

## 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

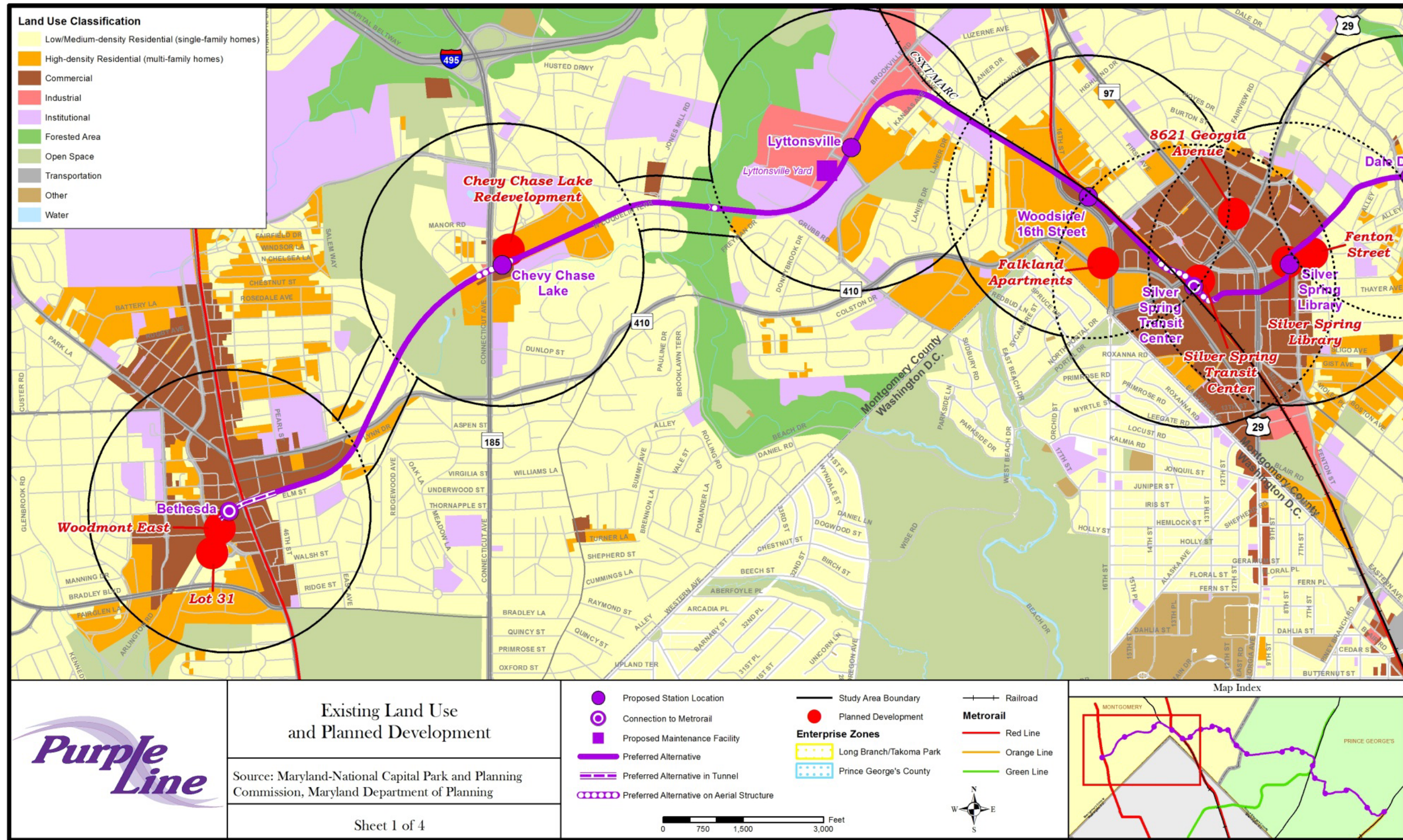




Figure 18. Existing Land Use, Planned Development, and Enterprise Zones (continued)

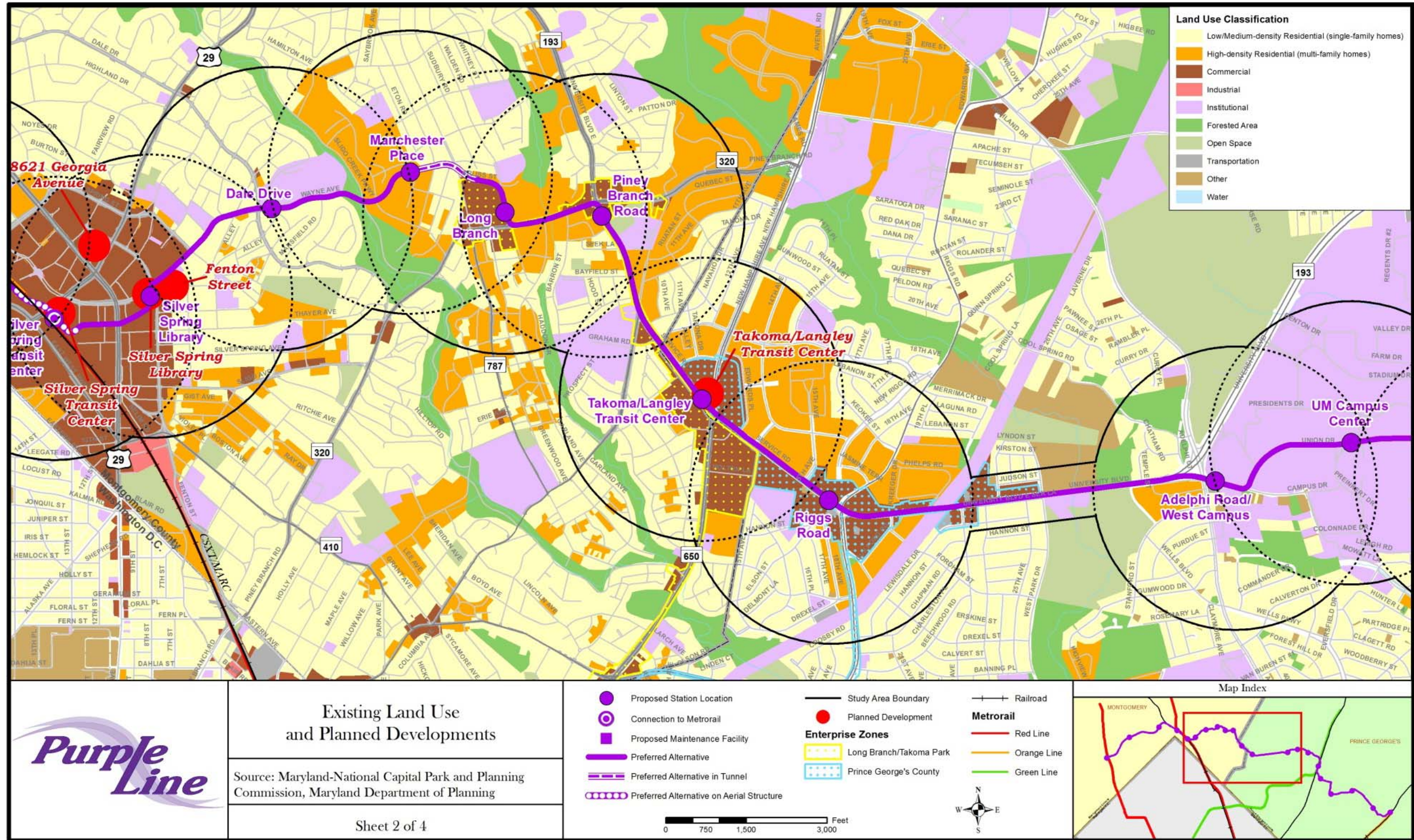




Figure 18. Existing Land Use, Planned Development, and Enterprise Zones (continued)

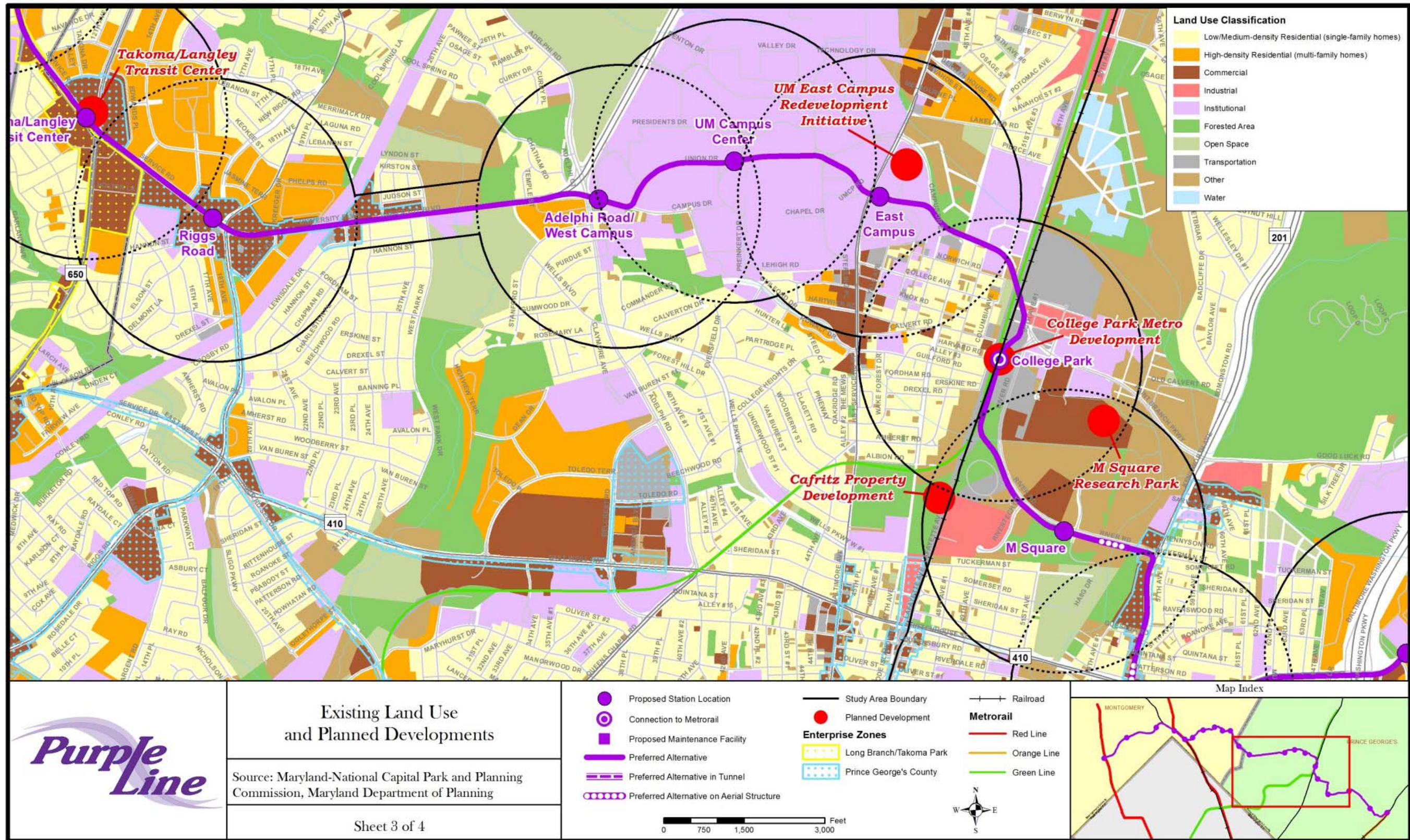




Figure 18. Existing Land Use, Planned Development, and Enterprise Zones (continued)

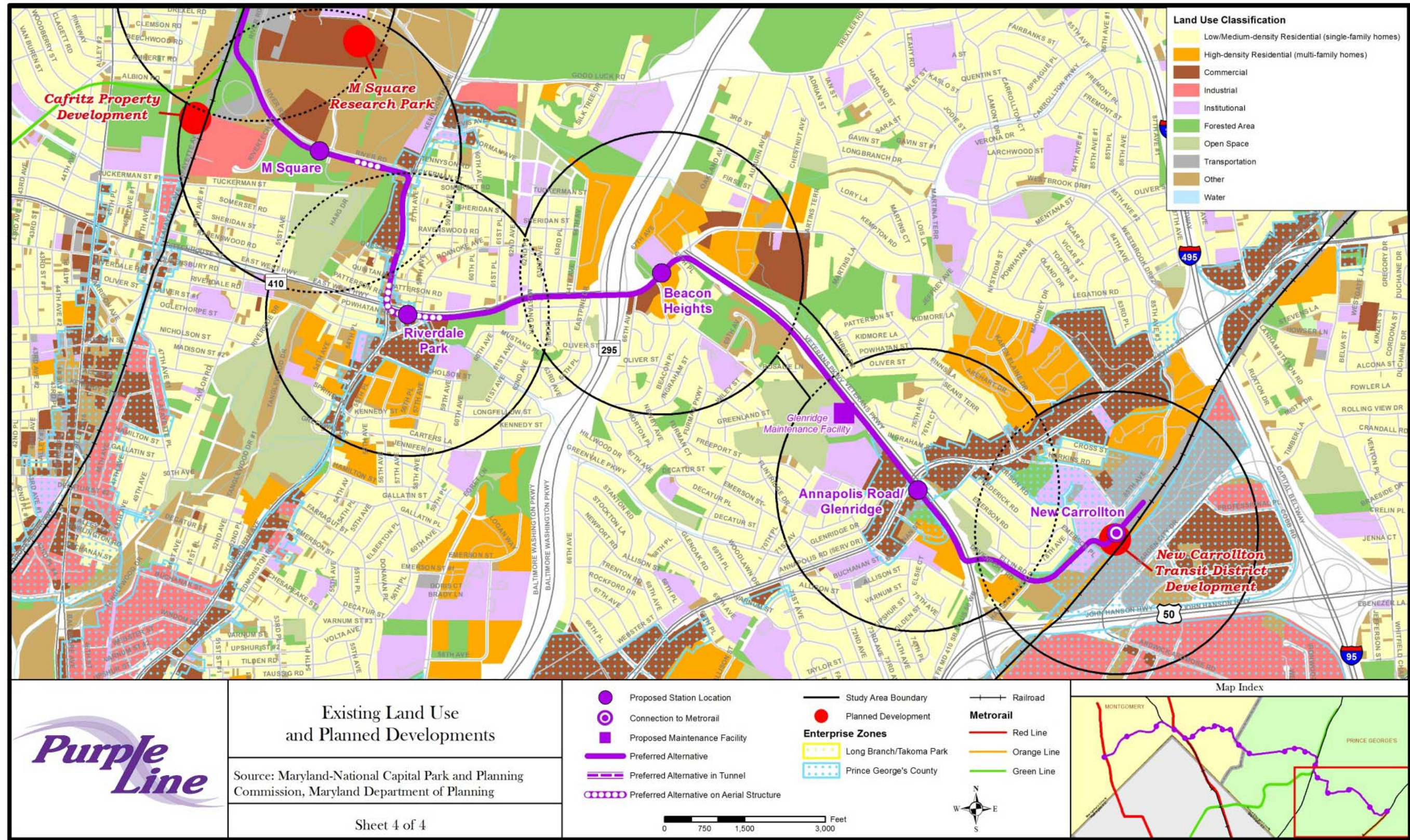
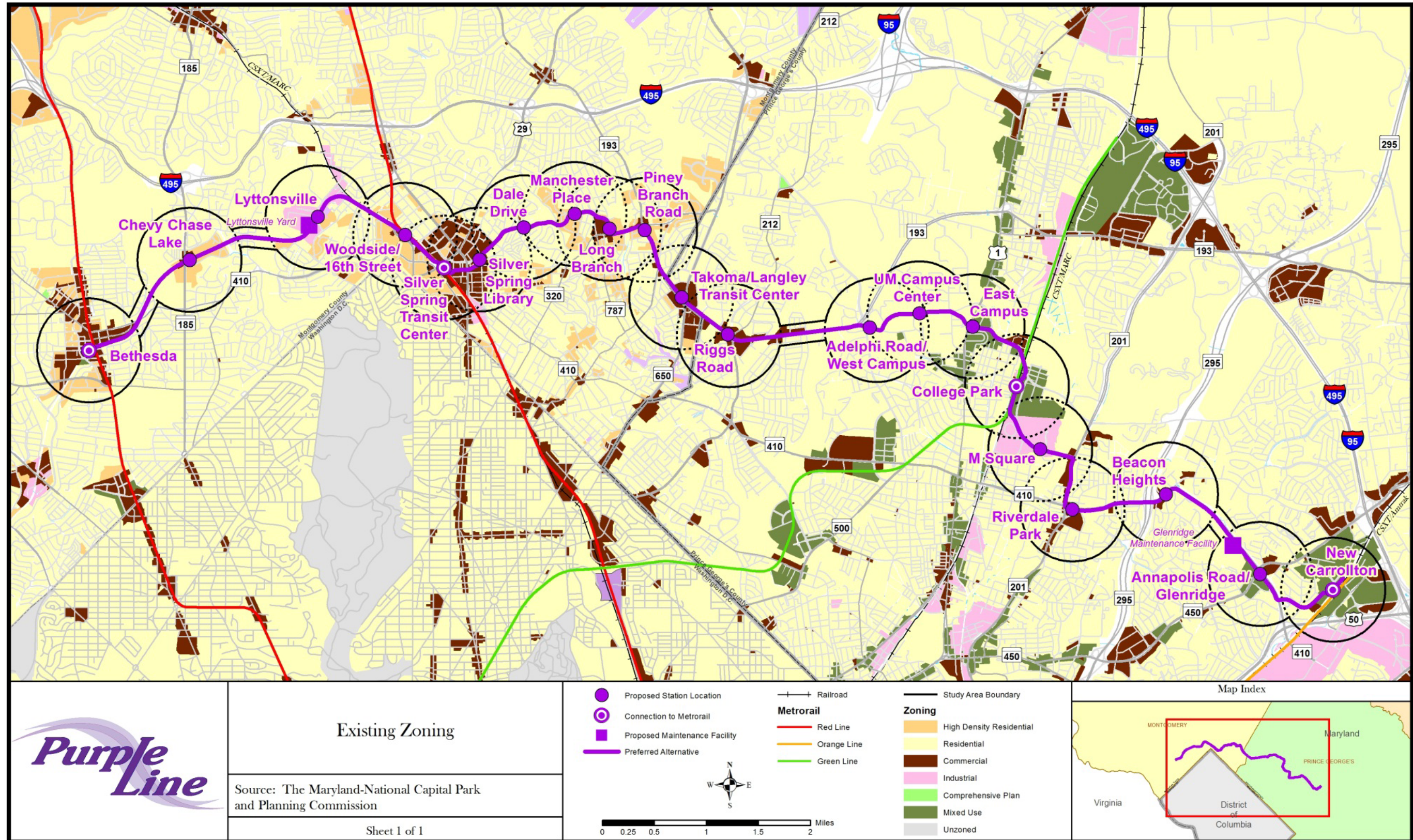




Figure 19. Existing Zoning





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/16<sup>th</sup> Street

The area surrounding the proposed Woodside/16<sup>th</sup> 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 16<sup>th</sup> 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/16<sup>th</sup> 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. Erritters 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 were 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 16 <sup>th</sup> 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 policies 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 (MWCOC), 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

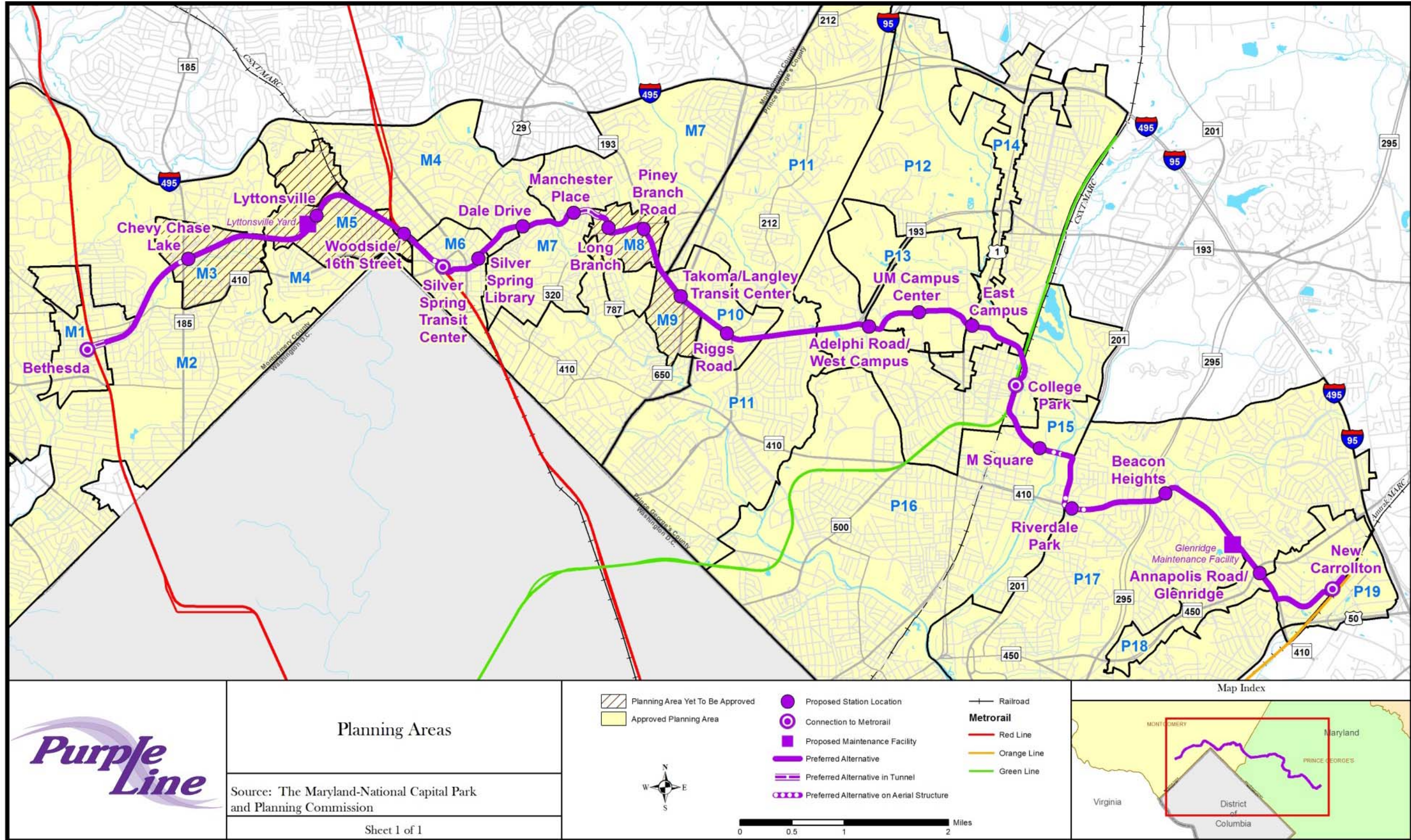




Table 19. Planning Areas and Associated Plans

Planning Area Map ID	Planning Area	Planning Document	Description
<i>MONTGOMERY COUNTY PLANNING</i>			
M1	Bethesda Central Business District	<i>Comprehensive Amendment to the Bethesda Central Business District Sector Plan</i> (Approved and Adopted, July 1994)	The <i>Bethesda Central Business District (CBD) Sector Plan</i> 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	<i>Comprehensive Amendment to the Bethesda/Chevy Chase Master Plan</i> (Approved and Adopted, April 1990)	Intended to guide the future direction of the Bethesda-Chevy Chase area for the next twenty years, the <i>Bethesda/Chevy Chase Master Plan</i> 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	<i>Chevy Chase Lake Sector Plan</i> (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	<i>North and West Silver Spring Master Plan</i> (Approved and Adopted, August 2000)	The recommendations incorporated into the <i>North and West Silver Spring Master Plan</i> 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 16 <sup>th</sup> 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	<i>Greater Lyttonsville Sector Plan</i> (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 16 <sup>th</sup> Street areas. The plan will focus on the commercial/industrial area along Brookville Road and prepare for the proposed Lyttonsville and Woodside/16 <sup>th</sup> Street Purple Line stations.
M6	Silver Spring Central Business District	<i>Silver Spring Central Business District and Vicinity Sector Plan</i> (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	<i>East Silver Spring Master Plan</i> (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	<i>Long Branch Sector Plan</i> (Draft, May 2013, pending approval)	With the proposed Purple Line under study, community planners have developed the Draft <i>Long Branch Sector Plan</i> 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	<i>Takoma/Langley Crossroads Sector Plan</i> (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.
<i>PRINCE GEORGE'S COUNTY PLANNING</i>			
P10	Takoma/Langley Prince George's County	<i>Takoma/Langley Crossroads Sector Plan</i> (Approved and Adopted, November 2009)	The <i>Takoma/Langley Crossroads Sector Plan</i> 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	<i>Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> (Approved, October 1989) <i>Sectional Map Amendment</i> (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	<i>Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> (Approved, October 1989) <i>Sectional Map Amendment</i> (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	<i>University of Maryland Facilities Master Plan 2011-2030</i> (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	<i>College Park US 1 Corridor Sector Plan and Sectional Map Amendment</i> (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	<i>Approved Transit District Development Plan for the College-Park-Riverdale Transit District Overlay Zone</i> (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	<i>Approved Master Plan and Sectional Map Amendment for Planning Area 68</i> (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	<i>Bladensburg, New Carrollton and Vicinity Approved Master Plan and Sectional Map Amendment for Planning Area 69</i> (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	<i>Central Annapolis Road Corridor Sector Plan and Proposed Sectional Map Amendment</i> (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	<i>New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment</i> (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 perseverance. 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/16<sup>th</sup> Street*

The Woodside/16<sup>th</sup> 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.<sup>2</sup> 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.

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<sup>2</sup> 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	Arlliss 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.