

Capitol Heights Joint Development Environmental Evaluation

Prepared by:



Washington Metropolitan Area Transit Authority

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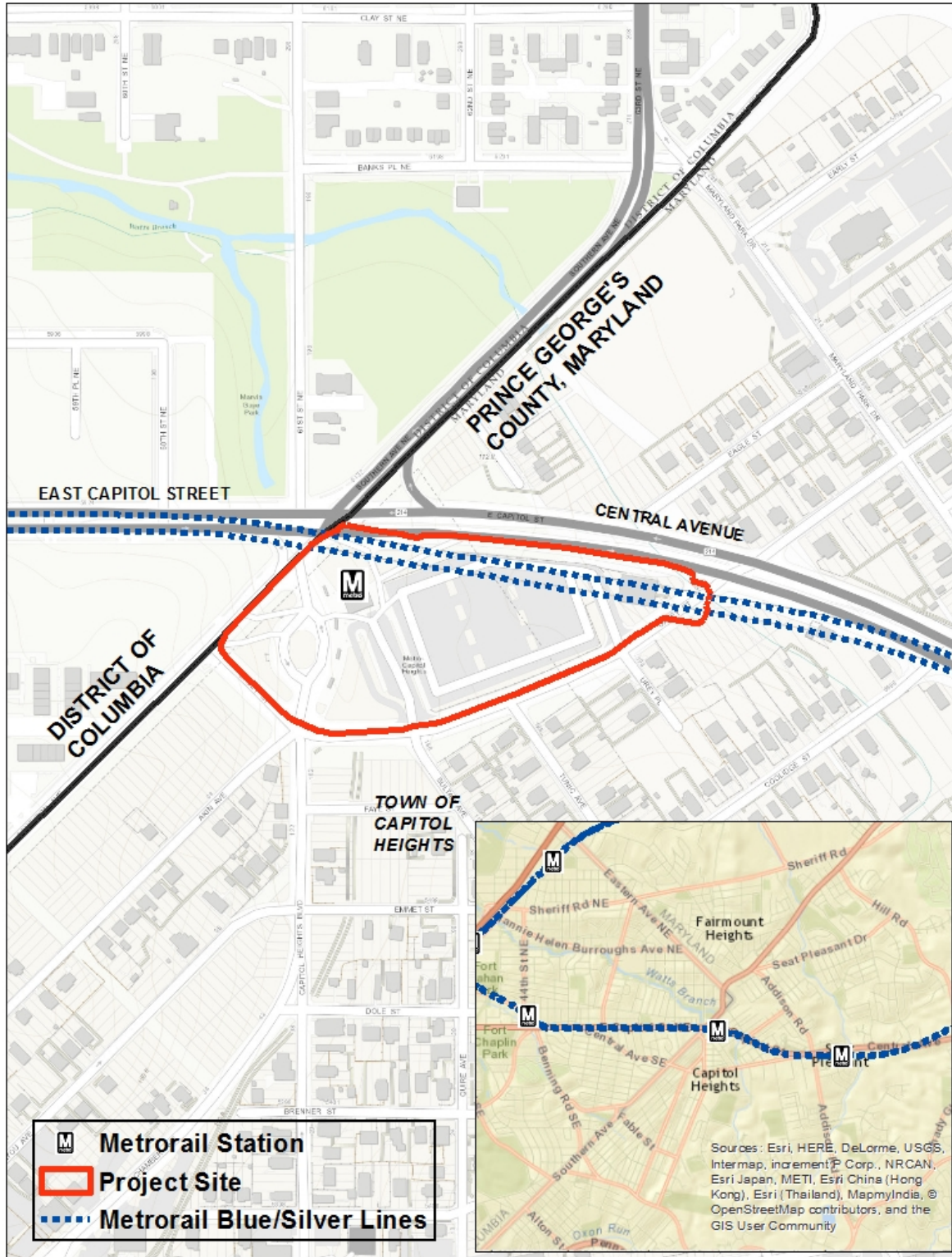
1. INTRODUCTION

The Washington Metropolitan Area Transit Authority (WMATA) has entered into an agreement with Donatelli and Klein, Incorporated, doing business as Donatelli Development (“the developer”). The developer is planning to construct an approximately six-story mixed-use joint development on the existing Capitol Heights Metrorail Station property (see **Figure 1** for project location) to include residential and retail uses (Parcel A) and four townhomes on Parcel B. The proposed joint development project (“the project”) would include the redevelopment of the existing WMATA Park & Ride lot.

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

To provide the opportunity for public comment, a public hearing will be held near the Capitol Heights Metrorail Station during the week of October 17th, 2016. Based on the conclusions of this evaluation, coordination with state and local agencies, and comments from the public, the WMATA Board will make a decision regarding construction of the project.

Figure 1: Project Location



2. EXISTING SITE DESCRIPTION

WMATA operates the Capitol Heights Metrorail Station in Prince George’s County, Maryland, with Blue and Silver lines servicing the station. The station is located at 133 Central Avenue in a residential area at Central Avenue and Southern Avenue.

A WMATA bus loop with five bus bays is located southwest of the Capitol Heights Metrorail Station entrance and west of the Kiss & Ride and Park & Ride lots. The bus loop includes space for approximately five to six buses to layover. The bus loop is accessed from both Davey Street and Southern Avenue SE. The station connects passengers with the following bus transit services: six Metrobus routes and two Prince George’s County TheBus lines.

WMATA also operates a surface-level Park & Ride lot with 372 parking spaces, surface-level Kiss & Ride lots with a total of 22 parking spaces, 3 motorcycle spaces, and a taxi curbside stand for approximately two vehicles. An overview of the existing transportation facilities is shown in **Figure 2** and described in more detail in the subsections below.

2.1 Metrorail

The Metrorail Blue Line operates between Largo Town Center Metrorail Station, located in Prince George’s County, Maryland, and Franconia-Springfield Metrorail Station, located in southern Fairfax County, Virginia. The Metrorail Silver Line also operates between Largo Town Center Metrorail Station in Prince George’s County, Maryland and Wiehle-Reston East Metrorail Station in Fairfax County, Virginia.

The Capitol Heights Metrorail Station averaged 1,776 weekday boardings in October 2015. **Table 1** provides average passenger weekday entries and exits by time of day. Capitol Heights Metrorail Station experiences the majority of station entries during the AM peak period (from opening to 9:30 AM) and the majority of station exits during the PM peak period (from 3:00 PM to 7:00 PM). Together, AM peak entrances and PM peak exits account for 58.3% of the station’s daily exits and entries. The most common trips recorded were Capitol Heights to Farragut West, Foggy Bottom, McPherson Square, and L’Enfant Plaza during the AM peak period and Farragut West, McPherson Square, Foggy Bottom, and Metro Center to Capitol Heights during the PM peak period.

Table 1: Capitol Heights Metrorail Station Weekday Entry/Exit Averages

Time And Direction	Average Number of Daily Entries/Exits	Percent of Total Entries and Exits
AM Peak Entry	1,089	31.7%
AM Peak Exit	120	3.5%
Midday Entry	384	11.2%
Midday Exit	236	6.9%
PM Peak Entry	212	6.2%
PM Peak Exit	913	26.6%
Evening Entry	89	2.6%
Evening Exit	362	10.5%
Late Night Peak Entry	2	0.1%
Late Night Peak Exit	30	0.9%
Total	3,437	100.0%

Source: WMATA fare gate data (October 2015)

Figure 2: Existing Transportation Facilities



2.2 Metrobus

Six Metrobus routes serve Capitol Heights Metrorail Station: F14, U8, V2, V4, X9, 96, and 97. **Table 2** shows headways, trip lengths, and weekday daily average intermodal transfers for these routes. **Figure 3** shows the approach of Metrobus and TheBus routes to the Capitol Heights Metrorail Station.

Table 2: Weekday Metrobus Route Statistics

Route	Approx. Weekday Headway (minutes)	Approx. Trip Length (minutes)	Average Number of Bus-to-Rail Transfers	Average Number of Rail-to-Bus Transfers	Average Total Daily Transfers
F14	30-50	59-79	47	31	82
U8	15-42	28-51	0	0	122
V2	15-42	28-51	39	54	118
V4	15-42	29-49	45	47	94
X9	15	35-44	19	19	33
96	30-60	58-84	15	17	170
97	30-60	30-36	13	19	82
Total	--	--	178	187	701

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

Note: Route A12 provides Sunday-only service and is not represented in Table 2.

2.2.1 Martin Luther King Jr. Highway Line (A12)

Metrobus Route A12 operates only during the daytime on Sundays between Capital Plaza and Capitol Heights Metrorail Station, stopping at both Landover and Addison Road Metrorail stations. A one-way trip takes between 57 and 62 minutes in each direction and maintains one-hour headways.

2.2.2 Sheriff Road – Capitol Heights Line (F14)

Metrobus Route F14 operates between New Carrollton and Naylor Road Metrorail Stations, Monday through Saturday. The route has stops at both the Capitol Heights and Addison Road Metrorail Stations. The route has weekday northbound headways of approximately every 30 minutes during the AM peak, 50 minutes during midday, and 30 minutes during the PM peak. Weekday southbound headways are approximately every 30 minutes during the AM peak, 50 minutes during midday, and 30 minutes during the PM peak. Route travel times are approximately 59 – 79 minutes between termini in each direction.

2.2.3 Benning Heights Line (U8)

Metrobus Route U8 operates seven days a week, between Minnesota Avenue and Capitol Heights Metrorail Station. The route has weekday westbound headways of approximately every 15-20 minutes during the AM peak, 30 minutes during midday, and 20-30 minutes during the PM peak. Weekday eastbound headways are approximately 15-20 minutes during the AM peak, 30 minutes during midday, and 13-20 minutes during the PM peak. Route travel times are approximately 13-22 minutes between the two stations in each direction.

2.2.4 Capitol Heights – Minnesota Avenue Line (V2, V4)

Metrobus Route V2 operates six days a week, between Capitol Heights and Anacostia Metrorail Stations, with a stop at Minnesota Avenue Metrorail Station. The route has weekday westbound headways of approximately every 15-20 minutes during the AM peak, 30 minutes during midday, and 20-30 minutes during the PM peak. Weekday eastbound headways are approximately 15-20 minutes during the AM peak, 30 minutes during midday, and 13-20 minutes during the PM peak. Route travel times are approximately 29-51 minutes between termini in each direction. Metrobus Route V4 operates seven days a week, between Capitol Heights and Navy Yard-Ballpark Metrorail Stations. The route has weekday headways of approximately every 15-20 minutes during the AM peak, 30 minutes during midday, and 11-30 minutes

during the PM peak. Weekday travel times are between 29-49 minutes between termini in each direction. The route operates on weekends with headways that are approximately 30-40 minutes throughout the day and takes between 28-41 minutes to travel between termini in each direction.

2.2.5 Benning Road – H Street Limited Line (X9)

Metrobus Route X9 is a MetroExtra limited stop route that operates between Capitol Heights and Metro Center Metrorail Stations. The route operates on weekdays only during rush hours with headways of approximately 15 minutes and takes between 35 and 44 minutes to travel between the two Metrorail Stations.

2.2.6 East Capitol Street – Cardozo Line (96, 97)

Metrobus Route 96 operates between the Capitol Heights and Tenleytown Metrorail Stations, weekdays westbound from 5:00AM – 7:00AM, 9:30AM – 4:00PM, and 6:15PM – 1:00AM, and eastbound from 8:00AM – 3:00PM and 5:40PM – 2:00AM. The route operates on Saturday and Sunday from 5:00AM – 2:00AM. The route serves Benning Road Metrorail Station, Stadium Armory Metrorail Station, and Union Station Metrorail Station. Route 96 operates weekdays with approximate headways of 20 to 35 minutes and takes between 58 to 84 minutes to travel the route. Metrobus Route 97 operates between Capitol Heights and Union Station Metrorail Stations, weekdays AM and PM peak periods, with service beginning around 5:00 AM. Route 97 operates with approximate 11 to 15-minute peak period headways. A one way trip takes 30 to 36 minutes to complete depending on the route direction.

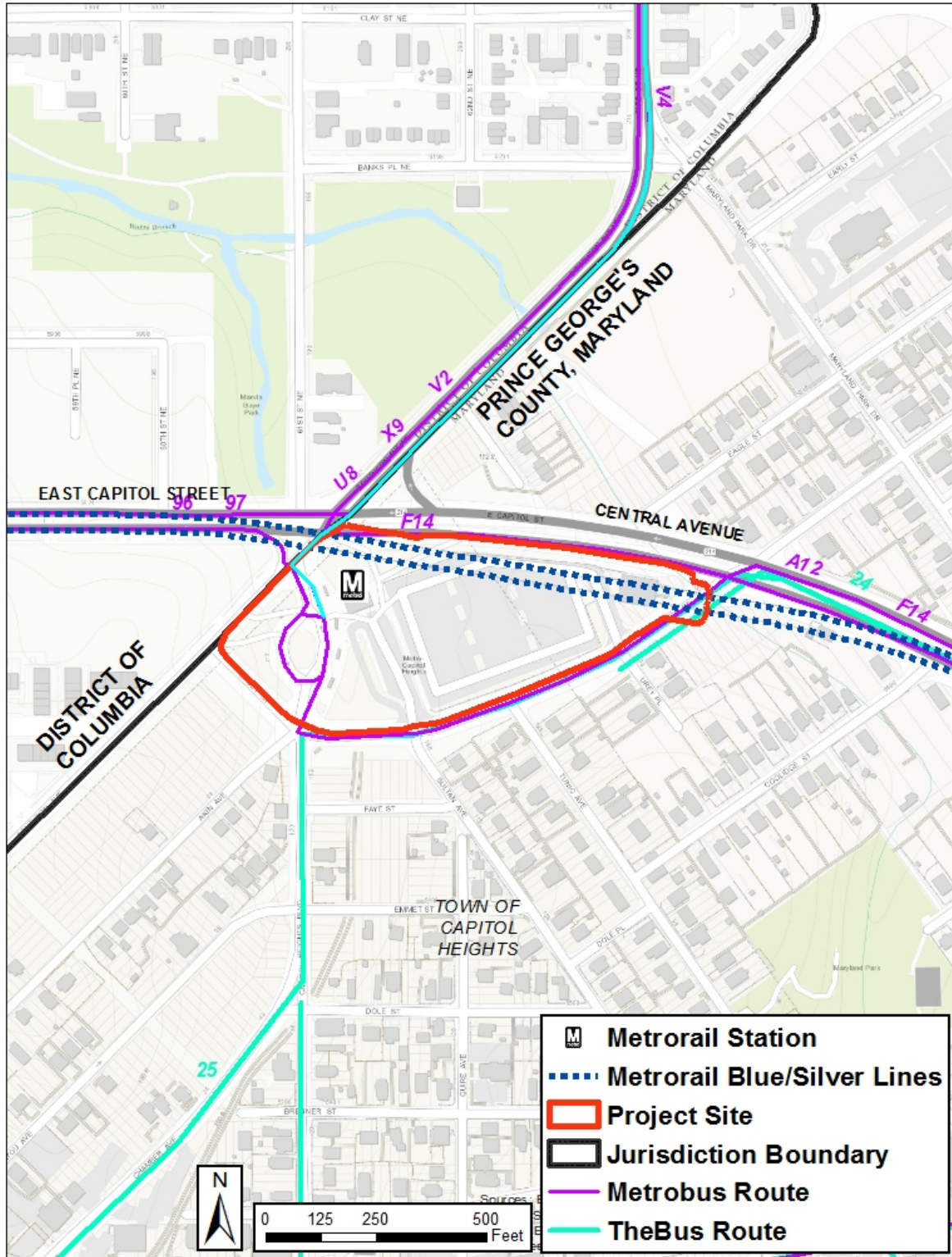
2.2.7 Capitol Heights/District Heights Route (24)

The Bus Route 24 operates between Capitol Heights and Morgan Boulevard Metrorail Station. The route serves Rollins Avenue, Penn Station Shopping Center, District Heights, and Forestville. Route 24 operates with headways of approximately 30 minutes and a one-way trip takes between 47 and 55 minutes to complete depending on the route direction.

2.2.8 Capitol Heights Route (25)

Metrobus Route 81 operates only during the daytime on Sundays between Cherry Hill Park Camp Ground and the Rhode Island Ave-Brentwood Metrorail Station, stopping at the Greenbelt Metrorail Station. A one way trip takes between 46 and 53 minutes to complete in each direction and maintains one hour headways.

Figure 3: Existing Bus Routes



2.3 Park & Ride

The existing Park & Ride surface lot shown in **Figure 2** provides a total of 372 spaces. These spaces are all-day parking spaces (8 of which are accessible spaces). During the period from March 2015 to March 2016 (fiscal year 2016), the lot utilization was 79%, ranking sixth of the fifteen Park & Ride facilities in Prince George's County.

2.4 Kiss & Ride

The existing Kiss & Ride lot at the Capitol Heights Metrorail Station is located in between the Bus Loop and the Park & Ride Lot as shown in **Figure 2**. The Kiss & Ride lot includes 20 short-term metered/driver attended 'A' spaces, 2 accessible spaces, 3 motorcycle spaces, and 2 taxi spaces.

2.5 Pedestrian and Bicycle Access

Bicycle riders and pedestrians access the Metrorail Station via streets and sidewalks. Central Avenue that runs along the north side of the property has paved sidewalks separated from vehicular traffic by elevated curbs and, in some places, two to three feet of landscaping. The sidewalks widen to form a plaza with lighting and trash receptacles in front of the Metrorail Station entrance. Sidewalks along Southern Avenue SE are located on the northwest side of the bus loop. Sidewalks along Davey Street are located on the south side of the bus loop, Kiss & Ride, and Park & Ride lot. Paved sidewalks also connect the Capitol Heights Metrorail Station entrance to the western border of the Park & Ride lot. Amenities at the station include five bike racks.

3. PROJECT DESCRIPTION

The purpose of the project is to facilitate the joint development on approximately 3.14 acres of land owned by WMATA adjacent to the east side of the Capitol Heights Metrorail Station and 0.66 acres of land across Davey Street, as shown in **Figure 1**. The project consists of the following actions:

- Construction of an approximately six-story mixed-use, transit-oriented development, which includes the following elements:
 - Approximately 18,000 SF of retail space and approximately 184 residential units, and associated parking uses;
 - A new pedestrian plaza will be created within the existing triangular space currently located between the bus loop and Kiss & Ride lot.
- Construction of four attached townhome units.
- Elimination of the Park & Ride lot, including all 372 spaces.

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

3.1 Park & Ride Lot

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

3.2 Kiss & Ride Lot

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

3.3 Bus Loop and Layover Spaces

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

3.4 Joint Development

The Developer would construct a new mixed-use development as shown in **Figure 4**. The concept illustrates the proposed joint development. The development would include approximately 184 residential units, 4 townhomes, and approximately 18,000 square feet of ground-floor retail (See **Appendix A** for the developer's concept plan).

3.4.1 Developer Selection

WMATA issued a Joint Development Solicitation in April 2014. WMATA selected Donatelli Development as the "selected developer" in November of 2014. A non-binding Term Sheet was negotiated and approved by the WMATA Board on May 28, 2015. WMATA is currently in negotiations with Donatelli Development to finalize and execute a Joint Development Agreement (JDA). The WMATA Board approved the JDA on July 28, 2016.

The JDA enables WMATA to sell approximately 3.8 acres to the developer to construct a transit-oriented development on land adjacent to the Capitol Heights Metrorail Station.

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

3.5 Other Future Development

Two additional future developments adjacent to the development at the Capitol Heights Metrorail Station have been proposed.

The Transit District Gateway Renaissance Development is a public-private partnership between the Town of Capitol Heights and Donatelli Development. The development is proposed to be a mixed-use, multifamily mid-rise, and townhome project with ground floor retail and structured parking. It is located across the street from the Capitol Heights Metrorail Station at Davey Street and Capitol Heights Boulevard.

A private development project has been proposed for a site located across Davey Street from the Capitol Heights Metrorail Station on the block bordered by Southern Avenue and Akin Avenue. The land assembly is underway for that site.

Additionally, the Capitol Gateway Market is located a couple of blocks west of the Capitol Heights Metrorail Station. It is a mixed-use development that was proposed to include a 135,000 square foot Walmart, 312 residential units, three retail blocks up to approximately 18,000 square feet, and an 8,800 square foot restaurant. The project's mixed-use phase broke ground in March 2015. In January 2016 Walmart announced it was cancelling its planned store. The District of Columbia government is currently looking for another retail anchor.

Figure 4: Joint Development Concept – Donatelli Development/GTM Architects, Inc.



4. PROJECT IMPACTS

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

4.1 Land Acquisitions and Displacements

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

Joint development occurs when a public transportation agency partners with another private or public organization to develop land owned or operated by the transportation agency. In the case of the Capitol Heights Metrorail Station, WMATA has partnered with Donatelli Development. WMATA would retain control of its own facilities and operations to include Metrorail, a bus loop with layover space, and a Kiss & Ride lot. Donatelli would be allowed to construct facilities on the current Park & Ride lot and a small outparcel across Davey Street to achieve transit-oriented development (TOD).

No additional land acquisition would be required as part of the project. The WMATA Park & Ride facilities would be permanently displaced (except for eight handicapped-accessible spaces), but the existing bus loop and Kiss & Ride lot would remain.

4.2 Transportation

4.2.1 Parking

As part of the project, the existing Park & Ride lot would be eliminated and would not be replaced, except for eight handicapped-accessible spaces. This change will be a net loss of 372 spaces. WMATA conducted a survey of existing parking customers in February 2016 and asked what they would do if the Park & Ride facility at the station was closed. Approximately 54% said they would continue to use Metrorail but would park at other Metrorail Stations (chiefly Addison Road Station), approximately 25% said they would find another way to get to the Capitol Heights Metrorail Station and continue their current Metrorail use, and the remaining 25% said they would reduce their use of Metrorail.

The parking garage at the Addison Road Metrorail Station has approximately 600 unused spaces on any average day. The Suitland, Cheverly, and Deanwood Metrorail Stations, also identified by survey participants as potential alternative parking locations, collectively have approximately 900 unused spaces on any average day.

The proposed mixed-use development will provide 120 residential parking spaces and 20 retail spaces. There are also approximately 40 on-street metered public parking spaces that are also being proposed along Davey Street.

4.2.2 Traffic

Central Avenue serves as the northern border of the Capitol Heights Metrorail Station property. Davey Street borders the station to the south and extends north to meet up with Central Avenue at the eastern end of the site. West of the property is Southern Avenue, which is also the boundary between Washington DC and the Town of Capitol Heights/Prince George's County.

Traffic volumes in the vicinity of the station are expected to be lower because the park and ride lot will not be replaced and the proposed development will only have 120 residential parking spaces and 20 retail parking spaces. All intersections are expected to continue to operate at acceptable Levels of Service (LOS).

4.2.3 Metrorail

Any ridership generated at the Capitol Heights Metrorail Station due to new employment, retail, or residential opportunities is not expected to be large enough to cause any significant impact on Metrorail operations.

Transit-oriented joint development at the Capitol Heights Metrorail Station is expected to generate ridership at the Capitol Heights Metrorail Station. According to WMATA's ridership projection formula, 88 riders per day are expected from the joint development project.

4.2.4 Metrobus and TheBus Routes

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

4.2.5 Pedestrian and Bicycle Access

Joint development plans include improved pedestrian and bicycle access to the Capitol Heights Metrorail Station. A new "pedestrian plaza" will be created within the existing triangular space currently located between the bus loop and the Kiss & Ride lot. This public space will feature a mix of hardscape and green areas for use by the neighborhood and daily transit users. All existing streetscape and green areas are expected to be upgraded in accordance with WMATA & MDOT standards to enhance the existing open areas which surround the site. This improvement will enhance the public realm while making the walking and cycling experience more enjoyable for the public. It may also be possible to create better linkage for cyclists between a bike path to the south of the site and a bike trail in Marvin Gaye Park to the north.

4.3 Land Use and Zoning

The proposed development is consistent with the existing land use and T-D-O zoning designations. Existing land use designations for the Capitol Heights Metrorail Station include "transportation oriented mixed use". The station is zoned M-X-T, which provides for a variety of residential, commercial, and employment uses. The station has an overlay, which is T-D-O (Transit District Overlay), by Prince George's County. This overlay is intended to ensure that development in a designated district meets the goals established in a Transit District Development Plan. Transit Districts may be designated in the vicinity of Metrorail stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides. The proposed development is consistent with the existing land use and T-D-O zoning designations. See **Figure 5** and **Figure 6** for existing land use and zoning maps.

Figure 5: Existing Land Use

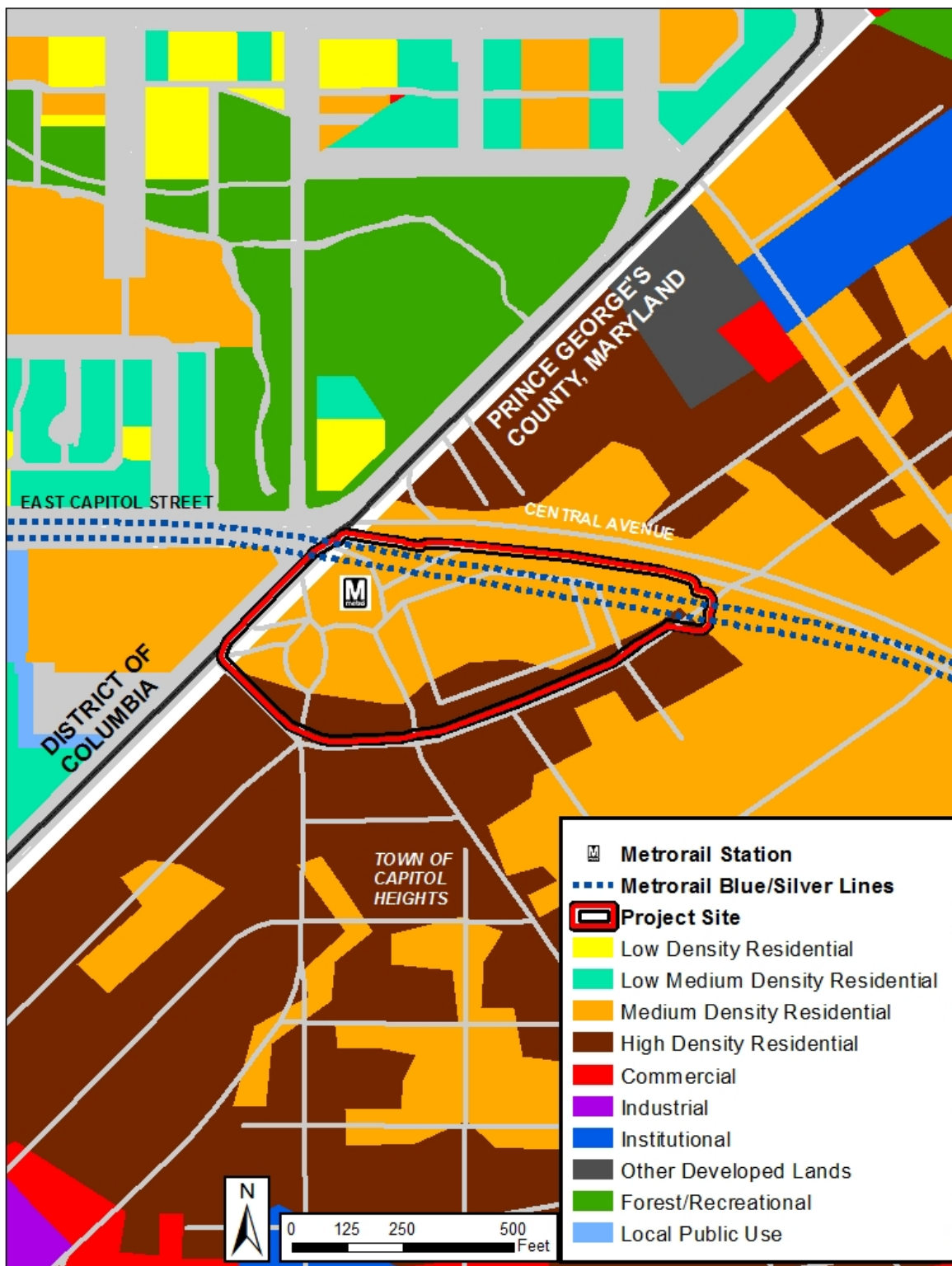
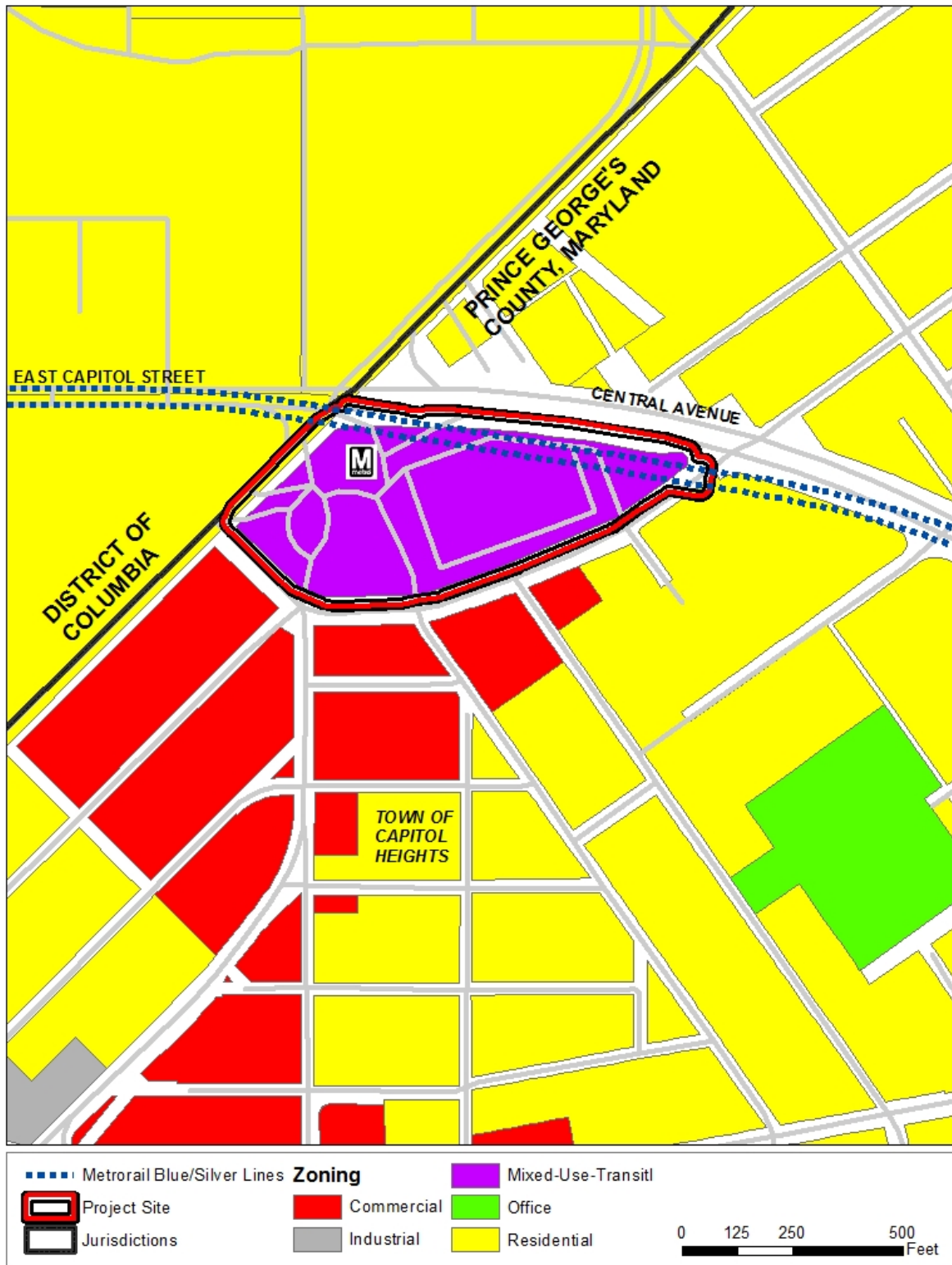


Figure 6: Existing Zoning



4.4 Planning Consistency

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

Table 3: Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
Central Avenue Metro Blue Line Corridor TOD Implementation Project Mobility Study	Phase 3 of the Study and was initiated to investigate needs along the Corridor and to prepare guidance that will assist M-NCPPC with implementing the approved Subregion 4 Sector Plan	Maryland-National Capital Park and Planning Commission (M-NCPPC)	May 2014	None
Prince George's 2035 Approved General Plan	Identifies the Capitol Heights Metrorail Station as a Local Transit Center. Local Transit Centers are smaller-scale mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses.	M-NCPPC	May 2014	None
Prince George's 2002 Approved General Plan	Designated Central Avenue as a Corridor in the Developed Tier. The General Plan's vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium-to-high density neighborhoods.	M-NCPPC	October 2002	None
Subregion 4 Approved Master Plan and Sectional Map Amendment	Plan calls for a comprehensive development approach for the Central Avenue Corridor.	M-NCPPC	June 2010	None

4.5 Neighborhoods and Community Facilities

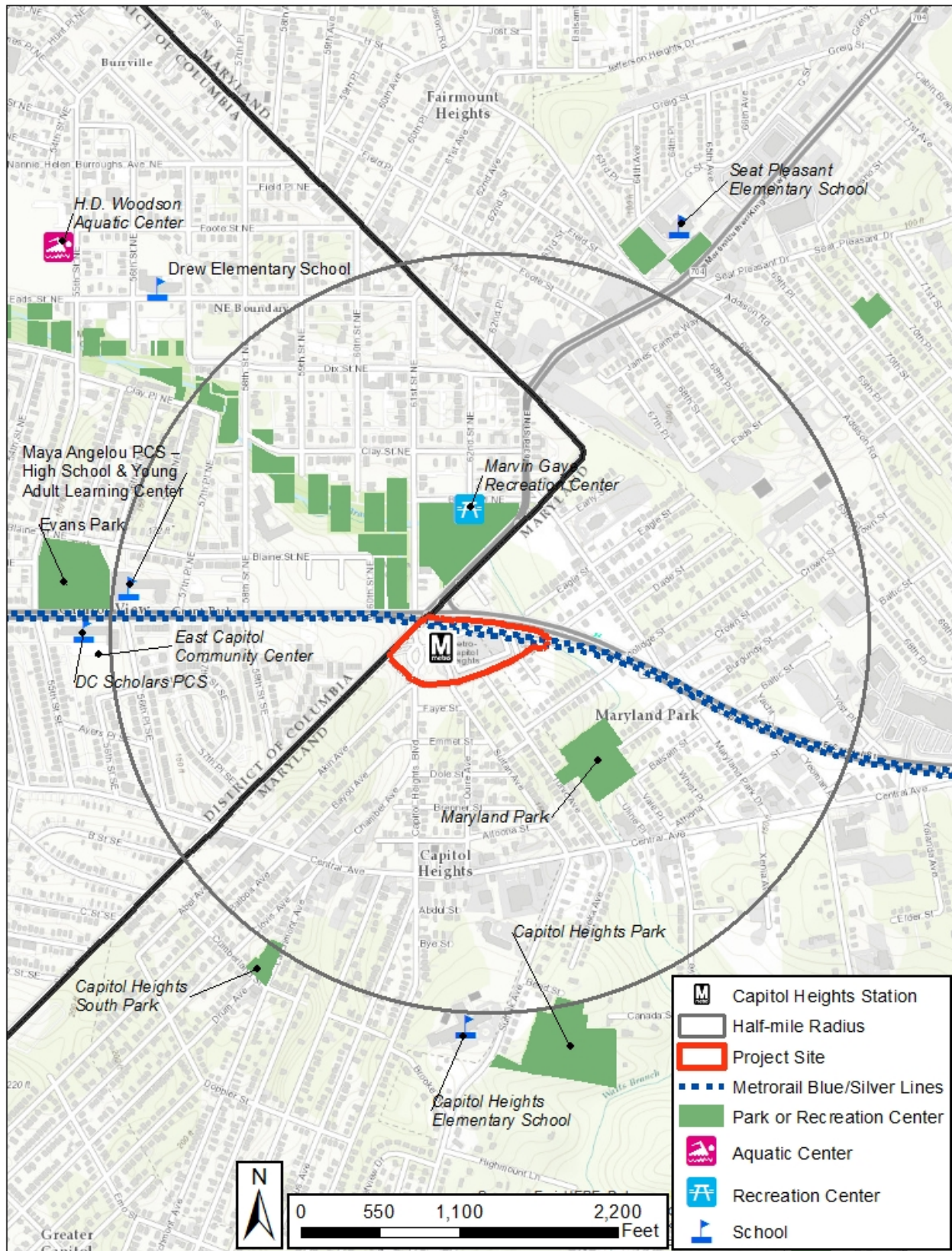
The project site is located within the Town of Capitol Heights in Prince George's County, Maryland. Immediately to the west of the project site, across Southern Avenue, is the District of Columbia. The project site is located in the vicinity of several neighborhoods and community facilities, as shown in **Figure 7**.

The neighborhood west of Southern Avenue and south of East Capitol Street NE is known as Capitol View. The neighborhood west of Martin Luther King Junior (MLK Jr) Highway and north of East Capitol Street NE is known as North East Boundary. The neighborhood east of MLK Jr Highway and north of Central Avenue is known as Seat Pleasant. The neighborhood south of Central Avenue and west of Watts Branch is known as Walker Mill. The neighborhood immediately south of the station is the Town of Capitol Heights.

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

- Maya Angelou Public Charter School (DC)
- DC Scholars Public Charter School (DC)
- Capitol Heights Elementary School (MD)
- East Capitol Community Center (DC)
- Marvin Gaye Park (DC)
- Evans Park (DC)
- Capitol Heights South Park (MD)
- Maryland Park – Bugler Street (MD)
- Capitol Heights Park (MD)

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. Traffic volumes are expected to decrease and all intersections would continue to operate at an acceptable Level of Service (see **Section 4.2.2**). Short-term construction impacts on these neighborhoods are discussed in **Section 4.20**.



4.6 Environmental Justice Populations

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

4.6.1 Identification of Environmental Justice Populations

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

Table 4 lists the percentages of minority and low-income residents in the half-mile project study area in comparison to the District of Columbia, Prince George’s County, Town of Capitol Heights, and City of Seat Pleasant overall. Approximately 98 percent of the study area population belongs to a minority group, which is higher than the District of Columbia (64.6 percent) and Prince George’s County (85.5 percent), and is the same as the Town of Capitol Heights (97.9 percent), and lower than the City of Seat Pleasant (99 percent). Additionally, approximately 20 percent of the study area is low-income, which is higher than the District of Columbia (18.2 percent), Prince George’s County (9.7 percent), the Town of Capitol Heights (14.6 percent), and the City of Seat Pleasant (16.6 percent).

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

Census Tract	Block Group	Minority			Low-Income		
		Total Population	Minority Population	Percent	Total Population*	Low-Income Population	Percent
78.08	2	889	872	98.1%	888	302	33.9%
78.08	3	1,029	1,029	100%	1,029	413	40.1%
99.03	1	1,249	1,219	97.6%	1,249	263	21.1%
99.03	2	519	489	94.2%	519	77	14.8%
99.05	2	700	700	100%	700	61	8.7%
8027	1	781	725	92.8%	781	106	13.6%
8027	2	1,093	1,051	96.2%	1,078	466	43.2%
8028.03	1	2,639	2,609	98.9%	2,618	208	7.9%
8029.01	1	1,645	1,621	98.5%	1,645	483	29.4%
8029.01	3	1,412	1,383	97.9%	1,412	36	2.5%
Project Study Area		11,956	11,698	97.8%	11,956	2,415	20.2%
District of Columbia		633,736	409,552	64.6%	599,620	109,378	18.2%
Prince George’s County, Maryland		884,764	756,399	85.5%	862,881	84,091	9.7%
Town of Capitol Heights, Maryland		4,452	4,359	97.9%	4,437	647	14.6%
City of Seat Pleasant, Maryland		4,656	4,610	99.0%	4,656	775	16.6%

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.

Table 5 provides a breakdown of the minority groups present within the project study area. The largest minority groups within the study area are Black/African Americans (90.9 percent) and Hispanic/Latinos (5.2 percent). The percentage of Black/African Americans within the project study area is higher than those of the District of Columbia (48.7 percent), Prince George’s County (62.4 percent), and the City of Seat Pleasant (89.7 percent), and is lower than the Town of Capitol Heights (91.4 percent).

Table 5: Minority Population by Block Group

Minority Group	Project Study Area		District of Columbia		Prince George’s County	
	# of Residents	% of Total Population	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	10,872	90.9%	308,766	48.7%	556,318	62.9%
American Indian/ Alaska Native	114	0.9%	1,384	0.2%	2,115	0.2%
Asian	7	0.1%	22,512	3.6%	37,424	4.2%
Native Hawaiian or Other Pacific Islander	0	0.0%	186	0.0%	197	0.0%
Some Other Race	0	0.0%	1,311	0.2%	2,006	0.2%
Two or More Races	78	0.7%	12,756	2.0%	17,884	2.0%
Hispanic or Latino	627	5.2%	62,637	9.9%	140,455	15.9%
Minority Total	11,698	97.8%	409,552	64.6%	756,399	85.5%

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

Minority Group	Project Study Area		Town of Capitol Heights		City of Seat Pleasant	
	# of Residents	% of Total Population	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	10,872	90.9%	4,071	91.4%	4,176	89.7%
American Indian/ Alaska Native	114	0.9%	49	1.1%	8	0.2%
Asian	7	0.1%	0	0.0%	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%	0	0.0%	0	0.0%
Some Other Race	0	0.0%	0	0.0%	0	0.0%
Two or More Races	78	0.7%	34	0.8%	29	0.6%
Hispanic or Latino	627	5.2%	205	4.6%	397	8.5%
Minority Total	11,698	97.8%	4,359	97.9%	4,610	99.0%

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

4.6.2 Assessment of Disproportionately High and Adverse Impacts

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

The proposed project would improve access to transit for the surrounding neighborhoods, including Environmental Justice populations. The planned pedestrian and bicycle improvements would have a beneficial impact by creating spaces specifically designed for pedestrians and bicyclists and to improve safety.

4.7 Cultural Resources

M-NCPPC does not identify any historic architectural resources listed in the National Register of Historic Places within the project site. M-NCPPC does identify the W. Sidney Pittman House and the Doswell Brooks House as historic architectural resources listed with the State of Maryland and Prince George’s County historic registers. The W. Sidney Pittman House and Doswell Brooks House are located approximately 0.5 miles from the project site. No known archaeological resource is known to be located within the project site. Archaeological resources are unlikely as the ground was disturbed substantially during construction of the existing facilities.

4.8 Public Parklands and Recreation Areas

East Capitol Community Center, Marvin Gaye Park, and Evans Park located in Washington, DC, and Capitol Heights South Park, Maryland Park (Bugler Street), and Capitol Heights Park located in Capitol Heights, Maryland, shown in **Figure 7**, are the only parklands or recreation centers located within a half mile of the project. No parks or recreation areas would be impacted by the project.

4.9 Wetlands and Waters of the U.S.

The project will not impact waters of the state or waters of the U.S.

4.10 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM)¹ shows that existing facilities at the Capitol Heights Metrorail Station do not occupy the current 100-year floodplain (Zone C).

The effective FIRM panels for the project site are 2452080040C, effective on June 18, 1987, and 1100010043C, revised on September 27, 2010. The panel which shows Maryland does not designate the project site as a 100-year floodplain, but the DC panel shows a channel that is omitted on the Maryland panel. There have been complaints of drainage issues from the public, and the area is vulnerable to flooding.

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.

¹ Prince George’s County, MD, Flood Insurance Rate Map, Community-Panel Number 2452080015D, December 15, 1989.

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

4.11 Water Quality

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

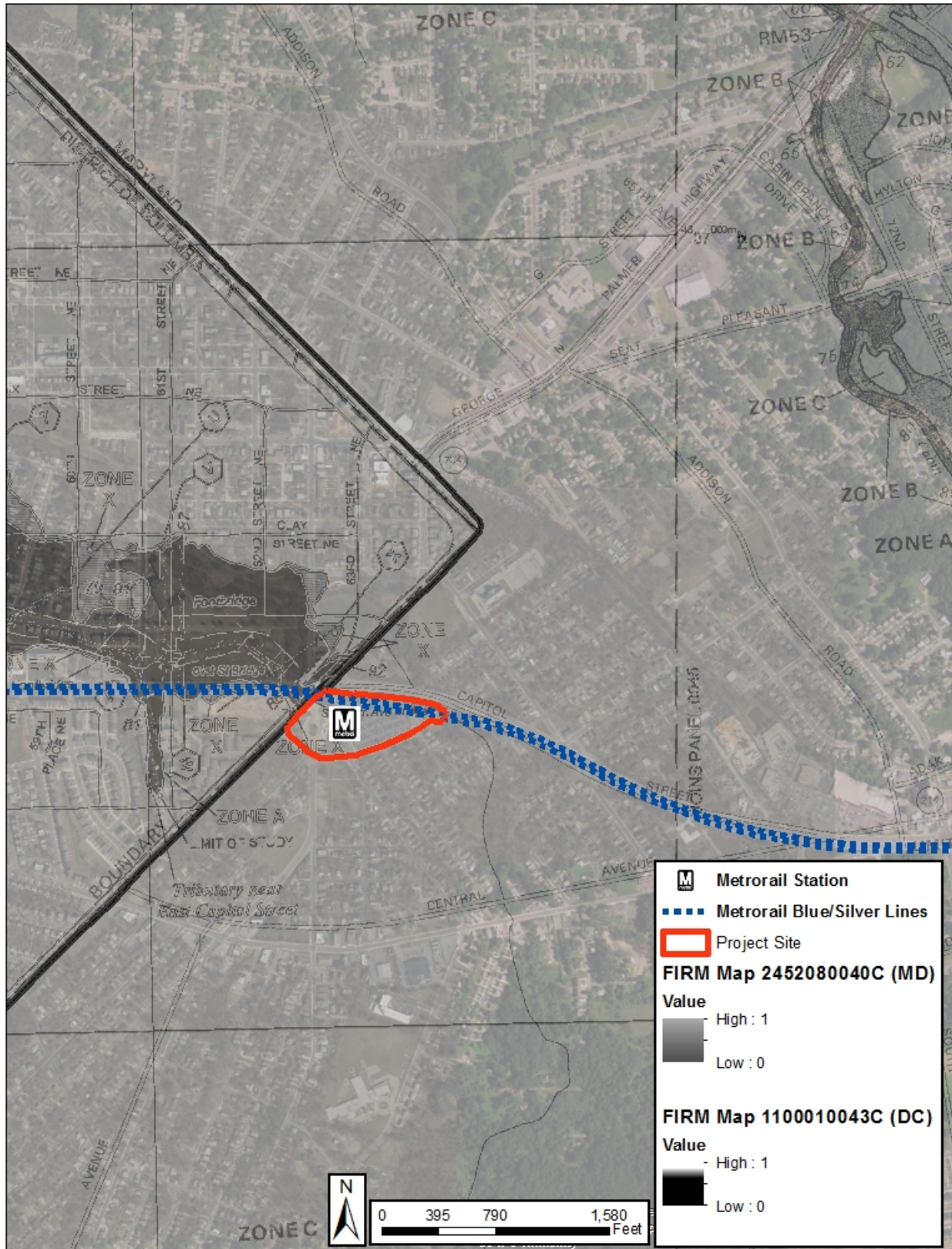
The new stormwater management facilities will be designed to mitigate the project site and are the responsibility of the developer. No new discharge (i.e., industrial) from the project is anticipated that would require a National Pollutant Discharge Elimination System (NPDES) permit.

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 project is not anticipated to have a negative impact on air quality.

The Greater Metropolitan Washington area is currently designated as a nonattainment area for 8-hour ozone (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).

Figure 8: Floodblains



4.13 Forest Stands

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

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

4.14 Threatened and Endangered Species

No impact to federally protected species or habitat is expected as a result of the project. A review of the project site was conducted online via the U.S. Fish and Wildlife Service (USFWS) Chesapeake Bay Field Office on July 5, 2016 (See **Appendix B** for USFWS IPaC Trust Resource Report). While the search returned 24 species of migratory birds, it is expected that their habitats will not be affected as construction on the property will not occur on any protected forest and wetland areas.

4.15 Utilities

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

4.16 Safety and Security

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

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).

A review of databases which monitor compliance with the federal and state laws was completed through the EPA NEPassist web portal² and Maryland's Underground Storage Tank (UST) database³. No records for the project site were identified through the database search.

Based on the search results, the project is not expected to encounter any hazardous or contaminated materials.

4.18 Noise and Vibration

Existing noise sources within and adjacent to the project site are dominated by motor vehicle traffic along Central Avenue. No impact on existing noise sensitive receptors is anticipated as a result of the project. If the project is constructed, the existing Metrobus and Metrorail transit operations would continue to operate as they do now, and no increases in service are anticipated. The existing bus routes would continue to serve the Metrorail station as they do now.

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

4.19 Secondary and Cumulative Impacts

4.19.1 Secondary Impacts

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

4.19.2 Cumulative Impacts

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

4.19.2.1 Traffic

No long-term adverse cumulative traffic impact is anticipated.

4.19.2.2 Transit

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

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

4.20 Construction Impacts

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

²<http://nepassisttool.epa.gov/nepassist/entry.aspx>

³http://www.mde.maryland.gov/programs/land/oilcontrol/undergroundstoragetanks/pages/programs/landprograms/oil_control/usthome/index.aspx

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

5. PUBLIC INVOLVEMENT

WMATA will keep the public informed about the project through public outreach beginning in mid-September 2016. WMATA will follow its FTA and Board-approved Public Participation Plan that focuses on obtaining feedback from impacted customers and residents, especially those that are considered hard to reach, such as Limited English Proficient. The communications and outreach plan includes a project webpage, signage at the impacted stations and nearby bus shelters, in-person outreach, a press release, and stakeholder communication. Outreach materials will be provided in both English and Spanish. A public hearing will also take place in mid-October 2016 near the Capitol Heights Metrorail Station to provide the public with the opportunity to comment on the p. Notice of the public hearing will be published in the Washington Post for two successive weeks. The notice will also be published in Washington Hispanic and El Tiempo Latino, two local Spanish-language newspapers.

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

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

A public hearing staff report summarizing comments received with staff responses will be released for public review and comment.

6. REFERENCES

Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map (FIRM) for Prince George's County, Maryland Number 2452080040C, June 18, 1987.

Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map (FIRM) for Washington, DC Number 1100010043C, September 7, 2010.

M-NCPPC. Central Avenue Metro Blue Line Corridor TOD Implementation Project Mobility Study, May 2014.

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

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

M-NCPPC. Subregion 4 Approved Master Plan and Sectional Map Amendment, June 2010.

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

U.S. Fish and Wildlife Service (USFWS). IPaC – Information, Planning, and Conservation System, <http://ecos.fws.gov/ipac/>. Accessed on July 5, 2016...



WMATA. Joint Development Term Sheet, May 28, 2015.



Appendix A: Project Concept Plan and Renderings



Existing Site Context.
DONATELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 6, 2014

CAPITOL HEIGHTS METRO STATION



CAPITOL HEIGHTS METRO STATION

Site Plan - Typical Floor

DONATELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS BLVD
DONATELLI + GTM MIXED-USE PROJECT (PLANS UNDER DEVELOPMENT)

EXISTING KISS AND RIDE

RESIDENTIAL
37,050 SF
271,395 SF TOTAL
6-STORIES
180 UNITS

LANDSCAPED COURTYARD

CHILLER PLANT AND TRACTION POWER SUBSTATION

TOWN HOUSES

0 100 200



LOOKING EAST FROM BUS LOOP

Perspective View

DONATELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS METRO STATION



LOOKING NORTH FROM DAVEY STREET

Perspective View

DONA TELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS METRO STATION



LOOKING SOUTHEAST
FROM THE INTERSECTION OF
CENTRAL & SOUTHERN
AVENUES

Perspective View

DONA TELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS METRO STATION



LOOKING EAST FROM METRO STATION

Perspective View
DONATELLI DEVELOPMENT, INC.
GTM ARCHITECTS, INC.
AUGUST 8, 2014

CAPITOL HEIGHTS METRO STATION

Appendix B: USFWS IPaC Trust Resource Report

Capitol Heights Station Joint Development

IPaC Trust Resources Report

Generated July 05, 2016 02:16 PM MDT, IPaC v3.0.8

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.

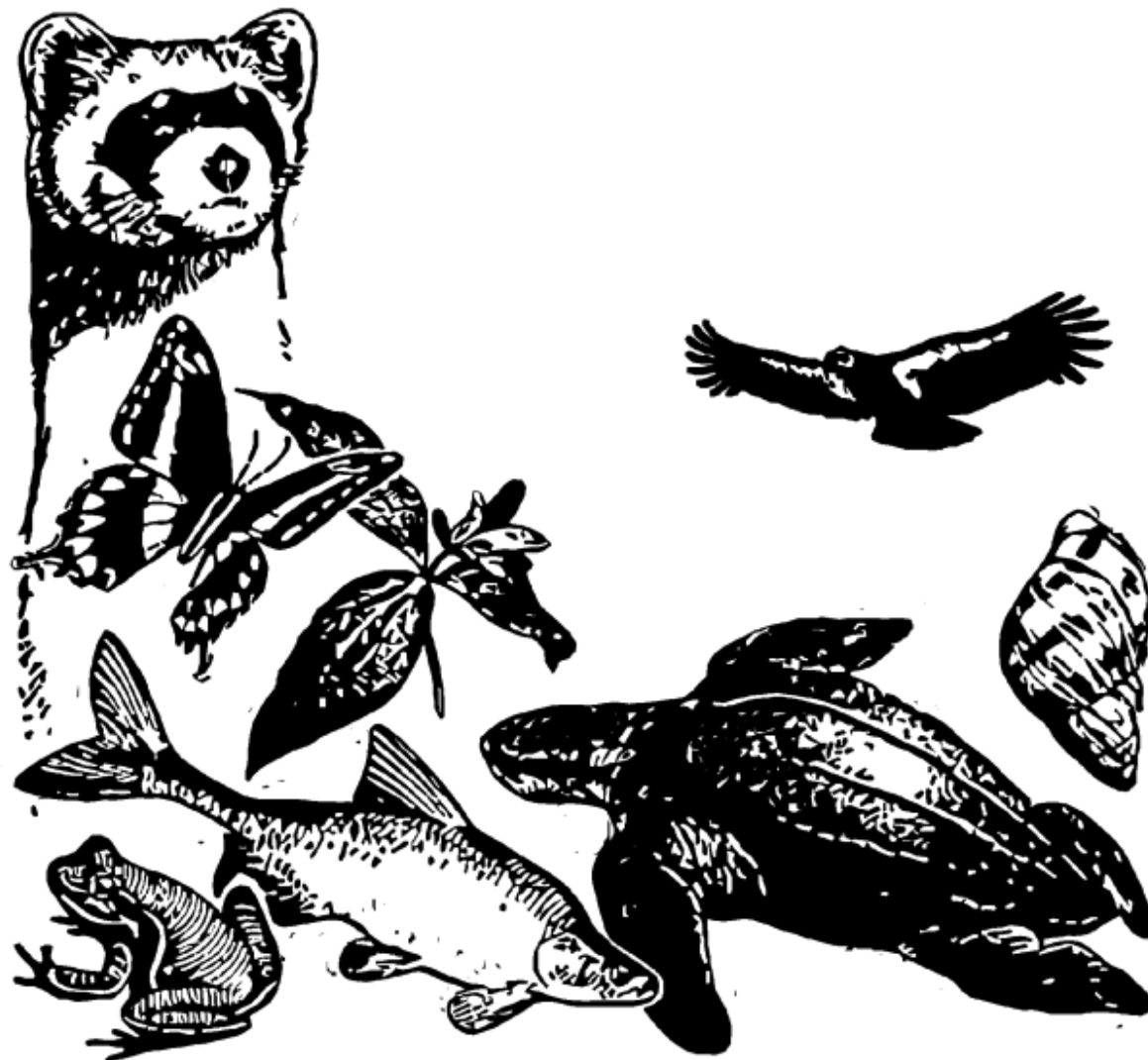


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- IPaC Trust Resources Report [1](#)
- Project Description [1](#)
- Endangered Species [2](#)
- Migratory Birds [3](#)
- Refuges & Hatcheries [6](#)
- Wetlands [7](#)

U.S. Fish & Wildlife Service

IPaC Trust Resources Report



NAME

Capitol Heights Station Joint
Development

LOCATION

Prince George's County, Maryland

IPAC LINK

<https://ecos.fws.gov/ipac/project/SSPNM-Z2YJB-BZ3NF-HY4XL-ZMKFZE>



U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

Chesapeake Bay Ecological Services Field Office

177 Admiral Cochrane Drive

Annapolis, MD 21401-7307

(410) 573-4599

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the [Endangered Species Program](#) of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

[Section 7](#) of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

There are no endangered species in this location

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the [Bald and Golden Eagle Protection Act](#).

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.^[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data
<http://www.birdscanada.org/birdmon/default/datasummaries.jsp>

The following species of migratory birds could potentially be affected by activities in this location:

American Oystercatcher <i>Haematopus palliatus</i>	Bird of conservation concern
Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0G8	
American Bittern <i>Botaurus lentiginosus</i>	Bird of conservation concern
Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0F3	
Bald Eagle <i>Haliaeetus leucocephalus</i>	Bird of conservation concern
Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B008	
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i>	Bird of conservation concern
Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0H1	

Blue-winged Warbler <i>Vermivora pinus</i> Season: Breeding	Bird of conservation concern
Cerulean Warbler <i>Dendroica cerulea</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B09I	Bird of conservation concern
Fox Sparrow <i>Passerella iliaca</i> Season: Wintering	Bird of conservation concern
Gull-billed Tern <i>Gelochelidon nilotica</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0JV	Bird of conservation concern
Kentucky Warbler <i>Oporornis formosus</i> Season: Breeding	Bird of conservation concern
Least Bittern <i>Ixobrychus exilis</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B092	Bird of conservation concern
Peregrine Falcon <i>Falco peregrinus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FU	Bird of conservation concern
Pied-billed Grebe <i>Podilymbus podiceps</i> Season: Breeding	Bird of conservation concern
Prairie Warbler <i>Dendroica discolor</i> Season: Breeding	Bird of conservation concern
Prothonotary Warbler <i>Protonotaria citrea</i> Season: Breeding	Bird of conservation concern
Purple Sandpiper <i>Calidris maritima</i> Season: Wintering	Bird of conservation concern
Red Knot <i>Calidris canutus rufa</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0DM	Bird of conservation concern
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> Season: Year-round	Bird of conservation concern
Rusty Blackbird <i>Euphagus carolinus</i> Season: Wintering	Bird of conservation concern
Saltmarsh Sparrow <i>Ammodramus caudacutus</i> Season: Year-round	Bird of conservation concern
Short-eared Owl <i>Asio flammeus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HD	Bird of conservation concern
Snowy Egret <i>Egretta thula</i> Season: Breeding	Bird of conservation concern

Willow Flycatcher *Empidonax traillii*

Season: Breeding

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0F6

Bird of conservation concern

Wood Thrush *Hylocichla mustelina*

Season: Breeding

Bird of conservation concern

Worm Eating Warbler *Helmitheros vermivorum*

Season: Breeding

Bird of conservation concern

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

This location overlaps all or part of the following wetlands:

Freshwater Forested/shrub Wetland

[PFO1A](#)

Riverine

[R5UBH](#)

A full description for each wetland code can be found at the National Wetlands Inventory website: <http://107.20.228.18/decoders/wetlands.aspx>