

SOCIAL EFFECTS AND LAND USE PLANNING TECHNICAL REPORT

AUGUST 2013



Table of Contents

1. Introduction and Project Description....1
1.1 Introduction....1
1.2 Project Description....1
1.2.1 No Build Alternative....1
1.2.2 Preferred Alternative....2
2. Social Effects....3
2.1 Regulatory Context and Methodology....3
2.2 Affected Environment....5
2.2.1 Regional Characteristics....5
2.2.2 Study Area Characteristics....9
2.3 Environmental Consequences....39
2.3.1 Long-term Operational Effects....39
2.3.2 Short-term Construction Effects....43
3. Land Use, Zoning, and Planned Development....45
3.1 Regulatory Context and Methodology....45
3.2 Affected Environment....46
3.2.1 Land Use, Zoning, and Planned Development....46
3.2.2 Planned Developments....58
3.2.3 Plans and Policies....60
3.3 Environmental Consequences....68
3.3.1 Long-term Operational Effects....68
3.3.2 Short-term Construction Effects....73
4. References....74

Appendices

Appendix A – List of Acronyms and Abbreviations....76
Appendix B – Glossary/Terminology....78
Appendix C – Environmental Justice Block Group Data....82

List of Figures

Figure 1. Neighborhoods and US Census Tracts....4
Figure 2. Bethesda Neighborhood....11
Figure 3. Chevy Chase Neighborhood....13

Figure 4. Rock Creek Forest/Lyttonsville/Rosemary HIlls Neighborhood....15
Figure 5. Woodside Neighborhood....17
Figure 6. Silver Spring Neighborhood....18
Figure 7. East Silver Spring Neighborhood....20
Figure 8. Long Branch Neighborhood....22
Figure 9. Takoma Park Neighborhood....24
Figure 10. Langley Park Neighborhood....26
Figure 11. Lewisdale Neighborhood....28
Figure 12. Adelphi Neighborhood....29
Figure 13. College Park Neighborhood....31
Figure 14. Riverdale Neighborhood....33
Figure 15. Glenridge Beacon Heights....35
Figure 16. New Carrollton Neighborhood....37
Figure 17. West Lanham Hills Neighborhood....38
Figure 18. Existing Land Use, Planned Development, and Enterprise Zones....47
Figure 19. Existing Zoning....51
Figure 20. Planning Areas....62

List of Tables

Table 1. Regional and Neighborhood Racial Distribution....5
Table 2. Regional Population and Growth....7
Table 3. Regional and Neighborhood Housing Characteristics....8
Table 4. Regional and Neighborhood Mobility Characteristics and Poverty....9
Table 5. Bethesda Neighborhood Community Facilities within the Study Area....12
Table 6. Rock Creek Forest/Lyttonsville/Rosemary Hills Neighborhood Community Facilities within the Study Area....14
Table 7. Silver Spring Neighborhood Community Facilities within the Study Area....19
Table 8. East Silver Spring Neighborhood Community Facilities within the Study Area....21
Table 9. Long Branch Neighborhood Community Facilities within the Study Area....21
Table 10. Takoma Park Neighborhood Community Facilities within the Study Area....23
Table 11. Langley Park Neighborhood Community Facilities within the Study Area....25
Table 12. College Park Neighborhood Community Facilities within the Study Area....30
Table 13. Riverdale Neighborhood Community Facilities within the Study Area....34
Table 14. Glenridge/Beacon Heights Neighborhood Community Facilities within the Study Area....34
Table 15. West Lanham Hills Neighborhood Community Facilities within the Study Area....39
Table 16. Long-term Effects to Community Facilities, by Neighborhood....42
Table 17. Short-term Effects to Community Facilities, by Neighborhood....43
Table 18. Planned Developments....58
Table 19. Planning Areas and Associated Plans....63
Table 20. Proposed Traction Power Substation Locations and Existing Land Uses....72

1. Introduction and Project Description

1.1 Introduction

The purpose of this *Social Effects and Land Use Planning Technical Report* is to assess the potential effects of the proposed Purple Line on the lives of people who live within or immediately adjacent to the project corridor. Understanding how people are likely to be affected by a project facilitates good decision-making during project development, taking into account the needs of all stakeholders within the project area, recognizing existing patterns of community life, and identifying areas of concern that may be addressed by the project.

This report has been prepared in three sections which, when combined, provide a comprehensive description of the project's potential impacts on the social climate within the project area. The first section provides a general introduction to the proposed Purple Line project, including descriptions of the No Build Alternative and the Preferred Alternative. Section Two describes the existing demographics and social environment of the project area, including development types (focused on residential development), community facilities, and modes of travel currently available to area residents. Section Three provides a historical context related to pertinent land use planning and development, defines existing land use patterns and regulatory controls that shape development within the project study area, and provides an assessment of compatibility between previous, existing, and proposed planning efforts for the project corridor.

The Draft Environmental Impact Statement (DEIS) Socioeconomic Technical Report also discussed the effects of changes to recreational facilities, air quality, noise, and vibration on the region and the study area. For the Final Environmental Impact Statement (FEIS), analyses regarding air, noise, and vibration are discussed separately in the *Air Quality Technical Report, Noise Technical Report,* and *Vibration Technical Report*. Parks are discussed in detail in Section 4.6 and Chapter 6 of the FEIS.

1.2 Project Description

The Purple Line is a proposed 16.2-mile transit line located north and northeast of Washington DC, inside the circumferential I-95/I-495 Capital Beltway. The Purple Line would extend between Bethesda in Montgomery County and New Carrollton in Prince George's County. The "Purple Line corridor" includes five major activity centers: Bethesda, Silver Spring, Takoma/Langley Park, College Park, and New Carrollton.

The purposes of the Purple Line project are the following:

- Provide faster, more direct, and more reliable east-west transit service connecting the major activity centers in the Purple Line corridor at Bethesda, Silver Spring, Takoma/Langley Park, College Park, and New Carrollton,
- Provide better connections to Metrorail services located in the corridor, and
- Improve connectivity to the communities in the corridor located between the Metrorail lines.

There are two Alternatives discussed herein: the No Build Alternative and the Preferred Alternative.

1.2.1 No Build Alternative

The No Build Alternative represents the future conditions of transportation facilities and services in 2040 in the corridor if the Purple Line were not built. The No Build Alternative includes the existing highway network and transit service, plus those transportation projects listed within the Purple Line corridor for

which funding sources have been identified and have been included in the National Capital Region Transportation Planning Board's (TPB) *Financially Constrained Long-Range Transportation Plan* (CLRP) for implementation by 2040. The No Build Alternative provides the basis against which the Preferred Alternative is compared.

1.2.2 Preferred Alternative

The Preferred Alternative would be at grade except for one short tunnel section and three sections elevated on structures. The Preferred Alternative would operate mainly in dedicated or exclusive lanes, providing fast, reliable transit operations.

The following 21 stations are planned for the Preferred Alternative:

- Bethesda
- Chevy Chase Lake
- Lyttonsville
- Woodside/16th Street
- Silver Spring Transit Center
- Silver Spring Library
- Dale Drive
- Manchester Place
- Long Branch
- Piney Branch Road
- Takoma/Langley Transit Center
- Riggs Road
- Adelphi Road/West Campus
- UM Campus Center
- East Campus
- College Park
- M Square
- Riverdale Park
- Beacon Heights
- Annapolis Road/Glenridge
- New Carrollton

Stations would include ticket vending machines, weather shelters for passengers, lighting, wayfinding and informational signage, trash receptacles, seating, and security equipment such as emergency telephones and closed circuit television cameras. Most riders would walk to the stations or transfer from other transit services. Access plans for each station have been developed to enhance pedestrian and transit access for nearby communities. The stations would have either side or center platforms depending on the site characteristics and space availability.

Two storage and maintenance facilities are proposed: one at Lyttonsville in Montgomery County and the other at Glenridge in Prince George's County. Additionally, traction power substations, used to convert electric power to appropriate voltage and type to power the light rail vehicles, would be required approximately every mile.

As part of the Preferred Alternative the permanent Capital Crescent Trail would be constructed within the Georgetown Branch right-of-way for a distance of 3.3 miles between Bethesda and the CSXT Metropolitan Branch. At the junction with the CSXT the trail is planned to continue on the north side of the CSXT corridor to the SSTC. The permanent Capital Crescent Trail would replace the existing Georgetown Branch interim trail which currently extends from Bethesda to Stewart Avenue within the Georgetown Branch right-of-way. The completion of the trail along the CSXT corridor is contingent on agreement with CSXT on the use of their property on the north side of the CSXT tracks for the trail. If agreement is not reached by the time the Purple Line construction occurs, MTA would construct the trail from Bethesda to Talbot Avenue. From Talbot Avenue to Silver Spring an interim signed bike route on local streets would be used. MTA will plan, design, and construct the permanent Capital Crescent Trail between Bethesda and Silver Spring concurrently with the Purple Line. The Capital Crescent Trail will be owned and operated by Montgomery County, which will be responsible for providing the funds to construct it.

2. Social Effects

This section describes the existing social environment in the project study area, along with potential effects associated with implementation of the Purple Line Preferred Alternative. Information regarding demographics and community resources is provided first, followed by an analysis of potential effects to those resources as a result of the Purple Line.

The purpose of the analysis of impacts on demographics and communities in the project study area is to identify whether the Preferred Alternative would:

- Affect the quality of life or change patterns of community interaction within the corridor;
- Either facilitate or disrupt access to public facilities, such as schools, emergency services, or places of worship; and
- Affect the manner in which residents access their homes.

2.1 Regulatory Context and Methodology

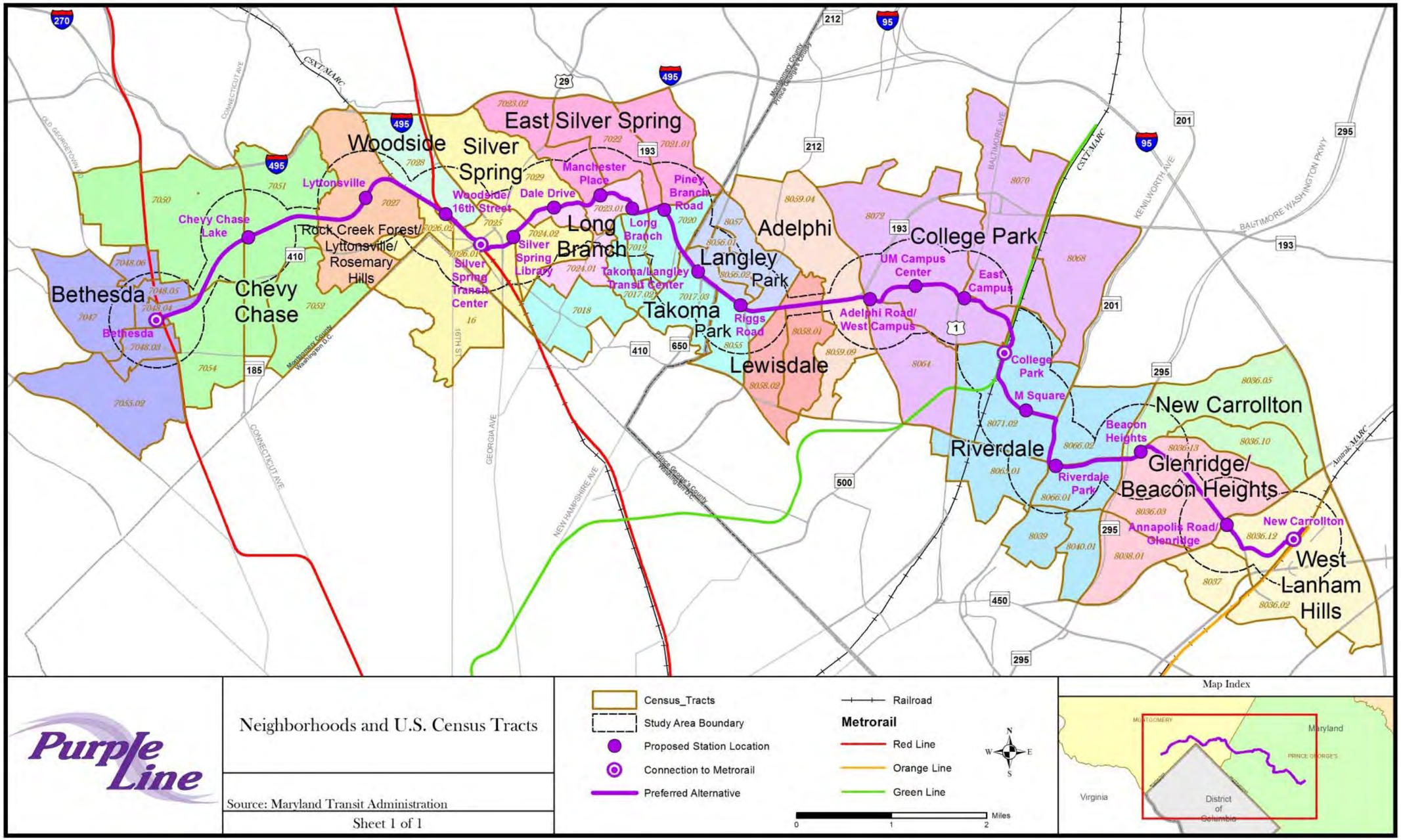
As the FTA does not have neighborhood assessment guidelines, MTA used the FHWA 1996 publication, *Community Impacts Assessment: A Quick Reference for Transportation*, as a guide to review potential effects of the proposed project on neighborhoods and community facilities since there are no regulations governing impacts to neighborhoods or community facilities. The analysis also considers the demographics of potentially affected areas. The following process was used to identify potential demographic and community effects of the Purple Line:

Determination of Study Area Boundary: The neighborhood study area for the FEIS began with the study area delineated for the DEIS, originally 200 feet on each side of the alignment of each alternative. The study area was then expanded to 500 feet on each side of the alignment of the Preferred Alternative. For the demographic review, the study area was expanded to include all census tracts partially or fully within 500 feet of the alignment or 1/2 –mile radius around each station location to include potential ridership market areas.

The study area was divided into 16 neighborhoods by clustering census tracts which encompass loosely defined existing communities, as shown on Figure 1. Neighborhoods were identified based on local land use patterns and community features such as common access to major transportation routes and facilities, as well as easily recognizable natural or man-made boundaries. Because census tract boundaries do not necessarily follow established community limits, the names and boundaries of the neighborhoods as defined for this technical report may differ from the perceptions of some residents.

Identification of Existing Conditions: The demographic data for this technical report were compiled, analyzed, and presented at three levels: regional, study area, and neighborhoods. Census tract data were obtained from the US Census 2010 Summary File 1 and the US Census five-year average, 2006 to 2010, American Community Survey. Population projections were obtained from the Metropolitan Washington Council of Governments (MWCOG), the agency responsible for maintaining and updating regional population projections for planning purposes. MWCOG data are based on Transportation Analysis Zones (TAZ), which have different boundaries than census tracts. These differences in boundaries mean that the total population for each neighborhood varies depending upon which data set is referenced. Community facilities, including schools, health care facilities, religious institutions, emergency services facilities, government services, and museums, were identified through a review of data from local agencies, discussions with local agency staff members, and field verification.

Figure 1. Neighborhoods and US Census Tracts



Community facilities within the identified neighborhoods are shown on Figures 2 through 17; however only those within 500 feet of the alignment are specifically labeled and are listed in Tables 5 through 15.

Evaluation of Potential Effects Resulting from the Preferred Alternative: The analysis of potential impacts of the Preferred Alternative on neighborhoods considers the following key neighborhood and community issues: changes in neighborhood quality and community cohesion, effects on human health, and safety and security, as discussed in Section 3.7 of the FEIS. Much of the basis for the evaluation of impacts in this section comes from analyses done for Chapter 3.0 and Chapter 4.0 of the FEIS. Effects to community facilities were determined by analyzing how the proposed project could directly affect the specific properties where facilities are located, such as changes to property access or parking.

2.2 Affected Environment

2.2.1 Regional Characteristics

The study area lies within southeastern Montgomery County and northern Prince George's County in the Washington DC metropolitan area. A small portion lies within Washington DC. Although the study area is within the suburbs of Washington DC, many communities are highly urbanized with high population densities. Following is a description of the demographic characteristics in these three areas, compared with the State of Maryland and each study area neighborhood.

Population, Race and Ethnicity

Table 1 presents the 2010 US Census data for regional and neighborhood racial and ethnic characteristics.

Table 1. Regional and Neighborhood Racial Distribution

Geographic Area		Total Population	White only	African-American only	American Indian/ Native Alaskan only	Asian only	Native Hawaiian/ Pacific Islander only	Other Race	Two or More Races	Hispanic Ethnicity*
Washington, DC	#	601,723	231,471	305,125	2,079	21,056	302	24,374	17,316	54,749
	%		38%	51%	0%	4%	0%	4%	3%	9%
Maryland	#	5,773,552	3,359,284	1,700,298	20,420	318,853	3,157	206,832	164,708	470,632
	%		58%	29%	0%	6%	0%	4%	3%	8%
Montgomery County	#	971,777	558,358	167,315	3,639	135,451	522	67,847	38,645	165,398
	%		57%	17%	0%	14%	0%	7%	4%	17%
Bethesda	#	17,330	14,319	683	21	1,625	6	232	444	1,249
	%		83%	4%	0%	9%	0%	1%	3%	7%
Chevy Chase	#	15,649	13,761	624	25	645	6	156	432	801
	%		88%	4%	0%	4%	0%	1%	3%	5%
Rock Creek Forest/ Lyttonsville/ Rosemary Hills	#	6,848	3,438	1,729	25	474	2	882	298	1,677
	%		50%	25%	0%	7%	0%	13%	4%	24%
Woodside	#	4,620	2,896	1,093	7	295	1	148	180	432
	%		63%	24%	0%	6%	0%	3%	4%	9%

Table 1. Regional and Neighborhood Racial Distribution (continued)

Geographic Area		Total Population	White only	African-American only	American Indian/ Native Alaskan only	Asian only	Native Hawaiian/ Pacific Islander only	Other Race	Two or More Races	Hispanic Ethnicity*
Silver Spring	#	27,055	12,982	10,152	76	1,769	10	943	1,123	2,652
	%		48%	38%	0%	7%	0%	3%	4%	10%
East Silver Spring	#	14,084	6,385	3,756	92	1,139	4	2,021	687	3,913
	%		45%	27%	1%	8%	0%	14%	5%	28%
Long Branch	#	6,236	2,948	1,676	59	333	13	945	262	1,776
	%		47%	27%	1%	5%	0%	15%	4%	28%
Takoma Park	#	22,599	8,231	7,174	162	1,164	26	4,582	1,260	8,417
	%		36%	32%	1%	5%	0%	20%	6%	37%
Prince George's County	#	863,240	166,059	556,620	4,258	35,172	541	73,441	27,329	128,972
	%		19%	65%	1%	4%	0%	9%	3%	15%
Langley Park	#	17,262	4,465	2,551	471	485	85	7,792	1,413	13,677
	%		26%	15%	3%	3%	0%	45%	8%	79%
Lewisdale	#	8,576	1,646	2,657	91	306	2	3,444	430	5,264
	%		19%	31%	1%	4%	0%	40%	5%	61%
Adelphi	#	7,627	2,053	2,982	69	712	6	1,481	324	2,569
	%		27%	39%	1%	9%	0%	19%	4%	34%
College Park	#	28,165	18,863	3,483	65	3,312	21	1,383	1,038	2,911
	%		67%	12%	0%	12%	0%	5%	4%	10%
Riverdale	#	25,708	6,551	10,200	227	721	15	7,053	941	8,067
	%		25%	40%	1%	3%	0%	27%	4%	31%
Glenridge/ Beacon Heights	#	12,686	2,062	7,291	114	283	15	2,519	402	4,181
	%		16%	57%	1%	2%	0%	20%	3%	33%
New Carrollton	#	10,046	1,968	4,895	75	442	3	2,370	293	3,495
	%		20%	49%	1%	4%	0%	24%	3%	35%
West Lanham Hills	#	7,555	1,028	4,881	77	135	3	1,158	273	1,896
	%		14%	65%	1%	2%	0%	15%	4%	25%
Study Area	#	232,046	103,596	65,827	1,656	13,840	218	37,109	9,800	62,977
	%		45%	28%	1%	6%	0%	16%	4%	27%

*The US Census Bureau defines Hispanic or Latino as a person of Mexican, Puerto Rican, Cuban, South or Central American, or other Spanish culture or origin, regardless of race. Because Hispanics may be any race, data for Hispanics overlap data for racial groups.
Note: County data in this table is for the entire county, not the portion of the county within the study area.

Over 64 percent of the residents of Prince George's County are African-American, more than double the figure for the State of Maryland (29 percent). Seventeen percent of Montgomery County's population is African-American, and nearly 51 percent of DC's residents are African-American.

The percentage of Montgomery County's Asian population (14 percent) is more than double that of the State of Maryland, Prince George's County, or DC. The percentage of Hispanics in both Montgomery

County (17 percent) and Prince George's County (15 percent) is approximately twice the percentage of Maryland's Hispanic population. The percentage of Hispanics residing in DC is somewhat higher than in the State of Maryland, but lower than either Montgomery County or Prince George's County.

Montgomery County, Prince George's County, and DC are currently experiencing population growth, with future growth projected to range between 12 and 26 percent over the 30-year period between 2010 and 2040 (see Table 2).

Table 2. Regional Population and Growth

Geographic Area	2010 Population	2040 Population	Percentage Increase Between 2010-2040
Washington, DC	605,513	760,538	26%
Montgomery County	979,996	1,198,997	22%
Bethesda	27,336	40,046	47%
Chevy Chase	19,783	22,284	13%
Rock Creek Forest/ Lyttonsville/ Rosemary Hills	3,157	3,776	20%
Woodside	4,023	4,371	9%
Silver Spring	38,152	49,882	31%
East Silver Spring	16,822	18,004	7%
Long Branch	6,469	7,237	12%
Takoma Park	22,890	26,141	14%
Prince George's County	846,171	950,100	12%
Langley Park	12,716	15,297	20%
Lewisdale	8,417	9,342	11%
Adelphi	6,542	11,384	74%
College Park	24,847	39,556	59%
Riverdale	18,311	22,433	23%
Glenridge/Beacon Heights	14,022	13,599	-3%
New Carrollton	11,776	11,383	-3%
West Lanham Hills	11,761	16,059	37%
Study Area	247,024	310,794	26%

Note: These population forecasts are modeled cooperative regional forecasts developed for land use policy and transportation planning purposes. As forecasts, they do not necessarily correspond with actual population counts provided in the US Decennial Census. County data in this table is for the entire county, not the portion of the county within the study area.

Sources: MWCOG, Round 8.0a Cooperative Forecasts: Population and Household Forecasts to 2040 by TAZ, 2011.

Housing

Table 3 presents housing characteristics for the state, the jurisdictions, and the neighborhoods. According to the 2010 Census, 704,087 housing units currently exist in Montgomery and Prince George's Counties combined, constituting nearly 30 percent of all housing units in Maryland. Although vacancy rates constantly vary, these two counties had slightly higher occupancy rates than the State as a whole during the 2010 Census. In Montgomery County, 64 percent of the housing units were owner-occupied; Prince George's County had a slightly lower figure (58 percent). Washington, DC has fewer existing housing units, a higher percent of vacancies, and a lower percent of owner occupancy than either Montgomery or Prince George's County.

Table 3. Regional and Neighborhood Housing Characteristics

Geographic Area	Housing Units	Percent Vacant Housing Units	Vacant Residences	Percent Owner-Occupied Housing Units
Washington, DC	296,719	10%	30,012	38%
Maryland	2,378,814	9%	221,230	61%
Montgomery	375,905	5%	18,819	64%
Bethesda	9,508	8%	792	44%
Chevy Chase	6,170	5%	331	82%
Rock Creek Forest/ Lyttonsville/ Rosemary Hills	2,607	7%	177	49%
Woodside	2,377	8%	191	51%
Silver Spring	14,497	8%	1,097	34%
East Silver Spring	5,031	4%	193	63%
Long Branch	2,460	4%	108	54%
Takoma Park	8,434	7%	611	41%
Prince George's County	328,182	7%	24,140	58%
Langley Park	4,809	5%	253	21%
Lewisdale	2,126	6%	131	76%
Adelphi	2,828	9%	253	37%
College Park	7,080	18%	1,308	54%
Riverdale	8,536	7%	623	39%
Glenridge/Beacon Heights	4,282	7%	298	62%
New Carrollton	3,043	6%	175	74%
West Lanham Hills	2,755	8%	220	53%
Study Area	86,502	8%	6,761	48%

Note: County data in this table is for the entire county, not the portion of the county within the study area.

Source: U.S. Census Bureau, Census 2010, Summary File 1; U.S. Census 2006-2010 American Community Survey

Access and Mobility

Table 4 presents the percentages of households with no vehicle available and the percentages of the population using public transportation within the state, jurisdictions, and neighborhoods. Montgomery County has a lower percentage of households with no vehicle available (8 percent) than Maryland (10 percent) and Prince George's County (10 percent). All are much less than DC at 35 percent. The percentage of workers using public transportation in Montgomery County (15 percent) and Prince George's County (17 percent) is almost double than that of Maryland (9 percent). Similar to the households with no vehicle available, the percentage of workers using public transportation is much higher in Washington, DC than Montgomery and Prince George's Counties, at 38 percent. These high percentages for Washington, DC are likely due to the ready availability of variety of public transportation options for commuters.

Poverty

According to the U.S. Census American Community Survey, Montgomery County and Prince George's Counties have a lower percentage of households living below the poverty level than Maryland, 6 and 7 percent compared with 8 percent. Washington, DC has a much higher percentage of households living below the poverty level at 16 percent (see Table 4).

Table 4. Regional and Neighborhood Mobility Characteristics and Poverty

Geographic Area	Households with No Vehicle Available	Workers using Public Transportation	Percent Households Within Income Below the Poverty Level
Washington, DC	35%	38%	16%
Maryland	10%	9%	8%
Montgomery County	8%	15%	6%
Bethesda	17%	26%	6%
Chevy Chase	8%	13%	2%
Rock Creek Forest/ Lyttonsville/ Rosemary Hills	16%	25%	7%
Woodside	14%	29%	7%
Silver Spring	18%	34%	9%
East Silver Spring	10%	21%	7%
Long Branch	15%	28%	6%
Takoma Park	18%	26%	12%
Prince George's County	10%	17%	7%
Langley Park	33%	28%	20%
Lewisdale	12%	19%	13%
Adelphi	8%	20%	15%
College Park	9%	11%	24%
Riverdale	18%	18%	9%
Glenridge/Beacon Heights	12%	18%	6%
New Carrollton	4%	20%	8%
West Lanham Hills	15%	22%	11%
Study Area	15%	23%	10%

Source: U.S. Census Bureau, Census 2010, Summary File 1

2.2.2 Study Area Characteristics

The following is a description of the demographic characteristics of the study area (population, race, ethnicity, housing, and poverty, access and mobility services). The descriptions reference the Census and MWCOG data presented in Table 1, along with data from the Maryland-National Capital Parks and Planning Commission (M-NCPPC), Montgomery County Planning Department, Montgomery County GIS, and M-NCPPC Prince George's County Planning Department Information Management Division. Descriptions of each of the neighborhoods follow the broad study area discussion.

The 16 neighborhoods have populations ranging from approximately 4,600 to 28,000 people, with 232,046 people in the study area. The largest neighborhoods are College Park (28,165 residents) and Silver Spring (27,055 residents), while the smallest neighborhoods are Woodside (4,620 residents) and Long Branch (6,236 residents).

As shown in Table 1, the study area's population is racially diverse, with 45 percent White, 28 percent African-American, 6 percent Asian, and 16 percent self-identifying as Other Race, with the remainder self-identifying as Alaskan Native, Pacific Islander, or Two or More Races. Twenty-seven percent of the

total population within the study area Census tracts identified themselves as Hispanic. Note that the Hispanic designation may apply to any race, so Hispanic data overlap racial data.

MWCOG projects a 26 percent population increase for the study area as a whole, with changes in neighborhood populations ranging from a 3 percent reduction in New Carrollton and Glenridge/Beacon Heights to a 74 percent increase in Adelphi (see Table 2). The population projections include both areas with proposed developments and areas of anticipated future growth, so neighborhoods that have a projected population decrease are likely associated with proposed economic developments that would convert existing residential areas to commercial/industrial areas.

Table 3 shows that according to 2010 Census data, there were more than 86,000 housing units in the study area and approximately 48 percent were owner-occupied. The owner-occupancy rate for the study area is about 16 percentage points lower than that for Montgomery County and 10 percentage points lower than Prince George's County, but 10 percentage points higher than Washington, DC.

Seven percent of the study area households are living below the poverty level, lower than the averages in Maryland (8 percent), Washington DC (16 percent) and Prince George's County (7 percent), but greater than the average in Montgomery County (6 percent) (see Table 4).

A variety of transit services are already in use throughout the study area. For example, transit services at the Silver Spring Transit Center include the Metrorail Red Line, Maryland Area Regional Commuter (MARC) Brunswick Line, Washington Metropolitan Area Transit Authority (WMATA) Metrobus, Montgomery County Ride On, and University of Maryland's Shuttle-UM. Transit services at the Takoma/Langley Transit Center will include WMATA Metrobus, Montgomery County Ride On, Prince George's County TheBus, and University of Maryland's Shuttle-UM. Each of the 16 neighborhoods is served by Metrobus. The variety of available transit services is likely a significant contributing factor as to why the study area has much higher percentages of households with no vehicle available (15 percent) and workers using public transportation (23 percent) than both Montgomery and Prince George's Counties. The proportion of households with no vehicles available ranges from 4 percent in New Carrollton to 33 percent in Langley Park. Similarly, there is a wide range of workers using public transportation, from 11 percent in College Park to 35 percent in Long Branch (see Table 4).

Detailed data by Census Block Group for racial and poverty characteristics is included in Appendix C and is discussed in Section 4.19 of the FEIS.

The following is a description of existing neighborhood-specific demographic characteristics and the community facilities within each of the 16 neighborhoods in the study area.

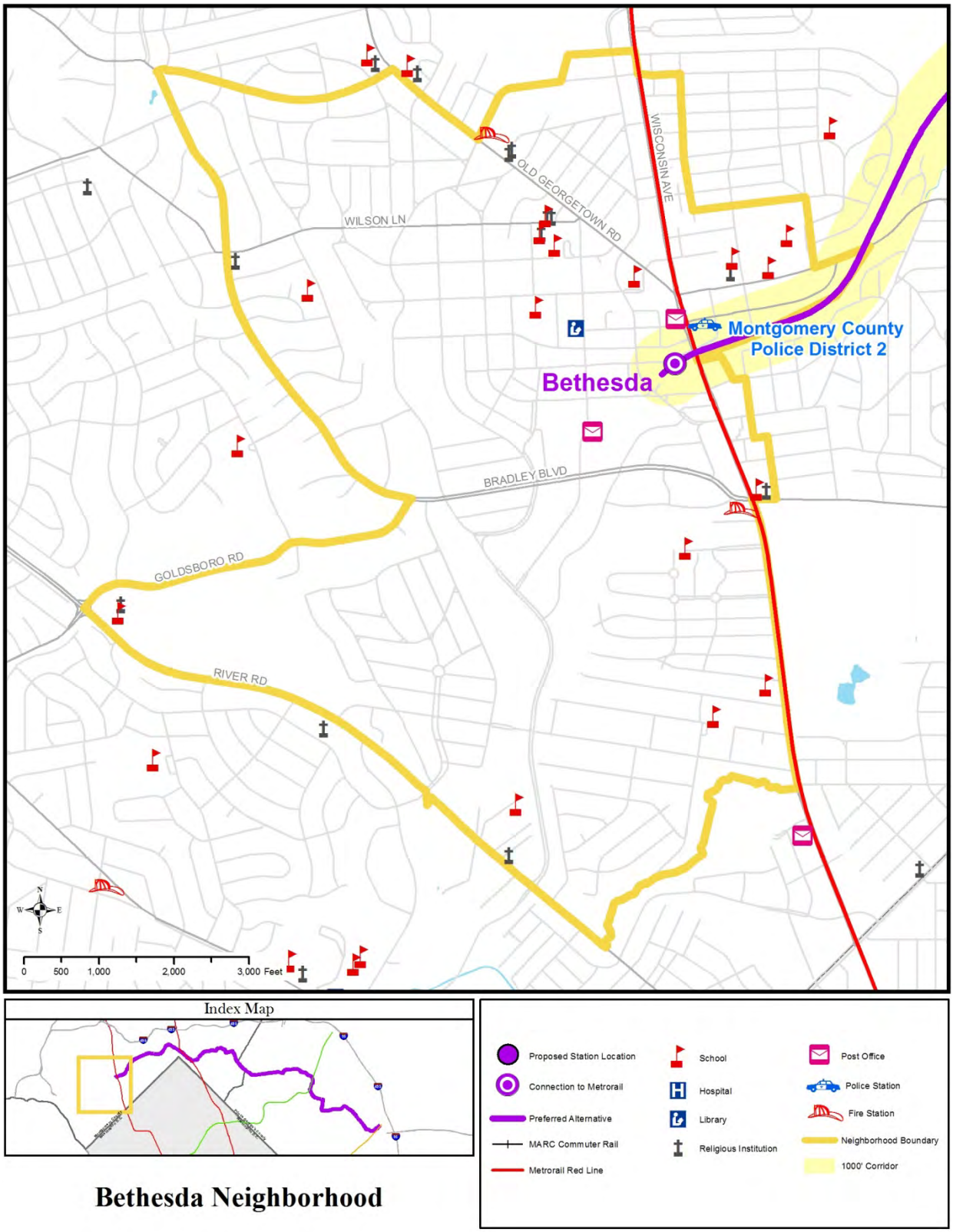
Bethesda Neighborhood

Bethesda is a mixed-use area with single and multi-family residences surrounding the dense urban center. Bethesda is generally north of Bradley Boulevard and is crossed by Wisconsin Avenue, Old Georgetown Road, and Wilson Lane (see Figure 2). Major facilities include the National Institutes of Health and the Walter Reed National Military Medical Center (formerly the National Naval Medical Center).

The popular central business district (CBD) includes numerous offices, stores, restaurants, and bars, and is a designated Arts and Entertainment District where a variety of festivals and other public events are hosted throughout the year.

The Bethesda and Medical Center Red Line Metrorail stations are in Bethesda. A free trolley, the Bethesda Circulator, serves portions of the CBD. Major bus routes in the neighborhood run on Wisconsin Avenue, Jones Bridge Road, and East West Highway.

Figure 2. Bethesda Neighborhood



Demographics

With approximately 17,300 people, 83 percent of the population is White, 4 percent African-American, 9 percent Asian, and 7 percent Hispanic. Forty-four percent of the housing units in the community are owner-occupied. Six percent of the households live at or below the Federal poverty guidelines. Bethesda's projected population growth between 2010 and 2040 is 47 percent, one of the highest projected population increases in the study area.

The urban character and transit accessibility of the area are likely significant factors contributing to the proportion of the neighborhood's population that uses some type of public transportation to commute to work (26 percent). This is greater than both the study area (23 percent) and Montgomery County (15 percent). Approximately 17 percent of the neighborhood's households have no vehicle available, a rate much higher than the Montgomery County average of eight percent.

Community Facilities

Fifteen schools, three emergency services facilities, two post offices, one library, and eleven places of worship were identified within the Bethesda neighborhood as shown on Figure 2. The only community facility located in the study area (identified by the pale yellow shading) is labeled on Figure 2 and listed in Table 5.

Table 5. Bethesda Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
Montgomery County Police District 2	7359 Wisconsin Avenue, Bethesda	Emergency Services

Sources: M-NCPPC Montgomery County Planning Department and Montgomery County GIS

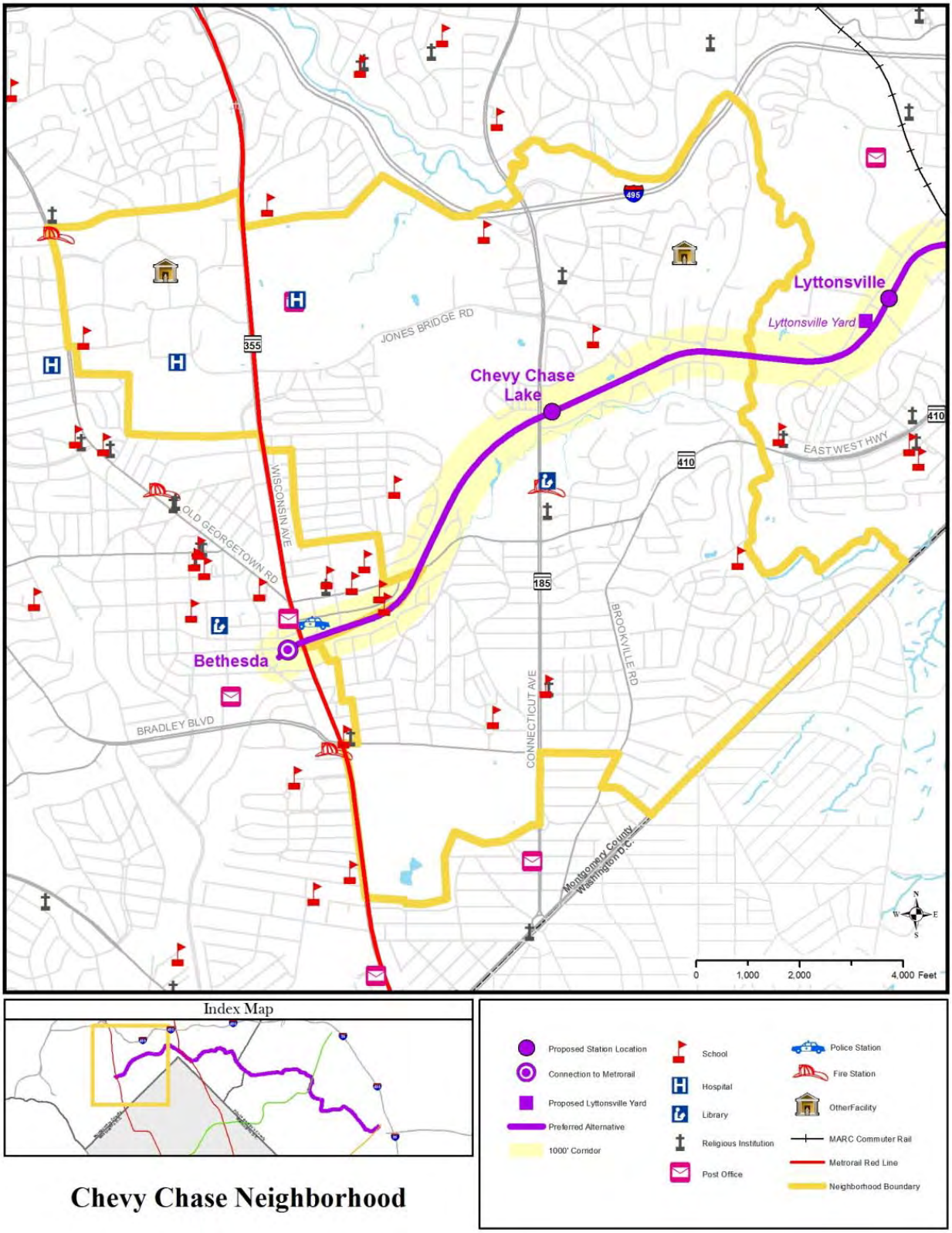
Chevy Chase Neighborhood

The primarily residential Chevy Chase neighborhood is located in Montgomery County, northwest of DC and west of Rock Creek Stream Valley Park. It was developed in the late 19th century as a streetcar suburb by the Chevy Chase Land Company. Most residential areas consist of large houses on tree-lined streets, with a few areas containing townhouses, condominiums, and apartments. The community includes some small specialty retail centers. Chevy Chase is bisected by Connecticut Avenue (see Figure 3) and lies almost entirely north of Bradley Boulevard and south of the Capital Beltway. The neighborhood encompasses the Chevy Chase and North Chevy Chase incorporated areas, along with the primarily residential unincorporated areas between these municipalities. Major bus routes in the neighborhood operate along Connecticut Avenue, Jones Bridge Road, and East West Highway.

Demographics

With approximately 15,600 people, the population in Chevy Chase is 88 percent White, 4 percent African-American, 4 percent Asian, and 5 percent Hispanic. Chevy Chase is the least racially diverse neighborhood in the study area. Both the White and African-American racial components of the population are well outside the averages for the study area (45 and 28 percent, respectively). Chevy Chase is projected to experience relatively low population growth between 2010 and 2040 (13 percent). This neighborhood has the highest owner-occupancy rate in the study area, with approximately 82 percent of the households being owner-occupied, as compared to 48 percent for the study area, and 64 percent for Montgomery County. Two percent of the households live at or below the Federal poverty guidelines. Thirteen percent of the neighborhood's population uses some type of public transportation to commute to work, which is lower than both the study area (23 percent) and Montgomery County (15 percent). The proportion of the neighborhood's households with no vehicle available (8 percent) is less than the study area (15 percent).

Figure 3. Chevy Chase Neighborhood



Community Facilities

The seven schools, two emergency services facilities, two medical facilities, one post office, one library, and three places of worship located in the Chevy Chase neighborhood are shown on Figure 3. No community facilities fall within the study area.

Rock Creek Forest/Lyttonsville/Rosemary Hills Neighborhood

The Rock Creek Forest/Lyttonsville/Rosemary Hills neighborhood is located in Montgomery County, east of Rock Creek Park, north of East West Highway, south of the Capital Beltway, and west of the CSXT Railroad tracks (see Figure 4). This neighborhood is mostly residential, with a mix of high-rise, townhouse, garden apartment, and single family houses. There is a small light industrial area located along Brookville Road. Most residential areas in this neighborhood are located south of Brookville Road. Apartment complexes are found north and west of Rosemary Hills-Lyttonsville Local Park and in the southeastern portion of the neighborhood along East West Highway. The remaining residential areas contain single-family houses of diverse sizes and ages. The northern portion of the Rock Creek Forest/Lyttonsville/Rosemary Hills neighborhood contains the National Park Seminary and an older, secluded area of single-family houses, adjacent to Rock Creek Park. Portions of the National Park Seminary are being converted into single-family and multi-family housing.

The majority of the existing bus routes in the Rock Creek Forest/Lyttonsville/Rosemary Hills neighborhood operate along East West Highway, Grubb Road, and Brookville Road. A section of the Georgetown Branch interim trail, heavily used by pedestrians and bicyclists, runs east to west through the neighborhood. Parts of the trail are located on neighborhood streets.

Demographics

The Rock Creek Forest/Lyttonsville/Rosemary Hills neighborhood is racially diverse and the community's racial distribution closely resembles that of the study area. With approximately 6,800 people, the neighborhood is 50 percent White, 25 percent African-American, 7 percent Asian, 13 percent other races, and 4 percent of two or more races. Twenty-four percent of the population is Hispanic. This neighborhood is projected to experience moderate population growth between 2010 and 2040 (20 percent). Forty-nine percent of the housing units in this neighborhood are owner-occupied, which is consistent with the study area (48 percent) but lower than Montgomery County (64 percent). Seven percent of the households live at or below the Federal poverty guidelines. Twenty-five percent of the neighborhood's population uses some type of public transportation to commute to work. The proportion of the neighborhood's households with no vehicle available (16 percent) is higher than both the study area (15 percent) and Montgomery County (8 percent).

Community Facilities

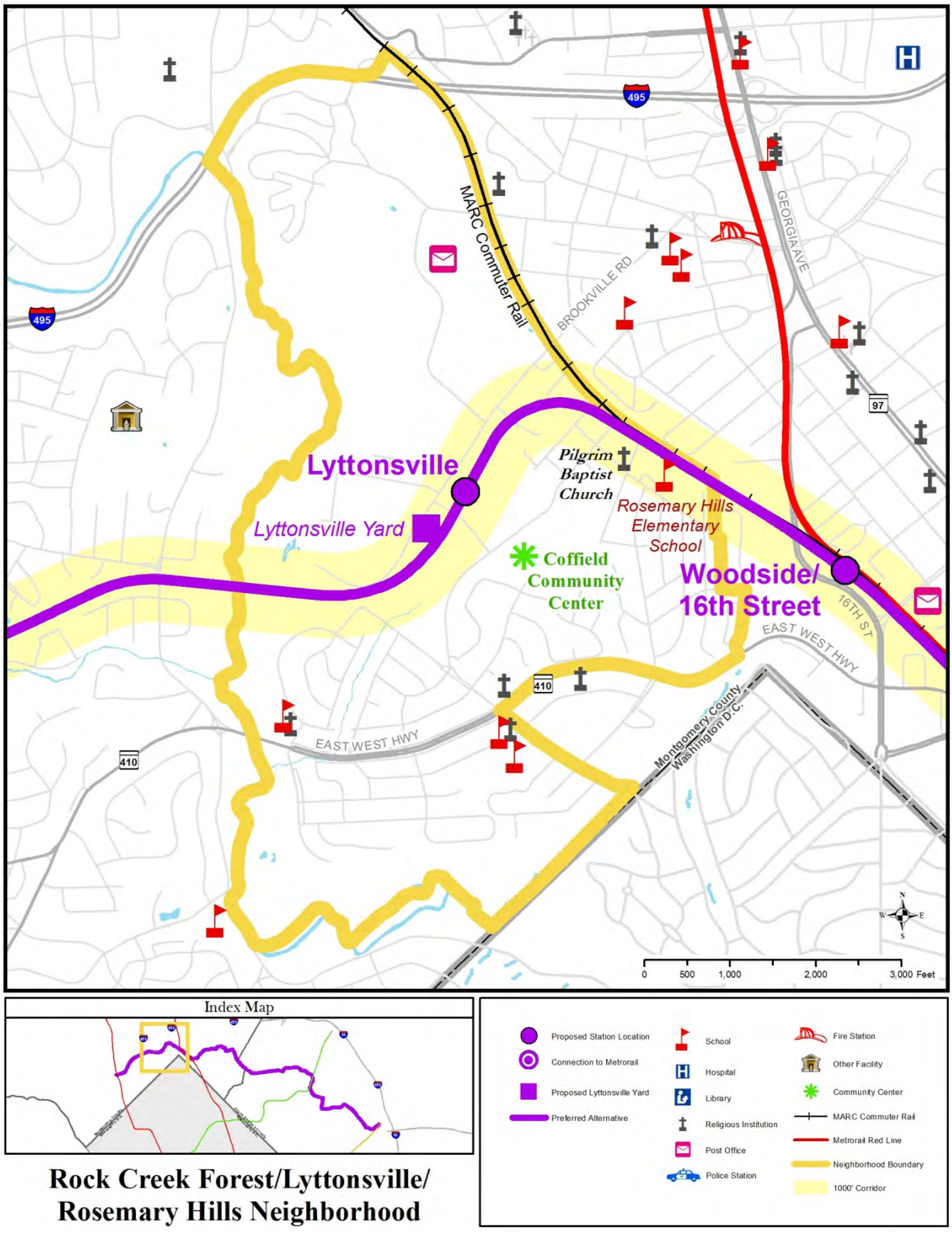
The four schools, one post office, four places of worship, and one community center identified within the Rock Creek Forest/Lyttonsville/Rosemary Hills neighborhood are shown on Figure 4. The three community facilities within the study area are labeled on Figure 4 and listed in Table 6.

Table 6. Rock Creek Forest/Lyttonsville/Rosemary Hills Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
Pilgrim Baptist Church	8900 Lanier Road, Silver Spring	Religious
Rosemary Hills Elementary School	2111 Porter Road, Silver Spring	School
Coffield Community Center	2450 Lyttonsville Road, Silver Spring	Community Center

Sources: M-NCPPC Montgomery County Planning Department and Montgomery County GIS

Figure 4. Rock Creek Forest/Lyttonsville/Rosemary Hills Neighborhood



Woodside Neighborhood

The Woodside community is predominantly suburban and residential, with extensive commercial uses along Georgia Avenue. Bordered by the Metropolitan Branch railroad right-of-way, currently used by freight, MARC commuter rail, Metrorail, and Amtrak, the community also contains major arterials carrying large volumes of traffic into and out of Washington DC. This community is on the outskirts of downtown Silver Spring (see Figure 5). The Woodside neighborhood contains almost 2,400 housing units, primarily single-family dwellings built in the early 1900s, with some more recently constructed townhouse subdivisions, and a scattering of newly constructed single-family houses. The majority of the bus lines in the Woodside neighborhood operate along 16th Street and Second Avenue.

Demographics

With approximately 4,600 people, Woodside is 63 percent White, 24 percent African-American, and 6 percent Asian. The neighborhood's White population percentage is greater than that of both the study area (45 percent) and Montgomery County (58 percent). The neighborhood contains a considerably lower percentage of Hispanics (9 percent) than the study area (27 percent). Woodside is expected to have a relatively small increase in population by 2040 (9 percent). Similar to the study area (48 percent), 51 percent of households in the neighborhood are owner-occupied. Seven percent of the households live at or below the Federal poverty guidelines. The proportion of the neighborhood's population that uses some type of public transportation to commute to work (29 percent) is greater than the study area (23 percent) and Montgomery County (15 percent). The proportion of neighborhood households with no vehicle available (14 percent) is higher than both the study area (15 percent) and Montgomery County (8 percent).

Community Facilities

The three schools, one emergency services facility, and four places of worship identified in the Woodside neighborhood are shown on Figure 5. There are no community facilities within the study area.

Silver Spring Neighborhood

The Silver Spring neighborhood is generally bounded by Rock Creek Park in Washington, DC to the southwest, Sligo Creek to the northeast and Georgia Avenue to the west. The neighborhood lies west of Piney Branch Road, and south of the Capital Beltway (see Figure 6). Silver Spring is an older commercial center and residential community that has been experiencing dramatic revitalization in the last ten years. The downtown is largely high-rise buildings containing a mix of office, retail, and residential uses. Beginning in the late 1990's, the Silver Spring CBD has benefited from redevelopment initiatives resulting in a downtown revitalization effort that continues today. Much of the redevelopment has been retail and entertainment oriented, and Silver Spring now boasts a lively nightlife. The neighborhood's housing consists of a mix of high-rise apartment buildings and condominiums in the CBD, and single-family homes outside of the CBD.

Major bus routes in the neighborhood operate along Georgia Avenue, Colesville Road, and East West Highway. The Silver Spring Metrorail Station provides access to the Red Line and serves as a bus transfer station. Access to the MARC train's Brunswick line is also available at the Silver Spring Metrorail Station. The Brunswick line offers morning service from Martinsburg, West Virginia, and Frederick, Maryland, through Silver Spring into downtown DC, and return service in the afternoon and evenings. Silver Spring is the busiest regional transfer station outside of DC. Pedestrian traffic is high in the Silver Spring CBD. The neighborhood also contains the Silver Spring Connector Route, which connects the Georgetown Branch interim trail to the Silver Spring CBD via streets and sidewalks. Paths that access the Sligo Creek Stream Valley Trail system are located in various areas along the northeastern edge of the neighborhood.

Figure 5. Woodside Neighborhood

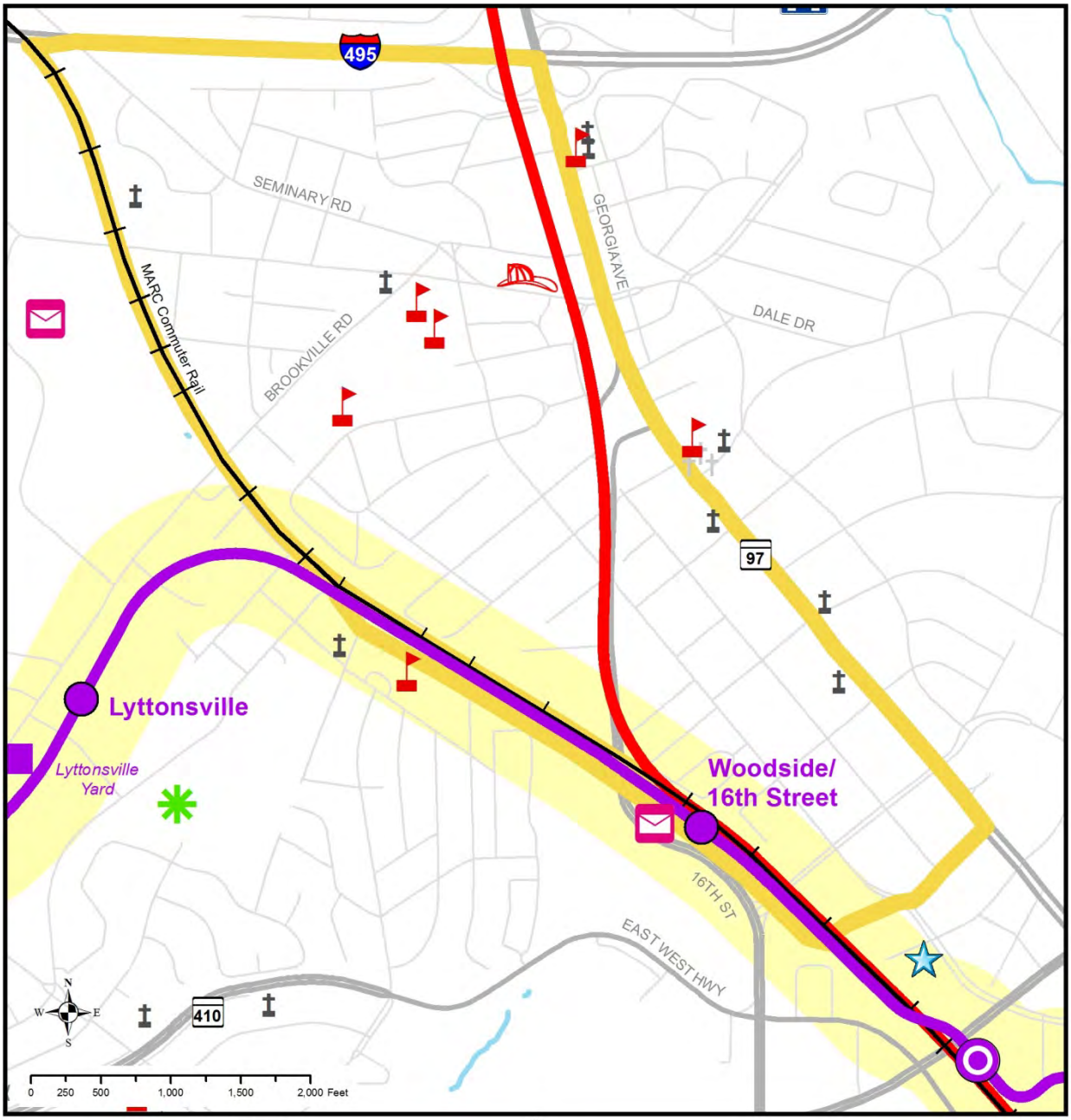
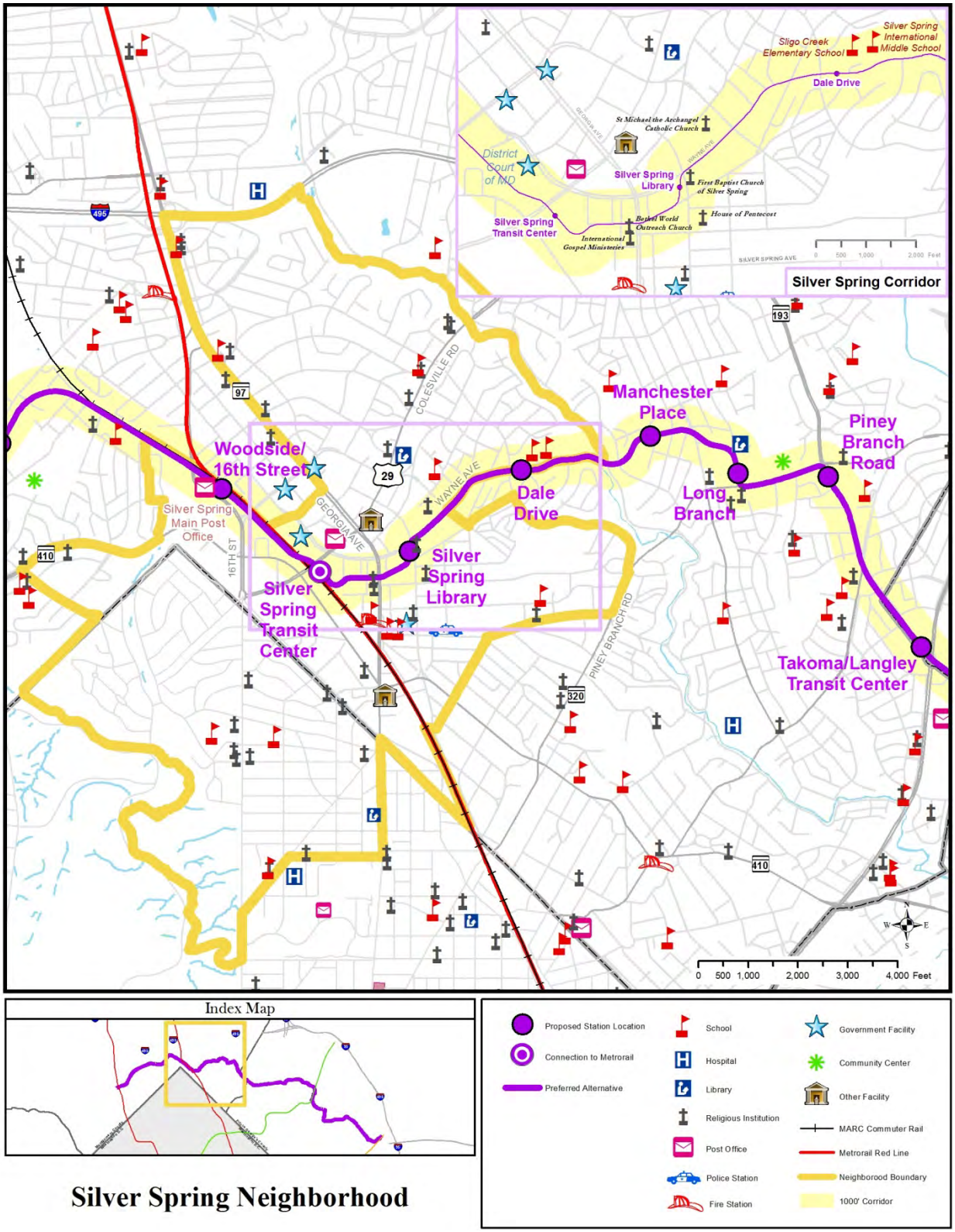


Figure 6. Silver Spring Neighborhood



Demographics

With approximately 27,100 people, Silver Spring is 48 percent White, 38 percent African-American, 7 percent Asian, 3 percent Other Race, 4 percent Two or More Races, and 10 percent Hispanic. Thirty-four percent of the housing units are owner-occupied. Nine percent of the households live at or below the Federal poverty guidelines. Thirty-four percent of the workers use public transportation to commute to work. The percentage of households with no vehicle available is approximately 18 percent. Silver Spring is expected to experience a moderate population growth by 2040 (31 percent).

Community Facilities

Twelve schools, one college, two emergency services facilities, three government facilities, two post offices, two libraries, and 30 places of worship were identified in the Silver Spring neighborhood as shown on Figure 6. Facilities within the study area are labeled on Figure 6 and listed in Table 7.

Table 7. Silver Spring Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
Silver Spring Main Post Office	8653 16th Street, Silver Spring	Government
District Court of MD – Silver Spring	8552 2nd Avenue, Silver Spring	Government
Bethel World Outreach Church	8252 Georgia Avenue, Silver Spring	Religious
International Gospel Ministries	8238 Georgia Avenue, Silver Spring	Religious
House of Pentecost	8307 Fenton Street, Silver Spring	Religious
First Baptist Church of Silver Spring	8415 Fenton Street, Silver Spring	Religious
St. Michael the Archangel Catholic Church	824 Pershing Drive, Silver Spring	Religious
Sligo Creek Elementary School	500 Schuyler Road, Silver Spring	School
Silver Spring International Middle School	313 Wayne Avenue, Silver Spring	School

Sources: M-NCPPC Montgomery County Planning Department and Montgomery County GIS

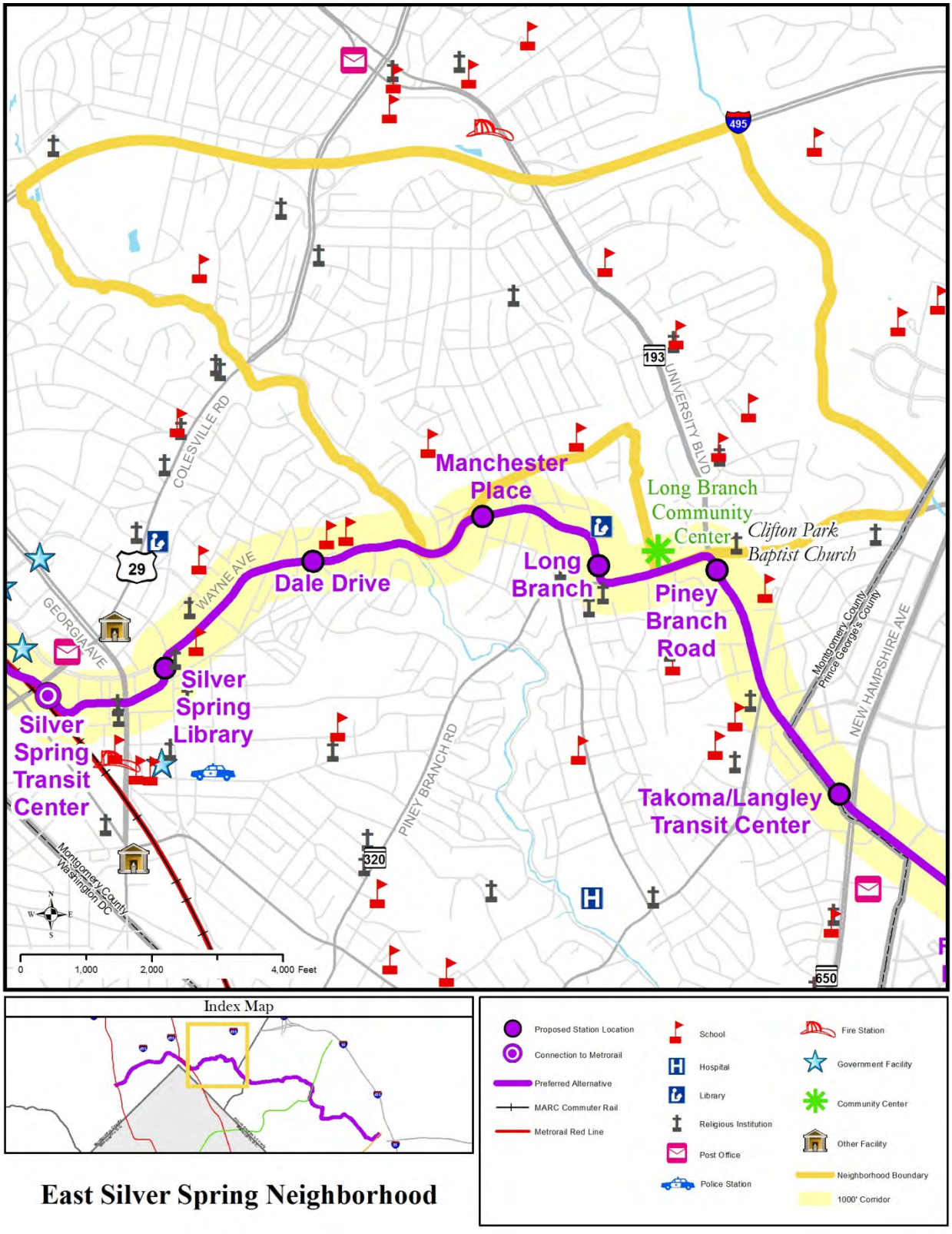
East Silver Spring Neighborhood

The East Silver Spring neighborhood is in Montgomery County. It is bounded by Sligo Creek to the west, the Capital Beltway to the north, Wayne Avenue and Piney Branch Road to the south, and Northwest Branch Stream Valley Park to the east (see Figure 7). The neighborhood consists of subdivisions, apartment buildings, and high rise and garden condominiums, with some commercial development along the major roadways. Apartment buildings and high rise and garden condominiums are dispersed through the neighborhood along Sligo Creek Parkway, University Boulevard, and Piney Branch Road. The neighborhood has an abundance of trees and parks integral to its subdivisions. Major bus lines in the neighborhood operate along University Boulevard and Wayne Avenue. The neighborhood also contains many pedestrian and bicycle paths that access the Sligo Creek Stream Valley Trail, the Long Branch Trail, and the Northwest Branch Stream Valley Trail systems.

Demographics

The demographic composition of the East Silver Spring neighborhood largely mirrors that of the study area with approximately 14,100 residents, East Silver Spring is 45 percent White, 27 percent African-American, 8 percent Asian, 14 percent Other Race, 5 percent Two or More Races, and 28 percent Hispanic. The Hispanic population proportion is nearly equal to that of the study area, but is higher than Montgomery County (17 percent). East Silver Spring is expected to experience relatively small population growth between 2010 and 2040 (7.0 percent). Sixty-three percent of the households in the neighborhood are owner-occupied, compared to 48 percent for the study area, and 64 percent for Montgomery County. East Silver Spring has a high percentage of occupied housing units (63 percent). Seven percent of the households live at or below the Federal poverty guidelines.

Figure 7. East Silver Spring Neighborhood



The proportion of the neighborhood's population that uses some type of public transportation to commute to work (21 percent) is slightly less than the study area's (23 percent). Approximately 10 percent of the neighborhood's households have no vehicle available, slightly lower than the study average.

Community Facilities

The seven schools and six places of worship identified in the East Silver Spring neighborhood are shown on Figure 7. The one facility within the study area is labeled on Figure 7 and listed in Table 8.

Table 8. East Silver Spring Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
Clifton Park Baptist Church	8818 Piney Branch Rd., Silver Spring	Religious

Sources: M-NCPPC Montgomery County Planning Department and Montgomery County GIS

Long Branch Neighborhood

The Long Branch neighborhood is located in Montgomery County, bounded by Sligo Creek to the west and Long Branch Creek to the east. It is generally south of Wayne Avenue, west of Flower Avenue, north of Philadelphia Avenue, and east of the MARC commuter Rail (see Figure 8). This suburban neighborhood consists of single-family homes, townhouses, and garden-style apartment buildings, with a small commercial area of shops and restaurants along Flower Avenue and Piney Branch Road. Single-family homes are located along Bradford and Reading Roads. Several apartment complexes exist along Plymouth, Bradford, and Piney Branch Roads, including the Flower Apartments near the intersection of Flower Avenue and Piney Branch Road. A townhouse development lies west of Manchester Road near Geren and Bradford Roads. Major bus routes in the Long Branch neighborhood operate along Piney Branch Road and Flower Avenue.

Demographics

The Long Branch population is approximately 6,200 people, 47 percent of the population is White, 27 percent African-American, 5 percent Asian, 15 percent Other Race, and 28 percent Hispanic. Between 2010 and 2040, Long Branch is expected to have a relatively small population growth (12 percent). Approximately 54 percent of the households in the neighborhood are owner-occupied – a higher rate than the study area (48 percent) but lower than Montgomery County (64 percent). Six percent of the households live at or below the Federal poverty guidelines. The proportion of the neighborhood's population that uses some type of public transportation to commute to work (28 percent) is greater than both the study area (23 percent) and Montgomery County (15 percent) figures. The proportion of the neighborhood's households with no vehicle available (15 percent) is nearly equal to the study area but more than Montgomery County (8 percent).

Community Facilities

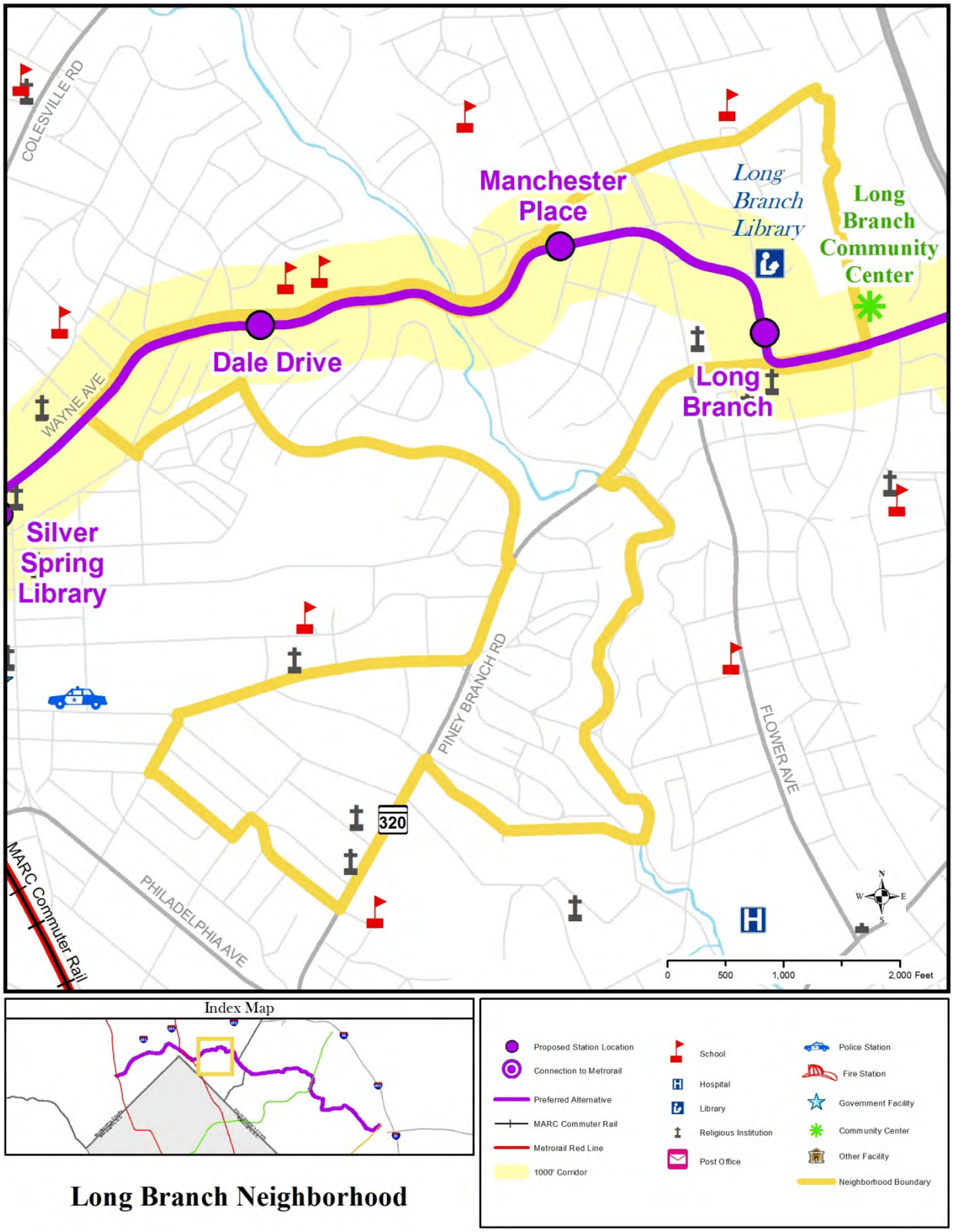
One library, three places of worship, and one community center were identified within the Long Branch neighborhood as shown on Figure 8. The two community facilities within the study area are labeled on Figure 8 and listed in Table 9.

Table 9. Long Branch Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
Long Branch Library	8800 Garland Avenue, Silver Spring	Library
Long Branch Community Center	8700 Piney Branch Road, Silver Spring	Community Center

Sources: M-NCPPC Montgomery County Planning Department and Montgomery County GIS

Figure 8. Long Branch Neighborhood



Takoma Park Neighborhood

The Takoma Park community as defined for this study is located primarily in Montgomery County but includes the Carole Highlands and Hillwood Manor communities in Prince George's County. The neighborhood also includes the primarily residential portions of the city of Takoma Park and areas west of Sligo Creek (see Figure 9). Generally located south of Piney Branch Road and west of University Boulevard, the neighborhood is predominantly residential, with a mixture of single-family houses, duplexes, and mid-to-high rise apartment buildings. The area is almost entirely built out, although many houses are being enlarged and infill development continues to occur. Stream valley parks, such as Sligo Creek Park and Long Branch Park, divide residential areas. Commercial areas are located along the major roadways of University Boulevard, New Hampshire Avenue, Piney Branch Road, and Carroll Avenue. Major bus lines in the neighborhood operate along arterial roadways, including University Boulevard, Riggs Road, and New Hampshire Avenue. The MTA, in conjunction with Montgomery and Prince George's Counties, is constructing a transit center at University Boulevard and New Hampshire Avenue. The Takoma/Langley Transit Center would provide a centralized station for the many bus routes in the area, and would be a stop on the Purple Line. It would likely be the busiest non-Metrorail transfer point in the region, with stops for seven bus routes.

Demographics

With approximately 22,600 people, the Takoma Park neighborhood is racially diverse. The population is 36 percent white, 32 percent African-American, 5 percent Asian, 20 percent Other Race, and 6 percent Two or More Races. Additionally, the neighborhood has a large Hispanic population (37 percent), which is a higher percentage than that of the study area (27 percent), Montgomery County (17 percent), and Prince George's County (15 percent). Between 2010 and 2040 Takoma Park is expected to experience moderate population growth (14 percent). Approximately 41 percent of households in the neighborhood are owner-occupied, compared to 48 percent in the study area. Twelve percent of the households live at or below the Federal poverty guidelines. Twenty-six percent of the neighborhood's population uses some type of public transportation to commute to work. The proportion of the neighborhood's households with no vehicle available (18 percent) is higher than the study area's (15 percent).

Community Facilities

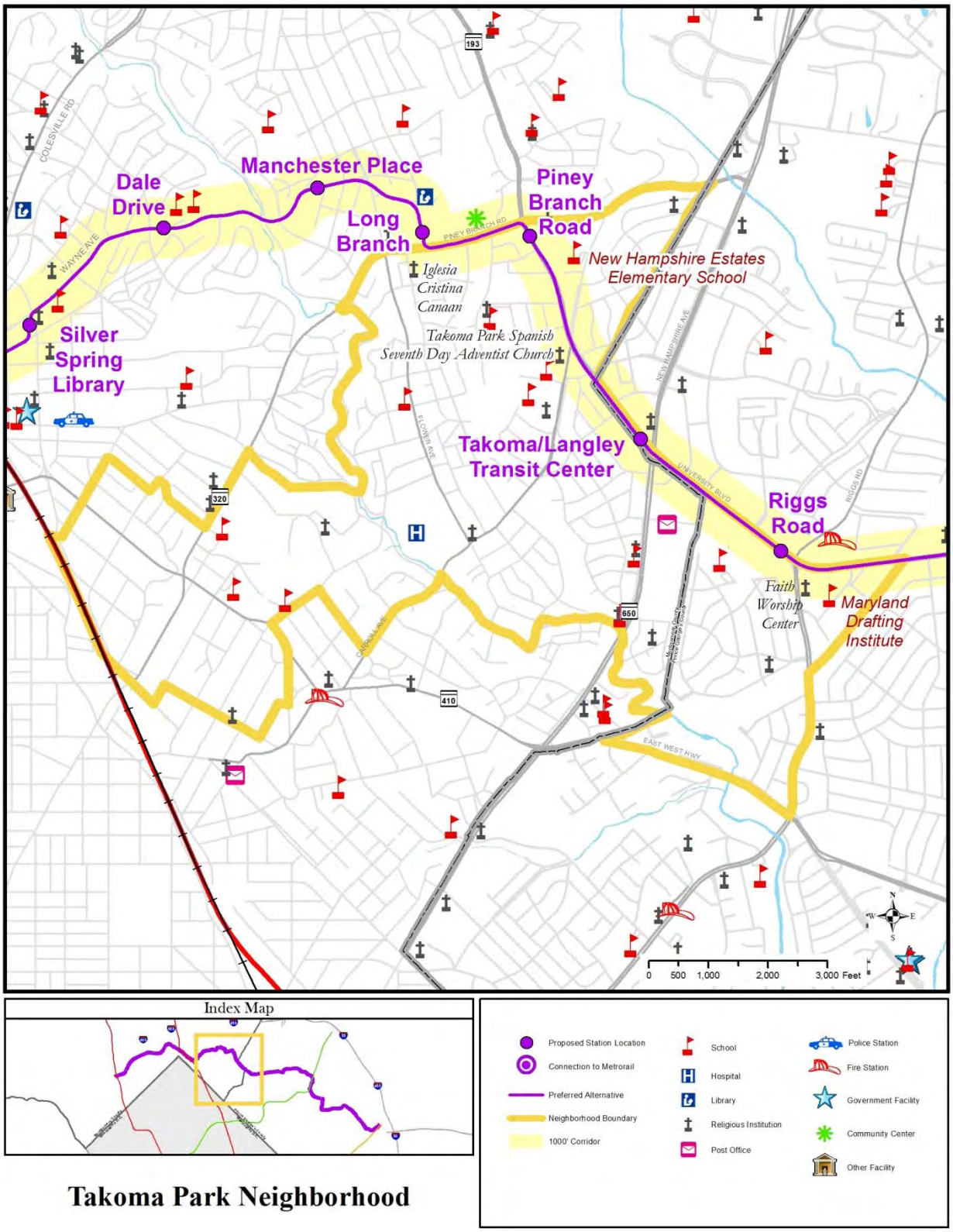
The twelve schools, one college, one medical facility, one post office, and 12 places of worship identified in the Takoma Park neighborhood are shown on Figure 9. Community facilities within the study area are labeled on Figure 9 and listed in Table 10.

Table 10. Takoma Park Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
Iglesia Cristiana Canaan	8609 Greenwood Avenue, Silver Spring	Religious
New Hampshire Estates Elementary School	8720 Carroll Avenue, Silver Spring	School
Takoma Park Spanish Seventh Day Adventist Church	8400 Carroll Avenue, Takoma Park	Religious
Faith Worship Center	7411 Riggs Road, Hyattsville	Religious
Maryland Drafting Institute	2045 University Boulevard. East, Hyattsville	College

Source: M-NCPPC Prince George's County Planning Department Information Management Division, M-NCPPC Montgomery County Planning Department, and Montgomery County GIS

Figure 9. Takoma Park Neighborhood



Langley Park Neighborhood

The Langley Park neighborhood is primarily in Prince George's County, but two of its ten census tracts are in Montgomery County. The neighborhood is generally south of Piney Branch Road and the Northwest Branch of the Anacostia River; west of Riggs Road; and north and east of University Boulevard (see Figure 10). University Boulevard, commonly referred to as the "International Corridor" in the Langley Park area, contains restaurants, shops, and services that cater to a large immigrant population. The major immigrant groups are Latino, South Asian, and Vietnamese. Housing in the Langley Park neighborhood consists of single-family homes, duplexes, and garden-style apartment complexes, primarily built from the end of World War II through the 1960s. Large apartment complexes are generally located on or near University Boulevard or New Hampshire Avenue. Clusters of duplexes and single-family houses are located farther from the major arterials and closer to Northwest Branch Stream Valley Park.

Bus lines in the Langley Park neighborhood operate primarily along University Boulevard, Riggs Road, and New Hampshire Avenue. In addition, one pedestrian and bicycle trail, the Northwest Branch Trail, connects the neighborhood to northwestern Montgomery County and to the Anacostia Tributaries Trail System in Prince George's County. The neighborhood experiences high volumes of pedestrian traffic, particularly near the intersection of University Boulevard and New Hampshire Avenue, which is a transfer point for many bus routes. The neighborhood has a correspondingly high accident rate involving pedestrians, and recent safety-related roadway improvements have been undertaken to improve the condition and increase the number of sidewalks and crosswalks along University Boulevard. As in the Takoma Park neighborhood, the Takoma/Langley Transit Center would improve pedestrian and transit connections near the intersection of New Hampshire Avenue and University Boulevard in the Langley Park neighborhood.

Demographics

The Langley Park neighborhood has approximately 17,300 people. The population is 26 percent White, 15 percent African-American, 45 percent Other Race, 8 percent Two or More Races, and 79 percent Hispanic and has the study area's highest percentage of Native Americans, Native Hawaiians, people of two or more races, and people who classify themselves as Other Race. It has a much larger Hispanic proportion than Prince George's County (15 percent) or the study area (27 percent). Between 2010 and 2040 Langley Park is expected to have moderate population growth (20 percent). Langley Park has the lowest percentage of owner-occupied housing units in the study area, with only 21 percent. Twenty percent of the households live at or below the Federal poverty guidelines. Approximately 28 percent of the workers use public transportation to commute to work, and 33 percent of the households have no vehicle available.

Community Facilities

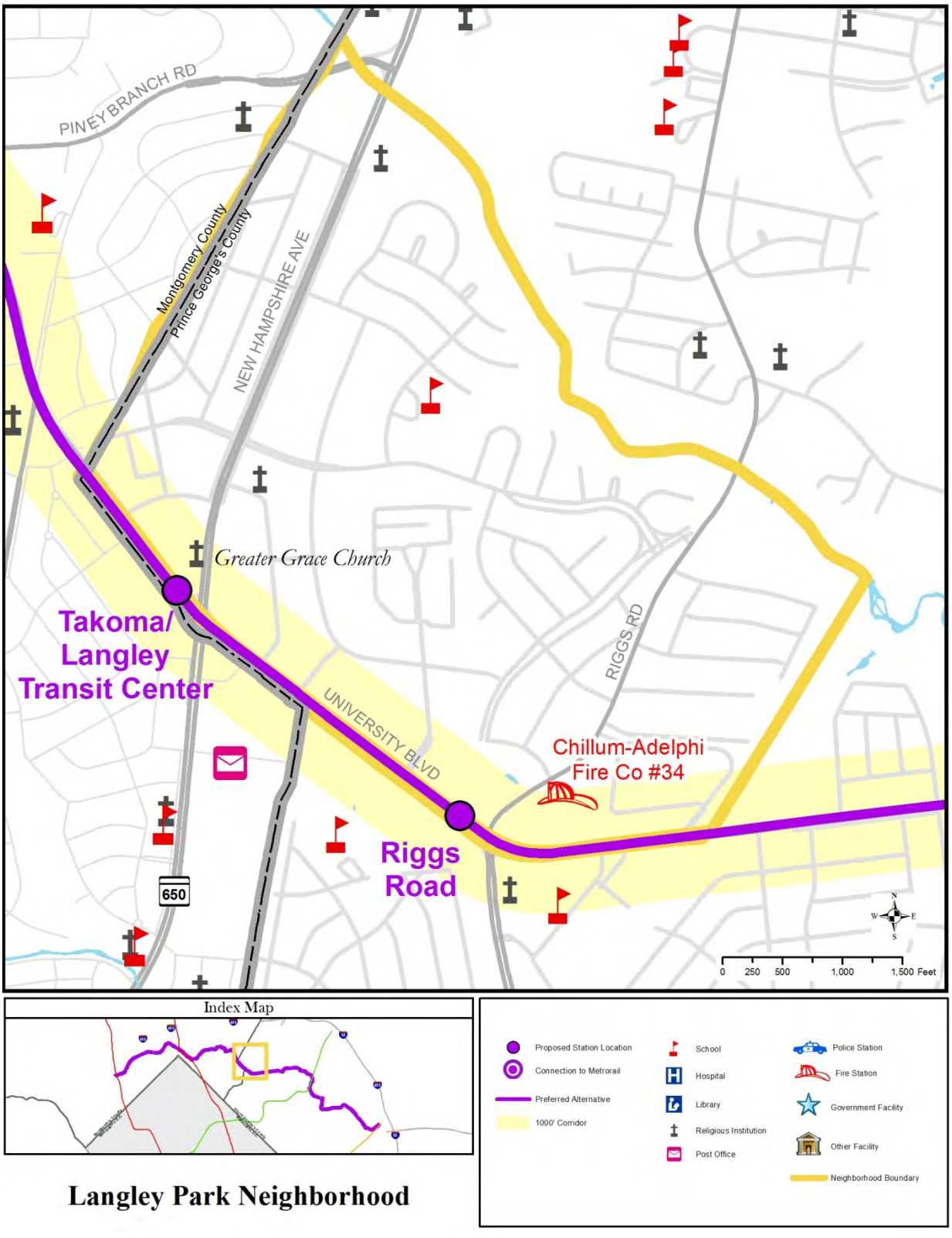
One school, one emergency services facility, and three places of worship were identified within the Langley Park neighborhood, as shown on Figure 10. Community facilities within the study area are labeled on Figure 10 and listed in Table 11.

Table 11. Langley Park Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
Greater Grace Church	7950 New Hampshire Avenue, Hyattsville	Religious
Chillum-Adelphi Fire Co. #34	7833 Riggs Road, Adelphi	Emergency Services

Source: M-NCPPC Prince George's County Planning Department Information Management Division

Figure 10. Langley Park Neighborhood



Lewisdale Neighborhood

The Lewisdale neighborhood is in Prince George's County, bisected by East West Highway and University Boulevard, and generally located west of Northwest Branch Stream Valley Park and east of Takoma Park (see Figure 11). The neighborhood is entirely residential with the exception of one commercial area, a strip shopping center on the north side of University Boulevard. Housing consists of single-family and duplex residences. Major bus lines in Lewisdale operate along arterial and connector roadways, including University Boulevard, Riggs Road, and 23rd Avenue.

Demographics

With approximately 8,600 people, the population of the Lewisdale neighborhood is racially diverse, with 19 percent whites and 31 percent African-Americans, 40 percent Other Race, 5 percent Two or More Races. The neighborhood includes a higher proportion of Hispanics (61 percent) than both Prince George's County (15 percent) and the study area (27 percent). The population of Lewisdale is expected to have a low increase by 2040 (11 percent). Seventy-six percent of the households are owner-occupied, compared to 48 percent for the study area and 58 percent for Prince George's County. Thirteen percent of the households live at or below the Federal poverty guidelines. The proportion of the neighborhood's population that uses some type of public transportation to commute to work (19 percent) is lower than both that of the study area and Prince George's County (23 percent and 17 percent). The proportion of the neighborhood's households with no vehicle available (12 percent) is less than the study area (15 percent), but higher than Prince George's County (10 percent).

Community Facilities

The two schools, two government facilities, and four places of worship identified in the Lewisdale neighborhood are shown on Figure 11. No community facilities are within the study area.

Adelphi Neighborhood

The Adelphi neighborhood is in Prince George's County, bounded by Riggs Road on the west and Adelphi Road on the east, and is bisected by University Boulevard (see Figure 12). Adelphi is primarily a residential area, providing housing for students, faculty, and staff of the University of Maryland (UMD). The Adelphi neighborhood consists of residential subdivisions with single-family homes, duplexes, garden apartments, and mid-rise apartment complexes. Most of the apartments are adjacent to the UMD campus. Subdivisions of single-family houses and duplexes are dispersed throughout the neighborhood; with many clustered around Northwest Branch Stream Valley Park and Adelphi Park. A small shopping center is located in the northern portion of the neighborhood. The National Archives are located in Adelphi. Portions of Northwest Branch Stream Valley Park and Adelphi Park are also in this neighborhood. Bus lines in the Adelphi neighborhood operate along major arterials, including University Boulevard, Riggs Road, and Adelphi Road. The Northwest Branch Trail, used by pedestrians and bicyclists, extends in Montgomery County to the northwest and to UMD in the east.

Demographics

It has approximately 7,600 people; the population of Adelphi is 27 percent White, 39 percent African-American, 9 percent Asian, 19 percent Other Race, and 34 percent Hispanic. The population is expected to increase substantially between 2010 and 2040 (74 percent). In the neighborhood, 37 percent of households are owner-occupied, compared to 48 percent for the study area. Fifteen percent of the households live at or below the Federal poverty guidelines. Twenty percent of the neighborhood's population uses some type of public transportation to commute to work, slightly less than the study area higher than Prince George's County (17 percent). The proportion of the neighborhood's households with no vehicle available (8 percent) is lower than both the study area (15 percent) and Prince George's County (10 percent).

Figure 11. Lewisdale Neighborhood

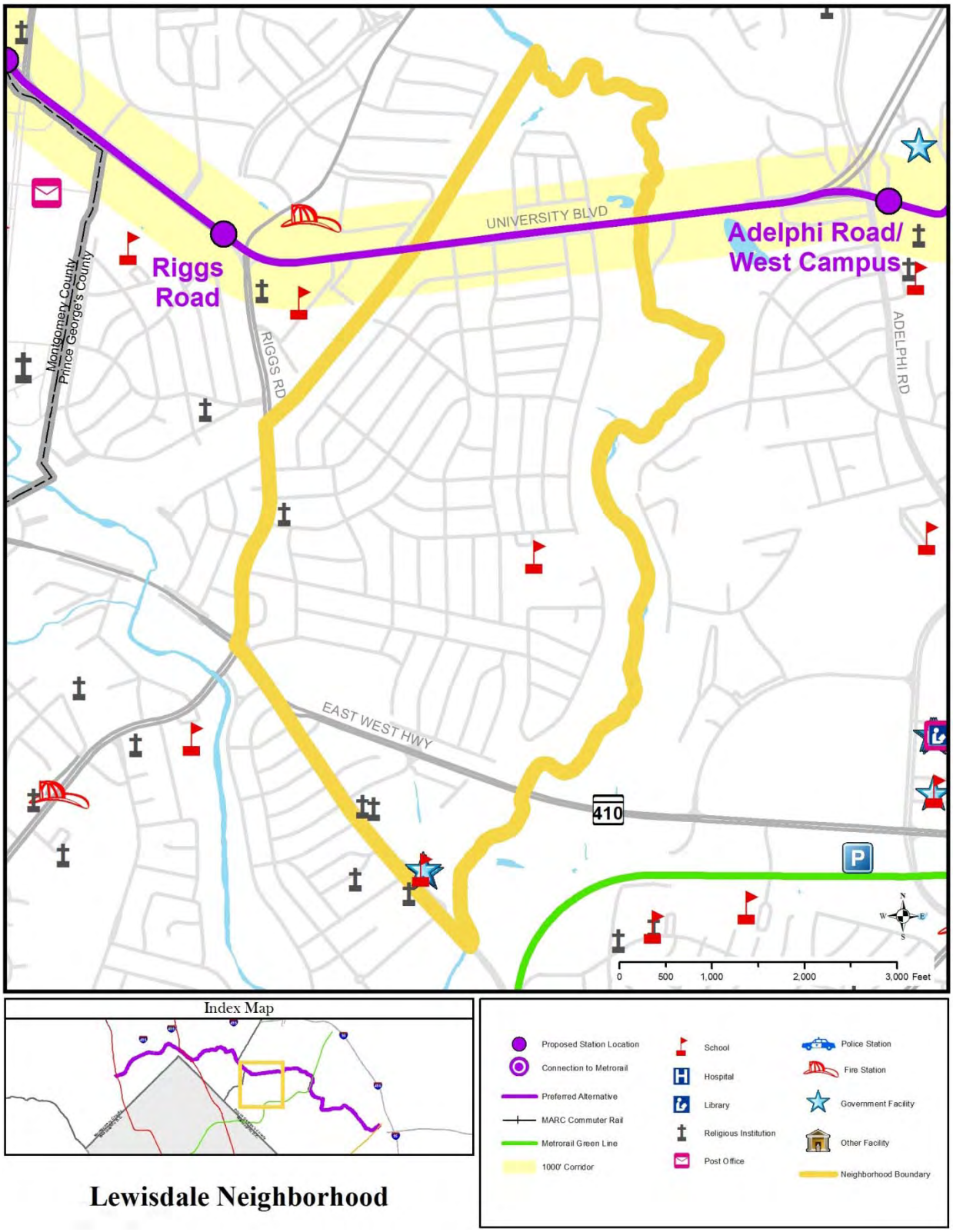
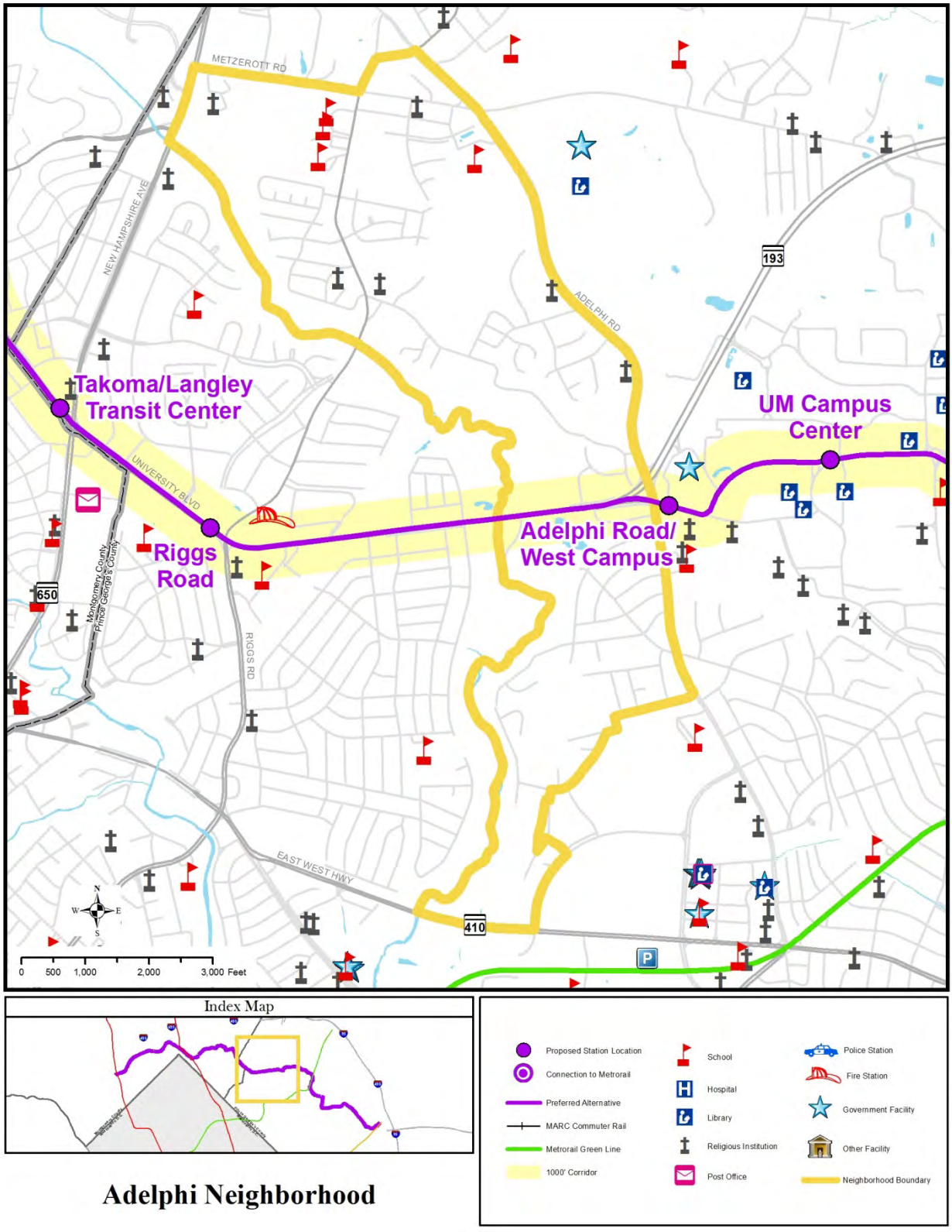


Figure 12. Adelphi Neighborhood



Community Facilities

Four schools and six places of worship were identified within the Adelphi neighborhood. They are shown on Figure 12. No community facilities are within the study area.

College Park Neighborhood

The College Park neighborhood is in Prince George's County, northeast of DC. Bisected by US 1, the neighborhood is situated east of Adelphi Road, west of Kenilworth Avenue, north of East West Highway, and generally south of Greenbelt Road and Metzerott Road (see Figure 13). The UMD campus is the dominant feature of College Park, with a student population of almost 38,000. The University employs 12,000 people and supports research, sports, and cultural activities in College Park and the surrounding communities. The US 1 corridor is the main commercial area in the College Park neighborhood, and contains primarily University-oriented restaurants, shops, and services. Residential areas include dormitories and graduate student housing on campus, along with single-family developments and fraternity houses, primarily east of US 1. The UMD campus includes mid-to-high rise dormitories and apartment buildings. High-rise student housing is located along US 1, and there are plans to construct additional student housing complexes. Areas within College Park neighborhoods, such as Old Town and Calvert Hills, developed along a streetcar line that ran along present day Rhode Island Avenue.

Major bus lines in the neighborhood operate along US 1, Paint Branch Parkway, Campus Drive, Adelphi Road, and Edmonston Road. The College Park Metrorail Station is located just east of the College Park neighborhood.

Demographics

With approximately 28,200 people, the population of the College Park community is 67 percent White, 12 percent African-American, 12 percent Asian, 5 percent Other Race, and 10 percent Hispanic. It has the highest concentration of Asians in the study area (12 percent). Substantial population growth is expected in College Park by 2040 (59 percent). The Census data in Tables 1 through 4 do not include non-commuting UMD students. Census 2010 data reveal that 54 percent of households in the neighborhood are owner-occupied, similar to the study area (48 percent) but lower than Prince George's County (58 percent). College Park has the highest vacancy rate in the study area (18 percent), compared with the eight percent study area average. Twenty-four percent of the households live below the poverty level. A lower proportion of the neighborhood's population (11 percent) uses some type of public transportation to commute to work compared to both the entire study area (23 percent) and Prince George's County (17 percent). The proportion of the neighborhood's households with no vehicle available (9 percent) is much lower than that of the study area (15 percent).

Community Facilities

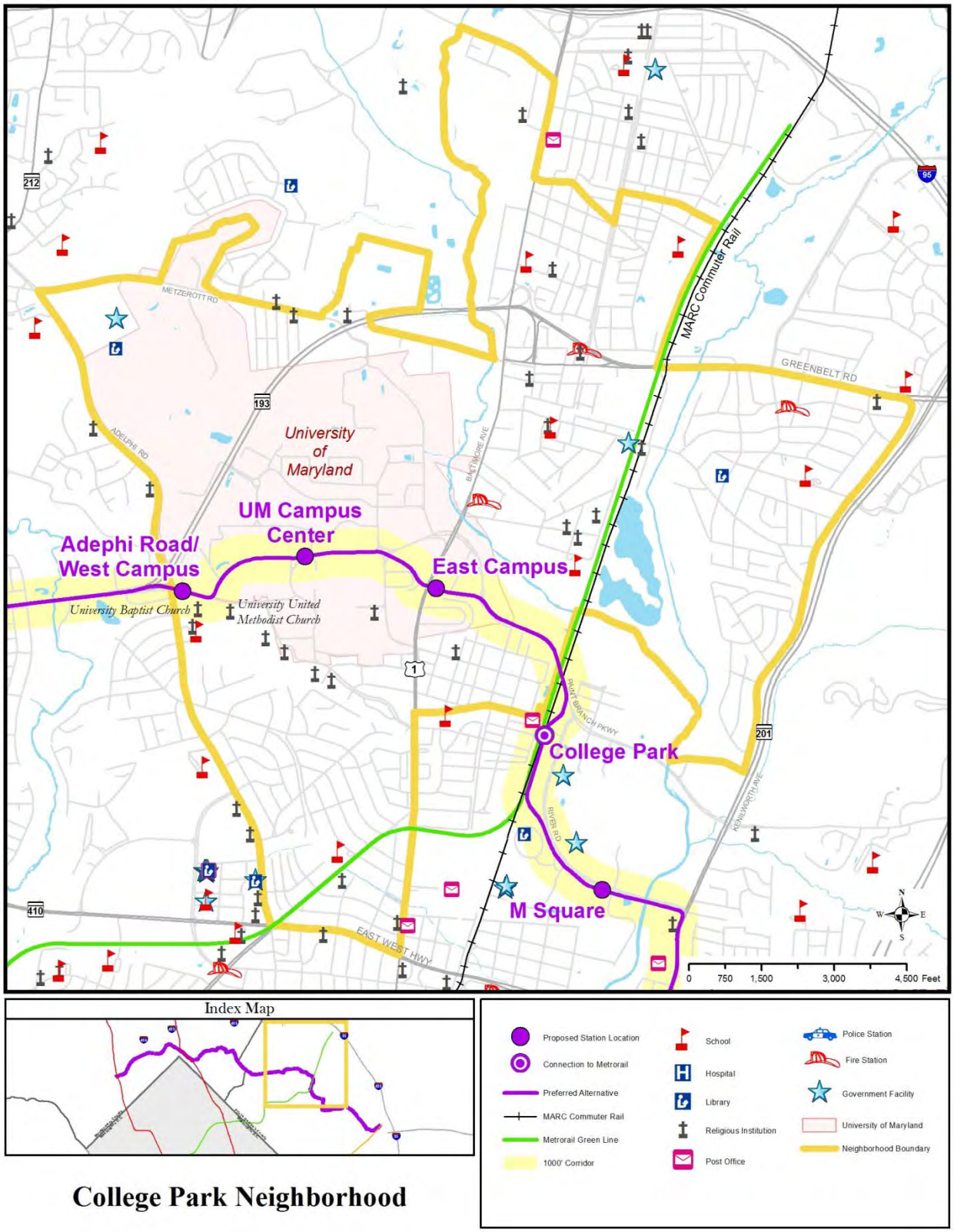
Six schools, two colleges, three emergency services facilities, three government offices, three libraries, 23 places of worship, and three "other" facilities were identified within the College Park neighborhood as shown on Figure 13. Community facilities within the study area are labeled on Figure 13 and listed in Table 12.

Table 12. College Park Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
University of Maryland College Park	College Park	College
University Baptist Church	3515 Campus Drive, College Park	Religious
University United Methodist Church	3621 Campus Drive, College Park	Religious

Source: M-NCPPC Prince George's County Planning Department Information Management Division

Figure 13. College Park Neighborhood



Riverdale Neighborhood

The Riverdale neighborhood is located in Prince George's County, and is bisected in opposite directions by Kenilworth Avenue and East West Highway. This neighborhood is generally south of Paint Branch Parkway, north of Carters Lane, west of Baltimore-Washington Parkway, and east of US 1 (see Figure 14). The Riverdale community includes portions of the Town of Riverdale Park and other unincorporated communities such as Riverdale Heights. Most of the neighborhood contains residential development. However, M Square makes up the northwestern quadrant of Riverdale, north of Tuckerman Street. Areas adjacent to East West Highway are mostly residential while residences and a strip commercial center are found along Kenilworth Avenue. It is bounded by residential uses to the north of East West Highway, and commercial uses to the south of East West Highway.

The Riverdale neighborhood features mostly single-family homes and mid-to-high rise apartment buildings. Houses are a variety of ages and sizes, as the neighborhood has continually expanded and been subject to infill development since the 1890s, when the first subdivisions were constructed by the Riverdale Park Company. Some small apartment buildings are interspersed in areas of primarily single-family homes. Larger apartment buildings are clustered in eastern portion of the neighborhood, near the Anacostia River Park and Kenilworth Avenue. The Riverdale neighborhood is served by the MARC Camden Line at the Riverdale MARC station. Major bus lines in the neighborhood operate along arterial roadways, including East West Highway, Riverdale Road, Queensbury Road, Kenilworth Avenue, and Good Luck Road. The Northeast Branch Trail connects the Riverdale neighborhood with Bladensburg to the south, and College Park to the north.

Demographics

With approximately 25,700 people, the Riverdale population is 25 percent White, 40 percent African-American, 27 percent Other Race, and 31 percent Hispanic. It has an African-American population proportion greater than that of the study area (28 percent), but smaller than Prince George's County's (65 percent). The neighborhood's white population proportion is higher than Prince George's County (19 percent) but lower than the study area's (45 percent).

Riverdale is expected to experience moderate population growth between 2010 and 2040 (23 percent). Housing units in Riverdale are 39 percent owner-occupied, lower than both the study area (48 percent), and Prince George's County (58 percent). Nine percent of the households live at or below the Federal poverty guidelines. The proportion of the neighborhood's population that uses some type of public transportation to commute to work (18 percent) is nearly equal to that in Prince George's County, but less than that of the study area (23 percent). The proportion of neighborhood households with no vehicle available (18 percent) is higher than that of the study area (15 percent).

Community Facilities

Eight schools, two emergency services facilities, four government facilities, four post offices, one library, and 19 places of worship were identified in the Riverdale neighborhood as shown on Figure 14. Community facilities within the study area are labeled on Figure 14 and listed in Table 13.

Figure 14. Riverdale Neighborhood

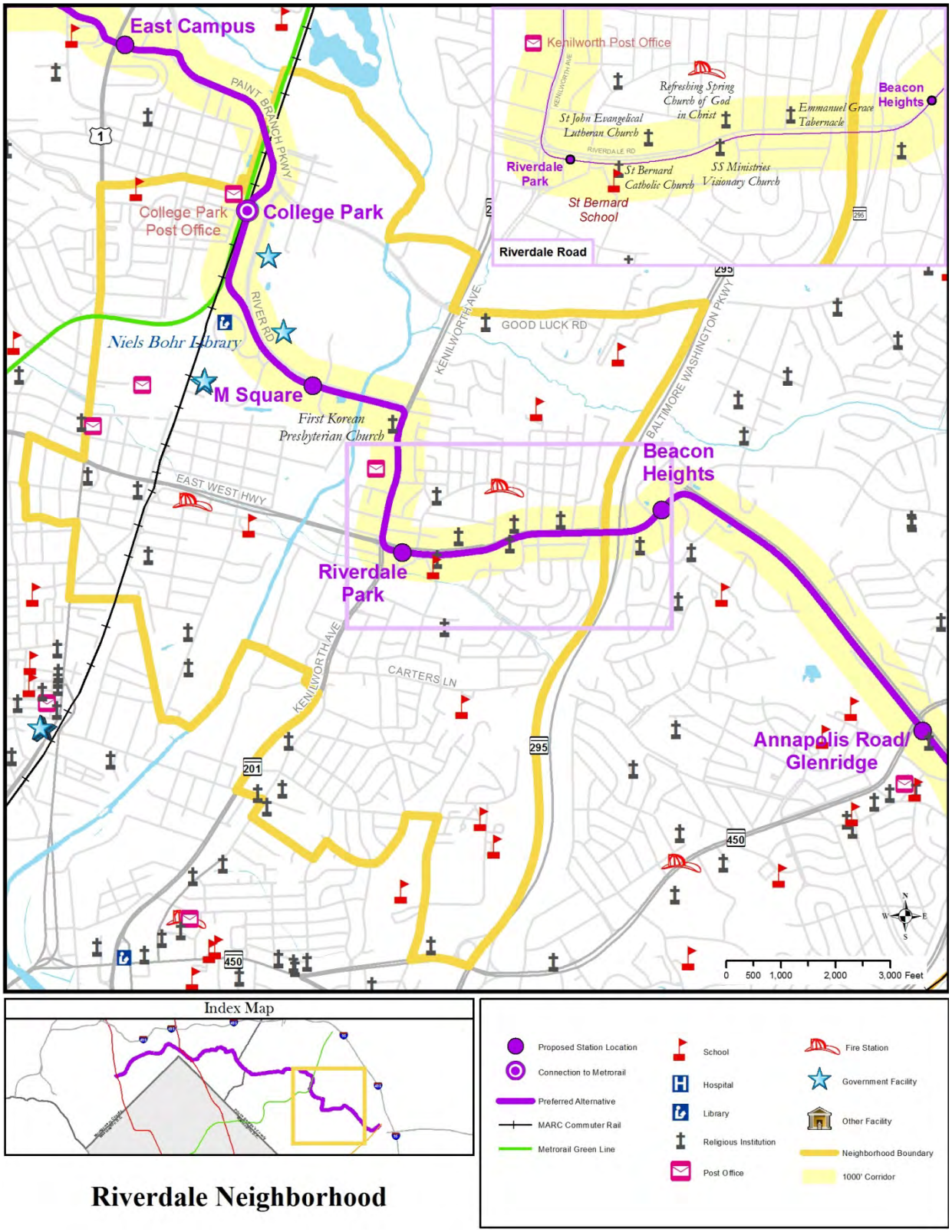


Table 13. Riverdale Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
College Park Post Office	4815 Calvert Road, College Park	Post Office
Niels Bohr Library	1 Physics Ellipse Drive, College Park	Library
First Korean Presbyterian Church	6410 Kenilworth Avenue, Riverdale	Religious
Kenilworth Post Office	6270 Kenilworth Avenue, Riverdale	Post Office
St. Bernard School	5811 Riverdale Road, Riverdale	School
St. Bernard Catholic Church	5700 Saint Bernard's Drive, Riverdale	Religious
St. John Evangelical Lutheran Church	5820 Riverdale Road, Riverdale	Religious
Refreshing Spring Church of God in Christ	6200 Riverdale Road, Riverdale	Religious
S.S. Ministries – Visionary Church	6201 Riverdale Road, Riverdale	Religious
Emmanuel Grace Tabernacle	6103 63rd Place, Riverdale	Religious

Source: M-NCPPC Prince George's County Planning Department Information Management Division

Glenridge/Beacon Heights Neighborhood

The Glenridge/Beacon Heights neighborhood is located in Prince George's County, east of the Baltimore-Washington Parkway, south of Riverdale Road, west of Annapolis Road, and north of Greenvale Parkway (see Figure 15). The neighborhood is predominantly residential, consisting primarily of detached single-family homes, although some duplexes and apartment complexes are present in the neighborhood. Most housing units in the Glenridge/Beacon Heights neighborhood were constructed between the 1950s and the 1970s, but one subdivision, Roswil Heights, is currently under construction. A major bus line operates along Veterans Parkway.

Demographics

With approximately 12,700 people, the Glenridge/Beacon Heights population is 16 percent White, 57 percent African-American, 20 percent Other Race, and 33 percent Hispanic. The proportion of African-Americans is much higher than in the study area (28 percent), but similar to Prince George's County (65 percent). The Hispanic component is similar to the study area (27 percent) but higher than in Prince George's County (15 percent). The Glenridge/Beacon Heights neighborhood is expected to experience population loss of 3 percent by 2040. This is likely due to anticipated redevelopment that would convert residential areas into commercial or industrial uses. In this neighborhood, 62 percent of households are owner-occupied, compared to 48 percent for the study area, and 58 percent for Prince George's County. Six percent of the households live at or below the Federal poverty guidelines. The proportion of the neighborhood's population that uses public transportation to commute to work (18 percent) is less than in the study area (23 percent), but higher than in Prince George's County (17 percent). The proportion of the neighborhood's households with no vehicle available (12 percent) is similar to that of the study area (15 percent), but higher than that of Prince George's County (10 percent).

Community Facilities

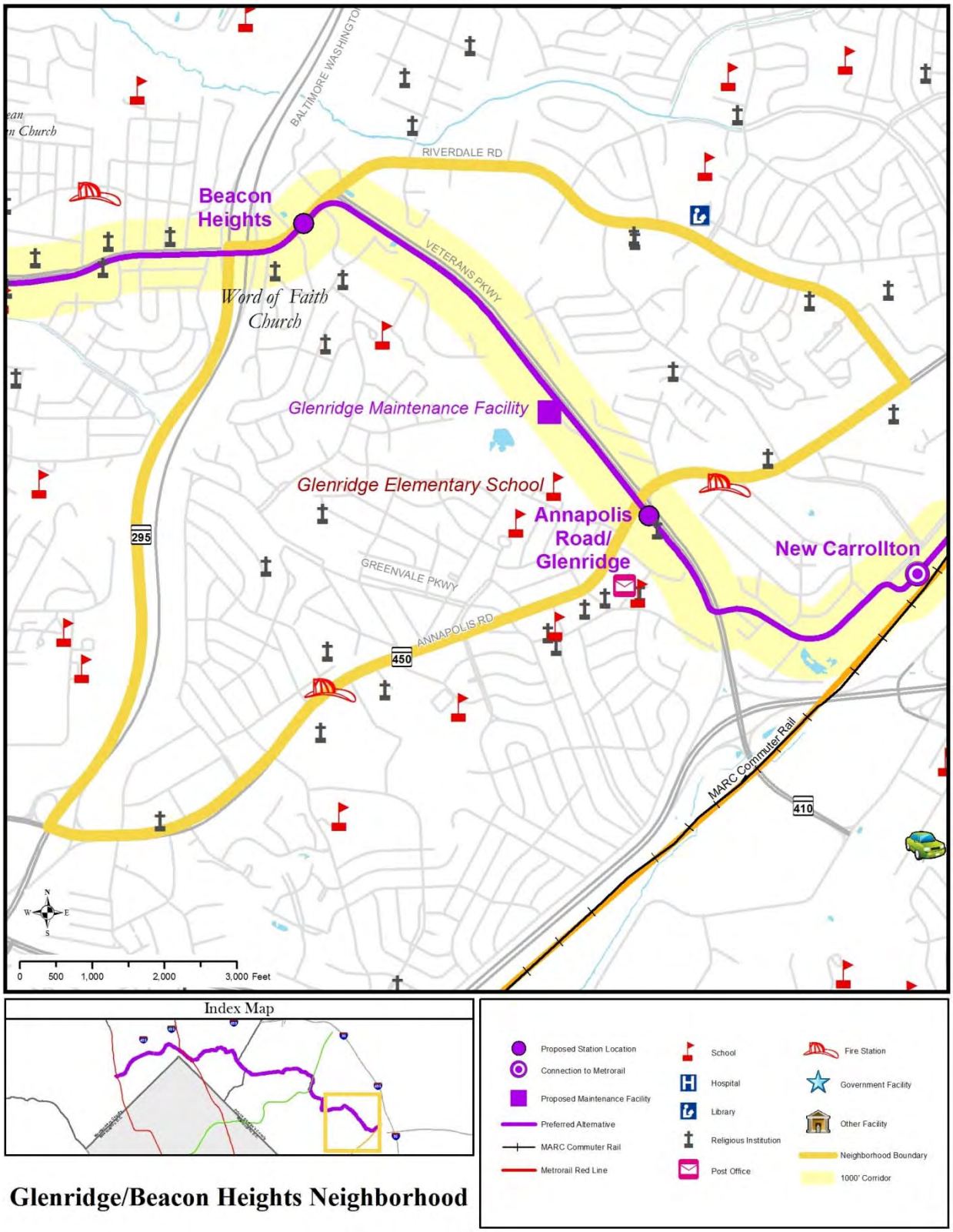
The three schools, one emergency service, and twelve places of worship identified in the Glenridge/ Beacon Heights neighborhood are shown on Figure 15. The two within the study area are labeled on Figure 15 and listed in Table 14.

Table 14. Glenridge/Beacon Heights Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
Word of Faith Church	6001 66th Avenue, Riverdale	Religious
Glenridge Elementary School	7200 Gallatin Street, Landover Hills	School

Source: M-NCPPC Prince George's County Planning Department Information Management Division

Figure 15. Glenridge Beacon Heights



New Carrollton Neighborhood

The New Carrollton neighborhood is located in Prince George's County, generally north of Veterans Parkway, between Kenilworth Avenue and the Capital Beltway (see Figure 16). The neighborhood is primarily residential, with two shopping centers along Riverdale Road near Annapolis Road. The New Carrollton neighborhood is dominated by single-family homes, but also contains several apartment complexes. Major bus lines in the neighborhood operate on Annapolis Road, Auburn Avenue, and Riverdale Road.

Demographics

The New Carrollton neighborhood's population is approximately 10,000 people. It is 20 percent White, 49 percent African-American, 4 percent Asian, 24 percent Other Race, and 35 percent Hispanic. The percent African-American percentage is higher than the study area (28 percent), the white percentage is lower than the study area (45 percent), and Other Race is higher than the study area (16 percent). The Hispanic population is greater than the study area (27 percent) and Prince George's County (15 percent). Similar to Glenridge/Beacon Heights, the New Carrollton neighborhood is expected to have a decrease in population of 3 percent by 2040, due to anticipated redevelopment that would convert residential areas into commercial or industrial uses. In this neighborhood, 74 percent of households are owner-occupied, higher than both the study area (48 percent), and the County (58 percent). Eight percent of the households live at or below the Federal poverty guidelines. The portion of the neighborhood's population that uses public transportation to commute to work (20 percent) is less than the study area's (23 percent), but similar to Prince George's County (17 percent). The proportion of the neighborhood's households with no vehicle available (4 percent) is smaller than the study area's (15 percent).

Community Facilities

Five schools, one government facility, one library, and ten places of worship were identified in the New Carrollton neighborhood as shown on Figure 16. No community facilities fall within the study area.

West Lanham Hills Neighborhood

The West Lanham Hills community surrounds the New Carrollton Metro Station, and it includes the CSXT rail corridor and the rail yards used by CSXT, Amtrak, MARC, and Metrorail. In addition to the transportation facilities, the community includes some residential properties and industrial and office parks. It is located generally between the Capital Beltway, Annapolis Road, Martin Luther King Jr. Highway, and Veteran's Parkway and is bisected by US 50 (see Figure 17). One significant residential cluster, the community of West Lanham Hills, lies in the northern portion of the neighborhood between Annapolis and Ellin Roads. A second cluster, the community of Dodge Park, is located in the southern portion of the neighborhood, just north of Martin Luther King Jr. Highway. These two significant residential clusters are comprised of single-family homes dating from the 1960s through the 1980s.

The West Lanham Hills neighborhood lies adjacent to the New Carrollton Metrorail Station, a major multi-modal transportation hub served by the Metrorail Orange Line, Amtrak, and MARC Penn Line trains. Bus lines in the neighborhood operate along major roadways, such as Veterans Parkway, Annapolis Road, and Ardwick Ardmore Road. Primarily because of its proximity to existing transit facilities, the neighborhood is included in County TOD planning efforts.

Figure 16. New Carrollton Neighborhood

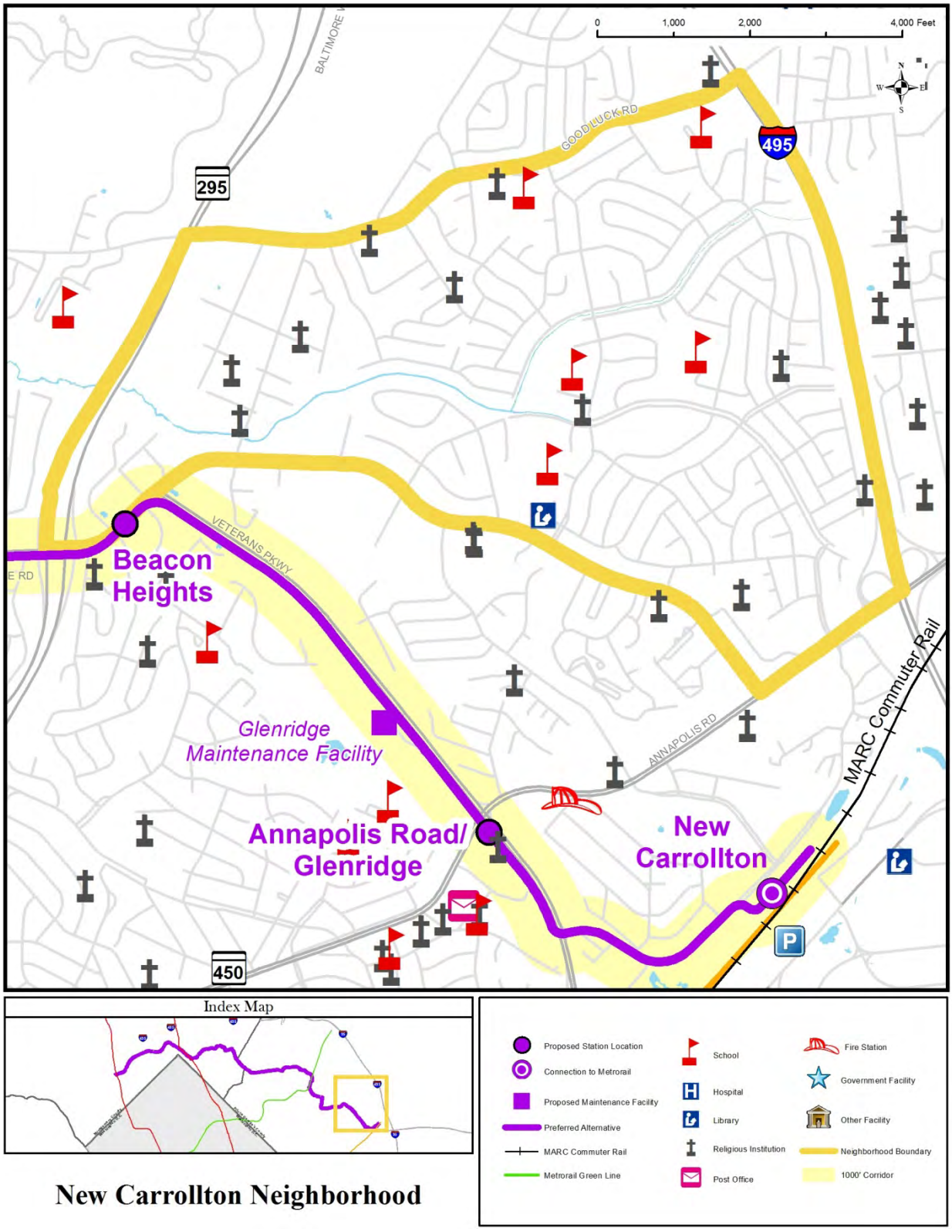
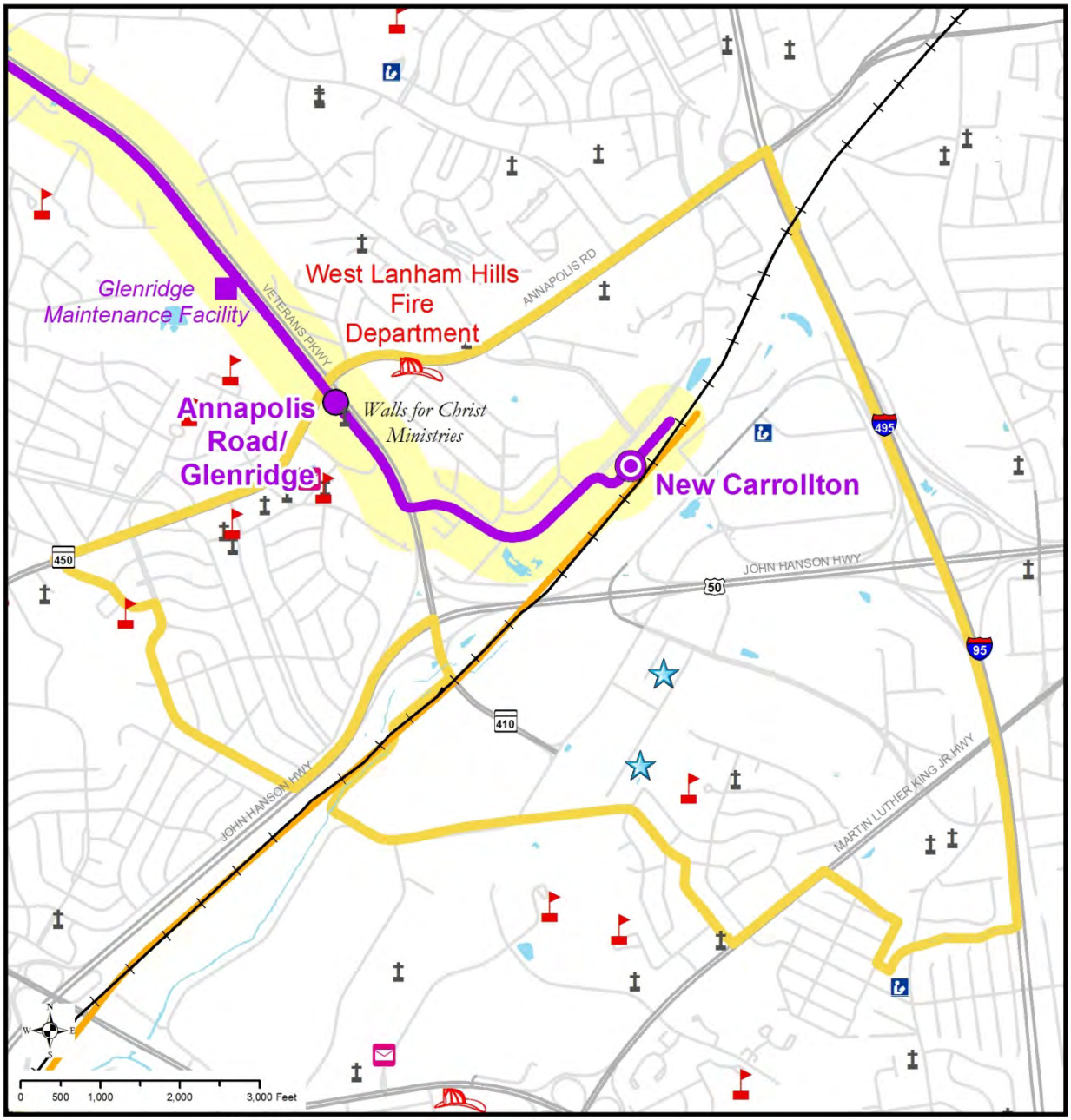


Figure 17. West Lanham Hills Neighborhood



Demographics

With approximately 7,600 people, the West Lanham Hills population is 14 percent White, 65 percent African-American, 2 percent Asian, 15 percent Other Race, and 25 percent Hispanic. It has the highest percentage of African-Americans in the study area and the lowest percentages of Whites and Asians. The Hispanic population is greater than the proportion of Hispanics in Prince George's County (15 percent), but lower than in the study area (27 percent). Substantial population growth is anticipated in West Lanham Hills between 2010 and 2040 (37 percent). In the West Lanham Hills neighborhood, 53 percent of the households are owner-occupied. Eleven percent of the households live at or below the Federal poverty guidelines. The proportion of the neighborhood's population that uses some type of public transportation to commute to work (22 percent) is similar to the study area (23 percent) and more than Prince George's County (17 percent) figures. The percentage of the neighborhood's households with no vehicle available (15 percent) is equal to the study area and greater than Prince George's County (10 percent).

Community Facilities

Three schools, one emergency services facility, two government offices, one post office, one library, and ten places of worship were identified in the West Lanham Hills neighborhood as shown on Figure 17. The two community facilities within the study area are labeled on Figure 17 and listed in Table 15.

Table 15. West Lanham Hills Neighborhood Community Facilities within the Study Area

Facility Name	Facility Address	Facility Type
Walls for Christ Ministries	7050 Chesapeake Road, Hyattsville	Religious
West Lanham Hills Volunteer Fire Department Co. #28	7609 Annapolis Road, Hyattsville	Emergency Services

Source: M-NCPPC Prince George's County Planning Department Information Management Division

2.3 Environmental Consequences

2.3.1 Long-term Operational Effects

Neighborhood Quality and Community Cohesion

Community cohesion refers to the quantity and quality of interactions among people in a community, as indicated by the degree to which residents know and care about their neighbors. Barriers to accessibility or improvements to accessibility (such as trails and public transportation) affect the ease with which neighbors meet and build positive relationships. Transportation facilities can adversely impact communities by creating barriers that constrain or prohibit movement within the community.

Light rail is very compatible with pedestrian environments and would not have an adverse impact on neighborhood quality or community cohesion. The Preferred Alternative would not result in a major change in community cohesion or neighborhood quality, as it would operate in or adjacent to existing roadways along most of its alignment.

The major arterials in the corridor, such as University Boulevard or Veterans Parkway, currently constrain pedestrians to formal crossing points at intersections. The addition of the Preferred Alternative in or adjacent to these roadways and others of similar scale would not change this condition. On smaller roadways, such as Wayne Avenue, the Preferred Alternative would function as an additional type of vehicle in the existing roadway. As today, pedestrians would cross at pedestrian crosswalks.

Along the Georgetown Branch right-of-way, where many residents on both sides now have direct access to the trail from their backyards, the Preferred Alternative would result in some changes in access to the trail. Residents on the south side of the right-of-way would no longer be able to access the trail directly from their yards because the transitway would be between their yards and the trail. These trail users would need to use the 21 formal access points being constructed as part of the Capital Crescent Trail. These access points would include paving, sidewalks, and ramps/stairs where necessary. While this is a change, it is not a barrier precluding access to the trail within the community.

Along some roadways, access from private driveways or unsignalized side-street intersections would be limited to right-in/right-out only, such as along Wayne Avenue and Piney Branch Road. In these locations, U-turns would be provided at nearby signalized intersections. While this would have an effect on existing traffic patterns, it would not have an effect on community cohesion or quality.

Transit in general, and the Preferred Alternative in particular, would support community cohesion by adding stations and improving walkability in station areas. The reconstruction of roadways with bicycle lanes; the addition of new sidewalks, such as along the east side of Kenilworth Avenue; and the construction of the Capital Crescent Trail between Lyttonsville and Silver Spring, where no off-road trail exists today, would all promote community cohesion by improving access and connectivity within neighborhoods.

Substantial displacements can have an adverse impact on community cohesion. The largest group of single-family residential displacements would occur along Riverdale Road in Riverdale, where roadway widening would displace 22 homes. MTA conducted an extensive dialogue with these residents prior to the adoption of this design and learned that the majority of residents would prefer to be relocated. These houses face a wide and extremely busy roadway and are already effectively separated from the communities behind them and across Riverdale Road.

There is the potential for the indirect effect of TOD consisting of higher density residential and mixed-use development, around a number of the proposed stations in accordance with adopted comprehensive and neighborhood plans. Redevelopment near stations could enhance economic activity by expanding neighborhood business districts. Some of the properties in the corridor MTA would acquire have the potential to be redeveloped consistent with existing zoning after construction.

Human Health

The Preferred Alternative would be expected to improve the overall health of the residents and employees of the Purple Line corridor in the following ways:

- Improvements and extensions of the trail system leading to increased physical activity and the use of active transportation modes for some trips. These improvements include the following:
- The construction of the Capital Crescent Trail from Bethesda to Silver Spring
- The connection of the Capital Crescent Trail to the Rock Creek Trail, Metropolitan Branch Trail and the Green Trail
- Accommodating the extension of the Green Trail to the Sligo Creek Trail[1]
- Other improvements to sidewalks and bicycle lanes
- The safety (crash reduction) improvements resulting from the general upgrade of pedestrian and bicycle facilities that will be implemented in conjunction with the Purple Line.

[1] The Green Trail along Wayne Avenue is not part of the Purple Line and also would be funded separately by Montgomery County, but likely would be built with the Purple Line.

- The project-related drainage improvements in four stream valley parks and actions planned to maintain, and in the case of Sligo Creek to improve, the water quality of the streams crossing the transitway.
- Sligo Creek, which has been channelized as it flows through a highly developed road network, would be restored 180 feet upstream and 180 feet downstream of Wayne Avenue to provide long-term benefits by improving access to its floodplain, decreasing sediment loads, and reestablishing natural flow patterns.

While these benefits are not easily measureable on an individual level, improved air and water quality, expanded opportunities for recreation and alternate modes for commuters, and upgraded safety measures all provide the opportunity for a healthier lifestyle. Considered in the context of the proposed higher-density, pedestrian-oriented development planned for several station areas and the improved transit system, the opportunities for additional pedestrian and bicycle trips, as well as better access to employment, healthcare, and community facilities, all point to an overall improvement in human health.

Community Facilities

One community facility, the Silver Spring Main Post Office located at 8653 16th Street in Silver Spring, would be displaced due to the Purple Line Project. The addition of the transitway also would result in minor modifications to the access to several community facilities and would require partial acquisitions of property from some facilities.

As was discussed above, access to some facilities would now be right-in/right-out only, but these would not impact the community facilities as a whole. The same is true for the partial acquisitions of property from the community facilities.

The vestibule of the First Korean Presbyterian Church on Kenilworth Avenue is within the project limits of disturbance, and will need to be removed. MTA has met with the church leadership to discuss this impact. There also will be some loss of parking from the adjacent lot; however, the capacity of the existing lot is larger than the need, as also discussed with the church leadership. MTA will negotiate just compensation or mitigation with the church.

Impacts to community facilities are listed in Table 16.

Safety and Security

Maintaining safety and security at the stations and the neighborhoods surrounding these facilities is an important consideration for many residents within the surrounding neighborhoods. As described in Chapter 5.0 of the FEIS, the Purple Line Safety and Security Management Plan (SSMP) sets forth the policy and describes the integration of safety and security activities that are designed to reduce the frequency and severity of accidents and security incidents to MTA's customers, employees, and the general public.

Table 16. Long-term Effects to Community Facilities, by Neighborhood

Neighborhood	Community Facility	Long-term Effects
Silver Spring	Silver Spring Post Office	The facility would be displaced.
	St. Michael Catholic Church	The sidewalk and the concrete walkway at the church entrance would be modified.
	Silver Spring International Middle School	Partial acquisition of property for widening of Wayne Avenue; driveway would be shifted approximately 400 feet east to accommodate future station; the parking lot would be reconfigured.
Long Branch	Long Branch Library	Partial acquisition of property for roadway reconfiguration; the driveway would be converted to right-in/right-out only; pedestrian entrance on Walden Avenue would also be modified.
College Park	University Baptist Church	The driveway entrance would be relocated.
Riverdale	Niels Bohr Library	Partial acquisition of property. Direct sidewalk access to River Road would be removed. Access from River Road to Physics Ellipse Drive would be shifted approximately 1000 feet west.
	St. Bernard Church and School	Partial acquisition of property; changes in grade would affect pedestrian access and secondary access to school.
	First Korean Presbyterian Church	Partial acquisition of property, removing approximately 10 parking spaces and the building's vestibule.
	Refreshing Spring Church of God in Christ	Partial acquisition of property.

Sources: M-NCPPC Montgomery County Planning Department, Montgomery County GIS, and M-NCPPC Prince George's County Planning Department Information Management Division.

Avoidance and Minimization

MTA worked throughout the alternatives development process to address community concerns by refining the Wayne Avenue surface alignment to include key design elements. Under the Preferred Alternative, the transitway would share the center lanes with vehicular traffic, which would allow on-street parking to continue during off-peak periods in most areas. In addition, by adding left turn lanes at key intersections, overall traffic operations would improve along the corridor, even with the addition of the Purple Line. Further, allowing the light rail vehicles to share the center lanes with vehicular traffic minimizes the taking of private property, with most of the acquisitions being near the intersections due to the addition of turn lanes.

The Preferred Alternative incorporates measures to minimize the impacts on neighborhoods, including the shifting and design of the alignment to reduce property and community impacts. Enhanced pedestrian crosswalks, particularly where Purple Line stations are in or on the sides of busy arterial roadways, have been designed to improve pedestrian safety both for Purple Line passengers and for all pedestrians who use them. On University Boulevard, the station platforms will function as refuges for pedestrians who cannot cross the entire span of the roadway in one signal phase. Specific measures to improve safety and security are discussed in Chapter 5.0 of the FEIS.

Mitigation

MTA will coordinate with the First Korean Presbyterian Church on Kenilworth Avenue and will negotiate just compensation or mitigation.

The Preferred Alternative would provide a net benefit to neighborhood quality, community cohesion, and human health during operation, and, therefore, no mitigation related to these issues is proposed.

2.3.2 Short-term Construction Effects

Construction would result in temporary reduction of neighborhood quality due to construction barriers and reduced convenience in access, and it may result in impacts on use of community resources during construction.

The Chillum-Adelphi Fire Company #34 is located approximately 500 feet north of the Preferred Alternative alignment on Riggs Road. Purple Line construction activities may hamper emergency access between this fire company and the part of its service area that lies south of University Boulevard.

During construction, modifications to existing access to community facilities could be necessary, and could result in delays for people using the facilities. The creation of temporary construction easements on the property of community facilities may be required in cases where short-term excavation and construction disturbance are anticipated.

There also would be construction-related impacts to school bus routes and stops. Bus stops located in or near the limits of disturbance would be temporarily relocated, and the location of the temporary bus stops would be communicated to students, parents, and bus drivers. Construction activities might lead to temporary delays with buses transporting students to schools. When necessary, temporary detours would be established, and the detour routes would be clearly marked.

Construction-generated noise, dust, and congestion also may affect the use of some community resources.

Table 17 lists the specific community facilities, by neighborhood, that likely would be subject to these short-term construction effects.

Table 17. Short-term Effects to Community Facilities, by Neighborhood

Neighborhood	Community Facility	Short-term Effects
Rock Creek Forest/ Lyttonsville/ Rosemary Hills	Rosemary Hills Elementary School	Reconstruction of Talbot Avenue would encroach on school property. A signed detour route would be provided for those using Talbot Avenue while Talbot Avenue Bridge is replaced.
	Pilgrim Baptist Church	A signed detour route would be provided for those using Talbot Avenue while Talbot Avenue Bridge is replaced.
Silver Spring	Silver Spring Post Office	The facility would be displaced prior to construction.
	St. Michael Catholic Church	Pedestrian access would be modified during construction.
	Silver Spring International Middle School	Pedestrian and vehicular access would be modified during construction.
Long Branch	Long Branch Library	Pedestrian and vehicular access would be modified during construction.
Langley Park	Chillum-Adelphi Fire Co. #34	There would be possible delays in responding to calls south of University Boulevard East during construction.
College Park	University Baptist Church	Pedestrian and vehicular access would be modified during construction.
	University United Methodist Church	Pedestrian and vehicular access would be modified during construction.
	University of Maryland	Pedestrian access would be modified during construction.
Riverdale	St. Bernard Church and School	Pedestrian access would be modified during construction.
	First Korean Presbyterian Church	Pedestrian and vehicular access would be modified during construction.
	Kenilworth Post Office	Pedestrian and vehicular access would be modified during construction.

Note: Community facilities with minor strip takes were not identified as having short-term effects as long as pedestrian and vehicular access would continue to function for the majority of the construction period.

Sources: M-NCPPC Montgomery County Planning Department, Montgomery County GIS, and M-NCPPC Prince George's County Planning Department Information Management Division.

Avoidance and Minimization

MTA will continue to refine and adjust the alignment and will consider adjustments to the construction plan to avoid or minimize impacts to community facilities.

MTA will provide alternative access to community facilities if access is temporarily removed, where practical.

MTA will coordinate with UMD, Rosemary Hills Elementary School, Sligo Creek Elementary School, and Silver Spring International Middle School to minimize disruptions to the extent reasonably feasible.

Mitigation

MTA will construct the Glenridge Maintenance Facility at a lower grade than the existing park maintenance facility and provide a landscape buffer, as appropriate, between the maintenance facility and the adjacent park and school; MTA will construct retaining walls to minimize the area of grading needed.

The Purple Line Fire Life/Safety & Security Committee will continue to meet prior to and during construction with emergency responders to identify and resolve issues arising from construction and operation.

3. Land Use, Zoning, and Planned Development

This section discusses the existing land use and development patterns that characterize the Purple Line corridor. It also provides a review of zoning, development projects, and planning regulations that will continue to guide and direct land use into the future. Following a discussion of the affected conditions, this section concludes with an assessment of the proposed project's potential effects and compatibility on land use, zoning, future development, and land use plans and policies.

3.1 Regulatory Context and Methodology

The following regulations and guidance apply to land use:

- **Code of Maryland Regulations (COMAR) 66B**: Delegates planning and zoning controls to local government to encourage orderly development and use of land and structures.
- **COMAR 28**: Establishes the M-NCPPC as a bi-county agency responsible for the administration of parks and for land use planning in Montgomery and Prince George's County.

In addition, the Maryland Neighborhood Conservation and Smart Growth Initiative empowers land use planning through the following legislation:

- 2012 Sustainable Growth and Agricultural Preservation Act (Senate Bill 236);
- 2010 Sustainable Communities Act (House Bill 475);
- 2009 Smart and Sustainable Growth Act (Senate Bill 280/House Bill 297);
- 2006 Planning legislation (House Bill 1141/House Bill 2);
- 1997 Priority Funding Areas Act (§5-7B of the State Finance and Procurement Article of the Annotated Code); and
- 1992 Economic Growth, Resource Protection, and Planning Act (§5-7A-01 of the State Finance and Procurement Article of the Annotated Code).

Finally, land development must be consistent with county and municipal comprehensive plans, zoning regulations, adequate public facilities ordinances, and subdivision ordinances.

Land use, zoning, and public policy information was obtained from State of Maryland, M-NCPPC, Washington DC, Prince George's County, and Montgomery County agencies. Field surveys were conducted to verify existing conditions and to supplement information where it was not otherwise available. The following indicates the methods used in this analysis:

- **Determination of Study Area and Segment Boundaries**: The study area for land use is approximately 500 feet on either side of the Preferred Alternative alignment and a 1/2 mile radius around each station location.
- **Identification of the Affected Environment**: Existing land use was identified and analyzed through review of Master Plans and local planning documents for Montgomery and Prince George's Counties, a study of available aerial photographs, and field verification and documentation.
- **Identification of No Build Conditions**: A review of Master Plans and local planning documents for Montgomery and Prince George's Counties provided data about proposed future land use in the study area. Where no plans were available, zoning data were used to predict future land use.
- **Evaluation of Effects of the Preferred Alternative**: Preliminary engineering design for the proposed Purple Line project, and the results of other related technical analyses were examined to identify whether the project would alter or preclude any future land use and zoning or be compatible with federal, state, regional, and local land use planning.

3.2 Affected Environment

3.2.1 Land Use, Zoning, and Planned Development

The Purple Line study area comprises a variety of urban and suburban land uses, including residential, commercial, recreational, institutional, and industrial (see Figure 18). Land use in the Montgomery County portion of the corridor is largely residential, with commercial development in Bethesda and Silver Spring. In the Prince George's County portion of the corridor, land uses include relatively large areas of recreational, institutional, and commercial uses scattered among primarily residential communities. Housing types and densities within the study area include single-family dwellings and both low-rise and high-rise apartment buildings.

Clusters of higher density mixed-use development characterize the five major activity centers of Bethesda, Silver Spring, Takoma/Langley Park, College Park, and New Carrollton. With the exception of the area surrounding the University of Maryland (UMD) campus and M Square, most of the remainder of developed land in the study area contains low to medium-density residential and commercial uses.

Current zoning concentrates urban growth around activity centers to support transit oriented development (TOD). Specialized TOD zoning districts where mixed-use development is permitted are located in downtown Bethesda and in the areas around the following proposed Purple Line stations, East Campus, College Park, Annapolis Road/Glenridge, and New Carrollton (see Figure 19). The mixed-use and commercial development zoning at other proposed Purple Line station locations also would be compatible with transit stations. Zoning is directed by land use planning efforts, including the Master Plans and Sector Plans discussed in the following section. Existing land use is generally reflective of the established zoning codes in Montgomery and Prince George's Counties. In Montgomery County, zoning and permitted land uses are defined in Volume 4 of the Montgomery County Code, Chapter 59. In Prince George's County zoning regulations are found in the 2007 Edition of the County Code of Prince George's County, Subtitle 27.

Further detail on the specific land uses and zoning surrounding each proposed station area are described in the sections that follow.

Station Areas

Bethesda

Bethesda's CBD is primarily characterized by commercial development, comprised of numerous high-rise office buildings with ground level retail space. Some of the older buildings, such as the Air Rights Building, the Plaza West Building, and the Fairmont Building were developed during Bethesda's initial build out in the late 1960s and early 1970s to prepare for the planned construction of WMATA's Metrorail Red Line. Since then, the mixed use development that defines the CBD has continued to develop and grow to the south and west.

In 2002, the State of Maryland designated downtown Bethesda as an Arts and Entertainment District, since it has been developed as a major retail and entertainment destination in Montgomery County. Within the half-mile radius of the proposed Bethesda station, there are nearly 200 restaurants, more than 100 specialty shops, numerous art galleries, and the Discovery Trail, which highlights public art in the Bethesda CBD. There are also many professional service buildings including medical offices, banks, commercial and residential real estate offices, and several hotels. Bethesda is surrounded by single and multi-family residences, which support the dense urban core and are serviced by extensive transit services that include WMATA's Metrorail and Metrobus and Montgomery County RideOn.

Figure 18. Existing Land Use, Planned Development, and Enterprise Zones

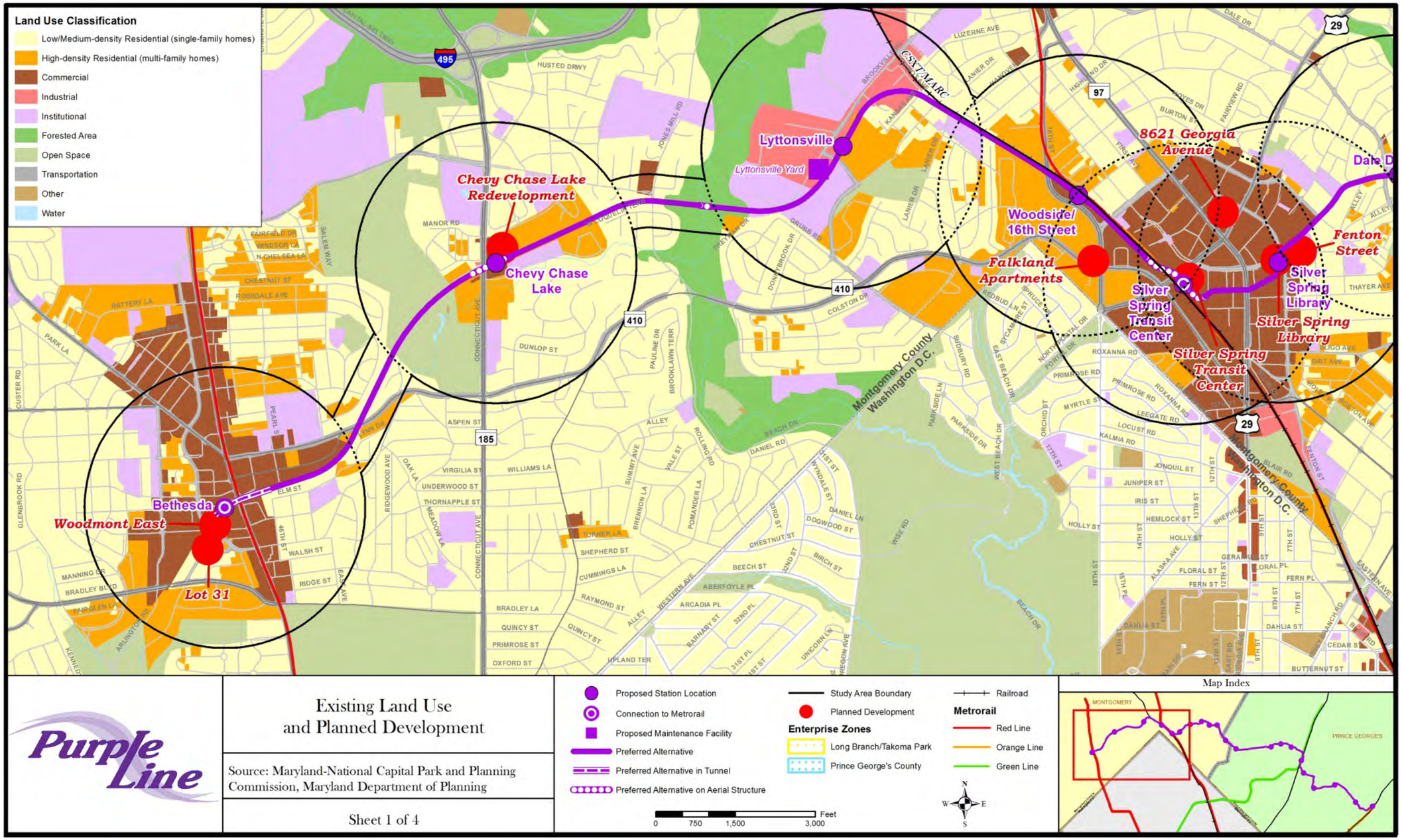


Figure 18. Existing Land Use, Planned Development, and Enterprise Zones (continued)

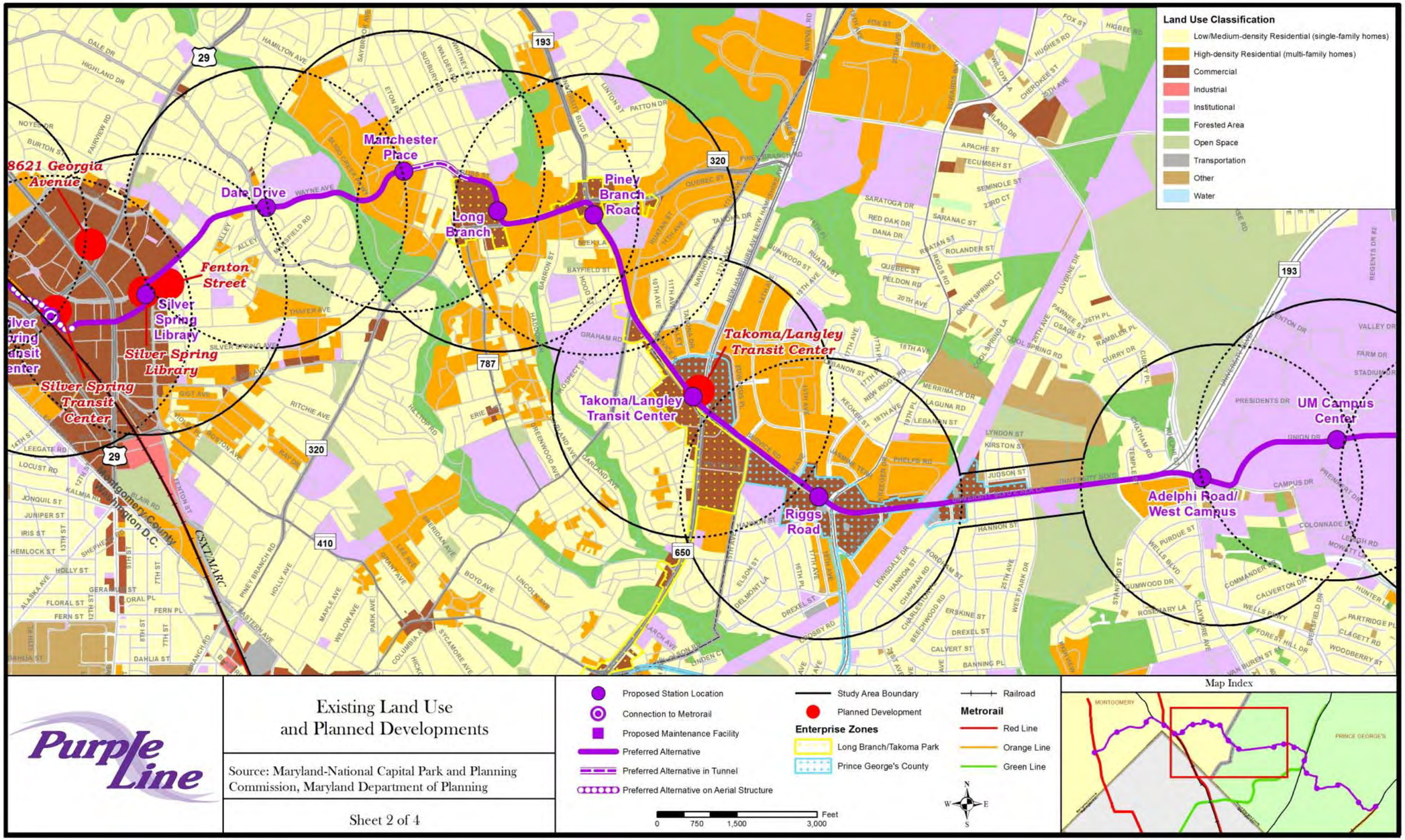


Figure 18. Existing Land Use, Planned Development, and Enterprise Zones (continued)

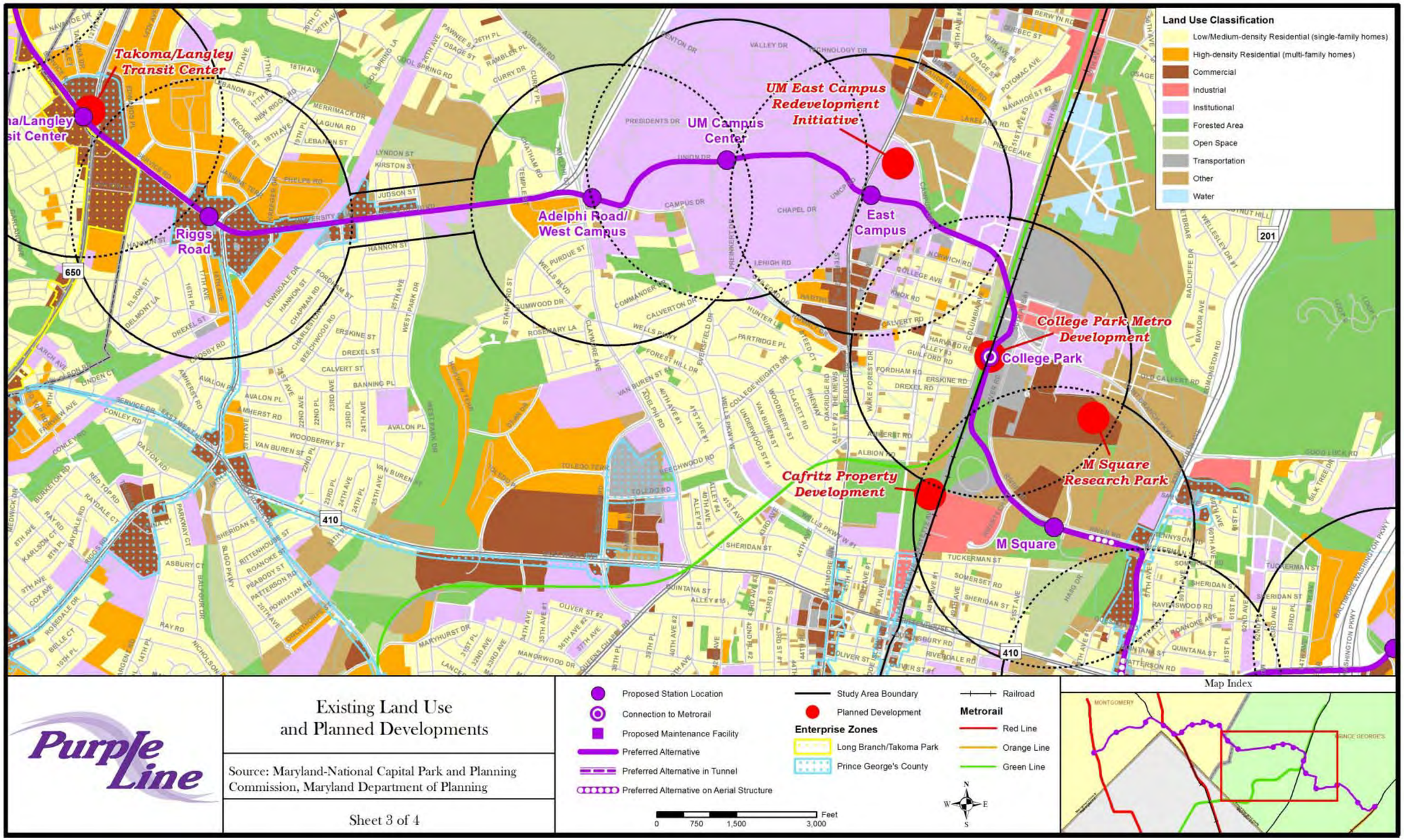


Figure 18. Existing Land Use, Planned Development, and Enterprise Zones (continued)

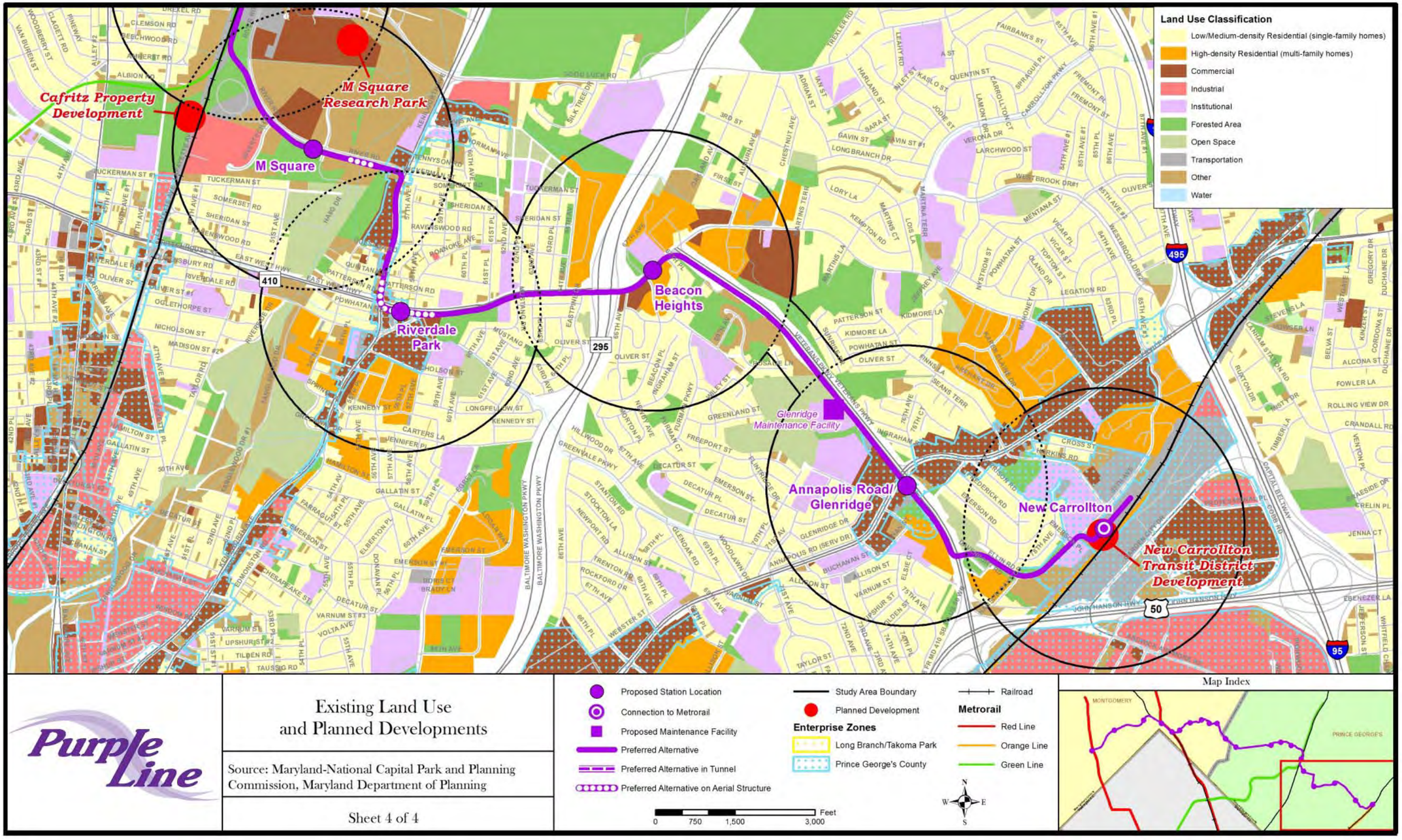
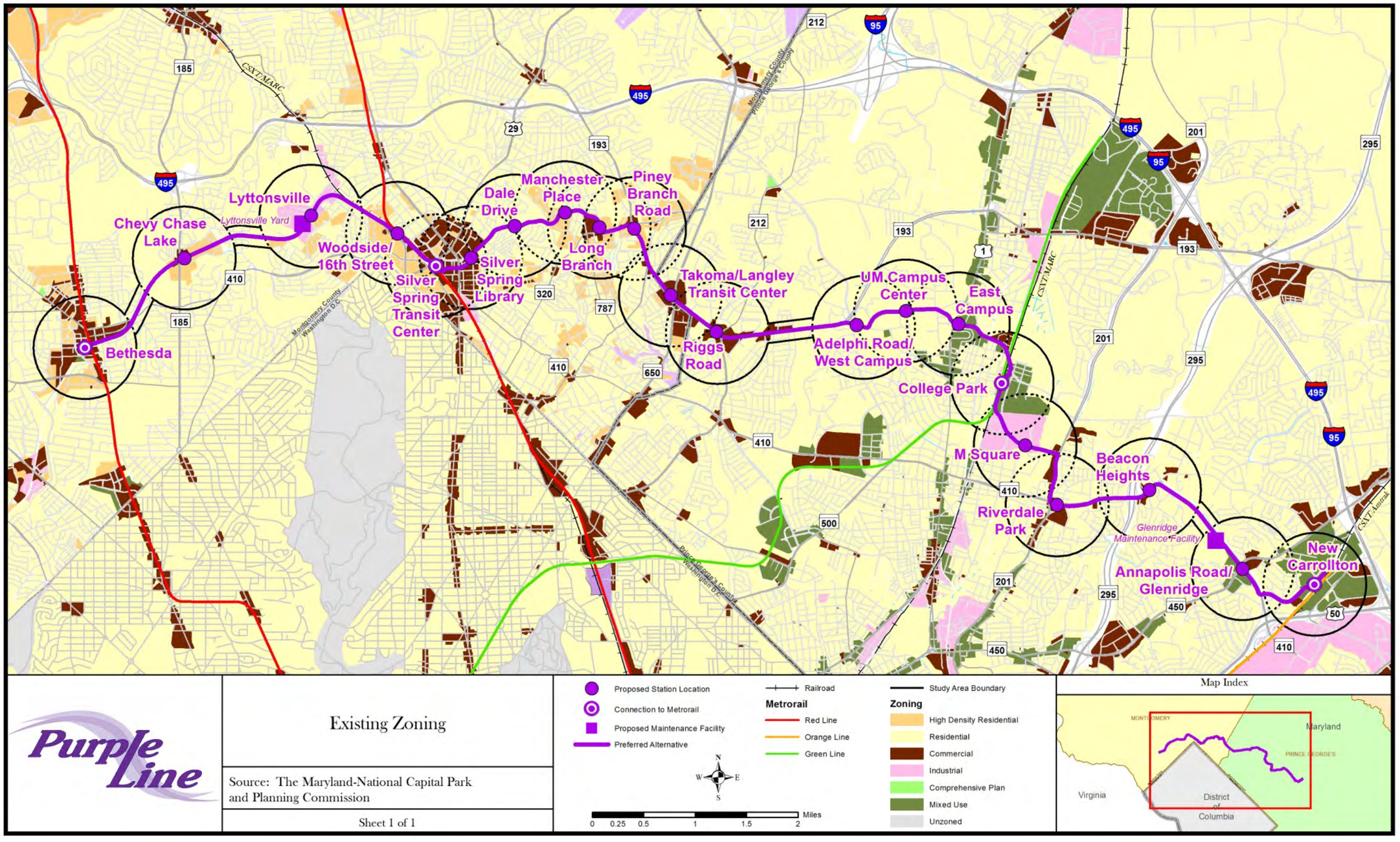


Figure 19. Existing Zoning



The existing zoning is generally reflective of the current land uses in Bethesda, as it concentrates the central business district and commercial areas along Wisconsin Avenue and East West Highway, while limiting development outside of a quarter-mile from the station to low-density residential. To the west of Woodmont Avenue, near the proposed station location, the area is zoned for transit station mixed (TS-M), which allows for transit oriented development with a maximum floor area ratio of 3.0.

Chevy Chase Lake

The area surrounding the proposed Chevy Chase Lake station is predominately residential land uses with supporting commercial and retail uses concentrated along Connecticut Avenue between Chevy Chase Lake Drive and Manor Road. A Citgo service station, the T.W. Perry Hardware Store and Lumber Yard, and Chevy Chase Lake Shopping Center are among the commercial businesses within close proximity to the station platform. There is a Sunoco and Liberty service station located on the southbound side of Connecticut Avenue as well as a Parkway Cleaners and the Chevy Chase Lake Building, to the south of the station.

Outside of the commercial center at Chevy Chase Lake, a mix of residential uses occur, including garden-style apartments and townhomes on Chevy Chase Lake Drive, at Hamlet Place, and the Chevy Chase Hills neighborhood. Single-family detached homes are located in the Chevy Chase Park neighborhood as well as in several other older communities along Connecticut Avenue. The proposed station also would serve the Howard Hughes Medical Center. Similar to the existing land uses, the area around the proposed Chevy Chase Lake station is largely zoned one-family and multi-family high, medium, and low-density residential. Approximately two percent of the ½-mile radius surrounding the station location is zoned commercial.

Lyttonsville

Located in the vicinity of Brookville Road and the CSXT/Amtrak/MARC alignment, the Lyttonsville area is primarily comprised of commercial and light industrial uses, including several warehouse buildings, automotive repair shops, and manufacturing uses such as Moorenko's Ice Cream plant and Atlantic Machinery. Brookville Road also provides access to institutional land uses, including the Walter Reed Army Institute of Research-Forest Glen Annex. Montgomery County's Department of Public Works and Transportation maintenance facility and Ride On transit bus storage facility also are located immediately to the west and north of the proposed station location.

Adjacent to these industrial and commercial uses, there are a number of high-density residential areas and parklands within the Lyttonsville area. Multi-family residences nearby include the twelve-story Claridge House, which includes a parking lot and pool, in addition to the garden-style apartments in the Friendly Garden and Rolling Woods communities. In the Rosemary Hills area the land use is predominantly low- to medium-density residential single-family housing. The Lyttonsville station area also contains parkland associated with the Georgetown Branch interim trail and Rock Creek Park.

The land use immediately adjacent to the proposed Lyttonsville station area, on the south side of Brookville Road, is currently zoned for light industrial use. Beyond these zoned industrial parcels there are several areas zoned for multi-family, high-rise residential and medium-density residential. Further south and north of Brookville Road, the zoning is designated as single-family residential.

Woodside/16th Street

The area surrounding the proposed Woodside/16th Street station is characterized primarily by multi-story apartment complexes, townhomes, and single-family residences. To the northeast of the CSXT/Amtrak/MARC alignment, there are a number of small-lot single-family homes. To the south and west of 16th Street are the ten-story 8600 Luxury Apartments (Suburban Towers Building), Falkland Chase Apartments, and other garden-style and high-rise complexes.

Directly adjacent to the proposed station platform is a strip shopping center, the Spring Center, which includes several restaurants, a dry cleaners, post office, and 7-Eleven. The Silver Spring CBD also falls within a half-mile radius of the station area, to the southeast.

Zoning surrounding the Woodside/16th Street station is a mix of residential and commercial designations. The proposed station location is presently zoned as limited commercial. To the south and southwest, the area is zoned for high-density residential developments, where Summit Hills and the Suburban Towers Building are currently located. On the northeast side of the CSXT/Amtrak/MARC railway, the zoning accommodates single-family detached homes, with some townhouse allowances.

Silver Spring Transit Center

The Purple Line station in Silver Spring would be incorporated into the Silver Spring Transit Center, which is nearing completion in the heart of the CBD. The Silver Spring CBD is comprised mostly of high-density commercial and office high-rises with ground floor retail. Among these are the Discovery Communication headquarters, City Place mall, and several franchise restaurants along Ellsworth Drive. The National Oceanic and Atmospheric Administration (NOAA) is headquartered on the opposite side of the track from the Silver Spring Transit Center, to the southeast side of the CSXT/Amtrak/MARC alignment.

There are a variety of residential units located nearby the Silver Spring Transit Center site as well. These include older buildings, such as The Blairs, Montgomery Arms Apartments, and the Silver Spring Towers, and newer developments, such as Lennox Park Apartments, The Bennington, The Portico at Silver Spring Metro, and Midtown Silver Spring. A number of these units have incorporated urban transit oriented development concepts focused on the existing Metrorail station and the new transit center.

The Silver Spring Transit Center is currently being constructed in a commercial zoning district. Zoning in this area allows for high-density commercial development for approximately 44 percent of the ½-mile area surrounding the proposed station location. At the outer limits of this commercial core, the zoning is designated primarily as single-family detached homes with a minimum lot area of 6,000 square feet for each dwelling (R-60).

Silver Spring Library

Near the Silver Spring Transit Center, the Silver Spring Library station is proposed at the corner of Wayne Avenue and Fenton Street. The station area is characterized by a mix of high-rise office buildings with ground floor retail and commercial developments. There are also a number of multi-story apartments and residential units. To the east along Wayne Avenue land use is predominantly single-family residences, schools, and Nolte Park.

The proposed Silver Spring Library station would be located on the edge of the Silver Spring commercial business district, where the zoning transitions to zoning designations for medium-density and single-family detached dwellings. Nearly half of the area surrounding this station location is zoned for residential use and the other half for commercial (approximately 43 and 42 percent, respectively, with 13 percent zoned for high-density residential).

Dale Drive

The Dale Drive station is planned for future construction on Wayne Avenue at Dale Drive. Single-family residences make up the majority of the surrounding land uses. There are also a number of schools including the adjacent Sligo Creek Elementary School and Silver Spring International Middle School, as well as East Silver Spring Elementary School. Eritters Market, a super market with a 12-space parking lot, is located nearby to the north of Schuyler Road.

Zoning designations surrounding the proposed Dale Drive station area is almost completely single-family detached housing with a minimum lot area of 6,000 square feet for each dwelling (R-60). There is a small sliver of convenience commercial zoning (C-1) where Eritters Market is located.

Manchester Place

The proposed Manchester Place station would be located at the Plymouth Street tunnel entrance in an area surrounded by residential development. Single-family homes are the predominating land use. However, there are a number of high-density residential units surrounding the station area as well, including Wayne Manchester Towers, Kenwood House, and Park Wayne Apartments. Also located nearby the proposed station area are the Sligo Creek Parkway, Oak View Elementary School, and Highland View Elementary School.

Manchester Road bisects a predominately residential area that is zoned for multiple-family, high-density dwellings in the immediate vicinity of the proposed transit station. Outside of this area, the zoning designation is largely single-family detached homes. To the south east of the proposed Manchester Road station, there is a small area, where the Flower Avenue Shopping Center is located, which is zoned for convenience commercial.

Long Branch

Upon exiting the tunnel, the Preferred Alternative would enter the Long Branch station. The area surrounding this proposed station is a mix of low-rise garden apartments located along Arliss Street and Pine Branch Road, small-lot single-family homes, and commercial buildings. There are a number of local retail and service uses in this vicinity, including two strip malls, two gas stations. The Long Branch Library and Long Branch Community Center are also within walking distance of this proposed station location.

At the intersection of Arliss Street and Piney Branch Road, where the Long Branch station is proposed to be constructed, there is a variety of zoning districts. In the immediate vicinity the Arliss Shopping Center, Flower Avenue Shopping Center, Piney Branch Shopping Center, and Central Square Shopping Center area all zoned as convenience commercial areas (C-1). To the east of Arliss Street, zoning permits high-density, multi-family residential where the Flower Branch Apartment complex is located. This zoning designation (R-10) extends further south and abuts the convenience commercial zoning at the intersection of Piney Branch Road and University Boulevard. Surrounding the commercial area at the proposed Long Branch station, the area is zoned for single-family residences and townhomes.

Piney Branch Road

The area surrounding the intersection of Piney Branch and University Boulevard, where the proposed Piney Branch Road station would be located, is primarily comprised of single-family homes and medium-density neighborhoods, with concentrated auto-oriented commercial development at the core. Surrounding the proposed station location is New Hampshire Estates Park and other medium- to high-density apartment complexes, as well as single-family residences. Adjacent to the intersection is a gas station, a strip mall, and other smaller retail and service businesses.

The existing zoning surrounding the proposed Piney Branch Road station is similar to that of the Long Branch area, with commercial and high-density residential zoning in the immediate vicinity of the station and single-family detached residential zoning designations further away.

Takoma/Langley Transit Center

At the border of Montgomery County and Prince George's County, the Takoma/Langley crossroads intersection is characterized by multi-story residential dwellings, garden apartments, and small-lot single-family homes surrounding an older automobile-oriented commercial area. Along University Boulevard there is mixed-use development, interspersed with single-family houses, garden apartments, and retail and service-related uses. University Boulevard is a wide roadway served by surface transit, although non-residential development in this area is auto-oriented and characterized by strip commercial uses. Known as Maryland's International Corridor, this area is a major shopping and entertainment center for many minority communities in the area. This area is

congested with many pedestrians crossing busy roadways to access bus transit and shopping. This station location is one of the busiest bus transfer points in the region, and as a result the future home of the Takoma/Langley Transit Center.

Zoning designations surrounding the proposed Takoma/Langley Transit Center are administered by both Montgomery County and Prince George's County. On the Montgomery County side of University Boulevard, the area directly adjacent to the proposed station location is zoned as general commercial. In Prince George's County, the area is zoned for commercial shopping (C-S-C) with adjacent medium-density multifamily residential zoning to the east.

Riggs Road

The Riggs Road station is located in an area generally comprised of garden-style apartment complexes and single-family residences surrounding a commercial area with large-lot shopping centers and free standing office buildings, including the University Plaza West and the Riggs Road Building. Bedford Station, the Villas at Langley, University Gardens, Garden City Apartments, and Liberty Apartments are among the multi-family dwellings located near the proposed Riggs Road station. South of the proposed station area, and beyond the PEPCO transmission line easement, are single-family neighborhoods, which include Carole Highlands and University Hills.

The intersection of Riggs Road and University Boulevard is comprised of commercial (C-S-C) and office (C-O) zoning districts surrounded by medium and low-density residential districts. A large area on the north side of University Boulevard, between New Hampshire Boulevard and Riggs Road, is zoned multi-family medium-density residential (R-18). The area is surrounded by single-family detached residential zones, with a multi-family low-density residential designation for the Marylander Condominiums apartment complex.

Adelphi Road/West Campus

The Adelphi/West Campus station would serve the University of Maryland University College (UMUC) headquarters, a comprehensive education facility designed for continuing education and meeting the needs of non-traditional students. Comprised of the Student and Faculty Services Center and the Inn and Conference Center, UMUC's campus makes up a large portion of the institutional land uses surrounding the Adelphi/West Campus station. These buildings house the University's administrative and student service center as well as classrooms and an information technology center.

The station also would serve the southwest portion of the University of Maryland at College Park, including Ludwig Field, Byrd Stadium, the Smith Performing Arts Center, and several large parking lots. To the west of Adelphi Road, there are a number of single-family residences as well as forested areas and open space associated with University Hills Duck Pond Park, Lane Manor Recreation Center, and the Northwest Branch Park.

Much of the area surrounding the proposed Adelphi/West Campus station area is zoned as rural residential. This zoning permits approximately ½ -acre subdivision lots with a maximum number of dwelling units of 2.17 per acre. This rural residential area is University of Maryland property and has been developed for institutional uses. Land south of the proposed station location is zoned for multi-family medium-density residential and single-family detached dwellings.

UM Campus Center

In the heart of the University of Maryland, the proposed Campus Center is completely surrounded by institutional land uses. The University of Maryland consists of about 11 million square feet within 262 buildings on approximately 1,000 acres. With the inclusion of off-campus facilities, the building inventory totals nearly 12 million gross square feet, in 459 buildings, on approximately 4,000 acres. University buildings, including the Stamp Student Union, Hornbake Library, the Campus Health Center, and many other academic

and research buildings are located in the immediate vicinity of the station area. A variety of on-campus dormitories and low-rise garden style apartments also would be served by the proposed station.

Similar to the zoning surrounding the proposed Adelphi/West Campus station, nearly all of the land contained within a ½-mile radius from the proposed Campus Center station is zoned as rural residential. A small portion of the station area is designated as single-family detached residential and 1.4 percent is zoned for mixed use infill development.

East Campus

Current land use at the proposed East Campus station location is a mix of institutional uses including facilities plants and storage areas of the University of Maryland. Located south of the station, downtown College Park is a mix of retail, commercial, restaurant/bar, and some residential land uses. This commercial area serves both the off-campus community as well as several on-campus residences.

The zoning surrounding the proposed East Campus station is a mix of rural residential zoning developed for institutional purposes by UMD with a portion to the east dedicated to mixed-use infill. This zoning designation promotes Smart Growth principles by encouraging enhanced communities that combine residential, commercial, recreational, open space, employment, and institutional uses. Beyond the mixed-use zoning area, the majority of the land is designated as single-family residential, with some multi-family medium-density zoning interspersed throughout.

College Park

The proposed College Park station would provide a Purple Line connection to the Metrorail Green Line, the MARC Camden Line, WMATA Metrobus, Prince George's County TheBus, and the UMD shuttle service. Land uses surrounding this station location are largely transportation facilities and parking as well as single-family residential neighborhoods. The headquarters for the Food and Drug Administration's (FDA) Center for Food Safety and Applied Nutrition is located across River Road from the proposed station. Adjacent to that is the United States Department of Agriculture (USDA) Animal and Plant Inspection Service. The historic College Park Airport is nearby.

A variety of land uses are permitted under the current zoning surrounding the College Park Metrorail station, where a proposed Purple Line station would be constructed. A large portion of this area (27 percent) is designated for mixed-use transit-oriented (M-X-T) development, which provides for a combination of residential, commercial, and employment uses centered around a transit station. To the east of the College Park Metrorail station, the zoning is designated as predominantly single-family residential with a small area zoned as light industrial and a few parcels zoned for multi-family medium-density apartments and townhomes.

M Square

To the east of the College Park Metrorail station, the M Square station would serve the UMD Research Park (M Square). The area currently includes a considerable amount of undeveloped forest land and open space. The USDA, Anacostia River Stream Park, and the Harvey W. Wiley Federal Building office complex are located nearby. The M Square Research Park is anticipated to cover approximately 124 acres of this land and will encompass 2.5 million square feet of office space for public and private research, and additional lab space. At build out, the M Square facilities and associated tenants are expected to employ 6,500 people. Current offices in the research park include NOAA, the FDA, Raytheon, and the American Center of Physics.

Zoning in the immediate vicinity of the proposed M Square station is primarily planned industrial/employment, in order to accommodate for the developing Research Park. To the north, the area is partially zoned for mixed-use transit-oriented development. Elsewhere, the zoning designations are open space and single-family detached residential, with a small section (approximately 4 percent) of land allowed for commercial shopping.

Riverdale Park

The Riverdale Park station area is primarily comprised of single-family neighborhoods and medium-density apartment buildings. These residences are currently served by automobile-oriented commercial development, which includes a service station, bank, restaurants, and office buildings. The Riverdale Park Shopping center, to the south of the proposed station platform houses a variety of retail businesses.

Zoning surrounding the proposed Riverdale Park station area is generally consistent with the current land uses, as it allows for primarily low-density, single-family residential dwellings focused around commercial shopping and multi-family high-density apartments near the intersection of Kenilworth Avenue and East West Highway.

Beacon Heights

Located along Riverdale Road, just before Veterans Parkway, the proposed Beacon Heights station would serve residential neighborhoods comprised of several large garden-style apartment complexes, including East Dale Apartments, New Carrollton Woods Apartments, and Eastpines Apartments, in addition to numerous single-family residences to the south of the station. The station would be located directly across from the Maryland National Capital Park Police headquarters and just north of the large-lot commercial development of the Eastpines Shopping Center.

The proposed Beacon Heights station area is primarily zoned for a variety of residential uses, primarily single-family detached dwellings with multi-family medium-density residential including the Fernwood Garden apartment complex and Prince Georgetown development. Additional zoning includes a designation for commercial shopping at the Eastpines Shopping Center and commercial office across on the north side of Riverdale Road from the proposed station platform.

Annapolis Road/Glenridge

At the intersection of Veterans Parkway and Annapolis Road, the proposed Annapolis Road/Glenridge station is directly adjacent to a number of automobile-oriented strip commercial and office land uses. Surrounding these areas are several single-family neighborhoods.

The Annapolis Road/Glenridge station area is zoned for mixed-use transportation oriented and infill development on the south side of Veterans Parkway. On the opposite side of the roadway, the zoning is designated for commercial shopping where the automotive dealerships and chain restaurants along Annapolis Road predominate. Surrounding these commercial and mixed-use zoning designations, there are numerous neighborhoods zoned as single-family detached residential.

New Carrollton

The proposed New Carrollton station is located near several large institutional trip generators, including the Internal Revenue Service. The IRS campus consists of three ten-story buildings located directly across from the existing New Carrollton Metrorail Station.

The New Carrollton Metrorail Station is located on Ellin Road at the intersection of John Hanson Highway (US 50) and I-95. The station is also a MARC commuter rail and an AMTRAK intercity rail station. The surrounding land uses within one-half mile of the site consist of major office employment, industrial, warehouse, flex space, and residential development.

A large portion of the proposed New Carrollton station is zoned for mixed-use transportation oriented development. Further south of John Hanson Highway there are a number of parcels zoned for light industrial use. The surrounding areas are primarily single-family detached dwelling zoning with some medium- to high-density residential and commercial designations along Annapolis Road and Riverdale Road.

3.2.2 Planned Developments

In addition to the existing land uses surrounding each proposed station, and throughout the project corridor, there are a number of planned developments that are anticipated for implementation within the study area. County master plans and information obtained from county planning offices were examined to identify future development sites within the study area that would be affected by the Preferred Alternative. Effects of the project on planned development where assessed by determining where the alternatives would result in changes to developments that are planned or approved by the counties. This is important, because county land use plans are implemented through comprehensive zoning, subdivision regulation, adequate public facility ordinances, growth management controls, farmland preservation easements, and capital improvement programs. Development projects in Montgomery and Prince George's Counties require approval from M-NCPPC. The MTA continues to meet with local planning officials and the developers of the planned sites to encourage and facilitate the incorporation of the Purple Line into the area, and to minimize or avoid any potential negative effects. Planned developments in the Purple Line corridor are summarized in Table 18.

Table 18. Planned Developments

Development Name	Location	Existing Land Use of Site	Description of Future Development	Estimated Completion
Woodmont East—Private	Northeast corner of Woodmont Avenue and Bethesda Avenues	Office and retail uses, including movie theater	1.2 million total square feet with 210 multi-family dwelling units, 42,370 square feet of public use space, a 1,882,950 square foot hotel, 81,165 square feet of retail, and 755,739 square feet of office space.	Undetermined
Lot 31—Public/Private	Southeast and southwest quadrants of Woodmont and Bethesda Avenues	Parking lot	250 multi-family dwelling units, 40,000 square feet of retail uses, and underground parking facility providing 940 public spaces and 290 private spaces.	2014/2015
Chevy Chase Lake Redevelopment	Connecticut Avenue between Chevy Chase Lake Drive and Manor Road	Garden apartments, townhomes, and single-family homes surrounding centralized commercial area	Montgomery County planning staff is evaluating concepts for mixed commercial retail and residential uses in Chevy Chase Lake. Anticipated to include approximately 1.5 million square feet of commercial development and 1,000 housing units.	Undetermined
Falkland Chase Apartments	Northeast of 16th Street and East West Highway intersection	Garden-style apartments	The site has been approved for redevelopment, but the status of development is uncertain. The northern portion of the site has been approved for the construction of four buildings which could include 1,250 apartments and townhouse dwelling units, 70,000 square feet of retail space, and approximately 65,100 square feet for a public plaza/garden and pedestrian areas. The site plans allow for a portion of the site to be used for the Purple Line.	Undetermined
Silver Spring Transit Center	Southeast of Colesville Road and the WMATA Metrorail Red Line	High-density office space, supporting retail and restaurants, and high rise apartments	Three-tiered, multi-modal transit facility with 32 bus bays, 54 kiss and ride spaces and taxi spaces, two residential towers, and direct access to Metrorail and MARC. Would also include Purple Line transitway as well as integrated private, transit oriented development of 450 apartments and condominiums, and a 200-room hotel.	Fall 2013
Silver Spring Library	Fenton Street and Wayne Avenue intersection	Montgomery County-owned property cleared for development	Six-story, 63,000 square foot library to serve the central business district. The site would include an art gallery and incorporate a Purple Line station.	2015

Table 18. Planned Developments (continued)

Development Name	Location	Existing Land Use of Site	Description of Future Development	Estimated Completion
Silver Spring Transit Center	Southeast of Colesville Road and the WMATA Metrorail Red Line	High-density office space, supporting retail and restaurants, and high rise apartments	Three-tiered, multi-modal transit facility with 32 bus bays, 54 kiss and ride spaces and taxi spaces, two residential towers, and direct access to Metrorail and MARC. Would also include Purple Line transitway as well as integrated private, transit oriented development of 450 apartments and condominiums, and a 200-room hotel.	Fall 2013
Silver Spring Library	Fenton Street and Wayne Avenue intersection	Montgomery County-owned property cleared for development	Six-story, 63,000 square foot library to serve the central business district. The site would include an art gallery and incorporate a Purple Line station.	2015
8621 Georgia Avenue	Southeast quadrant of Cameron Street and Georgia Avenue	Surface parking lot	13-story office building with 6,200 square feet of retail and 289 parking spaces.	Undetermined
Fenton Street	Fenton Street between Wayne Avenue and Bonifant Street	Place of worship and associated buildings and single-family dwelling units	Approximately 30,000 square feet of new institutional uses (new church sanctuary, religious education, and child day care center), 18,650 square feet of commercial retail space, and 259 dwelling units	Undetermined
Takoma/ Langley Transit Center	Northwest corner of University Boulevard and New Hampshire Avenue	Commercial strip center	New Transit Center featuring enclosed bus shelter and waiting areas.	2016
UM East Campus Redevelopment Initiative	US 1 and Paint Branch Parkway near UMD entrance	Institutional physical plant, service operations, and undergraduate housing	38-acre mixed-use, urban, college town environment comprising retail, hotel/conference, residential, and affordable graduate student housing towers.	Undetermined
Cafritz Property Development	Bounded by Baltimore Avenue, Albion Road, MARC tracks, and Tuckerman Street	Forested area and single-family residential	Development of 37.6 acres including over 200,000 square feet of retail and restaurants and 26,400 square feet of office space. 995 residential units and a 120-room hotel are anticipated to eventually be constructed.	Undetermined
College Park Metro Development	Surrounding College Park Metro Station	Bus transfer facility and surface parking	Transit waiting area plus 348,000 square feet of office space, 34,000 square feet of retail/commercial, 290 residential units, and a new 600-space parking garage.	Undetermined
M Square Research Park	River Road and Paint Branch Parkway	Development on-going	At full build-out, two million square feet of research and office facilities on 130 acres, estimated to employ 6,500 people.	Undetermined
New Carrollton Transit District Development	Within 1/2 mile of the New Carrollton Metrorail Station	Parking and transit facilities	5 million square feet of offices, stores, hotels and entertainment space and up to 5,500 new homes	Prior to 2040

3.2.3 Plans and Policies

Present and planned development, land use, and zoning, which are the focus of this analysis, are guided by federal, state, regional, and local plans and policy initiatives, which establish a conceptual structure and direction for overall land use in the study area. A majority of these polices emphasize transit-oriented, mixed-use land uses in developed areas and are described in the sections that follow.

Local Land Use and Countywide Plans and Policies

The M-NCPPC is the primary agency responsible for influencing land use at the county and local level within the study area. Empowered by the State of Maryland in 1927 to acquire, develop, maintain, and administer a regional system of parks within Montgomery and Prince George's Counties, and to prepare and administer a general plan for the physical development of the two counties, M-NCPPC has been involved in the preparation of nearly all the regional and local planning documents applicable to the study area. All development projects in Montgomery and Prince George's Counties require approval from M-NCPPC.

In January 1964, the M-NCPPC authored *On Wedges and Corridors, a General Plan for the Maryland-Washington Regional District in Montgomery and Prince George's County* to serve as a bi-county plan to direct land use and development in the Montgomery County and Prince George's County portion of the Washington Metropolitan Region. As its namesake suggests, the Plan recommends that urban development be concentrated into four urban corridors, radiating outwardly from Washington, DC with wedges of low-density or large-lot residential areas in between. This Wedges and Corridors concept has shaped land use in the counties by channeling growth into development corridors and an urban ring around Washington, DC. Meanwhile, wedges of open space, farmland, and lower density-residential uses have been preserved. In addition to encouraging a greater variety of living environments through this development concept, the Plan also recognized the critical importance of incorporating an efficient system of rapid transit to meet rush-hour needs within the urban ring and between development corridors.

In addition to the bi-county applicable *On Wedges and Corridors*, both Montgomery County and Prince George's County have developed General Plans that provide a conceptual structure for land use within each county.

Prepared by M-NCPPC's Montgomery County Planning Department, the *General Plan Refinement of the Goals and Objectives for Montgomery County* (December 1993) establishes the framework for physical development in Montgomery County. Among the land use goals that it lists, the *General Plan Refinement* calls for a variety of land use types and intensities by maintaining the urban ring and development corridors while preserving the agricultural wedge, moderate density residential areas, and a coordinated system of parks, recreation, and open space. Montgomery County's plan specifically recommends mixed use at community activity centers in order to reduce travel times and for transportation to be appropriately located to serve these crossroads. In the plan, the need for improvements in east-west travel is acknowledged but not with the intent to create an east-west development corridor, as the plan generally promotes the *On Wedges and Corridors* pattern.

In September 2010, Montgomery County approved and adopted the *Purple Line Functional Plan* as an amendment to *On Wedges and Corridors*, in order to plan for the Purple Line transit facility through Montgomery County. Rather than recommend changes in land use or zoning, the purpose of the *Purple Line Functional Plan* is to identify specific alignments and approximate station locations, so that existing and future master, sector, and other plans will have adopted policy guidance as to the location, mode, function, and general operational characteristics of the Purple Line.

Prince George's County *Approved General Plan* (October 2002) is also based on the overall *Wedges and Corridors* concept and sets forth goals, objectives, policies, and strategies that guide future growth and development specific to Prince George's County. The General Plan uses a system of designated Centers, Corridors, and growth Tiers to guide future land use and development in Prince Georges' County. Of the three development tiers (Developed, Developing, and Rural) proposed in the plan, the project study area is located within the 86-square-mile area along the border of Washington, DC that is designated the Developed Tier. The vision for the Developed Tier is a network of sustainable, mixed-use, transit-supporting, pedestrian-oriented, medium- to high-density neighborhoods, with an emphasis on preserving environmental infrastructure elements and providing a transportation system that promotes development and revitalization. Within the Developed Tier there are designated Centers and Corridors that are targeted for economic development, capitalizing on investments in mass transit facilities, and transit supporting development. The proposed project study area crosses three of these Corridors and incorporates five metropolitan, regional, and community Centers.

Similar to Montgomery County, Prince George's county has also begun planning efforts to prepare for the development of the Purple Line. Initiated in August 2011, the *Purple Line Transit Oriented Development* is intended to ultimately generate concepts for development that promote lively, walkable, and attractive transit-oriented communities around proposed Purple Line stations at West Campus (Adelphi), College Park Metrorail, River Road (M Square), Riverdale Park, and Riverdale Road (Beacon Heights). Based on Prince George's County Planning Department TOD study efforts, the applicable planning areas will be able to appropriately prepare for and capitalize on the potential connection to the community that the Purple Line offers.

While the General Plans for Montgomery and Prince George's Counties outline concepts for future land use in the respective counties and the Purple Line Functional Master Plan and the Purple Line Transit Oriented Development study discuss development strategies for the implementation of the proposed project, several subsets and municipalities within study area also have plans and policies that provide a detailed vision for land use in their individual planning jurisdictions. Each of these master plans, sector plans, or functional plans include land use initiatives that support the implementation of improved transit in the study area, and in many cases recommend the incorporation of the Purple Line specifically. The most recent plans that are applicable to the identified planning areas within the corridor are shown on Figure 20 and described in Table 19.

Regional Land Use Planning

The National Capital Region Transportation Planning Board (TPB), under the Metropolitan Washington Council of Governments (MWCOG), directs land use planning within the Metropolitan Washington region through the *Metropolitan Washington Regional Activity Centers and Clusters* (2007). This plan has been established to serve as a tool for developing land use and transportation planning and policies, as it identifies regional activity centers and clusters, principal transportation corridors and facilities, and designated open spaces. These findings support recommendations for increased employment, residential growth, and transit station access at these Regional Activity Centers and Clusters.

The TPB's Transportation/Land-Use Connections (TLC) program also provides technical assistance to local governments to enhance community planning. The TLC program addresses issues of regional congestion, future growth, pedestrian safety, affordable housing, and changes in community identity by providing information about best practices and model projects through the Regional TLC Clearinghouse. The TLC Technical Assistance Program provides consulting services focused on improving transportation and land use coordination and assists in planning and designing more vibrant and livable communities.

Figure 20. Planning Areas

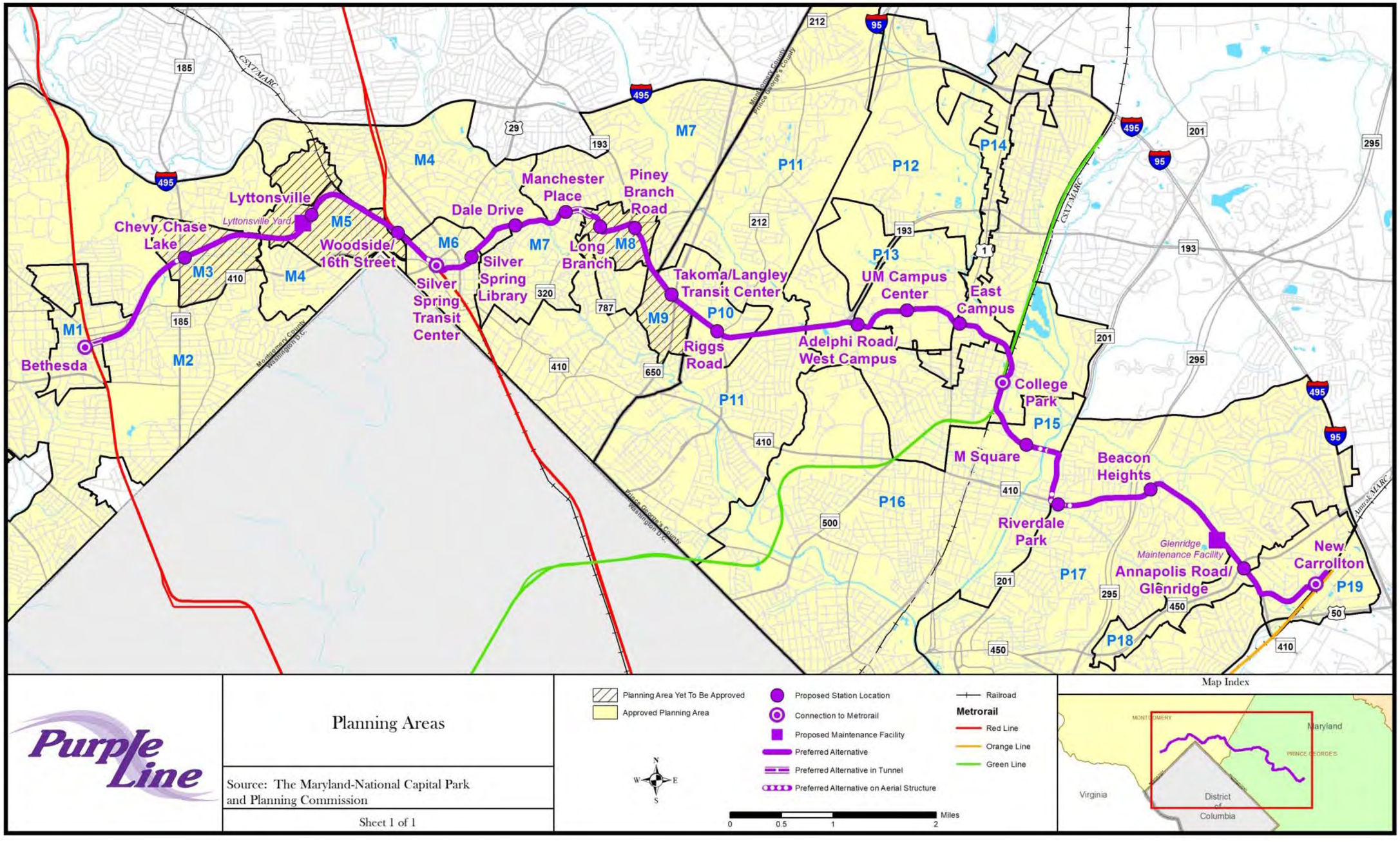


Table 19. Planning Areas and Associated Plans

Planning Area Map ID	Planning Area	Planning Document	Description
MONTGOMERY COUNTY PLANNING			
M1	Bethesda Central Business District	*Comprehensive Amendment to the Bethesda Central Business District Sector Plan* (Approved and Adopted, July 1994)	The *Bethesda Central Business District (CBD) Sector Plan* seeks to direct higher density development near transit serviceable locations, while also promoting development that would increase the use of transit services and support large-scale employment. Under the Sector Plan, the identified Central Business District contains a mix of land uses within a suburban downtown environment. This plan supports the concept of a trolley-trail between Bethesda and Silver Spring to connect employment and activity opportunities, with a terminus located at the Apex Building. The master plan supports the current uses of large land areas, but endorses housing as the primary alternative use if they are ever redeveloped.
M2	Bethesda Chevy Chase	*Comprehensive Amendment to the Bethesda/Chevy Chase Master Plan* (Approved and Adopted, April 1990)	Intended to guide the future direction of the Bethesda-Chevy Chase area for the next twenty years, the Bethesda/Chevy Chase Master Plan recommends that land uses for the Chevy Chase area be maintained and enhanced. Existing single-family residential land use and zoning is reconfirmed for the major portion of the Bethesda-Chevy Chase planning area, and single-family attached (townhouse) residential use is recommended for some larger sites in the planning area. This plan supports a combined light rail transitway and trail along the Georgetown Branch right-of-way as well, recommending improved pedestrian and transit access.
M3	Chevy Chase Lake	*Chevy Chase Lake Sector Plan* (Draft, September 2012, pending approval)	Intended to provide a vision for the future of mixed housing types and commercial strip centers along Connecticut Avenue that comprise the Chevy Chase Lake community. Recommendations for this area will primarily focus on improving the form and function of the commercial areas to coincide with the introduction of the Purple Line light rail line.
M4	North and West Silver Spring	*North and West Silver Spring Master Plan* (Approved and Adopted, August 2000)	The recommendations incorporated into the *North and West Silver Spring Master Plan* are generally intended to sustain and enhance the existing residential character of the existing neighborhoods, while stabilizing historic resources, renovating parks, creating opportunities for business-oriented improvements, and providing a neighborhood-friendly transportation system. Among its many recommendations, the plan proposes improvements along Georgia Avenue between 16th Street and the Capital Beltway, specifically suggesting the redevelopment of the Silver Spring Shopping Center to incorporate a transit station in that area.
M5	Lyttonsville-Rosemary Hills	*Greater Lyttonsville Sector Plan* (Initiated, July 2012, pending approval)	Planners are currently conducting interviews with local residents, community groups, business owners, and land owners to help guide the development of a future vision for the Lyttonsville, Rosemary Hills, Brookville Road, and 16th Street areas. The plan will focus on the commercial/industrial area along Brookville Road and prepare for the proposed Lyttonsville and Woodside/16th Street Purple Line stations.
M6	Silver Spring Central Business District	*Silver Spring Central Business District and Vicinity Sector Plan* (Approved and Adopted, February/March 2000)	This plan seeks to rejuvenate Silver Spring's core as a varied and active town center with a diversity of retail, residential, office, hotel, civic, and park uses. Meanwhile, it encourages redevelopment and revitalization, with an emphasis on promoting the development of the Purple Line and the Silver Spring Transit Center, which would serve as a focus for public transportation services within the Central Business District.

Table 19. Planning Areas and Associated Plans (continued)

Planning Area Map ID	Planning Area	Planning Document	Description
M7	East Silver Spring	*East Silver Spring Master Plan* (Approved and Adopted, December 2000)	Recognizing the residential nature and community oriented localized commercial centers that characterize the East Silver Spring planning area, this plan makes suggestions to sustain and enhance residential neighborhoods, while providing community facility revitalization and improved pedestrian, bicycle, and automobile circulation to surrounding neighborhoods and expanded transit service. This plan recommends rail transit stations along University Boulevard at New Hampshire Avenue and Piney Branch Road and calls for an updated Master Plan, if the Purple Line were to be implemented.
M8	Long Branch	*Long Branch Sector Plan* (Draft, May 2013, pending approval)	With the proposed Purple Line under study, community planners have developed the Draft *Long Branch Sector Plan* to build upon the East Silver Spring Master Plan and provide a number of recommendations intended to guide development patterns surrounding Purple Line station areas. Some key preliminary recommendations include improving accessibility and connections to buses and Purple Line station areas at Arliss Street and Piney Branch Road.
M9	Takoma/Langley Crossroads-Montgomery County	*Takoma/Langley Crossroads Sector Plan* (Draft, May 2010, pending approval)	The planned implementation of the Purple Line and the anticipated construction of the Takoma/Langley Transit Center pose great opportunities for development, while encouraging pedestrian safety and transit use. Montgomery County's Takoma/Langley Crossroads Sector Plan prescribes mixed-use land uses for the existing strip commercial centers in order to enhance the character of the multi-cultural community and better accommodate proposed transit improvements.
PRINCE GEORGE'S COUNTY PLANNING			
P10	Takoma/ Langley Prince George's County	*Takoma/Langley Crossroads Sector Plan* (Approved and Adopted, November 2009)	The *Takoma/Langley Crossroads Sector Plan* is intended to guide development on the Prince George's County side of the Takoma/Langley area, creating a transit-oriented and pedestrian-friendly community that celebrates and builds upon the cultural diversity of existing and future residents. Key land use recommendations of the plan include the integration of transit-oriented development principles around proposed Purple Line stations at New Hampshire Avenue and Riggs Road, increased mixed-use land parcels, and promotion of affordable housing initiatives.
P 11	Langley and Vicinity	*Master Plan for Langley Park-College Park-Greenbelt and Vicinity* (Approved, October 1989) *Sectional Map Amendment* (Approved, May 1990)	This plan examines various types of retail uses, particularly surrounding the Metrorail Green Line station at College Park. The document recommends activity centers to serve as the focal points for social and commercial activities.
P 12	College Park-Berwyn Heights	*Master Plan for Langley Park-College Park-Greenbelt and Vicinity* (Approved, October 1989) *Sectional Map Amendment* (Approved, May 1990)	This plan examines various types of retail uses, particularly surrounding the Metrorail Green Line station at College Park. The document recommends activity centers to serve as the focal points for social and commercial activities.

Table 19. Planning Areas and Associated Plans (continued)

Planning Area Map ID	Planning Area	Planning Document	Description
P13	University of Maryland	*University of Maryland Facilities Master Plan 2011-2030* (Updated, 2012)	Building upon the 2001-2020 Facilities Master Plan, this plan provides a vision for the future of the University of Maryland campus and proposes corridors of connection, links to green spaces and academic neighborhoods, and an emphasis on multi-modal transportation throughout campus and to surrounding communities. The plan calls for the vigorous support of the approval and funding for the Purple Line, which it recommends to be integrated into the campus.
P14	US 1 Corridor in College Park	*College Park US 1 Corridor Sector Plan and Sectional Map Amendment* (Approved, June 2010)	This sector plan covers the US 1 corridor within College Park and a portion of the University of Maryland, envisioning the transformation of this area into a transit-oriented mixed-use development, that is pedestrian friendly and preserves existing residential neighborhoods and environmental resources to the fullest extent possible. This plan includes specific provisions to support the Purple Line as a major east-west connection through northern Prince George's County with mixed-use dense development within a half-mile radius of rail stations.
P15	College Park-Riverdale Transit District	*Approved Transit District Development Plan for the College-Park-Riverdale Transit District Overlay Zone* (Approved, October 1997)	With the goal of creating an attractive, pedestrian-friendly transit district to reduce the dependence of automobiles and encourage economic revitalization in College Park and Riverdale Park, this plan provides the basis for land use and development requirements for these municipalities. The plan recommends mixed use adjacent to the College Park Metrorail station and abutting River Road. These land uses were originally designated to accommodate the introduction of the Green Line in Prince George's County.
P16	Hyattsville-Riverdale-Mt. Rainier-Brentwood	*Approved Master Plan and Sectional Map Amendment for Planning Area 68* (Approved, May 1994)	A major focus of this plan was community revitalization of the eight municipalities in an area generally bounded by Adelphi/Albion Road, the District of Columbia border, Kenilworth Avenue, and Northwest Branch Stream. Although the majority of this area is planned for residential use, two Transit District Overlay Zones (TDOZ) were proposed for the West Hyattsville and Prince George's Plaza stations on the Metrorail Green Line. The purposes of these TDOZ are to increase the use of transit facilities, maximize the return on investment in a transit system, and encourage appropriate development near transit stations.
P17	Bladensburg-New Carrollton and Vicinity	*Bladensburg, New Carrollton and Vicinity Approved Master Plan and Sectional Map Amendment for Planning Area 69* (Approved, May 1994)	This plan recommends infill development, preservation of existing residential areas, capitalizing on the area's proximity to the District of Columbia, Metrorail stations, and other commercial growth areas, and utilizing urban design recommendations to enhance the appearance of new development and redevelopment.
P18	Central Annapolis Road Corridor	*Central Annapolis Road Corridor Sector Plan and Proposed Sectional Map Amendment* (Approved, October 2010)	This plan focuses on the area along Annapolis Road, with a gateway at the intersection of the Baltimore-Washington Parkway and another at Veterans Parkway, promoting compact, mixed-use, walkable development consistent with existing community character and located near available or planned transit options. Specifically, the plan provides conceptual guidance for development surrounding the Purple Line station at Annapolis Road, calling for vibrant mixed-use with office, retail, and community space.
P19	New Carrollton Transit District	*New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (Approved, May 2010)	The purpose of this plan is to ensure that future development around New Carrollton maximizes ridership of existing and planned transit services while fostering redevelopment and emphasizing a mix of high-intensity commercial office, retail, and residential uses in the immediate vicinity of the Metrorail station and proposed Purple Line station.

In 2010, the TLC Program prepared a Purple Line Bicycle Access and Bicycle Hub Location Study for M-NCPPC and Prince George's County to assist in planning for bicycle hubs and multi-use trail facilities around proposed Purple Line stations. Currently, the FY 2013 TLC Technical Assistance Program includes the College Park Metro Station TOD Analysis and the City of Takoma Park New Hampshire Avenue Multi-Way Boulevard Feasibility Study.

Maryland Statewide Land Use Planning

The State of Maryland also has a long history of influencing land use decisions, creating the nation's first planning commission in 1933 to coordinate Depression-era public works programs. In 1974, the Land Use Act authorized the Maryland Department of Planning (MDP) to designate areas of critical state concern and express the State's viewpoints on local land use decisions. Shortly thereafter (1981), MDP designated 57 areas of unique character for preservation, conservation, and utilization. The Economic Growth, Resource Protection, and Planning Act of 1992 required local governments to prepare comprehensive land use plans and to review those plans every six years. Within these local plans, seven "visions" (later expanded to eight in 2000) were required to be included in each comprehensive plan to address where development should occur, lands and resources to be protected, streamlining regulations to achieve plan goals, and adequate public facilities, infrastructure, and funding to achieve these Visions.

Several of the Visions established in the Planning Act were intended to manage growth, concentrating development in suitable areas while protecting sensitive resources and directed growth to population centers.

Smart Growth Legislation

These principals were further supported in 1997, when the Maryland General Assembly enacted a package of legislation collectively referred to as the Neighborhood Conservation and Smart Growth Initiative. The Smart Growth legislation recognizes the important role local governments play in managing growth and determining the locations most suitable for State-funded projects. Smart Growth directs the State to target programs and funding, to support established communities and locally designated growth areas, and to protect rural areas. The policy gives priority to central business districts, downtown cores, empowerment zones, and revitalization areas when funding for infrastructure projects or locating new facilities is initiated. The Urban Ring Communities, located inside the Capital Beltway in Montgomery County, have been designated as part of the State's Smart Growth initiative, a program that focuses development funds and incentives in appropriate growth areas and limits development in agricultural and other resource areas.

The Maryland Smart Growth Program has three basic goals: to save valuable natural resources and open space; to support and revitalize existing communities and neighborhoods; and to discourage sprawling development into rural areas. As part of this initiative, the Smart Growth Areas legislation requires that publicly-funded projects in Maryland municipalities, other existing communities, industrial areas, and planned growth areas designated by counties shall receive priority funding over other projects. These Smart Growth Areas are called Priority Funding Areas (PFAs), described further below.

Priority Funding Areas

PFAs consist of existing communities and other locally designated and State-approved areas identified as being in compliance with Smart Growth planning guidelines. PFAs are intended to direct development to existing towns, communities, and business areas by targeting State infrastructure improvements to those places where local governments need State investment to support future growth. The entire area within the Capital Beltway has been designated as a PFA and therefore, the proposed Purple Line project

complies with the Smart Growth program by providing Transit-Oriented Development (TOD) opportunities at proposed stations.

The state has also established enterprise zones and empowerment zones to provide incentives for development.

Enterprise Zones

An enterprise zone is an area of a county, city, or town in which state and local incentives and assistance are offered to encourage the expansion of existing businesses and attract new business investment and jobs. Businesses in Maryland's enterprise zones are eligible for tax incentives, such as income tax credits and real property tax credits, in return for job creation and investments made within the enterprise zone. Businesses that locate within the Prince George's County or Long Branch/Takoma Park enterprise zones may also be eligible for personal property tax credits. Figure 18 shows the Enterprise zones in Montgomery and Prince George's Counties.

The Long Branch/Takoma Park Enterprise Zone is an initiative designed to encourage business development and job growth in certain sections of Takoma Park. It was designated by the State in 2003 and includes seven project areas primarily located along Piney Branch Road, University Boulevard, and New Hampshire Avenue.

The Prince George's County Enterprise Zone, located primarily inside the Capital Beltway, encompasses several Enterprise Zone Focus Areas in the proposed Purple Line Corridor.

Empowerment Zones

Empowerment zones are federally designated and may qualify for state enterprise zone tax credits. The proposed Purple Line corridor is not located within an empowerment zone.

PlanMaryland

To better coordinate smart growth efforts and provide for a sustainable quality of life in Maryland communities and rural areas, Governor Martin O'Malley recently (December 19, 2011) accepted PlanMaryland as the State's first long-range comprehensive plan for sustainable growth and development to improve the way in which state agencies and local governments accomplish goals and objectives for growth, development, and perseveration. Among the directives that it establishes, PlanMaryland calls for increased access to transit options and cites the Purple Line as a best practice system to connect population and employment centers surrounding Washington, DC. The plan also targets growth and revitalization to established PFAs and seeks to protect and preserve developed and undeveloped lands outside the state's PFAs, as much as possible.

Federal Land Use Planning

Due to its close proximity to the capital region, the project study area includes several Federal employment facilities that are regulated by the National Capital Planning Commission (NCPC), which is responsible for planning activities involving federal land and federal facilities and operations in the Washington DC region. Within the project study area, Federal workplaces include the Walter Reed Army Medical Center – Forest Glen Annex, the National Oceanic and Atmospheric Administration, and the Internal Revenue Service. Through the *Comprehensive Plan for the National Capital: Federal Elements* (2004), NCPC coordinates the development of federal operations at these facilities and others throughout the Washington metropolitan area. Under the *Federal Elements* mandate, recommendations for sustainable locations for Federal facilities ensure that workplace locations give priority to central business

districts or rural town center locations, preferably those that are well served by transit, safe and convenient pedestrian access, and proximal affordable housing.

The federal government states in Executive Order 13514 Federal Leadership in Environmental, Energy and Economic Performance (2009) that access to public transit must be a priority when locating new federal facilities or leases.

3.3 Environmental Consequences

3.3.1 Long-term Operational Effects

Land Use, Zoning, and Planned Development

The Preferred Alternative would be compatible with the existing mixed urban and suburban character of the study area and its implementation would support existing and planned land use, as well as planned developments. The Preferred Alternative would be located on or along existing roadways, railroad rights-of-way, and the Georgetown Branch right-of-way. Therefore, it is not expected to change the current land uses within the study area substantially. Many of the future development projects anticipate construction of the Preferred Alternative. However, the intensity of the land use could change, as the Preferred Alternative would be expected to attract additional development.

The Preferred Alternative would be consistent with zoning regulations, which encourage the development of land uses that are compatible with transportation uses along transportation corridors. For example, the *Comprehensive Amendment to the Bethesda CBD District Sector Plan* directs higher density development near activity centers and transit serviceable locations, while promoting lower density infill and housing outside these areas. Likewise, the *College Park US 1 Corridor Sector Plan and Sectional Map Amendment* supports dense transit-oriented mixed-use development within a half-mile radius of transit stations.

In addition, several of the planned developments in the study area (listed in Table 18) would be constructed to accommodate, and would benefit from, the implementation of the Purple Line.

The following sections discuss the long-term effects on land use and development within the vicinity of station locations, the yard, the maintenance facility, and the traction power substations.

Station Locations

The Preferred Alternative station locations would be compatible with existing zoning that reflects the land use patterns recommended by *On Wedges and Corridors*. At several of the proposed station locations, particularly Bethesda, East Campus, College Park, M Square, Annapolis Road, and New Carrollton, zoning supports opportunities for re-development and for TOD, emphasizing a pedestrian-friendly, mixed-use environment with a multi-modal transit network. Several developments, listed in Table 18, are already planned to be constructed close to stations.

Increased development and high-density infill surrounding key activity centers and the transportation corridors served by the Preferred Alternative would promote employment by creating new permanent jobs and supporting access to employment opportunities. Commercial, office, and industrial uses throughout the study area would benefit from this improved transit access, as employers in the study area would be able to draw from a larger pool of potential employees. In addition, their customers and clients would have improved access. Businesses also may be influenced by transit service when selecting new sites, resulting in increased intensity of these land uses.

Following is a discussion of the effects of the project by station area.

Bethesda

Characterized by high-density mixed uses, the Bethesda CBD already has an extensive transit service that includes WMATA Metrorail and Metrobus, as well as Montgomery County's RideOn and the Bethesda Circulator. Incorporating the Preferred Alternative into Bethesda would add to the vibrancy of the community, which has been historically planned and developed around transit. The construction of the new south entrance at the Bethesda Metrorail station would accommodate the addition of the proposed Purple Line station.

Chevy Chase Lake

The addition of transit to the Chevy Chase Lake neighborhood would provide mobility and accessibility for the surrounding residential areas and support planned redevelopment between Chevy Chase Lake Drive and Manor Road.

Lyttonsville

In order to locate the Lyttonsville station along Brookville Road, some of the existing industrial land uses would be converted to transportation uses. However, the area would receive benefits of increased transit access, where it has previously been limited.

Currently, the proposed site for the transitway and station platform is in the Georgetown Branch right-of-way; therefore, no zoning changes are expected to be required.

Woodside/16th Street

The Woodside/16th Street station would be constructed on the site of the Spring Center strip shopping mall. Current plans call for the redevelopment of the Spring Center into a transit-oriented development, focused on the station. This area is already zoned for commercial development (C-4), but may be changed to allow for more transit-oriented infill.

Silver Spring Transit Center

Currently under construction, the Silver Spring Transit Center would accommodate the proposed Purple Line station. This area already has a variety of transit options available, including WMATA Metrorail and Metrobus, MARC Commuter Rail, Montgomery County RideOn, University of Maryland Shuttle, and MTA regional commuter bus. The addition of a Preferred Alternative station would be compatible with the existing transit services and planned enhancements located in downtown Silver Spring. The proposed station would benefit the high-density office and commercial spaces that characterize this area.

Silver Spring Library

The design and construction of a new state-of-the-art library at Fenton Street and Wayne Avenue is planned to incorporate a Purple Line station, which would serve the variety of commercial buildings, high-rise apartment complexes, and single-family residential in the surrounding area.

Dale Drive

The Dale Drive station would eventually be constructed in the median of Wayne Avenue. Although the proposed station would not require any direct land use or zoning changes, it would add a new transportation element to the residential/educational land uses and residential zoning designations on either side of Wayne Avenue.

Manchester Place

The proposed Manchester Place station would be constructed amongst the high-rise apartment building and garden-style apartments that characterize this area. Some land use changes are anticipated at this location, as residential property will be acquired in order to construct the station platform.

Long Branch

Construction of the proposed Long Branch station is not anticipated to interfere with existing land uses; rather it would support potential future transit-oriented redevelopment.

Piney Branch Road

Construction of this station may require some temporary changes to the land use along the east side of University Boulevard; however, the majority of the construction would occur in the roadway. The Preferred Alternative is expected to be compatible with the businesses and high-rise apartments that characterize this intersection.

Takoma/Langley Transit Center

The Takoma/Langley Crossroads already contains mixed-use development with offices and commercial buildings surrounding the New Hampshire Avenue and University Boulevard intersection, which would be supported by the inclusion of a light rail transit station. The station would be incorporated into the Takoma/Langley Transit Center.

Riggs Road

Planned for construction in the median of University Boulevard, the proposed Riggs Road station is not anticipated to result in any land use changes or zoning alterations. It would support the commercial and free-standing office facilities surrounding the intersection, while providing access for neighboring residents.

Adelphi Road/West Campus

The proposed Adelphi Road/West Campus station is not expected to interfere with the overall land use in the area. It would provide direct transit access to the University of Maryland University College and its associated facilities.

UM Campus Center

In 2011, there were approximately 37,000 students enrolled and over 13,000 employees at the University of Maryland.[2] This station would support the university, its students, and its employees with convenient and reliable transit and it's not expected to interfere with current land uses.

East Campus

Planned for redevelopment into a mixed-use college town environment, a station in this area is intended to support the mixed-use zoning.

College Park

The College Park station currently incorporates several forms of transit services. The addition of an adjacent Purple Line station would be compatible with the existing land uses as well as the planned developments at the Cafritz Property and the College Park Metro Development.

---

[2] UMD, *Facts & Figures: Quick Facts*, http://www.newsdesk.umd.edu/facts/quickfacts.cfm (Accessed December 2012).

M Square

Presently under development, the planned M Square Research Park would be constructed with the anticipation of a Purple Line station being located there. Providing transit at this location would support increased research and office employment opportunities in the M Square Research Park.

Riverdale Park

Although some temporary changes to the adjacent commercial facilities may be required during construction of the aerial structure over the intersection of Kenilworth Avenue and East West Highway, the addition of a Purple Line station at this location is not expected to interfere with existing land use.

Beacon Heights

Construction of the proposed Beacon Heights station would provide direct transit service to the Eastpines Apartment complex and nearby Eastpines Shopping center. Although some property acquisitions would be required to relocate Riverdale Road and accommodate a station, existing land uses are not expected to be changed dramatically.

Annapolis Road/Glenridge

A transit station at Annapolis Road would support businesses along Annapolis Road and would be compatible with the mixed-use transportation oriented development zoning.

New Carrollton

A Purple Line station at New Carrollton would be compatible with existing land uses and the mixed-use transportation oriented development zoning. The Preferred Alternative would add to the existing MARC, Amtrak, and WMATA Metrorail services in supporting the redevelopment of this area.

Yard and Maintenance Facilities

The proposed Lyttonsville Yard would be located primarily on property currently used as a parking lot for an adjacent Montgomery County maintenance facility. Land uses surrounding the Lyttonsville Yard site, with the exception of a nearby multi-family residential building, are zoned and developed as light industrial. Therefore, the yard would be generally consistent with the existing land uses and zoning.

The proposed Glenridge Maintenance Facility would be located primarily on property that currently is developed as the Prince George's County Parks Northern Area Maintenance - Glenridge Service Center, a comparable land use. Some portions of adjacent land, however, also would be acquired. This land is forested parkland and zoned as reserved open space. Surrounding land uses include single-family residences, a school, and parkland.

Traction Power Substations

The Preferred Alternative would introduce several other ancillary elements to the study area, including signal bungalows, catenary poles and wires, and traction power substations. The latter would be spaced at approximately one-mile intervals along the transitway. Because these facilities are small and located generally along existing transportation rights-of-way, it is not expected that surrounding land uses would be affected. Table 20 identifies the proposed locations and the existing land use in the immediate area of each. These facilities have been sited based on current land uses and plans to minimize impacts.

Table 20. Proposed Traction Power Substation Locations and Existing Land Uses

TPSS ID	Description of Proposed Location	Adjacent Land Use
Q1	Montgomery Avenue, approximately 1,600 feet beyond Wisconsin Avenue	Single-family homes, converted residential dwellings for office and commercial use, high-density residential and large office buildings.
Q2	Georgetown Branch right-of-way, approximately 300 feet prior to Connecticut Avenue	Commercial uses
Q3	Lyttonsville Yard	Industrial and county maintenance facility
Q4	Approaching CSX tracks, near Kansas Avenue	Single-family residential
Q5	Intersection of Colesville Road and CSX tracks	Commercial (Rite Aid Pharmacy), transportation
Q6	Wayne Avenue, just past Cloverfield Road	Single-family residential units and Springvale Terrace Retirement Community
Q7	Arliss Street, just past Flower Avenue	Low-rise commercial and multi-family townhomes
Q8	University Boulevard, just past Seek Lane	Multi-family townhomes and University Manor Apartment complex
Q9	Intersection of University Boulevard and New Hampshire Avenue	Large-lot commercial developments
Q10	University Boulevard, just before 23rd Avenue	Commercial, power line easement
Q11	Intersection of Campus Drive and Presidential Drive	UMD parking and University Baptist Church
Q12	UMD campus, just past proposed East Campus Station	UMD parking, future location of East Campus Development
Q13	UMD property, approximately 820 feet past College Park Metrorail Station	WMATA tracks, College Park Metrorail parking
Q14	River Road, approximately 315 feet prior to Kenilworth Avenue	Office and commercial units, First Korean Presbyterian Church parking lot
Q15	Intersection of Riverdale Road and 61st Place	Residential, forested area, Refreshing Spring Church of God, and Professional Building
Q16	Veterans Parkway, approximately 750 feet beyond Riverdale Road	Forested area, State Highway Administration right-of-way
Q17	Intersection of Veterans Parkway and Annapolis Road	Large-lot commercial developments and office space
Q18	Ellin Road, approximately 340 feet beyond Emerson Place, adjacent to WMATA	New Carrollton Metrorail Station parking facility, power distribution facility

Note: TPSS stationing as of preliminary engineering September 28, 2012. Based on Purple Line Light Rail Transit Concept PE Submission-Volume 9: Systems and subject to change.

Consistency with Plans and Policies

The Preferred Alternative would be consistent with local, regional, and statewide planning, as the Purple Line is recommended in 15 of the 29 plans referenced in Table 19. All 29 plans support the implementation of transit and 25 of them support land use planning oriented toward future transit stations.

The Preferred Alternative would be consistent with the TPB planning initiatives, which recognize the interdependency of transportation and land use. The most recent *Metropolitan Washington Regional Activity Centers and Clusters* references studies for the Bi-County Transitway (former name of the Purple Line) and identifies Bethesda CBD, Silver Spring CBD, US 1 Green Line (College Park vicinity), and New Carrollton as regional activity centers where transportation and planning decisions should be focused. The TLC program is already providing technical assistance to local jurisdictions in planning for the Preferred Alternative.

NCPC's *Comprehensive Plan* and other federal policies pertaining to federal workplaces in the corridor, such as Executive Order 12514 *Federal Leadership in Environmental, Energy and Economic Performance (2009),* encourage employee use of transit and other non-single occupant vehicle modes. The implementation of the Preferred Alternative to service the Fort Detrick United States Army Garrison-Forest Glen Section in Lyttonsville, the National Oceanic and Atmospheric Administration (NOAA) campus in Silver Spring, U.S. Department of Agriculture and the Food and Drug Administration in M Square, and the Internal Revenue Service (IRS) headquarters in New Carrollton would be consistent with the NCPC plans.

The Preferred Alternative also would support statewide principles of the Smart Growth Program by facilitating mixed-used redevelopment of currently built-up areas, taking advantage of existing infrastructure, providing transportation options, and strengthening existing communities. Located within the Inner Beltway PFA, the Preferred Alternative would reinforce the principles of Smart Growth, while linking designated enterprise zones located in both Montgomery and Prince George's Counties.

Avoidance and Minimization

The Preferred Alternative generally follows existing transportation corridors; therefore, it avoids any substantial changes to existing land use. MTA has coordinated extensively with Montgomery County and Prince George's County planning departments to ensure that the Preferred Alternative would be compatible with planned development. MTA will continue to meet with M-NCPPC, planning departments, and developers to facilitate effective incorporation of the Preferred Alternative into corridor communities and to avoid or minimize negative land use effects.

Mitigation

Mitigation is not warranted.

3.3.2 Short-term Construction Effects

Short-term land use changes are anticipated during the construction, resulting from easements needed for staging areas and construction access, and from temporary parking loss. Most construction staging areas would be obtained as temporary construction easements. Staging areas also would provide additional access points to the construction of the transitway and trail, where possible. Temporary construction easements may result in short-term change of access or closures of certain areas of the properties in the easement, or to adjacent properties; where this is the case, alternative access would be provided. These specific locations are subject to change, however, as the project advances. MTA anticipates that multiple staging areas would be used simultaneously, although some would be utilized for only a portion of the expected 5-year construction period.

Avoidance and Minimization

To minimize any short-term construction related land use changes, where practicable MTA would locate staging areas on sites designated for permanent non-transitway elements of the Preferred Alternative, such as the power substations, the yard, and the maintenance facility.

Mitigation

Mitigation is not warranted.

4. References

Annotated Code of Maryland. 2012. Article 28. Maryland-National Capital Park and Planning Commission, Title 1. Park and Planning Commission § 1-101 to 1-105.

Annotated Code of Maryland. 2012. Article 66B. Land Use.

Council on Environmental Quality. December 1997. Environmental Justice Guidance under the National Environmental Policy Act.

Environmental Protection Agency. 1998. Final Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses.

Federal Register, Volume 59, Number 32. February 16, 1994. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

Federal Transit Administration. August 2012. Environmental Justice Policy Guidance for Federal Transit Administration Recipients, Circular 4703.1.

Montgomery County Planning Department, M-NCPPC. 2010. Takoma-Langley Crossroads Preliminary Sector Plan.

Montgomery County Planning Department, M-NCPPC. 2009. Purple Line Functional Plan.

Montgomery County Planning Department, M-NCPPC. 2006. Woodmont Triangle Amendment to the Sector Plan for the Bethesda CBD.

Montgomery County Planning Department, M-NCPPC. 2001. Silver Spring Central Business District and Vicinity Sector Plan.

Montgomery County Planning Department, M-NCPPC. 2000. East Silver Spring Master Plan.

Montgomery County Planning Department, M-NCPPC. 2000. North and West Silver Spring Master Plan.

Montgomery County Planning Department, M-NCPPC. 2000. Takoma Park Master Plan.

Montgomery County Planning Department, M-NCPPC. 1994. Comprehensive Amendment to the Bethesda Central Business District Sector Plan

Montgomery County Planning Department, M-NCPPC. 1990. Comprehensive Amendment to the Bethesda/Chevy Chase Master Plan.

Montgomery County Planning Board, M-NCPPC. 1990. Georgetown Branch Master Plan Amendment.

Prince George's County Planning Department, M-NCPPC. 2011. Purple Line Corridor Access Study (CAST).

Prince George's County Planning Department, M-NCPPC. 2010. Approved New Carrollton Transit District Development Plan (TDDP) and Proposed Transit District Overlay Zone (TDOZ).

Prince George's County Planning Department, M-NCPPC. 2010. Central Annapolis Road Corridor Sector Plan and Proposed Sectional Map Amendment.

Prince George's County Planning Department, M-NCPPC. 2004. New Carrollton Transit District Development Plan and Transit-Oriented Development Strategy Planning Study.

Prince George's County Planning Department, M-NCPPC. 2004. Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan.

Prince George's County Planning Department, M-NCPPC. 2003. Strategic Framework for Transit-Oriented Development in Prince George's County.

Prince George's County Planning Department, M-NCPPC. 2003. Bi-County Transitway-International Corridor Planning Study.

Prince George's County Planning Department, M-NCPPC. 2002. College Park US 1 Corridor Sector Plan and Sectional Map Amendment.

Prince George's County Planning Department, M-NCPPC. 1997. Approved Transit District Development Plan for the College Park-Riverdale Transit District Development Plan.

Prince George's County Planning Department, M-NCPPC. 1994. Approved Master Plan and Sectional Map Amendment for Planning Area 68.

Prince George's County Planning Department, M-NCPPC. 1994. Bladensburg-New Carrollton and Vicinity – Approved Master Plan and Sectional Map Amendment for Planning Area 69.

U.S. Department of Commerce, Bureau of the Census. 2011. American Community Survey 2006-2010.

U. S. Department of Commerce, Bureau of the Census. 2011. American Community Survey 2005-2009.

U. S. Department of Commerce, Bureau of the Census. 2010. Census 2010.

U.S. Department of Transportation. May 2012. Updated Final Order on Environmental Justice, Order 5610.2(a).

University of Maryland. 2011. University of Maryland Facilities Master Plan: 2011-2030.

University of Maryland. 2007. University of Maryland 2007-2020 Facilities Master Plan Update.

Appendix A – List of Acronyms and Abbreviations

APPENDIX A

List of Acronyms and Abbreviations

ADA	Americans with Disabilities Act
CBD	Central Business District
CDP	Census Designated Places
CEQ	Council on Environmental Quality
CLRP	Constrained Long Range Plan
DC	Washington, DC
DEIS	Draft Environmental Impact Statement
EJ	Environmental Justice
FEIS	Final Environmental Impact Statement
FTA	Federal Transit Administration
LOD	Limit of Disturbance
LRT	Light Rail Transit
MARC	Maryland Area Regional Commuter
MDOT	Maryland Department of Transportation
M-NCPPC	Maryland-National Capital Parks and Planning Commission
MSHA	Maryland State Highway Administration
MTA	Maryland Transit Administration
MWCOG	Metropolitan Washington Council of Governments
NEPA	National Environmental Policy Act
PFA	Priority Funding Areas
TAZ	Transportation Analysis Zones
TDOZ	Transit District Overlay Zones
TOD	Transit Oriented Development
TPSS	Traction power substation
UMD	University of Maryland
USC	United States Code
USDOT	United States Department of Transportation
WMATA	Washington Metropolitan Area Transit Authority

Appendix B – Glossary/Terminology

APPENDIX B

Glossary/Terminology

Acquisition: the act of obtaining or gaining possession of properties

Americans with Disabilities Act: a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability

At-grade: a junction at which two or more transport axes cross at the same level (or grade).

Below-grade: recessed below ground level

Central Business District: the commercial, and often geographic, heart of a city

Capital Crescent Trail: the existing paved trail between Bethesda and Georgetown. When the trail alongside the Purple Line is built, the Capital Crescent Trail will extend all the way from Silver Spring to Georgetown.

Census Designated Place: a concentration of population identified by the United States Census Bureau for statistical purposes.

Census Tracts: a geographic region defined for the purpose of collecting demographic and economic data

Community Facility: the buildings and services benefiting particular communities

Displacement: to move a resident, business, or community facility from its current location

Empowerment Zone: an economically distressed American community that receives tax incentives and grants from the federal government under the Empowerment Zones and Enterprise Communities Act of 1993

Enterprise Zone: a specific geographic area targeted for economic revitalization

Environmental Justice: the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development and implementation of federal actions in accordance with applicable of environmental laws, regulations, and policies.

Georgetown Branch right-of-way: the land between Bethesda and Silver Spring (where the trail is today) that was dedicated to a future transit project

Georgetown Branch interim trail: the crushed stone trail existing today in the Georgetown Branch right-of-way

Limit of Disturbance: the boundary within which construction, materials storage, grading, landscaping, and related activities shall occur

Low-income population: any readily identifiable group of persons whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines, who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons who will be similarly affected by a proposed program, policy, or activity.

M Square: the University of Maryland Research Park; this is not part of the UMD campus

Maryland Area Regional Commuter: a regional/commuter rail system consisting of three lines in the Baltimore-Washington Metropolitan Area

Maryland-National Capital Parks and Planning Commission: a bi-county agency empowered by the State of Maryland in 1927 to acquire, develop, maintain and administer a regional system of parks within Montgomery and Prince George's Counties, and to provide land use planning for the physical development of Prince George's and Montgomery Counties

Maryland State Highway Administration: the state agency responsible for maintaining numbered Maryland highways outside of Baltimore City

Maryland Transit Administration: the state-operated mass transit administration in Maryland; part of the Maryland Department of Transportation

Metropolitan Washington Council of Governments: a regional organization of consisting of 21 local governments in the Washington Metropolitan Area, as well as members of the Maryland and Virginia state legislatures, the US Senate, and the US House of Representatives

Metrorail: the rapid transit system in Washington, DC, and its surrounding suburbs

Minority population: any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons who will be similarly affected by a proposed program, policy, or activity. Minority persons include any individual who identifies as a Black or African-American, Hispanic or Latino, Asian or Asian-American, American Indian or Alaska Native, Native Hawaiian or Pacific Islander, or who identify as a multi-racial (two or more races) individual.

Mitigation: efforts to reduce or compensate for adverse impacts

National Environmental Policy Act: a United States environmental law that established a national policy promoting the enhancement of the environment; also established the President's Council on Environmental Quality (CEQ)

Neighborhood Cohesion: the ease with which residents move about their community

No Build: the baseline against which the environmental and community impacts of the Preferred Alternative are compared; consists of the transit service levels, highway networks, traffic volumes, and demographics forecasted for horizon year 2040.

Preferred Alternative: the build alternative that is studied in detail in the FEIS (this alternative is a modified/refined/updated version of the Locally Preferred Alternative).

Priority Funding Areas: existing communities and places where local governments want State funding for future growth.

Priority Funding Areas Act: Maryland law directing State funding for growth-related infrastructure to Priority Funding Areas, providing a geographic focus for State investment in growth.

Public Law: regulations governing the relationship between individuals (citizens, companies) and the state

Purple Line corridor: the general area between Bethesda and New Carrollton

Relocation: to move/change to a new place

Right-of-way: legally granted access

Study area: the geographic extent that is examined to assess impacts

Surface Transportation and Uniform Relocation Assistance Act: a bill to authorize funds for construction of highways, for highway safety programs, and for mass transit programs, to expand and improve the relocation assistance program, and for other purposes

Transit Center: a sheltered waiting area where multiple mass transportation routes converge; there are two on the alignment, the Silver Spring Transit Center and the Takoma/Langley Transit Center

Transit-oriented Development: a mixed-use residential or commercial area designed to maximize access to public transportation; often incorporates features to encourage transit ridership

Transportation Analysis Zones: the unit of geography most commonly used in conventional transportation planning models.

Appendix C – Environmental Justice Block Group Data

Environmental Justice Block Group Data

As discussed in Section 4.19 of the FEIS, as a tool for evaluating the proportionality of impacts and benefits, this analysis identifies "EJ areas" and "non-EJ areas" within the project study corridor. An "EJ area" was defined to include any census tract in which the minority or low-income population meets either of the following thresholds:

a) the minority or low-income population in the census tract exceeds 50 percent, or

b) the percentage of a minority population in the affected area is meaningfully greater than the lowest percentage in the either county, the state or study area.

c) the percentage of a low-income population in the affected area is meaningfully greater than the lowest percentage in the either county, the state or study area.

As noted above, the CEQ guidance recommends identifying areas that are "meaningfully greater" than the average in the surrounding jurisdiction. The CEQ guidance does not define the specific percentage that should be used for determining if the minority or low-income population is "meaningfully greater" than the average in the surrounding jurisdiction. However, it is consistent with the CEQ guidance to set a threshold that is higher than (not the same as) the average of the low-income or minority population in the surrounding jurisdictions. For this FEIS, FTA has determined that the minority or low-income population is "meaningfully greater" than the average in the surrounding jurisdictions if it is 10 percentage points higher than the jurisdiction with the lowest percentage of that EJ population[3].

Minority and low-income population data at the state, county, and study area levels were compiled to provide a basis for identifying areas with high levels of EJ populations. Geographic information system (GIS) maps were developed to illustrate the minority and income characteristics of the population in the study area.

The lowest percentage of minority population is 42 percent of the total population in Montgomery County (Table C-1). The addition of 10 percentage points creates a higher threshold than 50%, so any census tract block group over 50% minority is identified as an EJ area.

The lowest percentage of low income population is 6 percent of the total population in Montgomery County (Table C-2). The addition of 10 percentage points creates a threshold of 16%, so any census tract block group over 16% low income is identified as an EJ area.

Figure C-1 shows the block groups that would be considered high minority or low-income or both. Table C-3 shows the detailed data by block group. Further discussion of the effects of the project on the EJ populations is discussed in detail in Section 4.19 of the FEIS.

[3] The AA/DEIS used a slightly different approach, defining an area as "low-income" if its percentage of the low-income population was equal to the percentage of the low-income population in the study area. AA/DEIS, p. 4-11. The approach used in this FEIS is more consistent with the CEQ's recommendation to define a threshold that is "meaningfully greater" than the percentage in the surrounding jurisdiction.

Table C-1. Race and Ethnicity in Region

Geographic Area	White only	African-American or Black only	American Indian/ Native Alaskan only	Asian only	Native Hawaiian/ Pacific Islander only	Other Race	Two or More Races	Hispanic Ethnicity[1]	Minority
Maryland	58%	29%	0%	6%	0%	4%	3%	8%	42%
D.C.	38%	51%	0%	4%	0%	4%	3%	9%	62%
Montgomery County	57%	17%	0%	14%	0%	7%	4%	17%	43%
Prince George's County	19%	65%	1%	4%	0%	9%	3%	15%	81%
Study Area	45%	28%	1%	6%	0%	16%	4%	27%	55%

[1] The U.S. Census records Hispanic ethnicity as distinguished from race, and therefore, the percentages given for Hispanic population include those who are White, Black, or other races.

Source: U.S. Census Bureau 2010

Table C-2. Low Income Percentages in the Region

Geographic Area	Households Below the Poverty Level
Maryland	8%
D.C.	16%
Montgomery County	6%
Prince George's County	7%
Study Area	10%

Source: U.S. Census Bureau 2006-2010 American Community Survey 5-Year Average

Figure C-1: Environmental Justice Populations within the Study Area by Block Group

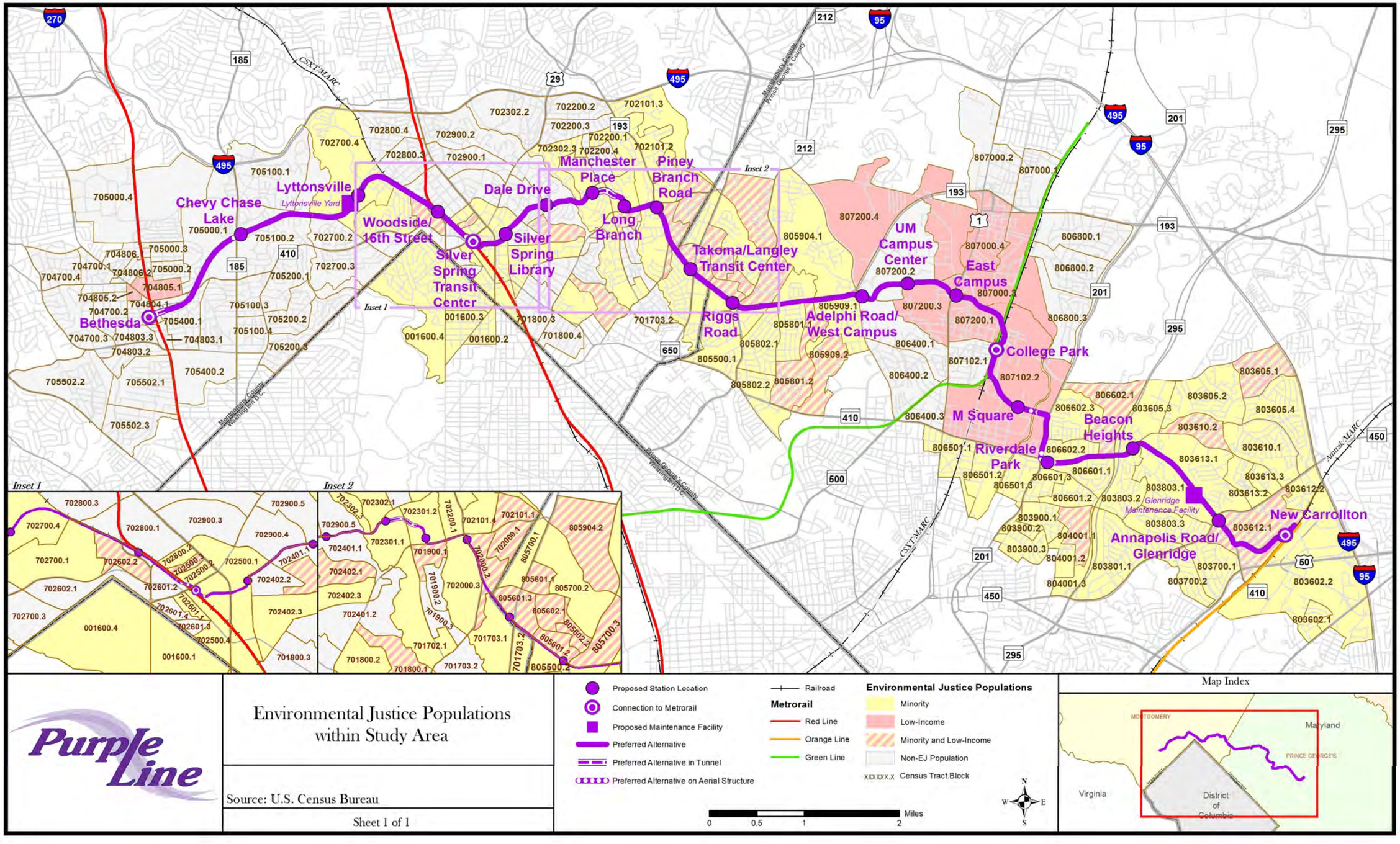


Table C-3: Minority and Poverty Characteristics by Block Group

Neighborhood	Census Tract	Block Group	Total 2010 Population	White Population %	Black or African-American Population %	American Indian & Alaska Native Population %	Asian Population %	Native Hawaiian & Other Pacific Islander Population %	Some Other Race Population % [1]	Two Or More Races Population % [2]	Total Minority Population %	Total Hispanic or Latino Population % [3]	Meets Criteria for Minority [4]	Total Households	% Households below poverty level	Meets Criteria for Low Income [4]	Meets Criteria for both Minority and Low Income
Bethesda	704700	1	705	92	1	0	6	0	0	1	8	6	No	256	0	No	No
		2	786	86	4	0	5	0	2	3	14	6	No	301	0	No	No
		3	1,374	92	1	0	4	0	0	3	8	5	No	425	4	No	No
		4	993	94	2	0	3	0	1	1	6	4	No	32	0	No	No
	704803	1	675	79	5	0	13	0	0	3	21	8	No	526	2	No	No
		2	1,618	78	7	0	9	0	3	3	22	11	No	877	7	No	No
		3	1,033	68	10	0	15	0	4	3	32	12	No	506	0	No	No
	704804	1	1,508	83	2	0	9	0	1	3	17	10	No	757	2	No	No
	704805	1	1,091	73	6	0	17	0	1	3	27	5	No	504	17	**Yes**	No
		2	774	70	7	0	18	0	2	3	30	9	No	512	28	**Yes**	No
	704806	1	1,765	77	4	0	14	0	2	3	23	8	No	1,095	6	No	No
		2	1,015	76	8	0	12	0	1	3	24	5	No	579	8	No	No
	705502	1	1,764	89	2	0	6	0	1	2	11	5	No	658	5	No	No
		2	783	95	0	0	4	0	0	1	5	4	No	227	0	No	No
		3	1,446	88	2	0	6	0	0	3	12	7	No	612	2	No	No
	Total		17,330	83	4	0	9	0	1	3	17	7	No	7,867	6	No	No
Chevy Chase	705000	1	1,498	89	3	0	5	0	1	3	11	8	No	714	4	No	No
		2	739	91	2	0	3	0	0	3	9	5	No	300	7	No	No
		3	825	87	3	0	5	0	1	4	13	7	No	334	4	No	No
		4	1,403	81	8	0	6	0	1	3	19	8	No	420	3	No	No
	705100	1	1,604	80	9	0	6	0	1	4	20	4	No	557	0	No	No
		2	1,950	86	6	0	4	0	2	2	14	4	No	821	3	No	No
		3	710	93	1	0	3	0	1	2	7	3	No	273	0	No	No
		4	826	93	1	0	3	0	1	3	7	4	No	273	4	No	No
	705200	1	907	83	8	0	4	1	0	4	17	4	No	298	0	No	No
		2	980	93	1	0	3	0	1	3	7	5	No	330	0	No	No
		3	1,383	91	2	0	3	0	1	2	9	4	No	508	0	No	No
	705400	1	1,227	90	0	0	6	0	1	3	10	5	No	410	0	No	No
		2	1,597	93	1	0	2	0	1	2	7	4	No	549	2	No	No
		Total	15,649	88	4	0	4	0	1	3	12	5	No	5,787	2	No	No
Rock Creek Forest/ Lyttonsville/ Rosemary Hills	702700	1	2,622	38	32	0	6	0	18	5	62	34	**Yes**	842	2	No	No
		2	1,112	59	15	0	11	0	10	4	41	18	No	488	11	No	No
		3	1,009	86	6	0	3	0	1	3	14	4	No	289	4	No	No
		4	2,105	43	32	1	8	0	13	4	57	26	**Yes**	598	13	No	No
	Total		6,848	50	25	0	7	0	13	4	50	24	No	2,217	7	No	No

Table C-3: Minority and Poverty Characteristics by Block Group (continued)

Neighborhood	Census Tract	Block Group	Total 2010 Population	White Population %	Black or African-American Population %	American Indian & Alaska Native Population %	Asian Population %	Native Hawaiian & Other Pacific Islander Population %	Some Other Race Population % [1]	Two Or More Races Population % [2]	Total Minority Population %	Total Hispanic or Latino Population % [3]	Meets Criteria for Minority [4]	Total Households	% Households below poverty level	Meets Criteria for Low Income [4]	Meets Criteria for both Minority and Low Income
Woodside	702800	1	1,223	67	21	0	5	0	2	5	33	7	No	488	8	No	No
		2	1,249	42	42	0	8	0	3	4	58	8	**Yes**	912	9	No	No
		3	994	76	13	0	6	0	1	4	24	8	No	350	5	No	No
		4	1,154	69	15	0	6	0	6	3	31	15	No	373	0	No	No
	Total		4,620	63	24	0	6	0	3	4	37	9	No	2,123	7	No	No
Silver Spring	001600	1	1,048	23	70	0	2	0	1	4	77	4	**Yes**	369	0	No	No
		2	671	29	56	0	1	0	6	8	71	10	**Yes**	390	11	No	No
		3	819	24	71	0	2	0	1	2	76	3	**Yes**	337	6	No	No
		4	1,419	26	69	0	1	0	1	3	74	4	**Yes**	600	1	No	No
	702402	1	1,340	43	42	0	4	0	5	5	57	14	**Yes**	537	25	**Yes**	**Yes**
		2	914	55	27	0	8	0	5	5	45	14	No	571	8	No	No
		3	2,252	41	41	0	7	0	6	4	59	14	**Yes**	844	11	No	No
	702500	1	1,162	31	52	0	5	0	7	4	69	15	**Yes**	731	7	No	No
		2	752	47	33	0	12	0	4	4	53	12	No	459	5	No	No
		3	908	36	47	0	9	0	1	6	64	9	**Yes**	455	24	**Yes**	**Yes**
		4	2,165	44	38	1	8	0	4	4	56	10	**Yes**	836	6	No	No
	702601	1	561	39	43	0	12	0	2	4	61	7	**Yes**	324	10	No	No
		2	1,154	54	32	0	7	0	2	4	46	8	No	716	11	No	No
		3	620	50	33	0	8	0	2	6	50	11	No	502	5	No	No
		4	1,596	54	28	0	11	0	2	4	46	9	No	932	12	No	No
	702602	1	1,312	67	20	0	5	0	3	4	33	11	No	862	14	No	No
		2	3,170	41	40	1	9	0	5	4	59	12	**Yes**	1,415	19	**Yes**	**Yes**
	702900	1	817	85	7	0	4	0	1	4	15	8	No	271	7	No	No
		2	1,503	74	15	0	4	0	3	4	26	10	No	532	2	No	No
		3	1,053	69	19	0	8	0	1	3	31	7	No	646	0	No	No
		4	1,226	59	25	0	9	0	3	4	41	8	No	523	0	No	No
		5	593	85	7	0	3	0	2	3	15	5	No	284	0	No	No
	Total		27,055	48	38	0	7	0	3	4	52	10	Yes	13,136	9	No	No

Table C-3: Minority and Poverty Characteristics by Block Group (continued)

Neighborhood	Census Tract	Block Group	Total 2010 Population	White Population %	Black or African-American Population %	American Indian & Alaska Native Population %	Asian Population %	Native Hawaiian & Other Pacific Islander Population %	Some Other Race Population % [1]	Two Or More Races Population % [2]	Total Minority Population %	Total Hispanic or Latino Population % [3]	Meets Criteria for Minority [4]	Total Households	% Households below poverty level	Meets Criteria for Low Income [4]	Meets Criteria for both Minority and Low Income
East Silver Spring	702101	1	1,797	23	34	0	5	0	32	5	77	57	**Yes**	610	21	**Yes**	**Yes**
		2	1,260	23	29	0	27	0	15	6	77	29	**Yes**	445	10	No	No
		3	1,231	33	34	1	16	0	14	2	67	32	**Yes**	294	4	No	No
		4	1,432	22	48	1	8	0	16	4	78	29	**Yes**	491	7	No	No
	702200	1	1,790	47	16	1	8	0	20	7	53	37	**Yes**	506	4	No	No
		2	789	84	6	0	5	0	3	2	16	8	No	256	14	No	No
		3	1,037	77	8	1	5	0	5	5	23	13	No	435	3	No	No
		4	722	78	7	2	6	0	1	6	22	11	No	290	0	No	No
	702302	1	1,217	39	37	2	5	0	13	5	61	21	**Yes**	575	8	No	No
		2	985	82	9	0	3	0	0	5	18	9	No	341	0	No	No
		3	1,824	44	36	0	2	0	13	5	56	24	**Yes**	755	5	No	No
	Total		14,084	45	27	1	8	0	14	5	55	28	**Yes**	4,998	7	No	No
Long Branch	702301	1	2,041	38	42	1	6	1	11	3	62	22	**Yes**	934	9	No	No
		2	1,679	29	20	2	5	0	37	6	71	61	**Yes**	557	6	No	No
	702401	1	879	74	10	0	7	0	4	5	26	10	No	309	6	No	No
		2	1,637	63	24	0	4	0	5	4	37	12	No	613	3	No	No
	Total		6,236	47	27	1	5	0	15	4	53	28	**Yes**	2,413	6	No	No
Takoma Park	701702	1	2,417	32	46	0	6	0	9	6	68	19	**Yes**	1,030	15	No	No
	701703	1	1,364	32	27	1	14	0	21	5	68	36	**Yes**	380	0	No	No
		2	994	69	18	0	4	0	3	5	31	9	No	419	3	No	No
		3	796	21	63	0	2	0	8	5	79	16	**Yes**	640	5	No	No
	701800	1	1,856	30	57	0	4	0	6	3	70	14	**Yes**	771	26	**Yes**	**Yes**
		2	1,202	21	71	0	2	0	3	4	79	8	**Yes**	367	16	No	No
		3	1,022	77	13	0	2	0	3	4	23	8	No	361	3	No	No
		4	867	86	4	0	3	0	2	4	14	5	No	373	0	No	No
	701900	1	1,606	36	22	2	3	0	31	6	64	66	**Yes**	444	18	**Yes**	**Yes**
		2	667	58	19	0	3	0	11	7	42	25	No	347	0	No	No
		3	780	58	24	0	4	0	4	9	42	11	No	429	14	No	No
	702000	1	2,177	26	26	1	7	0	33	6	74	63	**Yes**	457	18	**Yes**	**Yes**
		2	1,243	22	27	1	10	0	35	4	78	57	**Yes**	376	32	**Yes**	**Yes**
		3	1,980	35	15	1	6	0	35	7	65	63	**Yes**	566	13	No	No
	805500	1	1,918	25	35	2	3	0	29	6	75	49	**Yes**	641	8	No	No
		2	1,710	23	22	1	3	1	44	6	77	70	**Yes**	464	6	No	No
	Total		22,599	36	32	1	5	0	20	6	64	37	**Yes**	8,065	12	No	No

Table C-3: Minority and Poverty Characteristics by Block Group (continued)

Neighborhood	Census Tract	Block Group	Total 2010 Population	White Population %	Black or African-American Population %	American Indian & Alaska Native Population %	Asian Population %	Native Hawaiian & Other Pacific Islander Population %	Some Other Race Population % [1]	Two Or More Races Population % [2]	Total Minority Population %	Total Hispanic or Latino Population % [3]	Meets Criteria for Minority [4]	Total Households	% Households below poverty level	Meets Criteria for Low Income [4]	Meets Criteria for both Minority and Low Income
Langley Park	805601	1	2,022	25	6	8	1	0	50	9	75	93	**Yes**	472	19	**Yes**	**Yes**
		2	1,648	22	9	2	1	1	56	10	78	90	**Yes**	439	18	**Yes**	**Yes**
		3	2,531	26	10	2	2	1	50	9	74	86	**Yes**	563	35	**Yes**	**Yes**
	805602	1	3,643	31	3	2	1	1	53	9	69	95	**Yes**	753	25	**Yes**	**Yes**
		2	1,275	20	29	1	4	1	36	10	80	64	**Yes**	402	23	**Yes**	**Yes**
	805700	1	1,893	20	33	2	4	0	35	6	80	56	**Yes**	626	7	No	No
		2	1,971	25	15	4	5	0	43	8	75	76	**Yes**	369	2	No	No
		3	2,279	29	27	1	7	0	30	5	71	58	**Yes**	628	22	**Yes**	**Yes**
	Total		17,262	26	15	3	3	0	45	8	74	79	**Yes**	4,252	20	**Yes**	**Yes**
Lewisdale	805801	1	2,659	20	28	2	5	0	41	5	80	63	**Yes**	572	6	No	No
		2	1,742	14	41	0	4	0	36	5	86	49	**Yes**	432	19	**Yes**	**Yes**
	805802	1	2,549	20	29	1	3	0	42	5	80	65	**Yes**	571	14	No	No
		2	1,626	22	29	1	2	0	40	5	78	66	**Yes**	333	14	No	No
	Total		8,576	19	31	1	4	0	40	5	81	61	**Yes**	1,908	13	No	No
Adelphi	805904	1	2,073	34	24	2	8	0	26	6	66	48	**Yes**	535	12	No	No
		2	1,293	24	37	2	6	0	27	5	76	48	**Yes**	398	29	**Yes**	**Yes**
	805909	1	1,616	45	16	0	26	0	10	3	55	20	**Yes**	558	18	**Yes**	**Yes**
		2	2,645	12	66	0	2	0	16	3	88	24	**Yes**	936	10	No	No
	Total		7,627	27	39	1	9	0	19	4	73	34	**Yes**	2,427	15	No	No
College Park	806400	1	1,116	72	9	0	13	0	3	4	28	6	No	394	0	No	No
		2	1,469	79	9	0	5	0	3	5	21	11	No	605	8	No	No
		3	826	77	11	0	4	0	4	5	23	14	No	298	3	No	No
	806800	1	1,608	54	18	1	8	0	15	5	46	30	No	464	4	No	No
		2	1,515	58	12	1	9	0	14	5	42	24	No	530	3	No	No
		3	791	63	17	0	10	0	6	5	37	13	No	319	0	No	No
	807000	1	805	62	11	0	10	0	12	5	38	21	No	300	2	No	No
		2	1,494	59	13	0	13	0	9	5	41	18	No	634	14	No	No
		3	794	54	27	0	6	0	7	5	46	14	No	176	34	**Yes**	No
		4	1,813	58	21	0	13	0	4	3	42	8	No	776	41	**Yes**	No
	807200	1	2,882	83	6	0	6	0	2	2	17	5	No	395	59	**Yes**	No
		2	5,219	68	10	0	17	0	2	3	32	5	No	11	0	No	No
		3	6,585	68	12	0	14	0	3	3	32	5	No	507	89	**Yes**	No
		4	1,248	61	16	0	13	0	5	4	39	11	No	365	30	**Yes**	No
	Total		28,165	67	12	0	12	0	5	4	33	10	No	5,774	24	**Yes**	No

Table C-3: Minority and Poverty Characteristics by Block Group (continued)

Neighborhood	Census Tract	Block Group	Total 2010 Population	White Population %	Black or African-American Population %	American Indian & Alaska Native Population %	Asian Population %	Native Hawaiian & Other Pacific Islander Population %	Some Other Race Population % [1]	Two Or More Races Population % [2]	Total Minority Population %	Total Hispanic or Latino Population % [3]	Meets Criteria for Minority [4]	Total Households	% Households below poverty level	Meets Criteria for Low Income [4]	Meets Criteria for both Minority and Low Income
Riverdale	803900	1	1,715	23	23	2	2	0	45	5	77	71	**Yes**	441	0	No	No
		2	598	24	22	0	2	0	48	5	76	69	**Yes**	227	16	No	No
		3	1,280	23	33	0	1	0	41	1	77	56	**Yes**	293	8	No	No
	804001	1	1,668	5	80	1	3	0	10	2	95	15	**Yes**	548	23	**Yes**	**Yes**
		2	1,166	8	82	0	1	0	8	1	92	14	**Yes**	631	10	No	No
		3	2,303	7	79	0	1	0	11	3	93	17	**Yes**	981	9	No	No
	806501	1	1,049	49	26	1	3	0	14	6	51	30	**Yes**	276	0	No	No
		2	960	38	27	3	6	0	23	4	62	45	**Yes**	344	0	No	No
		3	3,142	22	26	1	2	0	46	3	78	69	**Yes**	1,050	8	No	No
	806601	1	1,379	28	29	2	2	0	34	5	72	55	**Yes**	307	4	No	No
		2	1,337	12	55	0	2	0	25	5	88	39	**Yes**	402	13	No	No
		3	1,920	31	14	1	1	0	48	4	69	82	**Yes**	434	15	No	No
	806602	1	2,463	17	54	1	6	0	18	4	83	29	**Yes**	790	18	**Yes**	**Yes**
		2	796	30	30	0	3	0	30	7	70	47	**Yes**	184	0	No	No
		3	1,319	32	30	1	5	0	27	4	68	48	**Yes**	354	1	No	No
	807102	1	1,169	81	8	0	5	0	2	3	19	7	No	502	7	No	No
		2	1,444	43	24	1	4	0	23	4	57	35	**Yes**	472	7	No	No
	Total		25,708	25	40	1	3	0	27	4	75	31	**Yes**	8,236	9	No	No
Glenridge/Beacon Heights	803613	1	1,649	16	53	0	4	0	23	4	84	33	**Yes**	481	3	No	No
		2	1,728	9	77	0	3	0	7	2	91	13	**Yes**	936	6	No	No
		3	1,697	5	82	0	2	0	8	2	95	12	**Yes**	572	0	No	No
	803801	1	2,609	27	44	1	1	0	24	3	73	47	**Yes**	680	10	No	No
	803803	1	1,123	16	54	1	3	0	23	3	84	41	**Yes**	685	6	No	No
		2	1,986	17	49	1	1	0	26	4	83	40	**Yes**	637	14	No	No
		3	1,894	16	51	2	2	0	25	3	84	38	**Yes**	488	4	No	No
	Total		12,686	16	57	1	2	0	20	3	84	33	**Yes**	4,479	6	No	No
New Carrollton	803605	1	1,399	25	40	1	4	0	26	3	75	40	**Yes**	298	31	**Yes**	**Yes**
		2	2,126	21	47	1	4	0	24	3	79	36	**Yes**	579	4	No	No
		3	1,038	21	47	1	2	0	25	4	79	42	**Yes**	285	10	No	No
		4	2,200	20	49	1	4	0	23	3	80	34	**Yes**	676	2	No	No
	803610	1	1,936	18	49	0	8	0	22	2	82	31	**Yes**	565	1	No	No
		2	1,347	12	61	1	2	0	21	3	88	28	**Yes**	351	17	**Yes**	**Yes**
	Total		10,046	20	49	1	4	0	24	3	80	35	**Yes**	2,754	8	No	No

Table C-3: Minority and Poverty Characteristics by Block Group (continued)

Neighborhood	Census Tract	Block Group	Total 2010 Population	White Population %	Black or African-American Population %	American Indian & Alaska Native Population %	Asian Population %	Native Hawaiian & Other Pacific Islander Population %	Some Other Race Population % [1]	Two Or More Races Population % [2]	Total Minority Population %	Total Hispanic or Latino Population % [3]	Meets Criteria for Minority [4]	Total Households	% Households below poverty level	Meets Criteria for Low Income [4]	Meets Criteria for both Minority and Low Income
West Lanham Hills	803602	1	1,042	5	86	0	0	0	7	2	95	11	**Yes**	371	10	No	No
		2	824	3	92	0	0	0	4	0	97	8	**Yes**	223	8	No	No
	803612	1	1,529	17	56	1	2	0	18	5	83	29	**Yes**	298	31	**Yes**	**Yes**
		2	1,615	4	82	0	3	0	7	3	96	11	**Yes**	579	4	No	No
	803700	1	1,362	25	45	2	2	0	21	4	75	40	**Yes**	390	14	No	No
		2	1,183	24	37	1	1	0	31	5	76	46	**Yes**	364	6	No	No
	Total		7,555	14	65	1	2	0	15	4	86	25	**Yes**	2,225	11	No	No
Study Area		**Total**	**232,046**	**45**	**28**	**1**	**6**	**0**	**16**	**4**	**55**	**27**		**10,924**	**10**		

Notes:

[1] This category includes all responses in the U.S. Census not included in the "White," "Black or African-American," "American Indian or Alaska Native," "Asian," and "Native Hawaiian or Other Pacific Islander" race categories described above. Respondents providing write-in entries such as multiracial, mixed, interracial, or a Hispanic/Latino group (for example, Mexican, Puerto Rican, or Cuban) in the "Some Other Race" write-in space are included in this category.

[2] Includes those people who chose to provide two or more races on the U.S. Census by checking two or more race response check boxes.

[3] The U.S. Census records Hispanic ethnicity as distinguished from race, and therefore, the percentages given for Hispanic population include those who are White, Black, or other races.

[3] Yes was noted for Meets Criteria for Minority if the unrounded percentage was greater than 50%; Yes was noted for Meets Criteria for Low Income if the unrounded percentage was greater than 16%.

Source: U.S. Census Bureau 2010 and 2006-2010 American Community Survey 5-Year Average