



Proposed New Carrollton Improvements and New Landover Yard

PUBLIC HEARING REPORT

STAFF ANALYSIS OF THE PUBLIC HEARING AND STAFF RECOMMENDATIONS

**Proposed New Carrollton Improvements and
Landover Yard Construction
Prince George's County, Maryland**

Hearing No. 602
Docket No. R14-02
December 2014

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)**

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DRAFT PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING TESTIMONY AND STAFF RECOMMENDATIONS
PROPOSED NEW CARROLLTON AND LANDOVER YARDS IMPROVEMENTS
PRINCE GEORGE'S COUNTY, MARYLAND

HEARING NO. 602
DOCKET NO. R14-02

This report presents the staff analysis of the public hearing held on December 4, 2014, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning the New Carrollton and Landover Yards Improvements. Included in this report are the following sections:

1. Background
2. Summary of the Public Hearing
3. Summary of the Staff Presentation
4. Supplemental Correspondence Submitted for the Record
5. Compact Article VI Section 15 - Other Agency Review and Comments
6. Responses to Comments Received for the Record
7. Other Information for the Public Record
8. Summary and Staff Recommendation

Appendix A	Notice of Public Hearing
Appendix B	Public Hearing Transcript
Appendix C	Presentation Materials
Appendix D	Supplemental Correspondence
Appendix E	Agency Correspondence



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1 BACKGROUND

The Washington Metropolitan Area Transit Authority (WMATA), in coordination with the Federal Transit Administration (FTA), is proposing the expansion of railcar storage capacity at WMATA's existing New Carrollton Yard and the construction of a new maintenance yard adjacent to the Landover Metrorail Station in Prince George's County, Maryland.

The proposed rail yard improvements at New Carrollton and Landover Metrorail Station would help accommodate the future Metrorail vehicle fleet with additional rail car storage space and limited maintenance functions on the eastern side of the system. The future expanded Metrorail vehicle fleet would also increase the demand for additional track maintenance and associated equipment. Landover Yard would provide additional storage and maintenance facilities space to maintain the tracks under the expanded Metrorail service. The location of the existing facilities is shown in **Figure 1**.

WMATA proposes to undertake the project with the use of Federal funds, and to acquire land for the project from the National Passenger Railroad Corporation (Amtrak) and the Maryland State Highway Administration (SHA).

The New Carrollton and Landover Yards Improvements Environmental Assessment (EA) documents the proposed improvements and assesses the impacts of the Build Alternative and a No Build Alternative for comparison purposes and is being prepared in accordance with the requirements of the National Environmental Policy Act of 1969 (NEPA), the joint Federal Highway Administration/FTA regulations (23 CFR Part 771), and other regulations regarding environmental permitting and approval for the project.

Improvements to the existing New Carrollton Yard and construction of the new Landover Yard would provide new Metrorail passenger train car storage and maintenance facilities for the agency's planned fleet expansion. The project would need to be constructed by 2018 to meet additional system improvements associated with the required Metrorail vehicle fleet expansion plans.

The New Carrollton Yard and Landover Yard are located in Prince George's County, Maryland, approximately two miles apart.

1.1 Proposed Action

WMATA proposes improvements to the existing New Carrollton Rail Yard and the construction of a new rail maintenance yard adjacent to the Landover Metrorail station, which together would provide additional rail car storage capacity to accommodate the future Metrorail vehicle fleet, and reorganize track maintenance functions at WMATA's rail yards to accommodate the increase in demand for additional track maintenance and associated equipment.

This project includes two related actions. At the New Carrollton Yard, the project would expand storage capacity through the construction of an additional 120 rail car storage spaces and support facilities. The existing Engineering Campaign, Service and Inspection (S&I), and Train Wash buildings would remain unchanged.



At the Landover Yard site, WMATA would construct a new rail maintenance yard (“Landover Yard”), Metrorail commuter parking garage, and support facilities for WMATA’s Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (TRST). Existing CTEM and TRST facilities would be moved from New Carrollton Yard to the newly created Landover Yard. Track maintenance vehicles would be stored in and operate from Landover Yard. No Metrorail revenue vehicles would be stored at Landover Yard.

Figure 2 shows the existing condition of the New Carrollton site, and **Figure 3** the existing condition of the Landover site.



Figure 1: New Carrollton and Landover Site Locations

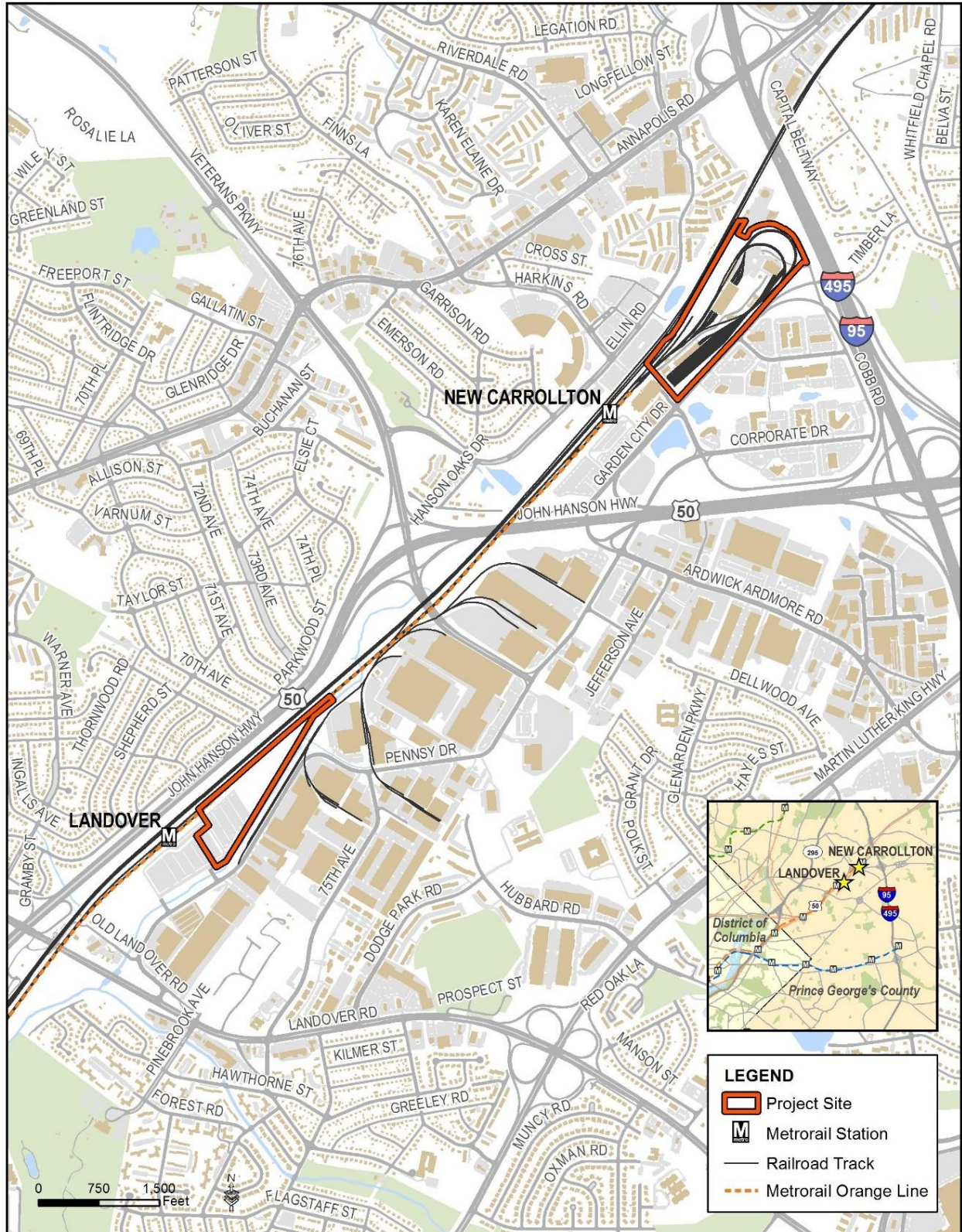




Figure 2: New Carrollton Yard Facility

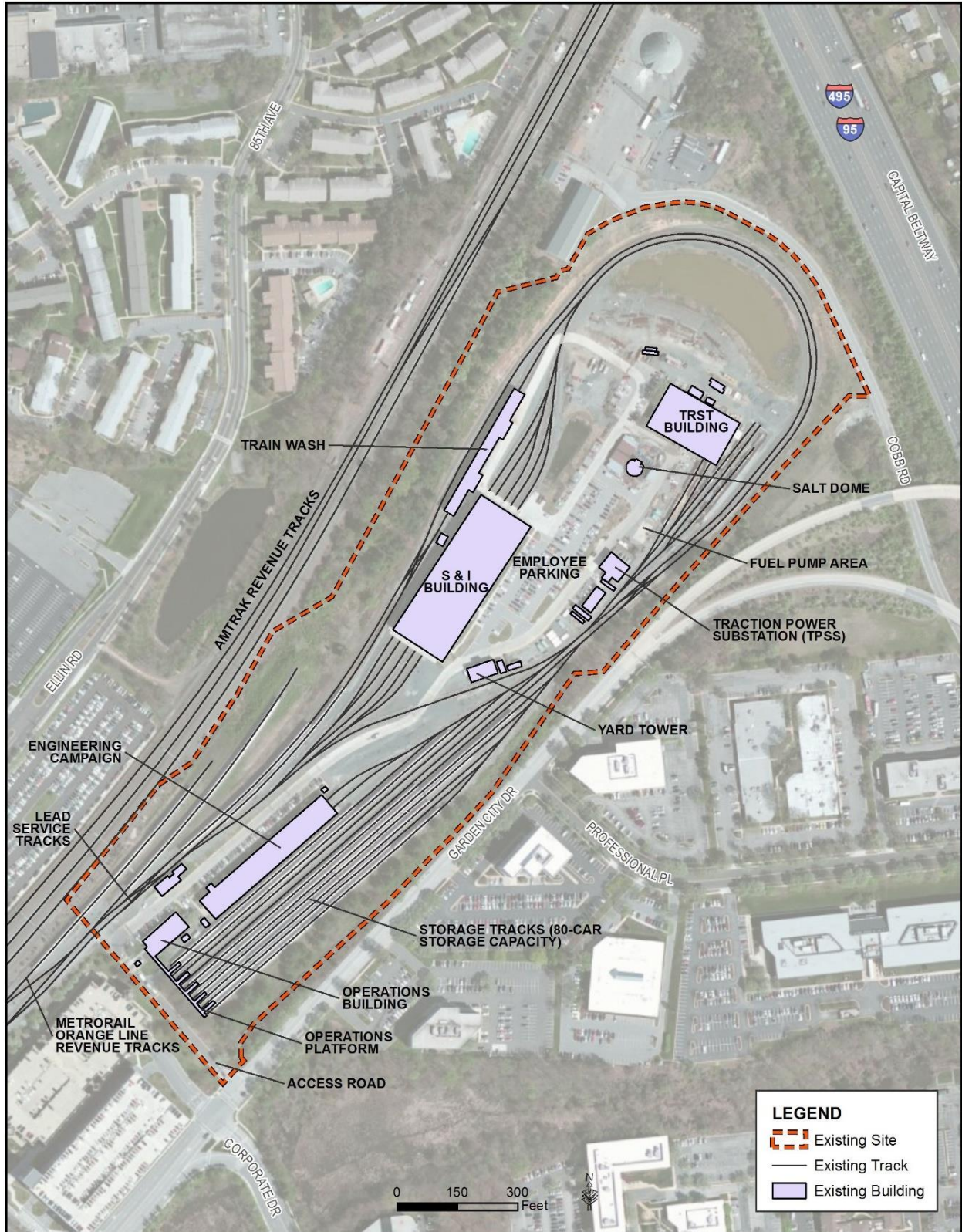
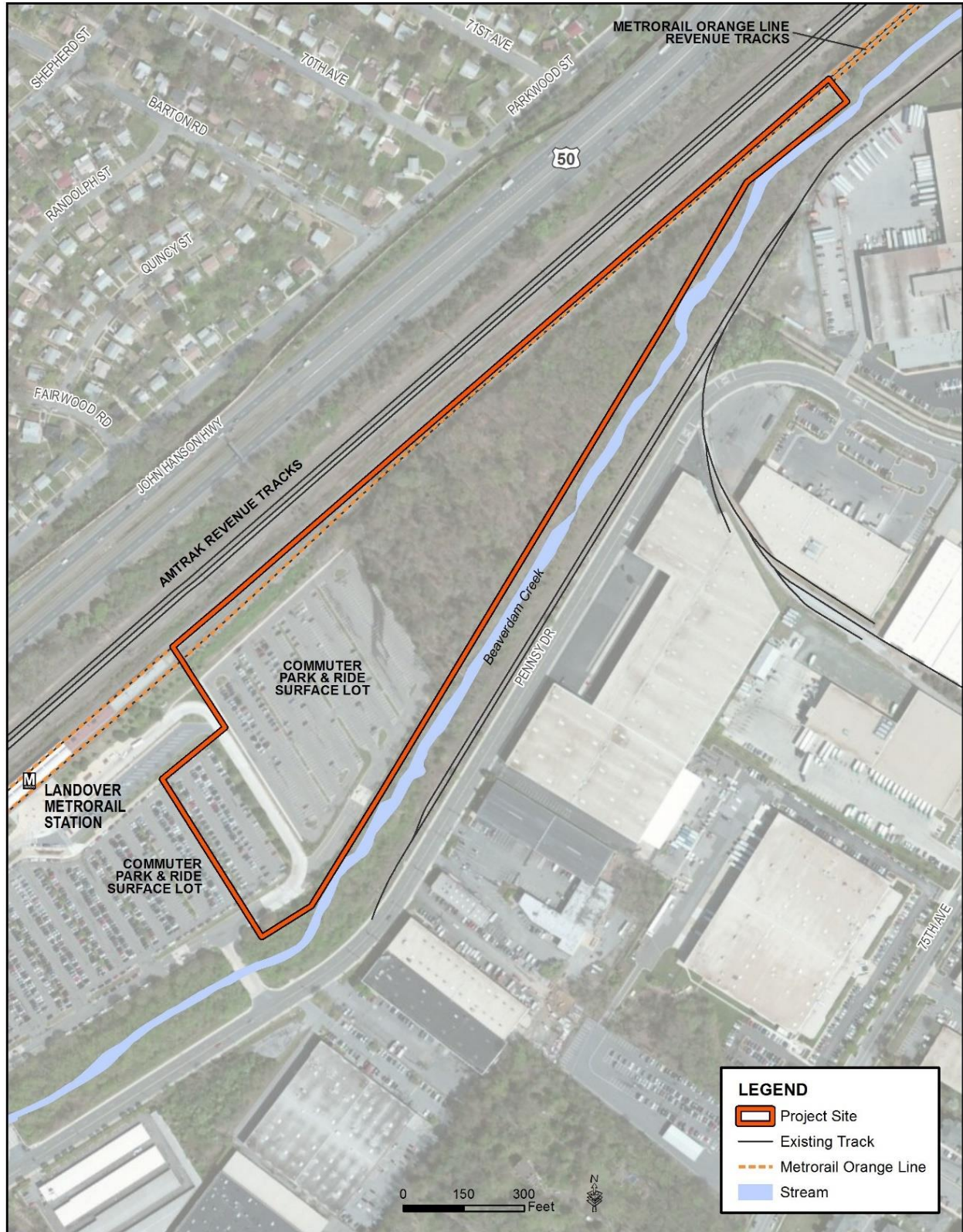




Figure 3: Landover Yard Site





New Carrollton Yard

The existing New Carrollton rail yard ("New Carrollton Yard") is approximately 36.8 acres in size and is located at 4440 Garden City Drive in Landover, Maryland. The New Carrollton Yard is the terminal eastern facility on WMATA's Orange Line, roughly one-half mile northwest of the Interstate 95/495 and U.S. Route 50 interchange.

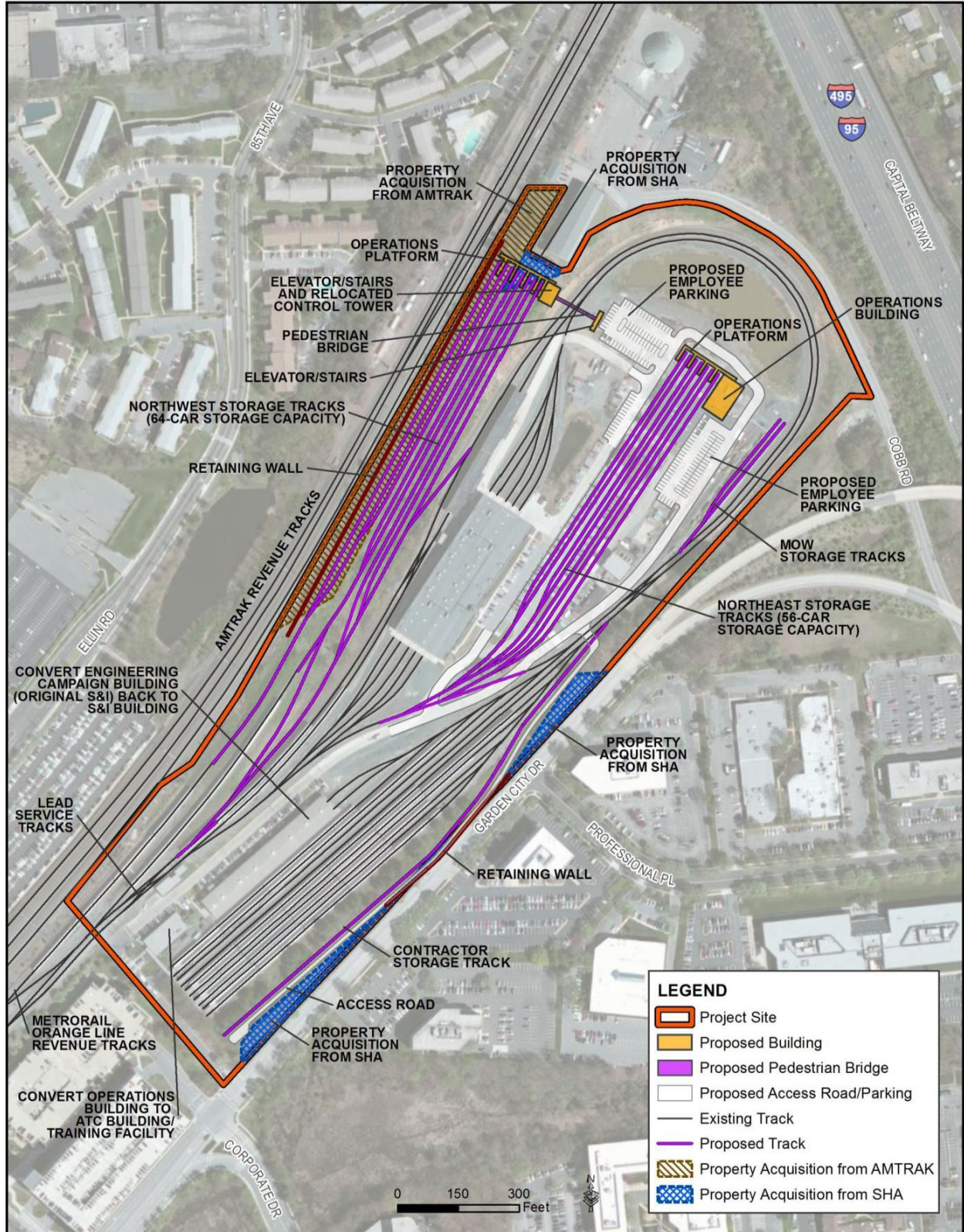
At the New Carrollton Yard, the project would expand storage capacity through the construction of an additional 120 rail car storage spaces and support facilities. The existing Engineering Campaign, Service and Inspection (S&I), and Train Wash building would remain unchanged. The following facilities would be constructed within and adjacent to the existing New Carrollton Yard (See **Figure 2**):

- Fifteen storage tracks accommodating 120 rail cars:
 - Eight storage tracks accommodating 64 rail cars in the northwest corner of the yard (referred to as the "northwest storage tracks");
 - Seven storage tracks accommodating 56 rail cars in the northeast corner of the yard (referred to as the "northeast storage tracks");
 - Lead service tracks for the storage areas;
- One contractor storage track with access road in the southeast corner of the yard;
- Two maintenance-of-way (MOW) tracks;
- Reconfigured and expanded employee surface parking in the northern and eastern sections of the yard;
- New operations platform and a pedestrian bridge (connecting to the employee parking lot via an elevator/stair tower) serving the northwest storage tracks;
- Relocation of the existing control tower from the center of the yard to the top of the elevator/stair tower at the location of the pedestrian bridge. The relocated tower would be approximately 40 feet high;
- New operations building for the northeast storage tracks;
- Conversion of the existing Engineering Campaign building to a S&I building (building was originally built as a S&I building); and
- Conversion of an existing operations building to an Automatic Train Control (ATC) building and training facility.

WMATA would acquire adjacent property from Amtrak and Maryland State Highway Administration (SHA) to accommodate the rail yard expansion. New storage tracks would be constructed within the existing rail yard, as well as on the Amtrak and SHA properties. The expanded facility would be approximately 39.5-acres in size. A New Carrollton project concept is provided in **Figure 4**.



Figure 4: Proposed New Carrollton Project Concept





Landover Yard

The Landover Yard site, currently owned by WMATA, is approximately 18.7 acres in size and is located at 3000 Pennsy Drive in Hyattsville, Maryland. Currently, the site is undeveloped, except for the two southern tracts, which contain surface Park & Ride lots serving the adjacent Landover Metrorail Station. See **Figure 3** for a map of the existing site.

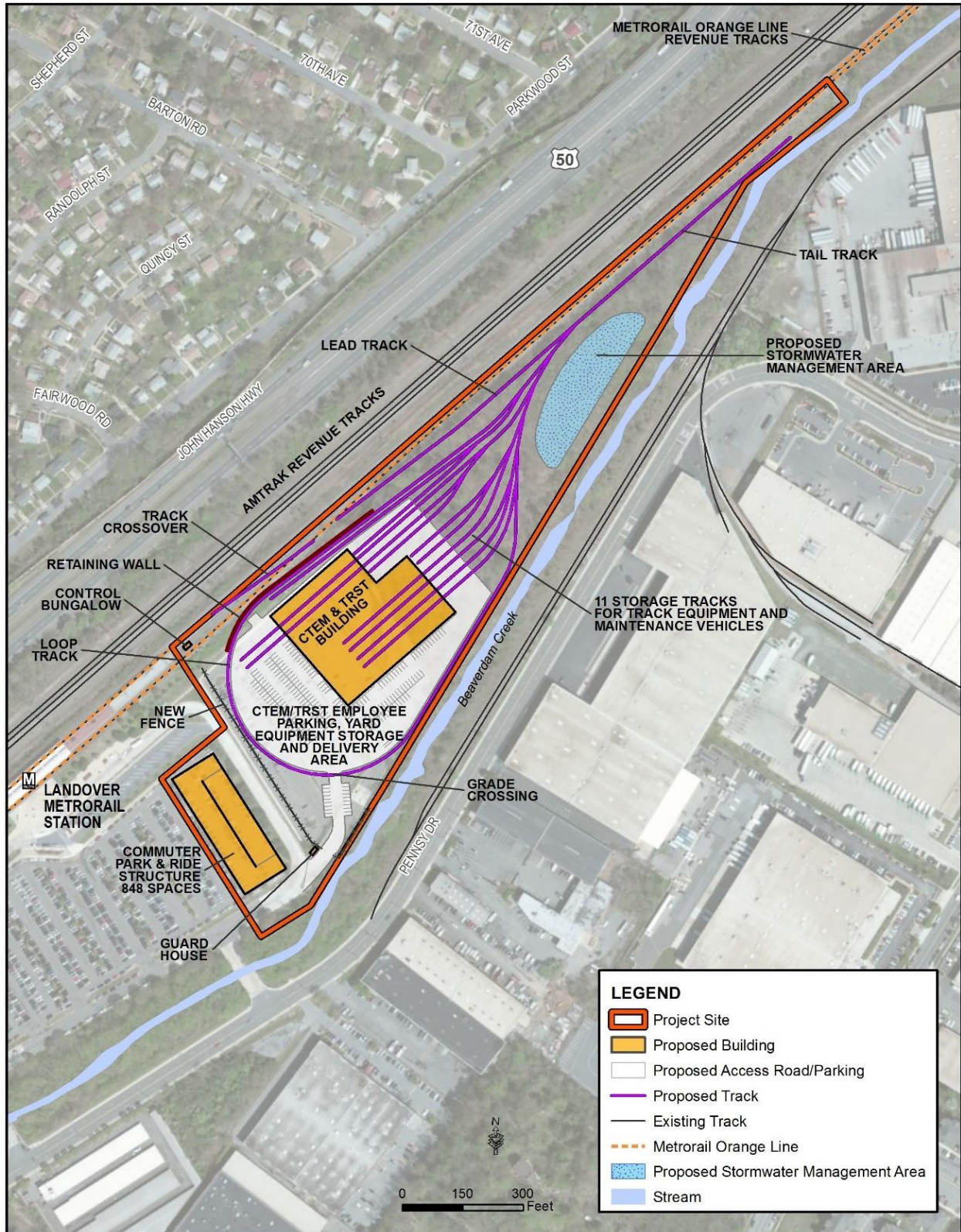
At the Landover Yard site, WMATA would construct a new rail yard (“Landover Yard”), Metrorail commuter parking garage, and support facilities for WMATA’s Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (TRST). Existing CTEM and TRST facilities would be moved from New Carrollton Yard to the newly created Landover Yard. Track maintenance vehicles would be stored in and operate from Landover Yard. No Metrorail revenue vehicles would be stored at Landover Yard. The following facilities would be constructed at Landover Yard:

- Loop track around the southern portion of the rail yard;
- Lead and tail tracks for the rail yard;
- New CTEM and TRST building and eleven storage tracks for track equipment and maintenance vehicles;
- Six-level commuter Park & Ride facility, consisting of 848-spaces to replace the surface spaces displaced by construction. The structure would be constructed on an existing commuter lot, south of the rail yard and separated from the new yard by the Landover Metro Access Road.
- Employee surface parking lot and delivery area in the southern portion of the proposed yard;
- New track crossover on the Metrorail revenue tracks;
- Retaining wall in the southwest corner would be constructed to accommodate the bypass track; and
- Stormwater management area at the northern end of the rail yard.

No property acquisition would be necessary for construction of Landover Yard, as the rail yard would be built on land owned by WMATA. A Landover Yard project concept is provided in **Figure 5**.



Figure 5: Proposed Landover Yard Project Concept





1.2 Environmental Assessment and General Plans

WMATA's Compact requires that the Board of Directors, in amending the mass transit plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes the Prince George's County area around the sites and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses, preservation of the beauty and dignity of the Nation's Capital, factors affecting environmental amenities and aesthetics, and financial resources.

As part of the project approval process, WMATA and the Federal Transit Administration (FTA) prepared an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) to provide the public, local governments, and environmental agencies with a description of the potential effects of the proposed New Carrollton Improvements and Landover Yard construction.

1.3 Notice of Public Hearing

A public notice of the proposed New Carrollton Improvements and New Landover Yard public hearing was sent to the *Washington Post* and *El Progenero* newspapers, and public notices were posted at WMATA's New Carrollton and Landover stations. Details of the Public Hearing and comment period were also available on WMATA's website (see **Appendix A** for the Notice of Public Hearing). The Environmental Assessment and General Plans are available online at www.wmata.com/nclyard and www.wmata.com/hearings. The documents were available for inspection during normal business hours at the following locations as of Monday, November 3, 2014:

WMATA
Office of the Secretary
600 Fifth Street, NW, Room 2D-207
Washington, DC 20001
202-962-2511

Landover Hills Town Hall
6904 Taylor Street
Landover Hills, MD 20784
301-773-6401

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

Kentland Community Center
2411 Pinebrook Avenue
Landover, MD 20785
301-386-2278

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

Town of Cheverly Executive Offices
6401 Forest Road
Cheverly, MD 20785
301-773-8360

In addition to soliciting the input of government agencies, feedback was sought from members of the public and organizations that have an interest in the project. **Table 1** lists public hearing outreach efforts. As shown in the table, public notices were posted and distributed at Metrorail stations, printed in two newspapers (in English and Spanish), and posted on apartment



complexes and businesses adjacent or across the street from the proposed sites to ensure that residents and business owners were given the opportunity to comment on the proposed project.

Table 1: Public Hearing Notices and Outreach

Item	Activity	Location	Date
Notice of Public Hearing Flyer	Posted	Posted property in the immediate vicinity (adjacent or directly across streets) of each of the two sites. At New Carrollton, this included buildings along Garden City Drive, and in the apartment complexes north of the yard. At the Landover site, this included buildings along Pennsy Drive.	November 10, 2014
Notice of Public Hearing Flyer (English and Spanish)	Distributed (100)	Landover Metrorail Station	November 25, 2014 (evening rush)
Notice of Public Hearing Flyer (English and Spanish)	Distributed (100)	New Carrollton Metrorail Station	November 24, 2014 (evening rush)
Notice of Public Hearing Signs (English and Spanish)	Posted	Landover Metrorail Station	November 17, 2014 (Approximation)
Notice of Public Hearing Signs (English and Spanish)	Posted	New Carrollton Metrorail Station	November 17, 2014 (Approximation)
Public Hearing Notice (English)	Published	Public Hearing notice printed in the Washington Post	November 1, 2014 – November 8, 2014
Public Hearing Notice (Spanish)	Published	Public Hearing notice printed in El Pregonero newspaper	November 27, 2014

2 SUMMARY OF THE PUBLIC HEARING

The public hearing was held on Thursday, December 4, 2014, at Fortis College, 4351 Garden City Drive, Landover, Maryland, to provide citizens and agencies an opportunity to comment on the proposal and its anticipated impacts. Prior to the hearing an informal open house was held for members of the public from 6:30 p.m. to 7:00 p.m. The hearing was chaired by WMATA Acting Board Secretary Ms. Jennifer Green-Ellison and was convened at 7:00 p.m. (see **Appendix B** for the Public Hearing transcript). Accompanying her for the presentation was WMATA’s Director of Major Capital Projects Mr. John Thomas.

Ms. Green-Ellison made the opening statement, explaining that the hearing was convened to solicit comments from the public on the New Carrollton and Landover Yards Improvements Environmental Assessment (EA). She explained that the hearing would begin with a staff statement, followed by statements from public officials (5 minutes each) and others who had signed up to speak (3 minutes each). She indicated that written testimony could be submitted to WMATA via the following methods:

- E-mail to writtentestimony@wmata.com;
- Fax to 202-962-1133; and
- Mail to Board Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington DC 20001.



Following this introduction, the WMATA staff presentation was given by John Thomas. The staff presentation is summarized in Section 3 of this report.

The background and supporting documentation available at the hearing included the following:

- Copies of the Notice of Public Hearing;
- Copies of the Environmental Assessment;
- Copies of the General Plan; and
- Presentation boards illustrating the location of improvements, site concept plans, and site renderings.

The following individuals testified at the hearing:

- Mike Callahan, Mayor of the Town of Cheverly;
- Margaret MacDonnell, Town of Cheverly Planning Board;
- Marianne Dombruski, resident representing Friends of Quincy Run;
- RJ Eldridge, Vice-Mayor of the Town of Cheverly;
- Zach Corrigan, resident; and
- Sheila Sola, resident representing Green Infrastructure Committee.

Ms. Green Ellison concluded the public hearing at 7:32 p.m.

3 SUMMARY OF THE STAFF PRESENTATION

Mr. Thomas began the presentation by stating that WMATA proposes increasing rail car storage on the Metrorail system to accommodate the additional Metrorail vehicle fleet required to achieve expanded eight-car train operations. WMATA also needs to accommodate a reorganization of track maintenance functions to deal with future increases in maintenance capacity needs. To do this, WMATA proposes improvements to the existing New Carrollton Rail Yard and construction of a new rail maintenance yard adjacent to the Landover Metrorail Station. He described the characteristics of the existing yards, as well as the purpose of the Environmental Assessment and the public hearing. Mr. Thomas then presented the concept plans, plan renderings, potential environmental effects of the project, and proposed remediation actions for those potential environmental effects.

The proposed improvements encompass two sites and include the following new elements:

- *New Carrollton Yard*: Expand and reconfigure the existing rail yard at New Carrollton to allow for the storage of an additional 120 rail cars. To accommodate the additional storage tracks needed, the existing yard's footprint will expand and certain maintenance functions housed at New Carrollton will have to be relocated.
- *Landover Yard*: Construct a new rail yard, Metrorail commuter parking garage and support facilities. Certain maintenance functions housed currently at New Carrollton will be relocated to the site.

Mr. Thomas reviewed the potential effects of the proposed improvements, and summarized potential mitigation strategies. At New Carrollton, WMATA would acquire 2.9 acres of land from



Amtrak and Maryland State Highway Administration. The planned improvements will cause the destruction of existing forest and habitat, which would be mitigated through contributions to the Forest Conservation Program Fee-in-Lieu Fund.

Potential effects at Landover include the loss of wetland, forest, and habitat on the site. Storm water impacts would be managed in an on-site storm water management area. As with the New Carrollton Yard, WMATA will contribute to the Forest Conservation Program Fee-in-Lieu fund to help mitigate the loss of forest and habitat.

On both sites temporary construction-related effects include noise, impacts to air quality from equipment, and stormwater runoff from exposed soil. WMATA will utilize best practices to mitigate and minimize these impacts.

A copy of the presentation and public hearing boards is provided in **Appendix C**.

4 SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

The Public Hearing record remained open December 15th at 5:00pm. Correspondence was received from the following individuals:

- Mike Callahan, Mayor of the Town of Cheverly (Letter and transmittal email);
- Zach Corrigan (Letter and public hearing written comment);
- Matt T. Salo (Letter and transmittal email); and
- Dan Smith (Transmittal Email).

Appendix D provides the supplemental correspondence received.

5 COMPACT ARTICLE VI, SECTION 15 – OTHER AGENCY REVIEW AND COMMENTS

In advance of the Public Hearing, WMATA contacted local, state and federal agencies to solicit input on the proposed rail yard improvements at New Carrollton and Landover, Prince George's County, Maryland. Agencies contacted in the development of the EA are listed in **Table 2**. Agency correspondence is included in **Appendix E**.



Table 2: Agency Correspondence

Resource Area Coordination	Agency	Date Contacted	Agency Response	Determination	Correspondence Letter
Cultural Resources	Maryland Historical Trust	June 20, 2014	July 29, 2014; October 29, 2014	No effect on historic properties, including archeological resources	Appendix E
Cultural Resources	Federal Transit Administration	October 6, 2014	November 21, 2014	FTA's Section 106 determination on this undertaking is no effect on historic properties	Appendix E
Threatened and Endangered Species	US Fish and Wildlife Service	June 20, 2014	No response	Online certifications (5/15/14 for New Carrollton and 5/7/14 for Landover) determined no endangered or threatened species were identified	Appendix E
Threatened and Endangered Species	Maryland Department of Natural Resources	June 4, 2014	June 13, 2014	No endangered or threatened species identified	Appendix E
Jurisdictional Determination	US Army Corps of Engineers	July 23, 2014	TBD	Awaiting final determination	Appendix E
Forest Stand Delineation Application	Maryland Department of Natural Resources	August 27, 2014	September 29, 2014	Approved delineation	Appendix E
Coastal Zone Determination	Maryland Department of the Environment	September 2, 2014	No response	Presumed Consistent	Appendix E
Landowner	Maryland State Highway Administration / Department of Transportation	Multiple discussions		Not applicable	Not applicable
Landowner	Amtrak	Multiple discussions		Not applicable	Not applicable

In addition to soliciting the input of government agencies, feedback was sought from members of the public and organizations that might have an interest in the project. **Table 3** lists public hearing outreach efforts. As shown in the table, public notices were posted and distributed at Metrorail stations, printed in two newspapers (in English and Spanish), and posted on apartment complexes and businesses adjacent or across the street from the proposed sites to ensure that residents and business owners were given the opportunity to comment on the proposed project.



Table 3: Public Hearing Notices and Outreach

Item	Activity	Location	Date
Notice of Public Hearing Flyer	Posted	Posted property in the immediate vicinity (adjacent or directly across streets) of each of the two sites. At New Carrollton, this included buildings along Garden City Drive, and in the apartment complexes north of the yard. At New Carrollton, this included buildings along Pennsy Drive.	November 10, 2014
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Public Hearing Notice (Spanish)	Published	Public Hearing notice printed in El Pregonero newspaper	November 27, 2014

After the Public Hearing, WMATA staff met with officials from the Town of Cheverly on December, 23rd, 2014. **Table 4** includes the details of the additional outreach efforts.

Table 4: Additional Public Outreach

Organization	Outreach Venue	Type of Meeting	Date
Town of Cheverly Officials	Cheverly Town Hall	Coordination	December 23, 2014
Town of Cheverly Officials	Cheverly Town Hall	Coordination	February 12, 2015

6 RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

The following six people spoke at the hearing:

- Mike Callahan, Mayor of the Town of Cheverly,
- Margaret MacDonnell, Town of Cheverly Planning Board,
- Marian Dombroski, resident representing Friends of Quincy Run,
- RJ Eldridge, Vice-Mayor of the Town of Cheverly,
- Zach Corrigan, and
- Sheila Sola, resident representing Green Infrastructure Committee.

In addition, two parties who spoke at the public hearing also submitted written comments:

- Mike Callahan, Mayor of the Town of Cheverly, and
- Zach Corrigan.



Following the public hearing, two individuals submitted written comments to WMATA via email:

- Matt T. Salo, Ph.D. and Chair of Cheverly Green Infrastructure Science Advisory Committee, and
- Dan Smith (provided the same testimony as Matt T. Salo, with a comment in support of the testimony).

Comments and responses are presented below. Comments are grouped by topic.

A. New Carrollton Improvements

WMATA received no comments pertaining to the proposed improvements at the New Carrollton Yard.

B. Landover Yards Improvements

1. Issue: Lack of Alternative Site Evaluation

M. Callahan:

“what I didn’t see in your report is any kind of site evaluation. So there’s no opportunity for anybody who has looked at this to look at what the criteria were for having this site.

“we don’t believe that you have done any kind of evaluation, whatsoever, of other places this might fit better.

“I would love to see some site selection process and I’m going to beg, I’m going to plead, okay, that this will go back to some site selection process.”

-Public Hearing Testimony

“The only alternatives evaluated were a build or no build option. There was no attempt to evaluate other potential sites, nor were there any specific criteria listed that would help to identify an optimal site.

“If a selection process was utilized, it would identify key criteria required for the placement of maintenance facility and most likely would have determined that it should not be located at an existing station because of the disincentive to development. It is hard to accept that the Landover Station with its development possibilities and environmental issues would be the optimum location.

“It would have been valuable to study locations that have rail access but are not directly at Metro Stations. While we are not aware of Metro real estate holdings, one such location, the Cameron E Turner Facility exists less than a half mile away from the Landover Station. This facility currently is the home to bus storage, offices and training. “As an indoor facility it would prevent the noise and visual blight that creates the disincentive to development.

“How can we believe that Landover is the optimum location for this use when no other sites were evaluated?”

-Written Testimony



- M. MacDonnell:** “So I agree with Mike; I would like to see a site evaluation.”
- *Public Hearing Testimony*
- M. Dombroski:** “... I’m really concerned about this idea of putting yet another maintenance facility in Prince George’s County. This will be number four and there is no other county in the system that has that many. It seems really unfair.”
- *Public Hearing Testimony*
- R. Eldridge:** “I just think it’s unfortunate that we are looking at our Metro stations for these kinds of uses. I would hope that through this process we would hear a little bit about some of the different locations were you look. Did you look at locations that are not stations themselves, that are between stations where, you know, you don’t have this ...”
“And also, I would hope that a more honest and transparent process could be engaged in where the community could, you know, help you evaluate the alternatives.”
- *Public Hearing Testimony*
- Z. Corrigan** “As I said, I’m an environmental attorney; I look at EAs all the time, and the number one problem I see with bad EAs is, like Mike says, they don’t consider broad enough alternatives. It’s absolutely impermissible to figure out what you want to do and then determine what your possible alternatives were after the fact.”
“Please consider a broader range of alternatives including other locations.”
- *Written Testimony*
- S. Salo** “... I think there’s a possibility that the Carmen Turner Center could be reused, repurposed. The offices and training centers that are in the Carmen Turner Center don’t require being next to a rail yard where a maintenance yard would be required being next to the rail yard. So if the current use of the Turner Center, which WMATA owns, I understand, were moved elsewhere, that would leave the current project site as it is now, a currently functioning eco-system, which is what we have so few of.”
- *Public Hearing Testimony*

Summary

Commenters opined that a site selection process might have identified alternative sites.

Response

Although not presented at the public hearing, a site selection process was used to develop the alternatives. This information was shared in meetings with Town of Cheverly representatives, which followed the public hearing.

Due to the concerns raised in written and oral testimony, WMATA restructured the project and elected not to move forward with the proposed action at Landover at this time. Under current plans, the facilities at Landover will be incorporated into a future heavy rail maintenance facility whose location is undetermined.



2. Issue: Consistency with Local Plans

M. Callahan:

“one of the things we worked on for a long period of time is bringing density, bringing population to this site. It’s the eight lowest site, ridership site. We’ve worked on plans like the Route 202 corridor plan. We worked on the subdivision floor plan. They planned to bring more density in. Your statement actually says yeah, we read them, but we’re not paying any attention to them.

“there’s this disregard for the two plans the county and Park and Planning and all the people in this area worked on.

“I think that it actually doesn’t take into consideration that plans that exist. As a matter of fact, it disregards them.”

- *Public Hearing Testimony*

“It is clear from Table 3-3 that the assessment recognized that this proposal conflicts with the Route 202 Corridor Plan, the Sub Region 4 Plan and the Plan Prince George’s 2035.

“The assessment however, makes no further mention of this conflict nor is there any attempt to mitigate these conflicts in the preliminary design of the rail yard. It should be noted that the Route 202 Corridor Plan, Sub Region 4 Plan and the Plan Prince Georges County 2035 were all a result of a public process that include many listening sessions and education meetings. These plans reflect the public’s desire to have vibrant Mixed Use Development at the Landover Station.

“This proposal conflicts directly with the Anacostia Watershed Restoration Plan, which was developed by the Anacostia Watershed Partnership in 2010. According to Table 3-3 this document was not considered in the study.

“We believe strongly that this rail yard would be ... in direct contradiction to County and Park and Planning Plans.”

- *Written Testimony*

M. MacDonnell:

“So the only thing I want to add and reemphasize a bit is Mike’s reference to the 202-corridor plan and the other studies that have been done in this area. And then those were the result of a lot of community consultation.”

- *Public Hearing Testimony*

Summary

Two commenters raised direct concerns regarding the consistency of the proposed use with the Prince George’s County *Approved Landover Metro Area and 202 Corridor Sector Plan* (May 2014), as well as the local subdivision plan and other local plans and studies. One commenter noted that the Landover Yards Improvements ignores county plans for greater density at the Landover station site, while another said that the plans for density were the result of a lot of community input.

One commenter was concerned that the proposed action conflicts with the Anacostia Watershed Restoration Plan and that the EA did not take this plan into account.



Response

As stated in the EA, the proposed project is not consistent with several local plans, including the *Countywide Green Infrastructure Plan*; the *Subregion 4 Master Plan and Sectional Map Amendment*; and the *Landover Metro Area and 202 Corridor Sector Plan and Sectional Map Amendment*.

Due to the concerns raised in written and oral testimony, WMATA restructured the project and elected not to move forward with the proposed action at Landover at this time. Under current plans, the facilities at Landover will be incorporated into a future heavy rail maintenance facility whose location is undetermined.

3. Issue: Impact on Future Development (Transit-Oriented Development)

M. Callahan:

“You’re putting a yard site here at the Landover Metro. That site will prevent development from coming in, and once again, work to decrease your ridership.

“if we’re going to build an eight, ten-story of mixed use development, do people want to look down at a rail yard? The answer to that is no.

“So what would’ve been great is if you at least had taken a look at this and said these are the things we should do for the community to be able to make them when we wanted to do this. We didn’t see any of that at all.

“So when you’re not taking care of the noise that’s coming off of your site, you’re creating a burden on them as well.”

- *Public Hearing Testimony*

“Building a rail yard at the Landover Metro, already one of the least used Metro stations, compounds decades of poor decisions that have been made at that site. As stated, Prince Georges County recently adopted numerous plans that call for mixed use development at the Landover Metrorail station. It is our understanding that WMATA was consulted as part of these planning efforts. The WMATA rail yard proposal directly contravenes these plans and essentially ensures that the Landover station and the surrounding area will remain in an industrial state into the future.

“Instead of considering these County plans and looking to the future, the WMATA study gives short shrift to the impact of this project to an area with a high proportion of low-income, minority community members. The report instead notes that existing conditions make additional industrial development negligible, with only passing reference to proposed non-industrial uses (residential and mixed use) in the area.

“This assessment is highly problematic as its overall summary appears to be ‘*the solution to poor planning and development near the Landover Station is to continue poor planning and development.*’. WMATA, and the County, can do better.

“We believe strongly that this yard would be ... a disincentive to future development.”

- *Written Testimony*

M. MacDonnell:

“(other studies) And they landed on, an emphasis on transit-oriented development, similar to the plan in Prince George’s, which is also a major countywide plan, which strongly emphasizes transit-oriented development.



Proposed New Carrollton Improvements and New Landover Yard

“And because of that call for TOD, there was an emphasis in the plan on redeveloping that industrial area that’s right across the Metro station. That’s what Mike was alluding to. That sort of redevelopment would probably be killed by this rail yard.”

- Public Hearing Testimony

M. Dombroski: “You know, we want to see people using this Metro station and we want to see good development. And, you know, this is just pulling the rug out from under us. You know, this station and the New Carrollton station current are no man’s land. You know, they’re not very good places to walk to. They’re not very nice places to be and you’re just shooting us in the foot again. You know, we really are trying to make things happen out there, but this is not going to do it.”

- Public Hearing Testimony

R. Eldridge: “I think that we finally have some things just starting to happen and am very concerned that this initiative right here is going to just completely prevent any future development reinvestment at what I think is our most valuable assets, which are our Metro sites.

“I just think it’s unfortunate we are looking at our Metro stations for these kinds of uses.

“Did you look at locations that are not at stations themselves, that are between stations where, you know, you don’t have this – where we’re not compromising transportation-oriented development potential by putting in a rail yard. You know, I understand from looking at – actually, from working with Falls Church, they are struggling with this right now, and, you know, Metro is spending – well, Metro and the communities are spending large sums of money to mitigate the problems that these things bring to the communities around them.”

- Public Hearing Testimony

Summary

Four commenters expressed concerns about impact on future development at the Landover Metrorail station. A maintenance site would make the site less attractive to developers who want to create greater density at the site. Some commenters stated that placement of the maintenance site at the Landover station would reduce the attractiveness of the area for future development.

Response

Construction of a rail yard would preclude future development at the yard site, but would not preclude future development on adjacent parcels.

Due to the concerns raised in written and oral testimony, WMATA restructured the project and elected not to move forward with the proposed action at Landover at this time. Under current plans, the facilities at Landover will be incorporated into a future heavy rail maintenance facility whose location is undetermined.



4. Issue: Public Involvement

M. Callahan: "...In contrast, the WMATA assessment was performed with no public input, virtually no communication and a brief Public Hearing where the public was not allowed to ask questions. Instead the public was expected to comment on a plan that WMATA provided no education on."

- *Public Hearing Testimony*

R. Eldridge: "I thought it was going to be a little bit more of an interactive presentation, thing being the only public meeting that I know of that has accompanied this process. So a little disappointed, I guess, about how we're planning this. It does seem that – excuse me – the cake has been baked as they say.

"I understand in your reports that you acknowledge the large minority and lower income populations that are going to be impacted by this. So I'm happen to see at least there was some acknowledgement of that, but I would hope that there could be a little bit more sensitivity in this process. And also, I would hope that a more honest and transparent process could be engaged in where the community could, you know, help you evaluated the different alternatives.

"I think others have said we would like to see Metro succeed. We understand that maintenance is an important part of that and we'd like to help you find a location that is, even on the Orange line, that suits your needs."

- *Public Hearing Testimony*

M. Salo: "I was surprised that an environmental disruption of this magnitude was brought to wider public attention only at this late a stage in the planning. *Fait accompli* strategies do not inspire public trust nor confidence in the decisions reached. Earlier opportunities for public input could have provided more opportunity for WMATA to look for more suitable sites, instead of proceeding with the wholesale destruction of one of the better remaining ecosystems in the region...

"I found omissions, inconsistencies and an abysmal lack of concern for doing what would be best for the area residents in the long run and in-stead opting for merely being "in compliance" for the present."

- *Written Testimony*

Summary

Three commenters expressed concern about the public involvement process and the format of public meetings.

Response

WMATA appreciates the concerns regarding the public involvement process and wants to assure the public that the agency is committed to maintaining an open dialogue as the project progresses.

Public notices were posted and distributed at Metrorail stations, printed in two newspapers (in English and Spanish), and posted on apartment complexes and businesses adjacent or across the street from the proposed sites to ensure that residents and business owners were given the opportunity to comment on the proposed project.



Public outreach activities are documented in the table below.

Table 5: Public Hearing Notices and Outreach

Item	Activity	Location	Date
Notice of Public Hearing Flyer	Posted	Posted property in the immediate vicinity (adjacent or directly across streets) of each of the two sites. At New Carrollton, this included buildings along Garden City Drive, and in the apartment complexes north of the yard. At New Carrollton, this included buildings along Pennsy Drive.	November 10, 2014
Notice of Public Hearing Flyer (English and Spanish)	Distributed (100)	Landover Metrorail Station	November 25, 2014 (evening rush)
Notice of Public Hearing Flyer (English and Spanish)	Distributed (100)	New Carrollton Metrorail Station	November 24, 2014 (evening rush)
Notice of Public Hearing Signs (English and Spanish)	Posted	Landover Metrorail Station	November 17, 2014 (Approximation)
Notice of Public Hearing Signs (English and Spanish)	Posted	New Carrollton Metrorail Station	November 17, 2014 (Approximation)
Public Hearing Notice (English)	Published	Public Hearing notice printed in the Washington Post	November 1, 2014 – November 8, 2014
Public Hearing Notice (Spanish)	Published	Public Hearing notice printed in El Pregonero newspaper	November 27, 2014

5. Issue: Stormwater Runoff

M. Callahan: “And if you’ve ever actually tried to ride down Route 50 during a rainstorm, okay, believe it or not, it closes. It literally closes because the highways gets flooded. This won’t help”

- *Public Hearing Testimony*

“This proposal conflicts directly with the Anacostia Watershed Restoration Plan, which was developed by the Anacostia Watershed Partnership in 2010.

“We believe strongly that this rail yard creates environmental issues.”

- *Written Testimony*

M. Dombroski: “The wetlands are a really important function. You know, there’s a lot of runoff coming from the highway near here, you know, from all this this other impervious surface and the wetlands are our line of defense.”

- *Public Hearing Testimony*

M. Salo: “The rail yard development threatens Lower Beaverdam Creek (LBC), a major environmental asset of Prince George’s county, and a significant contributor to the health of the Chesapeake Bay. LBC is an essential component of an aquatic ecosystem stretching from the primary tributaries providing baseflow to the end of the



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watershed in Chesapeake Bay. Any input damaging the chemical, physical or thermal quality of the stream at its upper reaches will have deleterious effects all the way downstream. These actions will also significantly impact the non-tidal wetland which filters pollutants and provides food for aquatic life in the LBC. Degrading the stream will also have cascading effects downstream for all of its biota.

“The Landover Metro station already has a very large area of impervious surfaces in its parking lots that prevent the natural filtering of water through soil. The addition of even more impervious surfaces, or unvegetated ground, will make both the quantity and purity of the runoff worse. The proposed 25 foot buffer for LBC is completely inadequate to handle the increased runoff. Most stream ecologists would recommend a 100 foot buffer. The increased velocity of the runoff will also increase the scouring of the streambed, its vegetation, and cause bank erosion.”

- Written Testimony

D. Smith: “On behalf of the Anacostia Watershed Society I want to express our deep concern over the proposed development at Landover Yards.”

- Written Testimony

Summary

Four commenters expressed concern about the impact on water quality, flooding, and wetlands, noting that Route 50 already floods during storms, and runoff drains to Lower Beaverdam Creek and the Anacostia River due to construction of the Landover Yard.

Response

WMATA constructs facilities in compliance with state laws regarding stormwater management, floodplains, and wetlands.

Due to the concerns raised in written and oral testimony, WMATA restructured the project and elected not to move forward with the proposed action at Landover at this time. Under current plans, the facilities at Landover will be incorporated into a future heavy rail maintenance facility whose location is undetermined.

6. Issue: Noise

M. Callahan: “So there’s no coverage, there’s no sound blockage.

“Do we want to hear the noise that comes up off the rail yard? The answer to that is no.

“So when you’re not taking care of the noise that’s coming off of your site, you’re creating a burden on them as well.

“There’s noise that comes of the site and the environmental issues really are pretty significant.”

- Public Hearing Testimony

“It is difficult without a noise expert to understand, never mind debate the statistics accumulated in the study. However, a layman’s reading of the noise study is “well there are already some pretty noisy things here, so why not more.



"It is useful to consider the issues raised by residents near a similar facility in Falls Church over the last five years. Apparently, the noise issues there were deemed significant enough that Metro is now participating in a mitigation of the problem.

"A weakness of this study is that it simply considered the noise issue at a single residence across Route 50. The study did not reflect plans to add mixed use development on the Landover Site and it did not consider the "Ridges" development that is currently in the Preliminary Site Plan process at MNCPPC. Interestingly one of the issues facing the "Ridges" development is external noise levels. What does the WMATA plan do to those levels?"

"We believe strongly that this rail yard would ... exasperate existing noise issues."

- *Written Testimony*

Z. Corrigan: "The other things I'm very concerned about is noise."

- *Public Hearing Testimony*

"Please consider a broad range of alternatives including other locations as well as noise."

- *Written Testimony*

Summary

Two commenters expressed concern about the noise, including the impact of noise on future Landover station development.

Response

WMATA projects are designed and constructed to comply with WMATA Design Criteria for Noise and Vibration. This project was also reviewed for potential noise and vibration impacts under FTA criteria. Due to the distance from noise sources to existing receptors, no impact was identified.

7. Issue: Safety

Z. Corrigan: "She's also very concerned about the Metro stations here and how they are, as Mary said, basically in wastelands, where she does not feel comfortable walking home from after dark."

- *Public Hearing Testimony*

Summary

One commenter expressed concern about the safety of both the New Carrollton and Landover stations, indicating that his wife does not feel comfortable walking home after dark.

Response

WMATA is committed to the safety of our customers, as well as the safety of our transit operators and staff. The construction of Landover Yard would include appropriate lighting around the site.



A Safety and Security Assessment was conducted as part of the *Existing Conditions Technical Memorandum*. No impact on safety and security was identified for the Build Alternative.

8. Issue: Proposed Site Design

Z. Corrigan: “Not only does the EA fail to demonstrate that the Landover site is the best alternative, it does not adequately demonstrate why the development, as proposed, would be the best way to use the proposed site.

“For example, despite the EA indicating that commuter parking at Landover is not at capacity, the project simply proposes replacing part of the existing park-and-ride lot with an equivalent number of spaces in a new parking lot. The EA fails to adequately evaluate why this lot is even necessary and whether there are other alternatives to accommodate commuters. For example, would the replacement of these parking spaces be necessary if there was instead an increase in bus service from this location.

“Likewise the EA says that WMATA will mitigate the harms posed by clearing eight acres of undisturbed forest through the State Forest Conservation Fee-in-Lieu Fund, but it fails to evaluate whether there are any on-site mitigation options. If the new parking lot were built, could some of the remaining surface lot be put to better use to remediate or mitigate the project’s environmental impact? Could some of it be put to use to make it more compatible with the 202 Corridor Plan.”

- *Written Testimony*

Summary

One commenter expressed concerns about the site design, especially parking impacts and forest mitigation. The commenter suggests that reconfiguration of the site plan to reduce the amount of parking could allow WMATA to free up space for more on-site project mitigation. Presently parking is not fully utilized at the station. Additionally, forest losses should be mitigated onsite.

Response

WMATA reviewed the design in detail for these concerns. Future regional development plans require WMATA to maintain the number of parking spaces at the Landover Metrorail station. WMATA would be receptive to proposals for onsite or local mitigation, if feasible locations can be identified and state regulatory agencies concur.

9. Issue: Loss of Woodland and Wildlife Habitat

M. Salo: “Creating the rail yard will destroy 8.1 acres of mature, healthy, biodiverse forest on the site, which is part of the ecosystem complex that keeps the water clean and shades and cools the stream and also contributes nutrients for aquatic life. Walking through the woods, I noticed that the Environmental Assessment (EA) had left many species off its list, including trees, herbaceous plants and grasses. Although standing dead trees are a vital component of a working ecosystem, the EA made no mention of the numerous large hardwood trees that support both birds and mammals by providing denning and nesting sites to a far greater extent than other wooded areas in the region. The Landover Yard Forest Delineation report refers only to few specimen trees as Priority Retention elements, but single trees do little in terms of ecosystem services, compared to what an intact and functioning ecosystem can provide.



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“The woods have dozens of young magnolia trees and saplings scattered throughout, that were not mentioned; a nearly two acre area that was totally covered with ground-pine, most likely *lycopodium obscurum*, and the numerous species of native grasses (*andropogon*, *dicanthelium*, *elymus*, *setaria* etc.) were likewise ignored.

“The wooded area and the stream corridor are frequented by numerous local species important for their contributions to ecosystem management. The stream supports beavers, raccoons, muskrats and, not too far from the site, otter tracks have been documented. Blue herons, kingfishers, geese and ducks frequent the entire length of the stream. The woodland has deer paths and evidence of browsing, but not so much as to adversely affect undergrowth. A short survey was not enough to assess the viability of the woodland avian population, but we saw enough to conclude that it represented a typical community of local birds, such as one might expect from a wooded area with a thriving understory and shrub layer. Because birds are accepted as one of the best indicator categories, their presence is further testimony for a healthy ecosystem.”

- *Written Testimony*

Summary

One commentator expressed concern about the loss of woodland and wildlife habitat due to the development of the Landover rail yard.

Response

- Staff cautions everyone against entering WMATA property without authorization and escorts.

Under the proposal, approximately 8.1 acres of mature woodland and 0.1 acres of wetlands would be destroyed as a result of construction. Staff notes that this area will be destroyed under most development proposals.

10. Issue: Air Quality

M. Salo: “I found no mention in the EA of the impact a facility like this would have on air quality near the site nor further away from prevailing downwind. The region already has a surfeit of childhood asthma cases, so that even a slight increase in air pollution can be very harmful.”

- *Written Testimony*

Summary

One commenter expressed concern about the air quality impacts of the project.

Response

Air Quality was reviewed in the EA. The project is listed in the region’s fiscally-Constrained Long Range Plan (CLRP) and the region’s Transportation Improvement Program (TIP). As an electrified facility, the Landover Yard is not projected to have a substantial impact on air quality.



11. Issue: Soil Loss

M. Salo: "Clearing the ground will degrade or destroy the foundation of the local ecosystem; namely the soil, with it its microbial and fungal infrastructure, on which the terrestrial health of the ecosystem directly depends and which will indirectly affect the aquatic ecosystem as well. Soil conservation experts tell us that it can take anywhere from a century to a millennium to restore even one inch of topsoil, in other words, when an area is degraded, its ecological functions are lost at least for our lifetimes."

- Written Testimony

Summary

One commenter expressed concern about the impact of the Build Alternative on soils at the Landover Yard site.

Response

Construction of the Landover Yard would change the soil conditions at the site. Soil structure would be changed as a result of grading activities and placement of ballast material and concrete on the ground surface.



7 OTHER INFORMATION FOR THE PUBLIC RECORD

No other information has been received.



8 SUMMARY AND STAFF RECOMMENDATION

The staff has considered the oral testimony and written correspondence received from the Public Hearing record. This information is summarized in **Table 4** below.

Table 6: Summary of Comments Received

Section	Issue	Number of Commenters	Names
6b	No alternative selection process was completed.	6	M. Callahan M. MacDonnell M. Dombroski R. Eldridge Z. Corrigan S. Sola
6b	Project is inconsistent with local plans.	2	M. Callahan M. MacDonnell
6b	Project will adversely impact future development.	4	M. Callahan M. MacDonnell M. Dombroski R. Eldridge
6b	Public involvement activities were inadequate.	3	M. Callahan R. Eldridge M. Salo
6b	Project will have adverse impacts on stormwater runoff.	4	M. Callahan M. Dombroski M. Salo D. Smith
6b	Project will have adverse impacts on Noise	2	M. Callahan Z. Corrigan
6b	Project will have adverse impacts on Safety	1	Z. Corrigan
6b	Proposed Site Design is inadequate.	1	Z. Corrigan
6b	Project will contribute to woodland and wildlife habitat losses.	1	M. Salo
6b	Air Quality was not evaluated.	1	M. Salo
6b	Soil quality will be adversely impacted.	1	M. Salo



8.1 Staff Recommendation

After reviewing the written and oral testimony, WMATA staff recommends only proposed improvements at New Carrollton Yard. WMATA staff plans not to pursue the construction of a rail maintenance facility at Landover at this time. The proposed improvements at New Carrollton Yard have been modified slightly due to the reduction in the number of storage tracks and cars at the site. Staff recommends that the facilities planned for Landover be incorporated into a future heavy rail maintenance facility. The location of this facility has not been determined and would be subject to a separate environmental review process.

The following facilities would be constructed within and adjacent to the existing New Carrollton Yard:

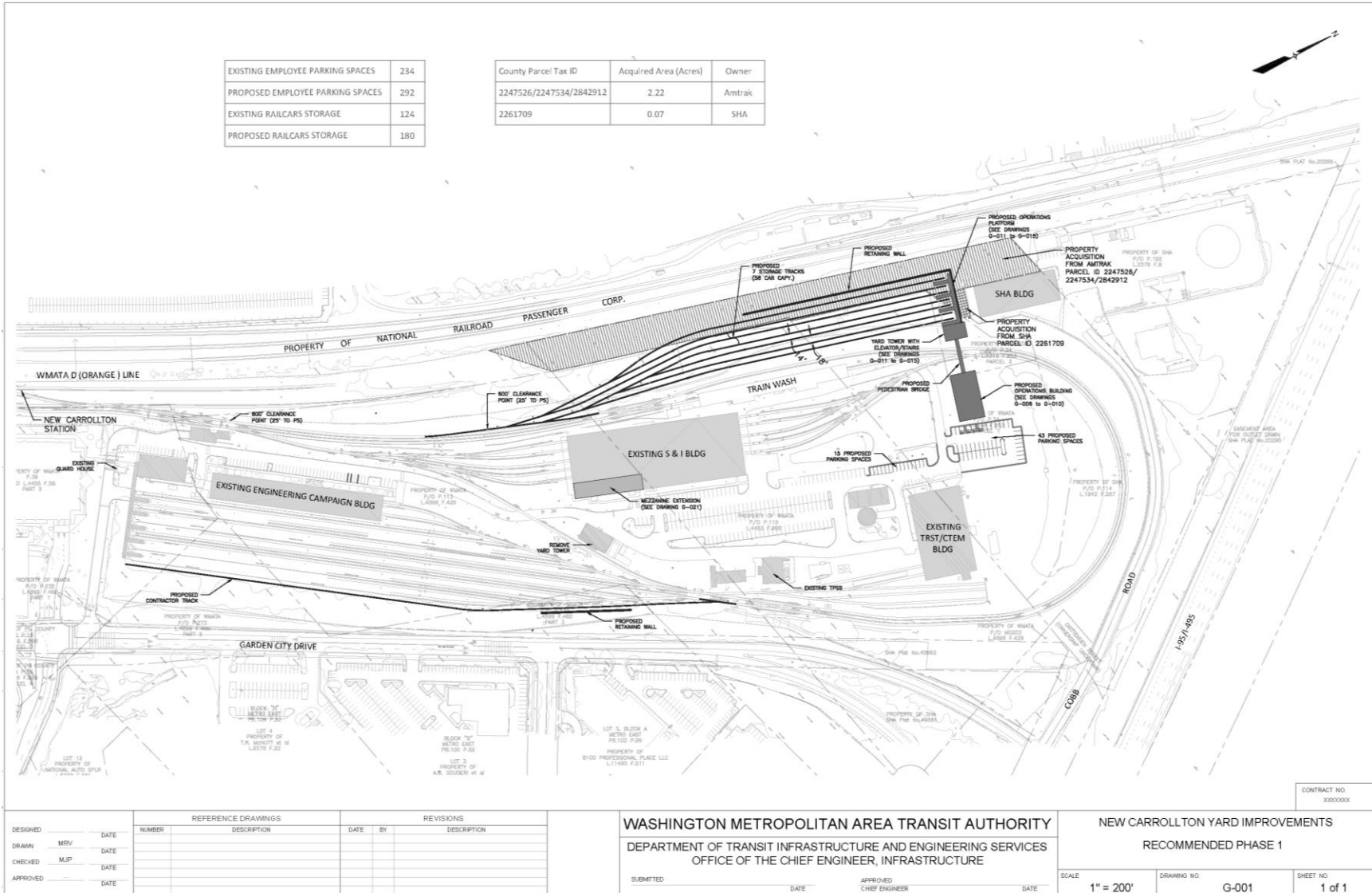
- Construction of a single contractor track along the southwestern portion of the yard;
- Construction of seven storage tracks along the northeastern portion of the yard;
- Construction of an operations building at the termini of the seven storage tracks;
- Construction of the yard tower;
- Construction of an operations tower and pedestrian bridge to the yard tower;
- Construction of 55 to 60 additional parking spaces;
- A mezzanine extension in the existing S&I building (interior modification); and
- Removal of the existing yard tower.

During construction, WMATA would not require relocation of maintenance functions to other yards across the Metrorail system, and all other facilities would continue to operate at New Carrollton Yard.

WMATA would acquire adjacent property from Amtrak and Maryland State Highway Administration (SHA) to accommodate the rail yard expansion. New storage tracks would be constructed within the existing rail yard, as well as on the Amtrak and SHA properties. The expanded facility would be approximately 38.9-acres in size. Please see **Figure 6** for a modified project site plan.



Figure 6: Modified New Carrollton Project Concept





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Appendix A:
Notice of Public Hearing



Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Rail Yard Improvements at New Carrollton Station
and new Rail Yard at Landover Station
Prince George's County, MD
Docket R14-02

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed improvements at the New Carrollton Rail Yard and a new rail yard at Landover Metrorail station in Prince George's County, MD as follows:

Hearing No. 602
Thursday, December 4, 2014
Fortis College
4351 Garden City Drive
Landover, MD
Closest Metrorail station: New Carrollton
(Metrobus Routes F12, F14, TheBus 21)

Hearing scheduled to begin at 7 p.m.
Open house at 6:30 p.m.

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

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

For more information please visit
www.wmata.com/nclyard and www.wmata.com/hearings



PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the Environmental Assessment and plans for the improvements to New Carrollton Rail Yard and a new rail yard at Landover Metrorail station in Prince George's County, MD. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The Environmental Assessment (EA) and general plans for the improvements to New Carrollton yard and new Landover yard are available online at www.wmata.com/nclyard and www.wmata.com/hearings and may be inspected during normal business hours at the following locations beginning Monday, November 3, 2014:

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

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

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

Landover Hills Town Hall
6904 Taylor Street
Landover Hills, MD 20784
301-773-6401

Kentland Community Center
2411 Pinebrook Avenue
Landover, MD 20785
301-386-2278

Town of Cheverly Executive Offices
6401 Forest Road
Cheverly, MD 20785
301-773-8360

WHAT IS PROPOSED

WMATA proposes improvements to the existing New Carrollton Rail Yard and the construction of a new rail yard at the Landover Metrorail station, which would provide additional rail car storage capacity to accommodate the future Metrorail vehicle fleet, and reorganize track maintenance functions at WMATA's rail yards to accommodate the increase in demand for additional track maintenance and associated equipment.

New Carrollton Yard

At the New Carrollton Yard, the project would expand storage capacity through the construction of an additional 120 rail car storage spaces and support facilities. The existing Engineering Campaign, Service and Inspection (S&I), and Train Wash buildings

would remain unchanged. The following facilities would be constructed within and adjacent to the existing rail yard:

- Fifteen storage tracks accommodating 120 rail cars:
- One contractor storage track with access road;
- Two maintenance-of-way (MOW) tracks;
- Reconfigured and expanded employee surface parking;
- New operations platform and a pedestrian bridge serving the northwest storage tracks;
- Relocation of the existing control tower to the top of the elevator/stair tower at the location of the pedestrian bridge;
- New operations building for the northeast storage tracks;
- Conversion of the existing Engineering Campaign building to a S&I building; and
- Conversion of an existing operations building to an Automatic Train Control (ATC) building and training facility.

WMATA would acquire adjacent property from Amtrak and Maryland State Highway Administration (SHA) to accommodate the rail yard expansion. New storage tracks would be constructed within the existing rail yard, as well as on the Amtrak and SHA properties. The rail yard would be expanded from 36.8-acres to approximately 39.5-acres.

Landover Yard

At the Landover Yard site, WMATA would construct a new rail yard (“Landover Yard”), Metrorail commuter parking garage, and support facilities for WMATA’s Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (TRST). Existing CTEM and TRST facilities would be moved from New Carrollton Yard to the newly created Landover Yard. Track maintenance vehicles would be stored in and operate from Landover Yard. No Metrorail revenue vehicles would be stored at Landover Yard. The following facilities would be constructed at the new yard:

- Loop track around the southern portion of the rail yard;
- Lead and tail tracks for the rail yard;
- New CTEM and TRST building and eleven storage tracks for track equipment and maintenance vehicles;
- Six-level commuter Park & Ride facility, consisting of 848 spaces to replace the surface spaces displaced by construction;
- Employee surface parking lot and delivery area;
- New track crossover on the Metrorail revenue tracks;
- Retaining wall to accommodate the bypass track; and
- A stormwater management area.

No property acquisition would be necessary for construction of Landover Yard, as the rail yard would be built on land owned by WMATA. The new facility would be approximately 18.7-acres in size.

WMATA COMPACT REQUIREMENTS

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

WMATA and the Federal Transit Administration (FTA) prepared an Environmental Assessment (EA) in accordance with WMATA Compact policies and National Environmental Policy Act (NEPA). The EA and general plans for the project are available for public review at the locations identified in the reference materials section above.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at the public hearing are requested to furnish in writing their name and organization affiliation, if any, via email to speak@wmata.com. The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may fax this information to 202-962-1133. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that this information may be releasable to the public under the WMATA Public Access to Records Policy (PARP). The PARP can be viewed on WMATA's website at wmata.com/about_metro/public_rr.cfm under the link marked "Legal Affairs". Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT WRITTEN STATEMENTS

Written statements and exhibits must be received by 5 p.m. on Monday, December 15, 2014 by the Office of the Secretary and may be emailed to writtentestimony@wmata.com. They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. Alternatively, statements may be faxed to 202-962-1133. Please reference the Hearing or Docket Number in your submission. Please note that any personal information such as name, e-mail address, address, or telephone number you provide in the statement may be releasable to the public under the WMATA Public Access to Records Policy, available at the website link noted above.



Notificación de audiencia pública

**Autoridad de Tránsito del Área Metropolitana de Washington
Ajustes propuestos para el patio de ferrocarriles de la estación de New
Carrollton y el nuevo patio de ferrocarriles de la estación de Landover
El Condado de Prince George, MD
Expediente R14-02**

Objetivo

Por el presente se notifica que la Autoridad de Tránsito del Área Metropolitana de Washington llevará a cabo una audiencia pública sobre los ajustes propuestos para el patio de ferrocarriles de la estación de New Carrollton y el nuevo patio de ferrocarriles de la estación de Metro Landover en el Condado de Prince George, MD según se indica a continuación:

**Audiencia N.º 602
Jueves, 4 de diciembre, 2014**

**Fortis College
4351 Garden City Drive
Landover, MD**

**Estación de Metro más cercana: New Carrollton
(Rutas de Metrobus F12, F14, TheBus21)**

**Audiencia pública a las 7 p.m.
Sesión abierta a las 6:30 p.m.**

Por favor observe que esta fecha está sujeta a la política de cancelación de cada instalación

Las ubicaciones de todas las audiencias públicas tienen acceso a silla de ruedas. Las personas que requieran asistencia especial, como un intérprete de lenguaje de señas o más plazas para participar de las audiencias públicas, o que soliciten estos materiales en otro formato, deben comunicarse con Danise Peña al 202-962-2511 o TTY: 202-962-2033 lo antes posible para que el personal de Metro realice los debidos preparativos. Para obtener asistencia en idiomas, como por ejemplo un intérprete o información en otro lenguaje, llame al 202-962-2582 por lo menos 48 horas antes de la fecha de la audiencia pública.

**Para obtener más información, visite
www.wmata.com/ncl yard y www.wmata.com/hearings**



OBJETIVO DE LA AUDIENCIA PÚBLICA

Por el presente se notifica que la Autoridad de Tránsito del Área Metropolitana de Washington (WMATA, en inglés) llevará a cabo una audiencia pública sobre el Estudio Ambiental y los ajustes propuestos para el patio de ferrocarriles de la estación de New Carrollton y el nuevo patio de ferrocarriles de la estación de Metro Landover en el Condado de Prince George, MD. En la audiencia pública, WMATA recibirá y tomará en cuenta comentarios públicos y sugerencias sobre los ajustes propuestos. Los diseños de concepto propuestos pueden cambiar a resultado de esta audiencia pública.

MATERIALES DISPONIBLES PARA EXAMINAR

El Estudio Ambiental y los planes generales para los ajustes propuestos para el patio de ferrocarriles de New Carrollton y el nuevo patio de ferrocarriles de Landover están disponibles en línea en www.nclyards.com y www.wmata.com/hearings y pueden ser revisados durante el horario laboral en los siguientes sitios a partir del lunes, 3 de noviembre del 2014:

WMATA
Oficina de la Secretaría
600 Fifth Street, NW, Room 2D-209
Washington, DC 20001
202-962-2511
(Llame con anticipación para coordinar)

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

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

Ayuntamiento de Landover Hills
6904 Taylor Street
Landover Hills, MD 20784
301-773-6401

Centro Comunitario de Kentland
2411 Pinebrook Avenue
Landover, MD 20785
301-386-2278

Oficinas Ejecutivas de la Ciudad de
Cheverly
6401 Forest Road
Cheverly, MD 20785
301-773-8360

PROPUESTA:

WMATA propone mejoras al patio de ferrocarriles existente de New Carrollton y la construcción de un nuevo patio de ferrocarriles de la estación de Metro Landover, que proporcionarán almacenamiento adicional para la flota de vehículos de Metro del futuro, y reorganizarán las funciones de mantenimiento de las vías en los patios de ferrocarriles de WMATA para soportar el aumento en la demanda de mantenimiento de vías y equipo relacionado.

Patio de Ferrocarriles de New Carrollton

En el patio de ferrocarriles de New Carrollton, el proyecto ampliaría la capacidad de almacenamiento a través de la construcción de 120 espacios adicionales para vagones de ferrocarriles e instalaciones de apoyo. La Campaña de Ingeniería, el taller de Servicio e Inspección (S&I, en inglés), y el edificio para el lavado de vagones permanecerán sin cambios. Las siguientes instalaciones serán construidas dentro de y contiguo al existente patio de ferrocarriles:

- Quince vías de almacenamiento con capacidad para 120 vagones;
- Una vía de almacenamiento para contratistas con vía de acceso;
- Dos vías de mantenimiento del camino;
- La reconfiguración y amplificación del estacionamiento en superficie para los empleados;
- Una nueva plataforma de operaciones y un puente peatonal para las vías de almacenamiento del noroeste;
- La reubicación de la torre de control existente a la parte superior de la torre de el elevador/la escalera en la ubicación del puente peatonal;
- Un nuevo edificio de operaciones para las vías de almacenamiento del noreste;
- La transformación del edificio de la Campaña de Ingeniería a un taller de Servicio e Inspección; y
- La transformación de un taller de operaciones existente a un taller de Control Automático del Tren (ATC, en inglés) y un centro de entrenamiento.

WMATA adquirirá la propiedad adyacente de Amtrak y la Administración de Carreteras del Estado de Maryland (SHA, en inglés) para dar cabida a la expansión del patio de ferrocarriles. Nuevas vías de almacenamiento serán construidas dentro del existente patio de ferrocarriles, así como en las propiedades de Amtrak y SHA. El patio de ferrocarriles se expandirá de 36.8 acres a aproximadamente 39.5 acres.

Patio de Ferrocarriles de Landover

En el sitio de Landover, WMATA construiría un nuevo patio de ferrocarriles, un garaje de estacionamiento para pasajeros, e instalaciones de apoyo para el departamento de Mantenimiento de Vagones Vías y Equipo (CTEM, en inglés) de WMATA y la oficina de Vías y Estructuras (TRST, en inglés). Las instalaciones de CTEM y TRST existentes serán trasladadas del patio de ferrocarriles de New Carrollton al recién creado patio de ferrocarriles de Landover. Vehículos dedicados al mantenimiento de vías se almacenarán e operarán del patio de ferrocarriles de Landover. No se almacenarán vehículos de ingreso de Metro en el patio de ferrocarriles de Landover. Las siguientes instalaciones serán construidas en el nuevo patio de ferrocarriles:

- Una vía en bucle alrededor de la parte sur del patio de ferrocarriles;
- Vías de guía y de cola en el nuevo patio de ferrocarriles;
- Un taller nuevo para CTEM y TRST y once vías de almacenamiento para equipo de vías y vehículos de mantenimiento;

- Un estacionamiento de seis niveles, con 848 espacios para reemplazar los espacios desplazados por la construcción;
- Un estacionamiento en superficie para los empleados y un área de entrega;
- Un nuevo cruce de vías en las vías de ingreso de Metro;
- Un muro de contención para dar cabida a las vías circunvalares; y
- Un área de gestión de aguas pluviales.

No se requerirá la adquisición de propiedades para la construcción del patio de ferrocarriles de Landover ya que el patio de ferrocarriles será construido en propiedad que le pertenece a WMATA. El nuevo patio de ferrocarriles será de aproximadamente 18.7 acres en tamaño.

REQUISITOS DEL ACUERDO DE WMATA

El Acuerdo de WMATA requiere que la Junta, al modificar el plan de tránsito masivo, tome en cuenta las condiciones actuales y posibles en la zona de tránsito en caso de que se construya el proyecto. La zona de tránsito incluye el Condado de Prince George y las consideraciones incluyen, entre otras, el uso de suelo, la población, factores económicos que afectan los planes de desarrollo, instalaciones de transporte y tránsito existentes y propuestas, todo trastocamiento de familias o negocios; preservación de la belleza y la dignidad de la zona metropolitana de Washington; factores que afecten las amenidades ambientales y la estética, y los recursos financieros. El plan de tránsito masivo abarca, entre otras cosas, instalaciones de tránsito que va a suministrar WMATA, que incluye instalaciones para estaciones y estacionamientos, y el carácter, naturaleza, diseño, ubicación y costo de capital y de operación de las mismas. El plan de tránsito masivo, además de realizar el diseño y la ubicación de las instalaciones de tránsito, también provee el capital y los gastos de operación, así como "otros diversos factores y consideraciones que, en opinión de la Junta, justifiquen y requieran los proyectos propuestos", según se establezca de manera más particular en el Acuerdo de WMATA.

WMATA y la Administración Federal de Transporte (FTA, en inglés) prepararon un estudio ambiental para proveer la documentación ambiental requerida según el Acuerdo de WMATA, así como la Ley Nacional sobre la Política Ambiental (NEPA, en inglés). Este documento, junto con una descripción más detallada de la propuesta del proyecto, está disponible para revisión pública en las ubicaciones indicadas en la sección de materiales de referencia, que se encuentra anteriormente.

CÓMO REGISTRARSE PARA HABLAR EN LA AUDIENCIA PÚBLICA

Todas las organizaciones o personas que deseen ser escuchadas con respecto a la propuesta tendrán oportunidad de presentar sus puntos de vista y de realizar declaraciones de apoyo, y ofrecer propuestas alternativas. Con el fin de establecer una lista de testigos, se solicita a las personas y a los representantes de organizaciones que deseen ser escuchados en la audiencia pública que entreguen por escrito su nombre y la afiliación a su organización, si la hubiera, por correo electrónico a

speak@wmata.com. La solicitud puede enviarse también por correo a: Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Como alternativa, puede enviar esta información por fax al 202-962-1133. Envíe solamente un nombre de orador por carta. No se aceptarán listas de oradores individuales. Tome en cuenta que la información que suministre como testimonio puede ser divulgada al público de acuerdo con la Política de acceso público a los registros (PARP, en inglés) de WMATA. La PARP se puede ver en el sitio web de WMATA en wmata.com/about_metro/public_rr.cfm, en el enlace marcado como "Legal Affairs" (Asuntos Legales). Se escuchará primero a los funcionarios públicos, y se les asignarán cinco minutos a cada uno para que realicen sus presentaciones. A todos los demás se les asignará tres minutos. No se permitirá que un orador renuncie su tiempo a favor de otro.

CÓMO ENVIAR DECLARACIONES POR ESCRITO

Las declaraciones y anexos por escrito deben recibirse a más tardar a las 5 p.m. del lunes, 15 de diciembre del 2014 en la oficina de la secretaria y pueden enviarse por correo electrónico a writtentestimony@wmata.com. Las declaraciones por escrito y anexos también pueden enviarse por correo a: Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. Como alternativa, puede enviar las declaraciones por fax al 202-962-1133. En su envío haga referencia al número de audiencia o de expediente. Toda información personal como nombre, dirección de correo electrónico, domicilio o teléfono que proporcione en la declaración podría divulgarse al público según la Política de acceso público a los registros de WMATA, disponible en el sitio web señalado anteriormente.

Notice of Public Hearing

Proposed Rail Yard Improvements at New Carrollton Station and new Rail Yard at Landover Station

Thursday, December 4, 2014

Hearing scheduled to begin at 7 p.m.

Open House at 6:30 p.m.

**Fortis College
4351 Garden City Drive
Landover, MD**

WMATA proposes improvements to the existing New Carrollton Rail Yard and the construction of a new rail yard at Landover Metrorail station, which would provide additional rail car storage capacity to accommodate the future Metrorail vehicle fleet, and reorganize track maintenance functions at WMATA's rail yards to accommodate the increase in demand for additional track maintenance and associated equipment. At the Open House, you can ask Metro personnel questions about the proposal. During the Public Hearing, Metro will take formal testimony.

All locations are wheelchair accessible. For accommodations for people with disabilities, call 202-962-2511 (TTY: 202-962-2033). For language interpretation, call 202-962-2582.

If you can't attend, send your thoughts on the proposal to writtentestimony@wmata.com by December 15, 2014.

Get more information about the proposal at wmata.com/hearings.



Notificación de audiencia pública

Ajustes propuestos para el almacén de trenes de la estación de New Carrollton y el nuevo almacén de trenes de la estación de Landover **jueves, 4 de diciembre, 2014**

audiencia pública a las 7 p.m.

sesión abierta a las 6:30 p.m.

**Fortis College
4351 Garden City Drive
Landover, MD**

WMATA propone mejoras al almacén de trenes existente de New Carrollton y la construcción de un nuevo almacén de trenes de la estación de Metro Landover, que proporcionarán almacenamiento adicional para la flota de vehículos de Metro del futuro, y reorganizarán las funciones de mantenimiento de las vías en los almacén de trenes de WMATA para soportar el aumento en la demanda de mantenimiento de vías y equipo relacionado. En la sesión abierta, puede hacer preguntas al personal de Metro sobre del propuesto. Durante la audiencia pública, Metro tomará testimonios formales. En wmata.com/hearings puede encontrar más información acerca de la propuesta.

Cada ubicación es accesible para personas en silla de ruedas. Para hacer arreglos especiales para personas discapacitadas, llame al 202-962-2511 (TTY: 202-962-2033). Para pedir servicio de interpretación, llame al 202-962-2582.

Si usted no puede asistir, envíe sus pensamientos sobre la propuesta de writtentestimony@wmata.com el 15 de diciembre, 2014.

Para obtener más información, visite wmata.com/hearings.



Notificación de audiencia pública

**Ajustes propuestos para el almacén de trenes de la estación de New Carrollton
y el nuevo almacén de trenes de la estación de Landover**

jueves, 4 de diciembre, 2014

**audiencia pública a las 7 p.m. | sesión abierta a las 6:30 p.m.
Fortis College | 4351 Garden City Drive | Landover, MD**

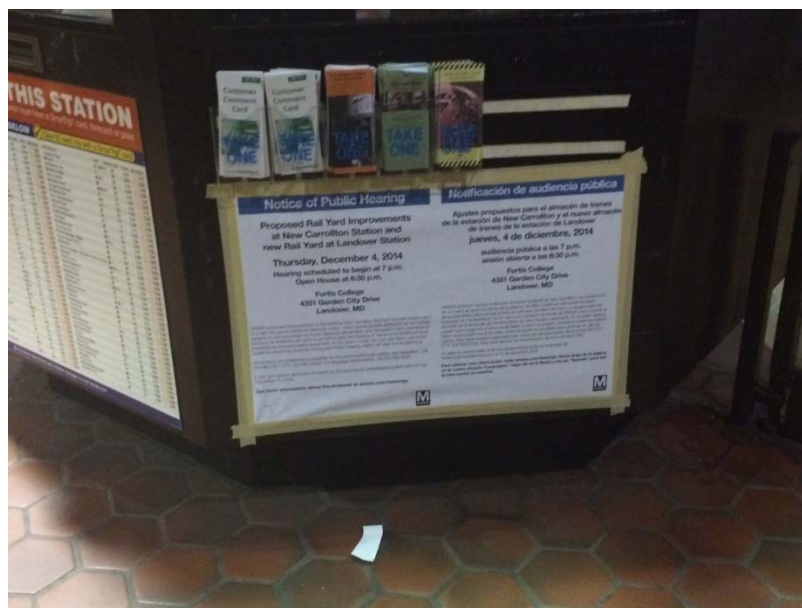
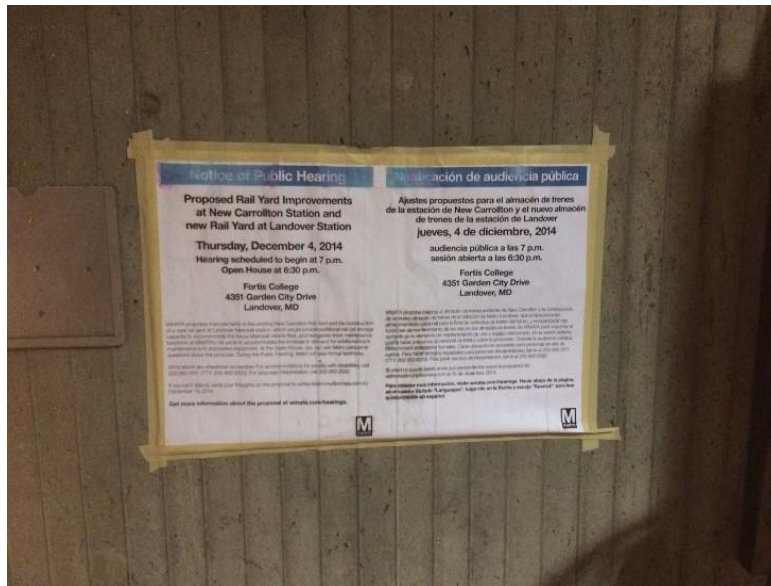
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Si usted no puede asistir, envíe sus pensamientos sobre la propuesta de writtentestimony@wmata.com el 15 de diciembre, 2014.

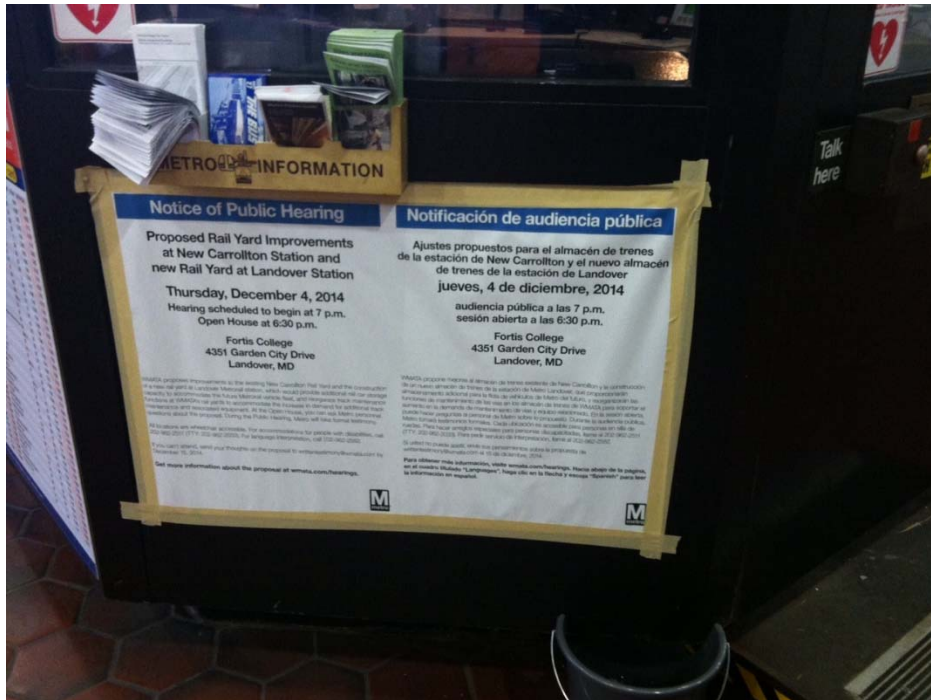
Para obtener más información, visite wmata.com/hearings. Hacia abajo de la página, en el cuadro titulado “Languages”, haga clic en la flecha y escoja “Spanish” para leer la información en español.



New Carrollton Metro Station – Public Notices



Landover Metro Station – Public Notices





Washington Post Media

The Washington Post | washingtonpost.com | Express
El Tiempo Latino | washingtonpostmobile

Questions or comments regarding your proof should be directed to your account representative. If you do not know your account representative, please use the appropriate number below.

(202) 334-4710 - Automotive
(202) 334-7029 - Merchandise
(202) 334-5800 - Real Estate

(202) 334-5787 - Business Opportunities
(202) 334-4122 - Paid Death Notices
(202) 334-6200 - Classified Advertising

(202) 334-4100 - Jobs
(202) 334-5725 - Property Management
(202) 334-7007 - Legal Notices

Classified Ad Proof

BP Account # Ad Number

BP Name

Advertiser # Purchase/Insertion Order #

Advertiser Name

Start Date End Date Number of Insertions

Ad Size CO " Keyword
 LINES

Price Content Component and Description
Sales Rep Date Ad Proof is Generated

System Message

Special Instructions



Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Rail Yard Improvements at New Carrollton Station and new
Rail Yard at Landover Station
Prince George's County, MD
Docket R14-02

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed improvements at the New Carrollton Rail Yard and a new rail yard at Landover Metrorail station in Prince George's County, MD as follows:

Hearing No. 602
Thursday, December 4, 2014
Fortis College
4351 Garden City Drive
Landover, MD
Closest Metrorail station: New Carrollton
(Metrobuses Routes F12, F14, TheBus 21)

Hearing scheduled to begin at 7 p.m.
Open house at 6:30 p.m.

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

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

For more information please visit
www.wmata.com/nclyard and www.wmata.com/hearings

PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the Environmental Assessment and plans for the improvements to New Carrollton Rail Yard and a new rail yard at Landover Metrorail station in Prince George's County, MD. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The Environmental Assessment (EA) and general plans for the improvements to New Carrollton yard and new Landover yard are available online at www.wmata.com/nclyard and www.wmata.com/hearings and may be inspected during normal business hours at the following locations beginning Monday, November 3, 2014:

- | | |
|---|--|
| WMATA
Office of the Secretary
600 Fifth Street, NW, Room 2D-209
Washington, DC 20001
202-962-2511
(Please call in advance to coordinate) | Landover Hills Town Hall
6904 Taylor Street
Landover Hills, MD 20784
301-773-6401 |
| Glenarden Library
8724 Glenarden Parkway
Glenarden, MD 20706
301-772-5477 | Kentland Community Center
2411 Pinebrook Avenue
Landover, MD 20785
301-586-2276 |
| New Carrollton Library
7414 Riverdale Road
New Carrollton, MD 20784
301-459-6900 | Town of Cheverly Executive Offices
6401 Forest Road
Cheverly, MD 20785
301-773-8360 |

WHAT IS PROPOSED

WMATA proposes improvements to the existing New Carrollton Rail Yard and the construction of a new rail yard at the Landover Metrorail station, which would provide additional rail car storage capacity to accommodate the future Metrorail vehicle fleet, and reorganize track maintenance functions at WMATA's rail yards to accommodate the increase in demand for additional track maintenance and associated equipment.

New Carrollton Yard

At the New Carrollton Yard, the project would expand storage capacity through the construction of an additional 120 rail car storage spaces and support facilities. The existing Engineering, Campaign, Service and Inspection (ES&I), and Train Wash buildings would remain unchanged. The following facilities would be constructed within and adjacent to the existing rail yard:

- Fifteen storage tracks accommodating 120 rail cars:
 - One contractor storage track with access road;
 - Two maintenance-of-way (MOW) tracks;
 - Reconfigured and expanded employee surface parking;
 - Six-level commuter Park & Ride facility, consisting of 848 spaces to replace the surface spaces displaced by construction;
 - New operations platform and a pedestrian bridge serving the northwest storage tracks;
 - Relocation of the existing control tower to the top of the elevator/stair tower at the location of the pedestrian bridge;
 - New operations building for the northeast storage tracks;
 - Conversion of the existing Engineering Campaign building to a S&I building; and
 - Conversion of an existing operations building to an Automatic Train Control (ATC) building and training facility.

WMATA would acquire adjacent property from Amtrak and Maryland State Highway Administration (SHA) to accommodate the rail yard expansion. New storage tracks would be constructed within the existing rail yard, as well as on the Amtrak and SHA properties. The rail yard would be expanded from 36.8-acres to approximately 39.5-acres.

Landover Yard

At the Landover yard site, WMATA would construct a new rail yard ("Landover Yard"), Metrorail commuter parking garage, and support facilities for WMATA's Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (OTRS). Existing CTEM and OTRS facilities would be moved from New Carrollton Yard to the newly created Landover Yard. Track maintenance vehicles would be stored in and operate from Landover Yard. No Metrorail revenue vehicles would be stored at Landover Yard. The following facilities would be constructed at the new yard:

- Loop track around the southern portion of the rail yard;
- Lead and tail tracks for the rail yard;
- New CTEM and OTRS building and eleven storage tracks for track equipment and maintenance vehicles;
- Six-level commuter Park & Ride facility, consisting of 848 spaces to replace the surface spaces displaced by construction;
- Employee surface parking lot and delivery area;
- New track crossover on the Metrorail revenue tracks;
- Retaining wall to accommodate the bypass track, and
- A stormwater management area.

No property acquisition would be necessary for construction of Landover Yard, as the rail yard would be built on land owned by WMATA. The new facility would be approximately 18.7-acres in size.

WMATA COMPACT REQUIREMENTS

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

WMATA and the Federal Transit Administration (FTA) prepared an Environmental Assessment (EA) in accordance with WMATA Compact policies and National Environmental Policy Act (NEPA). The EA and general plans for the project are available for public review at the locations identified in the reference materials section above.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at the public hearing are requested to furnish in writing their name and organization affiliation, if any, via email to speak@wmata.com. The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may fax this information to 202-962-1133. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that this information may be releasable to the public under the WMATA Public Access to Records Policy (PARP). The PARP can be viewed on WMATA's website at wmata.com/about/metro/public_r.cfm under the link marked "Legal Affairs." Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT WRITTEN STATEMENTS

Written statements and exhibits must be received by 5 p.m. on Monday, December 15, 2014 by the Office of the Secretary and may be emailed to writtestimony@wmata.com. They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. Alternatively, statements may be faxed to 202-962-1133. Please reference the Hearing or Docket Number in your submission. Please note that any personal information, such as name, e-mail address, address, or telephone number you provide in the statement may be releasable to the public under the WMATA Public Access to Records Policy, available at the website link noted above.

CLASSIFIED

SATURDAY, NOVEMBER 1, 2014

Official Notices Official Notices Official Notices Official Notices



Notice of Public Hearing Washington Metropolitan Area Transit Authority Proposed Rail Yard Improvements at New Carrollton Station and new Rail Yard at Landover Station Prince George's County, MD Docket R14-02

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed improvements at the New Carrollton Rail Yard and a new rail yard at Landover Metrorail station in Prince George's County, MD as follows:

Hearing No. 602
Thursday, December 4, 2014
Fortis College
4351 Garden City Drive
Landover, MD
Closest Metrorail station: New Carrollton
(Metrobus Routes F12, F14, TheBus 21)

Hearing scheduled to begin at 7 p.m.
Open house at 6:30 p.m.

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

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

For more information please visit
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PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the Environmental Assessment and plans for the improvements to New Carrollton Rail Yard and a new rail yard at Landover Metrorail station in Prince George's County, MD. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The Environmental Assessment (EA) and general plans for the improvements to New Carrollton yard and new Landover yard are available online at www.wmata.com/nclyard and www.wmata.com/hearings and may be inspected during normal business hours at the following locations beginning Monday, November 3, 2014:

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

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

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

Landover Hills Town Hall
6904 Taylor Street
Landover Hills, MD 20784
301-773-6401

Kentland Community Center
2411 Pinebrook Avenue
Landover, MD 20785
301-386-2278

Town of Cheverly Executive Offices
6401 Forest Road
Cheverly, MD 20785
301-773-8360

WHAT IS PROPOSED

WMATA proposes improvements to the existing New Carrollton Rail Yard and the construction of a new rail yard at the Landover Metrorail station, which would provide additional rail car storage capacity to accommodate the future Metrorail vehicle fleet, and reorganize track maintenance functions at WMATA's rail yards to accommodate the increase in demand for additional track maintenance and associated equipment.

New Carrollton Yard

At the New Carrollton Yard, the project would expand storage capacity through the construction of an additional 120 rail car storage spaces and support facilities. The existing Engineering Campaign, Service and Inspection (S&I), and Train Wash buildings would remain unchanged. The following facilities would be constructed within and adjacent to the existing rail yard:

- Fifteen storage tracks accommodating 120 rail cars;
- One contractor storage track with access road;
- Two maintenance-of-way (MOW) tracks;
- Reconfigured and expanded employee surface parking;
- New operations platform and a pedestrian bridge serving the northwest storage tracks;
- Relocation of the existing control tower to the top of the elevator/stair tower at the location of the pedestrian bridge;
- New operations building for the northeast storage tracks;
- Conversion of the existing Engineering Campaign building to a S&I building; and
- Conversion of an existing operations building to an Automatic Train Control (ATC) building and training facility.

WMATA would acquire adjacent property from Amtrak and Maryland State Highway Administration (SHA) to accommodate the rail yard expansion. New storage tracks would be constructed within the existing rail yard, as well as on the Amtrak and SHA properties. The rail yard would be expanded from 36.8-acres to approximately 39.5-acres.

Landover Yard

At the Landover Yard site, WMATA would construct a new rail yard ("Landover Yard"), Metrorail commuter parking garage, and support facilities for WMATA's Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (OT&S). Existing CTEM and TRST facilities would be moved from New Carrollton Yard to the newly created Landover Yard. Track maintenance vehicles would be stored in and operate from Landover Yard. No Metrorail revenue vehicles would be stored at Landover Yard. The following facilities would be constructed at the new yard:

- Loop track around the southern portion of the rail yard;
- Lead and tail tracks for the rail yard;
- New CTEM and TRST building and eleven storage tracks for track equipment and maintenance vehicles;
- Six-level commuter Park & Ride facility, consisting of 848 spaces to replace the surface spaces displaced by construction;
- Employee surface parking lot and delivery area;
- New track crossover on the Metrorail revenue tracks;
- Retaining wall to accommodate the bypass track; and
- A stormwater management area.

No property acquisition would be necessary for construction of Landover Yard, as the rail yard would be built on land owned by WMATA. The new facility would be approximately 18.7-acres in size.

WMATA COMPACT REQUIREMENTS

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

WMATA and the Federal Transit Administration (FTA) prepared an Environmental Assessment (EA) in accordance with WMATA Compact policies and National Environmental Policy Act (NEPA). The EA and general plans for the project are available for public review at the locations identified in the reference materials section above.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at the public hearing are requested to furnish in writing their name and organization affiliation, if any, via email to speak@wmata.com. The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may fax this information to 202-962-1133. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that this information may be releasable to the public under the WMATA Public Access to Records Policy (PARP). The PARP can be viewed on WMATA's website at wmata.com/about_metro/public_rr.cfm under the link marked "Legal Affairs". Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT WRITTEN STATEMENTS

Written statements and exhibits must be received by 5 p.m. on Monday, December 15, 2014 by the Office of the Secretary and may be emailed to writtestimony@wmata.com. They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. Alternatively, statements may be faxed to 202-962-1133. Please reference the Hearing or Docket Number in your submission. Please note that any personal information such as name, e-mail address, address, or telephone number you provide in the statement may be releasable to the public under the WMATA Public Access to Records Policy, available at the website link noted above.

Appendix B:
Public Hearing Transcript

Capital Reporting Company
WMATA Public Hearing Number 602 12-04-2014

1

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

PUBLIC HEARING NUMBER 602

PROPOSED RAIL YARD IMPROVEMENTS TO
NEW CARROLLTON AND LANDOVER METRORAIL STATIONS

Held at:

4351 Garden City Drive

Landover, Maryland

Thursday, December 4, 2014

7:00 p.m.

Reported and transcribed by: Gervel A. Watts,
CERT*D

Capital Reporting Company
WMATA Public Hearing Number 602 12-04-2014

1 A P P E A R A N C E S

2 WMATA'S PANEL:

3 Jennifer Green-Ellison,
4 Acting Board Secretary

5 John Thomas,
6 Director, Major Capital Projects

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5	Mike Callahan, Mayor of Cheverly	
6		
7	Margaret MacDonnell, Cheverly Planning Board	
8	Marian Dombroski	
9	R.J. Eldridge, Cheverly	
10	Zach Corrigan	
11	Sheila Salo	
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1 P R O C E E D I N G S

2 I N T R O D U C T I O N

3 MS. GREEN-ELLISON: Good evening, ladies
4 and gentlemen. I am Jennifer Green-Ellison,
5 Metro's Acting Board Secretary. With me tonight
6 is Mr. John Thomas, Metro's Director of Major
7 Capital Projects, who will be giving tonight's
8 presentation.

9 Also in the audience with us is Mr. Rob
10 Troop, Deputy General Manager of Operations, and
11 Mr. Jim Ashe, Metro's Manager of Environmental
12 Planning and Compliance.

13 This hearing is convened by the Metro
14 Board of Directors to gather comments from the
15 public on proposed rail yard improvements at the
16 New Carrollton Metrorail station and on a new rail
17 yard at the Landover Metrorail station, which are
18 both in Prince George's County, Maryland.

19 Notice of this hearing was made by
20 publication in the Washington Post and El
21 Pregonero, and it was sent to area locations for
22 viewing; as well as posted on wmata.com and signs

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1 at both New Carrollton and Landover stations.

2 I would also like to note that copies of
3 the Environmental Assessment and the General Plans
4 are available here at this hearing for inspection.

5 Briefly, I will cover the procedures
6 that we will follow during the hearing. First, we
7 will have a staff presentation on the proposal.
8 Second, we will hear from those persons who
9 registered in advance to speak at this public
10 hearing. Public officials will be heard first and
11 will be allowed five minutes, then those who
12 registered in advance will be heard in order of
13 registration and allowed three minutes each.

14 Third, we will hear from anyone present
15 who indicates a desire to be heard and will be
16 allowed three minutes each. Please see Ms. Pena,
17 whose hand is raised in the back room, if you wish
18 to speak tonight. And if you have copies of your
19 testimony to distribute, please hand them over Ms.
20 Pena.

21 If you would like to have a microphone
22 brought to you, please stand up and wave your hand

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1 when your name is called and we will bring you
2 one. There is a timer here that will count down
3 how much time you have left to speak. It will
4 give you a warning beep when you have 20 seconds
5 left and will beep continuously when your time is
6 up.

7 Before you begin your remarks, I will
8 ask you to state your name and the organization
9 you represent, if any. Further testimony may be
10 submitted and must be received by 5:00 p.m. on
11 Monday, December 15th, by email,
12 writtentestimony@wmata.com. Alternatively,
13 statements may be faxed to 202-962-1133, or mailed
14 to the Office of the Secretary, WMATA, 600 Fifth
15 Street, Northwest, Washington, D.C. 20001. If you
16 have any questions about the different ways to
17 provide testimony, please see Ms. Pena.

18 Please note that this is a public
19 hearing and the sign-in sheet, testimony at the
20 public hearing, and any comments and statements
21 submitted during the comment period become a part
22 of the public record and are therefore made

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1 available to the public upon request.

2 Following a review of all testimony
3 received for the public hearing record, Metro
4 staff will prepare a draft staff report, which
5 will be available for public comment before it's
6 presented to Metro's Board of Directors. Changes
7 to the options presented here tonight may be
8 proposed in response to testimony received and
9 subsequent staff analysis.

10 Please note that the use of profanity
11 will not be tolerated during the public hearing.
12 If you have not already done so, please silence
13 your cell phones.

14 I will now call on Mr. Thomas for the
15 staff presentation.

16 STAFF PRESENTATION

17 MR. THOMAS: Good evening and thank you,
18 members of the public for joining us at this
19 Compact Public Hearing to provide your testimony
20 on the proposed plans for improvements of New
21 Carrollton Rail Yard and a new rail yard at the
22 Landover Metrorail station.

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1 WMATA is proposing to provide additional
2 rail car storage capacity to accommodate future
3 Metrorail vehicle fleet that is required to
4 support eight-car train operations. We're also
5 going to accommodate a reorganization of track
6 maintenance functions for the additional
7 maintenance functions for the additional
8 maintenance vehicle we'll need to deal with future
9 increase in maintenance needs.

10 Specifically, WMATA proposes improving
11 the existing New Carrollton Rail Yard and
12 constructing a new rail yard at the Landover
13 Metrorail station. As a basic overview, the
14 existing New Carrollton Rail Yard is located on
15 Garden City Drive in Landover, which is right
16 across the street here. The New Carrollton Yard
17 is the terminal facility on the WMATA Orange line.
18 The proposed Landover Yard site is approximately
19 18.7 acres and is located on Pennsy Drive in
20 Hyattsville, next to the Landover Metrorail
21 station. Access to the site is provided via an
22 entrance from Pennsy Drive.

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1 Because WMATA proposes to undertake the
2 project with Federal funds, WMATA and the Federal
3 Transit Administration (FTA) prepared an
4 Environmental Assessment, or EA for short, to
5 document anticipated environmental impacts. The
6 EA and the General Plans for the project have been
7 made available for public review since November 3,
8 2014. Copies of these documents are available for
9 review at the back of the room and online at
10 wmata.com.

11 The EA documents the existing conditions
12 and environmental consequences of the No Build
13 Alternative and the proposed Build Alternative for
14 the listed resources. Along with the resources
15 listed on this slide, resources not present within
16 the project study areas include wildlife and
17 waterfowl refuges, wild and scenic rivers,
18 navigable waterways, or federal or state-listed
19 endangered species.

20 Existing New Carrollton Rail Yard is
21 approximately 36.8 acres in size and was opened in
22 1978. The rail yard was expanded and improved in

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1 2006. The upgraded facility included a new service
2 and inspection shop, expanded loop tracks at the
3 north end of the shop and new a stormwater
4 management pond.

5 The proposed Landover Yard site is
6 approximately 18.7 acres in size, on property
7 owned by WMATA. Currently, the site is
8 undeveloped, except for the southern portion,
9 which contains a surface Park and Ride lot.

10 At New Carrollton Yard, the following
11 facilities would be constructed:

12 * Fifteen new storage tracks accommodating 120
13 rail cars.

14 * A contractor storage track with access road

15 * Two maintenance-of-way storage tracks

16 * Reconfigured and expanded employee surface
17 parking

18 * A new operations platform and pedestrian
19 bridge serving the northwest storage tracks

20 * Relocate the existing control tower to the
21 building at the northwest storage tracks * We're
22 going to build a new operations building for the

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11

1 northeast storage tracks

2 * We're going to convert an existing

3 Engineering Campaign Building back to a S and I

4 Building

5 * And conversion of an existing operations

6 building to an Automatic Train Control Building

7 and training facility.

8 WMATA would acquire property currently

9 owned by Amtrak and Maryland State Highway

10 Administration to accommodate the expansion at New

11 Carrollton Yard.

12 The anticipated effects of the New

13 Carrollton Yard concept include the acquisition of

14 2.2 acres from Amtrak and 0.7 acres from Maryland

15 State Highway Administration; the loss of 3.8

16 acres of forest and habitat, due to land-clearing

17 activity. Impact to the forest stands would be

18 mitigated through the Forest Conservation Program

19 Fee-in-Lieu Fund.

20 Removal and disposal of existing

21 asbestos materials and other environmental

22 contamination would be done in accordance with

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1 applicable regulations. Temporary construction-
2 related effects to include noise, impacts to air
3 quality from equipment and stormwater runoff from
4 exposed soil. WMATA will work to minimize
5 temporary construction impacts while we're under
6 construction. Cumulative effects to watershed
7 from stormwater runoff.

8 At the Landover site, WMATA will
9 construct a new rail yard, Metrorail commuter
10 parking garage and support facilities. Some
11 operations would be moved from New Carrollton Yard
12 to the new Landover Yard. Track maintenance
13 vehicles would be stored in and operate from the
14 Landover Yard. No Metrorail revenue rail car
15 vehicles will be stored at Landover.

16 The following facilities would be
17 constructed at the 18.7-acre new yard:

- 18 * Lead and tail tracks for the rail yard
- 19 * New maintenance building and 11 storage
20 tracks for track equipment and maintenance
21 vehicles
- 22 * A six-level commuter Park and Ride facility

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1 consisting of 848 spaces to replace the surface
2 spaces displaced by construction

3 * And employee surface parking lot and
4 delivery area

5 * New track crossover on the Metrorail revenue
6 tracks

7 * Retaining wall to accommodate the bypass
8 track and a stormwater management area.

9 No property acquisition would be
10 necessary.

11 Potential effects at Landover include
12 loss of wetlands totaling approximately .1 acre
13 and WMATA would obtain the necessary permits from
14 the Maryland Department of Environment and the
15 U.S. Army Corps of Engineers; loss of 8.1 acres of
16 forest and habitat due to land-clearing activity.

17 Impacts to the forest stands would be mitigated
18 through the Forest Conservation Program Fee-in-
19 Lieu Fund.

20 Temporary construction-related effects
21 to include noise, impacts to air quality from
22 equipment, and stormwater runoff from exposed

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1 soil. WMATA will work to minimize temporary
2 construction impacts. And finally, cumulative
3 effects to watershed from stormwater runoff. This
4 concludes the staff presentation.

5 MS. GREEN-ELLISON: Thank you, Mr.
6 Thomas. It is now time to call our first witness.
7 Mike Callahan.

8 PUBLIC COMMENTS

9 MR. CALLAHAN: Okay. I don't think I'll
10 need five minutes. I guess I'm just a little bit
11 disappointed, I was actually hoping to get more
12 information so that I could make a statement, but
13 we will be issuing a statement later.

14 The one thing I'd like to start here is
15 what I don't see here and what I didn't see in
16 your report is any kind of site evaluation. So
17 there's no opportunity for anybody who has looked
18 at this to look at what the criteria were for
19 having this site. And I understand that you need
20 this site and then the evaluation of that compared
21 to other metro stations and other locations that
22 WMATA might have. So we sit here, with only the

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1 opportunity to say we don't kind of want it here
2 in Landover. We have no opportunity and we don't
3 believe that you have done any kind of evaluation,
4 whatsoever, of other places this might fit better.
5 We have reasons why we don't think it fits here,
6 but we don't know that. Okay.

7 And I would like to say that there are
8 people in the room that, at least I know, are all
9 huge advocates of transit-oriented development. I
10 actually sat through, believe it or not, in
11 preparation of this, your budget meeting today
12 that's online. And you realize one of the biggest
13 issues is the lack of increase in ridership. And
14 one of the reasons why there is a lack of increase
15 in ridership is so many of the sites, the stations
16 that you have don't have high enough density.

17 And so one of the things that we worked
18 on for a long period of time is bringing density,
19 bringing population density to this site. It's
20 the eighth lowest site, ridership site. We've
21 worked on plans like the Route 202 corridor plan.
22 We worked on the subdivision floor plan. They

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1 planned to bring more density in. Your statement
2 actually says yeah, we read them, but we're not
3 paying any attention to that.

4 Anyway, it's probably a little bit
5 better English than I just used, but I mean, the
6 fact that there's this disregard for the two plans
7 the county and Park and Planning and all the
8 people in this area worked on. Okay. And so the
9 biggest issue -- one of the biggest issues I see
10 is you have an issue with ridership. You're
11 putting a yard site here at the Landover Metro.
12 That site will prevent development from coming in,
13 and once again, work to decrease your ridership.

14 So it starts with the evaluation
15 criteria, okay. And then it looks over at the
16 development aspect of this. And then what I don't
17 see -- and this is really disappointing to me --
18 is at least you could've put forth some type of
19 amelioration of that. So there's no coverage.
20 There's no sound blockage. There's no -- geez, if
21 we're going to build an eight, ten-story of
22 misused development, do people want to look down

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1 at a rail yard? The answer to that is no.

2 Do we want to hear the noise that comes
3 up off of the rail yard? The answer to that is
4 no. So what would've been great is if you at
5 least had taken a look at this and said these are
6 the things we should do for the community to be
7 able to make them when we wanted to do this. We
8 didn't see any of that at all.

9 I know there's a lot of the people here
10 that are going to talk about the environment --
11 and they're way better at it than I am and they're
12 meaner than I am too. That's you, Marian.

13 MS. DOMBROSKI: I'm very nice.

14 MR. CALLAHAN: But --

15 MS. DOMBROSKI: That's an introduction,
16 I'd say.

17 MR. CALLAHAN: I'm teasing. I'm
18 teasing. So I mean, from our perspective, the
19 last thing I really want to say to you is there's
20 a development going in which is the Ridges over by
21 the Landover Metro station. It's going to be 400
22 living units. It's probably about 200 yards away

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1 from where this yard is going to be.

2 I went to -- by the way, we advocated
3 for much higher density for that development
4 because of its location near the Metro stop. I
5 went to their planning department review. They
6 were getting persecuted, okay, about the decibel
7 levels, both inside and outside of the units of
8 that.

9 So when you're not taking care of the
10 noise that's coming off of your site, you're
11 creating a burden on them as well, okay. And so
12 those are my issues, okay. Really, I would love
13 to see some site selection process and I'm going
14 to beg, I'm going to plead, okay, that this will
15 go back to some site selection process. I think
16 that it actually doesn't take into consideration
17 the plans that exist. As a matter of fact, it
18 disregards them. There's noise that comes off on
19 the site and the environmental issues really are
20 pretty significant.

21 And if you've ever actually tried to
22 ride down Route 50 during a rainstorm, okay,

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1 believe it or not, it closes. It literally closes
2 because the highway gets flooded. This won't
3 help. Thanks.

4 MS. GREEN-ELLISON: Okay. Our next
5 speaker is Margaret McDonnell.

6 MS. MCDONNELL: Thanks. I'm not going
7 to say much because I think Mike covered things
8 pretty thoroughly and I don't want to be
9 redundant.

10 So the only thing I want to add and
11 reemphasize a bit is Mike's reference to the 202-
12 corridor plan and the other studies that have been
13 done in this area. And then those were the result
14 of a lot of community consultation. I went to
15 more than one community meeting. And they landed
16 on, an emphasis on transit-oriented development,
17 similar to the plan in Prince George's, which is
18 also a major countywide plan, which strongly
19 emphasizes transit-oriented development.

20 And because of that call for TOD, there
21 was an emphasis in the plan on redeveloping that
22 industrial area that's right across the Metro

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1 station. That's what Mike was alluding to. That
2 sort of redevelopment would probably be killed by
3 this rail yard. And it is ironic because it's the
4 emphasis of the transit- oriented development and
5 almost everyone that I saw and met at those
6 meetings really are in support of Metro and the
7 work that you do in allowing for public transit
8 and getting cars off the roads.

9 So I agree with Mike; I would like to
10 see a site evaluation. And I think I'll leave it
11 there, but that's really what I wanted to
12 emphasize that the community has called for
13 redevelopment of that area and this Metro rail
14 yard would likely eliminate any possibility for
15 that.

16 MS. GREEN-ELLISON: Our next speaker is
17 Marian Dombroski.

18 MS. DOMBROSKI: How you doing? I'm a
19 Cheverly resident. I'm also the vice-chair for
20 Prince George's County, although I'm not
21 representing them tonight but I am representing
22 Friends of Quincy Run Watershed.

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1 Let's see. My personal involvement with
2 this project came when one of them the MMCPP's
3 planners came and asked a number of us to look at
4 some of the extreme conditions out there. And
5 that's pretty much the extent of our involvement.
6 As far as my involvement with Metro goes, my
7 sister and I passed out helium balloons at the
8 groundbreaking in Alexandria in 1972. And I
9 remember everyone saying that the Metro would
10 never be successful in D.C. because it was a
11 southern town and people wouldn't use it. So you
12 can imagine, you know, how it feels now.

13 Anyway, I'm really concerned about this
14 idea about putting yet another maintenance
15 facility in Prince George's County. This will be
16 number four and there is no other county in the
17 system that has that many. It seems really
18 unfair. It also, you know, as Mayor Callahan
19 pointed out, it occupies an area in an under-
20 utilized Metro station. And the under-utilized
21 stations in our area are under-utilized partly
22 because they have important environmental

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1 elements. Cheverly Metro is another one.

2 And -- I can go on about that but I'll
3 just get to my other points. I'll write a book
4 full of comments. Anyway, so this is not a
5 desirable use. You know, we want to see people
6 using this Metro station and we want to see good
7 development. And, you know, this is just pulling
8 the rug out from under us. You know, this station
9 and the New Carrollton station currently are no
10 man's land. You know, they're not good places to
11 walk to. They're not very nice places to be and
12 you're just shooting us in the foot again. You
13 know, we really are trying to make things happen
14 out here, but this is not going to do it.

15 Let's see. Also, you know, a lot of
16 people see streams and woodlands as an asset.
17 They're not something to sell off. You know,
18 you're taking down, you know, that acreage that
19 you talked about, you know, and paying, basically,
20 a bribe, you know, to plant some trees in some
21 other part of the county. We need them here. The
22 wetlands are a really important function. You

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1 know, there's a lot of runoff coming from the
2 highway near here, you know, from all this this
3 other impervious surface and the wetlands are our
4 line of defense. Okay.

5 MS. GREEN-ELLISON: Our next speaker is
6 R.J. Eldridge.

7 MR. ELDRIDGE: Thank you. R. J.
8 Eldridge, Vice-Mayor of the Town of Cheverly and
9 I'm also a transportation planner. I guess I was
10 not sure of what to expect with this. I thought
11 it was going to be a little bit more of an
12 interactive presentation, this being the only
13 public meeting that I know of that has accompanied
14 this process. So a little disappointed, I guess,
15 about how we're planning about this. It does seem
16 that -- excuse me -- the cake has been baked as
17 they say.

18 I guess my concerns are echoing some of
19 the comments about the fragile -- not just the
20 natural environment, but also the economic
21 environment that we have here on the Route 50
22 Orange line corridor. I think that we finally

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1 have some things just starting to happen and am
2 very concerned that this initiative right here is
3 going to just completely prevent any future
4 development reinvestment at what I think our most
5 valuable assets, which are our Metro sites.

6 You know, I understand that Metro needs
7 these facilities and I'm sure others have said we
8 really do support Metro. I use it. I actually --
9 some of the work I do is for WMATA, so I firmly
10 believe in what you guys are providing. I just
11 think it's unfortunate that we are looking at our
12 Metro stations for these kinds of uses. I would
13 hope that through this process we would hear a
14 little bit about some of the different locations
15 where you look.

16 Did you look at locations that are not
17 at stations themselves, that are between stations
18 where, you know, you don't have this -- where
19 we're not compromising the transportation-oriented
20 development potential by putting in a rail yard.
21 You know, I understand from looking at --
22 actually, working with Falls Church, they are

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1 struggling with this right now and, you know,
2 Metro is spending -- well, Metro and the
3 communities are spending large sums of money to
4 mitigate the problems that these things bring to
5 the communities around them.

6 I understand in your reports that you
7 acknowledge the large minority and lower income
8 populations that are going to be impacted by this.
9 So I'm happy to see at least there was some
10 acknowledgment of that, but I would hope that
11 there could be a little bit more sensitivity in
12 this process. And also, I would hope that a more
13 honest and transparent process could be engaged in
14 where the community could, you know, help you
15 evaluate the different alternatives. I think
16 others have said we would like to see Metro
17 succeed. We understand that maintenance is an
18 important part of that and we'd like to help you
19 find a location that is, even on the Orange line,
20 that suits your needs. So I think that's all I'm
21 going to say. I hadn't planned on speaking.

22 MS. GREEN-ELLISON: Okay. Our next

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1 speaker is Zach Corrigan.

2 MR. CORRIGAN: Thank you for having this
3 hearing and allowing the public to testify. My
4 name is Zach Corrigan, I am an environmental
5 attorney and I work for an environmental
6 organization.

7 I'm a new resident to Cheverly. I'm
8 also a new resident to P.G. County. In fact -- my
9 apologize. I understand I'm not to upset this
10 person.

11 MS. DOMBROSKI: No. Just say Prince
12 George's.

13 MR. CORRIGAN: Prince George's County.
14 So I just moved here in August and just bought a
15 house here after living in the District for 10
16 years and not being able to purchase property in
17 the District. In looking for other places to live
18 where I can buy a house and we picked Cheverly.
19 And one of the reasons we picked Cheverly was
20 because not only great Metro access, but also
21 because it's my firm belief that Prince George's
22 County is going to become more livable,

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1 increasingly more livable and because of the great
2 access to the Metro that we have in Cheverly.

3 I'm very worried about this project
4 because I think it undercuts both of those reasons
5 that we moved to Cheverly. As I said, I'm an
6 environmental attorney; I look at EAs all the time
7 and the number one problem I see with bad EAs is,
8 like Mike says, they don't consider broad enough
9 alternatives. It's absolutely impermissible to
10 figure out what you want to do and then determine
11 what your possible alternatives were after the
12 fact.

13 And I read this -- I haven't read the EA
14 yet, but I read this paper and I go, yeah, there
15 isn't enough consideration of the alternatives, a
16 broad look at alternatives to see where else this
17 could've gone. The other thing I'm very concerned
18 about is noise. And I thought about this last
19 night at about midnight as I was falling asleep
20 and heard the train whistles blow as I was trying
21 to fall asleep.

22 Now, for me, I can live with it. My

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1 wife, it drives her absolutely nuts. Keeps her
2 awake. She's also very concerned about the Metro
3 stations here and how they are, as Mary said,
4 basically in wastelands, where she does not feel
5 comfortable walking home from them after dark. And
6 I have a fear that another rail yard and another
7 big development will make P.G. County less
8 livable.

9 So I urge you to issue an EA that
10 considers all the alternatives and considers these
11 impacts. Thank you.

12 MS. GREEN-ELLISON: Is there anyone else
13 present who wishes to speak tonight?

14 MS. SALO: Sheila Salo, Cheverly Green
15 Infrastructure Committee. Just a suggestion, I
16 think there's a possibility that the Carmen Turner
17 Center could be reused, repurposed. The offices
18 and training centers that are in the Carmen Turner
19 Center don't require being next to a rail yard
20 whereas a maintenance yard would be required being
21 next to the rail yard.

22 So if the current use of the Turner

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1 Center, which WMATA owns, I understand, were moved
2 elsewhere, that would leave the current project
3 site as it is now, a currently functioning eco-
4 system, which is what we have so few of. Thank
5 you.

6 MS. GREEN-ELLISON: Is there anyone else
7 who would like to speak tonight?

8 (No response.) Okay. If not, this
9 hearing is concluded. Thank you.

10 (Whereupon, at 7:32 p.m., the hearing
11 was adjourned.)

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1 CERTIFICATE OF NOTARY PUBLIC

2 I, GERVEL A. WATTS, the officer before whom the
3 foregoing public hearing was taken, do hereby
4 certify that the testimony that appears in the
5 foregoing pages was recorded by me and thereafter
6 reduced to typewriting under my direction; that
7 said deposition is a true record of the
8 proceedings; that I am neither counsel for,
9 related to, nor employed by any of the parties to
10 the action in which this testimony was taken; and
11 further, that I am not a relative or employee of
12 any counsel or attorney employed by the parties
13 hereto, nor financially or otherwise interested in
14 the outcome of this action.

15

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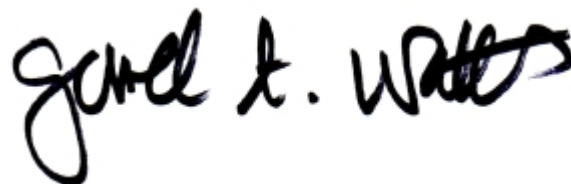
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GERVEL A. WATTS
Notary Public in and for the
State of Maryland

My commission expires: June 7, 2016

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Capital Reporting Company
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Capital Reporting Company
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Appendix C:
Presentation Materials

NEW CARROLLTON AND LANDOVER YARDS IMPROVEMENTS

ENVIRONMENTAL ASSESSMENT



PUBLIC HEARING

December 4, 2014



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

To provide additional storage capacity and re-organize certain track maintenance functions, WMATA proposes two related actions:

- Improve the existing New Carrollton Rail Yard;
and
- Construct a new rail yard at Landover Metrorail station.

New Carrollton Yard:

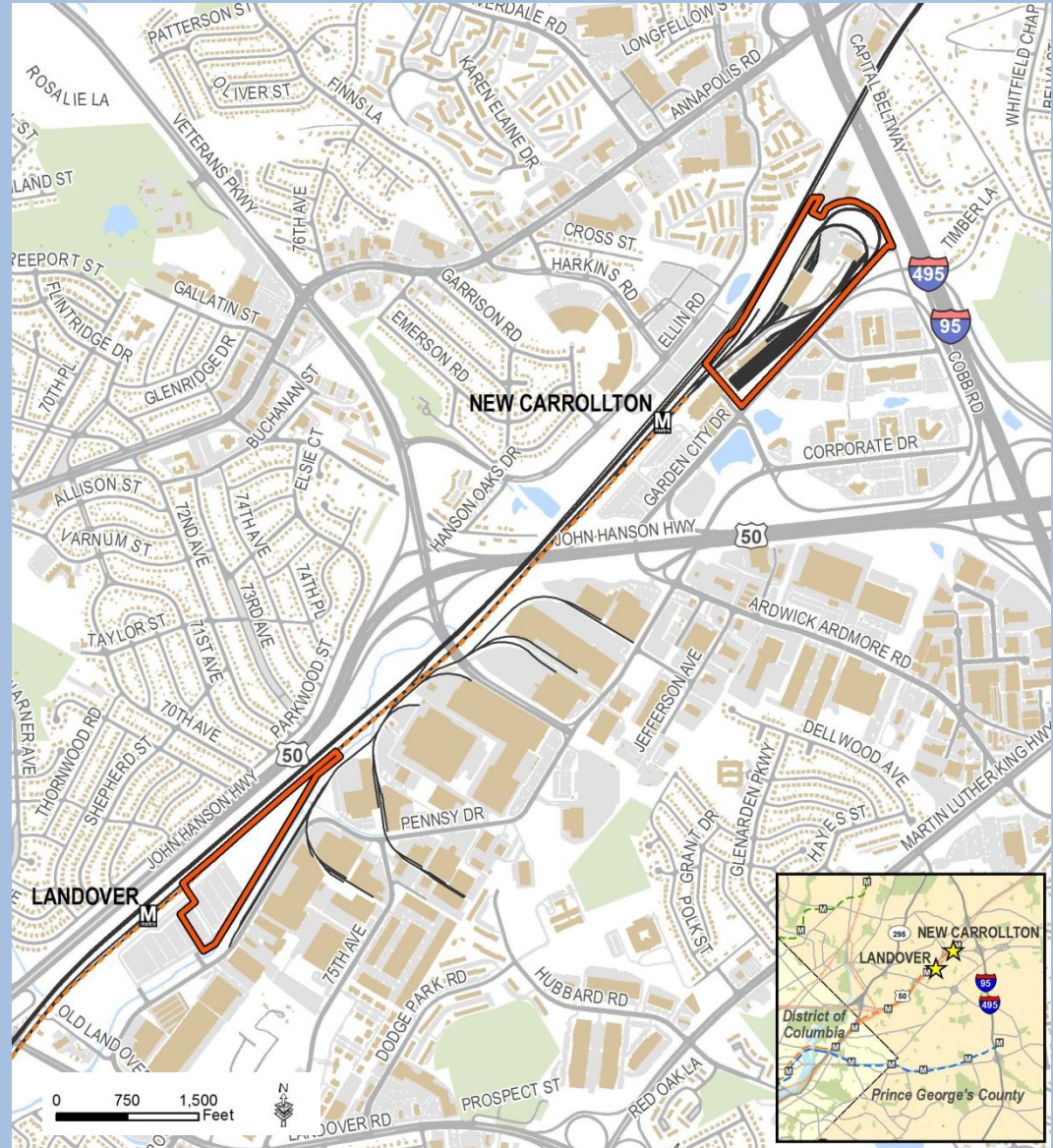
Located at 4440 Garden City Drive; near the I-95/495 and U.S. 50 interchange

Proposed Landover Yard Site:

Located at 3000 Pennsy Drive near the Landover Metrorail Station

LEGEND

-  Project Site
-  Railroad Track
-  Metrorail Station
-  Metrorail Orange Line



Purpose of the Environmental Assessment (EA)

- An EA is being prepared to fulfill the requirements of NEPA. WMATA proposes to undertake the project with the use of Federal funds.
- FTA and WMATA will use the EA to consider the potential environmental effects of the proposed project.

Purpose of the Public Hearing

To provide citizens and agencies an opportunity to comment on the project and its anticipated impacts.

The Environmental Assessment

Identifies and documents the existing conditions and environmental consequences of the **No Build Alternative** and the proposed **Build Alternative** for the listed resources.

- Transportation
- Zoning
- Land Acquisitions and Displacements
- Neighborhoods and Community Resources
- Environmental Justice
- Consistency with Local Plans
- Cultural Resources
- Parklands
- Air Quality
- Noise and Vibration
- Water Quality
- Coastal Zones
- Water Resources
- Floodplains
- Ecosystems and Endangered Species
- Soil and Geologic Resources
- Contaminated Materials
- Secondary and Cumulative Impacts
- Construction Impacts

New Carrollton Yard

36.8-acre yard consisting of:

- 10 storage tracks accommodating 80 rail cars
- Engineering Campaign, Service & Inspection (S&I), Office of Track and Structures (TRST) and Train Washing buildings
- Employee parking
- Other ancillary facilities

LEGEND

-  Existing Site
-  Existing Building
-  Existing Track

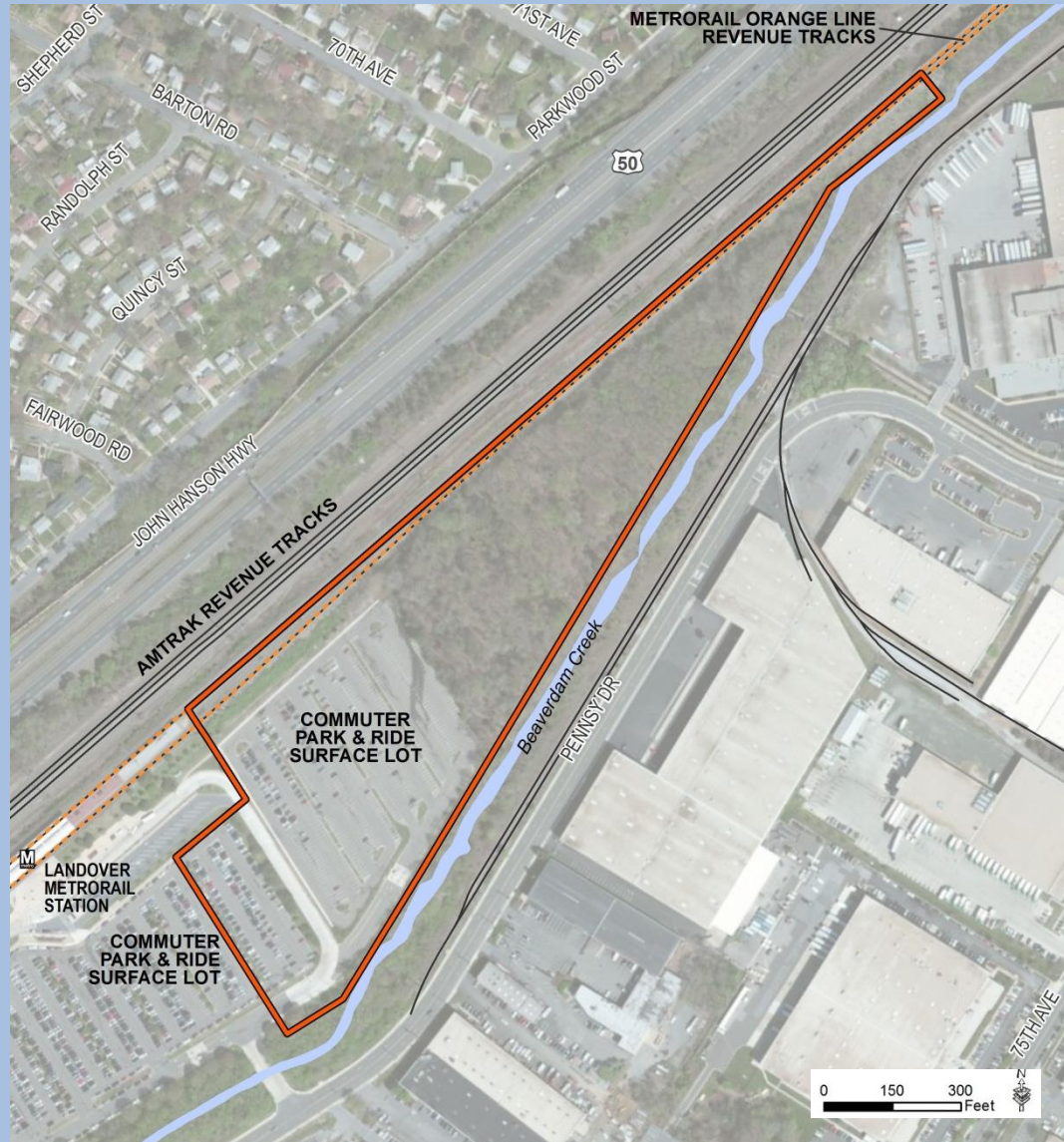


Proposed Landover Yard Site

18.7-acre site mostly undeveloped except for a Park & Ride lot

LEGEND

-  Project Site
-  Metrorail Orange Line
-  Existing Track
-  Stream











NEW CARROLLTON YARD: PROPOSED CONCEPT PLAN

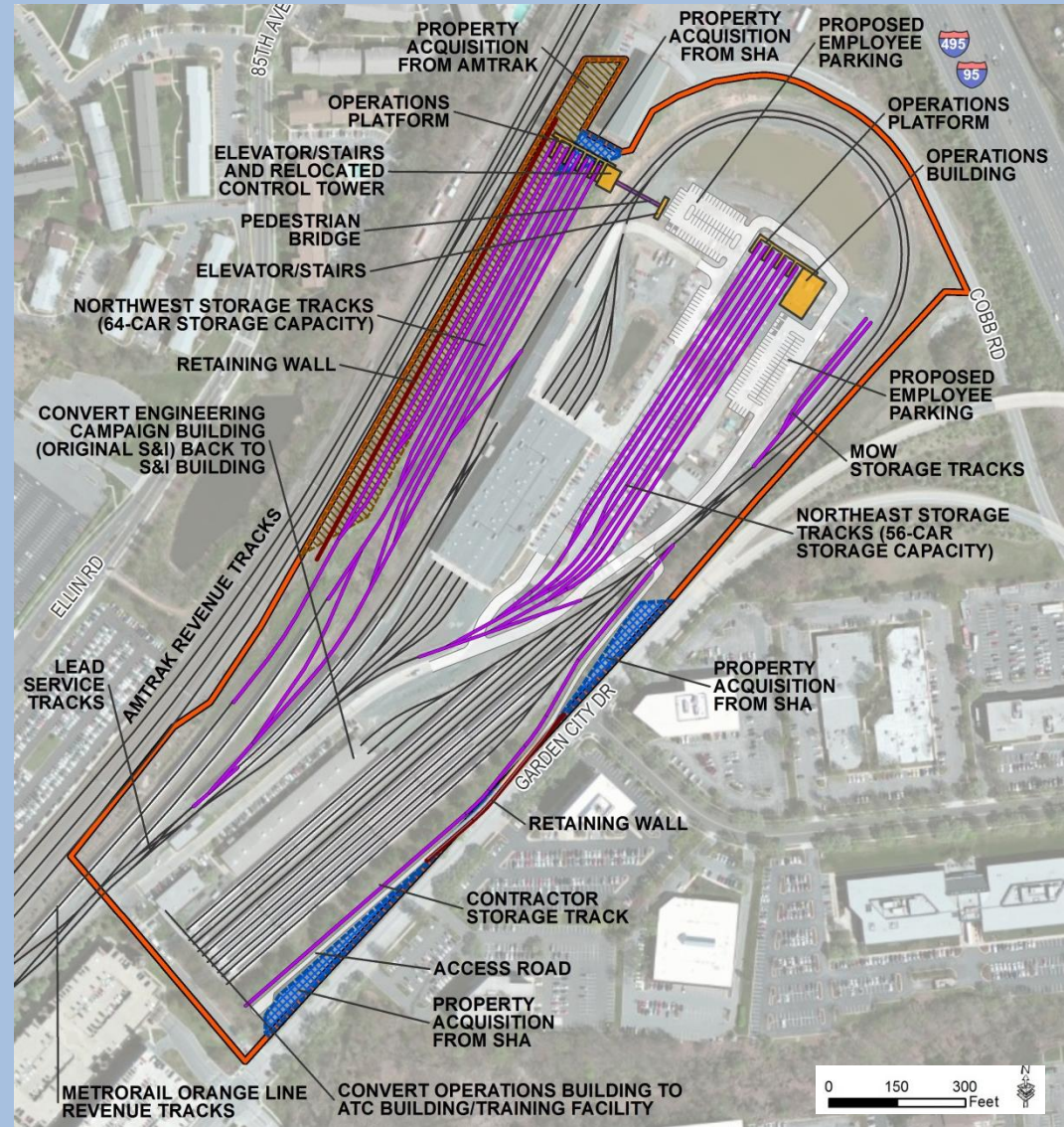
Proposed New Carrollton Yard

36.8-acre yard expanded to 39.5 acres consisting of:

- 15 storage tracks accommodating 120 rail cars
- 1 contractor storage track and 2 maintenance-of-way tracks
- New operations platform and control tower
- Renovation of two existing buildings
- Reconfigured and expanded employee parking

LEGEND

	Project Site		Existing Track
	Proposed Building		Proposed Track
	Proposed Pedestrian Bridge		Property Acquisition from AMTRAK
	Proposed Access Road/Parking		Property Acquisition from SHA



NEW CARROLLTON YARD: POTENTIAL ENVIRONMENTAL EFFECTS

Potential effects:

- Property acquisitions from Amtrak and Maryland SHA
- Loss of forest and habitat resulting from clearing activity
- Removal and disposal of asbestos, lead paint, and other environmentally sensitive materials
- Temporary construction-related effects
- Cumulative effects to watershed from stormwater runoff

LEGEND

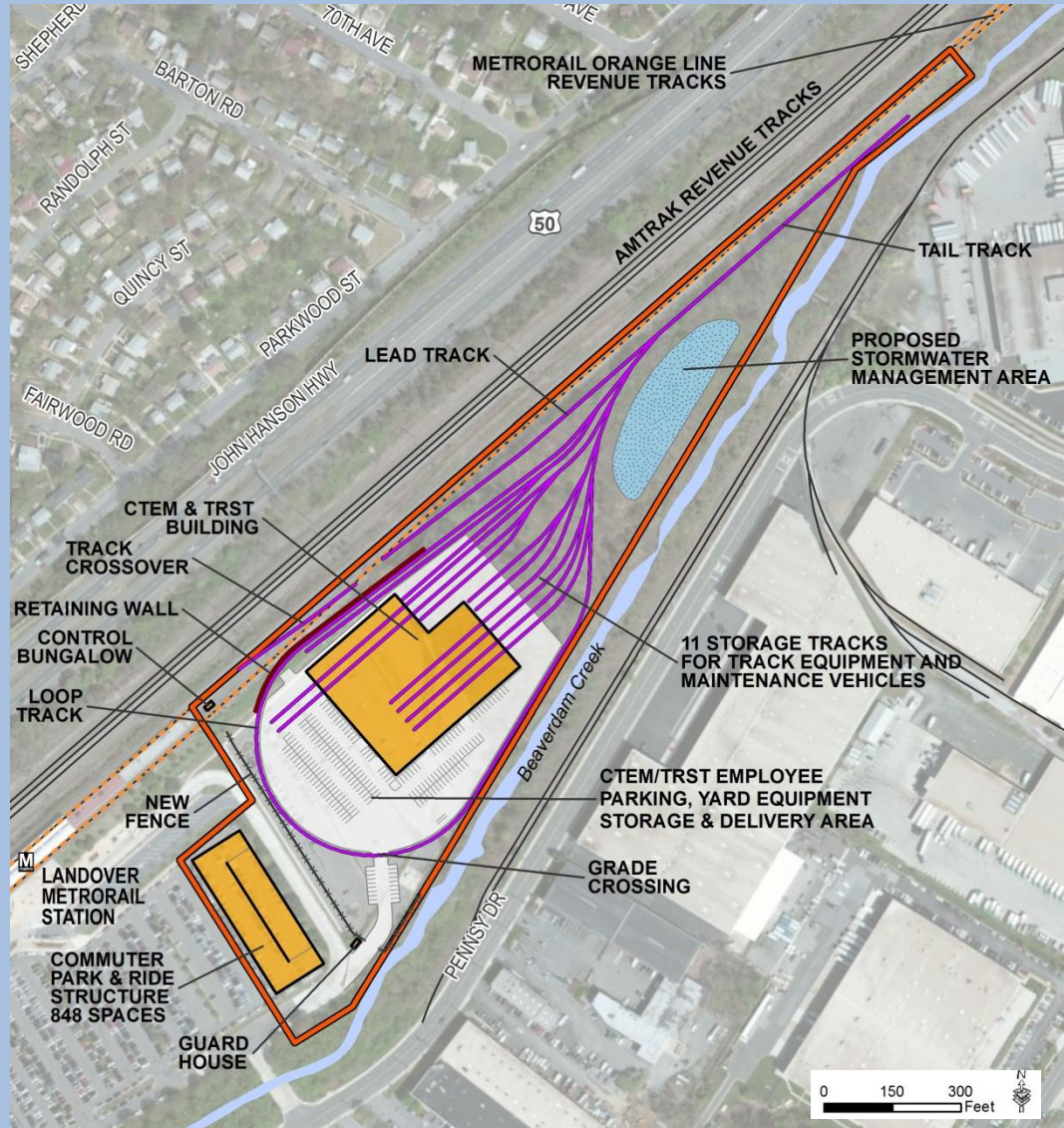
-  Project Site
-  Delineated Forest Stand



Proposed Landover Yard

18.7-acre yard consisting of:

- New CTEM and TRST building and 11 storage tracks for maintenance vehicles
- Commuter Park & Ride facility consisting of 848 parking spaces to replace all displaced spaces
- Employee parking lot and delivery area
- New track crossover
- Stormwater management area



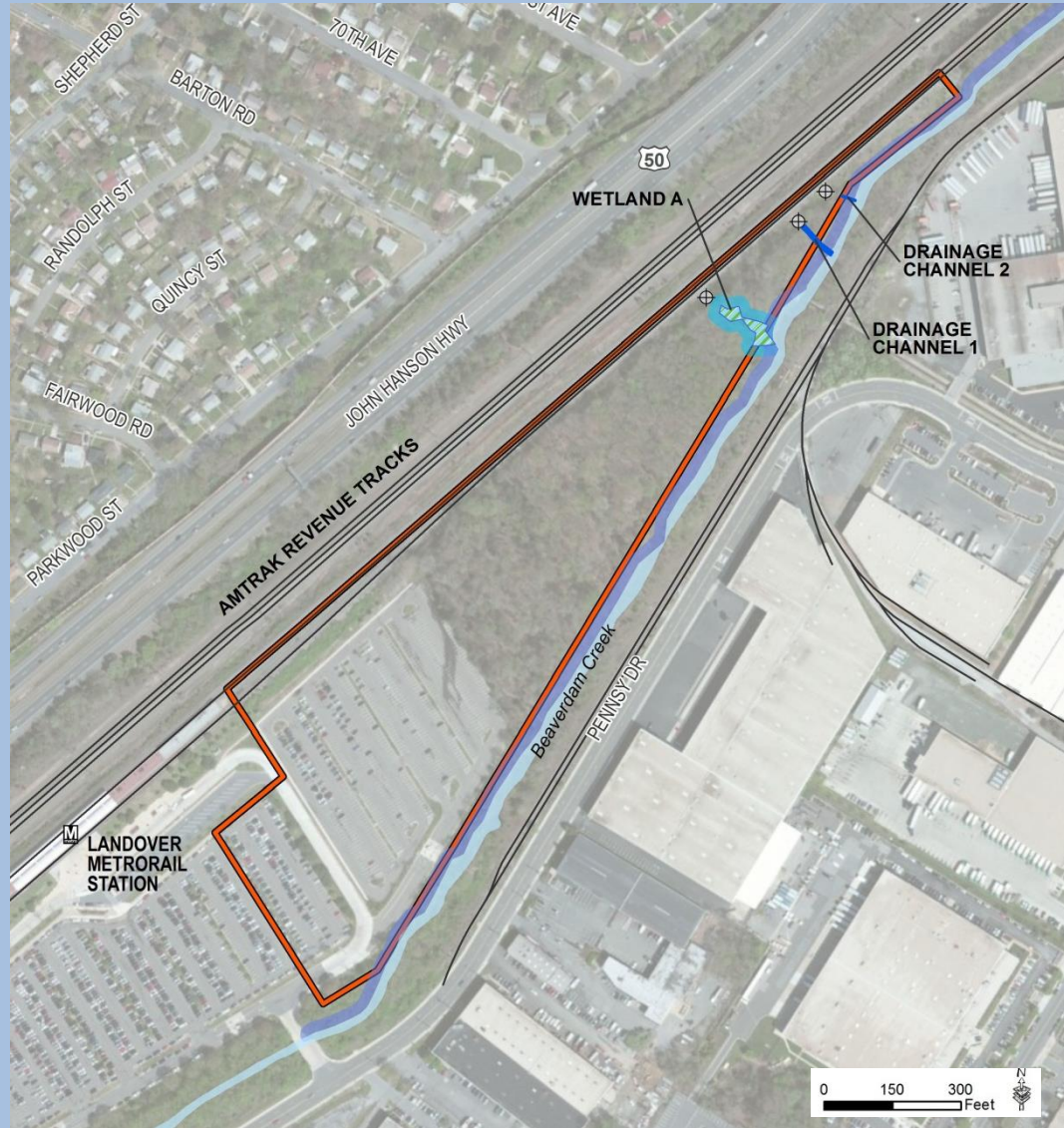
LEGEND

- | | |
|-----------------------|-------------------------------------|
| Project Site | Proposed Stormwater Management Area |
| Proposed Building | Stream |
| Existing Track | Proposed Access Road/Parking |
| Metrorail Orange Line | Proposed Track |

LANDOVER YARD: POTENTIAL ENVIRONMENTAL EFFECTS

Potential effects:

- Water resources resulting from impact to Waters of the U.S. and their buffers
- Loss of forest and habitat resulting from clearing activity
- Temporary construction-related effects
- Cumulative effects to watershed from stormwater runoff



LEGEND

- | | |
|--------------------|--------------------------------------|
| Project Site | MDE 25-foot Non-tidal Wetland Buffer |
| Culverts | WMATA Stream Buffer |
| Drainage Channel | Beaverdam Creek |
| Delineated Wetland | |

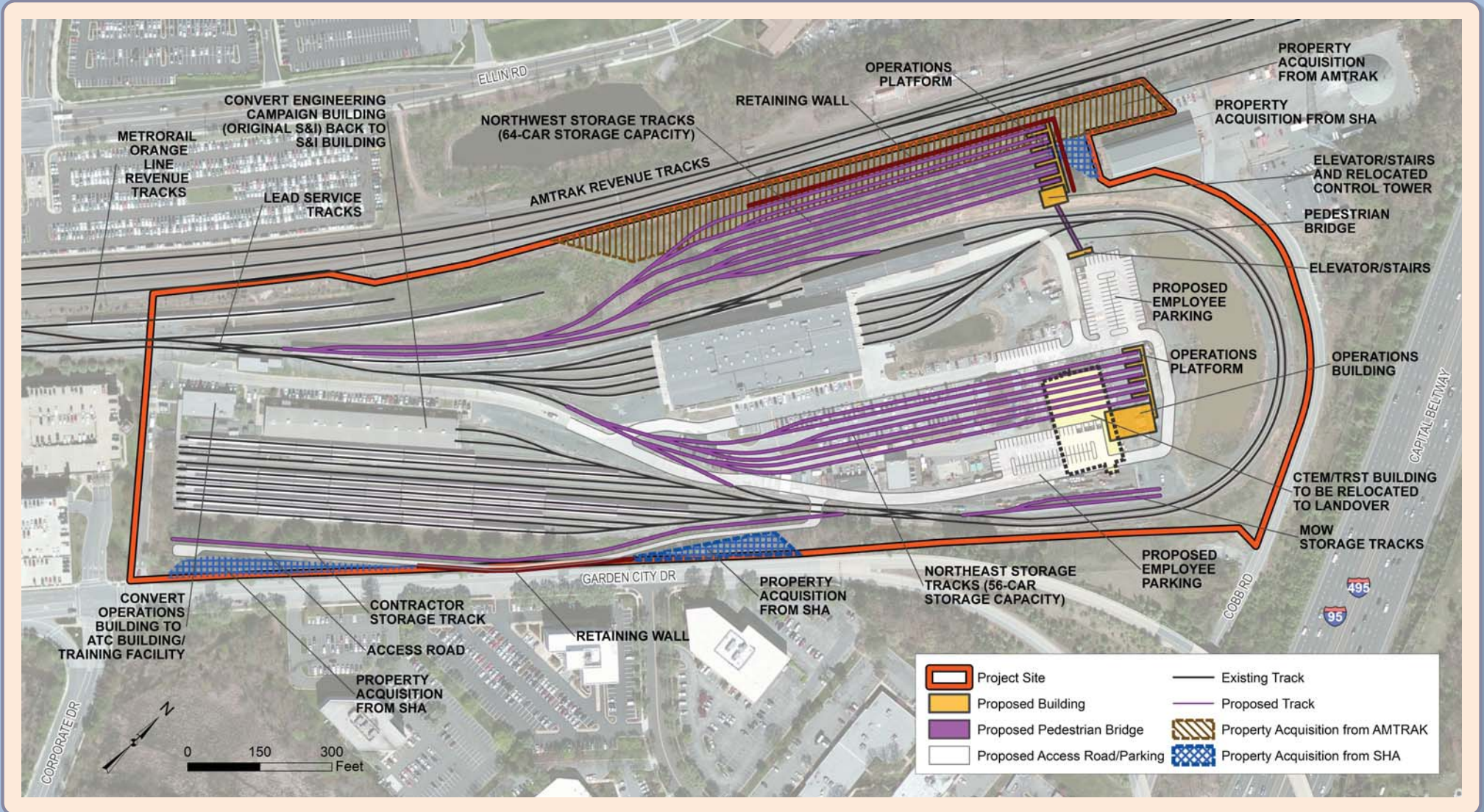
Written statements & exhibits must be received by 5:00pm on **December 15, 2014**. Reference the New Carrollton Landover Yards Improvements Hearing and/or Docket Number R14-02 in your submission.

<p>Via mail</p>	<p>Office of the Secretary Washington Metropolitan Area Transit Authority 600 Fifth Street, NW Washington, D.C. 20001</p>
<p>Via fax</p>	<p>202-962-1133</p>
<p>Via e-mail</p>	<p><u>writtentestimony@wmata.com</u></p>

- Record period will remain open for 10 days after this hearing until December 15, 2014.
- Public Hearing Staff Report prepared and circulated for a 10-day comment period.
- Public Hearing Staff Report Supplement prepared to include staff recommendation.
- WMATA Board Approval of the of the Public Hearing Staff Report and Supplement.

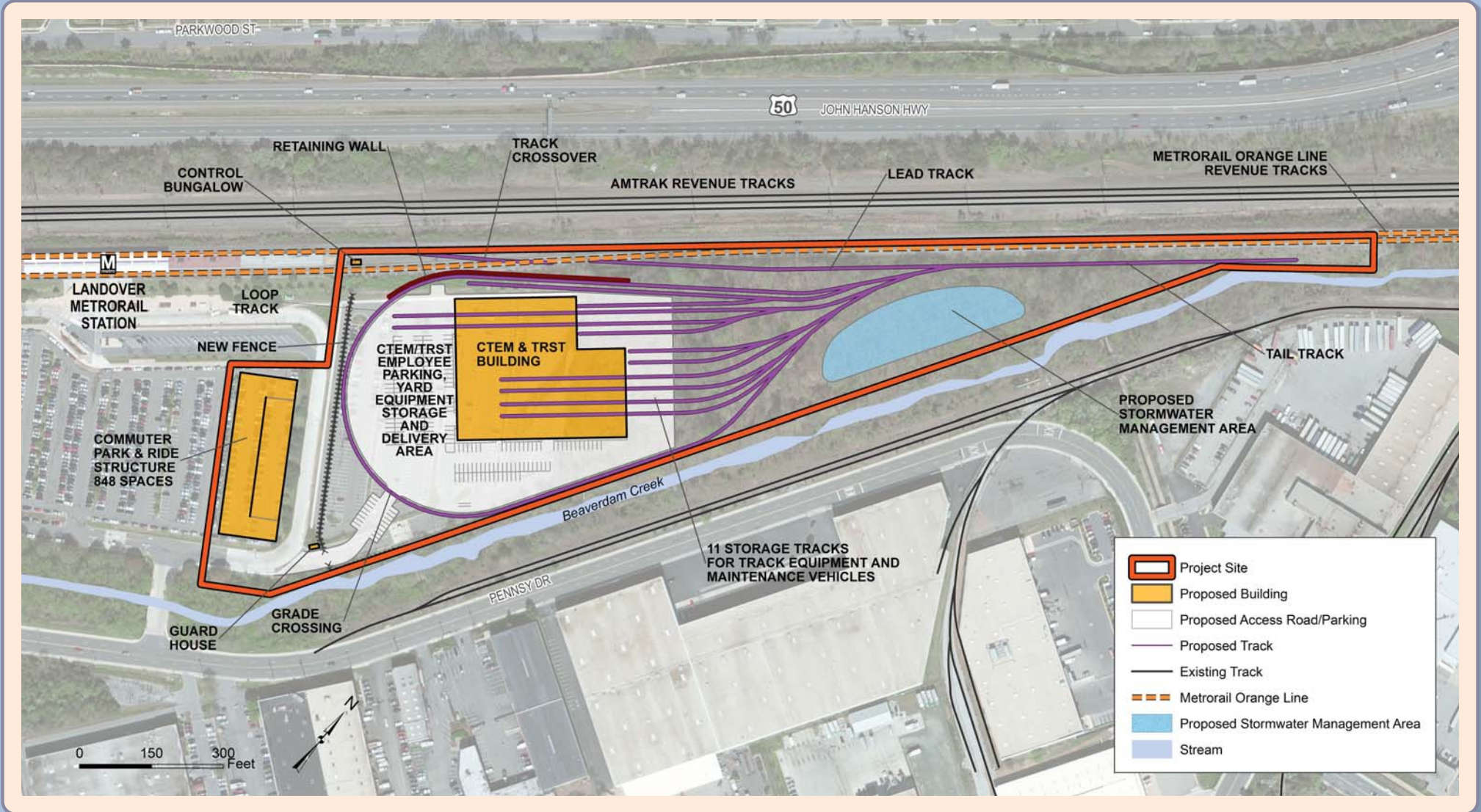
PROPOSED NEW CARROLLTON YARD

SITE CONCEPT PLAN



PROPOSED LANDOVER YARD

SITE CONCEPT PLAN



Appendix D:
Supplemental Correspondence

From: Cheverly Mayor [<mailto:mayor@cheverly-md.gov>]
Sent: Friday, December 12, 2014 2:25 PM
To: writtentestimony
Cc: CheverlyMD TownAdministrator; Cheverly Mayor
Subject: Cheverly Testimony for Hearing #602, Docket R14-02

Attached is a Letter from the Town of Cheverly regarding the Landover Metro Yard Proposal. The Town Council passed a resolution in their December 11th meeting approving this letter to be sent.

From: Cheverly Mayor [<mailto:mayor@cheverly-md.gov>]
Sent: Friday, December 12, 2014 6:03 PM
To: writtentestimony; CheverlyMD TownAdministrator; Cheverly M [REDACTED] ncilor
Cc: countyexecutive@co.pg.md.us; councildistrict5@co.pg.md.us; [REDACTED]

Subject: Opposition to WMATA Landover Metro Yard Proposal

Folks,

In the December 11th Cheverly Town Council meeting, we unanimously agreed to send the attached letter to WMATA in opposition of their proposed Rail Yard at the Landover Metro Station.

We believe strongly that this rail yard would be:

- a disincentive to future development,
- is in direct contradiction to County and Park and Planning Plans,
- creates environmental issues,
- exasperate existing noise issues.

We recognize that you may be unfamiliar with this this proposal. That is because WMATA conducted this study without little public input or education. The only opportunity for input was a brief hearing on December 4th.

Please read our letter and lend your voice to our position. If you have any questions or comments please don't hesitate to call me.

Thank you.

Mike Callahan
Mayor, Town of Cheverly
[REDACTED]

Mike Callahan
Mayor, Town Of Cheverly

Cheverly, Md. 20785
[REDACTED]

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

Re: Hearing #602
Docket R14-02

To: WMATA Board

The Town of Cheverly strongly supports the concept of Transit Oriented Development, and understands the need for Metro to expand to eight car trains as it expands its system. However, we strongly believe that the placement of a maintenance facility at the Landover Station fails to meet the strategic goal of Transit Oriented Development and will stunt the development of Mixed Use development at the Landover Metrorail station.

Metro ridership has remained static over the last ten years. Stagnating ridership creates revenue problems that result in increasing subsidies by the county and federal government as well as increasing fares to commuters. This ridership problem can only be addressed by building new stations or encouraging development near existing stations. The Town of Cheverly, in partnership with Maryland National Capital Park and Planning Commission (M-NCPPC-PG), and the Prince George's County Government have developed the Route 202 Corridor Plan, the Sub Region 4 Plan and the Plan Prince George's 2035 with the intent to encourage Mixed Use Development at the Landover Site, which would correspondingly increase ridership.

These plans envision development at this site that would be similar to the development in the Clarendon area which has exploded with high density development, restaurants, shopping, and multi-modal transportation option. While some may be skeptical of these plans, we simply ask that the skeptics and the WMATA Board consider what the Clarendon area looked like in 1977.

Building a rail yard at the Landover Metro, already one of the least used Metro stations, compounds decades of poor decisions that have been made at that site. As stated, Prince Georges County recently adopted numerous plans that call for mixed use development at the Landover Metrorail station. It is our understanding that WMATA was consulted as part of these planning efforts. The WMATA rail yard proposal directly contravenes these plans and essentially ensures that the Landover station and the surrounding area will remain in an industrial state into the future.

Instead of considering these County plans and looking to the future, the WMATA study gives short shrift to the impact of this project to an area with a high proportion of low-income, minority community members. The report instead notes that existing conditions make additional industrial development negligible, with only passing reference to proposed non-industrial uses (residential and mixed use) in the area.

This assessment is highly problematic as its overall summary appears to be ***“the solution to poor planning and development near the Landover Station is to continue poor planning and development.”*** WMATA, and the County, can do better.

We strongly disagree with placing a maintenance facility at the Landover Station for the following reasons:

No Site Selection Process: The only alternatives evaluated were a build or no build option. There was no attempt to evaluate other potential sites, nor were there any specific criteria listed that would help to identify an optimal site.

If a selection process was utilized, it would identify key criteria required for the placement of maintenance facility and most likely would have determined that it should not be located at an existing station because of the disincentive to development. It is hard to accept that the Landover Station with its development possibilities and environmental issues would be the optimum location.

It would have been valuable to study locations that have rail access but are not directly at Metro Stations. While we are not aware of Metro real estate holdings, one such location, the Cameron E Turner Facility exists less than a half mile away from the Landover Station. This facility currently is the home to bus storage, offices and training. As an indoor facility it would prevent the noise and visual blight that creates the disincentive to development.

How can we believe that Landover is the optimum location for this use when no other sites were evaluated?

Conflicts with County Development Plans: It is clear from Table 3-3 that the assessment recognized that this proposal conflicts with the Route 202 Corridor Plan, the Sub Region 4 Plan and the Plan Prince George's 2035.

The assessment however, makes no further mention of this conflict nor is there any attempt to mitigate these conflicts in the preliminary design of the rail yard. It should be noted that the Route 202 Corridor Plan, Sub Region 4 Plan and the Plan Prince Georges County 2035 were all a result of a public process that include many listening sessions and education meetings. These plans reflect the public's desire to have vibrant Mixed Use Development at the Landover Station.

In contrast, the WMATA assessment was performed with no public input, virtually no communication and a brief Public Hearing where the public was not allowed to ask questions. Instead the public was expected to comment on a plan that WMATA provided no education on.

Conflicts with Environmental Assessment: The Environmental Assessment and Appendix are comprehensive recognizing the value of the undisturbed woodland and wetland area as a functioning ecosystem that drains into Lower Beaverdam Creek.

This proposal seeks to clear an 8.1 acre wooded area, drain the non-tidal wetland (seeking a map amendment of the area for a Special Flood Hazard Area), increase the impervious surface and introduce a maintenance use that will increase noxious runoff into the stream. This proposal was developed even though Appendix C indicates that 2.3 acres of the studied site is a regulated floodplain.

This proposal conflicts directly with the Anacostia Watershed Restoration Plan, which was developed by the Anacostia Watershed Partnership in 2010. According to Table 3-3 this document was not considered in the study.

Given the unique environmental characteristics of this site, a maintenance yard should never have been considered. However, if a project like this was proposed significant mitigation techniques should have been identified and documented. Yet the study calls simply for a 25-foot stream buffer along Lower Beaverdam Creek and participation in the Department of Natural Resources Fee-in-Lieu fund. This is a minimal response especially given the toxins expected from a rail yard of this type.

The assessment also highlights that the cumulative effects of building the rail yard would increase the impervious surface resulting in additional storm water runoff within the Lower Beaverdam Creek watershed and an overall reduction of forested area in the county. (Attached is a more detailed letter from the Cheverly Green Infrastructure Committee)

Conflicts with Noise Study: It is difficult without a noise expert to understand, never mind debate the statistics accumulated in the study. However, a layman's reading of the noise study is "well there are already some pretty noisy things here, so why not more".

It is useful to consider the issues raised by residents near a similar facility in Falls Church over the last five years. Apparently, the noise issues there were deemed significant enough that Metro is now participating in a mitigation of the problem.

A weakness of this study is that it simply considered the noise issue at a single residence across Route 50. The study did not reflect plans to add mixed use development on the Landover Site and it did not consider the "Ridges" development that is currently in the Preliminary Site Plan process at MNCPPC. Interestingly one of the issues facing the "Ridges" development is external noise levels. What does the WMATA plan do to those levels?

SUMMARY: The public continually hears that Metro ridership is remains static and that the only opportunities to increase revenue is to increase regional and federal subsidies or to increase fares. Yet when Metro is confronted with a construction problem of this type it continues to make decisions that disincet development near Metro Stations. Is Prince George's County to suffer because our Metro Stations have not yet been developed?

Given the conflicts in the WMATA assessment that are highlighted above it is the desire of the Town of Cheverly that WMATA table this proposal until a **full public Site Survey** process can be completed, so that other locations be included for consideration.

We understand that the Carmen E Turner building may not be the optimum location and that it may not be at all feasible to build there. However, we wanted to use it as an example of the advantages a site similar to the Camen E Turner facility. It is an indoor facility that would eliminate the visual blight and noise associated with a facility of this type and it would potentially eliminate the impacts to the environment.

We are sure that there are other properties between Metro stations that might have the same advantages as the Carmen E Turner site and should be considered in a site survey process.

MITIGATION: If WMATA continues with this plan, inspite of the conflicts noted above it is critical that it take the necessary steps to mitigate the problems a facility of this type would create for the area.

- The Site Must be enclosed to prevent visual blight and noise emanating from the site.
- The Site Must have a green roof to assist in protecting the environment and to improve the visual blight of the site.


- A full environmental plan should be developed to address the issues identified in WMATA's own assessment.
- WMATA should build a pedestrian bridge across Route 50 for the purpose of linking the Landover Hills area to the Landover Metro

Respectfully,

Mike Callahan

Mayor, Town of Cheverly

CC: County Executive Baker, County Council Chairman Mel Franklin, County Councilperson Harrison, County Councilperson Mary Lehman, US Representative Donna Edwards, US Representative Steny Hoyer, State Senator Victor Ramirez, State Representative Tarlau, State Representative Fennell, Elizabeth Hewlett, Chairman Prince George's County Planning Board, Fern Piret, Planning MNCPPC, Jim Foster. Anacostia Watershed Society, Teresa Dudley, Kentlands Neighborhood Association, Mamia Smalls, Radiant Valley Neighborhood Association, Mayor Walker, Landover Hills, Paula Davis, Landover Knolls Neighborhood


Office of the Secretary
Washington Metropolitan Area Transit authority
600 Fifth St., NW
Washington DC 20001
Submitted via writtentestimony@wmata.com on December 11, 2014

Please find this letter as my written comments on WMATA's Environmental Assessment ("EA") for its New Carrollton And Landover Yard Improvement projects. I submit these comments as an individual who recently moved to Cheverly, Maryland in August 2014 with the belief that Prince George's County has tremendous potential to be a livable community. I am also an environmental attorney that has been practicing in Washington, DC since 2002.

I strongly support the Town of Cheverly's comments on WMATA's proposal. I comment separately to point out an additional way in which the WMATA's EA is deficient: Not only does the EA fail to demonstrate that the Landover site is the best alternative, it does not adequately demonstrate why the development, as proposed, would be the best way to use the proposed site.

For example, despite the EA indicating that commuter parking at Landover is not at capacity, the project simply proposes replacing part of the existing park-and-ride lot with an equivalent number of spaces in a new parking lot. The EA fails to adequately evaluate why this lot is even necessary and whether there are other alternatives to accommodate commuters. For example, would the replacement of these parking spaces be necessary if there was instead an increase in bus service from this location?

Likewise, the EA says that WMATA will mitigate the harms posed by clearing eight acres of undisturbed forest through the State Forest Conservation Fee-in-Lieu Fund, but it fails to evaluate whether there are any on-site mitigation options. If the new parking lot were built, could some of the remaining surface lot be put to better use to remediate or mitigate the project's environmental impacts? Could some of it be put to use to make it more compatible with the 202 Corridor Plan?

Because the proposal impermissibly fails to adequately evaluate and discuss the project and potential alternatives, I respectfully request that WMATA rewrite its EA or issue an Environmental Impact Statement so that decisionmakers and the public can have the opportunity to more fully assess the project.

Sincerely,

Zachary B. Corrigan


Comment Sheet

New Carrollton and Landover Yards Improvements

Public Hearing – December 4, 2014

Docket R14-02


If you have comments or suggestions about the New Carrollton and Landover Yards Improvements project, please write them below and place the sheet in the yellow box marked "Comments" at the registration table. Thank you for taking the time to attend this meeting and for offering your input!


<i>Please consider a broader range of</i>
<i>alternatives including other locations</i>
<i>as well as site noise</i>

If you would prefer to submit your comments later, comments may be emailed to writtentestimony@wmata.com or by mailing this sheet to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. Please reference the Docket Number listed above. Comments must be received by 5pm on December 15, 2014. You may submit comments anonymously, or provide your name and contact information:

Name: Zach Corrigan

Representing: self

Mailing Address: 

E-mail Address: 

From: Matt Salo [REDACTED]

Sent: Monday, December 15, 2014 2:50 PM

To: writtentestimony; [REDACTED]

Subject: Comments on Landover Yards ecosystem issues

To whom it may concern,

Here are my concerns based on reading the WMATA-provided materials and a survey of the site itself. I found omissions, inconsistencies and an abysmal lack of concern for doing what would be best for the area residents in the long run and in-stead opting for merely being "in compliance" for the present.

Matt T. Salo, Ph.D. and Chair,
Cheverly Green Infrastructure Science Advisory Committee

Docket R14-02

Landover Yards Development Ecosystem Issues

Introduction

Because other people have commented on most other aspects of WMATA's Landover Yards development plan, I will restrict my comments solely to the environmental impact that the railyard development will have on this area and its neighboring communities. It is my fear that this development will destroy a complex local ecosystem that forms an indispensable part of a chain of natural habitats that provide a multitude of ecoservices far beyond that covered by the actual site.

I submit my comments as Cheverly resident, and chair of the Cheverly Green Infrastructure Science Advisory Committee. I believe Cheverly will be seriously affected by the proposed actions of WMATA in the following ways:

Hydrology

The railyard development threatens Lower Beaverdam Creek (LBC), a major environmental asset of Prince George's county, and a significant contributor to the health of the Chesapeake Bay. LBC is an essential component of an aquatic ecosystem stretching from the primary tributaries providing baseflow to the end of the watershed in Chesapeake Bay. Any input damaging the chemical, physical or thermal quality of the stream at its upper reaches will have deleterious effects all the way downstream. These actions will also significantly impact the non-tidal wetland which filters pollutants and provides food for aquatic life in the LBC. Degrading the stream will also have cascading effects downstream for all of its biota.

The Landover Metro station already has a very large area of impervious surfaces in its parking lots that prevent the natural filtering of water through soil. The addition of even more impervious surfaces, or unvegetated ground, will make both the quantity and purity of the runoff worse. The proposed 25 foot buffer for LBC is completely inadequate to handle the increased runoff. Most stream ecologists would recommend a 100 foot buffer. The increased velocity of the runoff will also increase the scouring of the streambed, its vegetation, and cause bank erosion.

Woodland

Creating the railyard will destroy 8.1 acres of mature, healthy, biodiverse forest on the site, which is part of the ecosystem complex that keeps the water clean and shades and cools the stream and also contributes nutrients for aquatic life. Walking through the woods, I noticed that the Environmental Assessment (EA) had left many species off its list, including trees, herbaceous plants and grasses.¹ Although standing dead trees are a vital component of a working ecosystem, the EA made no mention of the numerous large hardwood trees that support both birds and mammals by providing denning and nesting sites to a far greater extent than other wooded areas in the region. The Landover Yard Forest Delineation report refers only to few specimen trees as Priority Retention elements, but single trees do little in terms of ecosystem services, compared to what an intact and functioning ecosystem can provide.

Soil

Clearing the ground will degrade or destroy the foundation of the local ecosystem; namely the soil, with its microbial and fungal infrastructure, on which the terrestrial health of the

ecosystem directly depends and which will indirectly affect the aquatic ecosystem as well. Soil conservation experts tell us that it can take anywhere from a century to a millennium to restore even one inch of topsoil, in other words, when an area is degraded, its ecological functions are lost at least for our lifetimes.

Air I found no mention in the EA of the impact a facility like this would have on air quality near the site nor further away from prevailing downwind. The region already has a surfeit of childhood asthma cases, so that even a slight increase in air pollution can be very harmful.

Wildlife The wooded area and the stream corridor are frequented by numerous local species important for their contributions to ecosystem management. The stream supports beavers, raccoons, muskrats and, not too far from the site, otter tracks have been documented. Blue herons, kingfishers, geese and ducks frequent the entire length of the stream. The woodland has deer paths and evidence of browsing, but not so much as to adversely affect undergrowth. A short survey was not enough to assess the viability of the woodland avian population, but we saw enough to conclude that it represented a typical community of local birds, such as one might expect from a wooded area with a thriving understory and shrub layer. Because birds are accepted as one of the best indicator categories, their presence is further testimony for a healthy ecosystem.

Summary

I was surprised that an environmental disruption of this magnitude was brought to wider public attention only at this late a stage in the planning. *Fait accompli* strategies do not inspire public trust nor confidence in the decisions reached. Earlier opportunities for public input could have provided more opportunity for WMATA to look for more suitable sites, instead of proceeding with the wholesale destruction of one of the better remaining ecosystems in the region.

Because the Environmental Assessment of the area downplays the biodiversity value of its flora and ignores the deleterious effects the railyard will have on the environments of the downstream communities such as Cheverly, and the Anacostia River itself, we do not get a true picture of the value of the ecosystems on the site and, likewise, not an accurate assessment of the impact that the destruction of these ecosystems will have further down in the watershed.

Although it may be argued that the damage done to this particular environment is minor, it is also well known that the cumulative effect of such small area developments regionally and globally have significant impact on two of the most serious environmental problems of this century, namely loss of biodiversity and climate change. The environmental losses of the past have brought us to the point where we have disrupted our global climate and already destroyed roughly half of the mammal and avian life on earth. To continue in such fashion is sheer folly and no amount of compliance with antiquated man-made policies will mitigate the damage caused to our natural functioning ecosystems. We are way past the time, when we could dismiss the destruction of woodland biomes and aquatic life zones, such as streams and wetlands as inconsequential.

ⁱ The woods have dozens of young magnolia trees and saplings scattered throughout, that were not mentioned; a nearly two acre area that was totally covered with ground-pine, most likely *lycopodium obscurum*, and the numerous species of native grasses (*andropogon*, *dicanthelium*, *elymus*, *setaria* etc.) were likewise ignored.

From: Dan Smith [REDACTED]
Sent: Monday, December 15, 2014 5:01 PM
To: writtentestimony
Subject: Fwd: Comments on Landover Yards ecosystem issues

On behalf of the Anacostia Watershed Society I want to express our deep concern over the proposed development at Landover Yards and associate ourselves with the attached comments from the Cheverly Green Infrastructure Science Committee from earlier today and also the comments from the Town of Cheverly sent last week.

Thank you,
Dan Smith

--

Dan Smith
Public Policy & Advocacy Director

Anacostia Watershed Society



The George Washington House
4302 Baltimore Avenue
Bladensburg, MD 20710-1031
Office: 301-699-6204 x115
Mobile: [REDACTED]
www.anacostiaws.org



[Support the 25th Anniversary Campaign - THEN, NOW AND BEYOND](#)

Appendix E:
Agency Correspondence for Environmental Assessment



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

Ms. Elizabeth Cole
Administrator
Review and Compliance
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

JUN 20 2014

**Re: Section 106 Process Initiation, Landover and New Carrollton Yards Project
Prince George's County, Maryland**

Dear Ms. Cole:

The Washington Metropolitan Area Transit Authority (WMATA) as the proponent, with the Federal Transit Administration (FTA) as the lead Federal agency, is preparing to undertake a Federally-funded project to develop a new maintenance yard near the Landover Metrorail Station and to modify the existing New Carrollton Yard, both of which are located in Prince George's County, Maryland. As a Federal undertaking, the project is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated implementing regulations, 36 CFR Part 800. This letter serves as the official notification from FTA of the initiation of the Section 106 process.

Attached to this letter is the project review form (see **Attachment 1**) and continuation sheets (see **Attachments 2** and **3**) for each yard location. Due to the fact that the Landover Yard and New Carrollton Yard sites are not contiguous, separate continuation sheets have been prepared for each location. FTA considers the work at the two yards to be part of a singular undertaking because changes at each of the yards will affect operations at each of the respective yards.

At the Landover Yard, WMATA would construct a new rail yard, parking garage, and support facilities for its Car Track and Equipment Maintenance division and the Office of Track and Structures. The project site is located north and adjacent to the Landover Metrorail Station. The improvements at the New Carrollton Yard would provide additional railcar storage capacity and ancillary facilities. **Attachment 2** and **Attachment 3** contain a complete project description and concept design.

No previously identified historic resources are located within the proposed area of potential effect (APE) at either site. Therefore, no further investigation of above-ground resources is recommended. At the Landover Yard site, FTA anticipates that a Phase I archaeological survey of the APE will be necessary. The survey would include close-interval shovel test pit excavations within the wooded section of the APE for archaeology. No additional archaeological survey is recommended at the New Carrollton Yard site. No archaeological testing will be performed until the Maryland Historical Trust provides confirmation of the survey requirement.

Re: Section 106 Initiation, Landover and New Carrollton Yards Project

Should you have any further questions regarding this undertaking, please contact Ms. Melissa Barlow, Community Planner, or Mr. Daniel Koenig, Environmental Protection Specialist, at melissa.barlow@dot.gov or daniel.koenig@dot.gov, respectively.

Sincerely,

A black rectangular redaction box covers the signature of the sender.

Brigid Hynes-Chern
Regional Administrator

Attachment 1: Maryland Historical Trust Project Review Form

Attachment 2: Landover Yard Continuation Sheets

Attachment 3: New Carrollton Yard Continuation Sheets

cc: , WMATA



Maryland Department of Planning
Maryland Historical Trust

Sustainable _____ Attainable

July 29, 2014

Ms. Brigid Hynes-Cherin
Regional Administrator
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia, PA 19103-4124

RE: Landover and New Carrollton Yards Project
Prince George's County, Maryland
Section 106 Review - FTA

Dear Ms. Hynes-Cherin:

Thank you for initiating consultation with the Maryland Historical Trust (Trust) regarding the above-referenced project.

We understand that the Federal Transit Administration (FTA) and the Washington Metropolitan Area Transit Authority (WMATA) propose to develop a new maintenance yard near the Landover Metrorail Station and modify the existing New Carrollton Yard. The undertaking encompasses work at both yards as part of a single project. We have reviewed the submitted project materials and we are writing to provide our comments in accordance with Section 106 of the National Historic Preservation Act, as amended.

Historic Built Environment: Based upon your project submittal and a review of our inventory records, we agree that there are no historic structures within the area of potential effects for this undertaking.

Archeology: Trust staff reviewed the assessment of archeological potential provided with your submittal. For the New Carrollton Yard, we agree that the project area is unlikely to contain archeological resources given the extent of prior ground disturbances. Thus, archeological investigations are not warranted for this portion of the undertaking.

For the Landover Yard, the extent of prior disturbance within the wooded sections of the project area remains undocumented. Given the area's environmental setting, the assessment concludes that the Landover Yard has a good potential for the presence of archeological resources, particularly dating from prehistoric periods. We agree that a Phase I archeological survey of Landover Yard project area is advisable in order to identify and evaluate any archeological resources that may be impacted by the project. The survey should be performed by a qualified professional archeologist, and conducted in accordance with the *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). A copy of the draft survey report should be submitted to the Trust for review. Based upon the survey results, we will be able to determine whether or not the project will affect significant archeological resources and make appropriate recommendations regarding measures to avoid, reduce, or mitigate any effects. Please keep us informed regarding the schedule for completing the archeological survey.

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

Richard Eberhart Hall, AICP, Secretary
Amanda Stakem Conn, Esq., Deputy Secretary

Ms. Brigid Hynes-Cherin
Landover and New Carrollton Yards Project
July 29, 2014
Page 2

Assessment of Effects: Once FTA and WMATA have completed the identification of archeological resources within the Landover Yard portion of the project area, all parties will be able to make an informed assessment of effects for the undertaking as a whole. We await receipt of a copy of the report on the Phase I archeological survey for review, when available. We look forward to working with FTA and WMATA to successfully conclude the Section 106 review of this undertaking upon completion of the archeological survey.


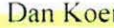
If you have questions or require further assistance, please contact Tim Tamburrino (for the Historic Built Environment) at 410-514-7637 or tim.tamburrino@maryland.gov or me (for archeology) at 410-514-7631 or beth.cole@maryland.gov. Thank you for providing us this opportunity to comment.

Sincerely,



Beth Cole
Administrator, Project Review & Compliance

EJC/TJT
201403345

cc:  (WMATA)
 Dan Koenig (FTA)



October 6, 2014


Beth Cole
Administrator, Project Review & Compliance
Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032

Dear Ms. Cole,

In your letter dated July 29, 2014, MHT concurred that a Phase I archaeological survey of the proposed Landover Yard project area was appropriate. That survey has been completed and is enclosed with this letter (in paper format and a compact disk format).

By this letter, I ask for your concurrence that the proposed project is not likely to impact any affect any archaeological resource and that no further investigation under the National Historic Preservation Act is warranted.

Sincerely,


Manager
Environmental Planning and
Compliance

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

ENCLOSURES

cc: FTA – E. Patel



Maryland Department of Planning
Maryland Historical Trust

Sustainable Attainable

October 29, 2014

[REDACTED], Manager
Environmental Planning and Compliance
WMATA
600 Fifth St., NW
Washington, DC 20001

RE: WMATA Landover Yard Project
Prince George's County, Maryland
Section 106 Review - FTA

Dear [REDACTED]:

Thank you for your recent letter, dated October 6, 2014 and received by the Maryland Historical Trust (Trust) on October 8, 2014, requesting our review of the archeological survey conducted for the above-referenced project. Completion of the archeological study enables the Federal Transit Administration, WMATA and the Trust to conclude review of the project for effects on historic properties and finish consultation pursuant to Section 106 of the National Historic Preservation Act, as amended. We offer the following comments.

Trust staff reviewed the following report submitted with your letter: *Phase I Archeological Survey Report, New Carrollton and Landover Yards Improvement Project, Landover Yard Site, Prince George's County, Maryland* (Lawrence et al. 2014). The report presents documentation on the goals, methods, and results of archeological investigation of the proposed Landover Yard project area. The document meets the reporting requirements of the Trust's *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994) and we accept the current version as the final for our library. The survey did not locate any archeological sites within the area of potential effects for the undertaking.

Based on the survey results, we concur that construction of the entire undertaking have no effect on historic properties, including historic structures and archeological resources. If you have questions or require further assistance, please contact Tim Tamburrino (for the Historic Built Environment) at 410-514-7637 or tim.tamburrino@maryland.gov or me (for archeology) at 410-514-7631 or beth.cole@maryland.gov. Thank you for providing us this opportunity to comment.

Sincerely,

[REDACTED]
Beth Cole
Administrator, Project Review & Compliance

EJC/TJT
201405187

cc: Elizabeth Patel (FTA)

From: [REDACTED]

Sent: Friday, November 21, 2014 11:49 AM

To: [REDACTED]

Cc: [REDACTED] Ashe, James A.; [REDACTED]
[REDACTED]

Subject: WMATA's Landover Yard Project - Prince George's County, Maryland

Good morning, Beth -

[REDACTED] of WMATA transmitted the Phase I Archaeological Survey Report, New Carrollton and Landover Yards Improvement Project, Landover Yard Site, Prince George 's County, Maryland (Lawrence et al. 2014) on October 6th for your review and comment. In your response on October 29th (attached) based on the review of this report and a previous submittal on an above-ground review of historic properties in the vicinity of the project, you stated that that the construction of this undertaking would have no effect on historic properties. I am emailing you to confirm that FTA's Section 106 determination on this undertaking is no effect on historic properties. We are taking your concurrence to WMATA as concurrence on this determination. If you have any questions, please contact me. Have a good weekend!

Liz

ELIZABETH ZELASKO PATEL
Federal Transit Administration
1200 New Jersey Avenue SE
Washington, DC 20590
tel: [REDACTED]



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

Mr. Trevor Clark
Endangered Species Project Review
Chesapeake Bay Field Office
U.S. Fish and Wildlife Service
177 Admiral Cochrane Drive
Annapolis, MD 21401

JUN 20 2014

Re: Section 7(c) Endangered Species Act Consultation for Landover and New Carrollton Yards Project

Dear Mr. Clark:

The Federal Transit Administration (FTA) and Washington Metropolitan Area Transit Authority (WMATA) are preparing to undertake a Federally-funded project to develop a new maintenance yard near the Landover Metrorail Station and to modify the existing New Carrollton Yard, both of which are located in Prince George's County, Maryland. The FTA is the lead federal agency for the project and has determined that the appropriate level of environmental review for this project is an Environmental Assessment (EA). The project team is preparing an EA to meet Federal requirements under the National Environmental Policy Act of 1969 (NEPA), and other applicable Federal laws including the Endangered Species Act of 1973, as amended.

At the Landover Yard, WMATA would construct a new rail yard, parking garage, and support facilities for its Car Track and Equipment Maintenance Division and the Office of Track and Structures. The project site is located north and adjacent to the Landover Metrorail Station. The improvements at the New Carrollton Yard would provide additional railcar storage capacity and ancillary facilities (see **Attachments A and B**).

FTA requests certification from the U.S. Fish and Wildlife Service that the proposed project is not likely to adversely affect Federal and State listed threatened or endangered species pursuant to the Endangered Species Act and the Bald and Golden Eagle Protection Act. As such, no Biological Assessment or further Section 7 consultation with the U.S. Fish and Wildlife Services is required.

A review of the project study locations were conducted through the U.S. Fish and Wildlife Service Chesapeake Bay Field Office website on May 5, 2014 for Landover Yard and on May 15, 2014 for New Carrollton Yard. The reviews indicated no federally-proposed or listed endangered or threatened species are known to exist within the project study locations. Attached for your records are the preliminary species lists (see **Attachments C and D**) and the completed Online Certification Letters (**Attachments E and F**) obtained from the U.S. Fish and Wildlife Service Chesapeake Bay Field Office website.

Mr. Trevor Clark

Page 2

Re: Section 7(c) Endangered Species Act Consultation Landover and New Carrollton Yards Project

Should you have any further questions regarding this undertaking, please contact Ms. Melissa Barlow, Community Planner, or Mr. Daniel Koenig, Environmental Protection Specialist, at melissa.barlow@dot.gov at daniel.koenig@dot.gov, respectively.

Sincerely,



Brigid Hynes-Chern
Regional Administrator

Enclosures:

- Attachment A: Landover Yard Project Location Map and Concept
- Attachment B: New Carrollton Yard Project Location Map and Concept
- Attachment C: Landover Yard USFWS Preliminary Species List
- Attachment D: New Carrollton Yard USFWS Preliminary Species List
- Attachment E: Landover Yard USFWS Online Certification Letter
- Attachment F: New Carrollton Yard USFWS Online Certification Letter

cc: Jim Ashe, WMATA



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
Joseph P. Gill, Secretary
Frank W. Dawson III, Deputy Secretary

June 13, 2014

Alan Hachey
AECOM
2101 Wilson Blv., 8th Floor
Arlington, VA 22201

RE: Environmental Review for Landover Metrorail Station, construction of new rail yard, by Washington Metropolitan Area Transit Authority, Prince George's County, MD.

Dear Mr. Hachey:

The Wildlife and Heritage Service has determined that there are no State or Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated. As a result, we have no specific comments or requirements pertaining to protection measures at this time. This statement should not be interpreted however as meaning that rare, threatened or endangered species are not in fact present. If appropriate habitat is available, certain species could be present without documentation because adequate surveys have not been conducted.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER# 2014.0875.pg



July 23, 2014

U.S. Army Corps of Engineers
Baltimore District
ATTN: Regulatory Branch
P.O. Box 1715
Baltimore, Maryland 21203-1715

RE: Request for verification of Wetland Delineation and approved Jurisdictional Determination

Dear Sir or Madam,

The Washington Metropolitan Area Transit Authority (WMATA) proposes the development of a new rail maintenance facility north of the adjacent Landover Metrorail Station in Hyattsville, Prince George's County, Maryland. WMATA wishes to determine the extent, if any, of Waters of the United States (WOUS), including wetlands, that may be located within an area proposed for the new facility. The site is located at 3000 Pennsy Drive in Hyattsville. The site is situated southeast of John Hanson Highway (Route 50) and northeast of Landover Road (Route 202). The site can be accessed from I-95 by exiting onto Route 50 and arriving to the site via Pennsy Drive. Vicinity maps for the study area are provided in Figure 1 and 2 of the enclosed *Wetland and Waters Delineation Report*.

A field based investigation for the presence of WOUS was performed on the 17.8 acre study area. A total of two (2) WOUS and one (1) wetland were identified within the study area. A detailed view of the study area, including the WOUS and wetlands identified, can be found in Appendix V of the enclosed *Wetlands and Waters Delineation Report*.

WMATA seeks an approved Jurisdictional Determination for the presence and confirmation of regulated Waters of the U.S., including wetlands, within the study area at your earliest convenience. Approved Jurisdictional Determination Forms are included in the submittal package.

Should you have any questions or comments concerning our request or this report, please contact me at (202) 962-██████ or by email ██████████.

All formal responses should be sent to:

██████████ PE, CPG
Manager, Environmental Planning and Compliance
Office of Chief Engineer, Infrastructure
Transit Infrastructure and Engineering Services
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

Sincerely,



[REDACTED], PE, CPG
Manager, Environmental Planning and Compliance

ENCLOSURES:

- Property Owner Permission Form
- Approved Jurisdictional Determination Application Form
- *Wetlands and Waters Delineation Report* (July 2014)



July 23, 2014

U.S. Army Corps of Engineers
Baltimore District
ATTN: Regulatory Branch
P.O. Box 1715
Baltimore, Maryland 21203-1715

RE: Request for verification of Wetland Delineation and approved Jurisdictional Determination

Dear Sir or Madam,

The Washington Metropolitan Area Transit Authority (WMATA) proposes to expand its New Carrollton Yard in Hyattsville, Prince George's County, Maryland. WMATA wishes to determine the extent, if any, of Waters of the United States (WOUS), including wetlands, located in areas being considered for the rail yard expansion. The site is located at 4440 Garden City Drive in Hyattsville. The rail yard is west of Interstate 495/95 and south of existing Amtrak railroad tracks. The site can be accessed from Garden City Drive. Vicinity maps for the study area are provided in Figure 1 and 2 of the enclosed *Wetland and Waters Delineation Report*.

A field based investigation was performed in May 2014 for the 39.6 acre study area and no WOUS were identified on-site.

WMATA seeks an approved Jurisdictional Determination for the presence and confirmation of regulated WOUS, including wetlands, within the study area at your earliest convenience. Approved Jurisdictional Determination Forms are included in the submittal package.

Should you have any questions or comments concerning our request or this report, please contact me at (202) 962-1745 or by email at jashe@wmata.com.


All formal responses should be sent to:

██████████, PE, CPG
Manager, Environmental Planning and Compliance
Office of Chief Engineer, Infrastructure
Transit Infrastructure and Engineering Services
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

Sincerely,


 PE, CPG
Managonmental Planning and Compliance

ENCLOSURES:

- Property Owner Permission Form
- Approved Jurisdictional Determination Application Form
- *Wetlands and Waters Delineation Report* (July 2014)



August 27, 2014

Horace Henry
C/O Natasha Stewart
Maryland Department of Natural Resources Forest Service
580 Taylor Avenue, E-1
Annapolis, MD 21401

Dear Mr. Henry,

Enclosed with this letter is an application package for a Forest Stand Delineation (FSD) at the Washington Metropolitan Area Transit Authority's (WMATA) proposed Landover Yard. WMATA asks your concurrence that the delineation is appropriate.

WMATA is proposing to construct a new rail maintenance facility north of the adjacent Landover Metrorail Station in Hyattsville, Prince George's County, Maryland. Once our consultants have completed preliminary engineering work for the site, we will coordinate with the Department of Natural Resources to meet any additional requirements of the Forest Conservation Act, including the development of a Forest Conservation Plan.

I look forward to your response. Should you have any questions, please contact me at (202) 962-██████ or by email at ██████████.

Sincerely,

████████████████████
████████████████████ PE, CPG
Manager, Environmental Planning and
Compliance

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

ENCLOSURES:

- Forest Conservation Application – 1 copy
- Forest Stand Delineation Report – 2 copies
- Forest Stand Delineation and Environmental Features Map – 2 copies



August 27, 2014

Horace Henry
C/O Natasha Stewart
Maryland Department of Natural Resources Forest Service
580 Taylor Avenue, E-1
Annapolis, MD 21401

Dear Mr. Henry,

Enclosed with this letter is an application package for a Forest Stand Delineation at the Washington Metropolitan Area Transit Authority's (WMATA) New Carrollton Yard. WMATA asks your concurrence that the delineation is appropriate.

WMATA is proposing to expand the New Carrollton Yard in Hyattsville, Prince George's County, Maryland. Once our consultants have completed preliminary engineering work for the site, we will coordinate with the Department of Natural Resources to meet any additional requirements of the Forest Conservation Act, including the development of a Forest Conservation Plan.

I look forward to your response. Should you have any questions, please contact me at (202) [REDACTED] or by email at [REDACTED].

Sincerely,

[REDACTED]

[REDACTED], PE, CPG
Manager, Environmental Planning and
Compliance

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

ENCLOSURES:

- Forest Conservation Application – 1 copy
- Forest Stand Delineation Report – 2 copies
- Forest Stand Delineation and Environmental Features Map – 2 copies



MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
Joseph P. Gill, Secretary
Frank W. Dawson III, Deputy Secretary

September 29, 2014

[REDACTED], PE, CPG
Manager, Environmental Planning & Compliance
Washington Metropolitan Area Transit Authority (WMATA)
600 Fifth Street, NW
Washington, D.C. 20001
Tel: [REDACTED]
Email: [REDACTED]

Dear [REDACTED]

WMATA Landover Yard Forest Stand Delineation (FSD) Approval
FCP #S15-09

This is to inform you that the Forest Stand Delineation (FSD) pertaining to the above captioned project has been reviewed and is determined to be complete. Please be advised, when submitting an associated Forest Conservation Plan (FCP), that removal of "Specimen Trees" require the submittal of a "Variance request" as per (§5-1611; 08.19.04.10.).

The Department of Natural Resources considers all documents submitted as part of a forest conservation plan public information under the Maryland Public Information Act. An applicant seeking to exempt documents submitted to the Department from public inspection must submit written request to the Department detailing how the document or documents qualify for an exemption under the Annotated Code of Maryland, State Government Article Section 10-618.

If you have any questions or concerns, please do not hesitate to contact me at (Tel. 410-360-9774) or via email horace.henry@maryland.gov. Many thanks.

Sincerely,

[REDACTED]

Horace Henry
Southern Region Urban & Community Forestry Coordinator



Maryland Department of Natural Resources – Forest Service. 8023 Long Hill Road, Pasadena, MD 21122
Tel: 410-360-9774 • www.dnr.maryland.gov • TTY users call via Maryland Relay • Fax: 410-360-9875
hhenry@dnr.state.md.us



MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
Joseph P. Gill, Secretary
Frank W. Dawson III, Deputy Secretary

September 29, 2014

██████████ PE, CPG
Manager, Environmental Planning & Compliance
Washington Metropolitan Area Transit Authority (WMATA)
600 Fifth Street, NW
Washington, D.C. 20001
Tel: ██████████
Email ██████████

Dear Mr. ██████████

WMATA New Carrollton Yard Forest Stand Delineation (FSD) Approval
FCP #S15-08

This is to inform you that the Forest Stand Delineation (FSD) pertaining to the above captioned project has been reviewed and is determined to be complete. I look forward to working with you in reviewing any associated Forest Conservation Plan (FCP) submittal.

The Department of Natural Resources considers all documents submitted as part of a forest conservation plan public information under the Maryland Public Information Act. An applicant seeking to exempt documents submitted to the Department from public inspection must submit written request to the Department detailing how the document or documents qualify for an exemption under the Annotated Code of Maryland, State Government Article Section 10-618.

If you have any questions or concerns, please do not hesitate to contact me at (Tel. 410-360-9774) or via email horace.henry@maryland.gov. Many thanks.

Sincerely,

████████████████████

Horace Henry
Southern Region Urban & Community Forestry Coordinator





September 2, 2014

Maryland Department of the Environment
Wetlands and Waterways Program
Deputy Program Administrator
Attn.: Mr. Elder A. Ghigiarelli
1800 Washington Boulevard
Baltimore, Maryland 21230

**Subject: Federal Coastal Zone Consistency Determination
New Carrollton and Landover Yard Improvements Project**

Dear Mr. Ghigiarelli:

This Federal Coastal Zone Management Program Consistency Determination request is submitted pursuant to Section 307(c)(1) of the Coastal Zone Management Act, 16 United States Code (USC) § 1456, as amended, and Title 15 Code of Federal Regulations (CFR) Part 930, Subpart C. This Determination was prepared using guidance in the *Maryland's Enforceable Coastal Policies* document provided by the Maryland Department of Natural Resources (DNR)¹.

Project Description

The Washington Metropolitan Area Transit Authority (WMATA) as the proponent, with the Federal Transit Administration (FTA) as the lead Federal agency, is preparing to undertake a federally-funded project to develop a new maintenance yard near the Landover Metrorail Station and to modify the existing New Carrollton Yard, both of which are located in Prince George's County, Maryland (proposed action).

At Landover, WMATA would construct a new rail yard, parking garage, and support facilities for its Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (TRST). The project site is located north of and adjacent to the Landover Metrorail Station. Please refer to Attachment 1 for a detailed description of the Landover Yard project, location map, and concept. The improvements at New Carrollton would provide additional railcar storage capacity and ancillary facilities to an existing rail yard owned and operated by WMATA. A detailed description of the New Carrollton Yard project, location map, and concept are included in Attachment 1.

FTA is preparing an environmental assessment (EA) to meet federal requirements under the National Environmental Policy Act of 1969 (NEPA), and other applicable federal laws including the Coastal Zone Management Act, as amended and Maryland's Coastal Zone Management Program. For NEPA purposes, the projects are being evaluated as a single federal action.

Impacts on Coastal Zone Resources

Impacts to coastal zone resources resulting from the implementation of the proposed action are discussed in the following paragraphs.

¹ Maryland Department of Natural Resources, *Maryland's Enforceable Coastal Policies, Effective April 8, 2011*, Accessed at: <http://dnr.maryland.gov/ccs/pdfs/mecp.pdf>.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

Critical Area Program

The sites of the proposed action are located within Prince George's County, a designated Coastal Zone county. However, the proposed action does not involve any work within the Chesapeake Bay Critical Area and related buffers. Therefore, direct impacts to Chesapeake Bay Critical Area are not anticipated.

Other Impacts

a) Land use

New Carrollton Yard

The proposed action is consistent with the existing land use, presently serving as a storage yard for rail cars.

Landover Yard

The proposed action represents a change to the existing land use. The site would change from a surface parking lot into built structures, and would expand developed areas into an undeveloped, wooded lot.

b) Floodplains

New Carrollton Yard

No portion of the New Carrollton Yard project site is within a 100-year floodplain and no impact is anticipated from construction of the project.

Landover Yard

As shown on Flood Insurance Rate Map (FIRM) 2452080030D prepared by the Federal Emergency Management Agency (FEMA) and revised September 6, 1996, the Landover Yard project site is located within a regulated 100-year floodplain. Through a survey of the site completed in June 2014, the southern portion of the project site where the proposed facilities would be constructed was determined to be above the base flood elevation (BFE). A Letter of Map Amendment (LOMA) is being sought for the southern portion of the project site and no impact on floodplains is anticipated from construction of the project.

c) Water Quality

New Carrollton Yard

Impervious surfaces currently cover approximately 12.6 acres, or 32 percent, of the 39.5-acre project site. Under the proposed action, impervious surfaces would be reduced from 12.6 acres to 10.9 acres. Areas with ballast for railroad tracks would increase from 11.7 acres to 20.7 acres if the project is constructed. Ballast is considered pervious for this analysis.

Landover Yard

Impervious surfaces currently cover approximately 6.9 acres, or 37 percent, of the 18.7-acre project site. Under the proposed action, impervious surfaces would increase to 8.1 acres of the project site. Areas with ballast for railroad tracks would increase from 1.8 acres to 5.7 acres if the project is constructed. Ballast is considered pervious for this analysis.

At both sites, potential indirect impacts on water quality could occur due to erosion during construction operations. However, any such impacts would be minimized through the implementation of standard best management practices (BMP). In the long term, implementation of the proposed action would result in an increase in impervious surface, which would in turn lead to a corresponding increase in both the volume and peak discharge of stormwater generated on the site.

Specific stormwater management features would be developed as the design process moves forward and incorporated into a stormwater management plan to be reviewed and approved by the Maryland Department of the Environment (MDE). Maryland requires the preparation of such a plan for all projects that disturb more than 5,000 square feet of land. Stormwater management plans must be consistent with the 2000 Maryland Stormwater Design Manual and the Stormwater Management Guidelines for State and Federal Projects issued by MDE in April 2010. Preparation and implementation of an approved stormwater management plan would ensure that long-term stormwater impacts are minimized to the maximum extent practicable.

As with any transportation facility, spills or leaks involving petroleum or chemicals could release pollutants into the environment. Precautions would be followed to avoid spills and leaks and, if they occur, to contain them.

d) Wetlands, Waters of the U.S. and Waters of the State

New Carrollton Yard

No naturally occurring water features, including wetlands or Waters of the U.S. (WOUS), were identified during a field review conducted at New Carrollton Yard in February 2014. Existing water features within the rail yard include stormwater best management practices (BMP), their conveyance systems, as well as structures such as stormwater detention, pocket, and bioretention ponds. See Attachment 1 for additional WOUS information at New Carrollton Yard.

The USACE or the MDE are not anticipated to regulate the water features on the site as jurisdictional under the CWA or the Nontidal Wetlands Protection Act.

Landover Yard

A wetland delineation conducted at the Landover Yard project site in May 2014 identified one small wetland totaling approximately 0.1 acre located along and associated with Beaverdam Creek. Two drainage channels totaling 50 linear feet were also identified during the delineation. The wetland and drainage channels would be impacted by construction of the proposed facilities. See Attachment 1 for additional WOUS

information at Landover Yard.

Indirect impacts on the wetland from construction-related erosion and stormwater runoff would be minimized through the use of BMP as described in Section c) above. Thus, short-term impacts would be negligible. Unavoidable long-term impacts on the wetlands and drainage channels would be mitigated through compliance with the requirements of Sections 401 and 404 of the Clean Water Act. All unavoidable impacts would require filing a Joint Federal/State Application for the Alteration of any Floodplain, Waterway, Tidal or Nontidal Wetlands, to be approved by the Maryland Department of Environment and US Army Corps of Engineers–Baltimore District. Measures to avoid, minimize, and mitigate the expected impacts would be developed as part of the permitting process. Adherence to such mitigation measures would minimize long-term impacts on these resources.

e) Forest and Vegetative Cover

New Carrollton Yard

Two forest stands delineated at the New Carrollton Yard project site in May 2014 qualify as forest under the Maryland Forest Conservation Act. The forest stands total 3.8 acres and are located along the boundary of the rail yard with Garden City drive and along the Amtrak train tracks on the northwestern border of the yard. Construction of the project would impact all 3.8 acres of delineated forest stand within the project site. Impacts would be mitigated through compliance with the requirements of the Maryland Forest Conservation Act. Adherence to mitigation measures would ensure that long-term impacts on forest and vegetative cover are minimized.

Landover Yard

A forest stand delineation conducted at the Landover Yard project site in May 2014 confirmed that the majority of the site is characterized by a mixed hardwood forest. A 5.7-acre forest stand comprised of upland mixed hardwood species and a second 2.4-acre forest stand comprised of bottomland mixed hardwood species were delineated. In total, construction of the proposed facilities would impact all 8.1 acres of delineated forest stand within the project site. Impacts would be minimized through compliance with the requirements of the Maryland Forest Conservation Act. Adherence to mitigation measures would ensure that long-term impacts on forest and vegetative cover are minimized.

f) Cultural Resources

Qualified archaeologists and architectural historians conducted research at the Maryland Historical Trust (MHT) and visited the project sites to identify historic architectural and archaeological resources within the proposed Areas of Potential Effects (APE) for New Carrollton and Landover Yard. The APEs were determined for both architectural and archaeological resources in consultation with MHT. Consultation with MHT regarding the effects of the proposed action on cultural resources has been initiated, and concurrence is pending.

New Carrollton Yard

The proposed action is not anticipated to impact cultural resources at New Carrollton Yard. No eligible architectural resources and no previously identified archaeological sites (prehistoric or historic) exist within the site. Based on research and an evaluation of topographic mapping and geotechnical borings, a low potential for prehistoric archaeological resources exists and does not warrant further field investigation. In the event that artifacts or human remains are inadvertently discovered during construction activities, work would stop immediately and WMATA would follow standard operating procedures to identify and document the materials.

Landover Yard

No eligible historic architectural resource exists at the site based on research and determinations pending review from MHT. The APE for archaeology has been subject to a previous archaeological survey, performed in 1978 for the original construction of WMATA's Metrorail routes in Prince George's County. The previous survey did not identify archaeological resources in the current APE. A complete Phase I archaeological survey archaeological review of the site is pending, based on approval from MHT on the survey methodology.

Conclusion

WMATA has determined that the proposed action, which would be implemented in accordance with the requirements of all applicable permits and mitigation measures, would be consistent to the maximum extent practicable with the federally-approved enforceable policies of the Maryland Coastal Zone Management Program, pursuant to the Coastal Zone Management Act of 1972, as amended, and in accordance with 15 CFR Part 930, Subpart C.

Pursuant to 15 CFR 930.41, the Maryland Department of the Environmental -Wetland & Waterways Program has 60 days from receipt of this letter to concur with, or object to this Federal Consistency Determination, or to request an extension in writing under 15 CFR 930.41 (b). Concurrence will be assumed if no response is received after 60 days from receipt of this letter.

The state's response should be sent to:


██████████, PE, CPG
Manager, Environmental Planning and Compliance
Office of Chief Engineer, Infrastructure
Transit Infrastructure and Engineering Services
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

If you have questions please feel free to contact me at (██████████)

Mr. Elder A. Ghigiarelli
Page 6

Sincerely,



 PE, CPG
Manager, Environmental Planning and Compliance
Washington Metropolitan Area Transit Authority

Enclosures:
Attachment 1: Project Description