

New Carrollton Joint Development WMATA Garage Environmental Evaluation

Prepared by:



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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



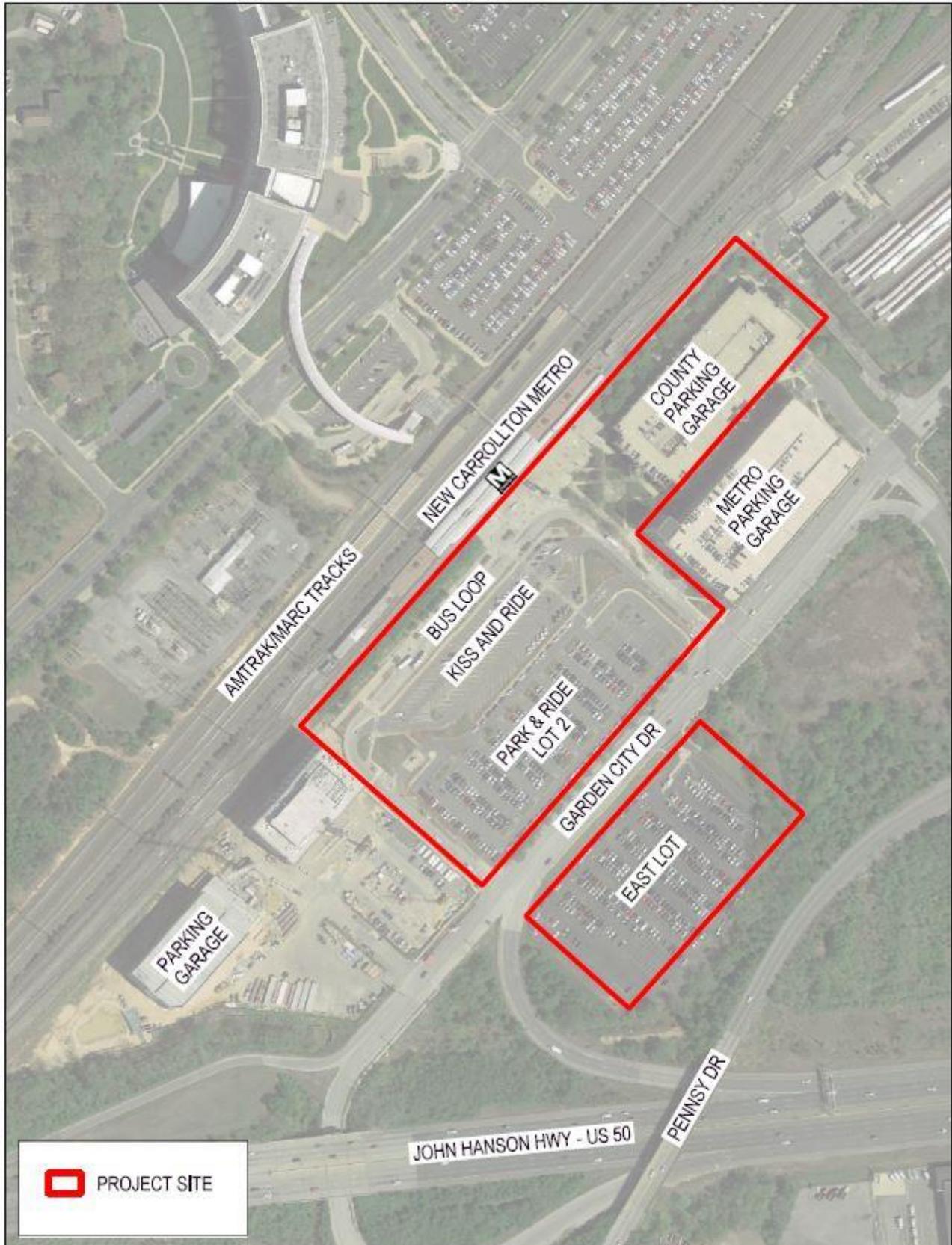
2.0 EXISTING SITE DESCRIPTION

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.

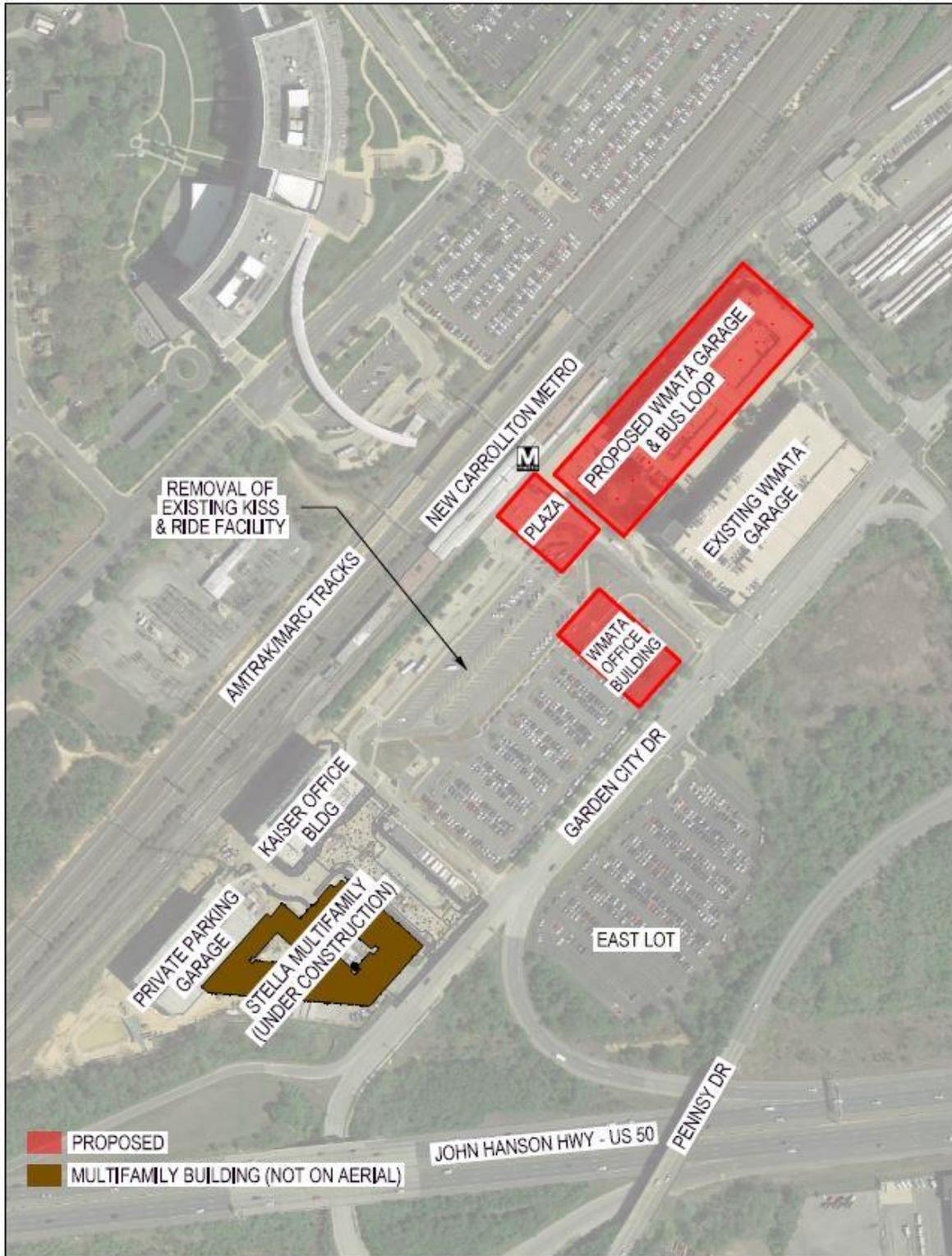
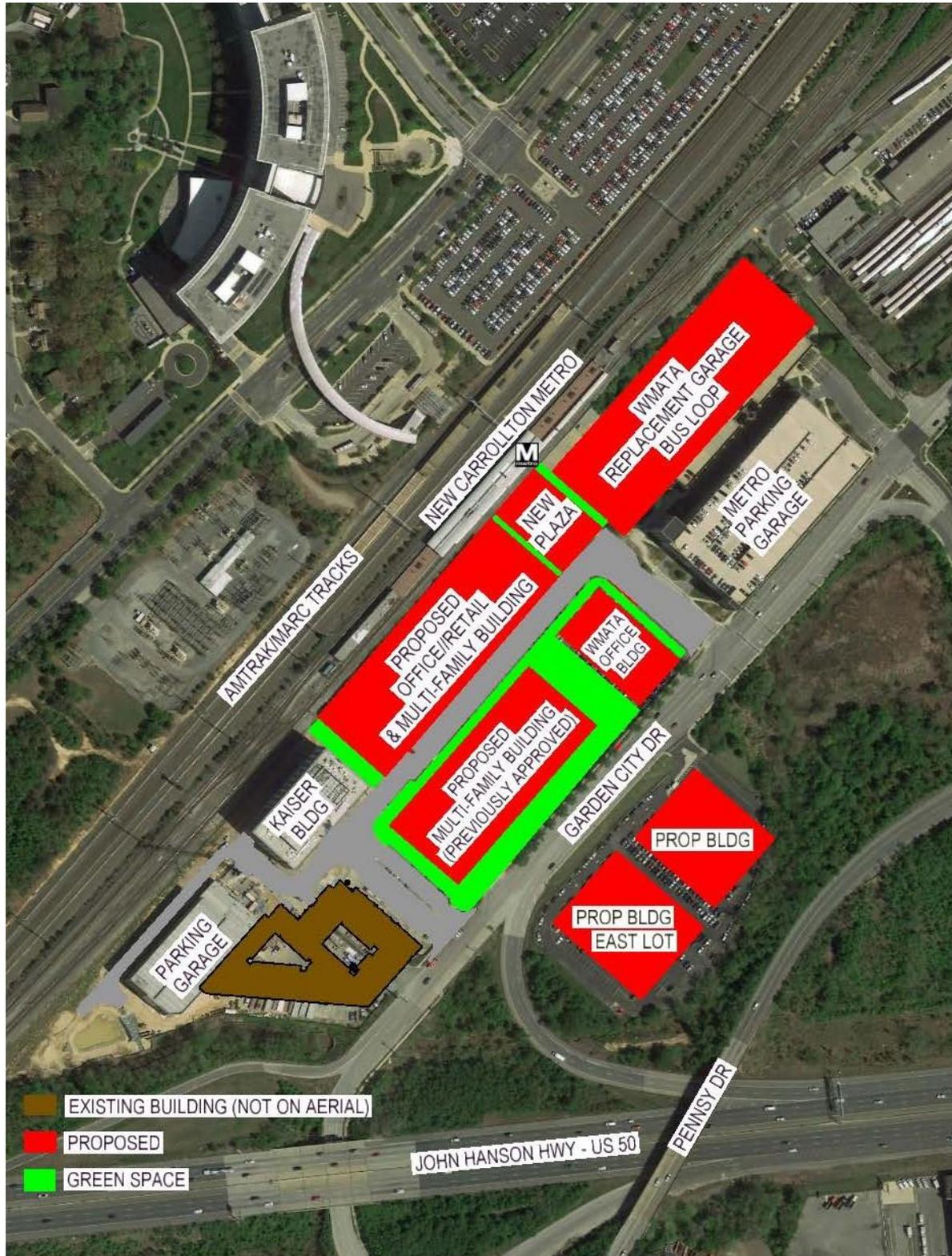


Figure 4: Joint Development Concept



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

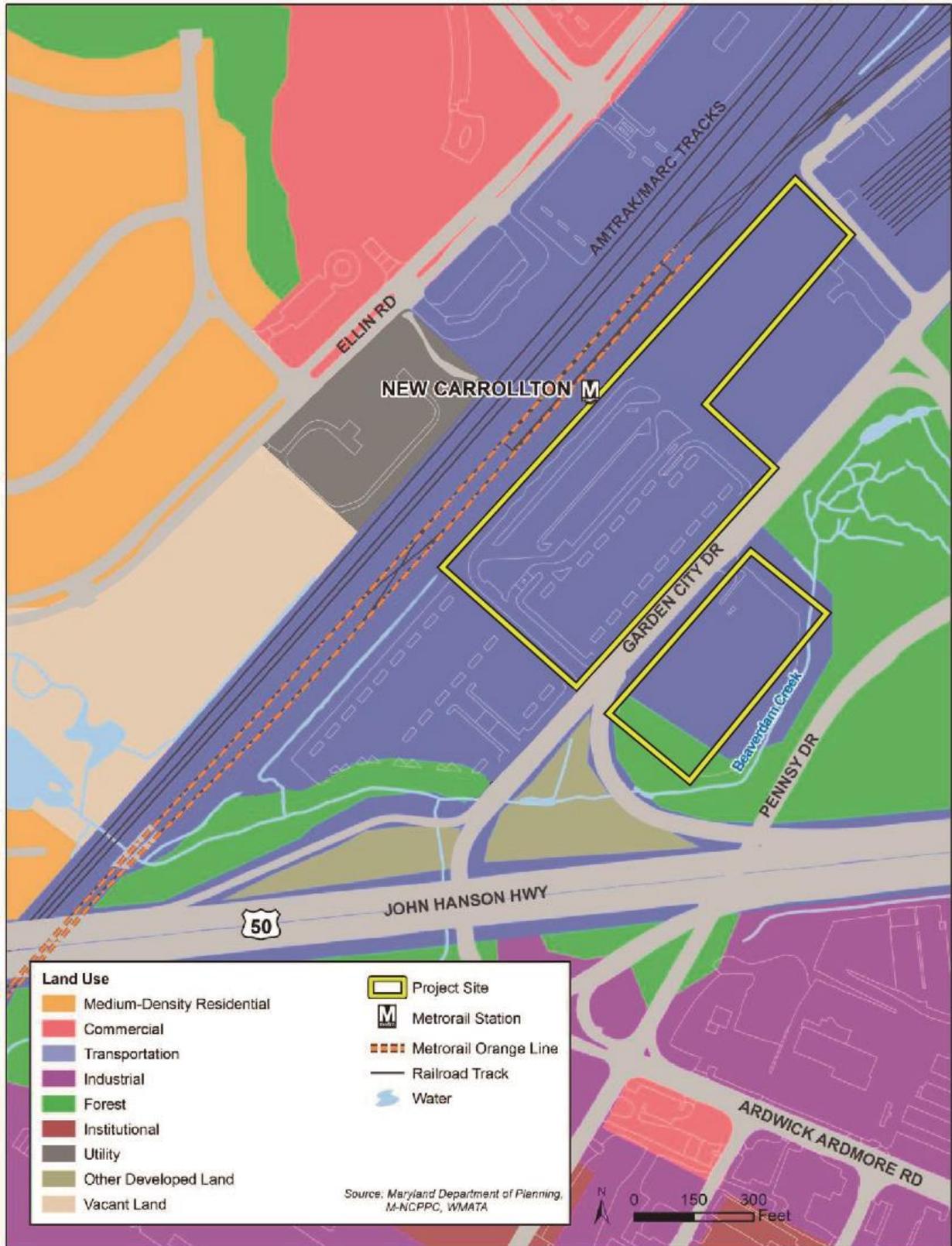
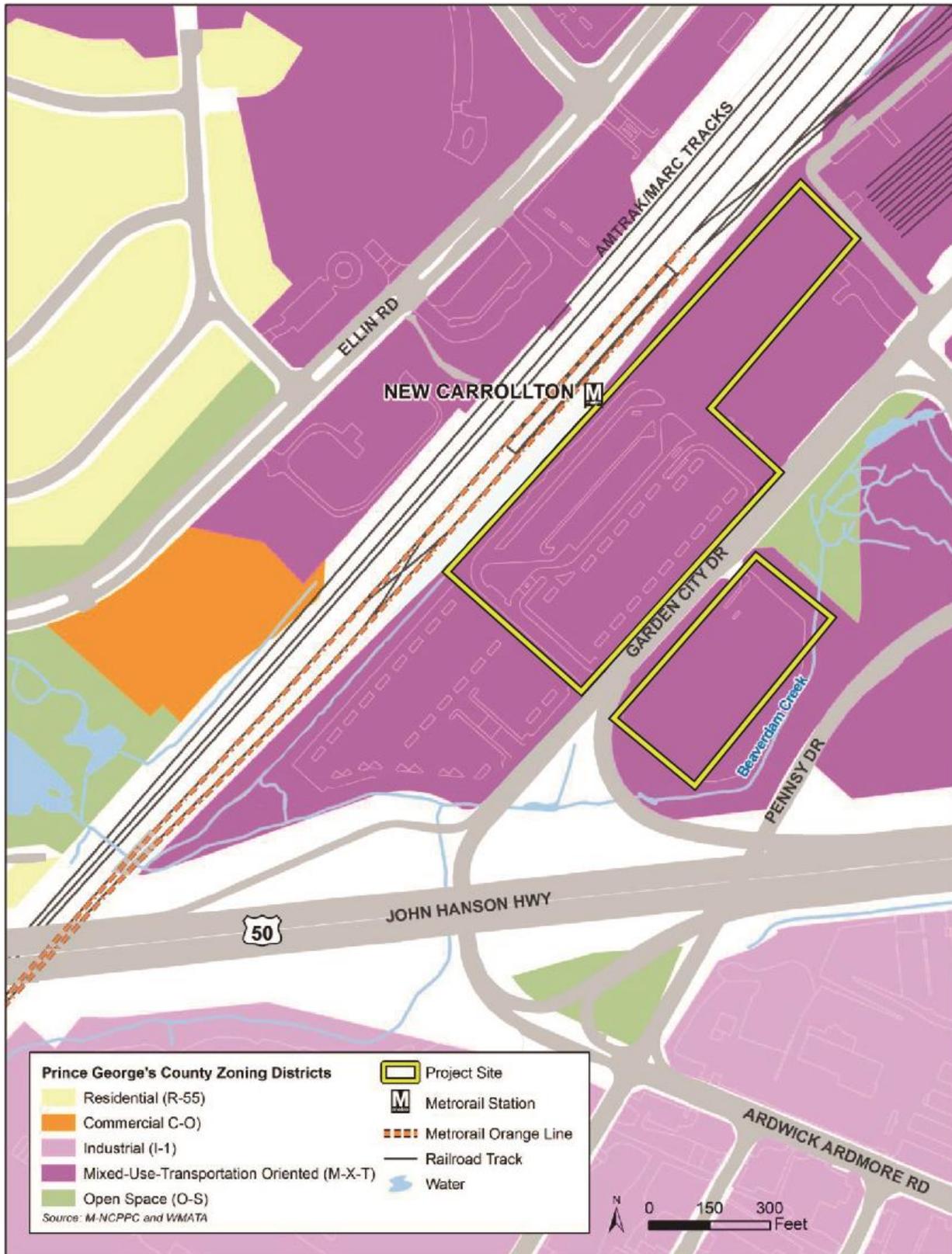


Figure 6: Existing Zoning



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:

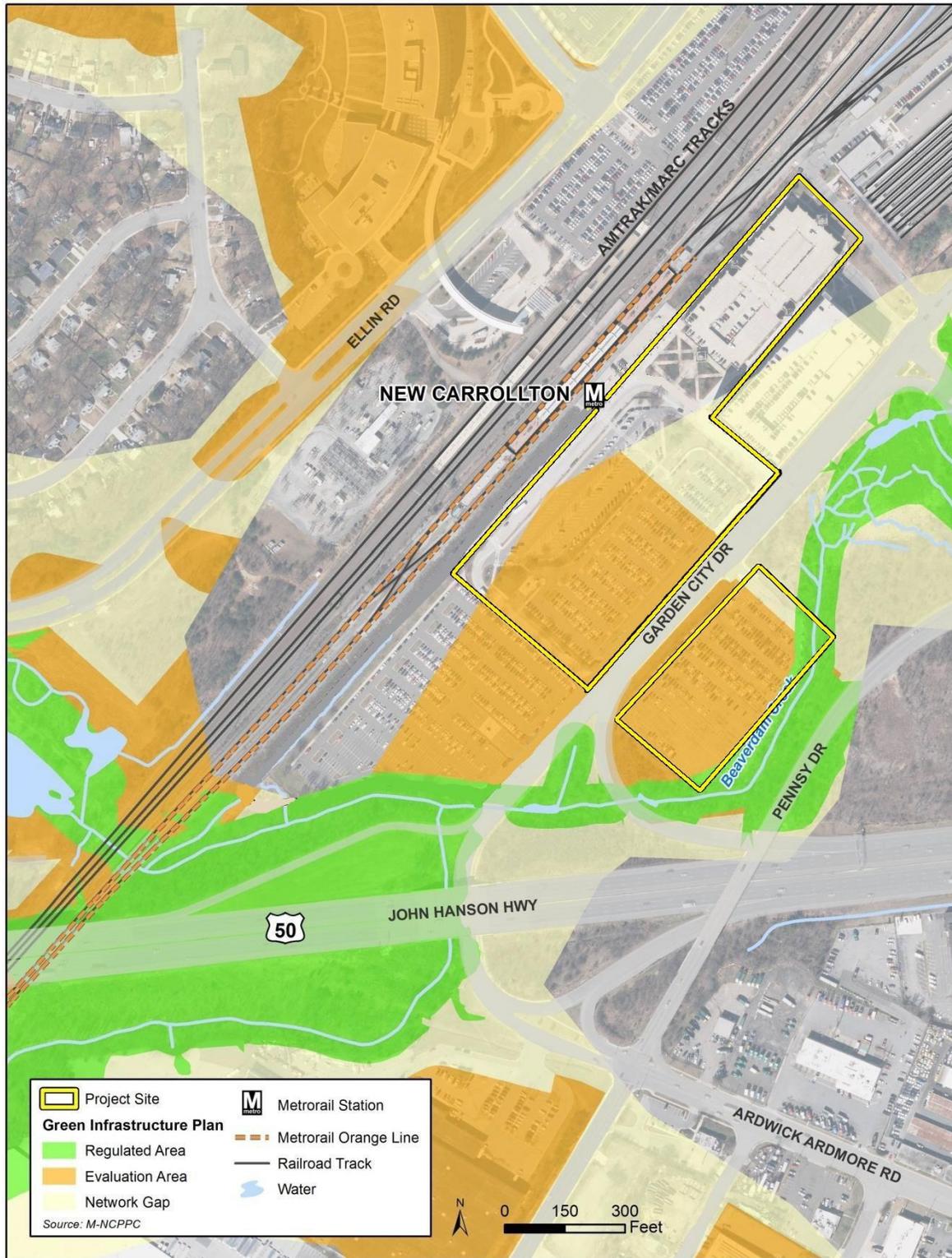
- **Regulated areas** “contain environmentally sensitive features, such as streams, wetlands, 100-year floodplains, severe slopes and their associated buffers that are regulated...”
- **Evaluation areas** “contain environmentally sensitive features, such as interior forests, colonial waterbird nesting 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.

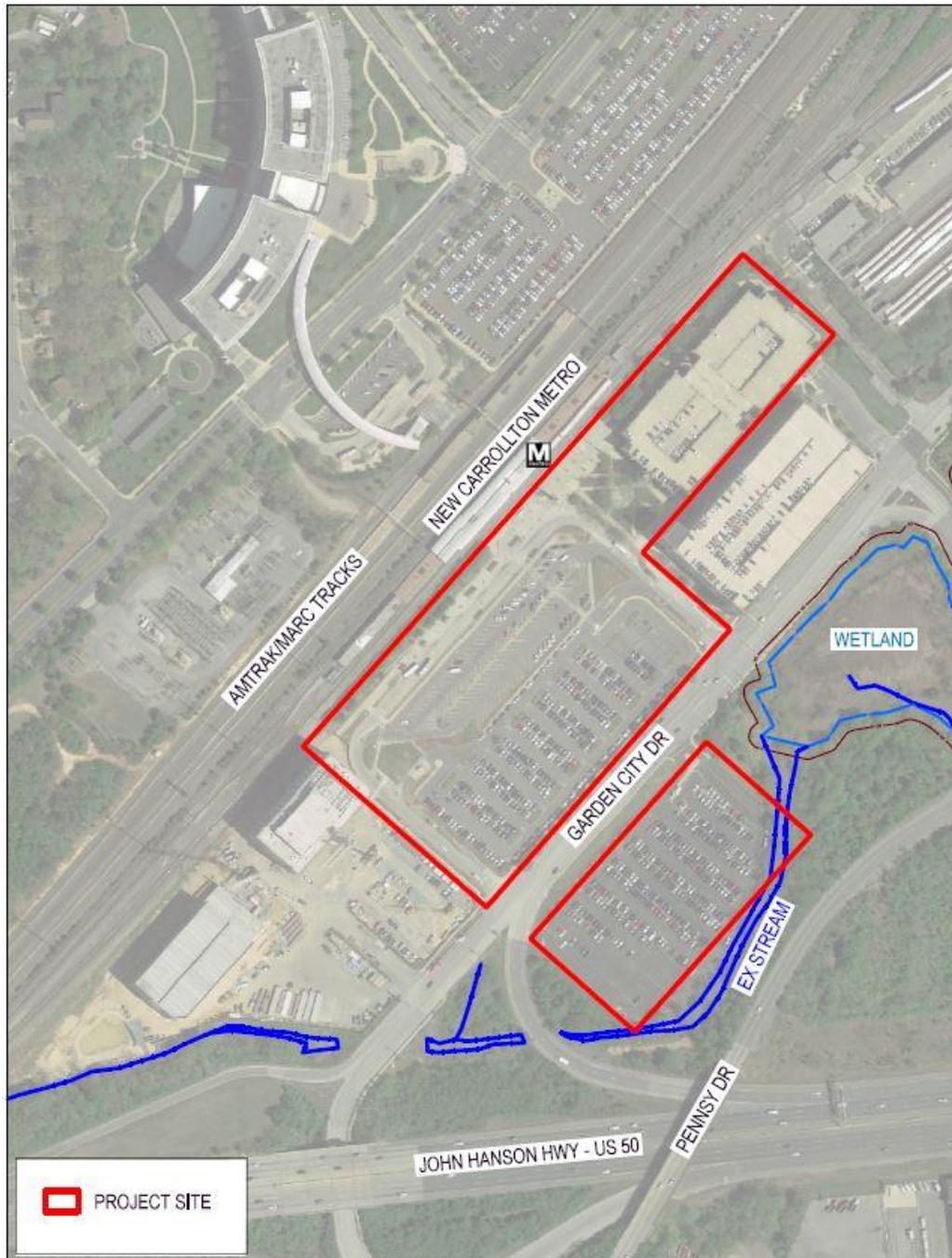
4.9.1 Waters of the U.S.

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.

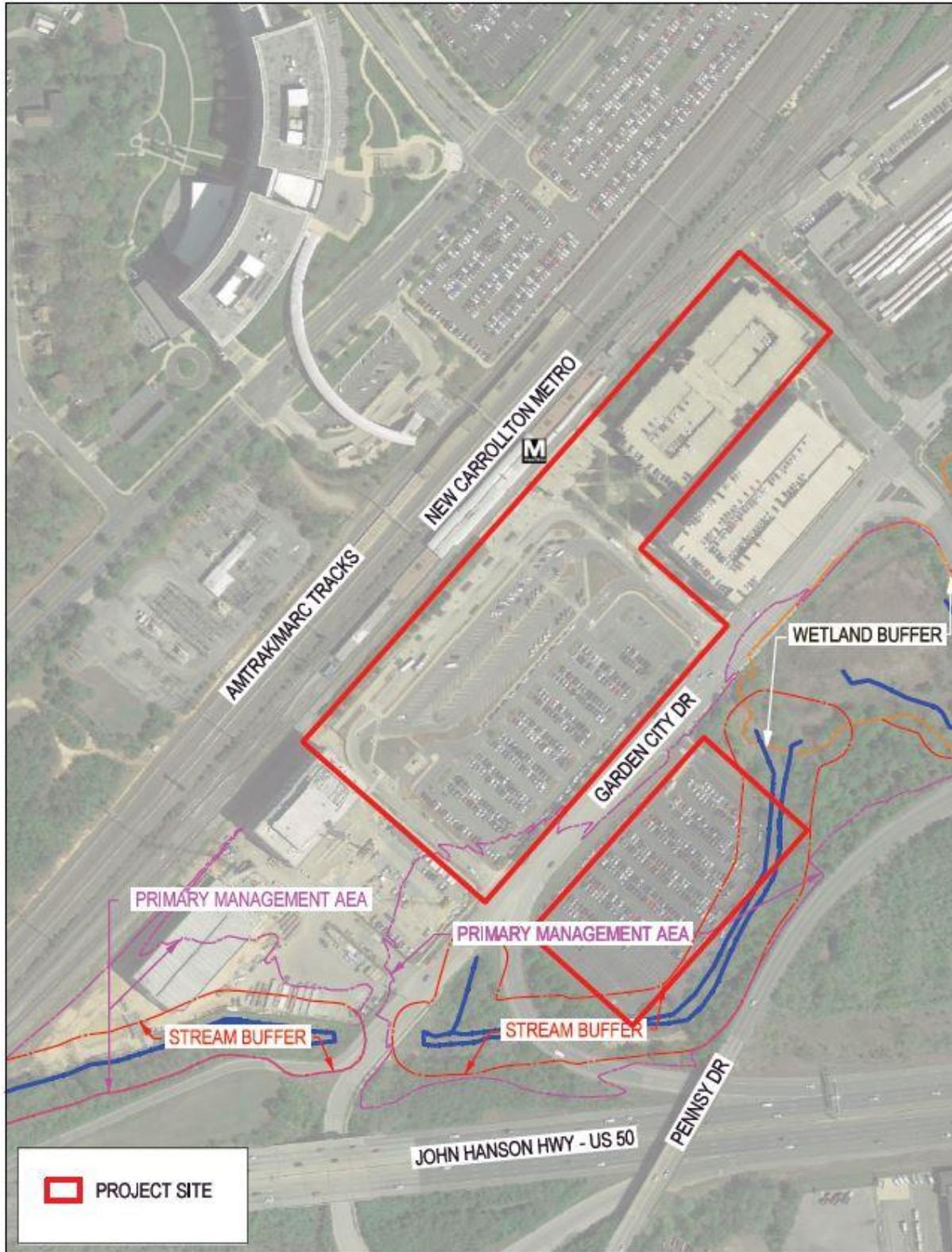
Stream buffers for regulated streams as defined in Subtitle 24 of the Prince George's County Code must be shown on the Natural Resources Inventory Plan (Environmental Technical Manual, 2012). The buffer is 60 feet from the regulated stream for areas such as the project site that are within the Prince 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.

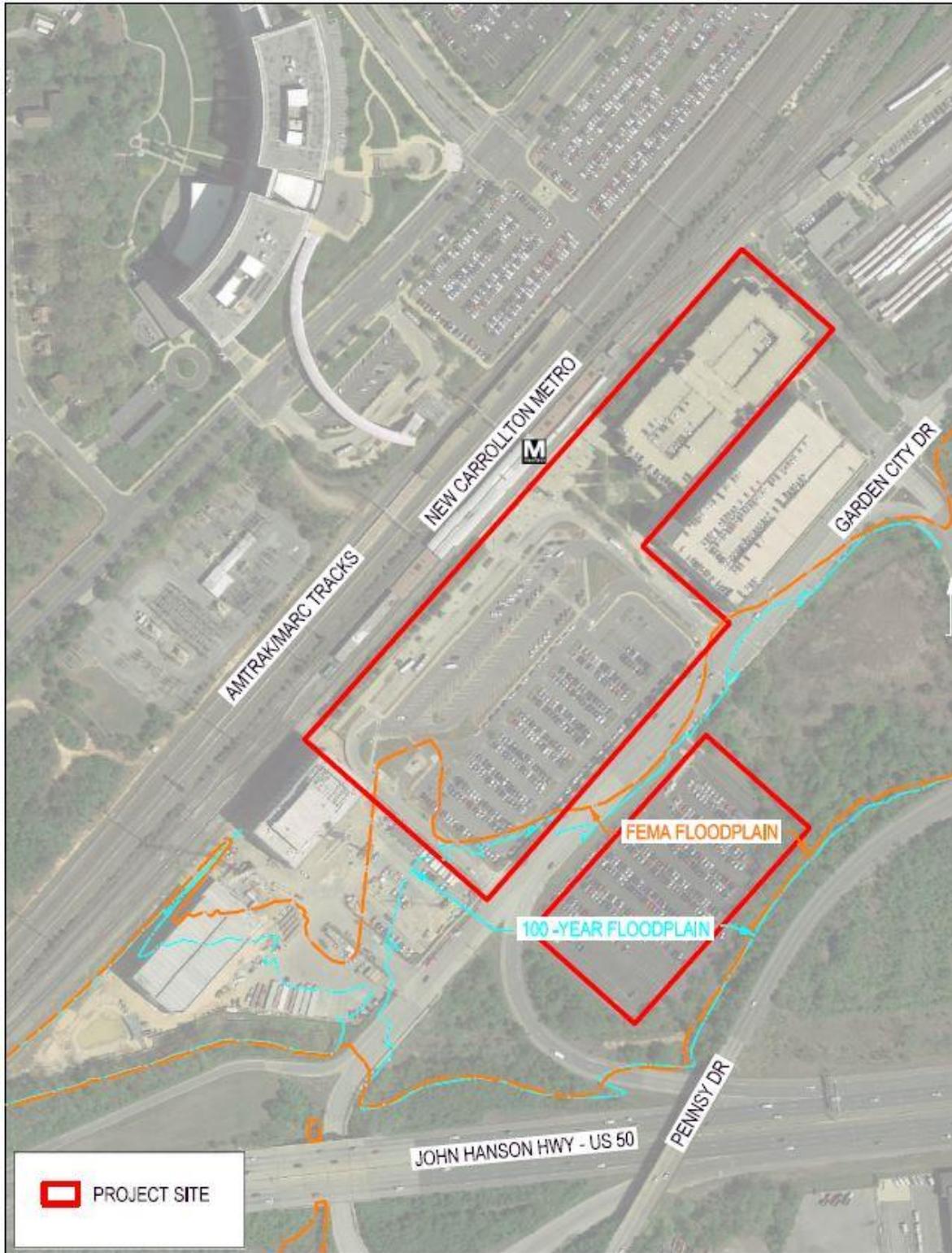
Project impacts were estimated using the entire project site boundary as an approximate Limit of Disturbance. The Project impacts a very small area of the 100-year floodplain based on the current effective FIRM as shown in **Figure 11**. The impacted areas are anticipated to be used for private development 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.
- M-NCPPC and Prince George's County. Environmental Technical Manual, September 22, 2012.
- Maryland Department of Natural Resources, Wildlife and Heritage Service. Letter of No Record of Rare, Threatened, or Endangered Species on Site, April 2, 2012.
- Phoenix Noise & Vibration, LLC. New Carrollton Metro Site Vibration Analysis Results, August 1, 2016.
- Prince George's County Planning Department. Adopted Uniform Standards for Mandatory Referral Review, July 18, 2012.
- 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.
- Terra Consultants, Inc. Wetland Delineation Report for New Carrollton Properties Prince George's County, Maryland, April 30, 2012.
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