includes the WOUS, wetland and stream buffers described above as well as adjacent steep slopes, 100-year floodplain, and critical habitat areas. Within the Project site, the PMA comprises the stream buffer described above and 100-year floodplain area (see **Section 4.10**). **Figure 10** shows the PMA for the project site based on the approved Natural Resources Inventory Plan provided in **Appendix C**.

The Project (excluding the East Lot) which is the subject of this Environmental Evaluation does not affect any stream buffers or the PMA. With respect to the private development project, the Developer is solely responsible for permitting any impacts and mitigation for stream buffers and other PMA resources with Prince George's County and applicable state agencies.

The East Lot is located within the PMA; however, since it is an existing parking lot, redevelopment of this area is likely to be approved by M-NCPPC and MDE. This will be reviewed and approved as part of the Detailed Site Plan and the Maryland Department of the Environment Wetland Permit process if and when the East Lot is proposed for development.

Figure 10: Wetland and Stream Buffers and Primary Management Area



4.10 Floodplains

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

The effective FIRM panel for the Project site is 24033C0155E, effective on September 16, 2016. Construction of the Metro station and the Park & Ride facilities along Garden City Drive predated the current effective FIRM. During phase one construction minor adjustments to the FIRM have occurred; however, this is still the most updated mapping for the projects discussed in this report.

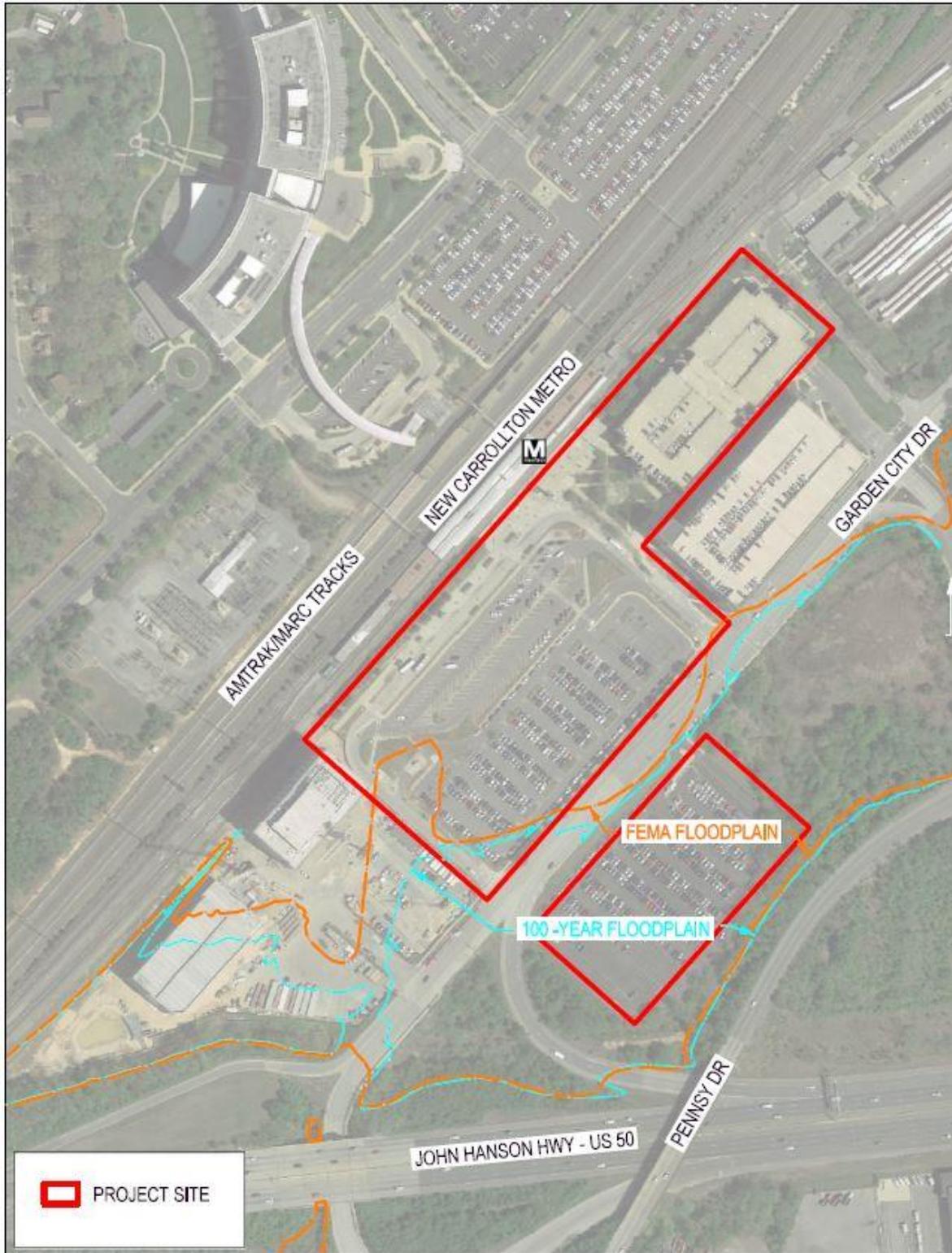
Project impacts were estimated using the entire project site boundary as an approximate Limit of Disturbance. The Project impacts a very small area of the 100-year floodplain based on the current effective FIRM as shown in **Figure 11**. The impacted areas are anticipated to be used for private development in the future, not for WMATA facilities or operations.

Floodplain impacts are regulated by Prince George’s County in accordance with the County’s floodplain ordinance and the National Flood Insurance Program. The Developer will seek appropriate approvals through Prince George’s County and FEMA. The Developer has an approved Natural Resources Inventory Plan (see **Appendix C**) which predates the effective FIRM and maps the 100-year floodplain based on an earlier floodplain study prepared for the Maryland Department of Natural Resources (DNR) and Prince George’s County (Beaverdam Creek Watershed Study, Greenhorne & O’Mara, Inc., December 17, 1991).

The floodplain extends across a smaller area of the site (2.71 acres) compared to the effective FIRM. This older mapped floodplain included on the Natural Resources Plan is shown on **Figure 11** and is included in the PMA shown on **Figure 10**. Within the Project site, the floodplain is the basis for most of the defined PMA.

The Developer is solely responsible for permitting impacts and mitigation for floodplains with both Prince George’s County and FEMA. Floodplain impacts will occur on the corner of Park & Ride Lot 2 and on the East Lot.

Figure 11: Floodplains



4.11 Water Quality

The Project is not anticipated to affect the water quality of the adjacent streams and wetlands. Stormwater management facilities will be constructed in accordance with Prince George's County regulations, which control the rate and water quality of stormwater runoff. The Developer submitted a Stormwater Management Concept Plan (Site Development Concept Plan, August 5, 2016) to Prince George's County as part of its August 17, 2016 Preliminary Plan of Subdivision submittal. The Developer is solely responsible for obtaining all required permits.

The Stormwater Management Concept Plan covers the entire joint development, including both the initial project on former Park & Ride Lot 3 and future phases. A large portion of the original Metro station site, including the since-closed and developed Park & Ride Lot 3 (47.5 percent) was impervious surface for which the stormwater runoff was not treated. The Stormwater Management Concept Plan proposes to provide stormwater treatment or remove 75 percent of the existing impervious area. For the current project, the Stormwater Management Concept Plan will reduce the impervious area within the Project site.

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

4.12 Air Quality

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

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

No impact is anticipated by the Project.

4.13 Forest Stands

The Project is not anticipated to affect any forest stands (see **Figure 12**). In addition, no specimen, champion, or historic trees are located on the site.

To comply with the Forest Conservation Act, the Developer completed a Forest Stand Delineation (FSD) for the site (Terra Consultants, Inc., April 2012), which is included in the approved Natural Resources Inventory Plan, May 1, 2013. The Developer will complete corresponding Forest Conservation Plans (FCP) for any effect on forest stands resulting from the Project. Both the FSD and FCP will be submitted to M-NCPPC or the Maryland Department of Natural Resources for approval, depending on the required development approval process.

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

Figure 12: Forest Stands



4.14 Threatened and Endangered Species

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

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

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

4.15 Utilities

The Project is not anticipated to affect utilities that serve the project site and adjacent neighborhoods, including water, sewer, electric, and natural gas services. The Developer is responsible for providing adequate utility services for the proposed development and re-routing any affected existing utilities.

4.16 Safety and Security

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

4.17 Hazardous and Contaminated Materials

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

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

The Project is not expected to encounter any hazardous or contaminated materials. A Phase I Environmental Site Assessment was conducted for the site (ECS Mid-Atlantic, LLC, February 22, 2013) consistent with the requirements of the American Society of Testing and Materials (ASTM) ESA procedures, and there have been no changes since that pose an environmental contamination risk.

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

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

4.18 Noise and Vibration

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

No impact on existing noise-sensitive receptors is anticipated as a result of the Project. If the Project is constructed, the existing Metrobus and Metrorail transit operations would continue to operate as they do now, and no increase in service is anticipated. The Metrorail tracks would continue to function as they do now; the tracks would not be realigned nor would any new switches be constructed on the tracks as a result of the project being built. The existing bus routes would continue to serve the Metro station as they do now although they would do so from the proposed relocated bus loop on the ground floor of the proposed new parking garage.

The Developer completed a ground-borne vibration analysis in August 2016 (Phoenix Noise and Vibration, August 1, 2016), at four locations on the Metro station site, two of which are part of the initial joint development phases that comprise the Project, and there are no noted developments since the ESA that would warrant changes to site conditions. Site A is at the location of the office building that was previously completed and Site B is at the location of the multi-family residential development now under construction; both locations are at the closest points of each use to the railroad tracks (see **Appendix G** for the analysis). The analysis found the following:

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

The Developer is solely responsible for quantifying and mitigating noise and vibration impacts from the Project on the private development project. The Developer is also responsible for constructing the joint development in a manner that mitigates potential noise and vibration impacts from rail, mass transit, and station-related sources to the Project's new residences and commercial uses. This mitigation includes compliance with Prince George's County Noise Ordinance (Section 19-120 Noise Control), and Code of Maryland regulations (COMAR 26.02.03.02), which establish residential noise standards.

4.19 Secondary and Cumulative Impacts

4.19.1 Secondary Impacts

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

4.19.2 Cumulative Impacts

Cumulative impacts associated with other reasonably foreseeable activities within the vicinity of the Project would primarily be associated with the transportation impacts of adjacent development projects. The most significant project is the planned MTA Purple Line (see **Section 3.4**).

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

Parking

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

Transit

The completion of all proposed phases of joint development and the Purple Line are projected to contribute to increases in transit ridership at the Metro station and an increase in bus ridership on routes serving the Metro station.

- *Metrorail* – WMATA assessed the impact of increased ridership from the Purple Line and completion of all proposed phases of joint development on the Metrorail station using the Station Walk Area Ridership Model and estimates an additional 883 Metrorail riders per day, or 529,628 trips per year. The additional ridership is not anticipated to cause station crowding. The joint development has employment as well as residential uses, and therefore over half of the generated Metro trips would be in the reverse commute direction (outbound AM, inbound PM), compared to the majority of current Metro station customers. The additional ridership is not anticipated to lead to crowding on the Orange Line.
- *Metrobus and Other Bus Services* – WMATA assessed the impact of increased ridership from the Purple Line and completion of all proposed phases of joint development (based on the Prince George’s County 2010 Transit District Development Plan) on the bus services at the Metro station (New Carrollton Station Future Bus Facility Needs and Short-Term Assessment and Final Report, May 2011). The study found that no additional bus bays would be needed on the south side of the Metro station.

Construction Impacts

Construction of the Project will not close the Metro station to passengers at any time. During construction, all modes of access would be maintained. Phased construction would allow WMATA to retain operations within the Park & Ride, bus loop, and Kiss & Ride facilities via temporary arrangements on the portions of the property not under construction. However, on-site parking will be reduced during construction and alternative parking sites will be needed. (In addition, the Metro station may be closed to Metrorail service for several months during 2021 or 2022 for one of WMATA’s ongoing platform rebuilding projects. Any such rebuilding project is unrelated to the Project addressed by this Environmental Evaluation and is not addressed in this Environmental Evaluation).

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

5.0 PUBLIC INVOLVEMENT

WMATA and the Developer will keep the public informed about the Project through public outreach. A public hearing in accordance with the WMATA Compact will be scheduled for April 27, 2020. Due to the ongoing public health emergency and the restrictions on public gatherings related to the COVID-19 outbreak, the hearing will be conducted by telephone. The hearing will provide the public with the opportunity to comment. Notice of the public hearing will be published in the *Washington Post* as required by the WMATA Compact. The project webpage includes information about the project, the public hearing presentation and a link to a dedicated project webpage in Spanish.

The subject of this hearing will be the following:

- Permanent closure of Park & Ride Lot 2 for future development;
- Permanent closure at an undetermined date of the East Lot for future development;
- Construction of an approximately 1,900-space WMATA-owned parking garage that would fully replace the Park & Ride spaces lost from Park & Ride Lot 2 and the East Lot, as well as contribute towards replacing spaces from the 1,000-space County-owned garage; and
- Permanent closure of 33 Kiss & ride spaces located on a surface lot in front of the south entrance of the Metro station.

A public hearing staff report summarizing comments received at the hearing with staff responses will be released for public review and comment. The staff report will be made available online and in hard copy at WMATA headquarters and libraries in the project vicinity, after they reopen after COVID-19 related closures.

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

- Online at wmata.com/plansandprojects;
- Written comments mailed to: Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001
- A public hearing by telephone.

In addition to the WMATA Compact public hearing, a public outreach event as part of the Mandatory Referral process for the WMATA Office Building at New Carrollton was held on February 19, 2020 at the West Lanham Hills Community Center. The meeting included a briefing on the specific proposal for the WMATA office building, ongoing and anticipated private development, and the proposed garage.

6.0 REFERENCES

- ECS Mid-Atlantic, LLC. Phase I Environmental Site Assessment, February 22, 2013.
- Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map (FIRM) for Prince George's County, Maryland Number 24033C0155E, September 16, 2016.
- Greenhorne & O'Mara, Inc. Beaverdam Creek Watershed Study, December 17, 1991.
- M-NCPPC (Maryland-National Capital Park and Planning Commission). Approved Countywide Green Infrastructure Plan, June 2005.
- M-NCPPC. Approved Countywide Master Plan of Transportation, November 2009.
- M-NCPPC. Approved New Carrollton District Development Plan and Transit Overlay Zoning Map Amendment, May 2010.
- M-NCPPC. Approved Subregion 4 Master Plan and Sectional Map Amendment, June 2010.
- M-NCPPC. Plan Prince George's 2035 Approved General Plan, May 2014.
- M-NCPPC. Scoping Agreement with Prince George's County Planning Department, May 20, 2016.
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- Maryland Department of Natural Resources, Wildlife and Heritage Service. Letter of No Record of Rare, Threatened, or Endangered Species on Site, April 2, 2012.
- Phoenix Noise & Vibration, LLC. New Carrollton Metro Site Vibration Analysis Results, August 1, 2016.
- Prince George's County Planning Department. Adopted Uniform Standards for Mandatory Referral Review, July 18, 2012.
- Soltesz, LLC. Approved Natural Resources Inventory Plan, May 1, 2013.
- Soltesz, LLC. Site Development Concept Plan, August 5, 2016.
- Terra Consultants, Inc. Forest Stand Delineation Narrative Report for New Carrollton Prince George's County, Maryland, April 30, 2012.
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- The Traffic Group. New Carrollton Metro Station Preliminary Plan No. 16023, August 10, 2016.
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- U.S. Environmental Protection Agency. Clean Water ACT (CWA) - 33 U.S.C. §1251 33 U.S. Code

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<http://ecos.fws.gov/ipac/>. Accessed on September 28, 2016.

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

WMATA. Joint Development Agreement, September 18, 2015.

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



APPENDIX F

NOTICE OF PUBLIC HEARING STAFF REPORT

[to be added after draft Staff Report is issued for public comment]



APPENDIX G

COMMENTS RECEIVED ON PUBLIC HEARING STAFF REPORT

[to be added after draft Staff Report is issued for public comment]