



Public Hearing Staff Report Docket R17-01: Proposed Changes to WMATA Facilities at College Park-U of Md Metrorail Station

PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Public Hearing Staff Report on the proposed changes to WMATA facilities at the College Park-U of Md Metrorail Station is available for review and comment from June 8 – June 19, 2017. The document addresses comments on the proposal received at the public hearing held on April 24, 2017, as well as comments received during the public comment period. This comment period on the Public Hearing Staff Report is your opportunity to make sure your comments were accurately characterized in the Staff Report, and send clarification if desired. Comments on the Public Hearing Staff Report will be accepted until 9 a.m. on June 19, 2017. The report is available online at www.wmata.com/plansandprojects and during business hours at the following locations:

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

City Hall
4500 Knox Road
College Park, MD 20740
(During normal business hours)

College Park Community Library
9704 Rhode Island Ave
College Park, MD 20740
colparklib@gmail.com

HOW TO SUBMIT WRITTEN COMMENTS ON THE PUBLIC HEARING REPORT

Written statements and exhibits must be received by 9 a.m. on Monday, June 19, 2017, and may be emailed to WMATAHearingReport@wmata.com, or mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Please reference “COLLEGE PARK” in your submission. All comments received become a part of the public record, is made available to the public and may be posted, without change, to www.wmata.com, including any personal information provided.





Washington Metropolitan Area Transit Authority

PUBLIC HEARING STAFF REPORT

**Docket R17-01: Proposed Changes to Metro Facilities at
College Park-U of Md Metrorail Station**



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Introduction

The Washington Metropolitan Area Transit Authority (“**Metro**” or “**WMATA**”) has selected Gilbane Development Company (the “**Developer**”) to develop Metro-owned property at the College Park-U of Md Metrorail Station. This proposal is in furtherance of Metro’s joint development program and Prince George’s County’s transit-oriented development goals.

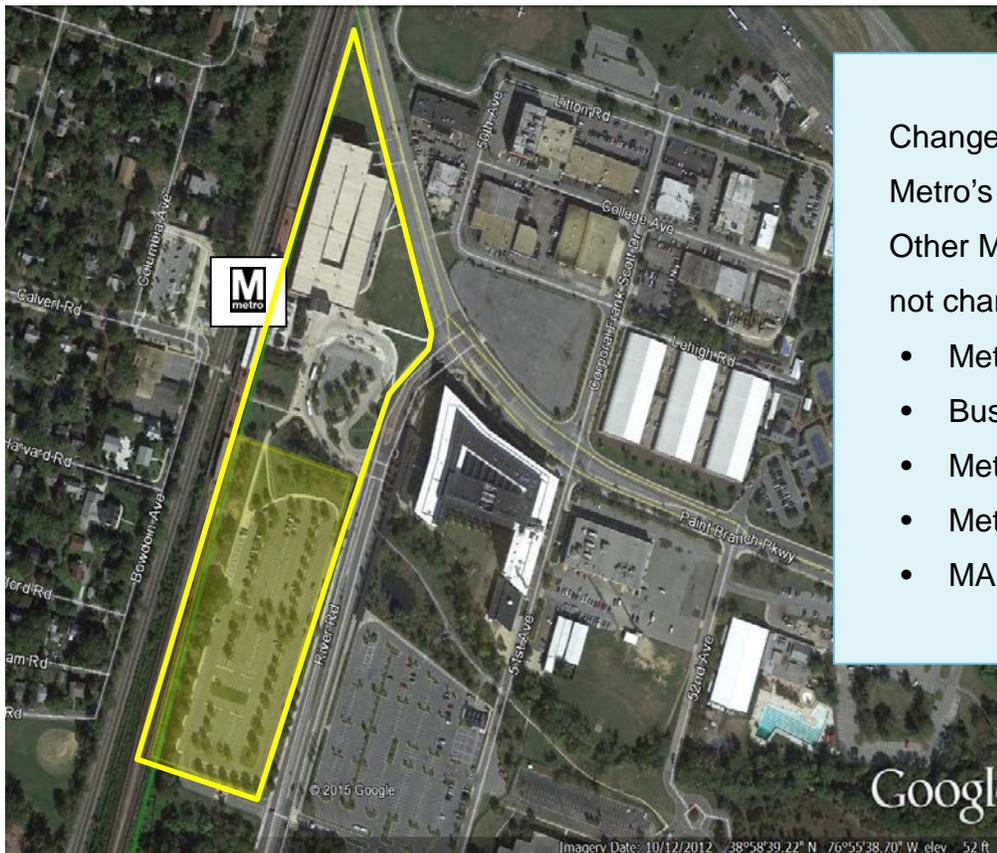
The Developer is proposing a 468,000 square foot mixed-use project on the surface parking lot on the east side of the College Park-U of Md Metrorail Station (the “**Project**”). The vision for College Park to be a transit-oriented activity hub is shared by Prince George’s County. Upon completion, the Project is anticipated to include:

- 430 residential units
- 11,900 square feet of ground-floor retail space
- Enhancements to the Brook Parcel area as an environmental and pedestrian amenity

The Project also preserves right-of-way for the planned Purple Line light rail project to be built and operated by the State of Maryland.



In anticipation of transit-oriented development here, the State of Maryland and Prince George’s County financed the construction of a 1,290-space Park & Ride garage to replace and expand the number of spaces to be lost from the removal of the surface parking lot. The Mass Transit Plan was amended by the Board of Directors on January 16, 2003 to remove the surface parking lot and add the new garage. Metro opened the garage for service in 2005, and the surface parking lot remained in service because construction of the transit-oriented development was not imminent. However, customer notification was provided through the posting of signs at the surface parking lot. Given the passage of time between the last Board approval to amend the Mass Transit Plan and today, the Board determined a new hearing should be held. The public hearing was to again consider amending Metro’s Mass Transit Plan, this time for the removal of the surface parking lot on the east side of the station.



Changes are only to Metro's surface parking lot. Other Metro facilities will not change:

- Metro Station entrance
- Bus loop
- Metro parking garage
- Metro Kiss & Ride
- MARC station entrance



In addition to considering public comment, Metro's Compact requires the Board, in amending its Mass Transit Plan, to consider data with respect to current and prospective conditions in the Transit Zone (which includes Prince George's County, Maryland), including land use, population, economic factors, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; and factors affecting environmental amenities and aesthetics and financial resources. The Mass Transit Plan consists of the transit facilities to be provided by Metro, including stations and parking facilities, and the character, nature design, location and capital and operating costs thereof. To consider the impacts of the proposed action, an environmental evaluation was prepared by Metro and shared with the public in advance of the public hearing. (Appendix F).

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

1. Communications and Outreach to the Public

In order to encourage customers to provide feedback on the proposed amendment to Metro's Mass Transit Plan to remove the surface parking lot, Metro tailored a robust communications and outreach plan that focused on current customers who use the surface parking lot at the College Park-U of Md Metrorail station, residents, surrounding business, and other community stakeholders in the area.

Below is an overview of all communications and outreach efforts that were conducted during the public comment period of Saturday, March 25, 2017 at 9:00 a.m. through Thursday, May 4, 2017, at 5:00 p.m. The effort plan included the following:

- Pop-up events and brochure distribution at the College Park-U of Md Metrorail Station;
- Stakeholder communication;
- Targeted marketing & media; and
- Open House & Public Hearing.

Feedback was collected through the following sources:

- Comment cards in English and Spanish at pop-up events and "car drops;"
- Online comment form in English and Spanish; and
- Verbal public comments during the Public Hearing



Stakeholder Communication

Local stakeholders helped spread the word and encourage feedback from their constituents about the proposed change. Metro staff visited or contacted over 55 local businesses, community-based organizations and property owners near the College Park-U of Md Metrorail Station to notify them about the proposed changes and distributed over 1,050 brochures to share with their constituents, staff and tenants.

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



Targeted Marketing & Media

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

- A legal notice was printed in the Washington Post on Saturday, March 25, 2017 and Saturday, April 1, 2017 notifying the public of the multiple opportunities to provide public comment.
- Advertisements were placed in *Sentinel*, a local paper covering news in the College Park area, as well as two Spanish publications, *El Tiempo Latino* and *Washington Hispanic*.
- A news release was published on Friday, April 7, 2017.
- The webpage wmata.com/plansandprojects was updated and a project page was created. The project page contained the official notice in English and Spanish and other relevant project materials including the site concept plan. The webpage was available in Spanish and linked to the comment form and listed the public hearing information.
- English and Spanish signs were posted at the College Park-U of Md Metrorail station at the station entrances and bus stops.

Nosotros necesitamos sus comentarios en relación al Proyecto de desarrollo conjunto orientado al tránsito de la estación Metrorail de College Park-U of Md.

Metro está considerando construir un desarrollo de uso mixto orientado al tránsito en el lado este de la estación. Necesitamos a nuestro comunidad al tránsito decirnos:

- Dos edificios con ascensores tendrán 430 unidades residenciales y oficinas en la planta baja.
- Mejoras en el área a rodear de apoyo que pertenecen a la estación como capacidad ambiental y plaza peatonal.

¡Díganos qué le parece!

- Complete una encuesta en wmata.com/plansandprojects
- Envíe un correo electrónico y prepare comentarios por escrito a writeintestimony@wmata.com
- Hable con el personal del proyecto en la estación de Metrorail College Park-U of Md los siguientes días: miércoles, 12 de abril de 2017, de 7-9 a.m. y el martes, 18 de abril de 2017 de 4-6 p.m.
- Asista a una reunión informal (open house) a las 6:30 p.m. y sábados públicos a las 10:00 p.m. en College Park City Hall, 4500 Koxford College Park, MD 20740.
- Si este proyecto es aprobado por la Junta Directiva de WMATA, se proyecta que la construcción comience a principios de 2018 con la finalización del nuevo proyecto de desarrollo conjunto para el 2020.

www.wmata.com/development

El desarrollo orientado al tránsito incluye edificios de uso mixto, oficinas, comercio minorista y viviendas. El desarrollo orientado al tránsito incluye edificios de uso mixto, oficinas, comercio minorista y viviendas. El desarrollo orientado al tránsito incluye edificios de uso mixto, oficinas, comercio minorista y viviendas. El desarrollo orientado al tránsito incluye edificios de uso mixto, oficinas, comercio minorista y viviendas.

We need your feedback on the College Park-U of Md Station Eastside Joint Development Project.

Metro is considering construction of a transit-oriented development on the east side of College Park-U of Md Station. We need your feedback on the proposed building and site plan. We need to know what you think about the proposed building and site plan. We need to know what you think about the proposed building and site plan. We need to know what you think about the proposed building and site plan.

Tell us what you think!

- Complete a survey at wmata.com/plansandprojects
- Send an email and prepare comments by email to writeintestimony@wmata.com
- Talk to project staff at the station on Wednesday, April 12, 2017 at College Park City Hall, 4500 Koxford College Park, MD
- Attend a public meeting (open house) on Tuesday, April 18, 2017 at College Park City Hall, 4500 Koxford College Park, MD
- If this project is approved by the Board of Directors of WMATA, construction is projected to start in early 2018 and completion is projected for 2020.

www.wmata.com/development

The transit-oriented development includes buildings for mixed-use, offices, retail, and housing. The transit-oriented development includes buildings for mixed-use, offices, retail, and housing. The transit-oriented development includes buildings for mixed-use, offices, retail, and housing.

El Tiempo Latino & Sentinel Advertisements

- Copies of the English and Spanish flier and the docket were sent to College Park City Hall and the College Park Public Library.



Open House & Public Hearing

Metro hosted an Open House and Public Hearing on Monday, April 24, 2017 at the College Park City Hall, located at 4500 Knox Rd, College Park, MD 20740. This location is approximately 0.3 miles from the station with an accessible walking path.

A few days prior to the hearing, Metro was notified about an elevator outage at the City Hall building. Staff made arrangements to hold the open house and hearing in a more non-traditional format to satisfy ADA requirements – on a Metrobus in the City Hall parking lot.



The open house began at 6:30 p.m. outside the City Hall elevator entrance and provided the opportunity for attendees to speak with staff members about the proposal. The public hearing began at 7:00 p.m. on a standard Metrobus and followed Metro's standard public hearing procedures. Copies of the notice were available in English and Spanish. At the beginning of the public hearing, Metro Board Member Malcom Augustine read a prepared statement outlining the public hearing process and Andrew Scott, Senior Real Estate Advisor in Metro's Office of Real Estate and Parking, presented an overview of the proposal. Approximately 10 people attended the hearing; three people registered to speak and offer their testimony. Staff from Metro, Prince George's County's "TheBus" and the University of Maryland were also in attendance.



2. Public Input Survey Results

A total of 101 customers responded to the open comment period through the online comment card or paper brochure/comment card. One letter on official letterhead was submitted through the online comment card during the comment period and two additional letters were received by the Office of Board Secretary. The majority of the comments provided (51%) generally reported sentiments about the proposed joint development. A major aspect of the joint development, removal of surface parking lot, was commented on by a third of the customers (33%). In sum, 16% of comments concentrated on specific aspects of the development:

- Park & Ride Garage (6%)

- Environmental evaluation (4%)
- Traffic/vehicular flow (2%)
- Pedestrian/bicycle access (2%)
- Some other topic, unspecified (2%)

Nearly half of those commenting wanted to be contacted after the public engagement process.

3. Comments Received for the Record

Comments to be considered for the record as part of this process were received through the survey process, testimony at the public hearing and in writing to the Board Secretary's Office. The public comment period began on Saturday, March 25 at 9:00 a.m. ended at 5:00 p.m. on Thursday, May 4, 2017.

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

Nearly half of those commenting wanted to be contacted after the public engagement process.

4. Comments and Responses to Comments Received

A total of 107 individuals and organizations testified, submitted written comments or responded to the survey. The nature of the comments will be addressed in more detail below, but the vast majority of topics fell into three broad categories – parking, development and bicycle/pedestrian issues. The testimony and comments are being presented in that manner and staff is providing responses to the overall themes and concerns expressed.

4.1 Parking

Adequacy of parking capacity - Seventeen (17) commenters questioned whether there was sufficient capacity in the garage to accommodate the commuters using the surface parking lot, should it be removed. Within this group, there was a range of attitudes about the proposed Project from opposing it outright, to supporting the Project but simply wanting Metro to confirm the adequacy of spaces for commuters. Others suggested building more commuter parking as part of the Project. One was concerned that if the FBI headquarters is relocated to Greenbelt (as is currently under consideration by the U.S. General Services Administration), then displaced commuters who use the parking there would begin using College Park. Three commenters said there was excess parking and that the surface parking lot should be removed for this purpose.



Response: Metro tracks paid transactions at its parking facilities. For the past three years, the paid utilization for the College Park-U of Md Metrorail Station has averaged 56% (FY14-16) of capacity, or an average of 1,019 transactions per day. The station has a total capacity of 1,820 spaces (1,290 in the garage and 530 in the surface lot). With the removal of the surface parking lot, there will be 1,290 spaces remaining. That is sufficient parking to accommodate the average of 1,019 parkers. Moreover, if the garage reaches capacity in the future, Metro can explore steps to discourage non-Metro riders from using the lot, such as imposing a non-rider parking fee, which has been implemented at other stations. The number of non-riders using the parking facilities at the College Park-U of Md Metrorail Station has not been quantified, but two commenters noted that University of Maryland students use the Metro parking; the station is connected by shuttle to the campus.

Also, no reduction of parking is contemplated at the Greenbelt Metro Station. If that station is redeveloped, there are plans to replace the surface parking lot with a garage.

Future parking demand - Three (3) commenters suggested Metro consider accommodating potential future growth in parking demand, by either not removing the surface lot or by building more replacement parking.

Response: There is an emphasis both by Metro and Prince George's County on expanding transit access and growing ridership through transit-oriented development (TOD). TOD is a pattern of real estate development that concentrates mixed-use development in walking distance to transit. This is a policy goal of Metro's Joint Development Program. Additionally, Metro's Strategic Plan calls for increasing the percentage of non-automobile access to the Metrorail system, by walking, bicycle and bus. TOD is one such strategy to achieve that.

Prince George's County has emphasized TOD at its Metrorail Stations, both in its land use plans and through its economic development policies. In 2003, Prince George's County and the State of Maryland financed the construction of the existing garage at the College Park-U of Md Metrorail Station, both to replace the surface lot for TOD, as well as expand parking capacity. While TOD had been delayed and there has been increased usage since the opening of the garage, sufficient capacity remains in the garage to accommodate all the parkers. Parking expansions at Metro Stations are funded by the local jurisdictions, and Prince George's County is not seeking further parking expansions for College Park. Both the County Council Member representing this area and a representative of the County Executive submitted testimony in support of the current plan of removing the surface lot for TOD.



Preference for surface parking - Twenty (20) commenters expressed a preference for using surface parking rather than parking in a garage. Some expressed concerns about safety. Others indicated it was simply more convenient to park in the surface parking lot instead of having to drive up multiple levels. Five of those commenters also noted concerns with traffic flow in the garage and the size of spaces.

Response: Staff acknowledges there is often a consumer preference for surface parking, particularly in suburban settings where customers are not accustomed to using garages on a regular basis. As communities urbanize, structured parking becomes more prevalent. Metro operates 26 parking structures in the Washington region. Of the 59,267 commuter spaces Metro owns in the region, 65% (38,951 spaces) are in garage structures. In many cases, these garages were constructed in suburban areas to accommodate joint development or parking expansion, and continued to attract demand.

It should also be noted that when the garage was built at College Park, a sign was installed near the parking lot, alerting customers that the surface lot would be removed in the future for development.

Concerning the comments on traffic flow in the garage, staff will continue to monitor operations and determine if any modifications are needed. The size of the spaces meet Metro's design criteria, which are the same size as surface lot spaces. Regarding perceptions of safety, the Metro Transit Police Department monitors Metro garages daily.

4.2 Development

There were several categories of comment on the proposed development, though the subject of the public hearing was an amendment of Metro's Mass Transit Plan, which in this case was on the proposed removal of the surface lot for joint development. The public hearing was not about the development plans themselves or broader growth issues.

Support for development - The most common comment made overall was support for removing the surface parking lot for development of TOD. Thirty-one (31) commenters expressed support for plans to replace the parking lot with TOD. Comments included wanting to see the County benefit from development for economic and/or environmental goals. Others indicated support for seeing retail/restaurant space as an amenity to transit riders. One indicated that more activity on the site will increase the feeling of safety. Several said such development was long overdue.

Response: A goal of Metro's Joint Development program is to achieve TOD, for many of the purposes stated.



Comments on the development Project - Three who submitted comments addressed questions or concerns about the specific elements of the development in a neutral way, raising questions about construction impacts, building heights, density, impacts to stormwater management, etc.

Response: As stated previously, the development Project itself was not a subject of this public hearing. However, staff notes that Metro requires developers to build projects that are consistent with the local jurisdiction's goals and plans. Should the Project move forward, the community will be able to review and comment on development plans through the local government planning process. The county will require the submission of stormwater management plans from the developer.

Opposition/concern about development – Thirteen (13) who provided comments expressed either opposition to more development or other particular concerns. Some included general concerns about growth in the area. Others had particular concerns with traffic impacts or questioned the need for additional development because of other residential development already occurring in the area. Four expressed concern about impacts to wildlife habitat, wooded areas and green space.

Response: Local governments manage growth through zoning and the planning process. Metro requires its developers to follow those plans and approval processes. That would include following local permitting and approval processes related to the adequacy of public facilities. For instance, should this Project move forward, the developer will be required to follow the zoning restrictions of Prince George's County. The developer will also be required to submit a Traffic Impact Study to Prince George's County, which may identify improvements to be required of the developer. Regarding impacts to wildlife and trees, the development site only includes the surface parking lot area, not the adjacent wooded area (which is not owned by Metro or included in the joint development project); the developer will be responsible for submitting any required tree conservation plans to Prince George's County as part of the site planning process. The Brooke Parcel will be maintained as open space. One opponent questioned how Metro could "afford" the project; the developer will be responsible for financing the project and will pay Metro a ground lease.

4.3 Bike and pedestrian access

Four commenters urged Metro to consider bicycle and pedestrian access when implementing this Project. One urged that the Project maintain current sidewalk widths. Another suggested a bike sharing station be provided.

Response: Metro will emphasize bicycle and pedestrian access in the Project, as this is a goal of the Joint Development program. Metro will



review development plans to maintain current access and seek improvements. One commenter's concerns about the pedestrian crossing of River Road will be conveyed to county government staff, as the road is currently maintained by the county. Regarding bike sharing, Metro is working with the City of College Park to explore the location of a bike sharing facility on the east side of the Metro Station.

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

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

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

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

7. Other Information for the Public Record

No other information has been provided.

8. Staff Recommendation

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

- Closure and removal of the surface parking lot to accommodate joint development at College Park-U of Md Metrorail Station



APPENDIX A
NOTICE OF PUBLIC HEARING



Notice of Public Hearing

Washington Metropolitan Area Transit Authority

Docket R17-01: Proposed Changes to WMATA Facilities at College Park-U of Md Metro Station

Purpose

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

Hearing No. 614
Monday, April 24, 2017
College Park City Hall
4500 Knox Rd
College Park, MD
Free shuttle information provided on
www.wmata.com/plansandprojects

Open House at 6:30 p.m. – Public Hearing at 7 p.m.

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

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

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

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



PURPOSE OF THE PUBLIC HEARING – Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) to propose amending its Mass Transit Plan by the proposed redevelopment of the approximately 5-acre surface commuter Park & Ride lot at the College Park-U of Md Metrorail station (Station).

A residential and retail joint development project proposed at this site requires the removal of the surface Park & Ride lot. In anticipation of joint development, the State of Maryland and Prince George's County financed construction of a 1,290-space garage to replace and expand the number of spaces to be lost at the surface Park & Ride lot. The Mass Transit Plan was amended by the WMATA Board of Directors on January 16, 2003 to remove the lot and add the new garage. The garage opened for service in 2005, while the lot was not removed from service.

Given the passage of time since the Board approved the amendment of the Mass Transit Plan to remove the surface parking lot in 2003, the Board determined a new hearing should be held. This hearing is being held to consider an amendment to the Mass Transit Plan for the removal of the surface Park & Ride lot.

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

INFORMATION AVAILABLE TO THE PUBLIC – The docket contains a narrative with the following exhibits: 1) a view of the property showing existing conditions; 2) an illustration showing the surface Park & Ride lot to be removed and the location of the parking garage to serve displaced customers from the lot; 3) a conceptual development plan and 4) the College Park Development Environmental Evaluation dated March 2017. The docket is available online at www.wmata.com/plansandprojects. In addition, the docket is available for inspection at the following locations:

City Hall
4500 Knox Road
College Park, MD 20740
(During normal business hours)

College Park Community Library
9704 Rhode Island Ave
College Park, MD 20740
colparklib@gmail.com

WMATA's Headquarters
600 Fifth Street, NW
Washington, DC 20001
202-962-2511
(During normal business hours, please call in advance to coordinate)

The work and changes to the College Park-U of Md station depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to the proposed amendment to the mass transit plan as it relates to the Station will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing their name and organizational affiliation, if any, via email to speak@wmata.com. The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001, or can be made by calling 202-962-2511. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided. Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING – Testimony may be submitted via a comment form on the proposal, found at wmata.com/plansandprojects. The comment form will open by 9 a.m. on Saturday, March 25, 2017 and will close on Thursday, May 4, 2017 at 5 p.m. It will provide the opportunity to submit freeform comments and provide attachments. This option is in addition to your ability to speak at the public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 5 p.m. on Thursday, May 4, 2017 to be included in the public record. The comments, along with mailed written statements and public hearing comments, will be presented to the Board and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.



Washington Metropolitan Area Transit Authority

Exhibit B

Compact Public Hearing Docket R17-01 College Park-U of Md Metro Station

April 24, 2017

College Park City Hall, College Park, Maryland



Agenda

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

www.wmata.com/plansandprojects



Purpose of Public Hearing

To gather public comments on removal of the surface parking lot at the College Park-U of Md Metro Station



Background: Metro's Joint Development Program

Transit-Oriented Development Goals & Principles

Reduce automobile dependency

Increase pedestrian and bicycle transit trips

Encourage mixed-use development around Metro stations

Enhance surrounding area connections to Metro stations

Foster safe station areas

Provide opportunities to obtain goods and services near transit stations

Offer active public spaces

Promote and enhance ridership

Encourage revitalization and growth in communities that Metro serves



Examples of Joint Development Projects

Completed projects:

- Rhode Island Row
- Bethesda Metro Center
- Metropolitan Shops at Prince George's Plaza Metro Station

Projects in progress:

- Capitol Heights Metro Station
- New Carrollton Metro Station
- Brookland Metro Station
- Grosvenor-Strathmore Metro Station
- White Flint Metro Station



Existing Site Conditions



1,290-space parking garage constructed in 2005 to:

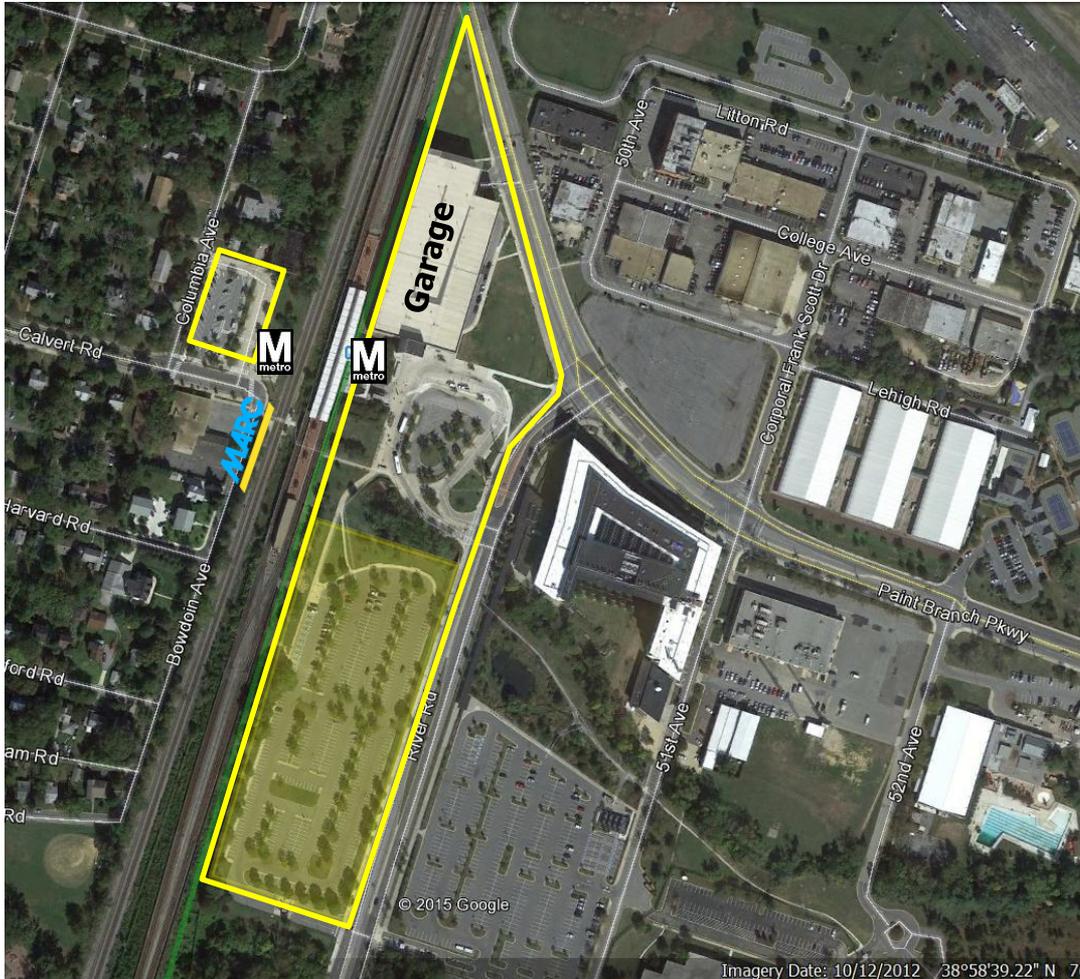
- ✓ Replace existing surface lot
- ✓ Add 700 new parking spaces



Metro parking garage at College Park-U of Md



Proposed Changes to Metro Facilities



Changes are only to Metro's surface parking lot. Other Metro facilities will **not** change:

- Metro Station entrance
- Bus loop
- Metro garage
- Metro Kiss & Ride
- MARC station entrance



Parking Impact of Removing Surface Lot

Current conditions		Proposed removal of lot	
<i>Capacity</i>		<i>Capacity</i>	
Garage spaces	1,290	Garage spaces	1,290
Surface lot spaces	530	Surface lot spaces	0
Total spaces	1,820	Total spaces	1,290
<i>Utilization</i>		<i>Utilization (projected)</i>	
Daily parkers*	1,019	Daily parkers*	1,019
Available spaces	801	Available spaces	271

* Based on three-year average paid utilization of 56% (FY14-16)

Joint Development Site Plan

- ✓ On the location of the existing surface parking lot
- ✓ Mixed-use residential and retail
- ✓ “Brook parcel” pedestrian area





Joint Development Rendering

- ✓ 430 residential units; 11,900 SF of retail
- ✓ Preserves right-of-way for future Purple Line





Cost-Benefit Analysis

Eliminating the surface parking lot is expected to generate revenue for Metro:

- The garage has adequate capacity to absorb all parkers displaced from the surface lot
- Development is expected to generate new ridership
- Metro will receive revenue from the ground lease



Benefits to Community and County

- New tax revenue generated by property tax and residents
- Enhancement of College Park-U of Md Metro Station and surrounding communities
- 11,900 square feet of neighborhood-serving retail
- Quality public green space
- Adequate Metro parking available in parking garage



Recap of Purpose of Public Hearing

To gather public comments on removal of the surface parking lot at the College Park-U of Md Metro Station



Feedback: Tell us what you think!

Tell us what you think!

- **Submit a comment online at www.wmata.com/plansandprojects**
 - Comment form is anonymous
 - Can submit form *in addition to* submitting oral and written comments.

Comments can be submitted until 5:00 PM on Thursday, May 4, 2017.
- **Mail your comments to:**

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

Written comments must be received by 5:00 PM on Thursday, May 4, 2017.



Metro Staff Report and Board Approval

- Metro staff prepares a report of this hearing
- Staff report is released for public comment on www.wmata.com (*estimated June 2017*)
- Any additional public comments are incorporated into a supplemental staff report
- Staff report is submitted to Metro's Board of Directors for approval (*expected July 2017*)
- If Metro's Board of Directors approves, the project can move forward to closing (*expected Spring/Summer 2018*)



Where to Find More Materials

- www.wmata.com/plansandprojects
- **College Park City Hall**
4500 Knox Road, College Park
- **College Park Community Library**
9704 Rhode Island Avenue, College Park
- **Washington Metropolitan Area Transit Authority**
600 Fifth Street NW
Washington, DC 20001
(202) 962-2511 (please call in advance to coordinate)



It's Your Turn – Thank You

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

Washington Metropolitan Area Transit Authority

1 WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

2

3

4 PROPOSED CHANGES TO WMATA FACILITIES

5 AT COLLEGE PARK UNIVERSITY OF MARYLAND

6 DOCKET R17-01

7

8

9 Bus in College Park City Hall Parking Lot

10 4500 Knox Road

11 College Park, Maryland 20740

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19 Reported by: Dylan Hinds, RPR/CSR

20 Capital Reporting Company

21

22

1 A P P E A R A N C E

2

3 For the Agency:

4 MALCOLM AUGUSTINE

5 ANDY SCOTT

6 DANISE PENA

7 WMATA

8 4500 Knox Road

9 College Park, MD 20740

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C O N T E N T S

<u>SPEAKER</u>	<u>PAGE</u>
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Mr. Scott	7
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Mr. Ryerson	17
Ms. Chotiner	18

1 P R O C E E D I N G S

2 MR. AUGUSTINE: Directors to gather public
3 comments on proposed changes to WMATA facilities at the
4 College Park University of Maryland Metro Station.
5 Notice of this hearing was made by publication in the
6 Washington Post and ads were also placed in the
7 Washington Hispanic El Tiempo Latino and the Prince
8 George's Sentinel. It was posted at the College Park
9 Station, both within the station and on bus bays.
10 Flyers were placed on cars in the surface lot and at
11 the garage and it was posted at WMATA.com.

12 Briefly I will cover the procedures that we
13 will follow during the hearing. First we will hear a
14 staff presentation on the proposal. Second we will
15 hear from those persons who registered in advance to
16 speak at this public hearing. Public officials will be
17 heard first and be allowed five minutes. Then those
18 who registered in advance will be heard in order of
19 registration and allowed three minutes each. Third we
20 will hear from anyone present who indicates a desire to
21 be heard and will be allowed three minutes each. Extra
22 time will be given for translation if needed. Please

1 See Ms. Pena, she's right there, whose hand is raised,
2 if you wish to speak tonight in Spanish.

3 If you have copies of your testimony to
4 distribute please hand them to the Board Corporate
5 Secretary right here whose hand is raised. Please come
6 up to the front to give your testimony so we can
7 capture it for the record. We may bring a digital
8 recorder up to you as you are speaking to make sure we
9 capture your comments as best we can. I'm not sure, do
10 we have a timer? Or we don't, right? Oh, we do. Our
11 timer is Ms. Ellison is our timer. And she will, you
12 know, provide some indication as the time is elapsed.
13 Okay.

14 I want to take a moment to recognize that this
15 is where we listen to you. And again, I appreciate you
16 coming out in these conditions to do so. These three
17 minutes are your opportunity to comment on the
18 proposals and we are here to listen to you. We will
19 not be able to answer questions during your testimony.
20 If you have questions there are staff here who are
21 happy to help you, both from WMATA and Prince George's
22 County.

1 Before you begin your remarks please state
2 your name and the organization you represent, if any.
3 Please note that all statements, including any personal
4 information, such as name, email address, address or
5 telephone number you provide in a statement are
6 releasable to the public upon request and may be posted
7 on WMATA's website without change, including any
8 personal information provided. Further testimony may
9 be submitted and must be received by 5:00 p.m. on
10 Thursday, May 4th. This testimony can be submitted via
11 an online comment form that can be found at
12 WMATA.com/plansandprojects, and that's all one word,
13 one link. It can also be mailed to the Office of the
14 Secretary at WMATA, 600 5th Street, NW, Washington, DC
15 20001. These methods are in addition to your
16 opportunity to speak tonight. If you have any
17 questions about the different ways to provide testimony
18 please see Ms. Pena.

19 Your comments will become a part of the public
20 record that will be reviewed by the Metro Board of
21 Directors for their approval. Changes to the options
22 presented here tonight may be proposed in response to

1 testimony received and subsequent staff analysis.

2 Please note that profanity will not be tolerated during
3 this public meeting. If you have not already done so,
4 please silence all mobile devices. And now call on MR.
5 Scott for the staff presentation.

6 MR. SCOTT: Great. Thank you, Mr. Augustine.
7 And thank you everyone for coming out tonight. And we
8 appreciate your patience while we work through this. I
9 do have a presentation. It's a Power Point
10 presentation that we are going to make. We do have
11 hard copies of it up front here. If anyone needs it
12 please --

13 MR. AUGUSTINE: Did everybody get one?

14 MR. SCOTT: -- raise your hand?

15 MR. AUGUSTINE: No, you did not?

16 UNIDENTIFIED SPEAKER: No.

17 MR. AUGUSTINE: Okay.

18 (Handing out presentation.)

19 MR. SCOTT: Great. Is everyone set? Okay.

20 So I'll get started and I'll just describe which slide
21 I'm looking at so you can follow along if you'd like.

22 The first slide is really describes the agenda of my

1 presentation tonight. I'm going to just walk a little
2 bit through the purpose of this public hearing, our
3 proposed projects, the program, the joint development
4 program, as well as next steps.

5 So the slide after that has the headings of
6 purpose of the public hearing starting there. This
7 hearing is really about the transit facilities. Metro
8 holds these public hearing when we're changing our
9 transit facilities, the actual physical improvements.
10 In this case the hearing is specifically about removal
11 of the surface parking lot. So that is the only item
12 that the hearing is about. You're free to say other
13 things that are on your mind. People often do during
14 these hearings. But those comments, like I'm concerned
15 about fares or service, it's not going to be considered
16 by the Board as part of this action, but we will pass
17 it onto the right folks.

18 The next slide has the heading is Background
19 Metro's Joint Development Program. So what's proposed
20 here is we are removing the surface parking lot for
21 what we call joint development. That's a federal
22 transit program where you take federal public agency

1 land around stations and partner with private sector
2 developers to build what they call transit oriented
3 development. Everyone is probably familiar with that
4 in the Washington area. It's housing, retail, office
5 in walking distance to transit.

6 And this slide lays out the goals that Metro
7 has as part of joint development. And really they're
8 primarily focused on ridership and creating a better
9 station experience and livening our stations and
10 bringing more people to the station who are going to be
11 living there and riding transit.

12 The next slide is examples of joint
13 development projects. This is not something that's new
14 to Metro. We've actually been doing it since our very
15 beginning. Our first project dates back to the mid-70s
16 when we started rail service on the Red Line. And
17 we've been doing it throughout our history. Here just
18 lists some recent projects complete. Once in Prince
19 George's County, Prince George's Plaza. You might not
20 even be aware that the residential and retail around
21 there some of that is on Metro property and considered
22 joint development.

1 We also have a number of projects in the
2 pipeline. New Carrollton is one. And we recently had
3 a similar public hearing to this about that project and
4 hope to break ground on that actually this year. And
5 then Capital Heights is another sort of local example
6 that's moving through the pipeline.

7 The next slide existing conditions. Actually,
8 if you bear with me. Since I have these boards I'll
9 hold this up. The station itself is right here. The
10 Green Line goes north/south. Here is Campus Drive.
11 The existing conditions, the surface parking lot is
12 referencing closest to the station. We have an
13 existing bus loop. Here's the entrance to the station
14 and the existing parking garage. The garage was built
15 back in 2005. It's a 1290-space garage. It was
16 actually built for this purpose, to replace the surface
17 lot so that we can take that away and build joint
18 development, as well as to expand parking.

19 Okay, let me just see. Thank you. So the
20 proposed changes that are subject to this hearing,
21 again, just removing that surface lot that's shaded in
22 red on this board. We are not affecting any of the

1 other transit facilities. The bus loop, the garage,
2 all that remains unimpacted by this project.

3 We have analyzed the impact of this. That's
4 in a slide titled Parking Impact of Removing Surface
5 Lot. We've looked at the capacity and the demand. And
6 just roughly there are about 1,000 parkers there per
7 day and we have 1800 spaces. So we have plenty of
8 parking. After you remove the surface lot you'll still
9 have excess parking. So have analyzed that and
10 determine that we do have capacity to accommodate the
11 projects.

12 The developer that we have selected is Gilbane
13 Development. And they have proposed this site plan.
14 It calls for residential and retail uses on the lot.
15 They are also proposing to sort of enliven an area
16 between the parking lot and the bus bays. There's a
17 small stream there that runs through the property. And
18 they're proposing to environmentally restore that area,
19 as well as create some pedestrian amenities to really
20 make it sort of an open space pedestrian amenity.

21 There's another slide that you have. We don't
22 need this board. That shows a rendering of the

1 project, it's labeled Joint Development Rendering.
2 There you can see what the proposed project is supposed
3 to look like. It also notes that we have 430
4 residential units.

5 (Someone walks in.)

6 MR. SCOTT: Please, yes, please join us. As
7 well as 11,900 square feet of retail. Yeah, we were
8 actually in the midst of a hearing. We also, you'll
9 see on that slide there is an area that's set aside for
10 the Purple Line right-of-way. That's not a subject of
11 this hearing, but we are accommodating future Purple
12 Line.

13 The slide after that has the Cost Benefit
14 Analysis. That's just to note the fact that Metro when
15 we do these projects and we're looking at changing
16 parking paths we want to make sure we're analyzing the
17 cost benefits. Here is positive we have adequate
18 capacity to accommodate all the parkers. We're going
19 to generate new ridership through the residential
20 that's constructed there. And we're also going to get
21 payments from the developer for ground leasing the
22 property. So the overall cost benefit analysis is

1 positive to Metro.

2 The slide after that just references the
3 benefits to the County and the community. That's
4 another reason we do these is for the benefit of our
5 jurisdictional partners, prince George's County and the
6 City of College Park. This will create more tax
7 revenue for those jurisdictions, as well community
8 enhancements.

9 And the next slide is just a recap of the
10 purpose of the hearing. So with all that background,
11 again, I just want to bring you back to the fact that
12 the hearing itself is about the removal of the surface
13 lot. Not the development itself, which is going to go
14 through the County's approval process. It's not about
15 the Purple Line. It's not subject to this. It's
16 strictly the removal of the surface lot.

17 The next slide has feedback, tell us what you
18 think. This I just want to point out we are about to
19 start the hearing process. But if you don't want to
20 speak tonight you still have opportunities to submit
21 written testimony if you think of other things you want
22 to say or just want to wait for a different forum than

1 this bus. You're free to go to our website,
2 WMATA.com/plansandprojects, is really the portal to
3 this project on our website. It's got ways to submit
4 information, as well as background information on the
5 project. You can also mail your testimony into the
6 Board Secretary's office. That address is included on
7 this form as well.

8 The next slide says Metro Staff Report and
9 Board Approval. It's just really laying out the next
10 steps. So after I complete my presentation we'll take
11 the testimony. WMATA staff is going to write a report
12 based on all the testimony that we hear tonight. That
13 report is going to be published for the public to see
14 before we finalize it and share it with the Board of
15 Directors. Then we present the staff report to the
16 Board of Directors. At this point it's scheduled for
17 July. And should the Board vote to move forward with
18 this action the current schedule for the project calls
19 for the developer to break ground about a year from
20 now. Based on sort of local zoning processes and the
21 market, but that's the current schedule.

22 The second to last slide, Where to Find More

1 Materials. So we did do an environment evaluation
2 before this hearing, which is available on our website
3 WMATA.com/plansandprojects. We will also publish the
4 staff report there. If you want to access hard copies
5 to any of this information it will be available in the
6 City Hall, the College Park Community Library and the
7 WMATA headquarters. It's also available if you call in
8 advance we can make arrangements. So that is our power
9 point. Let me turn it back to our board member who's
10 going to chair the hearing.

11 MR. AUGUSTINE: Thank you, Mr. Scott. Now
12 it's time to call the first witness. Before I do that
13 are there any municipal leaders here tonight? No.
14 Okay. Former Council Member Olsen, did you want to say
15 something?

16 MR. OLSEN: I'm okay.

17 MR. AUGUSTINE: Are you sure?

18 MR. OLSEN: Yeah, thank you. Thank you.

19 MR. AUGUSTINE: All right. It's a pleasure to
20 see you tonight. Okay. So our first witness tonight
21 is Mr. Ed --

22 MR. MAGINNIS: Maginnis.

1 MR. AUGUSTINE: -- Maginnis. I'm sorry.

2 MR. MAGINNIS: It's okay, I was here to help.

3 MR. AUGUSTINE: Mr. Maginnis.

4 MR. MAGINNIS: Can I stay back here, is that
5 fine? Can everybody hear me? Are you recording it?

6 MR. AUGUSTINE: We're recording.

7 MR. MAGINNIS: That's the recording, that's
8 what I thought.

9 MR. AUGUSTINE: Yeah.

10 MR. MAGINNIS: I just seems so formal for such
11 a small forum.

12 MR. AUGUSTINE: I know. I know.

13 MR. MAGINNIS: Mr. Augustine, good evening.
14 Again, Ed Maginnis. I'm here from the University of
15 Maryland College Park. I've submitted just a short
16 written statement and I'm just going to be very brief
17 in just saying that the University of Maryland just
18 strongly supports this project. We're pleased to see
19 the robust competition for this site. We're pleased to
20 see the marketplace responding. We're very pleased to
21 see Gilbane being selected. Nice to have a quality
22 developer here in College Park. And all this -- this

1 project fits in with some other projects the University
2 is working on in our Greater College Park Initiative.
3 The housing that it provides is just part of the
4 overall mix of bringing just a vibrancy, providing
5 faculty, opportunities for faculty and staff housing.
6 And just at the end just wholehearted support from the
7 University. Thank you.

8 MR. AUGUSTINE: Thank you, sir. Our next
9 witness will be Mr. Joel Ryerson. Mr. Ryerson.

10 MR. RYERSON: Can I talk in here?

11 MR. AUGUSTINE: That's it. Yeah, that's it.

12 MR. RYERSON: Okay. Good evening, panel.

13 MR. AUGUSTINE: Good evening.

14 MR. RYERSON: I am Joel Ryerson. I live at
15 8611 Lavern Drive in Delphi, Maryland 20783.

16 (Inaudible) individual tonight. I'm with a group
17 called (inaudible). And I'm for the project right now.
18 But they might change (inaudible) in place. So maybe
19 that would be good or maybe it will be bad. So
20 hopefully it will be a good thing.

21 I talked to the people outside about the
22 project and said they're not going to (inaudible) on

1 the buses of the train station (inaudible). So thank
2 you very much again for having me. And you have a good
3 evening.

4 MR. AUGUSTINE: Thank you, Mr. Ryerson. Next
5 will be Ms. Barbara --

6 MS. CHOTINER: Chotiner.

7 MR. AUGUSTINE: -- Chotiner.

8 MS. CHOTINER: Yes, sir.

9 MR. AUGUSTINE: Thank you, Ms. Chotiner. If
10 you would prefer to sit, ma'am, it's --

11 MS. CHOTINER: It's fine.

12 MR. AUGUSTINE: Okay.

13 MS. CHOTINER: Thank you.

14 MR. AUGUSTINE: Just talk into it.

15 MS. CHOTINER: Okay.

16 MR. AUGUSTINE: Yeah.

17 MS. CHOTINER: I just wanted to say that I
18 think the development would be very nice. But even
19 with the research on the parking, as someone who's used
20 Metro since its inception, I wonder if perhaps there
21 ought to be a little more sanguine about your long term
22 ridership. And if it would perhaps be possible to

1 build into the final plan some additional overflow
2 parking. So that people could come late at rush hour
3 who go in the middle of the day for handicap and who
4 have small children can bank on using this station,
5 which is compact, convenient and well managed. Thank
6 you.

7 MR. AUGUSTINE: Thank you, ma'am. Okay.
8 Those were the three people here this evening who would
9 like to share their thoughts about the proposal of the
10 removal of the parking? No, there are not. Okay. If
11 there is not anyone here, else here who wishes to speak
12 then we will conclude and close the hearing. What I
13 will say again is that I appreciate everyone's
14 accommodation of us here in this bus. Understanding
15 that there was an issue with the elevator in the City
16 Hall, which prevented us from, you know, from an ADA
17 standpoint prevented us from being upstairs in the
18 Council chamber, which is why we're here. So we
19 definitely appreciate your accommodating us on that.

20 As Mr. Scott shared earlier there are a
21 variety of ways for you to provide your testimony, like
22 he said. And thank you so much for coming tonight and

1 I appreciate it. Thank you.

2 MS. CHOTINER: Thank you.

3 (At 7:22 p.m., the meeting was adjourned.)

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CERTIFICATE OF NOTARY PUBLIC

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



DYLAN HINDS

Notary Public in and for the
State of Maryland

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CERTIFICATE OF TRANSCRIBER

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

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

04/27/2017



DATE

WENDY SARDINA

Exhibit D

College Park-U of Md Metro Station Compact Public Hearing survey results

Category	Other Topic	Comment
Park and Ride Garage		The current garage does not have the capacity to absorb cars from the park and ride lot. There is currently room only on the roof and top floor during the work day. Cars from the surface lot will more than fill available spaces. Another garage should be built before or simultaneous with the apartments.
Park and Ride Garage		I really depend heavily on metro parking. It enables my traveling to and from school and to do other tasks.
Park and Ride Garage		I'm concerned that there won't be sufficient capacity in the garage to handle shutdown of surface lot. Developer should provide or add parking to mitigate impact.
Park and Ride Garage		The design off the parking is awful. Incoming , outgoing and kiss & ride traffic all bottleneck at the same point at the traffic light. The garage should be redesigned to allow traffic going eastbound on Campus drive to turn without a light...
Park and Ride Garage		the garage at college park metro is too low for my vehicle to park there. small businesses like mine need 7 ft 3' or more of clearance to accommodate standard trucks with ladder racks.
		surface lots are very important for those of us who work in trades like historic restoration, entertainment, the arts, plastering, masonry, roofing, electricians and every offshoot of construction and contracting that exists. please ensure folks like us have parking at metro stations so we can use metro when we can.
Park and Ride Garage		I am not in favor of this project. The area is not conducive to density as proposed. There are many empty residential housing units in and around Metro.
Removal of Park & Ride surface lot		This is a terrible idea. You would be doing away with hundreds of parking spaces and I see no plan to replace them. I realize this would make wmata a lot of money, but the cost would be to the public it is supposed to serve. I am firmly against this plan unless there is a plan to ensure the same number of parking spaces for those that use the parking at College Park.
Removal of Park & Ride surface lot		I am concerned that the elimination of the surface parking lot will, in fact, adversely affect the availability of spaces in the garage. While I know that the garage is not currently full on week days, it probably would be if the surface parking lot were eliminated--with no spaces perhaps before or by the end of the morning rush hour. When Metro ridership was higher, I frequently found myself parking on the sixth floor and sometimes at Greenbelt--and this with the surface parking lot full and available. As a disabled person, I have been very dependent on the availability of parking in the garage. Moreover, if I cannot get a handicapped parking space (for example, if the sixth floor is closed), the distances in the garage are manageable. The station area is compact enough that even if I come back at nine thirty or ten at night, I feel safe in the well lit garage. Metro should, I think, be sure that there is enough parking at non-rush hours to accommodate passengers with appointments and non-traditional work or academic schedules. In addition, I think that there should be preserved an understanding that many passengers have a variety of reasons to need to drive, including age and disability, bringing along small children, or nontraditional schedules. I have parked at Greenbelt on occasion, but using that lot is much more difficult for me. Metro should consider whether it might not get more riders if it kept more parking available. Furthermore, I fail to understand why Metro riders should find their options reduced to facilitate a development for the University of Maryland.
Removal of Park & Ride surface lot		Redevelopment at the College Park station is long overdue. Wmata has been slow to develop properties in Prince George's County. I'm glad to see its finally happening. Let's cut the red tape and get it done.
Removal of Park & Ride surface lot		You should definitely get rid of the lot and build something that brings in more money and people. Something akin to Crystal City could be really nice. I'd live there.

Removal of Park & Ride surface lot

As a long time Metro Access and Metro customer, I do not support the removal of the park and ride lot because I know that the park and ride lot is inside the parking garage and if you take away the park and ride lot then you will have to take away the parking garage and that means that no one could park at Metro anytime to take the train. This would not only lead to a loss in funds for Metro from not having the parking garage but also not as many customers for the College Park Station which would lead to not as many customers for Metro and I know that Metro is having financial difficulties right now. I use the train and bus all the time myself because I don't have my license but I have seen how full the parking garage is from when people have dropped me off or picked me up at the park and ride lot of College Park Station. If you get rid of that then that would not be possible anymore. A lot of people who use College Park Station are University of Maryland College Park students who drive. There is already a hotel under construction on Route 1. If you were to take away the parking garage and build the apartments that you are talking about you would have a lot of competition in the College Park area to compete against. Plus I don't think that people would want to be that close to the trains coming into the station especially if they are early risers for work and go to bed early. In addition, there is already a lot of crime in the College Park area, and I believe that building the complex will just bring more crime into the area that Metro will have to deal with since it is on Metro's property and more work for MTPD when they already have plenty with just keeping the system safe and they do a good job at it.

Removal of Park & Ride surface lot

WHAT IS THE DEFINITION OF MULTIFAMILY DEVELOPMENT SINGLE FAMILY HOMES ,TOWNHOMES, CONDO , APARTMENT(S) .MY RESPOND FOR THE LOCATION SINGLE FAMILY HOUSING WITH ACCESS TO METRO!!!. THANK YOU.

Removal of Park & Ride surface lot

We don't have enough parking at the station! I have to get up very early to find parking at garage... I rather park at surface lot!!!

Removal of Park & Ride surface lot

It's nicer to park at the flat lot! We have too many new developments in the area already. Having a building with retail and apartments will create more traffic and congestion to regular commuters. I HOPE IT DOESN'T HAPPEN!!!

Removal of Park & Ride surface lot

Es mas facil estacionarse en el lado este de la estacion. En el garaje tienes que dar muchas vueltas para encontrar estacionamiento.

Removal of Park & Ride surface lot

In my case I have a very concern about my safety! The garage has so many dark spots at night...It's pretty creepy!

Removal of Park & Ride surface lot

We don't have enough parking at the garage! The flat lot it's much convenient for me. The garage fills up by 8 am. With Purple line coming, MARC and this joint development I don't think removing parking is the right choice!

Removal of Park & Ride surface lot

I think the proposed development of housing and retail in the current park & ride parking lot adjacent to College Park Metro Station is a good idea.

Removal of Park & Ride surface lot

I support the development of a Mixed-Use Residential/Commercial building in place of the current surface lot. Please ensure the highest standards of sustainability and environmental protection are used in the development process.

Removal of Park & Ride surface lot

Removing the surface lot and replacing it with apartments is a great idea. The lot is almost always mostly empty and the location is perfect for residences.

Removal of Park & Ride surface lot

I have been in this area for about ten years (Riverdale Park), and caught us (and we love it) was the nature surroundings. Bringing a new apt. complex will keep destroying our natural landscape. We got enough with the Whole Foods place. It will raise the cost of living around here. It will keep pushing out low income families, and it will not help our town. Having an extra line (Purple Line) is great, but increasing population (mostly buildings) will create overcrowding. All nature will be destroyed. This new proposal will keep pushing out native animal population. No redevelopment of the EAST SIDE

Removal of Park & Ride surface lot

Do not want this development. Would contribute to already overpopulated region; construction would displace cars that park on surface lot thereby increasing demand, traffic on parking in garage. Parking access would decrease while price to park increases. Building residential housing would bring congestion; housing would be overpriced and reasonably unaffordable.

Removal of Park & Ride surface lot

Please do not remove the surface parking lot. I own one vehicle and it is full-size pick up. An open lot offers a more spacious place to park resulting in lower risk of accidental vehicle damage (i.e., sidewipes, dents, dings, etc.). Parking garages tend to be 'tight' and difficult to maneuver with bigger vehicles. These types of damages can be expensive to repair. As a Metro customer I've already had to endure a fare increase, reduced service, station closures and other travel delays. This parking lot is my last remaining convenience. Please don't take it away from me, too.

Removal of Park & Ride surface lot

The garage stairwell is usually soaked in urine. We need a port-A-Potty on site. Parking garage traffic flow is poorly designed exit should be located from the entrance. WMATA'S development of surface lot is long overdue. Remove the lot and start building NOW!

Removal of Park & Ride surface lot

Unless the garage is expanded don't think the garage will accomodate customer's base.

Removal of Park & Ride surface lot

It is good if we keep parking lot open as cover parking is crowded and not secure inside. To make a friendly environment wise let keep the parking as it is. We love to have open parking.

Removal of Park & Ride surface lot

The parking lot is extremely important to me. I have been parking there for about 10 years. It feels more secure than the other covered parking lot. What a disaster it would be to take that lot away from us. While I understand it will help Metro with its financial issues, you need to put the safety of riders first.

Removal of Park & Ride surface lot

Park & Ride is most convenient park to find. It needs more security plus timely maintenance.

Removal of Park & Ride surface lot

I don't agree making multifamily complex. It is still good as nice parking space. I've been parking at this lot for the last 4 years!

Removal of Park & Ride surface lot

Bad idea, will only add to congestion, reduce green space, increase pollution, and limit Park and Ride access.

Removal of Park & Ride surface lot

Regarding the College Park-U of Md Station Eastside Joint Development Project, I know you people love pavement. But impervious surfaces increase stormwater runoff! So eliminate the pedestrian plaza. Only a paved path is needed. Furthermore, this housing project should be designed for car-free living. No parking for residents! Could it be made taller?

Removal of Park & Ride surface lot

See attached letter.

Removal of Park & Ride surface lot

The surface lot always seems to have plenty of cars parked there, and even with the availability of the surface lot the garage can get quite full at times. The parking needs of Metro riders need to be put ahead of any new projects - which will presumably generate their own parking demands. I'm just concerned that without the surface lot - or perhaps construction of an additional garage - the current garage could be full at times - leaving Metro riders with nowhere to go.

Removal of Park & Ride surface lot

I'm very concerned about the lack of parking commuters and visitors to the area will have if the surface parking is taken away. If the FBI comes to Greenbelt, we will be losing lots of parking with the redevelopment of the Greenbelt metro station. Our next closest station is College Park. Even though they have a parking garage, there will not be enough parking spaces to hold the spillover from Greenbelt's lost spaces. You can't encourage people to use Metro and then not have enough parking spaces. This almost always seems to be the case at our metro facilities. Maybe I could understand building 1 multifamily complex and leaving half of the parking lot for metro riders, but I can't even see where the families in the units will park. I see very little parking on your rendering. 430 units - where will all of these people park? I understand why you want to build here, but I think your project is way too big with inadequate parking. I ask that you put the project on hold until after either

1) the confirmation that the FBI won't be in Greenbelt or 2) until after the Greenbelt Metro Redevelopment has occurred to see how the parking at College Park was effected. Thanks

Removal of Park & Ride surface lot

College Park already has a large number of apartment units and a surfeit of parking. Someone should assess the vacancy rates of the other dwellings before proceeding as well as assess Metro parking. This will be a nightmare with the purple line added in.

Removal of Park & Ride surface lot

I oppose the plans to remove the surface lot at the college park metro station. I in addition to many others have been parking in the lot for several years. It would truly be a disservice to those who have been faithfully parking in this lot. Please reconsider the redevelopment. Thank you.

Removal of Park & Ride surface lot

Please reconsider the removal of college park station's surface lot. I prefer to park in the lot and not the garage. If the project is approved, I'll have to drive to another station with a surface lot. Which would be a huge inconvenience.

Removal of Park & Ride surface lot

Thought the car lot was to be removed over 10 years ago when the garage went up. Am looking forward to the new apt and retail development.

4608 Guilford

Removal of Park & Ride surface lot

I am very against this project. Mark me down as a strong no. I rely on this parking lot to park my car so I can commute to DC and have money to pay metro and my taxes!

Metro is in the business of helping commuters get downtown. Part of this means providing adequate parking. I can't believe you are considering getting rid of the place where so many of us park our cars! Metro should not be in the business of selling off badly needed commuter lots to make money off some private developer.

My concern is where am I supposed to park when I come to the metro station. My work shift is later than most - so by the time I arrive to the station to begin my commute, all the spaces will be gone. The garage only holds so many cars. I am worried that this will make parking very difficult. If I can't park at the station, I have to quit my job. I don't want to do that.

For one thing, I don't like parking in garages. But there is a real concern for those of us who have later hours, there won't be enough spaces for us.

Just leave things as they are please. I never ask the local government or metro for anything. Just leave us in peace. But if you are determined to take this parking lot from us, can you at least provide parking space outside the garage somewhere else?? Like across the street next to the tennis center? Don't make everyone park in the garage. Bad idea.

At the very least, find additional parking spaces (maybe 250 or so) somewhere else close to the metro - perhaps adjacent to the College Park Tennis Center.

Traffic/vehicular flow

I just don't like this project. There is already so much congestion in the area. Why would you make it 430 units?

Does this mean how many people?

Is this really needed?

OR is this to generate revenue for Metro?

what is best for the community?

Traffic/vehicular flow

I live close to this proposed development and my son is at the daycare in the USDA building. I walk between my home and this daycare frequently. There are currently very few safe crossing spots for pedestrians (or deer) across River Road currently and drivers often speed down this road. With the increased traffic - both car and foot - please make sure there are sufficient official places to cross the road safely.

Pedestrian/bike access

Make sure that there is the same size width sidewalk that exists. It allows for pedestrian and bikes to pass each other without issue. The road isn't currently designed for bikes

Pedestrian/bike access

Need better access to MARC Commuter train platform on both sides

Proposed joint development Excellent idea for development at the College Park Metro Station. This area needs high quality housing, shops and eating establishments to attract and maintain the current employers (FDA, etc.) and UMD research facilities.

Proposed joint development Hopefully, as part of the new development, those auto repair shops are removed. They are an eyesore and bring down the character of the area.

Proposed joint development 430 units which means approximately 600 people.

How close are the nearest restaurants, grocery stores, etc etc.

The concept of build it and they will come seems pushed.

Considering other plans for UMD to expand research facilities and the presence of other office entities (FDA, Physics Assoc, USDA) makes the logic questionable.

Whatever happened to the idea of having a small shopping plaza for the neighborhood?

Proposed joint development It would be a smart move to develop near the college park metro station. We are loosing out on a great opportunity to build up our county if we don't. Let's add living space and retail near all our metro stations in PG county!!!

Proposed joint development I'm all in for the proposed joint development. Let's get the Purple line built, up and running.

Proposed joint development The new development of apartment and retail at the College Park metro will further encourage people to take public transit and save the environment. It will make it an even more convenient stop for metro riders.

Proposed joint development Hello,

For the new development, I hope that the plans include affordable housing options for potential residents at low or middle income levels. Also, since this is near the University of Maryland, I think that there should be some options for affordable housing options for potential residents that are students.

Since parking will be reduced, there should be improved and expanded facilities for bicycles. I think that there should be a bike sharing station as well such as Zagster Bike Sharing or Capital Bike Sharing.

Thanks. Lisa

Proposed joint development Looks like a great proposal - will be a much better use of the property than an underused parking lot

Proposed joint development support the project. time to build a great community at the CP Metro. the surface lot hardly has any cars parking on it.

Proposed joint development As a daily metro rider, I would love to see more development here. I've always wondered why the metro was built so far from the university-- and anything that made it feel more like commuting from D.C. to College Park instead of commuting from D.C. to a parking lot would be appreciated! I also support the development of College Park more generally; as a UMD faculty member, I would love College Park to be a town I would actually consider living in.

Proposed joint development More housing is better for renters and homeowners.

Proposed joint development Why is the retail facing the rail lines as oppose to River Road. You are not going to the generate foot traffic necessary to sustain the retail by having the retail in the back of the building away from the main road. You should have the retail in the front.

Proposed joint development	<p>The idea of replacing the park and ride surface lot at the College Park Metro station is terrific idea for lots of reasons.</p> <p>Putting housing and some ground floor retail in this location would convenience many as compared to few who use the parking lot.</p> <p>Here are some advantages I see.</p> <p>Metro riders would be drawn to the housing in this area. This is good for them and good for Metro on a line that is somewhat underutilized.</p> <p>It would introduce a new population to College Park that would then discover what a great place it is and make College Park their life-long home.</p> <p>It would encourage more people to walk from the Downtown area, campus, and all around to the Metro Station because you could get a cup of coffee or even breakfast when you got there. More people taking Metro as a convenient option is good for the environment.</p> <p>It would encourage socialization and that is usually a healthy thing in and for a community.</p>
Proposed joint development	<p>I'm am 100% in favor of this development. It adds to the activity in the area (making it safer) and encourages more walk-able amenities near the College Park Metro.</p>
Proposed joint development	<p>I would suggest an overall comment to improve bike access from one side of the metro to the other; however, I do not believe this development needs to take on that burden.</p>
Proposed joint development	<p>Looks great. Hope this comes to be reality. Good luck with the Calvert Hills neighbors. Hang tough!</p>
Proposed joint development	<p>This area is in need of walkable retail and dining options for the existing business plazas nearby. Currently, if a metro rider exits the station here to travel east, no options exist for dining or retail.</p>
Proposed joint development	<p>More 75k per year condos helps nobody</p>
Proposed joint development	<p>Please add a retail component to this development. I look forward to see this built soon</p>
Proposed joint development	<p>Development should be much taller and denser.</p>
Proposed joint development	<p>Removal of Park and Ride surface lot concerns. Park and Ride garage spaces are too tight. Queuing at peak times. Garage gets full really quickly. More efficient to leave from surface lot. Arrives at the garage around 6:00 am.</p>
Proposed joint development	<p>Removal of Park and Ride surface lot concerns. Security and lighting in garage is poor. Prefer surface lot over garage because of safety concerns.</p>
Proposed joint development	<p>Proposed joint development: Very good idea to add development to station area as long as there is sufficient space in the Park and Ride garage.</p>
Proposed joint development	<p>Proposed joint development: Happy that there will be retail close to the station.</p>
Proposed joint development	<p>Removal of Park and Ride surface lot: The surface lot is safer and more convenient. Usually park around 6:00 am. Welcomes any new retail.</p>
Proposed joint development	<p>Hard to find parking in Park and Ride garage. Surface lot is more convenient. Will park elsewhere if surface lot is replaced with retail and residential. Usually arrive at lot around 7:45 am and queuing is a problem.</p>
Proposed joint development	<p>Park and Ride garage: Park and Ride garage cannot accommodate XL dual pickup truck.</p>
Proposed joint development	<p>Removal of Park and Ride surface lot: Not a problem to park in garage if there is sufficient parking in Park and Ride garage. Usually get to station by 8:00 am.</p>
Proposed joint development	<p>Proposed joint development/traffic/vehicular flow: Glad to hear that development is coming to the station area. Can park in the garage if there is enough spaces. Sometimes there is rush hour backups at the garage.</p>

Proposed joint development Proposed joint development/ Removal of Park and Ride surface lot/Traffic and vehicular flow: Stupid to eliminate parking at the surface lot to accommodate development. The garage is always full. It is hard for people to get in and out of the garage at peak hours. Usually arrive at the station by 8:00 am and the spaces are full. Adds 5 - 10 minutes to your commute time taking elevator or stairs. Garage use is a hassle. The proposed development will cause delays on the roadways around the metro station.

Proposed joint development Crime is an issue around the Metro station. Where are the transit police?

Proposed joint development Proposed joint development: City of College Park is greedy. Busy lining pockets rather than looking out for current residents. It is a money grab for the city. Does this development preserve any green space? Security is a big concern in the garage. Prefer to park in surface lot and walk to the station. Concerns about the Safe Track projects. Metro needs to think about customer needs before developers.

(male)

Proposed joint development Park and Ride Garage: Stopped parking in garage 2 years ago because credit card transactions caused major delays existing garage. A declined credit card can cause a back-up because no place to back cars out. Spaces are too tight. Parking garage get full early in the am. Exit and entering garage is a hassle during peak periods.

Proposed joint development Removal of Park and Road surface lot: Is there extra space at Greenbelt station? Eliminating surface lot will cause major parking shortage.

Proposed joint development Proposed joint development: Glad that development is coming to station. Hopefully the residential units are affordable.

Proposed joint development Proposed joint development: Glad that development is coming to station. Hopefully the residential units are affordable.

Proposed joint development The joint development it's a great idea! I can park at the garage.

Proposed joint development Great idea!

Proposed joint development Not a good idea becuae we don't have enough parking spaces at the garage :(

Proposed joint development I can take the UMD Shuttle bus or park at other facilities.

Proposed joint development Doesn't affect me much. Less parking spaces.

Proposed joint development Do it! This kind of development is good, assuming you can satisfiably relocate park and ride

Proposed joint development I believe this project would be a great economic boost to this area. Please keep in mind Pedestrian traffic and safe well light walkways throughout this project.

Proposed joint development Please don't remove flat lot. There is not enough parking at the garage.

Proposed joint development It's extremely hard to find parking at the garage. Eliminating the surface parking lot will create more traffic congestion!!!

Proposed joint development We don't need more developments in the area!

Proposed joint development Beautiful development. You have my vote. Build it! Thank you.

Proposed joint development My main concern is where is the financial resources coming from and why?? I thought Metrpo was in a financial bind? How can Metro afford this project and why Metro consider such a project. Ridership is down, if Metro loses any more riders in the future Metro next step would need to shutdown.

Proposed joint development I think with the expanded residences and shopping you are proposing, along with the probable moving of the FBI to this area, the parking garage will not be sufficient to handle the needs.

Proposed joint development I understand that your future plans will have a major impact on parking at the Greenbelt Station. I expect that would have a major impact on metro ridership from the MD residents north of the beltway (LAUREL, BELTSVILLE, ETC.. It is the only place I can generally assume I will have a place to park without having to go on to a more distant lot. PLEASE DON'T DO THIS!

Proposed joint development Don't do it. We have enough retail and apartments. Unless you're going to do something for the community like a park or homeless shelter

Proposed joint development I would prefer mixed residential-commercial use with a focus on retail/ dining options.

Proposed joint development

I am very supportive of this proposed development! This space next to the Metro station should be better utilized - it's amazing that it has taken this long for development next door to an inside-the-Beltway Metro station. Please proceed as quickly as possible!

Proposed joint development

I especially like the idea of developing the stream into a pedestrian-friendly area.
First I must note that WMATA held the open house at College Park's city hall when the College Park Metro station was closed. This made it very difficult for people who rely on public transportation to get to the hearing. It's impossible to say if this was intentional or yet another example of the inability to add two beans to two beans and come up with the right answer that continues to plague the system.

But to the main issue. Should WMATA build yet another residential block with ground floor retail at the College Park/UMD Metro station? Here's the short answer:

No.

Here's the longer answer: College Park already has several such buildings on Route 1/Baltimore Avenue. They are nowhere near full occupancy and in most of these buildings the ground floor retail spaces remain unleased.

I live in a neighborhood on the west side of the station and drive past these buildings on a regular basis. Even though the buildings are new, the lack of activity in and around the buildings makes them look run down and the gives entire area a sort of pre-fab post-apocalyptic look.

That's on a main thoroughfare. The idea that an apartment complex tucked behind a train station in an area that is incredibly noisy at all hours - in addition to the WMATA line there is the CSX line which carries MARC and freight trains - will fare any better is ... well, it's yet another example of WMATA's inability to add two beans to two beans and come up with the right answer.

Environmental Evaluation

If WMATA wants to do something useful for a change, consider putting a regular grocery store on the site. The agency will be a hero to the area residents who can't afford to shop at boutique grocery stores. I strongly urge you not to develop any land that hasn't already been developed or paved over, to protect our dwindling wildlife habitat. Think about it: the University of Maryland has a turtle as its mascot, yet every time the University bulldozes our many nearby woodlands, meadows, etc., for new development, the University is also bulldozing turtles to death -- they have no chance of escape. The University itself has conducted studies on how turtles respond to relocation -- I call on the University to put its studies into practical action, and make efforts to relocate or otherwise save the turtles (and other wildlife) it would otherwise be killing.

Environmental Evaluation

Please do not build these two buildings on this parking lot because you will destroy a peaceful sanctuary for pedestrians, bikers, car owners who use Metrorail at this station. River Rd is too narrow to handle hundred of cars. Purple line is supposed to come through this zone. Parking is needed. This university zone, who does WMATA expect to reside in these units? At so high price?

Environmental Evaluation

I support the development proposed for the Metro park/ride lot at the UMD station, but I have concerns that it will lead to the loss of local wooded areas. Specifically, there is a development planned for 4301 River Road (adjacent to the park/ride), which is currently a forested multi-acre site. It is also my understanding the WMATA is negotiating to allow the creation of a community garden on forested land near Albion Road that is owned by WMATA. We moved to College Park in large part because of the abundance of wooded areas -- it would be really unfortunate to lose more green space in the area.

Environmental Evaluation

I live in College Park, across the tracks from the proposed development and next to Calvert Park. I would like to know how high the proposed multifamily apartment building will be - and to have assurance that it will not block or restrict our morning sunlight/views from our back garden. Will the apartment building be higher than the current metro track - and if yes, by how much? I do not want to be overlooked by apartments over the tracks. We chose this house because of the privacy and greatly value it. We also chose this house because the street is so quiet.... and with two little kids, we greatly value this too. Please can you provide detail on the proposed construction period, along with types of retail (and opening hours) proposed and height of the apartment building.

Other

I am so sick and tired of Metro. It is the worst in the world. Management is awful in making decisions and the new administration is terrible.

Other

General concerns

Height restrictions should be enforced to comply with FAA regulations (re: College Park airport) & prior community input (minimize visual impact to Calvert Hills and Old Town Historic Districts and no air rights near/over Amtrak/CSX/MARC/Metro rights of way). Plazas and retail fronts should be pedestrian-scaled/friendly. Noisy construction work hours should be limited to 8-5 M-F to respect the adjacent residential neighbors. Design must tie and relate to Purple Line stop, and not adversely affect the storm water stream flow that originates west of the Metro Rail.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

301-952-3060

Vice Chair

Dannielle M. Glaros

Council Member

District 3

April 19, 2017

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

Re: College Park

To Whom It May Concern:

As the Prince George's County Council Member representing District 3, which includes the University of Maryland College Park, and much of the City of College Park, including the College Park Metro Station, I am writing to offer my support for the proposed transit-oriented joint development project to redevelop the Park & Ride surface lot into a multifamily residential building with ground floor retail.

This proposed redevelopment follows the guidelines of the area's plan and furthers the Transit Oriented Development (TOD) goals of Prince George's County. Nearly 10 years ago, the State of Maryland and Prince George's County financed the construction of the 1,290-space Park & Ride garage to replace and expand the number of spaces that would be displaced from this proposed project.

I am eager to see the completion of the project which will include two buildings with approximately 430 residential units with ground floor retail and enhancements to the stream area next to the station as an environment amenity and pedestrian plaza.

Thank you for your diligent work on this project over many years. I am confident it will be a wonderful addition to the City of College Park and Prince George's County.

Together Strengthening Our Community,

A handwritten signature in cursive script that reads "Dannielle M. Glaros".

Dannielle M. Glaros
Council Member
District 3



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

April 20, 2017

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

RE: Testimony for Docket R17-01: Proposed Changes to WMATA Facilities at College Park-U of MD Metro Station

Metro Board of Directors:

I am writing in support of the proposed changes to the Metro facilities at the College Park-U of MD Metro Station. Redevelopment of the surface parking lot as a mixed-use Transit Oriented Development will benefit the College Park area, and Prince George's County in general, through increased transit ridership, as well as supporting a broader vision for economic development, a goal that we all share.

Should the action be approved, it will allow for the construction of approximately 430 residential units, with 11,900 SF of retail at the Metro Station. The project also includes enhancements of an existing brook on the property as a green pedestrian amenity, a gateway to the Metro, MARC and future Purple Line station.

The Office of the County Executive is heavily engaged in promoting economic development in the vicinity of this Metro Station and recently awarded an RFP to a development team that is going to convert a nearby surface parking lot into a hotel and retail building. The project that is proposed on the surface lot under discussion in this instance would complement the County's project as well as the County's overall Transit Oriented Development strategy. In addition, as the area around the College Park Metro station will soon be home to a Purple Line station stop, joining Metro and MARC, increasing overall accessibility and transportation options. This will further strengthen the value of this site for a mixed-use project of this type.

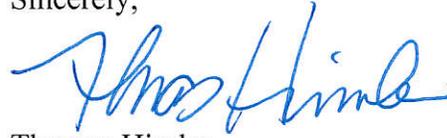
The matter before the Board is a prime example of how increased flexibility with regard to parking replacement requirements will help to allow quality TOD development to occur. In 2003, Prince George's County and the State of Maryland financed the construction of the 1,290-space parking garage at the station. This investment to replace the surface lot was made for this very purpose – to support development of the station. In this immediate instance, with Metro reporting about 1,000 daily parkers, there is still capacity in the garage to accommodate all of the current Metro riders using the parking lot.

14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772
(301) 952-4131
www.princegeorgescountymd.gov

In conclusion, our office strongly supports the proposal to allow the surface parking lot at the College Park-U of MD Metro Station to be replaced with a quality mixed use development project.

Thank you for your positive consideration of this request.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas Himler", written in a cursive style.

Thomas Himler
Deputy Chief Administrative Officer for
Budget, Finance, Economic Development
and Administration



UNIVERSITY OF MARYLAND

DIVISION OF ADMINISTRATION & FINANCE

Office of Real Estate

0128 Main Administration Building
7901 Regents Drive
College Park, Maryland 20742
301.405.1105 TEL
www.vpaf.umd.edu

April 24, 2017

Jack Evans
Chair, WMATA Board of Directors
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Re: Public Hearing Docket No. R17-01: Proposed Changes to WMATA Facilities at College Park-U of MD Metro Station

Dear Mr. Evans:

The University of Maryland, College Park strongly supports the proposed amendment to the WMATA Mass Transit Plan to remove the existing surface parking lot at its College Park-U of Md Metrorail station. As noted in the Notice of Public Hearing, this issue was the subject of a prior public hearing. In 2003, the WMATA Board voted to modify the Mass Transit Plan to remove the surface lot after construction of a structured parking garage intended specifically to facilitate joint development at this location.

For a variety of reasons, fourteen years have passed, but the surface parking lot remains undeveloped. The time has finally arrived for a high quality development at this location. WMATA had a robust competition for this site. From that competition, we are pleased to see that a high-quality developer like Gilbane Development Co. has been selected to build a mixed-use project with approximately 400 dwelling units and 12,000 square feet of retail.

This project is part of, and will contribute to, the overall "mixed use" concept of the University's Discovery District, a 150-acre hub for business and research facilities. Southern Management's new hotel and conference center is scheduled to open this summer. Corporate Office Properties Trust is building a new Class-A office building to open year end. Likewise, St. John Properties is building Flex R&D buildings as well as the new home of the College Park Academy public charter school, all to open in 2017. All of these University-related projects are closely tied to other public initiatives, including Prince George's County's development of nearby property with a proposed 150-room hotel and retail, as well as major on-going private initiatives, including the Cafritz mixed-use project, soon to be linked by a bridge over the CSX tracks.

Letter to Jack Evans

April 24, 2017

Page Two

All of this will benefit the University, the local community and WMATA. The new Gilbane housing will add to the mix of available housing and fit the University's goal to attract faculty and staff to live close to work. The project (and the others mentioned above) will expand the County and City's tax base. More hotels and housing at this location will attract users more likely to use WMATA transit during non-peak hours. More business at this location will attract the "typical" peak rider.

For all these reasons, the University of Maryland strongly supports the proposed amendment to remove the existing surface parking lot from WMATA's Mass Transit Plan so as to allow the Gilbane development to move forward.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Ed", with a stylized flourish at the end.

Edward J. Maginnis
Assistant Vice President—
Real Estate

College Park Joint Development Environmental Evaluation

Prepared by:



Washington Metropolitan Area Transit Authority

March 2017



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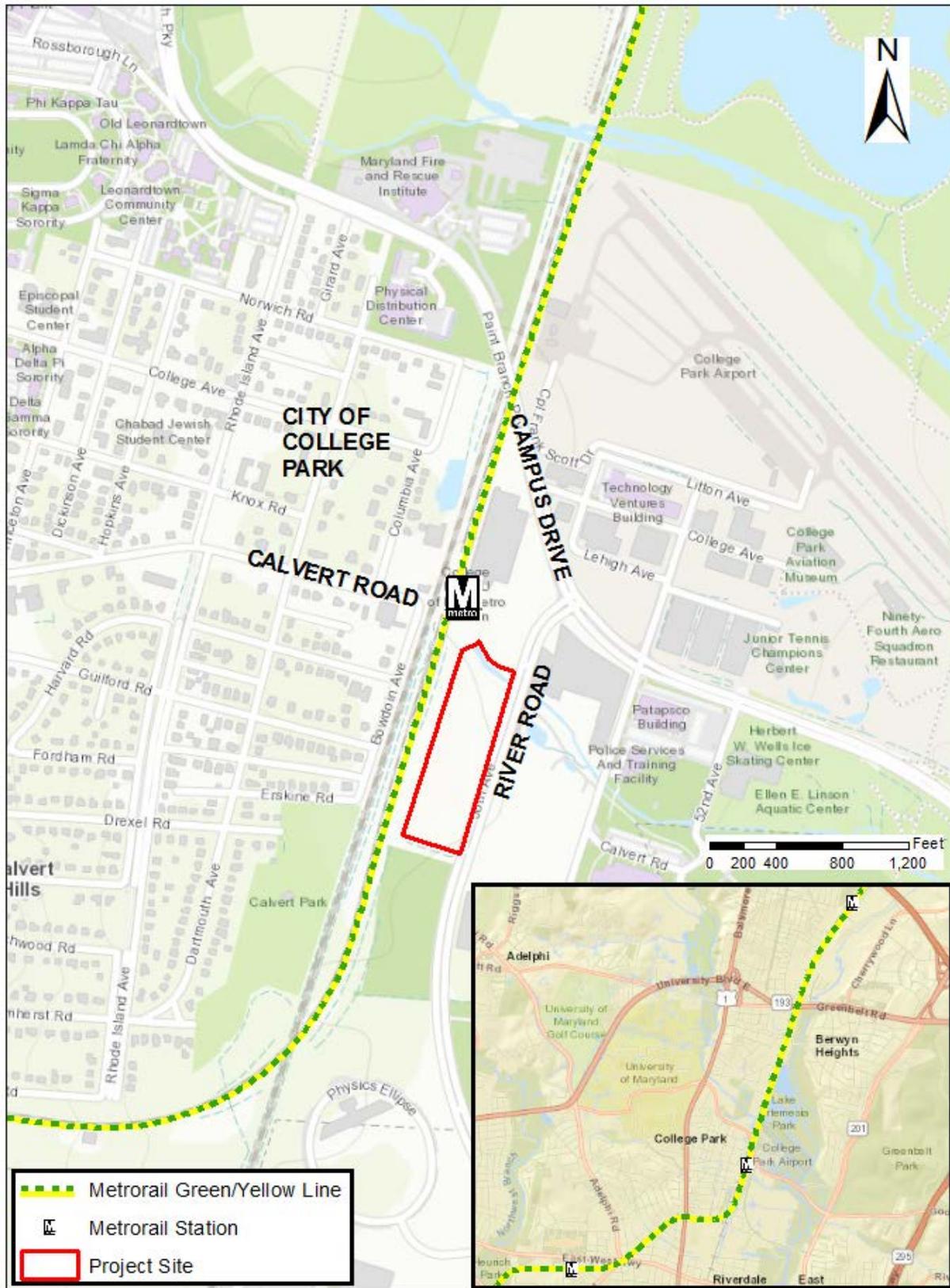
1. INTRODUCTION

The Washington Metropolitan Area Transit Authority (WMATA) has entered into an agreement with Gilbane Development Company (the developer). The developer is planning to construct a mixed-use joint development on the existing College Park – University of Maryland (U of Md) Metrorail Station property (see **Figure 1** for project location) to include residential and retail uses. The proposed joint development project (the project) would include the redevelopment of the existing six-acre site that includes the WMATA surface Park & Ride lot.

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

To provide the opportunity for public comment, a public hearing will be held at the College Park City Hall on Monday, April 24th, 2017 at 7:00 PM. Based on the conclusions of this evaluation, coordination with state and local agencies, and comments from the public, the WMATA Board of Directors will make a decision regarding construction of the project.

Figure 1: Project Location



2. EXISTING SITE DESCRIPTION

WMATA operates the College Park – U of Md Metrorail Station in Prince George’s County, Maryland, with Green and Yellow lines servicing the station. The station is located at 4931 Calvert Road in a commercial/industrial area located southeast of the University of Maryland campus.

A WMATA bus loop with six bus bays is located east of the College Park – U of Md Metrorail Station entrance. There is a Kiss & Ride lot on the west side of the station and there is a Kiss & Ride lot in the first floor of the Park & Ride garage, located north of the bus loop. The Park & Ride surface lot is located south of the Bus Loop. The bus loop includes space for approximately two buses to layover. The bus loop is accessed from River Road. The station connects passengers with the following bus transit services: six Metrobus routes, two Prince George’s County TheBus lines, two University of Maryland shuttles, one RTA of Central Maryland route, and one Maryland MTA route. The station is also adjacent to a MARC (Maryland Area Regional Commuter) station, which is accessible by a pedestrian tunnel.

WMATA also operates a surface-level Park & Ride lot with 530 parking spaces, a Park & Ride garage with 1,290 parking spaces, one surface-level Kiss & Ride lot with a total of 27 parking spaces, one Kiss & Ride lot in the first level of the Park & Ride garage with a total of 51 parking spaces, ten motorcycle spaces, and a designated taxi waiting area. An overview of the existing transportation facilities is shown in **Figure 2** and described in more detail in the subsections below.

2.1 Metrorail

The Metrorail Green Line operates between Branch Avenue and Greenbelt Metrorail Stations, both located in Prince George’s County, Maryland. The Metrorail Yellow Line also operates, during rush hour periods, between Greenbelt Metrorail Station in Prince George’s County, Maryland and Huntington Metrorail Station in Fairfax County, Virginia.

The College Park – U of Md Metrorail Station averaged 3,746 weekday boardings in October 2016. **Table 1** provides average passenger weekday entries and exits by time of day. The station experiences the majority of station entries during the AM peak period (from opening to 9:30 AM) and the majority of station exits during the PM peak period (from 3:00 PM to 7:00 PM). Together, AM peak entrances and PM peak exits account for 42.3% of the station’s daily exits and entries. The most common trips recorded were College Park – U of Md to Farragut West, Gallery Place – Chinatown, L’Enfant Plaza, and Archives – Navy Memorial during the AM peak period and Columbia Heights, U Street – Cardozo, Gallery Place – Chinatown, and Silver Spring during the PM peak period.

Table 1: College Park – U of Md Metrorail Station Weekday Entry/Exit Averages

Time And Direction	Average Number of Daily Entries/Exits	Percent of Total Entries and Exits
AM Peak Entry	1,571	21.3%
AM Peak Exit	658	8.9%
Midday Entry	819	11.1%
Midday Exit	665	8.9%
PM Peak Entry	1,045	14.2%
PM Peak Exit	1,548	21.0%
Evening Entry	310	4.2%
Evening Exit	727	9.9%
Late Night Peak Entry	0	0%
Late Night Peak Exit	37	0.5%
Total	7,380	100.0%

Source: WMATA fare gate data (October 2016)

Figure 2: Existing Transportation Facilities



2.2 Bus Service

Six Metrobus routes serve College Park – U of Md Metrorail Station: C8, F6, J4, R12, 83/83X, and 86. The additional bus service at the station is provided by two Prince George’s County Transit TheBus routes, two University of Maryland Shuttles, one Maryland Regional Transportation Agency (RTA) route, and two Maryland Transit Administration (MTA) routes. **Table 2** shows headways, trip lengths, and weekday daily average intermodal transfers for the Metrobus routes. **Figure 3** shows the approach of all the bus routes to the College Park – U of Md Metrorail Station.

Table 2: Weekday Metrobus Route Statistics

Route	Approx. Weekday Headway (minutes)	Approx. Trip Length (minutes)	Average Number of Bus-to-Rail Transfers	Average Number of Rail-to-Bus Transfers	Average Total Daily Transfers
C8	30	50-89	44	57	195
F6	30-60	49-73	43	37	157
J4	20	45-67	6	6	43
R12	30-60	41-54	85	71	240
83/83X	20-60	14-62	130	127	358
86	30-60	52-82	93	97	291
Total	--	--			

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

2.2.1 College Park – White Flint Line (C8)

Metrobus Route C8 operates Monday through Saturday between White Flint and College Park – U of Md Metrorail Stations, stopping at the Glenmont Metrorail stations. A one-way trip takes between 50 and 89 minutes in each direction and maintains 30 minute headways.

2.2.2 New Carrollton – Fort Totten Line (F6)

Metrobus Route F6 operates between New Carrollton and Fort Totten Metrorail Stations, Monday through Friday. The route has stops at the College Park – U of Md, Prince George’s Plaza, and West Hyattsville Metrorail Stations. The route has westbound headways of approximately every 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. Eastbound headways are approximately every 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. Route travel times are approximately 49-73 minutes between termini in each direction.

2.2.3 College Park – Bethesda Line (J4)

MetroExtra Route J4 operates weekdays during the AM and PM peak hours only. The route operates between College Park – U of Md and Bethesda Metrorail Stations, with a stop at the Silver Spring Transit Center. The route has weekday eastbound headways of 20 minutes during the AM and PM peaks. Weekday westbound headways are 20 minutes during the AM and PM peaks. Route travel times are approximately 45-67 minutes between the two stations in each direction.

2.2.4 Kenilworth Avenue Line (R12)

Metrobus Route R12 operates six days a week, between Greenbelt and Deanwood Metrorail Stations, with a stop at the College Park – U of Md Metrorail Station. The route has weekday southbound headways 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. Weekday northbound headways are approximately 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. Route travel times are approximately 41-54 minutes between termini in each direction. The route operates on Saturdays with headways that are 60 minutes throughout the day and takes approximately 43 minutes to travel between termini in each direction.

2.2.5 College Park Line (83/83X)

Metrobus Route 83 operates seven days a week between Cherry Hill Park Campground and Rhode Island Avenue Metrorail Station with a stop at the College Park – U of Md Metrorail Station. The route has weekday southbound headways of 20 minutes during the AM peak, 30 minutes during midday, and 25 minutes during the PM peak. Weekday northbound headways are approximately 30 minutes during the AM peak, 30 minutes during midday, and 25 minutes during the PM peak. Route travel times are approximately 46-62 minutes between termini in each direction. The route operates on Saturdays and Sundays with headways that are 60 minutes throughout the day in both directions and takes approximately 45-57 minutes to travel between termini in each direction. Metrobus Route 83X is a MetroExtra limited stop route that operates only between Cherry Hill Park Campground and the College Park – U of Md Metrorail Station. The route operates on weekdays only between 8:30AM-10:00AM with headways of 30 minutes and takes approximately 14 minutes to travel between the two terminals.

2.2.6 College Park Line (86)

Metrobus Route 86 operates seven days a week between Centerpark Office Park (Calverton) and Rhode Island Avenue Metrorail Station with stops at the College Park – U of Md and Prince George's Plaza Metrorail Station. The route has weekday southbound headways of 30 minutes during the AM peak, 60 minutes during midday, and 40 minutes during the PM peak. Weekday northbound headways are approximately 30 minutes during the AM peak, 60 minutes during midday, and 30 minutes during the PM peak. Route travel times are approximately 52-82 minutes between termini in each direction. The route operates on Saturdays and Sundays with headways that are 60 minutes throughout the day in both directions and takes approximately 59-66 minutes to travel between termini in each direction.

2.2.7 RTA (302/G)

RTA operates Route 302/G seven days per week with headways of one hour. The route goes from Towne Centre, Laurel, Maryland, to College Park – U of Md Metrorail Station. On weekdays, the route does not stop at Greenbelt Metrorail Station, but on weekends, the route stops at the Greenbelt Metrorail Station before proceeding to the College Park Metrorail Station. On Saturdays, the route operates between 9:00 AM and 6:00 PM and on Sundays the route operates between 10:00 AM and 6:00 PM.

2.2.8 TheBus 14

Prince George's County Transit TheBus operates Route 14 Monday through Friday with headways of 45 minutes. The route goes from Prince George's Plaza Metrorail Station to College Park – U of Md Metrorail Station.

2.2.9 TheBus 17

Prince George's County Transit TheBus operates Route 17 Monday through Friday with headways of 30 minutes. The route goes from the Mount Rainier Transit Terminal to Ikea in College Park, with a stop at the College Park – U of Md Metrorail Station.

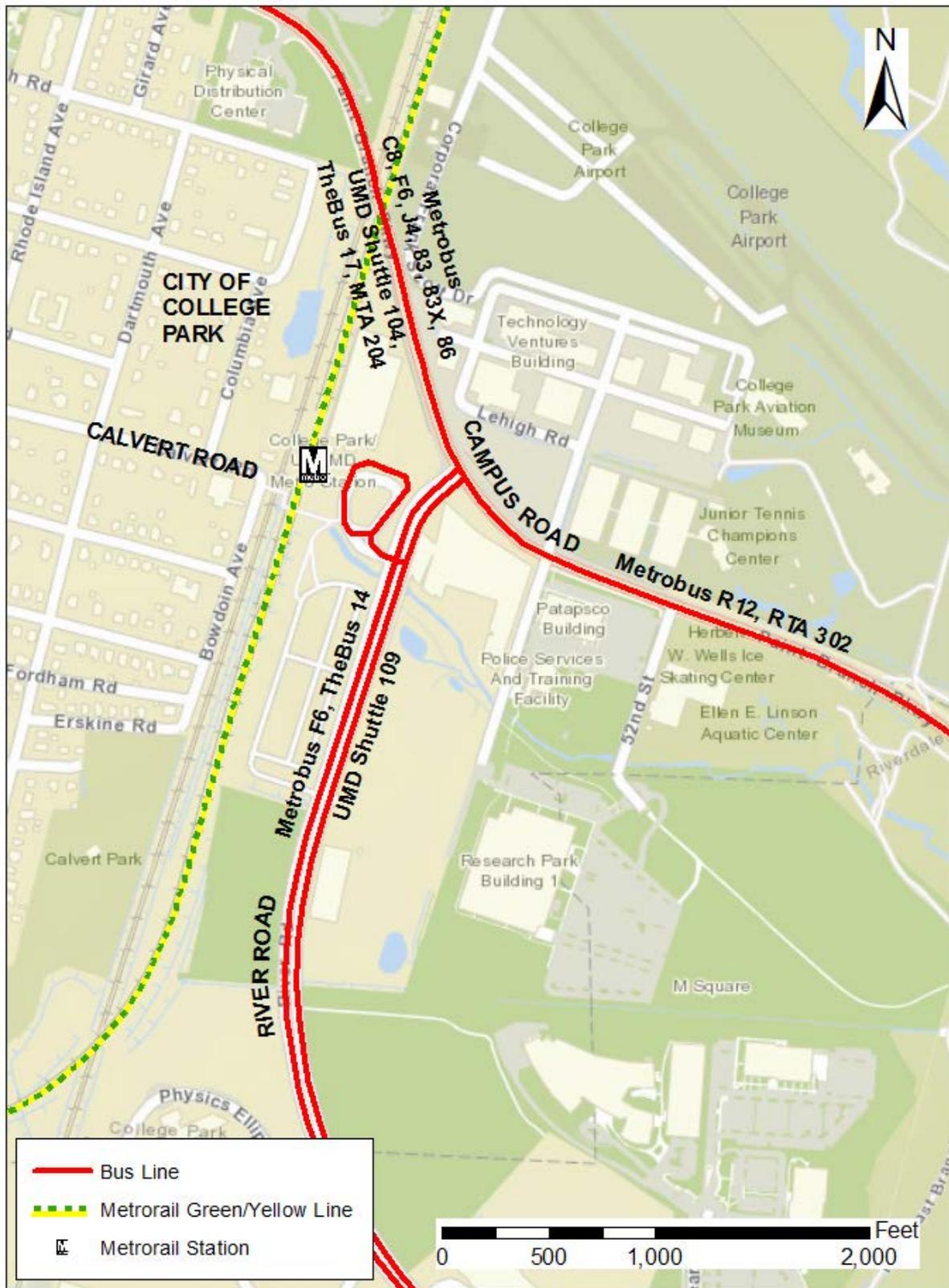
2.2.10 University of Maryland Shuttle 104

The University of Maryland operates Shuttle 104 seven days per week with headways of 5-20 minutes on weekdays and headways of 20 minutes on Saturday and Sunday. The route makes a loop between the Regents Dive Garage and the College Park – U of Md Metrorail Station.

2.2.11 University of Maryland Shuttle 109

The University of Maryland operates Shuttle 109 weekdays with headways of 15 minutes. The route loops from the College Park – U of Md Metrorail Station, with stops at the American Center for Physics, Raytheon, M-Square, and the USDA.

Figure 3: Existing Bus Routes



2.2.12 Maryland MTA 204

The Maryland MTA operates Commuter Bus Route 204 weekdays during AM and PM peak hours with headways of 25 minutes. The route goes from the Monocacy MARC Station to the College Park – U of Md Metrorail Station.

2.3 MARC

The Maryland Transit Administration (MTA) operates the Camden Line of the MARC train service between Union Station in the District of Columbia and Camden Station in Baltimore, Maryland. At College Park – U of Md Station, MARC passengers have the opportunity to transfer to the Metrorail Green Line or Yellow Line Rush Plus.

Eastbound trips (Washington to Baltimore) serve the station eleven times each weekday: four times during the AM peak period, four times during the PM peak period, three times after the PM peak period. Westbound trips between Baltimore and Washington serve the station nine times each weekday: three times during the AM peak period, two times after the AM peak period, three times during the PM peak period, and once after the PM peak period. Eastbound trips serve the station between 6:44 AM and 8:11 AM and again between 3:41 PM and 7:58 PM. Westbound trips serve the station between 5:46 AM and 8:54 AM and again between 4:26 PM and 7:01 PM.

The MARC platforms are at ground level just to the west of the station. In order to access the platforms, riders must exit the westside Metrorail station entrance and walk south along Bowdoin Avenue. To access the eastbound platform riders must cross the train tracks at grade, westbound riders do not have to cross the tracks. CSX operates a freight transport rail service along the same tracks.

2.4 Park & Ride

The existing Park & Ride surface lot shown in **Figure 2** provides a total of 530 spaces. These spaces are all-day parking spaces (12 of which are accessible spaces). The existing Park & Ride garage has a total of 1,290 parking spaces (24 of which are accessible spaces). During the period from March 2015 to March 2016 (fiscal year 2016), the lot utilization was 56%, ranking eleventh of the fifteen Park & Ride facilities in Prince George's County.

2.5 Kiss & Ride

There are two existing Kiss & Ride lots at the College Park – U of Md Metrorail Station. The first Kiss & Ride lot is located on the ground level of the Park & Ride garage as shown in **Figure 2**. The Kiss & Ride lot includes 42 short-term metered spaces, six driver attended 'A' spaces, and three accessible spaces. The second Kiss & Ride lot is located on the west side of the station and includes 21 short-term metered, two accessible spaces, and four car sharing spaces.

2.6 Pedestrian and Bicycle Access

Bicycle riders and pedestrians access the Metrorail Station via streets and sidewalks. River Road runs along the east side of the property and has paved sidewalks separated from vehicular traffic by elevated curbs and, in some places, two to three feet of landscaping. Sidewalks along Calvert Road connect the College Park residential neighborhood located west of the station. Sidewalks along Columbia Avenue are located on the west side of the Kiss & Ride lot. Paved sidewalks also connect the College Park – U of Md Metrorail Station entrance to the northern border of the surface Park & Ride lot. The Park & Ride garage is located directly north of the east entrance of the Metrorail station. Bicycle amenities at the station include a 126-space Bike & Ride facility, 65 bike racks, and 40 bike lockers.

2.7 MTA Purple Line (Planned)

The MTA Purple Line is a planned light rail line that will serve the College Park – U of Md Metrorail Station on the east side of the station. The light rail will travel a corridor between Bethesda and New Carrollton. The joint development plan accommodates the planned Purple Line alignment and station, which will be located between the joint development site and the Metrorail tracks.

3. PROJECT DESCRIPTION

The purpose of the project is to facilitate the joint development on approximately five acres of land owned by WMATA encompassing the existing Park & Ride lot. The parcel is adjacent to the east side of the College Park – U of Md Metrorail Station, as shown in **Figure 1**. The project consists of the following actions:

- Construction of an approximately six-story mixed-use, transit-oriented development (TOD), which is planned to include the following elements:
 - Approximately 11,900 SF of retail space and approximately 431 residential units, including 23 “townhome styled” units and 27 live-work loft units, and associated parking uses.
- Develop north-end of the parcel into an intermodal village green.
- Elimination of the surface Park & Ride lot, including all 530 spaces.

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

3.1 Park & Ride Lot

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

3.2 Park & Ride Garage

The existing Park & Ride garage would remain and would not be impacted by this project.

3.3 Kiss & Ride Lot

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

3.4 Bus Loop and Layover Spaces

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

3.5 Joint Development

The Developer would construct a new mixed-use development as shown in **Figure 4**. The concept illustrates the proposed joint development. The development is anticipated to include approximately 431 residential units and approximately 11,900 square feet of ground-floor retail (See **Appendix A** for the developer’s concept plan).

3.5.1 Developer Selection

WMATA issued a Joint Development Solicitation in July 2015. WMATA selected Gilbane Development Company as the “selected developer” in April of 2016. A non-binding Term Sheet was negotiated and approved by the WMATA Board of Directors on July 28, 2016. WMATA negotiated with Gilbane Development Company to finalize and execute a Joint Development Agreement (JDA). The WMATA Board of Directors approved the JDA in February 2017.

The JDA enables WMATA to ground lease approximately five acres to the developer to construct a transit-oriented development on land adjacent to the College Park – U of Md Metrorail Station.

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

Figure 4: Joint Development Concept – Gilbane Development Company



SITE PLAN

KEY

- | | |
|-------------|----------------------------|
| 1 PAVILLION | 6 COURTYARD |
| 2 PLAZA | 7 BUFFER PLANTING |
| 3 LAWN | 8 CREEK |
| 4 BRIDGE | 9 BUS DROP OFF (BY OTHERS) |
| 5 CROSSWALK | 10 METRO ENTRANCE |

4. PROJECT IMPACTS

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

4.1 Land Acquisitions and Displacements

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

Joint development occurs when a public transportation agency partners with another private or public organization to develop land owned or operated by the transportation agency. In the case of the College Park – U of Md Metrorail Station, WMATA has partnered with Gilbane Development Company. WMATA would retain control of its own facilities and operations to include Metrorail, a bus loop with layover space, a Park & ride garage, and a Kiss & Ride lot. Gilbane would be allowed to construct facilities on the current surface Park & Ride lot to achieve TOD.

4.2 Transportation

4.2.1 Parking

As part of the project, the existing Park & Ride surface lot would be eliminated and would not be replaced. This change will be a net loss of 530 spaces. The existing parking inventory at the station is more than adequate to accommodate the demand. The total existing spaces available is 1,820, which is 530 spaces in the surface lot and 1,290 spaces in the garage. The average daily parking utilization rate is only 56%, so even with the loss of the 530 spaces, the demand of approximately 1,019 spaces can be accommodated by the 1,290 space parking garage.

The proposed mixed-use development will provide 204 structured residential parking spaces and an additional 111 on-street parking spaces.

4.2.2 Traffic

Campus Drive serves as the northern border of the College Park – U of Md Metrorail Station property. River Road borders the station to the east and extends north to meet up with Campus Drive. West of the property is Columbia Avenue and Calvert Road, which connect the station to the College Park neighborhoods.

Traffic volumes in the vicinity of the station are expected to be higher due to the new joint development. Even though the existing surface parking lot is being removed there is plenty of capacity in the existing parking garage for the displaced vehicles. The proposed development will have 431 residential units while providing only 204 residential parking spaces and 111 on-street parking spaces. The Developer will be required to submit a traffic impact study to Prince George's County that will estimate the vehicular volumes generated by the proposed development. If the new traffic volumes cause any intersection to operate at unacceptable Levels of Service (LOS) then the Developer would be required to mitigate the traffic impact per the County requirements.

4.2.3 Metrorail

Any ridership generated at the College Park – U of Md Metrorail Station due to new employment, retail, or residential opportunities is not expected to be large enough to cause any significant impact on Metrorail operations.

4.2.4 Metrobus and Other Bus Routes

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

4.2.5 Pedestrian and Bicycle Access

Joint development plans include improved pedestrian and bicycle access to the College Park – U of Md Metrorail Station. A new “Intermodal Village Green” will be created within the existing parcel on the north end currently located between the bus loop and the surface Park & Ride Lot. This public space will feature a mix of hardscape and green areas for use by the neighborhood and daily transit users. All existing streetscape and green areas are expected to be upgraded in accordance with WMATA & local standards to enhance the existing open areas which surround the site. This improvement will enhance the public realm while making the walking and cycling experience more enjoyable for the public.

4.3 Land Use and Zoning

The proposed development is consistent with the existing land use and Transit District Overlay (T-D-O) zoning designations. Existing land use designations for the College Park – U of Md Metrorail Station include “transportation oriented mixed use”. The station is zoned Mixed-Use Infill (M-U-I), which provides for mix of residential and commercial uses. The station has an overlay, which is T-D-O, designated by Prince George’s County. This overlay is intended to ensure that development in a designated district meets the goals established in a Transit District Development Plan. Transit Districts may be designated in the vicinity of Metrorail stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides.

The proposed development is consistent with the existing land use and T-D-O zoning designations. See **Figure 5** and **Figure 6** for existing land use and zoning maps. It should be noted that Prince George’s County is currently in the process of rewriting the Zoning Ordinance and Subdivision Regulation and is expected to be completed by spring of 2017.

The developer will be responsible for obtaining all local site plan and development approvals.

Figure 5: Existing Land Use

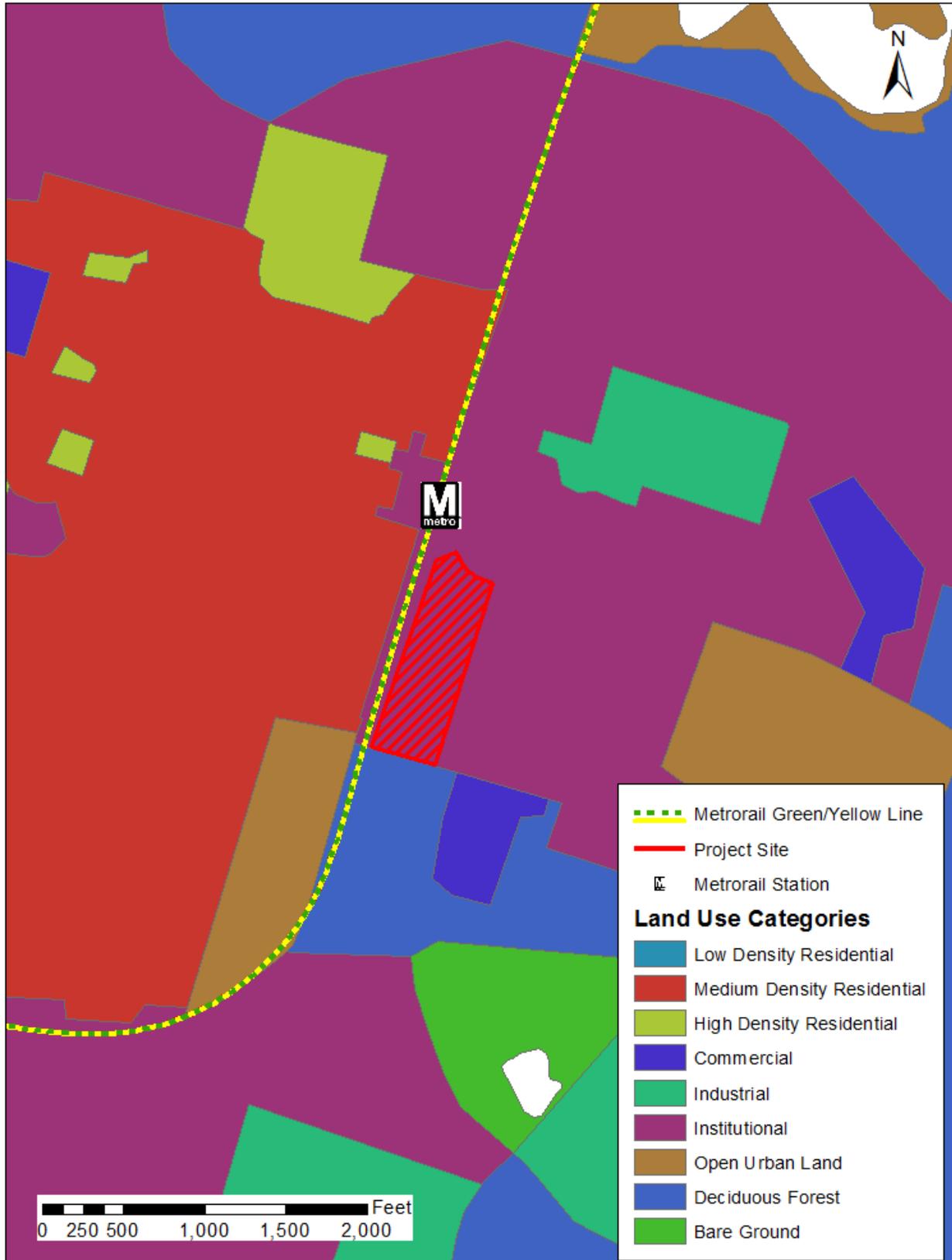


Figure 6: Existing Zoning



4.4 Planning Consistency

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

Table 3: Land Use and Transportation Plans

Plan	Description	Author	Date	Inconsistencies
Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment	Designated five corridor nodes, with a focus on sustainability, implementation of pedestrian and transit-oriented mixed-use development, increasing multimodal mobility for pedestrians, bicycles, transit, and automobiles.	Maryland-National Capital Park and Planning Commission (M-NCPPC)	June 2010	None
2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment	Implemented a new M-U-I Zone to permit a mix of residential and commercial uses, and encouraged a mix of land use near the U of Md as a means to reduce commuter traffic and spur retail and office development.	M-NCPPC	2002	None
Prince George's County 2035 Approved General Plan	Identifies the College Park – U of Md Metrorail Station as a Regional Transit Center. It has also been identified as part of the County's Innovation Corridor.	M-NCPPC	May 2014	None
Prince George's County 2002 Approved General Plan	Designated the transit district that encompasses the Metrorail Station as a Metropolitan Center. The General Plan's vision for Metropolitan Centers is attract a large government service or major employment centers, major educational complexes, or high-intensity commercial uses.	M-NCPPC	October 2002	None
College Park-Riverdale Park Transit District Development Plan	Designates the Metro parcels as, one of four Transit District Neighborhoods, the Metro Core. Featuring a high-density mix of uses, and a new multipurpose transit plaza and green bordered by strategically located retail.	M-NCPPC	March 2015	None



Plan	Description	Author	Date	Inconsistencies
1997 Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone (TDOZ)	Established a land use pattern oriented to a bifurcated planning area. Metro parcel is in the northern half of the transit district and was intended for mixed-use development, emphasizing office, retail, hotel, and light industrial uses with some residential potential adjacent to the Metro station.	M-NCPPC	1997	None
Approved Master Plan: Langley Park – College Park – Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67	The master plan set forth land use, public facilities, environmental, and zoning recommendations for Planning Areas 65, 66, and 67. The plan recognized the potential of the Metro Green Line in College Park. The plan designated the Metro parcel as one of five separate employment areas. The sectional map amendment brought the zoning throughout the area into conformance with the master plan.	M-NCPPC	October 1989 and May 1990	None
City of College Park, Maryland 2015-2020 Strategic Plan	The strategic plan calls for high quality development and to focus and promote economic investment in priority development areas. The College Park metro station area has been identified as a priority development area.	City of College Park	August 2015	None

4.5 Neighborhoods and Community Facilities

The project site is located within the Town of College Park in Prince George's County, Maryland. The project site is located in the vicinity of a couple of neighborhood and community facilities, as shown in **Figure 7**.

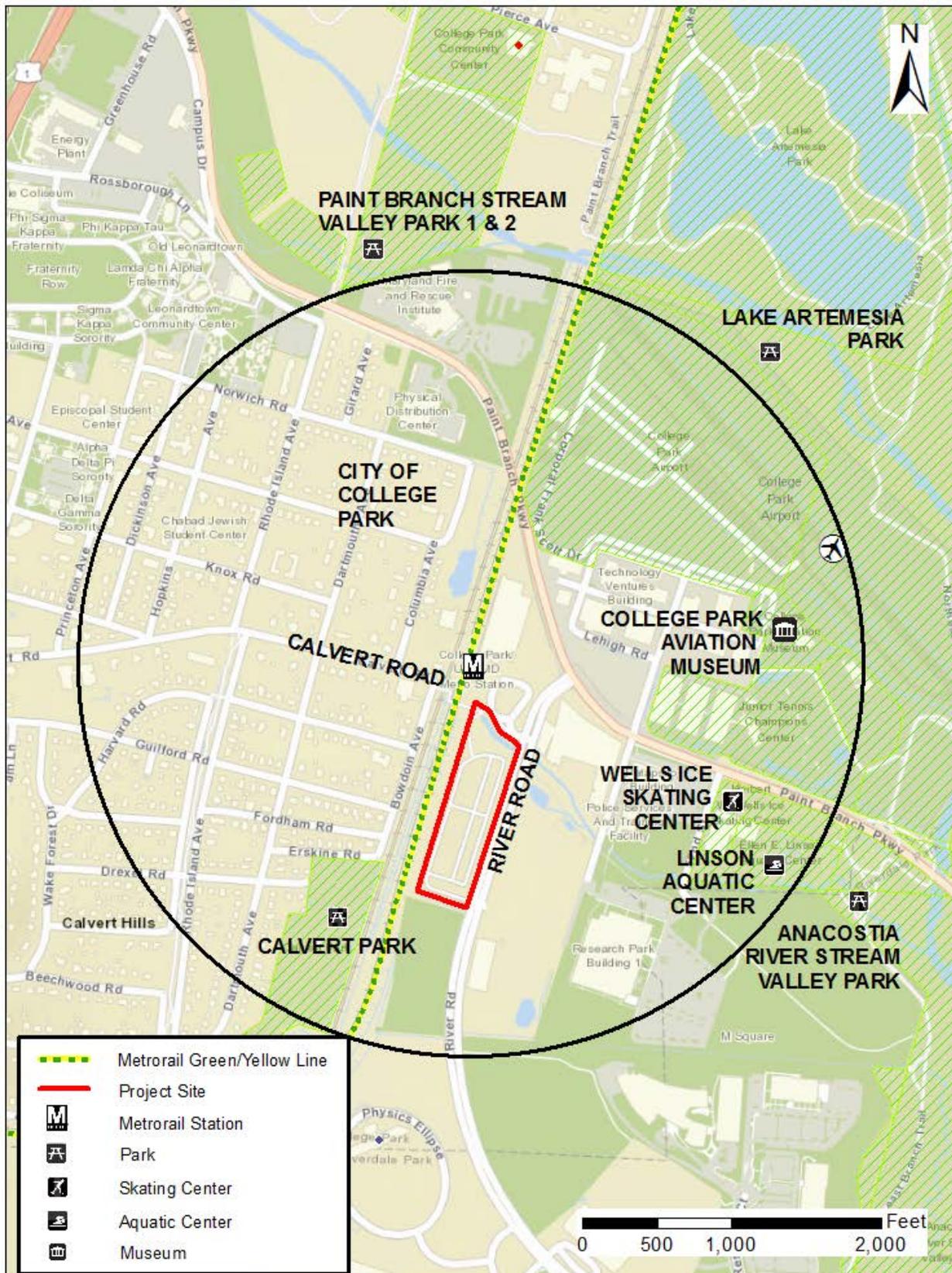
The neighborhood west of the Metrorail Station and north of Calvert Road is Old Town. The neighborhood west of the Metrorail Station and south of Calvert Road is known as Calvert Hills.

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

- Calvert Park
- Herbert W. Wells Ice Skating Center
- Ellen E. Linson Aquatic Center
- College Park Aviation Museum
- Paint Branch Stream Valley Park 1 & 2
- Lake Artemesia Park
- Anacostia River Stream Valley Park

The proposed joint development project would not create a physical barrier within a neighborhood, isolate a portion of a neighborhood, or have a direct impact on a community facility or access to a community facility. Short-term construction impacts on these neighborhoods are discussed in **Section 4.20**.

Figure 7: Neighborhoods and Community Facilities



4.6 Environmental Justice Populations

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

4.6.1 Identification of Environmental Justice Populations

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

Table 4 lists the percentages of minority and low-income residents in the half-mile project study area in comparison to the State of Maryland, Prince George’s County, and City of College Park overall. Approximately 27 percent of the study area population belongs to a minority group, which is lower than the State of Maryland (42.4 percent) and Prince George’s County (79.6 percent), and City of College Park (41.2 percent). Additionally, approximately five percent of the study area is low-income, which is less than the State of Maryland (6.9 percent), Prince George’s County (5.3 percent), and the City of College Park (6.6 percent).

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

Census Tract	Block Group	Minority			Low-Income		
		Total Population	Minority Population	Percent	Total Population	Low-Income Population	Percent
8070	3	836	391	46.8%	836	39	4.7%
8071.02	1	1,347	142	10.5%	1,347	95	7.1%
8071.02	2	1,136	387	34.1%	1,136	44	3.9%
8072	1	3,651	942	25.8%	3,651	195	5.3%
Project Study Area		6,970	1,862	26.7%	6,970	373	5.4%
State of Maryland		5,930,538	2,514,431	42.4%	5,930,538	406,828	6.9%
Prince George’s County, Maryland		892,816	710,750	79.6%	892,816	47,300	5.3%
City of College Park, Maryland		31,730	13,074	41.2%	31,730	2,082	6.6%

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

Table 5 provides a breakdown of the minority groups present within the project study area. The largest minority groups within the study area are Black/African Americans (48.7 percent) and Hispanic/Latinos (24.9 percent). The percentage of Black/African Americans within the project study area is higher than those of the City of College Park (38.8 percent) and is lower than the State of Maryland (61.8 percent) and Prince George’s County (73.0 percent).

Table 5: Minority Population by Geographic Area

Minority Group	Project Study Area		Maryland		Prince George’s County	
	# of Residents	% of Total Population	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	1,088	48.7%	1,723,335	61.8%	558,578	73.0%
American Indian/ Alaska Native	7	0.3%	11,735	0.4%	2,076	0.3%
Asian	433	19.4%	355,373	12.8%	37,921	5.0%
Native Hawaiian or Other Pacific Islander	26	1.2%	2,382	0.1%	242	0.0%
Some Other Race	18	0.8%	14,715	0.5%	2,609	0.3%
Two or More Races	105	4.7%	145,243	5.2%	18,707	2.4%
Hispanic or Latino	555	24.9%	533,671	19.2%	144,996	19.0%
Minority Total	2,232	100%	2,786,454	64.6%	765,129	100%

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

Minority Group	Project Study Area		City of College Park	
	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	1,088	48.7%	5,695	38.8%
American Indian/ Alaska Native	7	0.3%	30	0.2%
Asian	433	19.4%	4,653	31.7%
Native Hawaiian or Other Pacific Islander	26	1.2%	61	0.4%
Some Other Race	18	0.8%	92	0.7%
Two or More Races	105	4.7%	861	5.9%
Hispanic or Latino	555	24.9%	3,267	22.3%
Minority Total	2,232	100%	14,659	100%

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

4.6.2 Assessment of Disproportionately High and Adverse Impacts

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

4.7 Cultural Resources

No known archaeological resource is known to be located within the project site. Archaeological resources are unlikely as the ground was disturbed substantially during construction of the existing facilities. M-NCPPC identifies “Old Town College Park” as a historic architectural resources listed in the National Register of Historic Places. M-NCPPC does identify five designated Historic Sites in Old Town College Park; the Cory House, the College Park Women’s Club, the McDonnell House, the Taliaferro House, and the Holbrook House listed with the State of Maryland and Prince George’s County historic registers. The Harrison Store/Trolley Stop Sweet Shop is a Historic Resource in Old Town College Park. The College Park Airport is also identified as a historic site, as well as the College Park Aviation Museum. The Historic Sites and Resources are located approximately 0.2 to 0.4 miles from the project site.

4.8 Public Parklands and Recreation Areas

No parks or recreation areas would be impacted by the project. Calvert Park, Paint Branch Stream Valley Park 1 & 2, Lake Artemesia Park, Anacostia River Stream Valley Park, Herbert W. Wells Ice Skating Center, Ellen E. Linson Aquatic Center, and the College Park Aviation Museum are located in College Park, Maryland, shown in **Figure 7**, are the only parklands or recreation centers located within a half mile of the project.

4.9 Wetlands and Waters of the U.S.

Construction of the “Intermodal Village Green”, which will consist of a new bridge and plantings may impact the existing stream or waters of the U.S. The developer is solely responsible for obtaining all permits from Maryland Department of the Environment (MDE) and the United States Corps of Engineers.

4.10 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows that existing facilities at the College Park – U of MD Metrorail Station do not occupy the current 100-year floodplain (Zone C) or the current 500-year floodplain. The effective FIRM panel for the project site is 24033C0131E, effective on September 16, 2016. The panel does not designate the project site as either a 100-year or 500-year floodplain, as shown in **Figure 8**.

Floodplain impacts are regulated by Prince George’s County in accordance with the County’s floodplain ordinance and the National Flood Insurance Program. The developer will seek appropriate approvals through Prince George’s County and FEMA. The developer is solely responsible for permitting impacts and mitigation for floodplains with both Prince George’s County and FEMA.

4.11 Water Quality

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

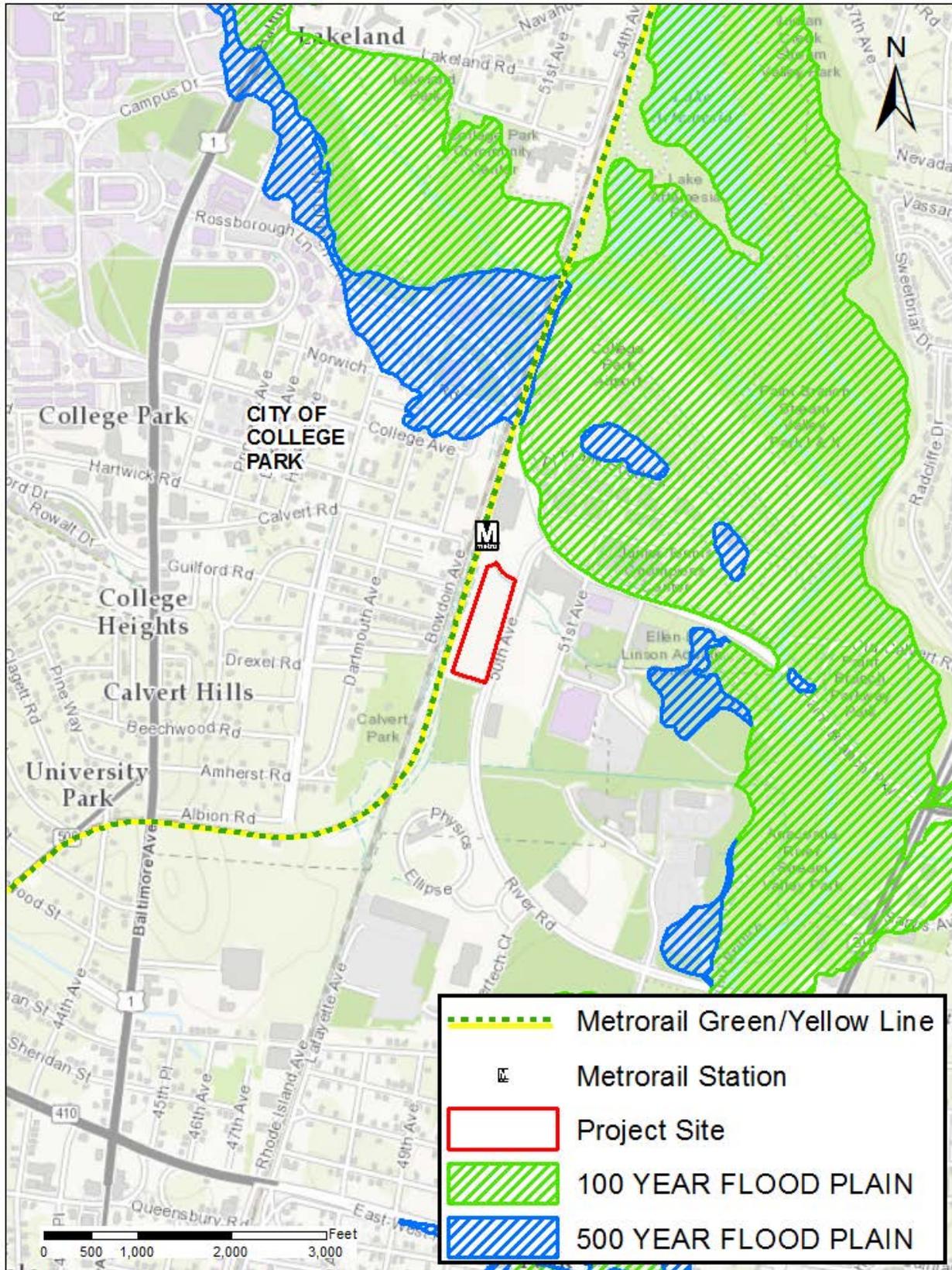
The new stormwater management facilities will be designed to mitigate the project site and are the responsibility of the developer.

4.12 Air Quality

The project site is located in Prince George's County, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area. The project is not anticipated to have a negative impact on air quality.

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

Figure 8: Floodplains



4.13 Forest Stands

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

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

4.14 Threatened and Endangered Species

No impact to federally protected species or habitat is expected as a result of the project. A review of the project site was conducted online via the U.S. Fish and Wildlife Service (USFWS) Chesapeake Bay Field Office on January 13, 2017 (See **Appendix B** for USFWS IPaC Trust Resource Report). While the search returned 24 species of migratory birds, it is expected that their habitats will not be affected as construction on the property will not occur on any protected forest and wetland areas.

4.15 Utilities

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

4.16 Safety and Security

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

4.17 Hazardous and Contaminated Materials

The project is not expected to encounter any hazardous or contaminated materials. Hazardous and contaminated materials include oil and other hazardous substances that present an imminent and substantial danger to the public health and the environment. Federal and state laws that regulate hazardous and contaminated materials include:

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

A review of databases which monitor compliance with the federal and state laws was completed through the EPA NEPassist web portal¹ and Maryland's Underground Storage Tank (UST) database². No records for the project site were identified through the database search.

4.18 Noise and Vibration

Existing noise sources within and adjacent to the project site are dominated by motor vehicle traffic along River Road, Metrorail, and freight/commuter rail traffic. No impact on existing noise sensitive receptors is anticipated as a result of the project. If the project is constructed, the existing Metrobus and Metrorail transit operations would continue to operate as they do now, and no increases in service are anticipated. The existing bus routes would continue to serve the Metrorail station as they do now, though the bus loop and layover area would be closer to residential receptors located east of the Metrorail tracks.

Future residences constructed as part of the joint development would also be considered noise sensitive receptors. The developer will be responsible for completing a noise analysis at multiple locations within the project site where future residences are planned to be built.

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

4.19 Secondary and Cumulative Impacts

4.19.1 Secondary Impacts

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

4.19.2 Cumulative Impacts

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

4.19.2.1 Traffic

No long-term adverse cumulative traffic impact is anticipated.

4.19.2.2 Transit

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

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

The joint development site excludes the right-of-way anticipated for the planned Purple Line. Access to the planned Purple Line Station would be provided for in the intermodal village green.

¹<http://nepassisttool.epa.gov/nepassist/entry.aspx>

²http://www.mde.maryland.gov/programs/land/oilcontrol/undergroundstoragetanks/pages/programs/landprograms/oil_control/usthome/index.aspx

4.20 Construction Impacts

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

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

The developer would be solely responsible for getting all necessary permits from the Federal Aviation Administration (FAA) for the use of cranes for the construction of the project.

5. PUBLIC INVOLVEMENT

WMATA will keep the public informed about the project through public outreach beginning in mid-April 2017. WMATA will follow its FTA and Board-approved Public Participation Plan that focuses on obtaining feedback from impacted customers and residents, especially those that are considered hard to reach, such as Limited English Proficient. The communications and outreach plan includes a project webpage, signage at the impacted stations and nearby bus shelters, in-person outreach, a press release, and stakeholder communication. Outreach materials will be provided in both English and Spanish. A public hearing will also take place at the College Park City Hall on Monday, April 24th, 2017 at 7:00 PM to provide the public with the opportunity to comment on the project. Notice of the public hearing will be published in the Washington Post for two successive weeks. The notice will also be published in Washington Hispanic and El Tiempo Latino, two local Spanish-language newspapers.

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

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

A public hearing staff report summarizing comments received with staff responses will be released for public review and comment. The developer is responsible for following all appropriate laws and procedures for review and approval of the proposed development project, including public involvement.

6. REFERENCES

Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map (FIRM) for Prince George's County, Maryland Number 24033C0131E, effective September 16, 2016.

M-NCPPC. Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment, June 2010.

M-NCPPC. Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment, 2002.

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

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

M-NCPPC. College Park – Riverdale Park Transit District Development Plan, March 2015.

M-NCPPC. Approved Transit District Development Plan for the College Park – Riverdale Transit District Overlay Zone (TDOZ), 1997.

M-NCPPC. Approved Master Plan: Langley Park – College Park – Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67, October 1989 and May 1990.
City of College Park. 2015-2020 Strategic Plan, August 2015.

U.S. Census Bureau. American Community Survey 5-Year Estimates (2011-2015).

U.S. Fish and Wildlife Service (USFWS). IPaC – Information, Planning, and Conservation System, <http://ecos.fws.gov/ipac/>. Accessed on January 13, 2017.

WMATA Joint Development Term Sheet, July 28, 2016.

Appendix A
Project Concept Plan and Renderings



SITE PLAN

KEY

- | | |
|-------------|----------------------------|
| 1 PAVILLION | 6 COURTYARD |
| 2 PLAZA | 7 BUFFER PLANTING |
| 3 LAWN | 8 CREEK |
| 4 BRIDGE | 9 BUS DROP OFF (BY OTHERS) |
| 5 CROSSWALK | 10 METRO ENTRANCE |







Appendix B

USFWS IPaC Trust Resource Report



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Chesapeake Bay Ecological Services Field Office
177 ADMIRAL COCHRANE DRIVE
ANNAPOLIS, MD 21401
PHONE: (410)573-4599 FAX: (410)266-9127
URL: www.fws.gov/chesapeakebay/;
www.fws.gov/chesapeakebay/endsppweb/ProjectReview/Index.html

Consultation Code: 05E2CB00-2017-SLI-0540

January 13, 2017

Event Code: 05E2CB00-2017-E-00831

Project Name: College Park Metrorail Station Joint Development

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. This species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Official Species List

Provided by:

Chesapeake Bay Ecological Services Field Office

177 ADMIRAL COCHRANE DRIVE

ANNAPOLIS, MD 21401

(410) 573-4599

<http://www.fws.gov/chesapeakebay/>

<http://www.fws.gov/chesapeakebay/endsppweb/ProjectReview/Index.html>

Consultation Code: 05E2CB00-2017-SLI-0540

Event Code: 05E2CB00-2017-E-00831

Project Type: DEVELOPMENT

Project Name: College Park Metrorail Station Joint Development

Project Description: Mixed-use joint development project at the College Park Metrorail Station.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

<http://ecos.fws.gov/ipac>, 01/13/2017 02:20 PM

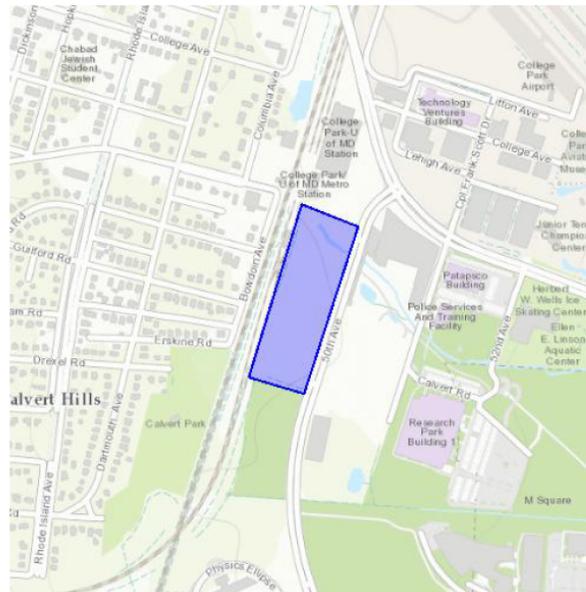
1



United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-76.92838311195375 38.97794374221877, -76.92717075347902 38.977576760580746, -76.92832946777345 38.97480765599548, -76.92950963974 38.97508290316528, -76.92838311195375 38.97794374221877)))

Project Counties: Prince George's, MD

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United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Endangered Species Act Species List

There are a total of 0 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

There are no listed species identified for the vicinity of your project.

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United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Critical habitats that lie within your project area

There are no critical habitats within your project area.

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United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Appendix A: FWS National Wildlife Refuges and Fish Hatcheries

There are no refuges or fish hatcheries within your project area.

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1



United States Department of Interior
Fish and Wildlife Service

Project name: College Park Metrorail Station Joint Development

Appendix B: NWI Wetlands

There are no wetlands within your project area.

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1