



APPENDIX E  
COMMUNITY EFFECTS ASSESSMENT AND  
ENVIRONMENTAL JUSTICE ANALYSIS  
May 2020



U.S. Department  
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**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION



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# 1

## 1 INTRODUCTION

### 1.1 Overview

The Federal Highway Administration (FHWA), as the Lead Federal Agency, and the Maryland Department of Transportation State Highway Administration (MDOT SHA), as the Local Project Sponsor, are preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for the I-495 & I-270 Managed Lanes Study (Study). The Study is evaluating potential transportation improvements to portions of the I-495 and I-270 corridors in Montgomery and Prince George's Counties, Maryland, and Fairfax County, Virginia.

This EIS is being prepared in accordance with FHWA and Council on Environmental Quality (CEQ) regulations implementing NEPA and provisions of the Fixing America's Surface Transportation (FAST) Act. The content of the EIS also conforms to CEQ guidelines, which provide direction regarding implementation of the procedural provisions of NEPA, and the FHWA's *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (Technical Advisory T6640.8A, October 1987).

The purpose of the Community Effects Assessment and Environmental Justice Analysis is to present the existing conditions and an assessment of potential direct impacts of the Screened Alternatives to economic, social and community resources. It is being prepared to support and inform the EIS. The report begins with a description of the study corridors, followed by a summary of the Purpose and Need, and a description of the alternatives evaluated. **Chapter 2 and Chapter 3** comprise the Community Effects Assessment. **Chapter 4** features the Environmental Justice Analysis, which references geographies and data presented in Chapters 2 and 3. **Chapter 5/Appendix C** provides a profile for each community described in this report.

### 1.2 Study Corridors

I-495 and I-270 in Maryland are the two most heavily traveled freeways in the National Capital Region, each with Average Annual Daily Traffic (AADT) volume up to 260,000 vehicles per day in 2018 (MDOT SHA, 2019). I-495 is the only circumferential route in the region that provides interregional connections to many radial routes in the region, such as I-270, US 29 (Colesville Road), I-95, the Baltimore-Washington Parkway, US 50 (John Hanson Highway), and MD 5 (Branch Avenue). I-270 is the only freeway link between I-495 and the fast-growing northwest suburbs in northern Montgomery County and the suburban areas in Frederick County. In addition to heavy commuter traffic demand, I-495 provides

connectivity along the East Coast, as it merges with I-95 in Maryland for 25 miles around the east side of Washington DC. (Figure 1-1).

Figure 1-1: Study Corridors





### 1.3 Study Purpose and Need

The purpose of the Study is to develop a travel demand management solution(s) that addresses congestion and improves trip reliability on I-495 and I-270 within the Study limits, and enhances existing and planned multimodal mobility and connectivity. The Study will address the following needs:

- **Accommodate Existing Traffic and Long-Term Traffic Growth** - High travel demand from commuter, business, and recreational trips results in severe congestion from 7 to 10 hours per day on the Study corridors, which is expected to deteriorate further by the planning horizon year of 2040. Additional roadway capacity is needed to address existing and future travel demand and congestion, reduce travel times, and allow travelers to use the facilities efficiently.
- **Enhance Trip Reliability** - Congestion on I-495 and I-270 results in unpredictable travel times. Travelers and freight commodities place a high value on reaching their destinations in a timely and safe manner, and in recent years, the study corridors have become so unreliable that uncertain travel times are experienced daily. More dependable travel times are needed to ensure trip reliability.
- **Provide Additional Roadway Travel Choices** - Travelers on I-495 and I-270 do not have enough roadway options for efficient travel during extensive periods of congestion. Additional roadway management options are needed to improve travel choices, while retaining the general-purpose lanes.
- **Accommodate Homeland Security** - The National Capital Region is considered the main hub of government, military, and community installations related to homeland security. These agencies and installations rely on quick, unobstructed roadway access during a homeland security threat. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur.
- **Improve Movement of Goods and Services** - I-495 and I-270 are major regional transportation networks that support the movement of passenger and freight travel within the National Capital Region. Existing congestion along both corridors increases the cost of doing business due to longer travel times and unreliable trips. The effects of this congestion on the movement of goods and services is a detriment to the health of the local, regional, and national economy. Efficient and reliable highway movement is necessary to accommodate passenger and freight travel, moving goods and services through the region.

Additional roadway capacity and improvements to enhance reliability must be financially viable. MDOT's traditional funding sources would be unable to effectively finance, construct, operate, and maintain improvements of this magnitude. Revenue sources that provide adequate funding, such as pricing options, are needed to achieve congestion relief and address existing high travel demand.

Given the highly constrained area surrounding the interstates in the Study corridors, MDOT SHA recognizes the need to plan and design this project in an environmentally responsible manner. MDOT SHA will strive to avoid and minimize community, natural, cultural, and other environmental impacts, and mitigate for any unavoidable impacts at an equal or greater value. MDOT SHA will work with our Federal,



State, and Local resource agency partners in a streamlined, collaborative, and cooperative way to meet all regulatory requirements to ensure the protection of environmental resources to the maximum extent practicable. Any build alternatives will offset unavoidable impacts while prioritizing and coordinating comprehensive mitigation measures in or near the study area, which are meaningful to the environment and the community.

## 1.4 Alternatives Evaluated

Seven alternatives are being evaluated and compared in the technical reports supporting the EIS. These Screened Alternatives include Alternatives 1, 5, 8, 9, 10, 13B, and 13C and are illustrated in the typical sections shown in **Figure 1-2**.

The following terms are used in the description of the alternatives.

- **General Purpose (GP) Lanes** are lanes on a freeway or expressway that are open to all motor vehicles.<sup>1</sup>
- **Managed Lanes** are highway facilities, or a set of lanes, where operational strategies are proactively implemented and managed in response to changing conditions.<sup>2</sup>
- **High-Occupancy Toll (HOT) Lanes** are High-Occupancy Vehicle (HOV) facilities that allow lower-occupancy vehicles, such as solo drivers, to use the facilities in return for toll payments, which could vary by time of day and level of congestion.<sup>1</sup>
- **Express Toll Lanes (ETL)** are dedicated managed lanes within highway rights-of-way that motorists may use by paying a variably priced toll.<sup>3</sup>
- **High-Occupancy Vehicle (HOV) Lanes** are any preferential lane designated for exclusive use by vehicles with two or more occupants for all or part of a day, including a designated lane on a freeway, other highway or a street, or independent roadway on a separate right-of-way.<sup>4</sup>
- **Reversible Lanes** are facilities in which the direction of traffic flow can be changed at different times of the day to match peak direction of travel, typically inbound in the morning and outbound in the afternoon.<sup>1</sup>

### A. Alternative 1: No Build

The No Build Alternative, often called the base case, includes all projects in the 2040 financially Constrained Long-Range Plan (CLRP) for the National Capital Region adopted by the Metropolitan Washington Council of Governments (MWCOG) - Transportation Planning Board (TPB). This includes other projects impacting the facilities that are subject to this Study. Specifically, the CLRP reflects the Purple Line which is currently under construction (Spring 2019), and the extension of the I-495 Express Lanes in Virginia from north of the Dulles Toll Road interchange to the American Legion Bridge (Virginia's 495 Express Lanes Northern Extension [NEXT] Project). Alternative 1 also includes the I-270 Innovative Congestion Management (ICM) Contracts, which are providing a series of construction projects to improve

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<sup>1</sup>National Cooperative Highway Research Program, Research Report 835, Guidelines for Implementing Managed Lanes. Transportation Research Board. 2016

<sup>2</sup> [https://ops.fhwa.dot.gov/publications/managelanes\\_primer/index.htm](https://ops.fhwa.dot.gov/publications/managelanes_primer/index.htm)

<sup>3</sup> [https://www.fhwa.dot.gov/ipd/tolling\\_and\\_pricing/defined/demand\\_mgmt\\_tool.aspx](https://www.fhwa.dot.gov/ipd/tolling_and_pricing/defined/demand_mgmt_tool.aspx)

<sup>4</sup> <https://ops.fhwa.dot.gov/freewaymgmt/hovguidance/glossary.htm>



mobility and safety at key points along I-270 targeted to reduce congestion at key bottlenecks along the corridor. All improvements are being implemented within the existing roadway right-of-way and are anticipated to be completed in 2021. While these improvements will improve mobility and safety, they will not address the long-term roadway capacity needs for the I-270 corridor. Routine maintenance and safety improvements along I-495 and I-270 are included in the No Build Alternative, but it does not include new capacity improvements to I-495 and I-270. Consistent with NEPA requirements, Alternative 1 will be carried forward for further evaluation to serve as a base case for comparing the other alternatives.

**B. Alternative 5: 1-Lane, High-Occupancy Toll Managed Lanes Network**

This alternative consists of adding one HOT managed lane in each direction on I-495 and converting the one existing HOV lane in each direction to a HOT managed lane on I-270. Buses would be permitted to use the managed lanes. Alternative 8: 2-Lane, Express Toll Lane Managed Lanes Network on I-495 and 1-Lane Express Toll Lane and 1-Lane HOV Managed Lanes Network on I-270 Buses would be permitted to use the managed lanes.

**C. Alternative 8: 2-Lane, Express Toll Lane Managed Lanes Network on I-495 and 1-Lane Express Toll Lane and 1-Lane HOV Managed Lane Network on I-270**

This alternative consists of adding two ETL managed lanes in each direction on I-495, retaining one existing HOV lane in each direction on I-270, and adding one ETL managed lane in each direction on I-270. Buses would be permitted to use the managed lanes.

**D. Alternative 9: 2-Lane, High-Occupancy Toll Managed Lanes Network**

This alternative consists of adding two HOT managed lanes in each direction on I-495, converting the one existing HOV lane in each direction on I-270 to a HOT managed lane, and adding one HOT managed lane in each direction on I-270, resulting in a two-lane, managed lane network on both highways. Buses would be permitted to use the managed lanes.

**E. Alternative 10: 2-Lane, Express Toll Lane Managed Lanes Network and 1-Lane HOV Managed Lane Network on I-270 Only**

This alternative consists of adding two ETL managed lanes in each direction on I-495, retaining one existing HOV lane per direction on I-270, and adding two ETL managed lanes in each direction on I-270. Buses would be permitted to use the managed lanes.

**F. Alternative 13B: 2-Lane, High-Occupancy Toll Managed Lanes Network on I-495 and HOT Managed Reversible Lanes Network on I-270**

This alternative consists of adding two HOT managed lanes in each direction on I-495 and converting the existing HOV lanes in both directions to two HOT managed, reversible lanes on I-270. Buses would be permitted to use the managed lanes.

**G. Alternative 13C: 2-Lane, ETL Managed Lanes Network on I-495 and ETL Managed, Reversible Lanes Network and 1-Lane HOV Managed Lane Network on I-270**

This alternative consists of adding two ETL managed lanes in each direction on I-495 and retaining the existing HOV lanes in both directions and adding two ETL managed, reversible lanes on I-270. Alternative 13C would maintain the existing roadway network on I-270 with HOV lanes to allow for HOV travel while adding two managed, reversible lanes. Buses would be permitted to use the managed lanes.



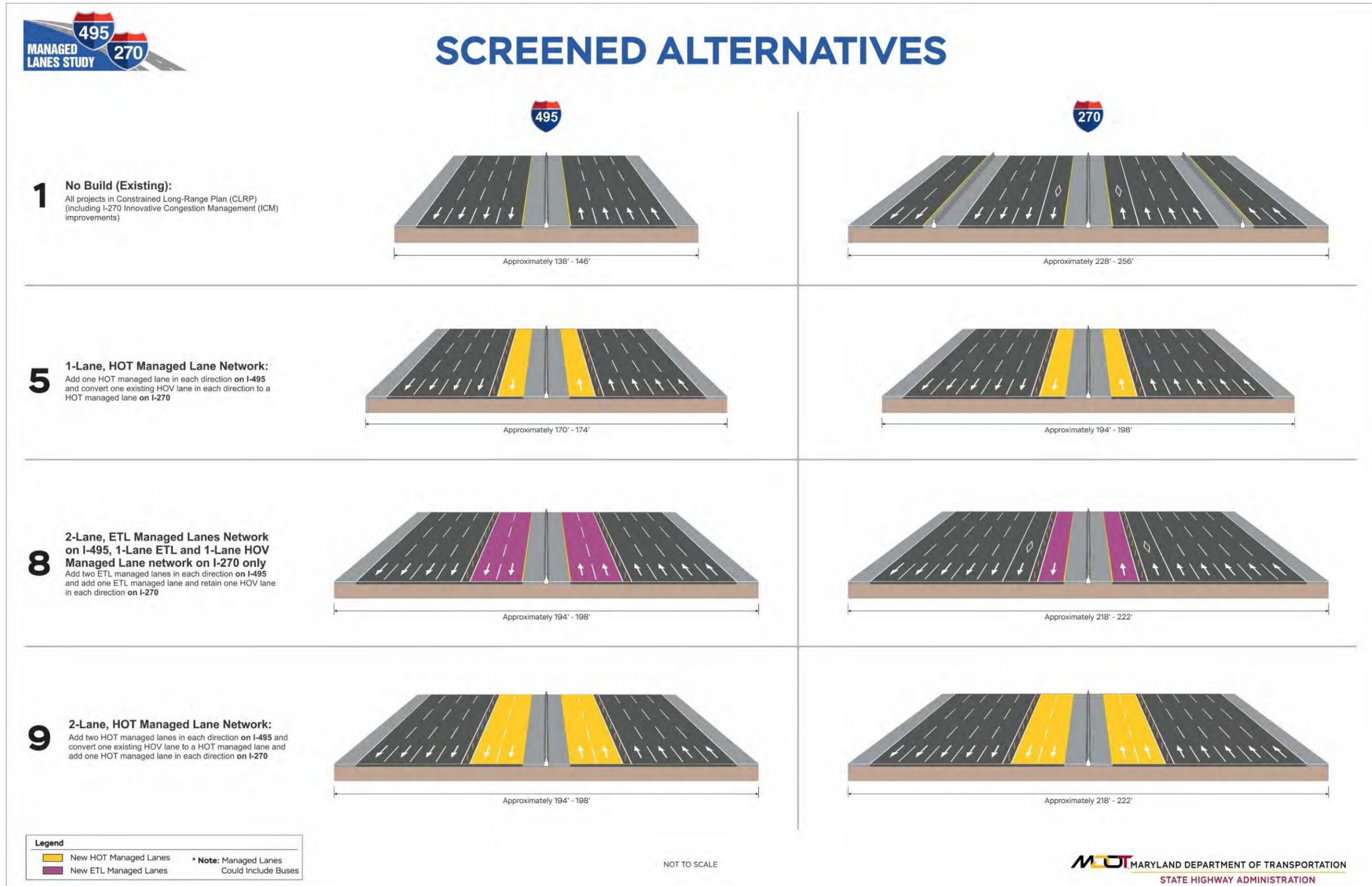
#### H. Consideration of Alternative 9M

The analysis for the Screened Alternatives summarized above was completed in Spring of 2019 and reflects information available to MDOT SHA at that time. As the Study progressed through the NEPA process, the project team obtained comments as a result of cooperating agency coordination. As a result of this continued effort, MDOT SHA and FHWA have evaluated an additional alternative for the Study known as Alternative 9M. Alternative 9M is considered a blend of two Screened Alternatives, Alternative 5 (one-lane HOT) and Alternative 9 (two-lane HOT).

Alternative 9M has the same LOD as Alternative 9 along I-495 from south of the George Washington Memorial Parkway in Virginia to the I-270 West Spur and from the I-95 interchange to west of MD 5 as well as along I-270 from I-495 to I-370. Alternative 9M has the same LOD as Alternative 5 along I-495 from I-270 West Spur to the I-95 interchange. Alternative 9M includes the same build elements as the other Screened Alternatives including direct access locations and interchange improvements.

Because Alternative 9M is a blend of Alternatives 9 and 5, the environmental impacts associated with Alternative 9M are covered in this Technical Report. Specific impacts associated with Alternative 9M have been quantified and are shown in the DEIS for comparison with the other Build Alternatives. Any differences in the quantity or intensity of impacts between Alternative 9M and other alternatives are noted either in tables or text in the DEIS.

Figure 1-2: Typical Sections of Alternatives Considered





# SCREENED ALTERNATIVES

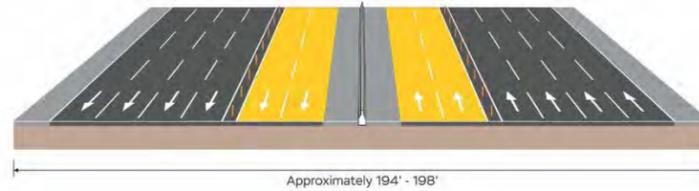
**10**

**2-Lane, ETL Managed Lane Network and 1-Lane HOV Managed Lane Network on I-270 only**  
 Add two ETL managed lanes in each direction on I-495 and on I-270 and retain one existing HOV lane in each direction on I-270 only



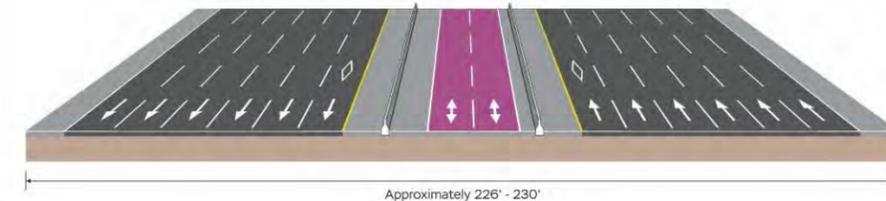
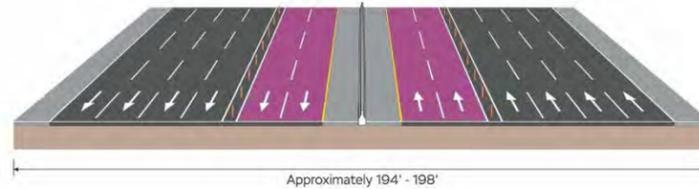
**13B**

**2-Lane, HOT Managed Lane Network on I-495; HOT Managed, Reversible Lane Network on I-270:**  
 Add two HOT managed lanes in each direction on I-495 and convert existing HOV lanes to two HOT managed reversible lanes on I-270 while maintaining GP lanes



**13C**

**2-Lane, ETL Managed Lane Network on I-495; ETL Managed, Reversible Lane Network and 1-Lane HOV Managed Lane Network on I-270**  
 Add two ETL managed lanes in each direction on I-495, maintain existing HOV managed lanes on I-270 and add two reversible ETL managed lanes on I-270



**Legend**

- New HOT Managed Lanes
- New ETL Managed Lanes
- \* **Note:** Managed Lanes Could Include Buses

NOT TO SCALE

# 2

## 2 METHODOLOGY

### 2.1 CEA Analysis Area

This *Community Effects Assessment and Environmental Justice Analysis Technical Report* defines and describes various existing community and socioeconomic conditions within the **CEA Analysis Area** surrounding the study corridors (**Figure 2-1**). The CEA Analysis Area was delineated to include all 2010 Census block groups<sup>5</sup> that are located within 0.25-mile to either side of the study corridors in portions of Fairfax County, Virginia and Montgomery and Prince George’s Counties in Maryland.<sup>6</sup> These Census block groups were then matched with the municipality or Census Designated Place (CDP) in which they were primarily located to define individual CEA Analysis Area Communities. As identified in Table 2-1: CEA Analysis Area Communities and Included Census Block Groups **Table 2-1**, the CEA Analysis Area is composed of 199 block groups sorted into 36 CEA Analysis Area Communities. **Figure 2-1** highlights each of the 36 CEA Analysis Area Communities and **Appendix A** depicts the CEA Analysis Area across multiple figures to show the location of each block group. (Note that CEA Analysis Area Community boundaries do not specifically follow municipality or CDP boundaries because the CEA Analysis Area Community boundaries are drawn along block group boundaries.)

Also note that, in **Table 2-1**, the Hillendale CEA Analysis Area Community is grouped with Montgomery County, although a portion of this CEA Analysis Area Community and its composite block groups overlap with Prince George’s County.

Within this *Community Effects Assessment and Environmental Justice Analysis Technical Report*, **Chapter 3** details existing conditions by resource for the entire CEA Analysis Area. The description of each resource’s existing conditions is followed immediately by the presentation of environmental

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<sup>5</sup> Block groups are statistical divisions of Census Tracts and are generally defined to contain between 600 and 3,000 people. A block group usually covers a contiguous area. Each Census Tract contains at least one block group, and block groups are uniquely numbered within the Census Tract. Block groups never cross state, county, or Census Tract boundaries but may cross the boundaries of any other geographic entity (e.g. municipality, or Census-Designated Place). ([https://www.census.gov/geo/reference/gtc/gtc\\_bg.html](https://www.census.gov/geo/reference/gtc/gtc_bg.html)).

<sup>6</sup> Based on preliminary evaluation, 0.25-mile to either side of the study corridors was established as a resource inventory boundary that would reasonably include areas that would potentially be subject to direct impacts from the Screened Alternatives. Expanding the CEA Analysis Area to include all Census block groups intersecting the 0.25-mile delineation provides a conservative spatial approximation of the neighborhoods surrounding the study corridors; additionally, necessary data is available at the Census block group-level.



consequences of the Screened Alternatives to these resources within the context of the entire CEA Analysis Area.

To enhance public accessibility to this Technical Report's data, a community profile for each of the 36 CEA Analysis Area Communities is provided in **Chapter 5/Appendix C**. Each profile includes an overview of:

- The community location;
- Planning and development;
- Community facilities; and
- Minority race/ethnicity populations and low-income populations, if present.

The profiles also include community-specific mapping and figures presenting the population's distribution of racial and ethnicity characteristics, zoning and land use, and housing characteristics. The profile for each CEA Analysis Area Community is immediately followed by a description of the long-term impacts of the Screened Alternatives to resources within each community. Impacts, including changes to land use and development, right-of-way acquisitions and potential relocations of businesses and residences, and impacted community facility properties and services are quantified for each of the CEA Analysis Area Communities. Qualitative impacts, including potential changes to community aesthetics and character, as well as development patterns, are also described for each CEA Analysis Area Community. Presenting impacts in this manner will help community members better understand how the alternatives may impact and benefit specific communities.

## 2.2 Data Collection

Preparation of this *Community Effects Assessment and Environmental Justice Analysis Technical Report* includes a review of resource data for the CEA Analysis Area. Resources reviewed included:

- Land use and zoning, planning, and development;
- Population and demographic characteristics;
- Economic, employment, and commuting characteristics;
- Housing stock, age, and tenure;
- Community facilities and services; and
- Environmental Justice (EJ) populations.

This information is sourced from the following:

- Geographic Information Systems (GIS) data from Fairfax, Montgomery, and Prince George's Counties;
- Comprehensive, master, sector, transportation and related planning publications, as well as zoning ordinances for Fairfax, Montgomery, and Prince George's Counties;
- Pipeline of Approved Development Projects from Fairfax, Montgomery, and Prince George's Counties;
- Maryland Department of Commerce;

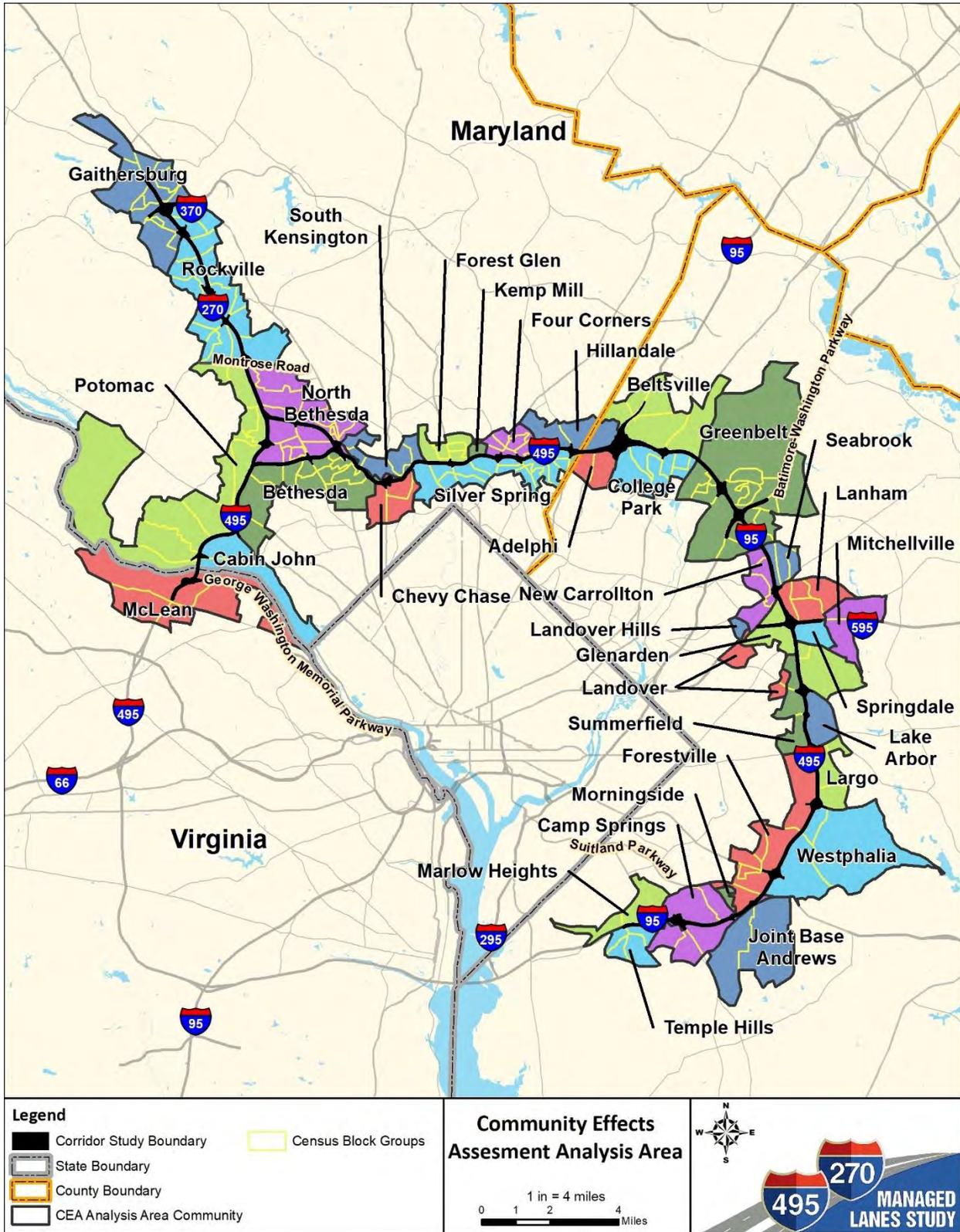


- US Census 2010 and 2012-2016 American Community Survey (ACS) Five-Year Estimates<sup>7</sup>;
- US Census Longitudinal Employer-Household Dynamics data (2015);
- Google Earth and Google Maps- Street View; and
- Field reconnaissance where data gaps are identified.

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<sup>7</sup> 2012-2016 American Community Survey (ACS) Five-Year Estimates represents the most current data when this Technical Report was drafted. ACS updates have been made available; however, significant changes in populations trends have not occurred based on a cursory review. Future analysis will consider updated US Census and American Community Survey Estimates.

Figure 2-1: CEA Analysis Area and Communities





**Table 2-1: CEA Analysis Area Communities and Included Census Block Groups**

CEA Analysis Area Community <sup>8</sup>	CEA Analysis Area Census Block Groups <sup>9</sup>		
<b>Fairfax County, Virginia</b>			
<b>McLean</b>	<ul style="list-style-type: none"> <li>• 4701.00 – 1</li> <li>• 4701.00 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 4705.00 – 1</li> <li>• 4801.00 – 4</li> </ul>	<ul style="list-style-type: none"> <li>• 4802.01 – 1</li> </ul>
<b>Montgomery County, Maryland</b>			
<b>Potomac</b>	<ul style="list-style-type: none"> <li>• 7012.06 – 1</li> <li>• 7012.06 – 2</li> <li>• 7060.08 – 1</li> <li>• 7060.08 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 7060.09 – 2</li> <li>• 7060.09 – 3</li> <li>• 7060.12 – 1</li> <li>• 7060.12 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 7060.12 – 3</li> <li>• 7060.13 – 1</li> <li>• 7060.13 – 2</li> </ul>
<b>Cabin John</b>	<ul style="list-style-type: none"> <li>• 7058.00 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 7058.00 – 3</li> </ul>	
<b>Bethesda</b>	<ul style="list-style-type: none"> <li>• 7044.03 – 1</li> <li>• 7044.04 – 1</li> <li>• 7044.04 – 2</li> <li>• 7044.04 – 3</li> </ul>	<ul style="list-style-type: none"> <li>• 7044.04 – 4</li> <li>• 7045.02 – 1</li> <li>• 7045.02 – 2</li> <li>• 7045.03 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 7045.03 – 2</li> <li>• 7050.00 – 4</li> <li>• 7059.01 – 3</li> <li>• 7059.02 – 3</li> </ul>
<b>North Bethesda</b>	<ul style="list-style-type: none"> <li>• 7012.05 – 1</li> <li>• 7012.05 – 2</li> <li>• 7012.05 – 3</li> <li>• 7012.05 – 4</li> <li>• 7012.13 – 1</li> <li>• 7012.13 – 2</li> <li>• 7012.13 – 3</li> </ul>	<ul style="list-style-type: none"> <li>• 7012.14 – 1</li> <li>• 7012.14 – 2</li> <li>• 7012.15 – 1</li> <li>• 7012.15 – 2</li> <li>• 7012.15 – 3</li> <li>• 7012.15 – 4</li> </ul>	<ul style="list-style-type: none"> <li>• 7044.01 – 1</li> <li>• 7044.01 – 2</li> <li>• 7045.01 – 1</li> <li>• 7045.01 – 2</li> <li>• 7045.01 – 3</li> <li>• 7045.01 – 4</li> </ul>
<b>South Kensington</b>	<ul style="list-style-type: none"> <li>• 7041.00 – 1</li> <li>• 7041.00 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 7041.00 – 3</li> <li>• 7043.00 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 7043.00 – 4</li> </ul>
<b>Chevy Chase</b>	<ul style="list-style-type: none"> <li>• 7050.00 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 7051.00 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 7051.00 – 2</li> </ul>
<b>Forest Glen</b>	<ul style="list-style-type: none"> <li>• 7039.01 – 1</li> <li>• 7039.01 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 7039.01 – 3</li> <li>• 7040.00 – 3</li> </ul>	<ul style="list-style-type: none"> <li>• 7040.00 – 4</li> </ul>
<b>Silver Spring</b>	<ul style="list-style-type: none"> <li>• 7016.01 – 1</li> <li>• 7016.02 – 1</li> <li>• 7016.02 – 3</li> <li>• 7016.02 – 4</li> <li>• 7021.01 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 7021.01 – 3</li> <li>• 7022.00 – 1</li> <li>• 7022.00 – 2</li> <li>• 7022.00 – 3</li> <li>• 7023.02 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 7027.00 – 4</li> <li>• 7028.00 – 3</li> <li>• 7028.00 – 4</li> <li>• 7029.00 – 1</li> <li>• 7029.00 – 2</li> </ul>
<b>Kemp Mill</b>	<ul style="list-style-type: none"> <li>• 7030.00 – 2</li> </ul>		
<b>Four Corners</b>	<ul style="list-style-type: none"> <li>• 7021.02 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 7021.02 – 3</li> </ul>	<ul style="list-style-type: none"> <li>• 7031.00 – 3</li> </ul>

<sup>8</sup> As used here, community refers to either a municipality or a Census-Designated Place (CDP), as delineated by the State of Maryland and the US Census Bureau, respectively. Many CEA Analysis Area block groups intersect and/or overlap with more than one community. For the purposes of this Technical Report, each of the CEA Analysis Area block groups has been assigned to the respective community in which most of their land area is located.

<sup>9</sup> Refer to Appendix A, Maps 1–4 for the location of these block groups in relation to the corridors.



CEA Analysis Area Community <sup>8</sup>	CEA Analysis Area Census Block Groups <sup>9</sup>		
	• 7021.02 – 2	• 7030.00 – 1	• 7031.00 – 4
<b>Hillandale</b>	• 7015.05 – 3	• 7015.09 – 1	• 8073.04 – 1
<b>Gaithersburg</b>	• 7007.06 – 1 • 7007.17 – 1 • 7007.17 – 2 • 7007.17 – 3 • 7007.17 – 4	• 7007.24 – 1 • 7008.16 – 1 • 7008.16 – 2 • 7008.16 – 4	• 7008.17 – 1 • 7008.17 – 2 • 7008.17 – 3 • 7008.29 – 1
<b>Rockville</b>	• 7007.18 – 1 • 7007.18 – 2 • 7010.01 – 2 • 7010.01 – 3 • 7010.02 – 1 • 7010.02 – 2	• 7010.02 – 3 • 7010.04 – 2 • 7010.04 – 4 • 7010.05 – 1 • 7010.05 – 2 • 7010.06 – 1	• 7010.06 – 2 • 7010.07 – 1 • 7010.07 – 2 • 7012.10 – 1 • 7012.11 – 3
<b>Prince George’s County, Maryland</b>			
<b>Adelphi</b>	• 8073.05 – 1	• 8073.05 – 2	
<b>Beltsville</b>	• 8074.04 – 2 • 8074.05 – 1	• 8074.05 – 3 • 8074.09 – 1	• 8074.09 – 2
<b>College Park</b>	• 8069.00 – 1 • 8069.00 – 2	• 8069.00 – 3 • 8070.00 – 2	• 8073.01 – 1 • 8073.01 – 2
<b>Greenbelt</b>	• 8067.06 – 1 • 8067.06 – 2 • 8067.06 – 3 • 8067.08 – 1 • 8067.08 – 2 • 8067.08 – 3	• 8067.10 – 2 • 8067.10 – 3 • 8067.12 – 2 • 8067.13 – 1 • 8067.13 – 2	• 8067.14 – 1 • 8067.14 – 2 • 8074.08 – 1 • 8074.08 – 2 • 8067.12 – 1
<b>Seabrook</b>	• 8036.06 – 2	• 8036.06 – 3	• 8036.06 – 4
<b>New Carrollton</b>	• 8036.05 – 1 • 8036.05 – 4	• 8036.10 – 1 • 8036.12 – 1	• 8036.12 – 2
<b>Landover Hills</b>	• 8037.00 – 1		
<b>Lanham</b>	• 8036.08 – 2 • 8036.08 – 3	• 8036.08 – 4	• 8036.08 – 1
<b>Springdale</b>	• 8036.01 – 1		
<b>Glenarden</b>	• 8035.21 – 1	• 8036.01 – 2	• 8036.02 – 2
<b>Mitchellville</b>	• 8035.16 – 1	• 8035.20 – 3	
<b>Summerfield</b>	• 8035.08 – 1	• 8035.19 – 3	• 8035.25 – 1
<b>Landover</b>	• 8034.02 – 3	• 8035.08 – 3	• 8035.09 – 1
<b>Lake Arbor</b>	• 8035.14 – 1		
<b>Largo</b>	• 8035.12 – 1	• 8035.12 – 3	• 8035.13 – 2
<b>Forestville</b>	• 8019.06 – 1	• 8021.04 – 2	• 8022.03 – 3



CEA Analysis Area Community <sup>8</sup>	CEA Analysis Area Census Block Groups <sup>9</sup>		
	<ul style="list-style-type: none"> <li>• 8021.03 – 2</li> <li>• 8021.04 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 8022.03 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 8022.04 – 4</li> </ul>
<b>Westphalia</b>	<ul style="list-style-type: none"> <li>• 8007.01 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 8022.01 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 8022.01 – 2</li> </ul>
<b>Morningside</b>	<ul style="list-style-type: none"> <li>• 8019.06 – 2</li> </ul>		
<b>Joint Base Andrews</b>	<ul style="list-style-type: none"> <li>• 8011.04 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 8011.04 – 3</li> </ul>	
<b>Camp Springs</b>	<ul style="list-style-type: none"> <li>• 8019.01 – 2</li> <li>• 8019.04 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 8019.04 – 2</li> <li>• 8019.05 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 8019.05 – 2</li> </ul>
<b>Marlow Heights</b>	<ul style="list-style-type: none"> <li>• 8017.08 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 8019.07 – 1</li> </ul>	
<b>Temple Hills</b>	<ul style="list-style-type: none"> <li>• 8017.01 – 1</li> <li>• 8017.01 – 2</li> </ul>	<ul style="list-style-type: none"> <li>• 8017.02 – 1</li> </ul>	<ul style="list-style-type: none"> <li>• 8019.01 – 1</li> </ul>

### 2.3 Analysis of Environmental Consequences

23 USC 109(h) requires that US DOT “assure that possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest, taking into consideration the need for fast, safe and efficient transportation, public services, and the costs of eliminating or minimizing such adverse effects and the following:

- Air, noise, and water pollution;
- Destruction or disruption of man-made and natural resources, aesthetic values, community cohesion and the availability of public facilities and services;
- Adverse employment effects, and tax and property value losses;
- Injurious displacement of people, businesses and farms; and
- Disruption of desirable community and regional growth.”

The environmental consequences of the Screened Alternatives, including Alternatives 1, 5, 8, 9, 10, 13B, and 13C, as described in **Chapter 1**, are presented immediately following the description of the existing conditions for each of the resource types in **Chapter 3**. As shown in **Table 2-2** and in **Figure 1-2**, the approximate right-of-way width of Alternatives 5, 8, 9, 10, 13B and 13C, herein referred to as the Screened Alternatives, varies a proportionally small amount across the Screened Alternatives. Therefore, the discussion of consequences focuses on the general impacts of the Screened Alternatives with specific impact differences depicted in an impact summary table. Environmental consequences are further summarized for each of the CEA Analysis Area Communities in **Chapter 5 and Appendix C**.

**Table 2-2: Approximate Right-of-Way Widths in Feet of the Screened Alternatives**

Corridor Section	Alternative 5 (feet)	Alternatives 8 and 9 (feet)	Alternative 10 (feet)	Alternative 13B (feet)	Alternative 13C (feet)
<i>I-495</i>	170-174	194-198	194-198	194-198	194-198
<i>I-270 between Y-Split and Montrose Road</i>	242-246	266-270	290-294	238-242	262-266
<i>I-270 between Montrose Road and I-370</i>	194-198	218-220	242-246	202-206	226-230

# 3

## 3 EXISTING CONDITIONS AND ENVIRONMENTAL CONSEQUENCES

### 3.1 Land Use and Zoning, Planning, and Development

#### 3.1.1 Existing Conditions

##### A. Land Use and Zoning

Land use patterns and development goals are identified in long-term comprehensive plans that are implemented through zoning codes and maps adopted by local governments. Zoning codes regulate the type and density of development within delineated land areas to ensure compliance with the long-term comprehensive plans' land use and development goals. The CEA Analysis Area encompasses 78,722 acres of land; 4,485 acres of which are located just south of the American Legion Memorial Bridge in Virginia and the remaining 74,237 acres are in Maryland.

Land use conditions within the CEA Analysis Area were identified through the review of zoning designations. Zoning designations were used primarily because this data is consistently updated by municipalities, while the land use data provided by the Maryland Department of Planning dates from 2010. Fairfax County maintains current land use data (Fairfax, 2018). For the purposes of this Technical Report, existing conditions are generally referred to by their "land use." The land use types, described below, were summarized based on the primary land uses allowed under the counties' zoning codes. Some overlap in allowed land uses may occur. The distribution of each land use within the CEA Analysis Area is quantified in **Figure 3-1** and supporting mapping depicting land use within the CEA Analysis Area is provided as **Figure 3-2**.

- **Commercial/Employment:** includes, but is not limited to: retail, service, convenience, and lodging establishments; professional and medical offices; civic, cultural, and institutional establishments; public and private education and childcare facilities; public uses; places of worship; indoor entertainment.
- **Industrial:** includes but is not limited to: office and research parks; employment uses requiring larger tracts of land; production, manufacturing, assembly, and processing establishments; hospitals; retail and wholesale; automobile services; laundry services, warehouse, storage, and distribution.
- **Mixed-Use:** includes a mix of commercial/employment and residential uses.

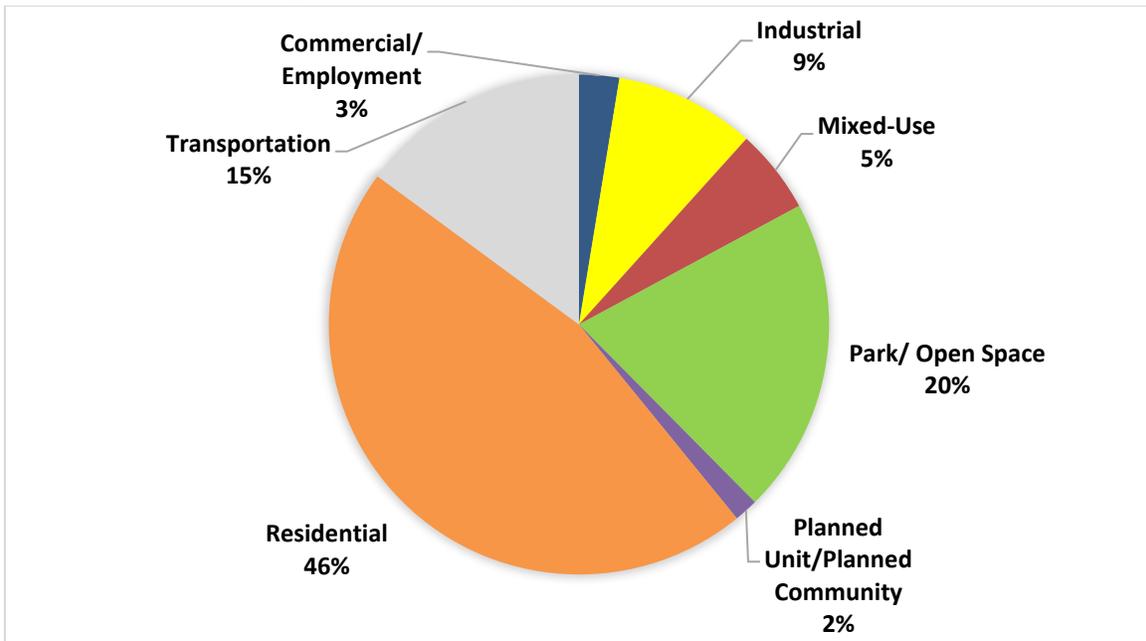


- **Park/Open Space:** includes local, state, regional, and federal parks and recreational areas, including, but not limited to: stream valley parks, railroad trails, community centers, parkways, and National Historic Parks; smaller tracts of public and private undeveloped open space interspersed among developed areas; and agricultural lands.
- **Planned Unit/Planned Community:** includes land reserved for future development, primarily for residential communities.
- **Residential:** includes detached single-family dwelling units and duplex dwelling units, attached single-family row housing; garden apartments; high-rise apartments/condominiums; mobile homes; and trailer parks; plus, yards and associated areas.
- **Transportation:** includes right-of-way reserved for road, rail, bicycle, pedestrian, and transit facilities, as well as supporting transportation infrastructure, such as park-and-ride facilities, maintenance areas, distribution warehouses, and open/forested areas adjacent to roadways.

Existing data reflect a highly-developed system of land use in the CEA Analysis Area. Most of the study area has been planned and built out based in large part on the presence of the existing I-495 and I-270 corridors. Sixty-five percent of the CEA Analysis Area has been built out for either residential, industrial, mixed, commercial/employment, or planned community uses. Much of the area reflects dense land use patterns with little potential for additional development based on the lack of available space or on existing land use restrictions. The relative composition of land use in the CEA Analysis Area is shown in **Figure 3-1**.

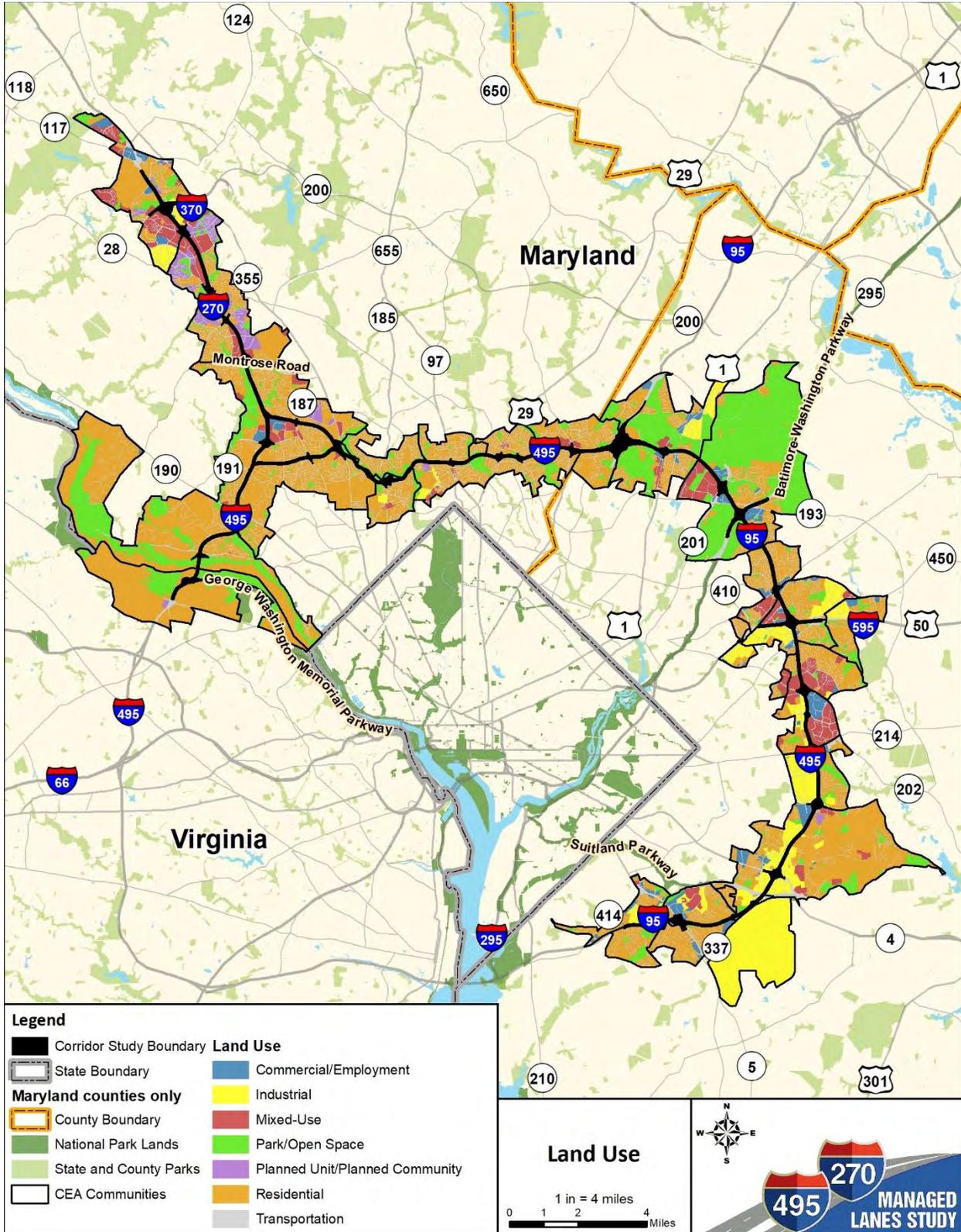
At 36,194 acres, residential zones account for 46 percent, or the majority, of the CEA Analysis Area. The second-most common land use is park/open space, which accounts for 16,103 acres, or 20 percent of the CEA Analysis Area. This is followed by transportation, which accounts for 11,726 acres, or 15 percent of the CEA Analysis Area. Industrial (7,149 acres), commercial/employment (2,041 acres), mixed-use (4,294 acres), and planned unit/planned community (1,215 acres) account for the remaining 19 percent of CEA Analysis Area land. Additional detail on land use for individual CEA Analysis Area Communities is provided in **Chapter 5 and Appendix C**.

**Figure 3-1: CEA Analysis Area Land Use Distribution**



Source: City of Gaithersburg GIS web map (<https://maps.gaithersburgmd.gov/gallery/>); City of Rockville GIS Open Data (<http://data-rockvillemd.opendata.arcgis.com/>); Montgomery County/MNCPPC MCATLAS (<http://www.mcatlas.org/viewer/>); Prince George’s County Open Data Portal (<http://gisdata.pgplanning.org/metadata/>); Fairfax County Open Geospatial Data (<https://www.fairfaxcounty.gov/maps/open-geospatial-data>).

Figure 3-2: Land Use within the CEA Analysis Area





## B. Farmland and Protected Lands

The *Farmland Protection Policy Act of 1981* (FPPA) strives to minimize the extent to which Federal programs contribute to the conversion of important farmlands to non-agricultural uses; lessen the adverse effects of federal actions on farmland; and assure that federal programs are operated in a manner that, to the extent practicable, will be compatible with state, local government, and private programs that protect farmland. According to federal regulations implementing the FPPA, *farmland* does not include land already in or committed to urban development, including lands identified as urbanized area on the 2010 Census urban area-based reference map<sup>10</sup>.

The CEA Analysis Area is within the boundary of the Census Bureau Map urbanized area except for two areas where the urbanized area boundary abuts the study corridors right-of-way: 1) west of I-495 in the McLean CEA Analysis Area Community; and 2) north of I-495 between the Greenbelt Metro Station and Cherrywood Lane, including portions of US Department of Agriculture Beltsville Agricultural Research Center (BARC) in the Greenbelt CEA Analysis Area Community (Census, 2010).

The CEA Analysis Area was reviewed for lands not covered by the FPPA, but protected under:

- Virginia state preservation programs;
- the Maryland Agricultural Land Preservation Foundation (MALPF);
- the Maryland Agricultural Easement Program;
- the Maryland Environmental Trust; and
- the Maryland Rural Legacy Program, including county Rural Legacy Programs (MCATLAS, 2018; PGATLAS, 2018; Montgomery County Rustic Roads Advisory Committee, 2015).

The McLean CEA Analysis Area Community contains a preserved property encompassing approximately 86 acres, located approximately one mile west of I-495, along the bank of the Potomac River. This property is protected from development under the Fairfax County Agricultural and Forestal District Program (Fairfax County GIS, 2018). In the Beltsville CEA Analysis Area Community, the BARC facility is designated as both a Prince George's County Priority Preservation Area and a Special Conservation Area. Additionally, in the Greenbelt CEA Analysis Area Community, Greenbelt Park is designated by Prince George's County as a Special Conservation Area.

The CEA Analysis Area overlaps with a small portion of the Maryland Department of Natural Resources (DNR) designated Piney Branch Special Protection Area (SPA) in the Gaithersburg CEA Analysis Area Community, north of Darnestown Road and south of Medical Center Way. Existing land uses at this

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<sup>10</sup> *The Farmland Protection Policy Act* (7 CFR 658.2) states, "Farmland means prime or unique farmlands as defined in section 1540(c)(1) of the Act or farmland that is determined by the appropriate state or unit of local government agency or agencies with concurrence of the Secretary to be farmland of statewide or local importance. "Farmland" does not include land already in or committed to urban development or water storage, Farmland "already in" urban development or water storage includes all such land with a density of 30 structures per 40-acre area. Farmland already in urban development also includes lands identified as "urbanized area" (UA) on the 2010 Census urban area-based reference map (<https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>), or as urban area with a "tint overprint" on the USGS topographical maps, or as "urban-built-up" on the USDA Important Farmlands Maps."



location include roadways and adjacent strips of undeveloped land as well as development complexes and parking facilities associated with Shady Grove Adventist Hospital.

C. Review of Approved Comprehensive, Master, and Sector Plans

The *Maryland Economic Growth, Resource Protection and Planning Act* (1992), as amended, articulates the State's growth policy through visions centered on concentrating development in suitable areas, protecting sensitive areas, and establishing funding mechanisms to achieve the visions. The Act also requires local jurisdictions to address these same visions in their comprehensive plans. Under the Act, local governments are required to review, and if necessary, update their plans once every six years.

Maryland's *Smart and Sustainable Growth Act of 2009* clarifies the link between local comprehensive plans and local land use ordinances. The bill defines the current requirement of "consistency". Actions that are "consistent with" or have "consistency with" a comprehensive plan are actions that further, and are not contrary to, the following items in the plan: policies; timing of implementation of the plan; timing of development; timing of rezoning; development patterns; land uses; and densities or intensities.

Planning and development goals within CEA Analysis Area Communities are guided by a variety of comprehensive, master, and sector plans. Relevant plans that overlap portions of the CEA Analysis Area are listed in **Table 3-1**. These plans generally set goals that include enhancing transportation efficiency by promoting the use of major highways and arterials networks to limit traffic impacts on local and neighborhood streets. Recommendations with specific reference to the study corridors have been italicized.

**Table 3-1: Comprehensive, Master, and Sector Plans**

Planning Document	Recommendations Related to the Study Corridors
<b>Fairfax County, Virginia</b>	
Fairfax County Comprehensive Plan, 2017 Edition (Area II McLean Planning District (Amended February 20, 2018))	<ul style="list-style-type: none"> <li>• <i>Identifies I-495 as a proposed high-occupancy toll lane facility from Old Dominion Drive north to Maryland</i></li> <li>• <i>I-495 south of Old Dominion Drive is an existing high-occupancy toll lane facility</i></li> </ul>
<b>Montgomery County, Maryland</b>	
Capitol View and Vicinity Sector Plan (SP) (1982)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Kensington-Wheaton Communities Master Plan (MP) (1989)	<ul style="list-style-type: none"> <li>• <i>Maximum eight-lane divided roadway for I-495</i></li> <li>• <i>Variable minimum right-of-way width</i></li> </ul>
Comprehensive Amendment to the Bethesda/Chevy Chase MP (1990)	<ul style="list-style-type: none"> <li>• <i>Maximum six to eight-lane divided roadway system for I-495, from the Potomac River to Rock Creek Park</i></li> <li>• <i>Variable minimum right-of-way width for I-495</i></li> </ul>
North Bethesda Garrett Park MP (1992)	<ul style="list-style-type: none"> <li>• <i>Maximum six-lane divided roadway for I-495</i></li> <li>• <i>Minimum 300-foot right-of-way width</i></li> </ul>
Eastern Montgomery County Master Plan Areas- Four Corners, White Oak, Cloverly, Fairland Environmental Resources (1996)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Four Corners MP (1996)	<ul style="list-style-type: none"> <li>• <i>Maximum eight-lane divided roadway for I-495</i></li> </ul>



Planning Document	Recommendations Related to the Study Corridors
	<ul style="list-style-type: none"> <li>• <i>Variable minimum right-of-way width</i></li> </ul>
Gaithersburg Vicinity MP (1996)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
White Oak MP (1997)	<ul style="list-style-type: none"> <li>• <i>Maximum ten-lane divided roadway for I-495</i></li> <li>• <i>Minimum 300-foot right-of-way width</i></li> </ul>
East Silver Spring MP (2000)	<ul style="list-style-type: none"> <li>• <i>Maximum ten-lane divided roadway for I-495</i></li> </ul>
North & West Silver Spring MP (2000)	<ul style="list-style-type: none"> <li>• <i>Maximum eight-lane divided roadway for I-495</i></li> </ul>
Silver Spring CBD SP (2000)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Takoma Park MP (2000)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Kemp Mill MP (2001)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Potomac Subregion MP (2002)	<ul style="list-style-type: none"> <li>• <i>Maximum eight-lane divided roadway system for I-495, 12-lane divided roadway for I-270 from the Rockville City line to the I-270 Spur, and six-lane divided highway for the I-270 spur from I-270 to I-495</i></li> <li>• <i>Minimum 300-foot right-of-way width for I-495 and I-270</i></li> </ul>
Capital Beltway HOV Lane Project and Interchange at the Intersection of Randolph Road and Veirs Mill Road (Amendment to the MP of Highways within Montgomery County) (2004)	<ul style="list-style-type: none"> <li>• <i>Revised the Potomac Subregion Master Plan (2002) recommending:</i> <ul style="list-style-type: none"> <li>○ <i>Maximum eight-lane, plus two-High-Occupancy Vehicle (HOV) lanes, divided roadway system for I-495 from the American Legion Bridge to I-270 West Spur</i></li> <li>○ <i>Minimum 300-foot right-of-way width for I-495</i></li> </ul> </li> <li>• <i>Revised the Bethesda-Chevy Chase MP (1990) to recommend HOV lanes</i></li> <li>• <i>HOV, or High-Occupancy Toll (HOT), lanes on I-495 between the American Legion Bridge and the I-270 West Spur</i></li> <li>• <i>Managed lanes that do not give preference to high-occupancy vehicles were not considered</i></li> </ul>
Shady Grove SP (2006)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Guiding the Future of the MD 355/I-270 Corridor (2008)	<ul style="list-style-type: none"> <li>• <i>Use value pricing for express lanes on I-270, the Inter-County Connector, and I-495 to enhance mobility and improve access.</i></li> </ul>
City of Gaithersburg MP (2009) (currently being updated)	<ul style="list-style-type: none"> <li>• <i>Express Toll Lane (ETL) direct access ramps for I-270 at the Metropolitan Grove Road extended site</i></li> </ul>
Gaithersburg West MP Transportation Appendix (Draft March 2009)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Great Seneca Science Corridor MP (2010)	<ul style="list-style-type: none"> <li>• <i>Maximum 12-lane divided roadway system for I-270 between Great Seneca Creek (proximal to Game Preserve Road) and Shady Grove Road</i></li> <li>• <i>Minimum 300-foot right-of-way width for I-270</i></li> <li>• <i>Provide off-ramp right-of-way for the proposed new interchange at I-270 and Watkins Mill Road and grade-separated interchanges at I-270 at Watkins Mill Road extended and I-270 at Gude Drive</i></li> </ul>



Planning Document	Recommendations Related to the Study Corridors
	<ul style="list-style-type: none"> <li>• <i>Construction of improvements at the Watkins Mill interchange by MDOT SHA are underway. Completion is expected Summer 2020.</i></li> <li>• <i>There are no current MDOT SHA plans to add an interchange at Gude Drive</i></li> </ul>
White Flint SP (North Bethesda’s Urban Center) (2010)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Takoma/Langley Crossroads SP (2012)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Town of Kensington and Vicinity SP Update (2012)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Wheaton Central Business District and Vicinity SP (2012)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Chevy Chase Lake SP (2013)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Long Branch SP (2013)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
White Oak Science Gateway MP (2014)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Rockville 2040 Comprehensive MP Transportation Report (2016)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Greater Lyttonsville SP (2017)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Grosvenor-Strathmore Minor Area MP (2017)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Rock Spring MP (2017)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
White Flint 2 SP (2018)	<ul style="list-style-type: none"> <li>• No recommendations specific to the study corridors</li> </ul>
Technical Update to the MP of Highways and Transitways (2018)	<ul style="list-style-type: none"> <li>• <i>Minimum 300-foot right-of-way width for I-270 except between West Gude Drive and the I-270 Spur</i></li> <li>• <i>Designates I-270 between I-495 and I-370 as a “Freeway with Existing HOV Lanes”</i></li> <li>• <i>Designates I-495 between the I-270 West Spur and the Maryland--Virginia line as a “Freeway with Planned HOV Lanes.”</i></li> </ul>
Rockville 2040: Comprehensive Plan Update (DRAFT 2019)	<ul style="list-style-type: none"> <li>• No recommendations specific to the corridor typical section</li> <li>• <i>Advocates study of an interchange at I-270 and West Gude Drive</i></li> <li>• <i>Advocates potential improvements of the I-270 and MD 189 interchange</i></li> </ul>
<b>Prince George’s County, Maryland</b>	
Suitland-District Heights and Vicinity Master Plan (1985) and Sectional Map Amendment (SMA) (1986)	<ul style="list-style-type: none"> <li>• <i>Address the congestion and safety concerns associated with increased travel demand and decreased level of service on I-495</i></li> </ul>
Langley Park-College Park-Greenbelt and Vicinity MP and SMA (1989/1990)	<ul style="list-style-type: none"> <li>• <i>Maximum ten to 12-lane divided roadway for I-495</i></li> </ul>



Planning Document	Recommendations Related to the Study Corridors
Largo-Lottsford MP and SMA (1990)	<ul style="list-style-type: none"> <li>• <i>Widen I-95/I-495 to ten lanes with modified interchanges at MD 202 and MD 214</i></li> <li>• <i>New interchange at Campus Way North and removal of the proposed interchange at Arena Drive and I-495 was suggested</i></li> <li>• <i>In the late 1990s, MDOT SHA added lanes to I-495 between MD 202 and MD 214, including a striped collector-distributor road in both directions between MD 202 and Arena Drive.</i></li> <li>• <i>Interchange modifications have not been implemented.</i></li> </ul>
Bladensburg-New Carrollton and Vicinity Technical Bulletin: Transportation (1994)	<ul style="list-style-type: none"> <li>• <i>Maximum eight to ten lanes for I-495 to allow for high occupancy lanes</i></li> </ul>
Melwood-Westphalia Approved MP and SMA (1994)	<ul style="list-style-type: none"> <li>• <i>Add roadway capacity in the form of HOV or other lanes to I-495</i></li> </ul>
The Heights and Vicinity MP and SMA (2000)	<ul style="list-style-type: none"> <li>• <i>Maximum of 12 lanes on I-495 between Suitland Parkway and the Woodrow Wilson Bridge</i></li> <li>• <i>I-495 is identified as operating “significantly over capacity.”</i></li> <li>• <i>Congestion improvements including fixed guideways or HOV lanes</i></li> </ul>
Greenbelt Metro Area SP and SMA (DDOZ) (2001)	<ul style="list-style-type: none"> <li>• <i>No recommendations specific to the study corridors</i></li> </ul>
Sector Plan for the Morgan Boulevard and Largo Town Center Metro Areas (2004)	<ul style="list-style-type: none"> <li>• <i>No recommendations specific to the study corridors</i></li> </ul>
East Glenn Dale Area SP and SMA (2006)	<ul style="list-style-type: none"> <li>• <i>No recommendations specific to the study corridors</i></li> </ul>
Henson Creek-South Potomac MP and SMA (2006)	<ul style="list-style-type: none"> <li>• <i>Target restoration and mitigation within primary stream corridors including Henson Creek.</i></li> <li>• <i>Facilities improvements to the main line of I-495 consistent with the results of MDOT SHA’s Capital Beltway study.</i></li> </ul>
Suitland M-U-TC Zone Development Plan (2006)	<ul style="list-style-type: none"> <li>• <i>No recommendations specific to the study corridors</i></li> </ul>
Westphalia SP and SMA (2007)	<ul style="list-style-type: none"> <li>• <i>Upgrade the I-95/I-495 interchange at Ritchie Marlboro Road to a full cloverleaf design.</i></li> <li>• <i>No modifications to this interchange have been made since the 2007 SP and SMA</i></li> </ul>
Marlboro Pike SP (2009)	<ul style="list-style-type: none"> <li>• <i>No recommendations specific to the study corridors</i></li> </ul>
Countywide MP of Transportation for Prince George's County (2009)	<ul style="list-style-type: none"> <li>• <i>Maximum eight to 12-lane divided roadway system for I-495 from the Montgomery County line to the Woodrow Wilson Bridge</i></li> <li>• <i>Minimum 300-foot right-of-way width for I-495</i></li> <li>• <i>Completion of the I-95/495 interchange at the Greenbelt Metrorail station</i></li> </ul>
Joint Base Andrews Naval Air Facility Washington Joint Land Use Study (2009)	<ul style="list-style-type: none"> <li>• <i>No recommendations specific to the study corridors</i></li> </ul>



Planning Document	Recommendations Related to the Study Corridors
Landover Gateway SP and SMA (2009)	<ul style="list-style-type: none"> <li>Widen I-495 to ten lanes as proposed in the MDOT SHA Capital Beltway Corridor Study</li> </ul>
Takoma-Langley Crossroads SP (2009)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
Approved MP and SMA for Subregion 1 (2010)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
Central US 1 Corridor SP (2010)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
Glenn Dale, Seabrook, Lanham and Vicinity MP and SMA (2010)	<ul style="list-style-type: none"> <li>Widen I-495 from eight to ten lanes between US 50 and Good Luck Road</li> <li>Minimum 300-foot right-of-way that could accommodate possible HOV lanes or transit applications</li> <li>Investigate reconfiguration or improvements to I-495 and MD 450/MD 564 interchange</li> <li>A feasibility study for a pedestrian bridge across the I-495 that could provide nonmotorized access to the New Carrollton Metro Station</li> </ul>
New Carrollton Transit District Development Plan (2010)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
Subregion 4 MP (2010)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
Central Branch Avenue Corridor Revitalization SP (2013)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
Greenbelt Metro Area and MD 193 Corridor SP and SMA (DDOZ) (2013)	<ul style="list-style-type: none"> <li>Full interchange movements from Greenbelt Metro Station to and from I-95/495</li> <li>The relocation of FBI Headquarters is currently being reevaluated by the US General Services Administration; therefore, the design of these roadway improvements is currently on hold</li> </ul>
Largo TC SP and SMA (DDOZ) (2013)	<ul style="list-style-type: none"> <li>Preservation for stormwater management the wooded area west of The Boulevard at the Capital Centre and east of I-95/I-495</li> </ul>
Preliminary Southern Green Line Station Area SP and SMA (2013)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
Subregion 6 MP (2013)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
Landover Metro Area and MD 202 Corridor SP and SMA (2014)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
College Park-Riverdale Park Transit District Development Plan (TDDP) and Transit District Overlay Zone (TDOZ) (2015)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
Plan 2035: Prince George’s Approved General Plan (2015)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>
Melwood-Old Marlboro Pike Revitalization Study (Underway)	<ul style="list-style-type: none"> <li>No recommendations specific to the study corridors</li> </ul>



Planning Document	Recommendations Related to the Study Corridors
<b>Regional</b>	
Metropolitan Washington Council of Governments Constrained Long-Range Plan Amendment Report (2016)	<ul style="list-style-type: none"> <li>• Major Highway Projects within the study corridors include:                             <ul style="list-style-type: none"> <li>○ I-95/I-495 - interchange at Greenbelt Metro Station, 2020 (\$220M)</li> <li>○ I-95/I-495 - Branch Avenue Metro access improvements, construct eight lanes, 2017 (\$128M)</li> <li>○ I-270 - interchange at Watkins Mill Rd Ext, 2018 (\$129M)</li> </ul> </li> </ul>
Metropolitan Washington Council of Governments FY2019-2024 Transportation Improvement Program (2018)	<ul style="list-style-type: none"> <li>• Major Highway Projects within the study corridors include:                             <ul style="list-style-type: none"> <li>○ I-495 and I-270 Traffic Relief Plan – TIP ID 6432, Total \$7.6 Billion, FY 2019-2024 Program \$129 Million, Complete 2025</li> </ul> </li> </ul>
National Capital Region Transportation Planning Board Vision2045 (2018)	<ul style="list-style-type: none"> <li>• I-95/I-495 component of Traffic Relief Plan in Montgomery and Prince George’s Counties to include two managed lanes in each direction, between Baltimore Washington Parkway and Virginia Stateline/Potomac River (Woodrow Wilson Bridge) (CLRP 1182)</li> <li>• I-270 component of Traffic Relief Plan in Montgomery County to include two managed lanes in each direction, between I-495 and I-70/US 40 (CLRP 1186)</li> </ul>

Various residential, mixed-use, commercial, and retail development projects are proposed within the Montgomery and Prince George’s County portions of the CEA Analysis Area. Development projects that have been approved by their respective County Planning Board but not yet constructed are considered “in the Pipeline” and are summarized below.

The most readily available GIS data from Montgomery County indicates that, as of January 2019, 73 Pipeline development projects are located in the Montgomery County portion of the CEA Analysis Area (M-NCPPC, 2019). The projects include 13 mixed-use developments, 33 residential developments, one school development, and 26 commercial, retail, and industrial developments. Combined, these Pipeline development projects would result in 5,722 new residential units and 18,634 new office, retail, and industrial jobs.

Maryland-National Capital Parks and Planning Commission (M-NCPPC) Prince George’s County Planning Department maintains a monthly report of development activity cases approved within the previous five years via the Development Activity Monitoring System (DAMS). To determine recent and proposed development within Prince George’s County, Detailed Site Plans (DSP) and Specific Design Plans (SDP) located within the CEA Analysis Area were identified using the online mapping program PGAtlas and verified via the DAMS report. Per the *Citizens Handbook: Planning, Zoning, and Development Review in Prince George’s County* (M-NCPPC Prince George’s County Planning Department, 2014) DSP and SDP “show the exact location and design of all buildings and structures, streets, parking lots, open spaces, landscaping, grading, and other physical features” for a project or a project phase; note that one project, or phases of a project, may have multiple DSP or SDP for various project elements, such as signage and landscaping. Once DSP and SDP are approved, a building permit can be issued. Most approved DSP in Prince George’s County are valid for three years, while SDP are valid for six years. For these reasons, DSP and SDP are used in this analysis as the types of Prince George’s County development activities that best



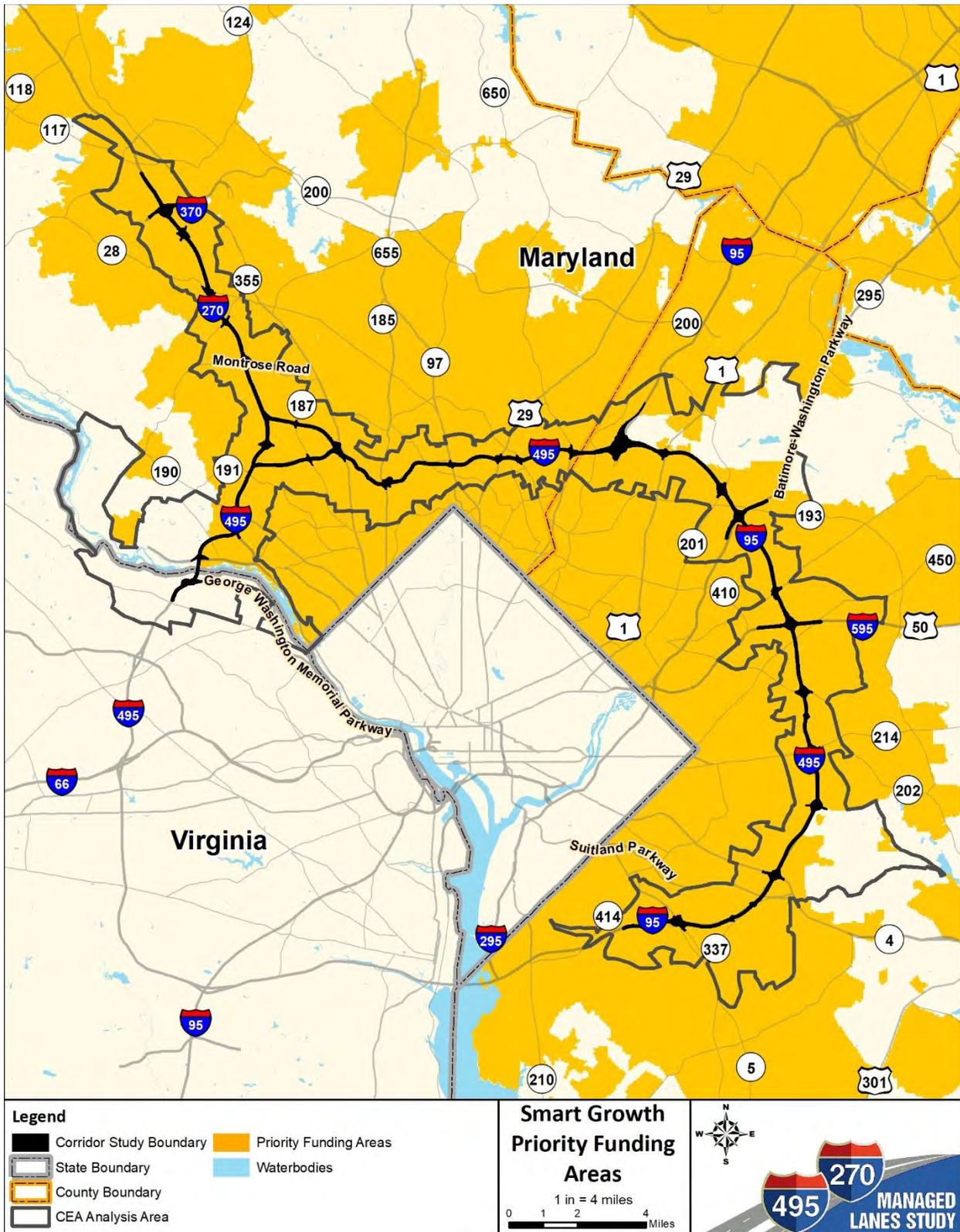
represent recent and “pipeline” development. Since February 2014, 201 DSP and SDP have been approved for 106 commercial, heavy and light industrial, mixed-use, planned industrial/employment park, and residential projects in the CEA Analysis Area; this includes 3,500 single-family units and 4,266 multifamily units.

Taken together, existing conditions along with the “pipeline” and approved development projects in Montgomery and Prince George’s Counties as prescribed in approved Comprehensive, Master, and Sector Plans, will further increase travel demand by the planning horizon year of 2040.

Maryland’s *Smart Growth Priority Funding Areas Act of 1997* (Smart Growth Act) directs Maryland state infrastructure funds to areas within or connecting with county-designated and state-certified Priority Funding Areas (PFAs). Growth-related projects include most State programs that encourage growth and development such as highways, sewer and water construction, economic development assistance, and State leases or construction of new office facilities. The Smart Growth Act legislatively designated certain areas as PFAs and established criteria for locally designated PFAs. Through Smart Growth, Maryland is committed to limiting sprawl development by directing funds where they can help to revitalize older neighborhoods, and redirect growth to already developed areas, saving the state’s farmland, open spaces, and natural resources. Smart growth makes efficient use of land, water, and air; creates a sense of community and place; expands transportation, employment, and housing choices; distributes the costs and benefits of development in an equitable manner; and promotes the public health (MD Department of Planning).

As shown in **Figure 3-3**, the vast majority of the CEA Analysis Area is within a Maryland Department of Planning-designated PFA. Small portions of the CEA Analysis Area in Potomac and Westphalia, plus the Beltsville Agricultural Research Center campus in Beltsville, fall outside of a PFA. However, as the I-495 and I-270 Managed Lanes Study proposed improvements would expand existing major regional corridors around which PFAs are designated, improvements within the CEA Analysis Area would be consistent with the Smart Growth Act.

Figure 3-3: Smart Growth Priority Funding Areas



Source: Maryland Department of Planning, <http://mdpgis.mdp.state.md.us/pfa/>



### 3.1.2 Environmental Consequences

Potential long-term impacts from the alternatives are described, herein, along with a description of the alternatives' consistency with Community Master Plans and other documents that guide land use, zoning, and development within the CEA Analysis Area. Any impacts to pending or approved developments are also identified. Descriptions of existing land use conversion to transportation right-of-way refers to physical changes in land use and should not be interpreted as a change in the official Zoning Code designation, which is subject to county and municipal regulations and not an element of the I-495 & I-270 Managed Lanes Study. For indirect and cumulative impacts from the Screened Alternatives on land use and development in the region, see the *Indirect and Cumulative Effects Technical Report (DEIS Appendix O)*.

#### A. The No Build Alternative

The No Build Alternative requires no right-of-way acquisition.

Because the No Build Alternative would not provide HOV or toll facilities on I-495 or I-270, it would not be consistent with the following Comprehensive, Master or Sector Plans that call for HOV or toll facilities on I-495 or I-270:

- Fairfax County Comprehensive Plan, 2017 Edition;
- Capital Beltway HOV Lane Project and Interchange at the Intersection of Randolph Road and Veirs Mill Road (Amendment to the MP of Highways in Montgomery County) (2004);
- Guiding the Future of the MD 355/I-270 Corridor (2008);
- Bladensburg-New Carrollton and Vicinity Technical Bulletin: Transportation (1994);
- Melwood-Westphalia Approved MP and SMA (1994);
- The Heights and Vicinity MP and SMA (2000);
- Henson Creek-South Potomac MP and SMA (2006); and the
- Glen Dale, Seabrook, Lanham and Vicinity MP and SMA (2010);
- Metropolitan Washington Council of Governments FY 2019-2024 Transportation Program (2018); and
- National Capital Region Transportation Planning Board Vision2045 (2018).

#### B. The Screened Alternatives

The Screened Alternatives would result in the conversion of existing land uses to right-of-way for transportation use across each of the seven land use types, including the alteration of transportation right-of-way from non-highway facilities (e.g. railway, county right-of-way, etc.) outside of the I-495 & I-270 highway footprint (**Table 3-2**). The conversion of land from its present use would be the result of construction of the Screened Alternatives, expanding the existing transportation right-of-way to adjacent properties to accommodate Screened Alternative improvements.



**Table 3-2: Land Use Converted to Transportation Right-of-Way**

Land Use	TOTAL LAND USE IN THE CEA ANALYSIS AREA	Alternative 5	Alternatives 8 and 9	Alternative 10	Alternative 13B	Alternative 13C
Transportation* (acres)	11,726	49.2	53.5	54.3	52.7	53.4
(% of land use type)	--	0.4 %	0.5 %	0.5 %	0.4 %	0.5 %
Residential (acres)	36,194	136.1	157.8	164.7	156.2	160.9
(% of land use type)	--	0.4 %	0.4 %	0.5 %	0.4 %	0.4 %
Planned Unit/Planned Community (acres)	1,215	11.3	11.9	12.6	11.5	12.1
(% of land use type)	--	0.9 %	1.0 %	1.0 %	0.9 %	1.0 %
Park/Open Space (acres)	16,103	53.9	59.0	60.8	57.7	58.7
(% of land use type)	--	0.3 %	0.4 %	0.4 %	0.4 %	0.4 %
Mixed-Use (acres)	4,294	38.2	43.2	47.2	41.9	45.7
(% of land use type)	--	0.9 %	1.0 %	1.1 %	1.0 %	1.1 %
Industrial (acres)	7,149	27.0	31.6	31.6	31.6	31.6
(% of land use type)	--	0.4 %	0.4 %	0.4 %	0.4 %	0.4 %
Commercial/Employment (acres)	2,041	14.8	16.9	17.3	16.7	17.0
(% of land use type)	--	0.7 %	0.8 %	0.8 %	0.8 %	0.8 %
<b>TOTAL CHANGE IN LAND USE (ACRES)</b>	<b>0</b>	<b>330.5</b>	<b>373.9</b>	<b>388.5</b>	<b>368.3</b>	<b>379.4</b>

Note: \*Transportation Land Use totals refer to transportation right-of-way outside of the existing I-495 & I-270 highway footprint.

The impacts to land use differ slightly under each Screened Alternative, with Alternative 5 being the least impactful to land use and Alternative 10 having the greatest impact on land use. Land use impacts for the Screened Alternatives are summarized below.

The most common land use conversion between the Screened Alternatives would be from residential land use to transportation right-of-way, which would impact between 136.1 and 164.7 acres, or 0.4 to 0.5 percent of the total residential lands within the CEA Analysis Area. The second most common land use conversion would be from park and open space land use to transportation right-of-way, which would be between 53.9 and 60.8 acres, or 0.3 to 0.4 percent of the total park and open space within the CEA Analysis Area.

With the exception of 29 to 38 full property acquisitions (depending on the Screened Alternative), the land use conversions under the Screened Alternatives would primarily consist of partial property acquisitions, which are mostly strips of land from undeveloped areas or areas of landscaping and trees along the existing I-495 and I-270 transportation corridors. The Screened Alternatives would not substantially affect the overall land use within the CEA Analysis Area. As demonstrated in **Table 3-2**, one percent or less of each land use type would be impacted by the Screened Alternatives. The extent, pace, and location of development within the CEA Analysis Area would be influenced and controlled by the respective county land development policies and plans. The proposed improvements would accommodate future planned growth within the CEA Analysis Area; however, future growth is not dependent on these improvements.



The land use conversion would impact a small portion of undeveloped riparian buffer, located immediately outside of the Census Bureau designated urbanized area. This riparian buffer for Indian Creek is not active farm area, nor does it provide farm-oriented services. As with other areas, impacts would be limited acquisitions of right-of-way along the existing I-495 roadway. Additional consultation with US Department of Agricultural Natural Resource Conservation Service (NRCS) is required to determine if a Farmland Conversion Impact Rating for Corridor Type Projects, Form NRCS-CPA-106 is obligatory for this project; however, it is not anticipated that the site would meet USDA-NRCS's criteria requiring further consideration for protection under the FPPA. Other than parklands discussed in the **Draft Section 4(f) Evaluation (DEIS Appendix F)** and in **Chapter 3, Section 5.1**, areas subject to conservation or protection under state and local land use and zoning designations would not be impacted by the Screened Alternatives.

The Screened Alternative improvements would be compatible with planned and approved future development in Montgomery and Prince George's Counties, including those identified in **Chapter 3, Section 1.1**, by providing additional roadway capacity to accommodate existing traffic and long-term traffic growth as well as travel choices for enhanced trip reliability and the improved movement of goods and services, consistent with the Study's Purpose and Need. Improvements would continue to make the area desirable for business and residential development. The assumed right-of-way for each of the Screened Alternatives would be adjacent to the existing I-495 and I-270 alignments and within the 300-foot right-of-way of I-495 and I-270 as recommended in multiple planning documents (**Table 3-1**).

Further, the Screened Alternatives would be consistent with Comprehensive, Master or Sector Plans that call for HOV or toll facilities on I-495, referenced in **Chapter 3, Section 1.1**.

It is assumed that any locally approved pipeline developments and land uses would continue, as planned; however, the Screened Alternatives would, to varying degrees, support proposed and approved developments by meeting the Study's Purpose and Need as described in **Chapter 1, Section 3**.

## 3.2 Population and Demographics

### 3.2.1 Existing Conditions

The CEA Analysis Area population presented is based on data from the US Census, ACS Five-Year Estimates, 2012-2016. Population data is presented per CEA Analysis Area block group within their representative community for comparison alongside state and county data. The CEA Analysis Area population is further described by demographic data to include: age, sex, households with disabilities, race, ethnicity, national origin, and household income distribution using data from the US Census, ACS Five-Year Estimates, 2012-2016. Like the population overview, demographic data is presented for comparison with state and county existing conditions. Where appropriate, maps are provided that illustrate relevant patterns and/or concentrations of demographic characteristics within the CEA Analysis Area. The text discussion references relevant patterns and/or concentrations by community, noting specific block groups with outlier data where appropriate. Demographic data is also presented for individual CEA Analysis Area Communities in **Chapter 5/Appendix C**.



## A. Population

**Table 3-3** shows historic trends and projections for the population of Fairfax, Montgomery, and Prince George’s Counties, as well as the State of Maryland. Over the twenty-year period between 1990 and 2010, Fairfax County saw the greatest increase in population growth, with its population increasing by 32 percent. During the same period, Montgomery County’s population grew by 28 percent, Prince George’s County’s population grew by 19 percent, and Maryland’s population grew by 21 percent. Through 2040 population growth in Fairfax County is projected to grow by 25 percent compared to projected growth in Montgomery County at 23 percent, Prince George’s County at 14 percent, and Maryland at 18 percent.

**Table 3-3: Historic and Projected Regional Population in the CEA Analysis Area**

Geography	1990	2000	2010	2040	Percent Change 1990–2010	Percent Change 2010–2040
Fairfax County	818,600	969,700	1,081,700	1,351,400	+32%	+25%
Montgomery County	757,027	873,341	971,777	1,197,150	+28%	+23%
Prince George’s County	728,553	801,515	863,420	982,400	+19%	+14%
Maryland	4,780,753	5,296,486	5,773,552	6,834,500	+21%	+18%

*Source: Maryland Department of Planning, “Historical and Projected Total Population for Maryland’s Jurisdictions,” August 2017 and County of Fairfax, Virginia, “Demographic Reports 2017.”*

The CEA Analysis Area is in the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area. The total population of the CEA Analysis Area is 320,162 people. Of this total, approximately 54 percent reside in Montgomery County, 44 percent in Prince George’s County, and two percent in Fairfax County. At nine percent each, the Gaithersburg and North Bethesda CEA Analysis Area Communities contain the largest shares of the CEA Analysis Area total residents, followed by the Rockville and Greenbelt CEA Analysis Area Communities, each at eight percent of the total CEA Analysis Area total. The Kemp Mill, Landover Hills, and Morningside CEA Analysis Area Communities contain the smallest shares of the CEA Analysis Area total residents, with each at less than one percent. Population density within the CEA Analysis Area (**Figure 3-4**) mirrors the density of residential development.

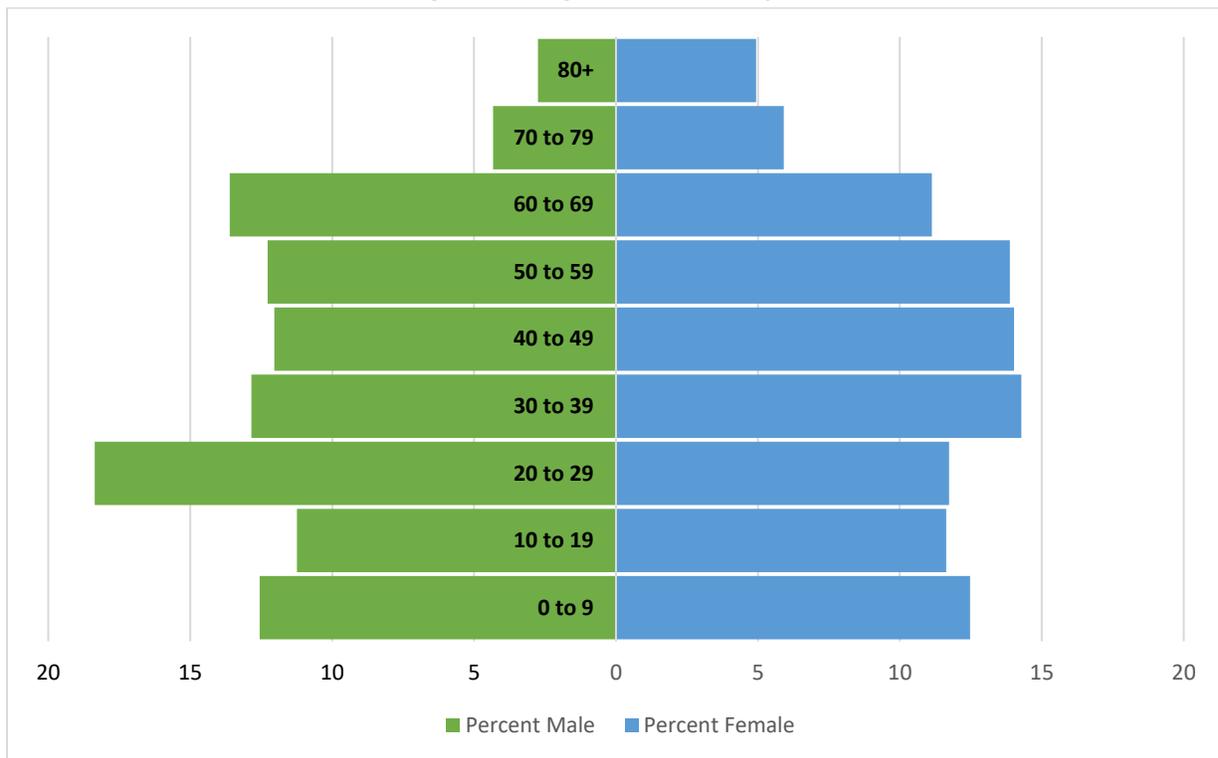




**B. Age and Sex Characteristics**

Section 162 (a) of the *Federal-Aid Highway Act of 1973* (23 USC 324) provides protection against gender-based discrimination while *The Age Discrimination Act of 1975* prohibits discrimination on the basis of age. The distribution of male and female individuals across age cohorts for the CEA Analysis Area is shown in **Figure 3-5**. The distribution of male and female individuals is similar across all ages, except for the 20 to 29 cohort, which skews male by six percentage points. At 15 percent of the population, the 20 to 29 cohort is the largest age group in the CEA Analysis Area, followed by the 30 to 39 cohort, which comprises 14 percent of the CEA Analysis Area population. Individuals aged 80 and over make up nine percent, or the smallest portion of the CEA Analysis Area.

**Figure 3-5: Age Distribution by Sex**



*Note: Age distribution is shown as a percentage*  
*Source: 2012–2016 American Community Survey 5–Year Estimates*

**C. Disability Characteristics**

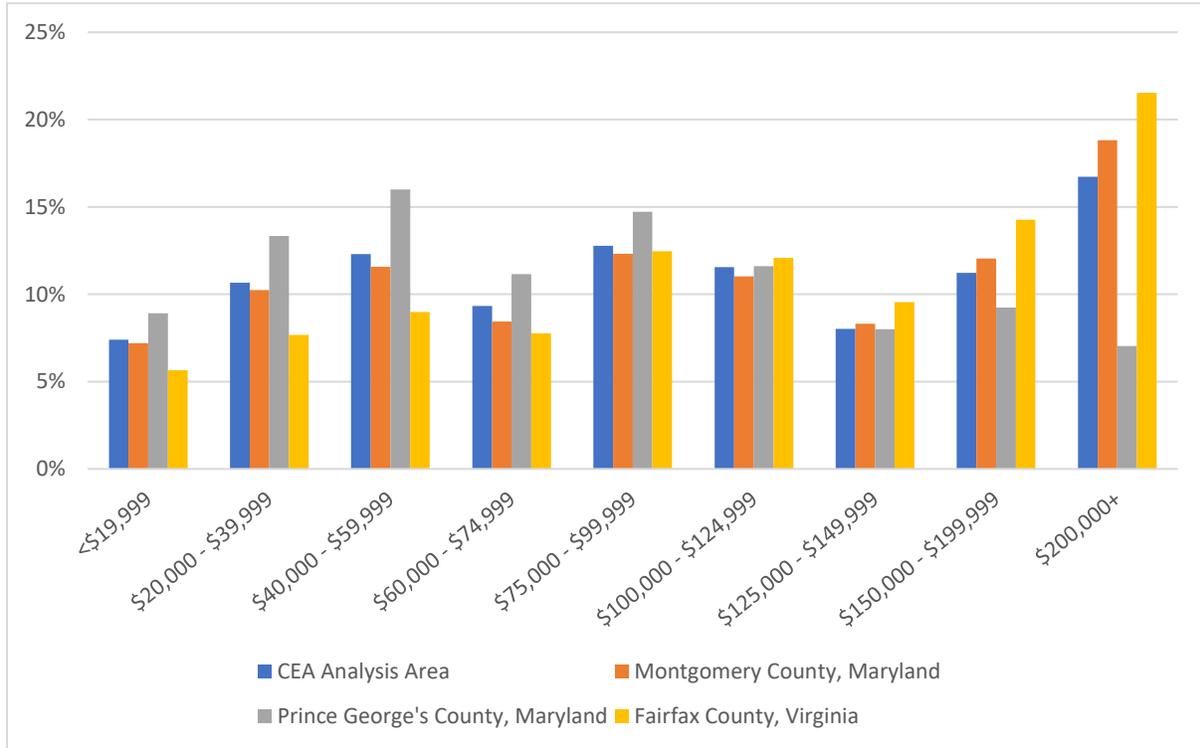
Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 provides disabled individuals equal opportunities to participate in and have access to federal programs, benefits and services. Eighteen percent of the 116,259 households in the CEA Analysis Area include one or more persons with a disability. This proportion is like those for Montgomery County (17 percent) and Prince George’s County (20 percent); it is slightly less than that of Maryland (22 percent) and slightly more than that of Fairfax County (15 percent). The number of households with one or more persons with a disability ranges from zero to 426 among the CEA Analysis Area block groups.



D. Household Income

The ACS Five-Year Estimates calculated the number of households in a geography that fall within an annual income range. **Figure 3-6** shows the number of households within the annual income range for the CEA Analysis Area, Montgomery County, Prince George’s County, and Fairfax County. Note that the income ranges provided by the ACS were not evenly divided for each range.

**Figure 3-6: Household Income**



Source: 2012–2016 American Community Survey Five-Year Estimates

Seventeen percent of CEA Analysis Area households—the majority—earned \$200,000 or more in annual income, followed by 13 percent of households earning \$75,000 to \$99,999 in annual income. The smallest proportion of the CEA Analysis Area households, seven percent, earned \$19,999 or less in annual income. Additional information on low-income households as they relate to the identification of potential Environmental Justice populations is provided in **Table 4-3**.

E. Race and Ethnicity Characteristics

The breakdown of race and ethnicity characteristics for the CEA Analysis Area population are shown in **Figure 3-7**. The detailed race and ethnicity characteristics for the counties of Fairfax, Montgomery, and Prince George’s as well as each block group within the CEA Analysis Area are provided in **Table 4-2**. Montgomery County, with a total minority race and ethnicity population<sup>11</sup> of 54 percent, and Prince George’s County, with a total minority race and ethnicity population of 86 percent, represent diverse populations compared to Maryland as a whole, which has a minority race and ethnicity population of 48

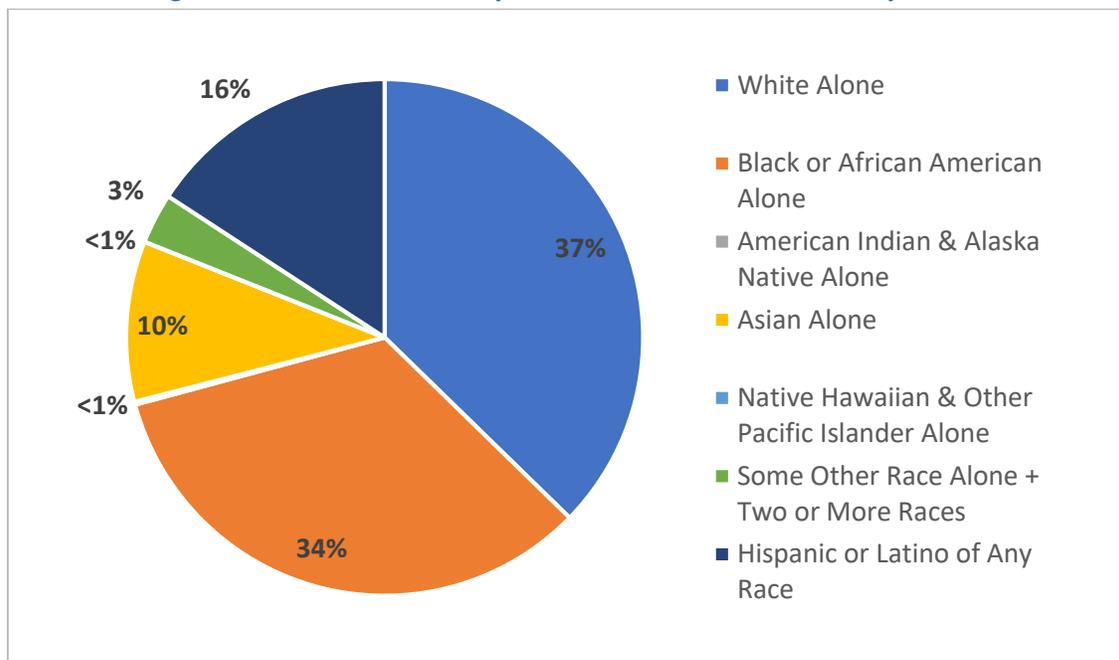
<sup>11</sup> Total Minority Race and/or Ethnicity Population is the sum of persons self-identifying as Black or African American Alone, Hispanic or Latino (regardless of race), Asian American Alone, American Indian and Alaskan Native Alone, Native Hawaiian or other Pacific Islander Alone, Some Other Race Alone, and two or more races.



percent. This diversity is reflected in the CEA Analysis Area demographics, where 63 percent of the population identifies as a minority race or ethnicity.

One-third (34 percent) of the CEA Analysis Area population identified as Black or African American alone, and slightly more than one-third (37 percent) identified as White alone. Sixteen percent of the population identified as Hispanic or Latino of any race, while ten percent identified as Asian alone. Three percent of the population identified as either some other race alone or more than one race. Less than one percent of the CEA Analysis Area population identified as American Indian and Alaska Native alone (597 persons) or Native Hawaiian and other Pacific Islander alone (29 persons).

**Figure 3-7: Race and Ethnicity Characteristics of the CEA Analysis Area**



Source: 2012–2016 American Community Survey Five-Year Estimates

Fairfax County, Virginia and the State of Maryland have similar population percentages that identify as white alone, 52 and 53 percent, respectively. The total percentage of individuals identifying as of minority race and/or ethnicity in each of these geographies is 48 percent. This is almost twice as high as the percentage of the Fairfax County portion of the CEA Analysis Area who identify as of minority race and/or ethnicity (28 percent). In Montgomery County 46 percent of the population identifies as white alone, while 54 percent of the total population identifies as of minority race and/or ethnicity; this is higher than the composition within the Montgomery County portion of the CEA Analysis Area, where 45 percent of the population identifies as of minority race and/or ethnicity. Prince George’s County exhibits the greatest population of individuals identifying as of minority race and/or ethnicity at 86 percent of the population, while 14 percent of the population identifies as white alone; this is the same composition as within the Prince George’s County portion of the CEA Analysis Area, where 86 percent of the population also identifies as of minority race and/or ethnicity.



Throughout the entire CEA Analysis Area, 37 percent of the population identifies as white alone and 63 percent of the populations identifies as of minority race and/or ethnicity; this includes 33 percent of population that identifies as Black or African American and 16 percent of the population that identifies as Hispanic or Latino, regardless of race. Of the 199 CEA Analysis Area block groups, 107 block groups contain minority race and/or ethnicity percentages greater than 50 percent: none of these were identified in the Fairfax County, Virginia portion of the CEA Analysis Area; 31 were identified within the Montgomery County, Maryland portion of the CEA Analysis Area; and 76 were identified in the Prince George's County, Maryland portion of the CEA Analysis Area. The portion of the CEA Analysis Area Additional detail on race and ethnicity characteristics as they relate to the identification of potential Environmental Justice populations is found in **Chapter 4, Section 2.1**.

### 3.2.2 Environmental Consequences

Impacts to the CEA Analysis Area population and demographics were assessed in terms of potential impact to the overall composition of these resources throughout the CEA Analysis Area. Potential impacts include relocations, as well as increased or decreased development within the CEA Analysis Area that may result in change to population or demographic composition. The potential for impacts to population and demographics within specific communities are presented for No Build and Screened Alternatives by CEA Analysis Area Community provided in **Chapter 5/Appendix C**. For indirect and cumulative impacts from the Screened Alternatives on the regional population, see the *Indirect and Cumulative Effects Technical Report (DEIS Appendix O)*.

#### A. The No Build Alternative

The No Build Alternative would have no impact on population or demographics within the CEA Analysis Area. However, regardless of improvements within the study corridors the regional population is projected to experience significant growth over the 30-year period between 2010 and 2040. The total population of Fairfax County is expected to increase by 25 percent; the total population of Montgomery County is expected to increase by 23 percent; and the total population of Prince George's County is expected to increase by 14 percent (**Table 3-3**). The resultant increased congestion and a lack of mobility options may contribute to a reduction in the planned growth for the CEA Analysis Area.

#### B. The Screened Alternatives

It is anticipated that the alternatives would have negligible impact on the general population or demographics within the CEA Analysis Area. The potential residential relocations that would occur because of the Screened Alternatives would be relocated in accordance with federal and/or state requirements. The potential residential relocations and number of residents that would be relocated resulting from implementation of any of the Screened Alternatives would be a small proportion of the overall CEA Analysis Area population and, therefore, impacts to population or demographics would be minimal. Information on potential residential relocations under the Screened Alternatives is provided in **Chapter 3, Section 6.2**.

By providing additional roadway capacity through managed lanes, the Screened Alternatives, to varying degrees, would accommodate increased traffic attributed to the projected regional population growth over the 30-year period between 2010 and 2040 (**Table 3-3**). Increased capacity and mobility would help in-turn support economic growth by maintaining the ability for residents and through travelers to access and patronize local businesses, consistent with planned and approved development. The maintained



function of I-495 and I-270 and access to travel choices and enhanced trip reliability would maintain the areas desirability for future development, in accordance with planned growth and area master plans. While the Screened Alternatives would have minor changes to population due to between 25 to 34 residential relocations in the Forest Glen, Four Corners, Glenarden, Silver Spring, and South Kensington CEA Analysis Area Communities (depending on the Screened Alternative), the effect on the CEA Analysis Area total population demographics would be negligible. The Screened Alternatives would support continued growth within the area, consistent with approved master plans and population growth projections.

### 3.3 Economic, Employment, and Commuting Characteristics

#### 3.3.1 Existing Conditions

##### A. Employment and Economic Characteristics

The CEA Analysis Area is home to 166,428 persons over 16 years of age who are employed in the civilian sector, plus 1,799 persons employed in the Armed Forces (US Census Bureau, 2018). Consistent with US Census data *workers*, as presented here, refers to the CEA Analysis Area population employed in the civilian sector only, unless otherwise specified. Workers can be characterized by *occupation*, which refers to “the kind of work a person does to earn a living” (US Census Bureau, 2018). **Figure 3-8** reveals that 21 percent of CEA Analysis Area residents are employed in management, business and financial occupations. Sales and office occupations, as well as administrative support occupations, employ 19 percent of CEA Analysis Area residents. The remaining occupations each employ less than ten percent of CEA Analysis Area residents.

**Figure 3-8 : Occupations of Employed CEA Analysis Area Residents**



Source: American Community Survey Five-Year Estimates (2012-2016)

In addition to employment characteristics of CEA Analysis Area residents, the CEA Analysis Area can be described by its contributions to the regional economy. No major employers were identified within the Fairfax County portion of the CEA Analysis Area. The employers in **Table 3-4** were identified by the Montgomery County Department of Economic Development, the Prince George’s County Economic Development Corporation, and the Maryland Department of Commerce as the top 30 largest (“major”) institutions and companies in the respective counties. Generally, “major” refers to those institutions and companies with approximately 700-plus employees as identified by the Prince George’s County Economic Development Corporation, Montgomery County Department of Economic Development, and Maryland Department of Commerce (2015); excluding state and local governments and post offices. *Guiding the Future of the MD 355/I-270 Corridor* (2008), describes the I-270 corridor in Montgomery County as an

internationally recognized biotechnology industry cluster. These industry clusters have key institutions in the CEA Analysis Area, including the employers listed in **Table 3-4**. The plan *Economic Drivers and Catalysts: A Targeted Economic Development Strategy for Prince George's County* (Prince George's County Council, 2013), identifies industry clusters that have a strong, interconnected presence in the county such as federal government and business services.

**Table 3-4: Major Montgomery County and Prince George's County Employers in CEA Analysis Area**

Company	Number of Location(s) in CEA Analysis Area Communities	Total Number Employed at Company Throughout Montgomery and Prince George's County
Adelphi Laboratory Center (US Army Research Laboratory) *	1 location in Hillandale	1,200
Adventist HealthCare	7 locations in Gaithersburg (5 located at one campus) 1 location in North Bethesda 1 location in Rockville	4,290
Capital One	1 location in Beltsville 2 locations in Greenbelt 1 location in Rockville	999
Financial Industry Regulatory Authority (FINRA)	1 location in Gaithersburg	1,370
Government Employees Insurance (GEICO)	1 location in Rockville	2,270
Giant Food	1 location in Chevy Chase 1 location in Gaithersburg 1 location in Glenarden 1 location in Greenbelt 1 location in North Bethesda 1 location in Potomac	3,000
Holy Cross Hospital	1 location in Forest Glen	3,900
Home Depot	1 location in College Park 1 location in Forestville 1 location in Mitchellville	1,184
Hughes Network Systems	1 location in Rockville	1,300
IBM	1 location in North Bethesda	1,500
Joint Base Andrews*	1 location in Joint Base Andrews	17,500
Kaiser Foundation Health Plan	1 location in North Bethesda	2,640
Lockheed Martin	1 location in North Bethesda	4,690
Lowe's	1 location in New Carrollton	925
Marriott International	1 location in Bethesda 3 locations in Gaithersburg 1 location in Greenbelt 2 locations in North Bethesda	5,500



Company	Number of Location(s) in CEA Analysis Area Communities	Total Number Employed at Company Throughout Montgomery and Prince George’s County
McDonald’s	1 location in Beltsville 1 location in Camp Springs 2 locations in Forestville 1 location in Lake Arbor 1 location in Lanham 1 location in Marlow Heights	999
MedImmune	1 location in Gaithersburg	2,290
Montgomery College	1 location in Gaithersburg	2,850
National Aeronautics and Space Administration (NASA): Goddard Space Flight Center*	1 location in Greenbelt	3,397
National Institute of Standards and Technology (NIST)*	1 location in Gaithersburg	2,730
National Institutes of Health (NIH)*	1 location in Bethesda	17,300
Naval Support Activity Bethesda*	1 location in Bethesda	11,690
Naval Surface Warfare Center*	1 location in Potomac	1,580
Safeway	1 location Four Corners 1 location in Greenbelt 1 location in Hillandale 2 locations in Rockville	1,450
Shoppers Food Warehouse	1 location College Park 1 location in Forestville 1 location in Lake Arbor 1 location in Mitchellville 1 location in New Carrollton	1,975
Target	1 location in Forestville 1 location in Gaithersburg 1 location in Greenbelt 1 location in Mitchellville	1,460
The Henry M. Jackson Foundation for the Advancement of Military Medicine	1 location in North Bethesda	1,780
US Internal Revenue Service (IRS)*	1 location in Glenarden	5,539
United Parcel Service (UPS)	1 location in Beltsville 2 locations in Glenarden	4,220



Company	Number of Location(s) in CEA Analysis Area Communities	Total Number Employed at Company Throughout Montgomery and Prince George’s County
University System of Maryland	2 locations in College Park 1 location in Lake Arbor	18,726
US Department of Agriculture (USDA)*	2 locations in Beltsville	1,850
US Food and Drug Administration (FDA) *	1 location in Greenbelt 1 location in Hillandale	13,130
Verizon	1 location in Beltsville 2 locations in Forestville 1 location in Gaithersburg 1 location in Lanham 1 location in North Bethesda 1 location in Potomac 1 location in Rockville	2,870
Westat	1 location in Rockville	2,280

Note: Excludes post offices, state and local governments.

\*Employee counts for federal and military facilities exclude contractors to the extent possible; embedded contractors may be included.

Sources: Montgomery County Department of Economic Development and Maryland Department of Commerce, October 2015; Prince George’s County Economic Development Corporation and Maryland Department of Commerce, October 2015.

Of the major employers in both Montgomery County and Prince George’s County, 34 employers have 88 company locations in the CEA Analysis Area. The federal government industry cluster is represented in the CEA Analysis Area by several key institutions, such as the Adelphi Laboratory Center (US Army Research Laboratory); Joint Base Andrews; National Aeronautics and Space Administration (NASA) Goddard Space Flight Center; National Institute of Standards and Technology (NIST); National Institutes of Health (NIH); Naval Support Activity Bethesda; Naval Surface Warfare Center; US Internal Revenue Service (IRS); US Department of Agriculture (USDA); and the US Food and Drug Administration (FDA). MedImmune, Shady Grove Adventist Hospital (part of Adventist HealthCare), plus non-major employers Human Genome Sciences and Otsuka America Pharmaceutical all contribute to the biotechnology cluster in the CEA Analysis Area (MCDOT, 2013). Several of the remaining major employers in **Table 3-4**, including Capital One; GEICO; IBM; Kaiser Foundation Health Plan; and Westat support the business services industry cluster.

**B. Commuting Characteristics**

American Community Survey (ACS) Five-Year Estimates (2012–2016) were reviewed to obtain information on the means of transportation to work. This data for the CEA Analysis Area is summarized in **Table 3-5**. Of the geographies displayed in **Table 3-5**, Maryland represents the largest proportion of commuters who drive alone (74 percent) to and from work, while the CEA Analysis Area represents the smallest proportion of commuters who drive alone to and from work (65 percent). Sixty-six (66) percent of both Montgomery County commuters and Prince George’s County commuters drive alone to and from work.

**Table 3-5: Means of Transportation to Work**

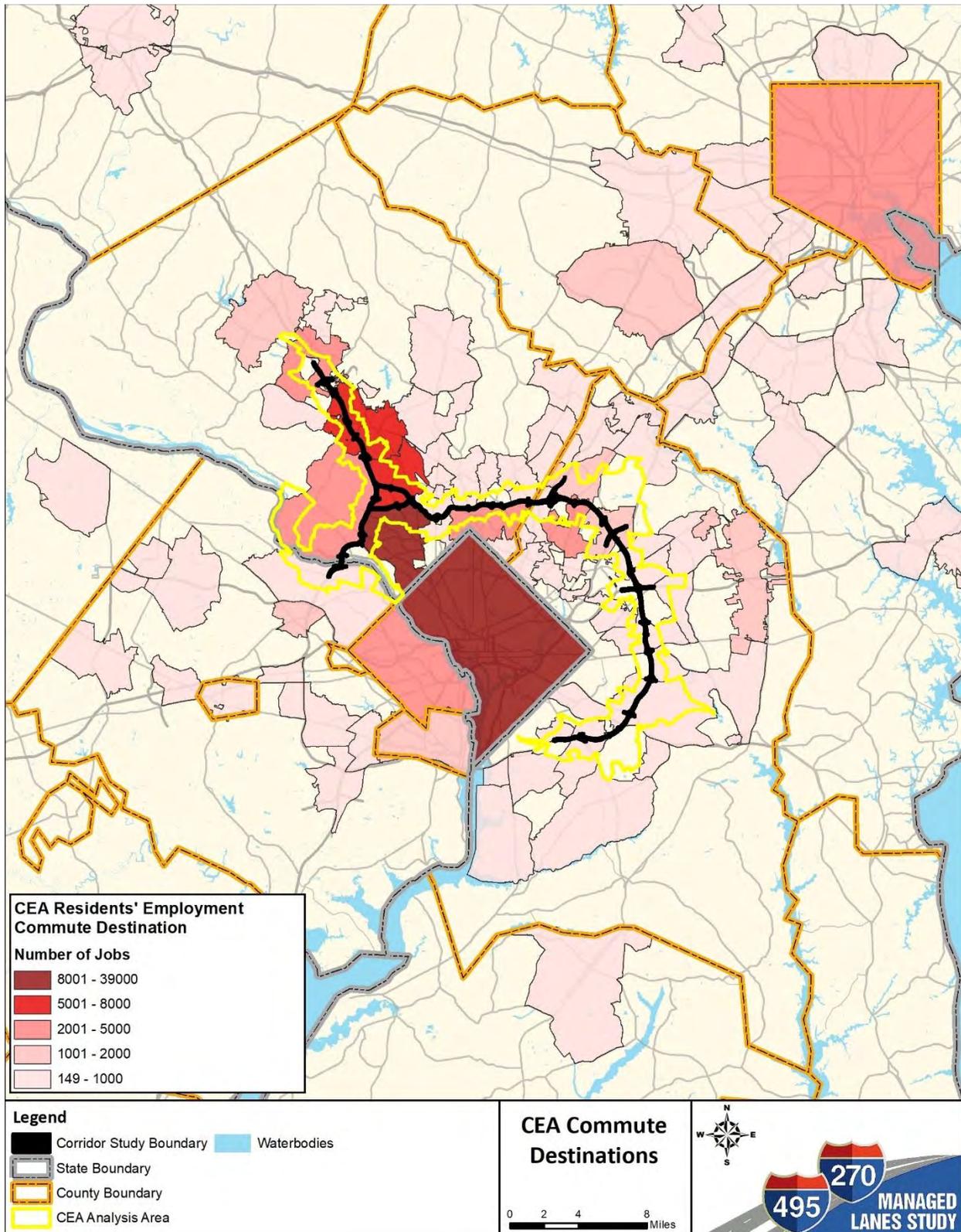
Geographic Unit	Car, Truck, Van, or Motorcycle: Drove Alone	Car, Truck, Van: Carpooled	Public Transportation*	Bicycle, Walked, or Other Means	Worked at Home
Fairfax County, Virginia	71%	10%	10%	3%	6%
Montgomery County, Maryland	66%	10%	16%	3%	6%
Prince George's County, Maryland	66%	12%	17%	3%	3%
Maryland	74%	9%	9%	3%	4%
<b>CEA Analysis Area</b>	<b>65%</b>	<b>10%</b>	<b>16%</b>	<b>3%</b>	<b>5%</b>

\* Includes bus, trolley bus, streetcar, trolley car, subway, railroad, ferryboat, and taxicab.

Source: American Community Survey Five-Year Estimates (2012-2016)

Longitudinal Employer-Household Dynamics (LEHD) data from the US Census Bureau was collected to describe where CEA Analysis Area commuters traveled to and from for work. LEHD data is used to characterize workforce dynamics for specific geographic locations. One of these data products, LEHD Origin-Destination Employment Statistics (LODES), provides details on home and employment destinations for residents and workers at the block group-level (US Census Bureau Center for Economic Studies, 2018). LODES data from 2015, the most recent year available, was used to identify the home and employment destinations to which residents and workers in the CEA Analysis Area commute. The top 100 employment destinations for workers living in the CEA Analysis Area is shown in **Figure 3-9** and the associated top 30 employment destinations for workers living in the CEA Analysis Area are listed in **Table 3-6**. The top 100 home destinations for workers employed in the CEA Analysis Area is shown in **Figure 3-10** and the associated top 30 home destinations for workers employed in the CEA Analysis Area are listed in **Table 3-7**.

**Figure 3-9: CEA Analysis Area Residents' Top 100 Employment Destinations**



Source: US Census Bureau, Center for Economic Studies, OnTheMap (<https://onthemap.ces.census.gov>)

**Table 3-6: Top 30 Employment Destinations for Workers Who Live in the CEA Analysis Area**

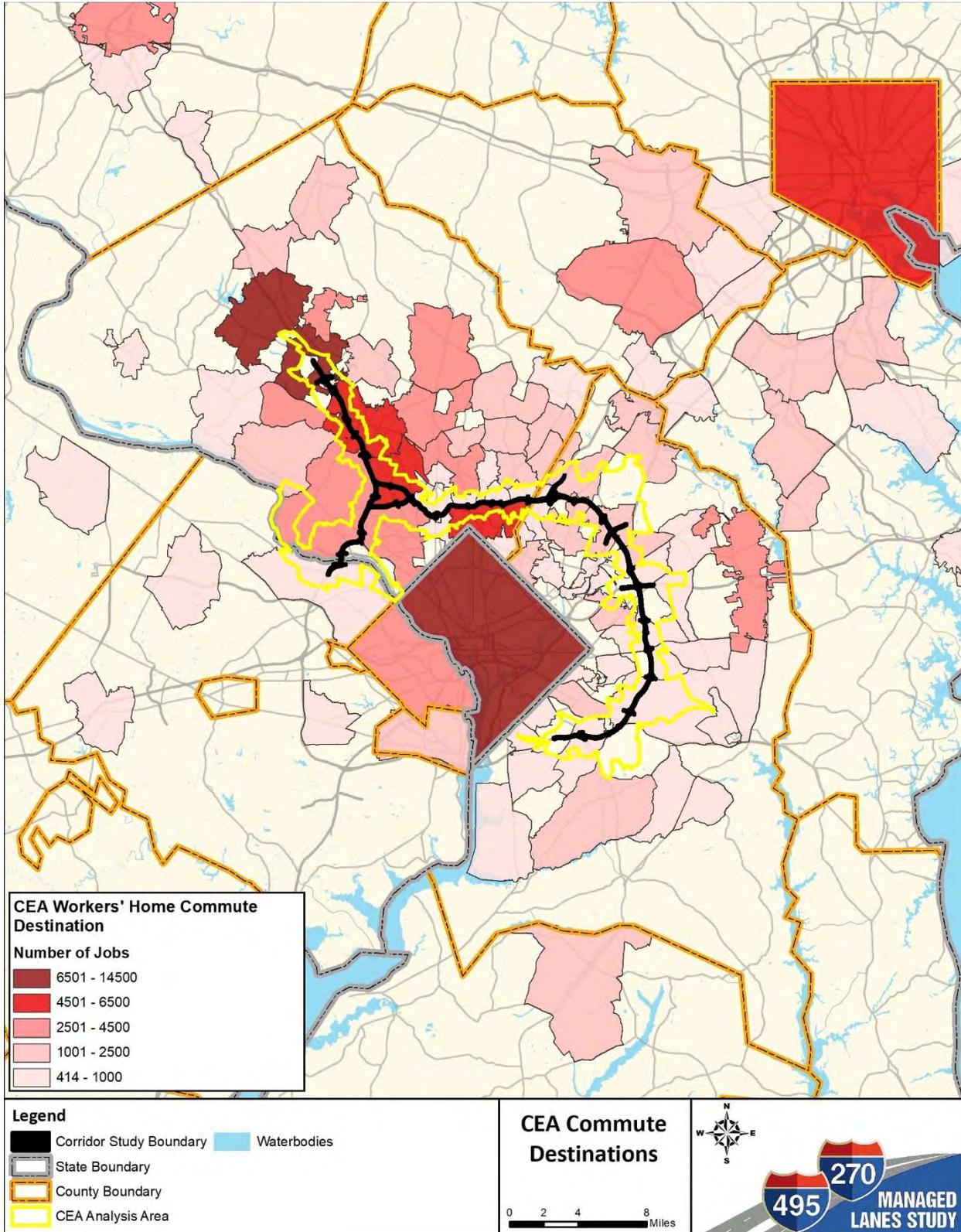
Employment Destination	Number of Worker-Jobs	Share	Employment Destination	Number of Worker-Jobs	Share
Washington, DC	38,085	26.0%	Germantown CDP, MD	1,346	0.9%
Bethesda CDP, MD	8,857	6.0%	City of Bowie, MD	1,014	0.7%
City of Rockville, MD	7,365	5.0%	Calverton CDP, MD	994	0.7%
North Bethesda CDP, MD	5,369	3.7%	Wheaton CDP, MD	937	0.6%
City of Gaithersburg, MD	3,535	2.4%	Reston CDP, VA	831	0.6%
Arlington CDP, VA	3,523	2.4%	City of Hyattsville, MD	814	0.6%
Potomac CDP, MD	3,286	2.2%	City of Laurel, MD	772	0.5%
City of College Park, MD	3,279	2.2%	Melwood CDP, MD	747	0.5%
Silver Spring CDP, MD	3,207	2.2%	Konterra CDP, MD	744	0.5%
City of Baltimore, MD	2,991	2.0%	Landover CDP, MD	677	0.5%
Columbia CDP, MD	1,941	1.3%	Forest Glen CDP, MD	652	0.4%
Tysons Corner CDP, VA	1,932	1.3%	Lake Arbor CDP, MD	637	0.4%
Beltsville CDP, MD	1,761	1.2%	Parole CDP, MD	612	0.4%
City of Alexandria, VA	1,665	1.1%	Seabrook CDP, MD	592	0.4%
City of Greenbelt, MD	1,551	1.1%	Clinton CDP, MD	573	0.4%

Source: US Census Bureau, Center for Economic Studies, OnTheMap (<https://onthemap.ces.census.gov>)

As shown in **Figure 3-9** and summarized in **Table 3-6**, the primary employment destinations for workers living in the CEA Analysis Area are densely clustered around I-495 and I-270. Of the 146,642 employed residents living in the CEA Analysis Area<sup>12</sup>, the largest share (26 percent) commute to work in Washington, DC. The second largest share (six percent) and third largest share (five percent) commute to work in Bethesda CDP and the City of Rockville, respectively. The size of the shares associated with the employment destinations indicate that the dense urban core of Washington, DC and the communities immediately surrounding DC are the central location of employment opportunities for those living in the CEA Analysis Area and the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area. The CEA Analysis Area CDPs and municipalities account for 13 of the top 30 employment destinations.

<sup>12</sup> The number of employed residents in the CEA Analysis Area based on LEHD Origin-Destination Employment Statistics (LODES) data is different from the number of persons over 16 years-of-age who are employed in the civilian sector based on American Community Survey Five-Year Estimates (2012-2016) data. Numbers from both ACS and LODES are derived from separate US Census Bureau programs and are valid in the various contexts of this Technical Report.

**Figure 3-10: CEA Analysis Area Workers' Top 100 Home Destinations**



Source: US Census Bureau, Center for Economic Studies, OnTheMap (<https://onthemap.ces.census.gov>)

**Table 3-7: Top 30 Home Destinations for Workers Employed in the CEA Analysis Area**

Home Destination	Number of Worker-Jobs	Share	Home Destination	Number of Worker-Jobs	Share
Washington, DC	14,151	5.7%	North Potomac CDP, MD	3,046	1.2%
Germantown CDP, MD	9,333	3.7%	Arlington CDP, VA	2,963	1.2%
City of Gaithersburg, MD	6,570	2.6%	City of Frederick, MD	2,715	1.1%
City of Rockville, MD	6,447	2.6%	Waldorf CDP, MD	2,399	1.0%
Silver Spring CDP, MD	5,224	2.1%	Ellicott City CDP, MD	2,121	0.8%
North Bethesda CDP, MD	4,814	1.9%	Fairland CDP, MD	2,008	0.8%
City of Baltimore, MD	4,641	1.9%	City of Greenbelt, MD	1,943	0.8%
Bethesda CDP, MD	4,356	1.7%	South Laurel CDP, MD	1,850	0.7%
Aspen Hill CDP, MD	4,275	1.7%	Clinton CDP, MD	1,791	0.7%
Potomac CDP, MD	3,961	1.6%	Clarksburg CDP, MD	1,767	0.7%
Columbia CDP, MD	3,863	1.5%	City of Laurel, MD	1,759	0.7%
Wheaton CDP, MD	3,593	1.4%	Chillum CDP, MD	1,601	0.6%
Olney CDP, MD	3,558	1.4%	Redland CDP, MD	1,576	0.6%
City of Bowie, MD	3,455	1.4%	Seabrook CDP, MD	1,518	0.6%
Montgomery Village CDP, MD	3,115	1.2%	Beltsville CDP, MD	1,443	0.6%

Source: US Census Bureau, Center for Economic Studies, OnTheMap ([onthemap.ces.census.gov](http://onthemap.ces.census.gov))

As shown in **Figure 3-10** and summarized in **Table 3-7**, the primary home destinations for workers employed in the CEA Analysis Area are also clustered around I-495 and I-270, although less densely than the employment destinations. Each of these top destinations is located within or adjacent to the study corridors and are likely accessed using I-495 and I-270. Of the 250,397 workers employed in the CEA Analysis Area,<sup>13</sup> the largest share (six percent) commute home to Washington, DC, while the second largest share (four percent) and third largest share (three percent) commute home to Germantown CDP and the City of Gaithersburg, respectively. The smaller shares associated with each home destination indicate that, in general, workers live in more decentralized locations throughout the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area. The CEA Analysis Area CDPs and municipalities account for nine of the top 30 home destinations.

### C. Tax Base

Real and Personal Property Tax is the largest single source of revenue for county governments within the CEA Analysis Area. The tax rates for Fairfax, Montgomery, and Prince George's Counties are summarized below (**Table 3-8**). Fairfax County acquires 79.5 percent of its revenue through property tax, Montgomery County acquires 49.0 percent of its revenue through property tax, and Prince George's County acquires 51.6 percent of its revenue through property tax.

<sup>13</sup> See footnote #6, above.



**Table 3-8: Local Property Tax Rates and Revenue**

CEA Analysis Area Locality	FY 2018 Real Property Tax Rates (per \$100 assessed value)	FY 2018 County Property (Real and Personal) Tax Revenues (\$ Million)
Fairfax County	\$1.1300	\$598.0
Montgomery County	\$1.0013	\$1,769.6
Prince George’s County	\$1.0000	\$847.0

Source: Fairfax County, VA FY 2018 Adopted Budget Plan, Overview. ([fairfaxcounty.gov/budget/fy-2018-adopted-budget-overview](http://fairfaxcounty.gov/budget/fy-2018-adopted-budget-overview)) and Maryland Association of Counties – Budget, Tax Rates, & Selected Statistics, FY 2018. ([mdcounties.org/DocumentCenter/View/1931/FY-2018-Budget-and-Tax-Rates-Survey](http://mdcounties.org/DocumentCenter/View/1931/FY-2018-Budget-and-Tax-Rates-Survey)).

### 3.3.2 Environmental Consequences

Potential economic, employment, and commuting characteristic impacts from the No Build and Screened Alternatives would include impacts to the local and regional economy and tax revenue impacts. Potential impacts from the No Build and Screened Alternatives to the CEA Analysis Area are described quantitatively and qualitatively. For indirect and cumulative impacts from the Screened Alternatives on employment and other socioeconomic resources, see the **Indirect and Cumulative Effects Technical Report (DEIS Appendix O)**.

#### A. The No Build Alternative

Routine roadway maintenance activities related to the No Build Alternative would not directly result in right-of-way acquisitions or relocations to businesses or employment centers or access to area businesses or employment.

However, the No Build Alternative would not address existing or future congestion issues. Future traffic projections identify increased congestion within the CEA Analysis Area. Increased traffic congestion would lead to longer commuting times for individuals who use the I-495 and I-270 corridors, as documented in the **Traffic Technical Report (DEIS Appendix C)**. Travel demand will continue to increase, exceeding the current capacity of the roadways. This would result in longer peak travel periods and/or additional volume on nearby roads as drivers attempt to avoid congestion. Increased traffic congestion may also result in a slight increase in the number of people who choose alternative means to commute to work other than driving alone.

The ability to move freight, services and commuting employees through the study corridors will increasingly depend on the performance of the existing travel lanes on I-495 and I-270. According to MDOT SHA estimates, the total congestion cost to users in the National Capital Region has exceeded all other regions in the state of Maryland. The No Build Alternative would have a negative effect on the regional economy. Increased traffic congestion would inhibit inter-community travel, including access to local businesses. It could also delay the delivery of goods to and from these businesses. Decreased mobility within the regional network would not support the planned economic growth in the region; as a result, a decrease in the rate of new business development would be expected. This would also affect existing businesses, as increased traffic and congestion would inconvenience potential customers, limiting the geographic base of individual businesses. Congestion expected under the No Build Alternative would also make product and supply delivery less predictable. While the No Build Alternative would have no direct effect on the existing tax base over the short-term because there would be no right-of-way



acquisitions or relocations, the negative effect on commuting and the regional economy could result in a diminished tax base if such businesses relocated to areas outside of the CEA Analysis Area.

#### B. The Screened Alternatives

For the purpose of this analysis, it is assumed that the Screened Alternatives would result in right-of-way acquisitions throughout the study corridor, including property relocations as described in **Chapter 3, Section 6.2**. Except where right-of-way acquisitions would result in a property relocation, the Screened Alternatives would not impact access to area businesses or employment centers. Businesses impacted by relocation would include: one medical office property located in the South Kensington CEA Analysis Area Community; one warehouse/office property and a small business property located in the Four Corners CEA Analysis Area Community; and one warehouse/office property in the Glenarden CEA Analysis Area Community. Sufficient similar services exist within the impacted communities, as described in **Chapter 5 and Appendix C**. Further, office space or similar facilities are available for the relocation of these services if business owners would want to relocate. There would be no impact to the distribution of worker occupation, or major employers within the CEA Analysis Area as a result of the Screened Alternatives.

The improvements proposed under the Screened Alternatives would help address increasing congestion, thereby maintaining mobility throughout the region. By providing additional roadway capacity through managed lanes, I-495 and I-270 would accommodate increases in traffic that are expected to occur in the region. This added capacity would mitigate longer peak travel periods that would be expected under the No Build Alternative. The added mobility would help support economic growth by maintaining the ability for residents and through travelers to access and patronize local businesses. The maintained function of I-495 and I-270, option of travel choice, and enhanced trip reliability would support the planned economic growth in the region. Managed lanes would maintain congestion-free conditions, thereby increasing one- or two-lane traffic flow predictability. Reliable travel times create advantages for all users, including long-range fleets and commercial “just in time” freight delivery services.

The Screened Alternatives would not remove or relocate any access points to I-495 or I-270; therefore, commercial trip patterns would likely not be affected. However, by maintaining regional mobility, the Screened Alternatives would support planned residential, commercial, and industrial development in the CEA Analysis Area.

The drivers that use I-495 and I-270 within the study corridors are important to the tax base for the CEA Analysis Area. Revenue is generated through sales and use tax, commercial property tax, and income tax on residents. There are areas available for development and redevelopment throughout the CEA Analysis Area. It is anticipated that increased capacity, enhanced trip reliability, additional roadway choices, and the improved movement of goods and services would foster infill development in designated growth areas, consistent with the master plans of the affected communities.

For the purpose of this analysis it is assumed that the Screened Alternatives would impact between 284.9 and 337.3 acres of right-of-way from properties adjacent to the existing I-495 and I-270 roadway alignments, resulting in the relocation of between 25 and 34 residences and 4 businesses (**Table 3-11**). The right-of-way acquisitions and relocations would reduce the tax base through the conversion of residential and/or commercial land to transportation uses. The tax revenues lost due to the Screened Alternatives would be negligible when compared to the total property tax revenues generated by Fairfax,

Montgomery, and Prince George’s Counties. Additionally, it is expected that future tax revenue generated from the projected development and redevelopment growth in the CEA Analysis Area would outweigh the minimal reduction in tax base by the assumed project-related relocations.

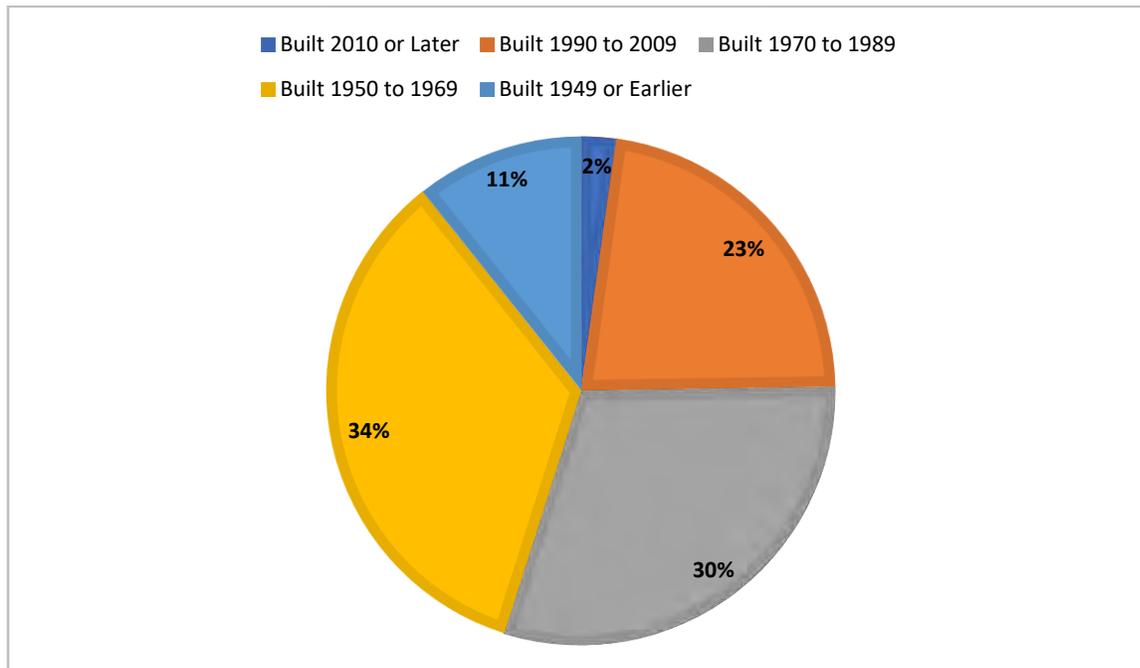
Additionally, a separate initiative under MDOT’s I-495 & I-270 Public-Private Partnership (P3) Program, Opportunity MDOT<sup>14</sup> has developed a strategy for workforce development to ensure that P3 Program strengthens economic development and opportunities for small businesses and individuals.

### 3.4 Housing

#### 3.4.1 Existing Conditions

The CEA Analysis Area contains 116,259 occupied housing units, plus an additional 8,137 unoccupied housing units (US Census, ACS Five-Year Estimates, 2012-2016). As shown in **Figure 3-11**, most of the housing stock in the CEA Analysis Area was between three to seven decades old. Of the total 124,396 housing units, 34 percent were built from 1950 to 1969, and 30 percent were built from 1970 to 1989. One-quarter of the housing units were built after 1990, and eleven percent of the housing units were built in 1949 or earlier. The proliferation of housing in the CEA Analysis Area built between 1950 and 1989 reflects the suburbanization of metropolitan areas that was occurring throughout the United States during this time.

**Figure 3-11: CEA Analysis Area Housing Unit Build Year**

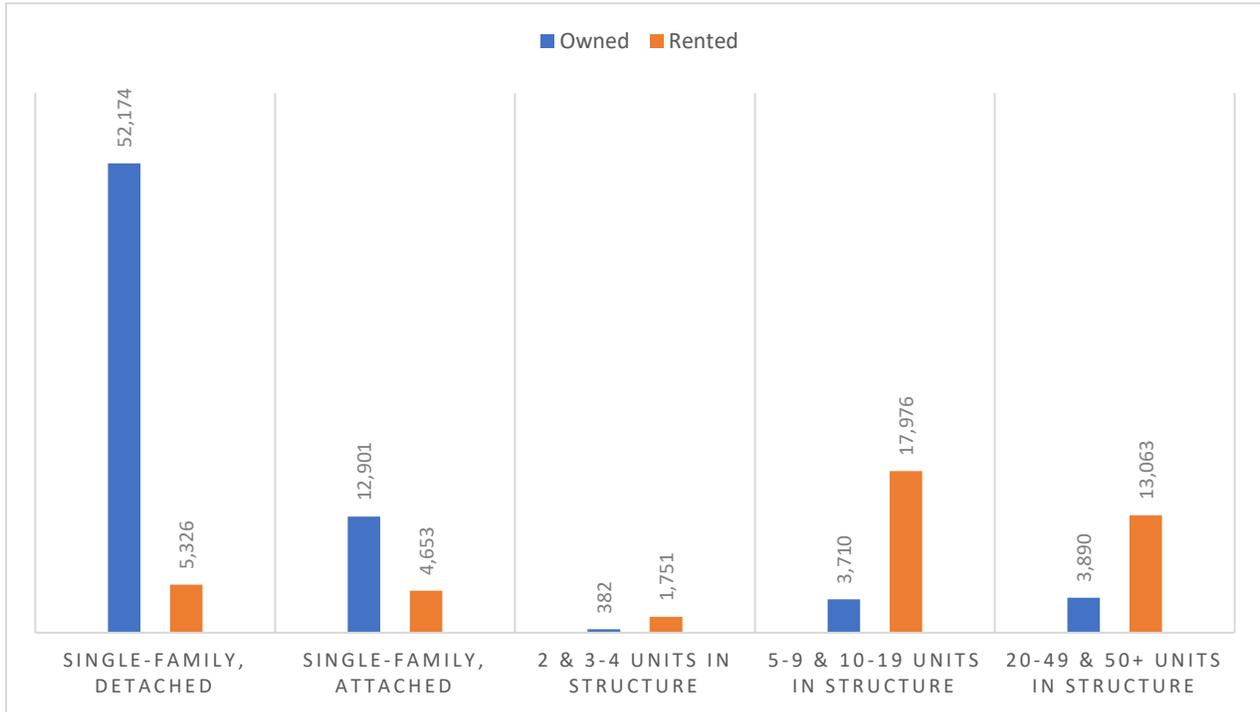


<sup>14</sup> See <https://495-270-p3.com/opportunity-mdot/>.

Source: 2012–2016 American Community Survey 5–Year Estimates

The CEA Analysis Area contains various types of housing structures, the composition and tenure of which is shown in **Figure 3-12**. Occupied housing units in the CEA Analysis Area were 63 percent owner-occupied and 37 percent renter-occupied.

**Figure 3-12: CEA Analysis Area Housing Type by Tenure**



Source: 2012–2016 American Community Survey 5–Year Estimates

Detached single-family houses make up 49 percent, the largest portion, of the housing structure types in the CEA Analysis Area. Small and medium-sized apartment and condominium complexes with between five and 19 housing units collectively make up 19 percent of the CEA Analysis Area housing structure types. Single-family attached housing structures, such as rowhouses or townhouses, and large apartment and condominium complexes, with 20 to more than 50 individual housing units each comprise 15 percent. Houses subdivided into two, three, and four individual housing units make up two percent of the CEA Analysis Area housing structure types. While not shown in **Figure 3-12**, there are also 342 owned and 91 rented mobile home, boat, RV, or van housing units in the CEA Analysis Area; these comprise less than one percent of the housing structures.

The HUD Multifamily Assistance & Section 8 Database, Montgomery County Housing Opportunities Commission, Prince George’s County Housing Authority, and Fairfax County Department of Housing and Community Development were consulted to locate housing complexes with subsidized units generally referred to as *low-income subsidized housing* within the CEA Analysis Area. With funding from federal, state, and local resources, 32 housing complexes in the CEA Analysis Area rent units at below-market rates for qualifying households. Low-income subsidized housing complexes include multifamily apartment complexes and single-family attached houses. Additionally, Fairfax, Montgomery, and Prince George’s



Counties administer rental housing vouchers for low-income households through various federal, state, and local affordable housing subsidy programs, including the federal Housing Choice Voucher (HCV) Program. Low-income households with housing vouchers live in market-rate and below-market-rate housing units throughout the CEA Analysis Area. Low-income subsidized housing complexes identified with the CEA Analysis Area are examined in **Chapter 4, Section 2.3**, additional detail regarding low-income subsidized housing complexes within CEA Analysis Area Communities is included in **Chapter 5 and Appendix C**.

### 3.4.2 Environmental Consequences

Impacts to housing were assessed in terms of potential impact to accessibility within the region and within individual communities. The potential for impacts to housing to affect community character, sense of place, cohesion, and isolation on the 36 CEA Analysis Area Communities are evaluated in **Chapter 5 and Appendix C**. For indirect and cumulative impacts from the Screened Alternatives on housing patterns, see the *Indirect and Cumulative Effects Technical Report (DEIS Appendix O)*.

#### A. The No Build Alternative

The No Build Alternative would not require residential relocations or right-of-way acquisition and would not affect the quantity, age, type, or tenure of CEA Analysis Area housing stock. Routine roadway maintenance activities could result in minor effects.

#### B. The Screened Alternatives

A summary of the right-of-way impacts to residential properties for each of the Screened Alternatives is provided in **Chapter 3, Section 6.2, Table 3-11**. Alternative 5 would result in the fewest right-of-way impacts to residential properties (926). These properties are distributed throughout the I-495 and I-270 highway corridor. The majority of these properties would experience partial acquisition where the properties are adjacent to the existing I-495 and I-270 roadways and interchanges. Alternatives 8 and 9 would acquire right-of-way from 1,127 residential properties, Alternative 10 would acquire right-of-way from 1,164 residential properties, Alternative 13B would acquire right-of-way from 1,105 residential properties, and Alternative 13C would acquire right-of-way from 1,127 residential properties. As with Alternative 5, residential properties that would experience partial acquisition are distributed throughout the I-495 and I-270 highway corridor.

Of the impacted properties, it is assumed that 25 residential relocations would be required under Alternative 5 and 34 residential relocations would be required under Alternatives 8, 9, 10, 13B, and 13C. Each of the assumed relocations are in Montgomery County within the Forest Glen and Silver Spring CEA Analysis Area Communities. None of them are in subsidized housing complexes. The potential impact to residential properties within areas of minority and low-income populations is detailed in **Chapter 4, Section 5.2**. All the assumed property relocations are located adjacent to existing roadway right-of-way at the periphery of any established community. The assumed property acquisition for right-of-way would not bisect residential areas or create new impediments to travel through residential communities. In general, the relocation of residential properties under the Screened Alternatives would have a negligible effect on the total housing stock in the CEA Analysis Area. The Screened Alternatives would have no effect on the overall distribution of age, type, or tenure of housing stock.



Based on data from the US Census, ACS Five-Year Estimates, 2012-2016, the total number of housing units within the CEA Analysis Area is 124,396; of which 8,137 (6.5 percent) are vacant. Currently, there appears to be adequate available housing (8,137 vacant units within the CEA Analysis Area) to accommodate the 25 to 34 assumed residential relocations.

As described in **Chapter 3, Section 6.2**, all property owners from whom total or partial acquisition would be obtained would be compensated and paid fair value for the affected property according to the Uniform Act and the Relocation Assistance Program of MDOT SHA. Property owners affected by relocation would receive relocation assistance in accordance with federal and/or state requirements. The *Federal Uniform Relocation and Real Estate Acquisition Policies Act of 1970*, as amended by the *Surface Transportation and Uniform Relocation Assistance Act of 1987* (The Uniform Act), requires that the project not proceed into any phase that will cause the relocation of any persons or proceed with any construction project, until it has furnished assurances that all relocated persons will be satisfactorily relocated to comparable decent, safe, and sanitary housing within their financial means, or that such housing is in place and has been made available to the relocated person. Payments for the cost of moving are also provided. The Uniform Act further required that relocation resources are available to relocated persons without discrimination. The Uniform Act would be executed in a timely and humane fashion. A summary of the Relocation Assistance Program of MDOT SHA is provided as **Appendix B**.

### 3.5 Community Facilities and Services

#### 3.5.1 Existing Conditions

Public and private community facilities within the CEA Analysis Area provide services to residents and businesses in the surrounding communities. Community facilities documented here fall into eight categories:

- Educational Facilities
- Religious Facilities
- Health Care Facilities
- Publicly-Owned Parks and Community Recreation Centers
- Emergency Facilities
- Transportation
- Public Utilities
- Other, including libraries and post offices

Community facilities within the CEA Analysis Area are briefly described below. The locations of community facilities are shown on mapping for each CEA Analysis Area Community, included in **Chapter 5 and Appendix C**.

#### A. Educational Facilities

Within the CEA Analysis Area, 136 pre-kindergarten, primary, and secondary educational facilities were identified. Educational facilities are distributed across the CEA Analysis Area counties, with four schools in Fairfax County, 89 schools in Montgomery County, and 43 schools in Prince George's County. Educational facilities included 16 alternative and special education schools, two public charter schools, 57 private/parochial schools, 54 public elementary and middle schools, and seven public high schools.



Higher education facilities located within the CEA Analysis Area include:

- The Johns Hopkins University, Montgomery County Campus located in the Gaithersburg CEA Analysis Area Community;
- The Uniformed Services University of Health Sciences located in the Bethesda CEA Analysis Area Community; and
- Fortis College located in the Glen Arden CEA Analysis Area Community;
- University of Maryland University College, Academic Center located in the Lake Arbor CEA Analysis Area Community.

Additionally, higher education extension centers are located within the CEA Analysis Area, such as Montgomery College Workforce Development and Continuing Education Center; Prince George's Community College Westphalia Training Center; Prince George's Community College at Joint Base Andrews; University of Maryland University College at Joint Base Andrews; and University of Maryland University College at Walter Reed National Military Medical Center. The main campuses for Montgomery College, Prince George's Community College, and University of Maryland College Park are located outside of the CEA Analysis Area.

#### B. [Places of Worship, Religious Facilities and Cemeteries](#)

Within the CEA Analysis Area, 207 places of worship were identified, including: five places of worship within Fairfax County, 77 in Montgomery County, and 125 in Prince George's County.

Additional religious facilities of note within the CEA Analysis Area include a series of eruvim, comprised of community-maintained boundary markers that encompass a designated area where Orthodox Jews can perform small tasks out-of-doors on the Sabbath without violating religious law. These boundary markers are often located adjacent or connected to utility poles, telephone lines, fences and other similar structures within the community. Eruvim are located adjacent to the study corridors along: portions of the I-495 outer loop between Georgia Avenue (MD 97) and New Hampshire Avenue (MD 650); portions of the I-495 inner loop between Seminary Road and University Boulevard (MD 193); southbound portions of I-270 between Falls Road (MD 189) and Westlake Drive; and eastbound portions of I-270 and the I-495 outer loop between Montrose Road and Rockville Pike (MD 355) (Rotenstein, 2010).

Fifteen (15) cemeteries were identified within the CEA Analysis Area, including seven cemeteries in Montgomery County and eight cemeteries in Prince George's County. No cemeteries were identified within the Fairfax County portion of the CEA Analysis Area. Six of the cemeteries that were identified are either immediately adjacent to or have churches associated with their addresses. Preliminary archeological research has identified two potentially historic cemeteries whose sites are located within the Screened Alternatives' LOD and may be cultural significant: the Moses Hall Cemetery (Cabin John CEA Analysis Area Community) and the Montgomery County Poor Farm Cemetery (Rockville CEA Analysis Area Community). Further archaeological investigations will be included in development of the Programmatic Agreement; additional information is provided in the *Volume 4 of the Cultural Resources Technical Report, (DEIS Appendix G)*. MDOT SHA will work to avoid and minimize impacts. MDOT SHA will continue to coordinate with affected communities and the Friends of Moses Hall, which includes some descendant



families of those buried in the cemetery, on treatment of human remains should avoidance not be possible.

### C. Health Care

Available health care facilities data included long-term care facilities such as acute general special hospitals, assisted living facilities, dialysis, hospice, and long-term care, psychiatric and rehabilitation hospitals. One-hundred and twenty-two (122) long-term care facilities and were identified within the CEA Analysis Area. Of these, 62 were in Montgomery County and 60 were in Prince George's County, none were in Fairfax County. Additionally, several hospitals/medical centers were identified within the CEA Analysis Area. These include: the Adventist Healthcare Shady Grove Medical Center, Walter Reed National Military Medical Center, and Holy Cross Hospital. The National Institutes of Health (NIH) main campus is also located within the CEA Analysis Area.

### D. Publicly-Owned Parks and Community Recreation Centers

Two-hundred and thirty-seven (237) publicly-owned parks, in addition to 18 community recreation centers, comprise more than 16,000 acres within the CEA Analysis Area (see **Chapter 3, Section 1.1** for additional land use detail). Many of the publicly-owned parks within the CEA Analysis Area include stream valley parks, as well as neighborhood and local parks. The largest parks within the CEA Analysis Area include: George Washington Memorial Parkway/Clara Barton Parkway, Cabin John Stream Valley and Regional Park, Rock Creek Stream Valley Park, Greenbelt Park, Henson Creek Stream Valley Park, Suitland Parkway, and Southwest Branch Stream Valley Park. Additionally, four community pools were identified in the Fairfax County portion of the CEA Analysis Area.

Supplemental to identifying publicly-owned parks, non-public recreation centers were identified within a 1/8-mile buffer of the study corridors. These include Congressional Country Club, Burning Tree Club, The Chevy Chase Recreation Association, and the Silver Spring YMCA.

Detailed information regarding impacts to individual publicly-owned parks is provided in the **Draft Section 4(f) Evaluation (DEIS Appendix F)**.

### E. Emergency Services and Law Enforcement

Within the CEA Analysis Area 17 fire stations and nine police stations were identified that serve the State of Maryland, Montgomery and Prince George's Counties, M-NCPPC, and various municipality departments serving:

- Cabin John Park;
- Bethesda
- Chevy Chase
- Silver Spring
- Hillandale
- Beltsville
- Greenbelt;
- West Lanham Hills
- Ritchie
- Forestville
- Morningside
- City of Gaithersburg;
- City of Greenbelt
- City of New Carrollton
- Glenarden
- Morningside

Unincorporated areas and smaller incorporated municipalities in the CEA Analysis Area are served by Montgomery County Police Department's First, Second, Third, and Sixth Districts, as well as Prince George's County's First, Second, Third, Fourth, Fifth, and Sixth Districts. Larger incorporated areas, such as the City of Gaithersburg, the City of Rockville, and the City of New Carrollton, are served by their own municipal fire and police departments, several of which are physically located within the CEA Analysis



Area (as identified above). Additionally, the Montgomery County Detention Center is located within the CEA Analysis Area at 1307 Seven Locks Road in Rockville. All fire and police stations within Fairfax County are located outside of the CEA Analysis Area.

#### F. Transportation/Transit Facilities

The CEA Analysis Area is served regionally by a network of freeways and major highways, primarily under the jurisdiction of MDOT SHA and VDOT. A network of arterial and residential routes accommodates the movement of residents, goods, and services. Most of these routes are under the jurisdiction of county offices of transportation, including Fairfax County Department of Transportation (DOT), Montgomery County DOT, and Prince George's County Department of Public Works and Transportation. Additionally, some of the incorporated areas have jurisdiction over municipal routes within the CEA Analysis Area. In addition to roadway facilities, MDOT SHA Park & Rides provide free parking to commuters and accommodate carpools and vanpools. No permits are required, and generally lots are open at all times. Four Park & Ride facilities were identified within CEA Analysis Area:

- Greenbelt Park & Ride (MD 193 at B/W Parkway Armory, Prince George's County, MD)
- College Park & Ride (I-95 at I-495, Prince George's County, MD)
- Gaithersburg Park & Ride (I-270 at MD 117, Montgomery County, MD)
- Gaithersburg Park & Ride (I-270 at MD 124, Montgomery County, MD)

Regional and local public transportation and transit services, including railways and buses serve the CEA Analysis Area. Regional transit service is provided by the Maryland Area Regional Commuter (MARC) and the Washington Metropolitan Area Transit Authority (WMATA) (**Figure 3-13**). MARC train service is an integral component of Maryland's transportation system, with nearly 190 miles of rail across three lines: Penn, Camden, and Brunswick. Each of these lines intersect the CEA Analysis Area. WMATA operates rapid transit Metrorail service in DC, northern Virginia, and Montgomery and Prince George's Counties in Maryland. The CEA Analysis Area is intersected by five (Silver, Red, Green, Orange, and Blue) of the six total Metrorail lines. MARC and Metrorail Stations within the CEA Analysis Area include: Grosvenor-Strathmore; Medical Center; Forest Glen; Greenbelt; Landover; New Carrollton; Largo Town Center; and Branch Avenue. Additionally, Montgomery County has begun construction on FLASH, a new bus-based rapid transit system. Service on US 29 between Burtonsville and downtown Silver Spring will begin in 2020.

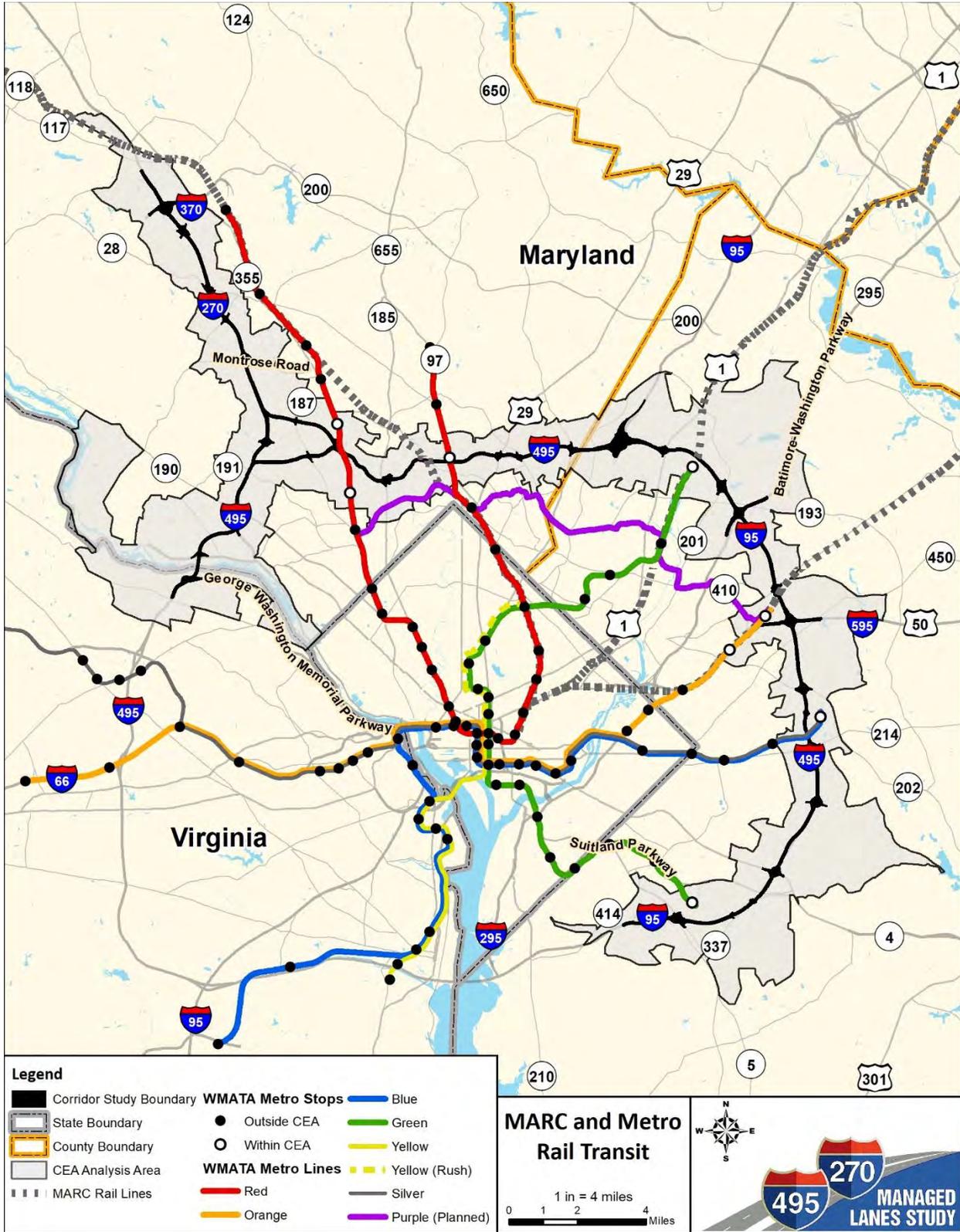
Local transportation is also provided by way of a network of interconnected bike lanes, paved and natural surface trails, and sharrows, and on-road routes. Local bus service within the CEA Analysis Area is provided by WMATA fixed-route bus service (Metrobus) and paratransit service (MetroAccess); Montgomery County's Ride On service; and Prince George's County's *TheBus*. Currently no local bus service is provided within the Fairfax County portion of the CEA Analysis Area. While many of these services have routes that cross either I-495 or I-270, only Ride On routes use either of these corridors. Ride On routes 70, J7, and J9 use I-270 between I-370 and the I-495 (at the I-270 eastern leg); Ride On Route J5 uses I-495 between Rockville Pike (MD 355) and Georgia Avenue. The Maryland Transit Administration (MTA) operates 21 Commuter Bus Lines within the CEA Analysis Area.

One airport (Joint Base Andrews) and two Heliports (Metroplex Landover, MD) and Adventist Healthcare Shady Grove Medical Center (Rockville, MD) were identified in the CEA Analysis Area. Additionally, seven rail lines owned by CSX Transportation and six rail lines owned by Amtrak serve the Metropolitan and Mid-



Atlantic operation corridors and run through the CEA Analysis Area. These traverse the CEA Analysis Area Communities of McLean in Fairfax County; Forest Glen, Gaithersburg, Silver Spring, and South Kensington in Montgomery County; and Glenarden, Landover, Lanham, and New Carrollton in Prince George’s County.

Figure 3-13: MARC and Metrorail Transit within the CEA Analysis Area





### G. Public Utilities

Public water and sewer services in the Virginia portion of the CEA Analysis Area are supplied by the Fairfax County Water Authority. The Occoquan Reservoir and the Potomac River are the two major sources for all water processed by the Fairfax County Water Authority for the Virginia portion of the CEA Analysis Area, which is in the Blue Plains Treatment Area.

Within the Maryland portion of the CEA Analysis Area public water and sewer services are supplied by the Washington Suburban Sanitary Commission (WSSC). The Patuxent River and the Potomac River are the sources for all processed water supplied by the WSSC to Montgomery and Prince George's Counties. Water from the Patuxent River is held in two reservoirs, Tridelphia and Rocky Gorge, and is pumped to the Patuxent Water Filtration Plant (WFP) located in Laurel where it is treated. The Potomac WFP is in Potomac and extracts water from the Potomac River. No filtration plants are located within the CEA Analysis Area.

Two wastewater treatment plants serve the CEA Analysis Area. The Piscataway Plant, located in Accokeek, MD is operated by the WSSC. The Blue Plains Plant located in southwest DC is managed by the DC Water and Sewer Authority. Neither plant is located within the CEA Analysis Area.

Electricity service and natural gas services in the Virginia portion of the CEA Analysis Area are provided primarily by Dominion Virginia Power and Washington Gas, respectively. Phone and cable services are provided primarily by Comcast, Cox of Northern Virginia, and Verizon. In the Maryland portion of the CEA Analysis Area, electricity and natural gas services are provided primarily by Baltimore Gas & Electric (BGE), Potomac Electric Power Company (PEPCO), Washington Gas, and FirstEnergy/Potomac Edison. Phone and cable services are provided primarily by Comcast, Verizon, and RCN.

### H. Public Libraries, Post Offices, Courthouses

Additional community facilities were identified within the CEA Analysis Area, including public libraries, post offices, and courthouses. Public libraries provide community access to programming, community spaces, technologies, and collections of books and other educational and recreational resources in a variety of formats. Fairfax, Montgomery, and Prince George's Counties operate separate public library systems with individual branch locations providing service and accessibility to communities throughout the CEA Analysis Area. Branches within the CEA Analysis Area include two branches of the Montgomery County public library system, the David and Chevy Chase branches; as well as five branches of the Prince George's County public library system: the Beltsville, Greenbelt, New Carrollton, Glen Arden, and Largo Kettering branches. No branch locations for the Fairfax County Public Library system were identified within the CEA Analysis Area.

The US Postal Service operates 19 post office locations within the CEA Analysis Area, including seven in Montgomery County and 12 in Prince George's County. No post offices were identified within the Fairfax County portion of the CEA Analysis Area.

Within the CEA Analysis Area, the Montgomery County Judicial Center, including the County Circuit Court is located at 50 Maryland Avenue in Rockville, the Montgomery County District Court (06-01) is located at 191 East Jefferson Street in Rockville, the Montgomery County District Court (06-02) is located at 8552 2<sup>nd</sup>



Avenue in Silver Spring. No courts were identified within the Fairfax County or Prince George's County portions of the CEA Analysis Area.

### 3.5.2 Environmental Consequences

Impacts to community facilities and services were assessed in terms of potential impact to the properties of individual facilities throughout the CEA Analysis Area. Potential impacts include relocations, partial property acquisitions for right-of-way, changes in access to the facilities, changes to viewsheds and visual impacts, and increased noise. Potential impacts also include changes in traffic volumes and patterns that could affect ease of access, the service provided by the facility, or response times. The potential for impacts to facilities and services to affect community character, sense of place, cohesion, and isolation under the No Build and Screened Alternatives are highlighted by CEA Analysis Area Community in **Chapter 5 and Appendix C**.

#### A. The No Build Alternative

The No Build Alternative would not result in any study-related construction and would therefore not directly impact communities or community facilities within the CEA Analysis Area. However, under the No Build condition traffic congestion is anticipated to increase within the CEA Analysis Area, which would result in increased travel times along the study corridors. The No Build Alternative would result in increased response times for emergency services and travel times to other community facilities, especially during peak travel periods. Additionally, the No Build Alternative would not draw traffic off the local network and would not result in reduced delay on the surrounding local roadways.

#### B. The Screened Alternatives

##### a. CEA Analysis Area Communities

Generally, properties that would be impacted by the Screened Alternatives are dispersed throughout the 36 CEA Analysis Area Communities within the CEA Analysis Area. Right-of-way acquisitions under the Screened Alternatives would generally occur to properties adjacent to the existing I-495 and I-270 roadway alignments, acquiring strips of land from undeveloped areas or areas of trees and landscaping directly adjacent to I-495 or I-270. The construction of a Screened Alternative would include: managed lanes, shoulders, traffic barrier, direct access at-grade auxiliary lanes or ramps, cut and fill slopes, SWM facilities, retaining walls, and noise walls along the existing highway corridor. Construction of a Screened Alternative would also require relocation of signage, guardrails, communications towers, and light poles due to the widening of the roadway. Similarly, where noise barriers already exist, they would be replaced; additional noise barriers may be constructed as detailed in **Chapter 5, Appendix C** and in the **Noise Technical Report (DEIS Appendix J)**.

The community profiles featured in **Appendix C** of this technical report identify the potential impacts from the Screened Alternatives specific to each CEA Analysis Area Community, including: the number of potential property relocations, the number and type of community facilities impacted, changes to land use, potential noise abatement, viewshed alterations, and changes to community cohesion. **Table 3-9** highlights the presence of physical impacts in each CEA Analysis Area Community and directs the reader to where additional information can be found in **Appendix C** of this technical report.

Note that noise abatement for areas along the study corridor in Virginia is being evaluated in coordination with the Virginia Department of Transportation (VDOT) and in compliance with the VDOT Highway Traffic

Noise Impact Analysis Guidance Manual. The results of this evaluation will be included in the Final Environmental Impact Statement.

**Table 3-9: Overview of Potential Impacts by CEA Analysis Area Community  
as Summarized from the Community Profiles**

CEA Analysis Area Community	Acreage Range of Property Acquisitions*	Number of Full Property Acquisitions (Relocations)*	Is Noise Abatement Considered Feasible & Reasonable?***	Location in Appendix C of the of the CEA & EJ Technical Report (DEIS Appendix E)
McLean	14.3 - 14.4	0	N/A	pgs. 1 - 2
Potomac	25.7 - 31.5	0	Yes	pgs. 3 - 4
Cabin John	14.4 - 15.7	0	Yes	pgs. 5 - 6
Bethesda	13.1 - 17.7	0	Yes	pgs. 7 - 8
North Bethesda	33.2 - 42.3	0	Yes	pgs. 9 - 10
South Kensington	4.8	1	Yes	pgs. 11 - 12
Chevy Chase	0.2 - 0.3	0	Yes	pgs. 13 - 14
Forest Glen	5.7 - 6.9	15 or 20	Yes	pgs. 15 - 16
Silver Spring	20.6 - 24.0	10 or 14	Yes	pgs. 17 - 18
Kemp Mill	0.6 - 1.0	0	Yes	pgs. 19 - 20
Four Corners	3.5 - 4.4	2	Yes	pgs. 21 - 22
Hillandale	3.3 - 4.0	0	Yes	pgs. 23 - 24
Adelphi	7.4 - 7.6	0	Yes	pgs. 25 - 26
Beltsville	5.8 - 6.4	0	Yes	pgs. 27 - 28
College Park	16.1 - 16.4	0	Yes	pgs. 29 - 30
Greenbelt	28.2 - 31.5	0	Yes	pgs. 31 - 32
Seabrook	3.6 - 4.6	0	Yes	pgs. 33 - 34
New Carrollton	4.3 - 5.3	0	Yes	pgs. 35 - 36
Landover Hills	0.0	0	No	pgs. 37 - 38
Lanham	1.9 - 2.2	0	Yes	pgs. 39 - 40
Springdale	3.7 - 4.0	0	Yes	pgs. 41 - 42
Glenarden	15.3 - 16.4	1	Yes	pgs. 43 - 44
Mitchellville	0.0	0	No	pgs. 45 - 46
Summerfield	9.0 - 10.8	0	Yes	pgs. 47 - 48
Landover	0.0	0	No	pgs. 49 - 50
Lake Arbor	4.2 - 4.6	0	No	pgs. 51 - 52
Largo	2.5 - 3.4	0	Yes	pgs. 53 - 54
Forestville	17.8 - 21.5	0	Yes	pgs. 55 - 56
Westphalia	14.4 - 16.2	0	No	pgs. 57 - 58
Morningside	0.0	0	No	pgs. 59 - 60
Joint Base Andrews	0.0	0	No	pgs. 61 - 62
Camp Springs	17.5 - 19.1	0	Yes	pgs. 63 - 64
Marlow Heights	1.3	0	No	pgs. 65 - 66
Temple Hills	1.2 - 1.6	0	Other***	pgs. 67 - 68



CEA Analysis Area Community	Acreage Range of Property Acquisitions*	Number of Full Property Acquisitions (Relocations)*	Is Noise Abatement Considered Feasible & Reasonable? **	Location in Appendix C of the of the CEA & EJ Technical Report (DEIS Appendix E)
Gaithersburg	4.5 - 5.9	0	Other***	pgs. 69 - 70
Rockville	32.6 - 42.4	0	Yes	pgs. 71 - 72

\*Identifies the potential impacts under Alternative 5, Alternatives 8 and 9, Alternative 10, Alternative 13B, Alternative 13C.

\*\* Where noise abatement was warranted for consideration, additional criteria were examined to determine if the abatement is feasible and reasonable. The assessment of noise abatement feasibility, in general, focuses on whether it is physically possible to build an abatement measure (i.e., noise barrier) that achieves a minimally acceptable level of noise reduction. Detail is provided in the **DEIS Chapter 4, Section 10** and the **Noise Technical Report in DEIS Appendix J**.

\*\*\*CEA Analysis Area Community contains existing barrier system(s) that would be considered effective in its existing condition.

Throughout the CEA Analysis Area as a whole, construction would require the removal of vegetation to varying degrees from strips of land adjacent to the study corridors. As a result of the vegetation removal, the wider interstates, added direct access at-grade auxiliary lanes or ramps, retaining walls, and noise barriers would become more visible and prominent. The views from adjacent properties, including residential properties, commercial enterprises, parkland/open space properties, and a number of community resources would experience an impact; however, impacts would generally be consistent with existing views of the study corridors as the surrounding area is adjacent to the existing interstate facilities and the surrounding area is urban in nature.

Additionally, the Screened Alternatives would require modification at existing interchanges to accommodate the mainline widening and direct access ramps. This may require the reconstruction of structures spanning the study corridor to lengthen or raise the elevation of these structures. Construction would not introduce new elements incompatible with the existing visual character or qualities along the study corridors as the Screened Alternatives are expanding existing interstates. Where new direct access at-grade auxiliary lanes or ramps would be constructed, visual impacts would be readily apparent, but would not contribute to a change in the character of the existing viewsheds. These impacts would include widened roadways, increased amounts of pavement, and new ramps and elevated structures adjacent to the existing study corridors. However, views outside of the study corridors and to the periphery would not be affected. The design of all highway elements would follow aesthetic and landscaping guidelines and would be visually consistent with the existing highway setting. The aesthetic and landscaping guidelines would be developed in consultation with the design team, local jurisdictions, private interest groups (private developers or companies), local community or business associations, as well as local, state, and federal agencies. Further detail on visual impacts under the Screened Alternatives is provided in the **DEIS, Chapter 4, Section 6**.

The Screened Alternatives are projected to relieve traffic congestion which would result in increased response times for emergency services and travel times to other community facilities, especially during peak travel periods. The Screened Alternatives would also reduce traffic on local roads by three to seven percent.



**b. Community Facilities**

Community facility properties impacted under the Screened Alternatives are summarized in **Table 3-10**. CEA Analysis Area Community-specific discussions of the Screened Alternative impacts is provided in **Chapter 5 and Appendix C**.

**Table 3-10: Summary of Impacted Community Facility Properties Within the CEA Analysis Area**

Type of Community Facility Property*	Alternative 5	Alternatives 8 and 9	Alternative 10	Alternative 13B	Alternative 13C
Schools (#)	5	5	5	5	5
Higher Education (#)	1	1	1	1	1
Places of Worship (#)	12	14	14	14	14
Hospitals (#)	3	3	3	3	3
Recreation Centers (#)	4	4	4	4	4
Publicly-Owned Parks (#)	44	45	45	45	45
Police Stations and Correctional Facilities (#)	2	2	2	2	2
Public Libraries, Post Offices, etc. (#)	1	1	2	1	1
<b>Total Community Facility Properties Impacted (#)</b>	<b>72</b>	<b>75</b>	<b>76</b>	<b>75</b>	<b>75</b>

\*All community facility property impacts are partial acquisitions. No community facilities would be relocated under any Screened Alternative.

Impacts to community facility properties would be nearly the same under all the Screened Alternatives, except for minor differences in the amount of right-of-way required based on the footprint of the specific Screened Alternative. A description of the dispersion of impacts to community facility properties is provided, herein, while **Chapter 5 and Appendix C** documents impacts to community facility properties for each of the CEA Analysis Area Communities. Impacted properties under the Screened Alternatives are shown on the **Environmental Resource Mapping (DEIS Appendix D)**.

Within the CEA Analysis Area, 136 pre-kindergarten, primary, and secondary educational facilities were identified; of which five, each in Montgomery County, would be impacted by partial property acquisition. Additionally, the Screened Alternatives would require partial property acquisition of one higher education facility in Prince George’s County. None of the impacted educational facilities were identified as potential relocated properties.

Alternative 5 would impact, by partial property acquisition, 12 of the 207 places of worship that were identified within the CEA Analysis Area, where the remaining five alternatives would impact 14 places of worship. Four of the impacted places of worship are in Montgomery County, while ten are in Prince George’s County. None of the impacted places of worship were identified as potential relocated properties.

Eruvim located adjacent to the study corridors, as discussed in **Chapter 3, Section 5.1.**, would also be impacted by each of the Screened Alternatives. Coordination with the local Orthodox Jewish community would be required prior to construction to ensure that any impacts to these facilities would be minimized or mitigated.



The Adventist Healthcare Shady Grove Medical Center, Walter Reed National Military Medical Center, and Holy Cross Hospital would each be impacted by the Screened Alternatives, by partial property acquisition; however, impacts to any individual facility would not alter access to or use of the hospital facilities. None of the impacted hospitals were identified as potential relocated properties. However, one medical office complex was identified as a business property for potential relocation.

The Screened Alternatives would impact the properties of four community recreation centers. Two of the impacted recreation centers are in Montgomery County and two are in Prince George's County. Three of the recreation centers would be impacted by partial property acquisition of undeveloped portions of the properties. However, impacts at one recreational facility located adjacent to I-495 in the Silver Spring CEA Analysis Area Community would include the outdoor and indoor pools. Based on initial review and coordination with the property owner, these facilities could be reconstructed on an undeveloped portion of the property with minimal disruption to its recreational use. MDOT SHA would continue to coordinate with the property owner to further minimize impacts to the property and develop a mitigation strategy to ensure the recreation facility continues to serve the community.

Alternative 5 would impact, by partial property acquisition, 44 of the 237 publicly-owned parks that were identified within the CEA Analysis Area, where the remaining five alternatives would impact 45 publicly-owned parks. One of the impacted parks is in Fairfax County, 28 are in Montgomery County, and 17 are in Prince George's County. Impacts to publicly-owned parks are fully evaluated in the ***Draft Section 4(f) Evaluation (DEIS Appendix F)***.

No fire stations would be impacted by the Screened Alternatives; however, a correctional facility and a police station within the CEA Analysis Area would be impacted by partial property acquisition. The correctional facility is in Montgomery County; the police station is in Prince George's County. No impact would occur that should adversely affect emergency response times during construction. Improved travel times are anticipated with each of the Screened Alternatives; which would in turn lead to improved emergency response times.

Coordination with transit and rail agencies would be required to identify the scope of impacts to Metrorail operations during construction and impacts resulting from the relocation of the CSX track that would occur under each of the Screened Alternatives, to varying degrees. Transit bus systems that utilize I-495 and I-270 would be permitted to use managed lanes implemented under the Screened Alternatives; as a result of use, transit services would benefit from reduced travel times and enhanced reliability. Minor utility relocations may occur; however, these would be coordinated with the appropriate service providers during construction to ensure there is minimal disruption to utility customers. Each of the Screened Alternatives, to a varying degree, would impact one postal facility.

As design advances, specific avoidance measures, in addition to those already developed, would be explored in coordination with property owners to further avoid or minimize impacts. Any impacts resulting from right-of-way acquisition would be fairly compensated under federal and state regulations.



## 3.6 Property Acquisitions and Relocations

### 3.6.1 Existing Conditions

Within the highly developed CEA Analysis Area well-established communities, parklands and open space, commercial, and industrial areas are traversed by state and local transportation rights-of-way. The existing I-495 right-of-way within the study corridor ranges in width between 150 and 300 feet, to accommodate a six- to eight-lane freeway (three to four lanes in each direction) plus auxiliary lanes in some locations. The I-495 median width varies from closed to approximately 36 feet wide with shoulders up to 12 feet in width along most of the roadway. The existing I-270 right-of-way from the I-495 split, north to I-370 varies between 250 and 300 feet. Where the I-270 east and west spurs intersect with I-495, I-270 carries a total of six lanes with the left lane of both directions used as a HOV lane during peak periods. North of the spurs, I-270 is a twelve-lane freeway with one HOV lane and five GP lanes in each direction. The median of I-270 is barrier-separated with full-width shoulders. Existing conditions are depicted as the No Build Alternative in **Figure 1-2**.

MDOT SHA's existing right-of-way includes features such as: existing roadway GP lanes, auxiliary lanes, interchange ramps and structures, shoulders, traffic barrier, cut and fill slopes, stormwater management facilities, retaining walls, and noise walls.

### 3.6.2 Environmental Consequences

Property acquisitions for right-of-way in the Study include either partial or full acquisitions. A partial acquisition is considered one that does not cause a business or residential relocation. For the purposes of this CEA analysis, a full property acquisition resulting in a relocation has been assumed where a principle building of a residence, business, or community facility is located within 20 feet of a Screened Alternative's limits of disturbance<sup>15</sup>. Also, for the purposes of this analysis, a partial acquisition (no relocation) has been assumed where a principle building is located more than 20 feet from a Screened Alternative's limits of disturbance.

#### A. The No Build Alternative

The No Build Alternative would include only routine maintenance and safety improvements along I-495 and I-270. It would not entail improvements to either route and would result in no property acquisition for right-of-way.

#### B. The Screened Alternatives

As shown in **Table 3-11** the Screened Alternatives would impact between 284.9 and 337.3 acres of right-of-way from properties adjacent to the existing I-495 and I-270 roadway alignments. Generally, the assumed property acquisition for right-of-way would include acquiring strips of land from undeveloped areas or areas of trees from the edges of properties adjacent to I-495 or I-270. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities. The Screened Alternatives would not eliminate existing access or provide new access to impacted properties, as none of these properties are currently accessed directly from I-495 or I-270. Where property relocations are assumed, the principle building is located very close to the existing roadway. Roadway widening along I-

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<sup>15</sup> The limits of disturbance (LOD) is the proposed boundary within which all construction, staging, materials storage, grading, clearing, erosion and sediment control, landscaping, drainage, stormwater management, noise barrier replacement/construction, and related activities would occur.



495 and the reconfiguration interchanges to accommodate the proposed widening would push the roadway even closer to these properties.

Impacted properties under the Screened Alternatives are shown on the *Environmental Resource Mapping (DEIS Appendix D)*.

**Table 3-11: Right-of-Way Needs of the Screened Alternatives**

	Alternative 5	Alternatives 8 and 9	Alternative 10	Alternative 13B	Alternative 13C
Residential Properties Impacted (# of properties)	926	1,127	1,164	1,105	1,127
Residential Relocations <sup>1</sup> (# of properties)	25	34	34	34	34
Business/Other Properties Impacted <sup>2</sup> (# of properties)	314	348	354	342	352
Business/Other Relocations (# of properties)	4	4	4	4	4
<b>TOTAL ROW (# of properties)</b>	<b>1,240</b>	<b>1,475</b>	<b>1,518</b>	<b>1,447</b>	<b>1,479</b>
<b>TOTAL ROW (acres)<sup>3</sup></b>	<b>284.9</b>	<b>323.5</b>	<b>337.3</b>	<b>318.9</b>	<b>329.3</b>

<sup>1</sup> Property owners affected by relocation would receive relocation assistance in accordance with The Federal Uniform Relocation and Real Estate Acquisition Policies Act of 1970 and amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 (The Uniform Act).

<sup>2</sup> Other Properties Impacted is equal to the sum of impacted properties with non-residential land use designations, including Commercial/Employment, Industrial, Mixed-use, Park/Open Space, Planned Unit/Planned Community, and Transportation. See **Chapter 3, Section 1.1** for a description of these land use designations. These properties may include community facilities identified in **Chapter 3, Section 5.1**.

<sup>3</sup> Total right-of-way acreage requirements differs from total land use conversion acreage due to differences in GIS base layer boundaries. Right-of-way acreage requirements are calculated by applying the LOD over precise property line boundaries, while land use conversion acreage is calculated by applying the LOD over generalized land use/zoning boundaries.

Acquisitions for right-of-way differ under each Screened Alternative, with Alternative 5 requiring the least amount of additional right-of-way and Alternative 10 requiring the most additional right-of-way. Right-of-way impacts for each of the Screened Alternatives are summarized below; additional detail regarding right-of-way impacts within minority and low-income population areas is detailed in **Chapter 4, Section 5.2**.

- **Alternative 5** would result in 25 residential relocations located in the Forest Glen and Silver Spring CEA Analysis Area Communities, in Montgomery County. This would also include four business/other property relocations: one medical office property located in the South Kensington CEA Analysis Area Community; one warehouse/office property and a small business property located in the Four Corners CEA Analysis Area Community; and one warehouse/office property in the Glen Arden CEA Analysis Area Community.



- **Alternatives 8 and 9** would result in include 34 residential relocations located in the Forest Glen and Silver Spring CEA Analysis Area Communities, in Montgomery County. This would also include the same four business/other relocations impacted under Alternative 5.
- **Alternative 10** would include the same 34 residential relocations and four business relocations impacted under Alternatives 8 and 9.
- **Alternative 13B** would include the same 34 residential relocations and four business relocations impacted under Alternatives 8 and 9.
- **Alternative 13C** would include the same 34 residential relocations and four business relocations impacted under Alternatives 8 and 9.

As design of the Screened Alternatives advances, specific avoidance measures, in addition to those already developed, would be explored in coordination with property owners to avoid or minimize impacts to the extent practicable. The properties that would be impacted by the Screened Alternatives are dispersed throughout the 36 CEA Analysis Area Communities along the study corridors within the CEA Analysis Area. The impacts of the potential right-of-way acquisitions, residential relocations, and business property relocations on individual communities are evaluated in **Chapter 5 and Appendix C**.

All property owners from whom total or partial right-of-way acquisition would be obtained would be compensated and paid fair market value for the affected property. Property owners affected by relocation would receive relocation assistance in accordance with federal and/or state requirements. The Federal *Uniform Relocation and Real Estate Acquisition Policies Act of 1970*, as amended by the *Surface Transportation and Uniform Relocation Assistance Act of 1987* (Uniform Act), requires that the project not proceed into any phase that will cause the relocation of any persons or proceed with any construction project, until it has furnished assurances that all relocated persons will be satisfactorily relocated to comparable decent, safe, and sanitary housing within their financial means, or that such housing is in place and has been made available to the relocated person. Payments for the cost of moving are also provided. The Uniform Act further requires that relocation resources are available to relocated persons without discrimination. The Uniform Act would be executed in a timely and humane fashion. A summary of the Relocation Assistance Program of MDOT SHA is provided in **Appendix B**.

It is the policy of MDOT SHA to ensure compliance with the provisions of *Title VI of the Civil Rights Act of 1964*, and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, or physical or mental handicap in all MDOT SHA projects funded in whole or in part of FHWA. MDOT SHA will not discriminate in highway planning, highway design, highway construction, right-of-way acquisitions, or provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process to ensure that proper consideration may be given to the social, economic, and environmental effects of all highway projects. Alleged discriminatory actions should be addressed for investigation of the MDOT SHA Office of Equal Opportunity.



# 4

## 4 ENVIRONMENTAL JUSTICE ANALYSIS

### 4.1 Environmental Justice Analysis Regulatory Context

All federal agencies must comply with Title VI of the 1964 Civil Rights Act and Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Under Title VI and related statutes, each federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin,<sup>16</sup> age, sex, disability, or religion. Executive Order 12898 (EJ Order) states that “...each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Executive Order 12898 directs federal agencies to identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. A disproportionately high and adverse effect on minority and low-income populations is defined by the FHWA Order 6640.23A: *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (2012), as an impact that:

- Would be predominately borne by a minority and/or low-income population, or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

The Executive Order is intended to promote nondiscrimination in federal programs that affect human health and the environment, as well as provide minority and low-income communities access to public information and public participation.

The strategies developed under Executive Order 12898 and subsequent Environmental Justice (EJ)- FHWA guidance set forth the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal transportation projects on the health or environment of minority and low-

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<sup>16</sup> Including individuals with Limited English Proficiency.



income populations to the greatest extent practicable and permitted by law. The guidance also addresses an important aspect of EJ: providing meaningful opportunities for public involvement by members of minority populations and low-income populations during the planning and development of programs, policies, and activities (including the identification of potential effects, alternatives, and mitigation measures). The following policies and guidance documents provide assistance for addressing minority and low-income communities:

- US Department of Transportation (USDOT) Order 5610.2(a) *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (2012 revision);
- FHWA Order 6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (2012); and
- FHWA memorandum *Guidance on Environmental Justice and NEPA* (2011).

Executive Order 12898 does not define the terms *minority* or *low-income*, but the terms have been defined in the USDOT and FHWA Orders on EJ. FHWA Order 6640.23A provides the following definitions, which have been used in this analysis:

- *Minority Individual* – A person who identifies as:
  - 1) Black: a person having origins in any of the black racial groups of Africa;
  - 2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
  - 3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;
  - 4) American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
  - 5) Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.
- *Low-Income Individual* – A person whose household income is at or below the US Department of Health and Human Services (HHS) poverty guidelines.

## 4.2 Environmental Justice Analysis Methodology

As stated previously, the strategies developed under Executive Order 12898, USDOT Order 5610.2(a), FHWA Order 6640.23A, and FHWA memorandum *Guidance on Environmental Justice and NEPA* (2011) set forth the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal transportation projects on minority and low-income populations. Based on these strategies, the following steps are documented in this Environmental Justice Analysis in support of the DEIS:



- 1) The identification of minority race and ethnicity populations and low-income populations (EJ populations) along the study corridor (**Section 4.2.1 and Chapter 4.2.2**);
- 2) The review of demographic data to determine the existing environmental and community conditions of the EJ populations (**Section 4.3**);
- 3) The documentation of public outreach as planned, conducted and refined throughout the study duration in consideration of the demographic and community data to ensure meaningful involvement in EJ populations (**Section 4.4**); and
- 4) The identification of beneficial and adverse effects to EJ populations under the No Build and Screened Alternatives (**Chapter 4, Section 5**).

The following steps will be documented in the FEIS:

- 5) The consideration of mitigation and enhancement measures if unavoidable adverse effects are expected to occur under the Preferred Alternative.
- 6) A comparison of adverse effects from the Preferred Alternative within EJ populations to adverse effects within a non-EJ population reference community;
- 7) A determination of whether disproportionately high and adverse effects would occur under the Preferred Alternative to EJ populations; and
- 8) A final conclusion of whether disproportionately high and adverse effects would occur, based on unmitigated adverse effects and whether public feedback has been addressed.

#### 4.2.1 Identification of Minority Race and Ethnicity Populations

MDOT SHA, in coordination with FHWA, identified the methodology for the Environmental Justice Analysis for the Study. Using the methodology, the following definition applies to this Study:

- *Minority Populations* - Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy or activity. See USDOT Order 5610.2 and FHWA Order 6640.23A.

Per the Council on Environmental Quality (CEQ) *Environmental Guidance Under NEPA* (1997), a minority population is present when: (A) the minority race/ethnicity population of the affected area exceeds 50 percent or (B) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.

For the purposes of this EJ Analysis, the appropriate unit of geographic analysis utilized was the block group, with boundaries defined by the US Census Bureau in 2010.<sup>17</sup> Collectively, 199 block groups are

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<sup>17</sup> Block groups were selected as the appropriate unit of geographic analysis for this EJ Analysis because they provide demographic detail for small selections of the study corridor population and because they were also determined to be the appropriate unit of geographic analysis for the demographic data collection in the Community Effects Assessment (CEA) in **Chapters 2 and 3**.



within the EJ Analysis Area (**Figure 4-1, pg. 91**) surrounding the I-495 and I-270 study corridors.<sup>18</sup> Of the 199 block groups within the EJ Analysis Area, 107 had minority populations equal to or above 50 percent while 108 had minority populations equal to or above 48 percent. For the EJ Analysis, a block group was considered an EJ population where the percent of minority race and/or ethnicity persons was equal to or greater than 50 percent of the total block group population, consistent with the CEQ guidance.

#### 4.2.2 Identification of Low-Income Populations

As stated previously, MDOT SHA, in coordination with FHWA, identified the methodology for the EJ Analysis for the Study. Using the methodology, the following definition applies to this Study:

- *Low-Income Population* – Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed USDOT program, policy, or activity. See USDOT Order 5610.2 and FHWA Order 6640.23A.

The ACS Five-Year Estimates (2012-2016) were also used to collect the median household income and average household size data for each of the 199 EJ Analysis Area block groups. The average household size within the block groups was three persons. The HHS Poverty Guidelines provide a threshold median household income for low-income household identification by size of household. Using the HHS 2016 Poverty Guidelines income threshold for a three-person household, an EJ Analysis Area block group would have a median income of \$20,160 or less to be considered a low-income population. However, no EJ Analysis Area block groups had a median household income at or below \$20,160. Under the HHS 2016 Poverty Guidelines methodology, no low-income populations would be in the EJ Analysis Area.

Additional guidance provided in the EJ Federal Interagency Working Group (IWG) report, *Promising Practices for EJ Methodologies in NEPA Reviews* (2016) was used to evaluate low-income populations for the EJ Analysis Area. Guidelines for identifying low-income populations explain that it may be appropriate for agencies to select a threshold for identifying low-income populations that exceed the poverty level as defined by the HHS Poverty Guidelines (IWG EJ 2016). While HHS Poverty Guidelines are calculated based on a national average, the EJ Analysis Area is in a high-income area compared to the rest of the 48 contiguous states. Because the cost of living in the EJ Analysis Area was determined to be greater than the national average and comparison with the HHS 2016 Poverty Guidelines did not yield any low-income populations, a more conservative methodology for determining low-income populations was adopted using the Department of Housing and Urban Development (HUD) 2016 Income Limits Survey. The HUD Income Limits Survey calculates the threshold for a low-income family/household designation at the Metropolitan Fair Market Rent (FMR)/Income Limits Area-level. The calculations are based on the number of persons in a family.

The HUD 2016 FMR/Income Limits, shown in **Table 4-1** provided a more appropriate comparison for determining low-income populations in the EJ Analysis Area. HUD defines *low-income* as a family earning 80 percent or less of an area's median family income. The EJ Analysis Area is in the Washington-Arlington-Alexandria, DC-VA-MD FMR Area. As previously stated, the average household size within the EJ Analysis

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<sup>18</sup> Block group delineation for the EJ Analysis Area is the same as the delineation for the CEA Analysis Area in the CEA in **Chapters 2 and 3**. Delineation information is provided in **Chapter 2, Section 1**.



Area block groups was three persons. Therefore, for this EJ Analysis, a block group was considered an EJ population if its median household income was at or below \$63,150, the HUD 2016 Low-Income Limit for a family of three in the Washington-Arlington-Alexandria, DC-VA-MD FMR Area.

**Table 4-1: HUD 2016 Low-Income Limit for the Washington-Arlington-Alexandria, DC-VA-MD FMR Area**

Persons in Family/Household	Guideline
1	\$49,150
2	\$56,150
3	\$63,150
4	\$70,150
5	\$75,800
6	\$81,400
7	\$87,000
8	\$92,600

Source: Department of Housing and Urban Development, FY 2016 Income Limits Survey ([www.huduser.gov/portal/datasets/il/il2016/2016summary.odn](http://www.huduser.gov/portal/datasets/il/il2016/2016summary.odn))

### 4.3 Existing Conditions of Environmental Justice Populations

The existing conditions of minority race and ethnicity populations and low-income populations are identified for each EJ Analysis Area block group. Of a total 199 EJ Analysis Area block groups along the study corridors, 111 are considered EJ populations. Note that EJ Analysis Area block groups are sometimes described as belonging to an *EJ Analysis Area Community* for the purpose of local context. The 199 EJ Analysis Area block groups have been sorted into 36 EJ Analysis Area Communities using the same methodology as done for *CEA Analysis Area Communities* in the Community Effects Assessment in **Chapters 2 and 3**.<sup>19</sup>

#### 4.3.1 Existing Minority Race and Ethnicity Populations

Race and ethnicity data for the EJ Analysis Area block groups is displayed in **Table 4-2**. As described in **Section 4.2.1**, above, a block group was identified as minority population if 50 percent or more of the block group population identified as a minority. Each of these block groups are highlighted in blue and identified as “yes” in the *Minority Population* column.

The percent minority population within the EJ Analysis Area (63 percent) exceeds that of the state of Maryland (48 percent) by 15 percent. In the Montgomery County portion of the EJ Analysis Area, 45 percent of the population identifies as of minority race and/or ethnicity, which is less than that of Montgomery County as a whole (54 percent). In the Prince George’s County portion of the EJ Analysis Area, 86 percent of the population identifies as of minority race and/or ethnicity, which is equal to that of Prince George’s County. In the Fairfax County portion of the EJ Analysis Area, 28 percent of the

<sup>19</sup> As such, the terms “EJ Analysis Area Community” and “CEA Analysis Area Community” are interchangeable. For instance, the Silver Spring EJ Analysis Area Community has the same block groups and boundaries as the Silver Spring CEA Analysis Area Community. See **Chapter 2, Section 1** for delineation detail.



population identifies as of minority race and/or ethnicity, which is nearly half that of Fairfax County as a whole.

Within the EJ Analysis Area as a whole, the population composition is highly diverse (see **Figure 3-7, pg. 36**). Of the 199 EJ Analysis Area block groups, 107 had minority populations equal to or above 50 percent. Minority populations were present to varying degrees in all EJ Analysis Area Communities except for the McLean; Cabin John; North Bethesda; Bethesda; South Kensington; Chevy Chase; and Joint Base Andrews EJ Analysis Area Communities. Within Montgomery County, 31 of the 112 EJ Analysis Area block groups (nearly 28 percent) were identified as minority populations; 76 of the 82 EJ Analysis Area block groups (nearly 93 percent) in Prince George's County were identified as minority populations.



**Table 4-2: EJ Analysis Area Race and Ethnicity Characteristics**

EJ Analysis Area Community	Geographic Area/EJ Analysis Area Block Group	Total Population	American Indian and Alaska Native Alone		Asian Alone		Black or African American Alone		Native Hawaiian and Other Pacific Islander Alone		White Alone		Some Other Race Alone and Two or More Races		Hispanic or Latino, Regardless of Race		Total Minority Population <sup>20</sup>		Minority Population
			Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
	Fairfax County	113,2887	1,345	<1%	209,007	18%	103,934	9%	567	<1%	592,735	52%	43,359	4%	181,940	16%	540,152	48%	n/a
	Montgomery County	1,026,371	1,514	<1%	148,778	15%	177,896	17%	4,27	<1%	471,476	46%	35,730	3%	190,550	19%	554,895	54%	n/a
	Prince George's County	897,693	2,039	<1%	37,801	4%	562,034	63%	241	<1%	122,505	14%	22,805	3%	150,268	17%	775,188	86%	n/a
	Maryland	5,959,902	11,695	<1%	359,997	6%	1,738,618	29%	2,416	<1%	3,128,390	53%	168,640	3%	550,146	9%	2,831,512	48%	n/a
	All EJ Analysis Area Block Groups	319,335	566	<1%	32,184	10%	106,221	33%	29	<1%	119,428	37%	9,881	3%	51,297	16%	200,178	63%	n/a
<b>Fairfax County</b>																			
McLean	4701.00 - 1	851	0	0%	38	4%	40	5%	0	0%	664	78%	41	5%	68	8%	187	22%	no
	4701.00 - 2	1,885	0	0%	332	18%	37	2%	0	0%	1,399	74%	44	2%	80	4%	493	26%	no
	4705.00 - 1	1,051	0	0%	371	35%	66	6%	0	0%	594	57%	0	0%	20	2%	457	43%	no
	4801.00 - 4	561	0	0%	29	5%	24	4%	0	0%	439	78%	60	11%	9	2%	122	22%	no
	4802.01 - 1	1,305	0	0%	291	22%	0	0%	0	0%	967	74%	20	2%	27	2%	338	26%	no
<b>Montgomery County</b>																			
Potomac	7012.06 - 1	1,565	0	0%	134	9%	17	1%	0	0%	1,126	72%	37	2%	251	16%	439	28%	no
	7012.06 - 2	1,900	0	0%	165	9%	0	0%	0	0%	1,251	66%	0	0%	484	25%	649	34%	no
	7060.08 - 1	1,810	0	0%	386	21%	2	0%	0	0%	1,382	76%	28	2%	12	1%	428	24%	no
	7060.08 - 2	939	0	0%	118	13%	60	6%	0	0%	624	66%	23	2%	114	12%	315	34%	no
	7060.09 - 2	1,536	0	0%	198	13%	0	0%	0	0%	1,284	84%	54	4%	0	0%	252	16%	no
	7060.09 - 3	1,515	0	0%	109	7%	28	2%	0	0%	1,126	74%	18	1%	234	15%	389	26%	no
	7060.12 - 1	1,201	0	0%	225	19%	216	18%	0	0%	593	49%	21	2%	146	12%	608	51%	yes
	7060.12 - 2	1,108	0	0%	182	16%	212	19%	0	0%	507	46%	22	2%	185	17%	601	54%	yes
	7060.12 - 3	961	0	0%	233	24%	11	1%	0	0%	521	54%	36	4%	160	17%	440	46%	no
	7060.13 - 1	1,648	0	0%	251	15%	24	1%	0	0%	1,018	62%	63	4%	292	18%	630	38%	no
Cabin John	7058.00 - 2	1,958	0	0%	206	11%	0	0%	19	1%	1,507	77%	143	7%	83	4%	451	23%	no
	7058.00 - 3	1,104	0	0%	52	5%	31	3%	0	0%	955	87%	34	3%	32	3%	149	13%	no
North Bethesda	7012.05 - 1	2,609	0	0%	165	6%	265	10%	0	0%	2,025	78%	93	4%	61	2%	584	22%	no
	7012.05 - 2	2,792	0	0%	263	9%	150	5%	0	0%	1,918	69%	250	9%	211	8%	874	31%	no

<sup>20</sup> Total Minority Population is the sum of persons self-identifying as Black or African American Alone, Hispanic or Latino (regardless of race), Asian American Alone, American Indian and Alaskan Native Alone, Native Hawaiian or other Pacific Islander Alone, Some Other Race Alone, and two or more races.



EJ Analysis Area Community	Geographic Area/EJ Analysis Area Block Group	Total Population	American Indian and Alaska Native Alone		Asian Alone		Black or African American Alone		Native Hawaiian and Other Pacific Islander Alone		White Alone		Some Other Race Alone and Two or More Races		Hispanic or Latino, Regardless of Race		Total Minority Population <sup>20</sup>		Minority Population
			Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
	7012.05 - 3	595	20	3%	114	19%	96	16%	0	0%	314	53%	0	0%	51	9%	281	47%	no
	7012.05 - 4	806	0	0%	86	11%	52	6%	0	0%	625	78%	12	1%	31	4%	181	22%	no
	7012.13 - 1	1,402	0	0%	211	15%	0	0%	0	0%	1,171	84%	0	0%	20	1%	231	16%	no
	7012.13 - 2	2,318	0	0%	274	12%	121	5%	0	0%	1,610	69%	191	8%	122	5%	708	31%	no
	7012.13 - 3	1,141	0	0%	255	22%	131	11%	0	0%	627	55%	18	2%	110	10%	514	45%	no
	7012.14 - 1	2,434	8	0%	251	10%	337	14%	0	0%	1,453	60%	107	4%	278	11%	981	40%	no
	7012.14 - 2	1,334	0	0%	172	13%	54	4%	0	0%	918	69%	18	1%	172	13%	416	31%	no
	7012.15 - 1	780	0	0%	132	17%	55	7%	0	0%	454	58%	51	7%	88	11%	326	42%	no
	7012.15 - 2	1,140	0	0%	93	8%	84	7%	0	0%	864	76%	39	3%	60	5%	276	24%	no
	7012.15 - 3	1,959	0	0%	297	15%	230	12%	0	0%	1,150	59%	44	2%	238	12%	809	41%	no
	7012.15 - 4	939	0	0%	90	10%	43	5%	0	0%	616	66%	64	7%	126	13%	323	34%	no
	7044.01 - 1	1,699	0	0%	149	9%	131	8%	0	0%	1,174	69%	40	2%	205	12%	525	31%	no
	7044.01 - 2	1,782	0	0%	272	15%	130	7%	0	0%	978	55%	71	4%	331	19%	804	45%	no
	7045.01 - 1	590	0	0%	80	14%	14	2%	0	0%	404	68%	0	0%	92	16%	186	32%	no
	7045.01 - 2	1,218	0	0%	46	4%	134	11%	0	0%	786	65%	90	7%	162	13%	432	35%	no
	7045.01 - 3	897	0	0%	169	19%	2	0%	0	0%	558	62%	62	7%	106	12%	339	38%	no
	7045.01 - 4	883	0	0%	115	13%	0	0%	0	0%	677	77%	0	0%	91	10%	206	23%	no
Bethesda	7044.03 - 1	1,618	0	0%	206	13%	110	7%	0	0%	1,063	66%	70	4%	169	10%	555	34%	no
	7044.04 - 1	1,423	0	0%	101	7%	93	7%	0	0%	1,118	79%	0	0%	111	8%	305	21%	no
	7044.04 - 2	1,191	0	0%	182	15%	0	0%	0	0%	968	81%	21	2%	20	2%	223	19%	no
	7044.04 - 3	1,163	0	0%	204	18%	97	8%	0	0%	699	60%	24	2%	139	12%	464	40%	no
	7044.04 - 4	1,462	0	0%	201	14%	175	12%	0	0%	901	62%	67	5%	118	8%	561	38%	no
	7045.02, - 1	744	0	0%	36	5%	0	0%	0	0%	668	90%	24	3%	16	2%	76	10%	no
	7045.02 - 2	1,748	0	0%	285	16%	0	0%	0	0%	1,284	73%	56	3%	123	7%	464	27%	no
	7045.03 - 1	1,345	0	0%	118	9%	30	2%	0	0%	1,133	84%	14	1%	50	4%	212	16%	no
	7045.03 - 2	2,939	0	0%	206	7%	85	3%	0	0%	2,170	74%	136	5%	342	12%	769	26%	no
	7050.00 - 4	1,438	0	0%	71	5%	78	5%	10	1%	1,035	72%	49	3%	195	14%	403	28%	no
	7059.01 - 3	1,445	0	0%	139	10%	49	3%	0	0%	1,160	80%	43	3%	54	4%	285	20%	no
7059.02 - 3	1,388	0	0%	409	29%	24	2%	0	0%	851	61%	0	0%	104	7%	537	39%	no	
South Kensington	7041.00 - 1	1,221	0	0%	92	8%	81	7%	0	0%	945	77%	8	1%	95	8%	276	23%	no
	7041.00 - 2	1,160	0	0%	21	2%	116	10%	0	0%	922	79%	50	4%	51	4%	238	21%	no
	7041.00 - 3	1,355	0	0%	9	1%	0	0%	0	0%	1,110	82%	51	4%	185	14%	245	18%	no
	7043.00 - 2	1,324	0	0%	56	4%	9	1%	0	0%	1,138	86%	23	2%	98	7%	186	14%	no
7043.00 - 4	672	0	0%	22	3%	0	0%	0	0%	576	86%	27	4%	47	7%	96	14%	no	



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			Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Chevy Chase	7050.00 - 1	1,524	0	0%	52	3%	20	1%	0	0%	1,308	86%	55	4%	89	6%	216	14%	no
	7051.00 - 1	1,561	4	0%	53	3%	195	12%	0	0%	1,165	75%	39	2%	105	7%	396	25%	no
	7051.00 - 2	2,151	0	0%	202	9%	186	9%	0	0%	1,510	70%	70	3%	183	9%	641	30%	no
Forest Glen	7039.01 - 1	1,319	31	2%	49	4%	201	15%	0	0%	631	48%	145	11%	262	20%	688	52%	yes
	7039.01 - 2	940	26	3%	25	3%	127	14%	0	0%	661	70%	12	1%	89	9%	279	30%	no
	7039.01 - 3	920	0	0%	78	8%	90	10%	0	0%	639	69%	41	4%	72	8%	281	31%	no
	7040.00 - 3	2,607	0	0%	108	4%	789	30%	0	0%	535	21%	17	1%	1,158	44%	2,072	79%	yes
	7040.00 - 4	1,950	0	0%	78	4%	362	19%	0	0%	1,269	65%	43	2%	198	10%	681	35%	no
Silver Spring	7016.01 - 1	2,343	0	0%	238	10%	1,000	43%	0	0%	98	4%	47	2%	960	41%	2,245	96%	yes
	7016.02 - 1	3,144	0	0%	282	9%	213	7%	0	0%	57	2%	38	1%	2,554	81%	3,087	98%	yes
	7016.02 - 3	799	0	0%	297	37%	170	21%	0	0%	237	30%	54	7%	41	5%	562	70%	yes
	7016.02 - 4	1,396	0	0%	358	26%	364	26%	0	0%	178	13%	9	1%	487	35%	1,218	87%	yes
	7021.01 - 2	792	0	0%	86	11%	365	46%	0	0%	186	23%	8	1%	147	19%	606	77%	yes
	7021.01 - 3	1,569	0	0%	515	33%	442	28%	0	0%	292	19%	38	2%	282	18%	1,277	81%	yes
	7022.00 - 1	2,441	0	0%	9	0%	507	21%	0	0%	688	28%	92	4%	1,145	47%	1,753	72%	yes
	7022.00 - 2	770	0	0%	24	3%	8	1%	0	0%	712	92%	16	2%	10	1%	58	8%	no
	7022.00 - 3	1,151	0	0%	207	18%	55	5%	0	0%	751	65%	61	5%	77	7%	400	35%	no
	7023.02 - 2	836	0	0%	30	4%	87	10%	0	0%	691	83%	21	3%	7	1%	145	17%	no
	7027.00 - 4	2,277	0	0%	180	8%	945	42%	0	0%	649	29%	0	0%	503	22%	1,628	71%	yes
	7028.00 - 3	1,025	0	0%	69	7%	7	1%	0	0%	839	82%	0	0%	110	11%	186	18%	no
	7028.00 - 4	1,265	57	5%	10	1%	407	32%	0	0%	613	48%	67	5%	111	9%	652	52%	yes
	7029.00 - 1	848	0	0%	0	0%	79	9%	0	0%	697	82%	60	7%	12	1%	151	18%	no
	7029.00 - 2	1,384	19	1%	112	8%	232	17%	0	0%	698	50%	47	3%	276	20%	686	50%	yes
Kemp Mill	7030.00 - 2	1,164	0	0%	43	4%	183	16%	0	0%	538	46%	118	10%	282	24%	626	54%	yes
Four Corners	7021.02 - 1	1,173	0	0%	50	4%	68	6%	0	0%	968	83%	49	4%	38	3%	205	17%	no
	7021.02 - 2	1,002	0	0%	54	5%	41	4%	0	0%	907	91%	0	0%	0	0%	95	9%	no
	7021.02 - 3	1,020	0	0%	44	4%	80	8%	0	0%	883	87%	0	0%	13	1%	137	13%	no
	7030.00 - 1	803	6	1%	30	4%	85	11%	0	0%	491	61%	78	10%	113	14%	312	39%	no
	7031.00 - 3	1,498	0	0%	60	4%	95	6%	0	0%	865	58%	59	4%	419	28%	633	42%	no
	7031.00 - 4	833	0	0%	110	13%	111	13%	0	0%	386	46%	14	2%	212	25%	447	54%	yes
Hillandale	7015.05 - 3	3,138	0	0%	371	12%	970	31%	0	0%	1,117	36%	204	7%	476	15%	20,21	64%	yes
	7015.09 - 1	1,368	0	0%	121	9%	96	7%	0	0%	851	62%	22	2%	278	20%	517	38%	no
	8073.04 - 1	2,003	4	<1%	149	7%	542	27%	0	0%	419	21%	54	3%	835	42%	1,584	79%	yes



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			Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
<b>Prince George's County</b>																			
Adelphi	8073.05 - 1	1,795	0	0%	190	11%	626	35%	0	0%	217	12%	29	2%	733	41%	1,578	88%	yes
	8073.05 - 2	1,669	0	0%	125	7%	743	45%	0	0%	158	9%	26	2%	617	37%	1,511	91%	yes
Beltsville	8074.04 - 2	2,356	0	0%	225	10%	598	25%	0	0%	568	24%	127	5%	838	36%	1,788	76%	yes
	8074.05 - 1	1,845	0	0%	233	13%	387	21%	0	0%	572	31%	92	5%	561	30%	1,273	69%	yes
	8074.05 - 3	2,300	0	0%	360	16%	917	40%	0	0%	602	26%	67	3%	354	15%	1,698	74%	yes
	8074.09 - 1	3,329	0	0%	277	8%	1,368	41%	0	0%	179	5%	230	7%	1,275	38%	3,150	95%	yes
	8074.09 - 2	885	0	0%	81	9%	315	36%	0	0%	219	25%	79	9%	191	22%	666	75%	yes
College Park	8069.00 - 1	1,846	0	0%	48	3%	218	12%	0	0%	505	27%	45	2%	1,030	56%	1,341	73%	yes
	8069.00 - 2	1,739	0	0%	147	8%	287	17%	0	0%	469	27%	243	14%	593	34%	1,270	73%	yes
	8069.00 - 3	1,451	0	0%	298	21%	193	13%	0	0%	954	66%	0	0%	6	0%	497	34%	no
	8070.00 - 2	1,851	0	0%	334	18%	497	27%	0	0%	900	49%	24	1%	96	5%	951	51%	yes
	8073.01 - 1	1,731	0	0%	669	39%	339	20%	0	0%	381	22%	11	1%	331	19%	1,350	78%	yes
	8073.01 - 2	1,927	0	0%	236	12%	635	33%	0	0%	790	41%	33	2%	233	12%	1,137	59%	yes
Greenbelt	8067.06 - 1	1,119	0	0%	295	26%	183	16%	0	0%	598	53%	0	0%	43	4%	521	47%	no
	8067.06 - 2	599	0	0%	34	6%	469	78%	0	0%	52	9%	44	7%	0	0%	547	91%	yes
	8067.06 - 3	1,593	0	0%	21	1%	866	54%	0	0%	95	6%	16	1%	595	37%	1,498	94%	yes
	8067.08 - 1	699	0	0%	41	6%	179	26%	0	0%	461	66%	9	1%	9	1%	238	34%	no
	8067.08 - 2	1,749	0	0%	326	19%	634	36%	0	0%	738	42%	10	1%	41	2%	1,011	58%	yes
	8067.08 - 3	1,531	0	0%	296	19%	362	24%	0	0%	738	48%	36	2%	99	6%	793	52%	yes
	8067.10 - 2	2,379	0	0%	290	12%	1,488	63%	0	0%	281	12%	101	4%	219	9%	2,098	88%	yes
	8067.10 - 3	2,382	0	0%	320	13%	1,541	65%	0	0%	483	20%	38	2%	0	0%	1,899	80%	yes
	8067.12 - 1	2,046	0	0%	98	5%	1,622	79%	0	0%	81	4%	114	6%	131	6%	1,965	96%	yes
	8067.12 - 2	1,471	0	0%	61	4%	1,201	82%	0	0%	125	8%	20	1%	64	4%	1346	92%	yes
	8067.13 - 1	2,694	0	0%	173	6%	1,720	64%	0	0%	29	1%	0	0%	772	29%	2,665	99%	yes
	8067.13 - 2	1,028	0	0%	66	6%	575	56%	0	0%	71	7%	66	6%	250	24%	957	93%	yes
	8067.14 - 1	2,357	0	0%	16	1%	1,127	48%	0	0%	215	9%	123	5%	876	37%	2,142	91%	yes
	8067.14 - 2	1,538	0	0%	90	6%	532	35%	0	0%	124	8%	16	1%	776	50%	1,414	92%	yes
	8074.08 - 1	1,477	66	4%	290	20%	371	25%	0	0%	673	46%	77	5%	0	0%	804	54%	yes
8074.08 - 2	1,902	17	1%	60	3%	165	9%	0	0%	1,406	74%	80	4%	174	9%	496	26%	no	
Seabrook	8036.06 - 2	1,389	0	0%	37	3%	972	70%	0	0%	263	19%	17	1%	100	7%	1,126	81%	yes
	8036.06 - 3	1,416	9	1%	81	6%	712	50%	0	0%	140	10%	72	5%	402	28%	1,276	90%	yes
	8036.06 - 4	1,216	0	0%	188	15%	530	44%	0	0%	164	13%	29	2%	305	25%	1,052	87%	yes



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			Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
New Carrollton	8036.05 - 1	1,591	0	0%	40	3%	773	49%	0	0%	126	8%	132	8%	520	33%	1,465	92%	yes
	8036.05 - 4	2,559	0	0%	58	2%	1,338	52%	0	0%	353	14%	153	6%	657	26%	2,206	86%	yes
	8036.10 - 1	1,653	0	0%	94	6%	1,092	66%	0	0%	141	9%	68	4%	258	16%	1,512	91%	yes
	8036.12 - 1	1,543	0	0%	12	1%	536	35%	0	0%	174	11%	23	1%	798	52%	1,369	89%	yes
	8036.12 - 2	1,804	0	0%	25	1%	1,525	85%	0	0%	33	2%	43	2%	178	10%	1,771	98%	yes
Lanham	8036.08 - 1	894	0	0%	0	0%	560	63%	0	0%	136	15%	0	0%	198	22%	758	85%	yes
	8036.08 - 2	1,468	0	0%	46	3%	928	63%	0	0%	115	8%	22	1%	357	24%	1,353	92%	yes
	8036.08 - 3	1,704	0	0%	80	5%	554	33%	0	0%	100	6%	38	2%	932	55%	1,604	94%	yes
	8036.08 - 4	1,886	0	0%	78	4%	1,387	74%	0	0%	65	3%	71	4%	285	15%	1,821	97%	yes
Springdale	8036.01 - 1	2,302	0	0%	36	2%	2,215	96%	0	0%	3	0%	48	2%	0	0%	2,299	100%	yes
Glenarden	8035.21 - 1	5,890	0	0%	220	4%	4,951	84%	0	0%	389	7%	175	3%	155	3%	5,501	93%	yes
	8036.01 - 2	1,359	0	0%	249	18%	1,019	75%	0	0%	47	3%	44	3%	0	0%	1,312	97%	yes
	8036.02 - 2	1,058	0	0%	1	0%	954	90%	0	0%	24	2%	17	2%	62	6%	1,034	98%	yes
Mitchellville	8035.16 - 1	4,321	0	0%	207	5%	3,487	81%	0	0%	273	6%	244	6%	110	3%	4,048	94%	yes
	8035.20 - 3	1,935	0	0%	21	1%	1,527	79%	0	0%	148	8%	54	3%	185	10%	1,787	92%	yes
Summerfield	8035.08 - 1	1,238	0	0%	0	0%	1,196	97%	0	0%	0	0%	8	1%	34	3%	1,238	100%	yes
	8035.19 - 3	1,223	0	0%	13	1%	910	74%	0	0%	21	2%	0	0%	279	23%	1,202	98%	yes
	8035.25 - 1	748	0	0%	0	0%	736	98%	0	0%	0	0%	12	2%	0	0%	748	100%	yes
Landover	8034.02 - 3	998	0	0%	0	0%	788	79%	0	0%	0	0%	43	4%	167	17%	998	100%	yes
	8035.08 - 3	1,223	0	0%	13	1%	910	74%	0	0%	21	2%	0	0%	279	23%	1,202	98%	yes
	8035.09 - 1	2,109	30	1%	24	1%	1,413	67%	0	0%	24	1%	25	1%	593	28%	2,085	99%	yes
Landover Hills	8037.00 - 1	1,267	0	0%	0	0%	571	45%	0	0%	119	9%	62	5%	515	41%	1,148	91%	yes
Lake Arbor	8035.14 - 1	2,090	0	0%	0	0%	2,008	96%	0	0%	31	1%	51	2%	0	0%	2,059	99%	yes
Largo	8035.12 - 1	2,336	0	0%	135	6%	2,069	89%	0	0%	40	2%	0	0%	92	4%	2,296	98%	yes
	8035.12 - 3	1,932	0	0%	45	2%	1,615	84%	0	0%	47	2%	0	0%	225	12%	1,885	98%	yes
	8035.13 - 2	1,104	0	0%	45	4%	1,027	93%	0	0%	18	2%	14	1%	0	0%	1,086	98%	yes
Forestville	8019.06 - 1	579	0	0%	7	1%	486	84%	0	0%	36	6%	14	2%	36	6%	543	94%	yes
	8021.03 - 2	1,816	0	0%	51	3%	1,600	88%	0	0%	69	4%	76	4%	20	1%	1,747	96%	yes
	8021.04 - 1	837	0	0%	0	0%	727	87%	0	0%	20	2%	11	1%	79	9%	817	98%	yes
	8021.04 - 2	953	0	0%	5	1%	835	88%	0	0%	38	4%	13	1%	62	7%	915	96%	yes
	8022.03 - 2	1,481	0	0%	29	2%	895	60%	0	0%	38	3%	24	2%	495	33%	1,443	97%	yes
	8022.03 - 3	1,342	22	2%	4	0%	1,058	79%	0	0%	71	5%	10	1%	177	13%	1,271	95%	yes
	8022.04 - 4	1,464	0	0%	0	0%	1,419	97%	0	0%	45	3%	0	0%	0	0%	1,419	97%	yes



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			Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Westphalia	8007.01 - 2	1,772	0	0%	23	1%	1,636	92%	0	0%	92	5%	21	1%	0	0%	1,680	95%	yes
	8022.01 - 1	765	0	0%	13	2%	472	62%	0	0%	170	22%	75	10%	35	5%	595	78%	yes
	8022.01 - 2	1,082	0	0%	25	2%	1,042	96%	0	0%	15	1%	0	0%	0	0%	1,067	99%	yes
Morningside	8019.06 - 2	1,171	0	0%	3	0%	567	48%	0	0%	294	25%	63	5%	244	21%	877	75%	yes
Joint Base Andrews	8011.04 - 1	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	no
	8011.04 - 3	3,336	133	4%	77	2%	596	18%	0	0%	1,925	58%	172	5%	433	13%	1,411	42%	no
Camp Springs	8019.01 - 2	1,612	0	0%	0	0%	1,286	80%	0	0%	149	9%	9	1%	168	10%	1,463	91%	yes
	8019.04 - 1	1,767	0	0%	0	0%	1,374	78%	0	0%	94	5%	51	3%	248	14%	1,673	95%	yes
	8019.04 - 2	1,325	40	3%	11	1%	987	74%	0	0%	225	17%	11	1%	51	4%	1,100	83%	yes
	8019.05 - 1	1,834	0	0%	130	7%	1,610	88%	0	0%	32	2%	46	3%	16	1%	1,802	98%	yes
	8019.05 - 2	3,428	0	0%	184	5%	2,611	76%	0	0%	530	15%	84	2%	19	1%	2,898	85%	yes
Marlow Heights	8017.08 - 1	1,648	0	0%	32	2%	1,260	76%	0	0%	51	3%	165	10%	140	8%	1,597	97%	yes
	8019.07 - 1	2,023	0	0%	91	4%	1,807	89%	0	0%	72	4%	10	0%	43	2%	1,951	96%	yes
Temple Hills	8017.01 - 1	2,654	54	2%	33	1%	2,246	85%	0	0%	161	6%	19	1%	141	5%	2,493	94%	yes
	8017.01 - 2	1,675	0	0%	14	1%	1,578	94%	0	0%	63	4%	11	1%	9	1%	1,612	96%	yes
	8017.02 - 1	797	0	0%	0	0%	645	81%	0	0%	64	8%	0	0%	88	11%	733	92%	yes
	8019.01 - 1	969	0	0%	8	1%	681	70%	0	0%	56	6%	10	1%	214	22%	913	94%	yes
Gaithersburg	7007.06 - 1	3,030	0	0%	689	23%	580	19%	0	0%	845	28%	63	2%	853	28%	2,185	72%	yes
	7007.17 - 1	2,122	0	0%	216	10%	870	41%	0	0%	345	16%	88	4%	603	28%	1,777	84%	yes
	7007.17 - 2	1,292	0	0%	152	12%	188	15%	0	0%	273	21%	19	1%	660	51%	1,019	79%	yes
	7007.17 - 3	2,736	0	0%	132	5%	634	23%	0	0%	357	13%	18	1%	1,595	58%	2,379	87%	yes
	7007.17 - 4	725	0	0%	157	22%	15	2%	0	0%	501	69%	32	4%	20	3%	224	31%	no
	7007.24 - 1	3,781	0	0%	493	13%	815	22%	0	0%	326	9%	65	2%	2,082	55%	3,455	91%	yes
	7008.16 - 1	2,838	0	0%	1,103	39%	432	15%	0	0%	164	6%	28	1%	1,111	39%	2,674	94%	yes
	7008.16 - 2	2,357	0	0%	511	22%	602	26%	0	0%	977	41%	60	3%	207	9%	1,380	59%	yes
	7008.16 - 4	1,828	0	0%	286	16%	212	12%	0	0%	226	12%	28	2%	1,076	59%	1,602	88%	yes
	7008.17 - 1	1,347	0	0%	537	40%	183	14%	0	0%	332	25%	45	3%	250	19%	1,015	75%	yes
	7008.17 - 2	1,856	0	0%	339	18%	350	19%	0	0%	706	38%	172	9%	289	16%	1,150	62%	yes
	7008.17 - 3	2,590	0	0%	430	17%	480	19%	0	0%	1,369	53%	101	4%	210	8%	1,221	47%	no
7008.29 - 1	1,597	0	0%	459	29%	89	6%	0	0%	793	50%	160	10%	96	6%	804	50%	Yes	
Rockville	7007.18 - 1	4,185	0	0%	817	20%	555	13%	0	0%	2,174	52%	187	4%	452	11%	2,011	48%	no
	7007.18 - 2	952	10	1%	163	17%	214	22%	0	0%	506	53%	44	5%	15	2%	446	47%	no
	7010.01 - 2	2,059	0	0%	237	12%	25	1%	0	0%	1,459	71%	80	4%	258	13%	600	29%	no
	7010.01 - 3	780	0	0%	66	8%	36	5%	0	0%	628	81%	50	6%	0	0%	152	19%	no
	7010.02 - 1	745	0	0%	168	23%	50	7%	0	0%	495	66%	5	1%	27	4%	250	34%	no



EJ Analysis Area Community	Geographic Area/EJ Analysis Area Block Group	Total Population	American Indian and Alaska Native Alone		Asian Alone		Black or African American Alone		Native Hawaiian and Other Pacific Islander Alone		White Alone		Some Other Race Alone and Two or More Races		Hispanic or Latino, Regardless of Race		Total Minority Population <sup>20</sup>		Minority Population
			Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
	7010.02 - 2	2,043	0	0%	252	12%	8	0%	0	0%	1,471	72%	120	6%	192	9%	572	28%	no
	7010.02 - 3	874	0	0%	225	26%	12	1%	0	0%	586	67%	6	1%	45	5%	288	33%	no
	7010.04 - 2	1,580	0	0%	125	8%	65	4%	0	0%	1,351	86%	6	0%	33	2%	229	14%	no
	7010.04 - 4	1,245	0	0%	212	17%	6	0%	0	0%	729	59%	191	15%	107	9%	516	41%	no
	7010.05 - 1	2,907	0	0%	664	23%	323	11%	0	0%	1,423	49%	38	1%	459	16%	1,484	51%	yes
	7010.05 - 2	1,001	0	0%	212	21%	44	4%	0	0%	705	70%	13	1%	27	3%	296	30%	no
	7010.06 - 1	1,370	0	0%	431	31%	26	2%	0	0%	873	64%	21	2%	19	1%	497	36%	no
	7010.06 - 2	2,460	0	0%	468	19%	43	2%	0	0%	1,518	62%	147	6%	284	12%	942	38%	no
	7010.07 - 1	2,558	0	0%	637	25%	445	17%	0	0%	1,331	52%	103	4%	42	2%	1,227	48%	no
	7010.07 - 2	557	10	2%	79	14%	61	11%	0	0%	381	68%	26	5%	0	0%	176	32%	no
	7012.10 - 1	1,198	0	0%	429	36%	102	9%	0	0%	590	49%	22	2%	55	5%	608	51%	yes
	7012.11 - 3	512	0	0%	80	16%	0	0%	0	0%	432	84%	0	0%	0	0%	80	16%	no



### 4.3.2 Existing Low-Income Populations

Median household income data for the EJ Analysis Area is provided in **Table 4-3**. As described in [Section 4.2.2](#), above, a block group was identified as low-income population if its median household income was at or below \$63,150. EJ Analysis Area block groups that qualified as low-income populations are highlighted in yellow and noted with a “yes” in the right-most column of the table. Of the 199 EJ Analysis Area block groups, 30 had a median household income below \$63,150. The highest density of low-income populations was in the Landover and Landover Hills EJ Analysis Area Communities, where all the block groups had median household income below \$63,150. Slightly less than half of the Greenbelt EJ Analysis Area Community block groups (seven of the 16) had a median household income below \$63,150. The remaining low-income populations were individual block groups located in the Potomac, Silver Spring, Beltsville, College Park, New Carrollton, Lanham, Summerfield, Forestville, Joint Base Andrews, Camp Springs, Gaithersburg, and Temple Hills EJ Analysis Area Communities.

**Table 4-3: EJ Analysis Area Household/Low-Income Characteristics and EJ Populations**

EJ Analysis Area Community	Geography/ CEA Analysis Area Block Group	Median Household Income	Low-Income Population/ EJ Population
	<b>Maryland</b>	\$76,067	n/a
	<b>Virginia</b>	\$66,149	n/a
	<b>Montgomery County</b>	\$100,352	n/a
	<b>Prince George’s County</b>	\$75,925	n/a
	<b>Fairfax County</b>	\$114,329	n/a
<b>McLean</b>	4701.00 - 1	\$214,821	no
	4701.00 - 2	\$250,000	no
	4705.00 - 1	\$197,083	no
	4801.00 - 4	\$250,000	no
	4802.01 - 1	\$227,500	no
<b>Potomac</b>	7012.06 - 1	\$136,375	no
	7012.06 - 2	\$169,453	no
	7060.08 - 1	\$199,762	no
	7060.08 - 2	\$239,000	no
	7060.09 - 2	\$214,500	no
	7060.09 - 3	\$230,278	no
	7060.12 - 1	\$69,142	no
	7060.12 - 2	\$72,750	no
	7060.12 - 3	\$33,977	yes
	7060.13 - 1	\$221,250	no
7060.13 - 2	\$213,500	no	
<b>Cabin John</b>	7058.00 - 2	\$163,029	no
	7058.00 - 3	\$152,540	no
<b>North Bethesda</b>	7012.05 - 1	\$209,219	no
	7012.05 - 2	\$216,324	no
	7012.05 - 3	\$81,471	no



EJ Analysis Area Community	Geography/ CEA Analysis Area Block Group	Median Household Income	Low-Income Population/ EJ Population
	7012.05 - 4	*	no
	7012.13 - 1	\$161,786	no
	7012.13 - 2	\$117,783	no
	7012.13 - 3	\$104,792	no
	7012.14 - 1	\$126,169	no
	7012.14 - 2	\$86,806	no
	7012.15 - 1	\$84,018	no
	7012.15 - 2	\$110,944	no
	7012.15 - 3	\$118,209	no
	7012.15 - 4	\$83,029	no
	7044.01 - 1	\$173,542	no
	7044.01 - 2	\$239,167	no
	7045.01 - 1	\$124,531	no
	7045.01 - 2	\$137,228	no
	7045.01 - 3	\$121,058	no
	7045.01 - 4	\$169,519	no
<b>Bethesda</b>	7044.03 - 1	\$77,721	no
	7044.04 - 1	\$198,125	no
	7044.04 - 2	\$146,295	no
	7044.04 - 3	\$115,234	no
	7044.04 - 4	\$102,031	no
	7045.02 - 1	\$250,000	no
	7045.02 - 2	\$192,321	no
	7045.03 - 1	\$162,097	no
	7045.03 - 2	\$200,192	no
	7050.00 - 4	\$152,857	no
	7059.01 - 3	\$250,000	no
	7059.02 - 3	\$250,000	no
<b>South Kensington</b>	7041.00 - 1	\$135,156	no
	7041.00 - 2	\$184,118	no
	7041.00 - 3	\$146,250	no
	7043.00 - 2	\$144,063	no
	7043.00 - 4	\$165,625	no
<b>Chevy Chase</b>	7050.00 - 1	\$102,875	no
	7051.00 - 1	\$191,652	no
	7051.00 - 2	\$141,250	no
<b>Forest Glen</b>	7039.01 - 1	\$106,932	no
	7039.01 - 2	\$120,938	no
	7039.01 - 3	\$167,792	no
	7040.00 - 3	\$80,833	no



EJ Analysis Area Community	Geography/ CEA Analysis Area Block Group	Median Household Income	Low-Income Population/ EJ Population
	7040.00 - 4	\$79,808	no
Silver Spring	7016.01 - 1	\$57,324	yes
	7016.02 - 1	\$65,595	no
	7016.02 - 3	\$91,136	no
	7016.02 - 4	\$107,159	no
	7021.01 - 2	\$111,818	no
	7021.01 - 3	\$95,114	no
	7022.00 - 1	\$108,950	no
	7022.00 - 2	\$141,500	no
	7022.00 - 3	\$167,500	no
	7023.02 - 2	\$138,824	no
	7027.00 - 4	\$43,438	yes
	7028.00 - 3	\$122,946	no
	7028.00 - 4	\$158,531	no
	7029.00 - 1	\$224,453	no
7029.00 - 2	\$136,099	no	
Kemp Mill	7030.00 - 2	\$124,712	no
Four Corners	7021.02 - 1	\$143,125	no
	7021.02 - 2	\$133,182	no
	7021.02 - 3	\$178,802	no
	7030.00 - 1	\$143,304	no
	7031.00 - 3	\$112,000	no
	7031.00 - 4	*	no
Hillandale	7015.05 - 3	\$82,989	no
	7015.09 - 1	\$115,588	no
	8073.04 - 1	\$86,346	no
Adelphi	8073.05 - 1	\$93,707	no
	8073.05 - 2	\$86,146	no
Beltsville	8074.04 - 2	\$83,071	no
	8074.05 - 1	\$100,432	no
	8074.05 - 3	\$70,110	no
	8074.09 - 1	\$61,774	yes
	8074.09 - 2	\$93,043	no
College Park	8069.00 - 1	\$92,663	no
	8069.00 - 2	\$100,958	no
	8069.00 - 3	\$74,821	no
	8070.00 - 2	\$28,654	yes
	8073.01 - 1	\$45,272	yes
	8073.01 - 2	\$107,831	no
Greenbelt	8067.06 - 1	\$51,378	yes



EJ Analysis Area Community	Geography/ CEA Analysis Area Block Group	Median Household Income	Low-Income Population/ EJ Population
	8067.06 - 2	\$94,750	no
	8067.06 - 3	\$87,896	no
	8067.08 - 1	\$41,892	yes
	8067.08 - 2	\$46,500	yes
	8067.08 - 3	\$78,255	no
	8067.10 - 2	\$69,620	no
	8067.10 - 3	\$104,931	no
	8067.12 - 1	*	no
	8067.12 - 2	\$102,759	no
	8067.13 - 1	\$51,750	yes
	8067.13 - 2	\$56,654	yes
	8067.14 - 1	\$60,579	yes
	8067.14 - 2	\$51,406	yes
	8074.08 - 1	\$77,109	no
	8074.08 - 2	\$95,735	no
	<b>Seabrook</b>	8036.06 - 2	\$78,594
8036.06 - 3		\$84,013	no
8036.06 - 4		\$64,575	no
<b>New Carrollton</b>	8036.05 - 1	\$74,044	no
	8036.05 - 4	\$93,375	no
	8036.10 - 1	\$64,167	no
	8036.12 - 1	\$60,625	yes
	8036.12 - 2	\$46,985	yes
<b>Lanham</b>	8036.08 - 1	\$92,105	no
	8036.08 - 2	\$63,679	no
	8036.08 - 3	\$55,799	yes
	8036.08 - 4	\$84,417	no
<b>Springdale</b>	8036.01 - 1	\$87,083	no
<b>Glenarden</b>	8035.21 - 1	\$104,525	no
	8036.01 - 2	\$117,857	no
	8036.02 - 2	\$72,115	no
<b>Mitchellville</b>	8035.16 - 1	\$118,750	no
	8035.20 - 3	\$134,063	no
<b>Summerfield</b>	8035.08 - 1	\$96,219	no
	8035.19 - 3	\$70,094	no
	8035.25 - 1	\$45,571	yes
<b>Landover</b>	8034.02 - 3	\$53,897	yes
	8035.08 - 3	\$55,789	yes
	8035.09 - 1	\$43,225	yes
<b>Landover Hills</b>	8037.00 - 1	\$62,857	yes



EJ Analysis Area Community	Geography/ CEA Analysis Area Block Group	Median Household Income	Low-Income Population/ EJ Population
Lake Arbor	8035.14 - 1	\$66,433	no
Largo	8035.12 - 1	\$76,905	no
	8035.12 - 3	\$107,045	no
	8035.13 - 2	\$65,278	no
Forestville	8019.06 - 1	\$55,469	yes
	8021.03 - 2	\$72,101	no
	8021.04 - 1	\$57,557	yes
	8021.04 - 2	\$65,417	no
	8022.03 - 2	\$87,188	no
	8022.03 - 3	\$77,845	no
	8022.04 - 4	\$98,173	no
Westphalia	8007.01 - 2	\$120,833	no
	8022.01 - 1	\$63,523	no
	8022.01 - 2	\$70,950	no
Morningside	8019.06 - 2	\$64,688	no
Joint Base Andrews	8011.04 - 1	*	no
	8011.04 - 3	\$55,000	yes
Camp Springs	8019.01 - 2	\$90,556	no
	8019.04 - 1	\$38,795	yes
	8019.04 - 2	\$80,481	no
	8019.05 - 1	\$94,896	no
	8019.05 - 2	\$90,000	no
Marlow Heights	8017.08 - 1	\$69,545	no
	8019.07 - 1	\$63,400	no
Temple Hills	8017.01 - 1	\$58,322	yes
	8017.01 - 2	\$80,959	no
	8017.02 - 1	\$69,444	no
	8019.01 - 1	\$88,250	no
Gaithersburg	7007.06 - 1	\$77,330	no
	7007.17 - 1	\$60,971	yes
	7007.17 - 2	\$79,167	no
	7007.17 - 3	\$52,037	yes
	7007.17 - 4	\$60,625	yes
	7007.24 - 1	\$47,913	yes
	7008.16 - 1	\$85,335	no
	7008.16, - 2	\$80,500	no
	7008.16 - 4	\$66,364	no
	7008.17 - 1	\$95,357	no
	7008.17 - 3	\$79,194	no
7008.17 - 2	\$95,461	no	



EJ Analysis Area Community	Geography/ CEA Analysis Area Block Group	Median Household Income	Low-Income Population/ EJ Population
	7008.29 - 1	\$157,679	no
Rockville	7007.18 - 1	\$115,469	no
	7007.18 - 2	\$104,861	no
	7010.01 - 2	\$97,125	no
	7010.01 - 3	\$250,000	no
	7010.02 - 1	\$187,266	no
	7010.02 - 2	\$228,452	no
	7010.02 - 3	\$157,679	no
	7010.04 - 2	\$133,864	no
	7010.04 - 4	\$158,571	no
	7010.05 - 1	\$131,944	no
	7010.05 - 2	\$112,159	no
	7010.06 - 1	\$141,563	no
	7010.06 - 2	\$167,250	no
	7010.07 - 1	\$119,932	no
	7010.07 - 2	\$94,265	no
		7012.10 - 1	\$214,815
	7012.11 - 3	\$158,750	no

\*ACS data not available for this geography.

### 4.3.3 Supplemental Community Data

Supplemental data reviewed to further identify EJ populations is summarized below, including: households’ English-speaking status, the locations of low-income subsidized housing, the distribution of Food Stamps/Supplemental Nutrition Assistance Program (SNAP) benefits, the proportion of students receiving free and reduced-price lunch programs, and Equity Emphasis Areas<sup>21</sup>.

#### A. Limited English-Speaking Households

Executive Order 13166 *Improving Access to Services for Persons with Limited English Proficiency* (2000) requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. A person who does not speak English as their primary language and who has a limited ability to read, speak, write or understand English may be LEP. In accordance with MDOT SHA’s *Title VI Program Implementation Plan* (2015), “MDOT SHA will provide translation services to individuals that have limited ability to read, write, speak or understand English. SHA will seek to communicate with LEP populations and provide LEP individuals meaningful access to SHA programs and activities.” Interpretation services are available by request at each Public Workshop and

<sup>21</sup> The National Capital Region Transportation Planning Board (TPB) *Methodology for Equity Emphasis Areas*, referenced tract-level Census data to identify communities that have significant concentrations of low-income and/ or minority populations. Data from the American Community Survey for each of the following four population groups is used: Low-Income, African American, Asian, and Hispanic or Latino.



outreach event. Spanish and American Sign Language (ASL) interpreters have been requested and utilized at several Public Workshops.

ACS Five-Year Estimates (2012-2016) data on limited English-Speaking households was evaluated to identify potential LEP populations within the EJ Analysis Area where specific LEP supporting outreach would be targeted. The ACS allows respondents to identify one's household as English-speaking only, Spanish-speaking, other Indo-European language-speaking, Asian and Pacific Island language-speaking, or other language-speaking. Respondents who identify as part of a non-English-speaking only household further classify as either a "limited English-speaking household" or, "not a limited English-speaking household."

Using ACS Five-Year Estimates (2012-2016) data, LEP populations were identified in nearly every block group within the EJ Analysis Area. Half of the EJ Analysis Area block groups had a population of limited English-speaking households that is three percent (rounded down from 3.03 percent) or less, and half of EJ Analysis Area block groups have a population of limited English-speaking households greater than three percent (rounded down from 3.03 percent).

#### B. Free and Reduced-Price Lunch Programs

The Virginia Department of Education (VDOE 2016) and Maryland State Department of Education (MSDE 2017) provide annual data on public school student enrollment in the free and reduced-price lunch program. Among the public schools in the EJ Analysis Area, an average of 45 percent of students use free and reduced-price lunch programs per school. Within the EJ Analysis Area, 36 schools (all located in the Maryland portion of the EJ Analysis Area) have a student population that receives free or reduced-price lunches, which is greater than the 45 percent, the EJ Analysis Area average. All of the schools with an above-average population of students receiving a free and reduced-price lunch are in block groups already identified as minority or low-income populations. Public schools with an average of 45 percent or more students using free and reduced-price lunch programs include:

- Annapolis Road Academy Alternative High
- Ardmore Elementary School
- Arrowhead Elementary School
- Barnaby Manor Elementary School
- Buck Lodge Middle School
- Carrollton Elementary School
- Cherokee Lane Elementary School
- Cresthaven Elementary School
- Eastern Middle School
- Frances Fuchs Early Childhood Center
- Francis Scott Key Middle School
- Glenarden Woods Elementary School
- Greenbelt Middle School
- H. Winship Wheatley Early Childhood Center
- High Point High School
- Hollywood Elementary School
- James E. Duckworth Regional School
- James McHenry Elementary School
- Joann Leleck Elementary School at Broad Acres
- Longfields Elementary School
- Margaret Brent Regional Center
- North Forestville Elementary School
- Oak View Elementary School
- Pine Crest Elementary School
- Princeton Elementary School
- Robert Frost Elementary School
- Roscoe R. Nix Elementary School
- Rosemont Elementary School
- Saint Francis International School
- Samuel Chase Elementary School
- Springhill Lake Elementary School
- The Foundation School
- Thomas Johnson Middle School
- Turning Point Academy



### C. Places of Worship<sup>22</sup>

Additionally, to support and facilitate outreach efforts places of worship located within EJ Analysis Area Communities that contain minority or low-income populations were identified. These include:

- Adelphi Presbyterian Church
- Ascension Lutheran Church
- Berwyn Baptist Church
- Beth Sholom Congregation and Talmud Torah Synagogue
- Bethel Baptist Church
- Bonner Wardell Church
- Burnt Mills Seventh Day Adventist Church
- Calvary Apostolic Church
- Calvary Lutheran Church
- Chinese Bible Church
- Christ Apostolic Church
- Christ Congregational Church
- Christ Destiny International Church
- Christadelphian Chapel
- Chua Quan Am Pho Chieu Ni Vien
- Church of God of Silver Spring
- Church of Our Savior
- City of David Tabernacle
- College Park Church of The Nazarene
- College Park United Methodist Church
- College Park Wesleyan Church
- Congressional Heights Baptist Church
- Covenant of Faith Church
- Crossover Christian Church
- D.C. Center of Self Realization Fellowship
- Deliverance Tabernacle Church
- Eglise Baptiste Du Calvaire
- Emmanuel Lutheran Church
- Episcopal Church of The Ascension
- Epworth United Methodist Church
- Faith Ministries
- First Assembly of God Church
- First Baptist Church of Glenarden
- First Baptist Church of Rockville
- Gaithersburg Mennonite Church
- Gaithersburg Presbyterian Church
- Iglesia De Dios Septimo Dia
- Iglesia Pentecostes Sinai
- Jehovah's Witness Kingdom Hall
- Jabbok International Ministries
- Knox Orthodox Presbyterian Church
- Lanham Church of God
- Lanham United Methodist Church
- Latvian Lutheran Church
- Lighthouse Ministries International
- Lutheran Church of The Abiding Presence
- Lutheran Church of The Cross
- Memorial United Methodist Church
- Mishkan Torah Synagogue
- Montgomery Hills Baptist Church
- Mount Calvary Baptist Church
- Mount Calvary Baptist Church
- Mowatt Memorial United Methodist Church
- Murugan Temple Of North America
- New Beginnings Church of God of Prophecy
- New Carrollton Bible Church
- New Creations Christian Church
- Our Lady Queen of Poland Church
- Point of Grace Community Church
- Prince George's Muslim Association
- Reaching the Nations Ministries International
- Rock Salvation Ministries
- Rockville Christian Church
- Rockville Church of Christ
- Rockville Presbyterian Church
- Rockville Seventh Day Adventist Church
- Saint Andrew Lutheran Church
- Saint Christopher's Episcopal Church
- Saint Cosmas Of Aitolia Orthodox Church
- Saint Hugh Catholic Church
- Saint James Episcopal Church
- Saint John the Evangelist Church
- Saint John's Episcopal Church

<sup>22</sup> Geographic Information Systems (GIS) data sourced from Maryland iMap ([data.imap.maryland.gov/datasets/maryland-land-use-land-cover-land-use-land-cover-2010](http://data.imap.maryland.gov/datasets/maryland-land-use-land-cover-land-use-land-cover-2010)); Prince George's County Open Data Portal ([gisdata.pgplanning.org/metadata/](http://gisdata.pgplanning.org/metadata/)); Montgomery County Planning Department Open Data Portal (Montgomery County Planning Department. Open Data Portal). Corresponding mailing addresses gathered using Google Search.



- Geneva United Presbyterian Church
- Good Shepherd Lutheran Church
- Good Shepherd United Methodist Church
- Good Tidings Tabernacle
- Grace Church
- Grace Presbyterian Church
- Greek Orthodox Church of Saint George
- Greenbelt Baptist Church
- Greenbelt Community Church
- Healing Temple Church of The Nazarene
- Heart of God Baptist Church
- Hermon Church
- Hillandale Baptist Church
- Holy Apostle Orthodox Church
- Holy Cross Lutheran Church
- Holy Family Seminary Church
- Holy Redeemer Metropolitan Community Church
- Horeb Haitian Adventist Church
- Saint Luke's Church
- Saint Martin's Catholic Church
- Saint Matthias Catholic Church
- Saint Raphael's Catholic Church
- Silver Spring Christian Church of Christ
- Silver Spring United Presbyterian Church
- Silver Spring Zendo
- Sitka Church
- Sligo Baptist Church
- Southeast Hebrew Congregation
- Temple Israel
- The Hindu Temple of Metropolitan Washington
- Trinity Assembly of God
- Tumaini Baptist Church
- Unitarian Of Rockville Church
- Unitarian Universalist Church of Silver Spring
- Washington DC Temple of The Church of Jesus Christ of Latter-Day Saints

#### D. Low-Income Subsidized Housing Complexes

The HUD Multifamily Assistance & Section 8 Database, Montgomery County Housing Opportunities Commission, Prince George's County Housing Authority, and Fairfax County Redevelopment and Housing Authority were consulted to locate housing complexes with subsidized units within the EJ Analysis Area. Housing complexes are identified in their respective Community Profile in **Chapter 5 and Appendix C**. In the EJ Analysis Area, a total of 32 housing complexes rent units at affordable, below-market rates for qualifying households. These include:

- Burnt Mills Crossing
- Chelsea Towers
- Council House
- Diamond Square
- Friendly Gardens Apartments
- Green Ridge House Apartments
- Guide Nashville Homes
- Guide Trexler House
- Lakeview House Apartments
- Londonderry Towers
- Magruder's Discovery Apartments
- Montgomery Club VI
- Montgomery Housing, Inc.
- Paddington Square Apartments
- Pooks Hill Tower & Court
- Second Step II
- St. Luke's Homes, Inc.
- The Crossings at Washingtonian Center
- The Willows
- Thomas Street Housing
- Timberlawn Crescent
- Trinity Terrace
- University Gardens
- University Gardens II
- Vesta 2000
- Vesta Enteka
- Vesta Housing, Inc.
- Vesta Riverdale
- Vesta Thirteen
- Victory Forest
- Victory Oaks at Saint Camillus
- VOA Lanham



Four of the 32 subsidized housing complexes (Timberlawn Crescent, Victory Forest Senior Apartments, St. Luke's Homes, Inc., and Pooks Hill Tower and Court Apartments) are located outside of minority or low-income populations; in the North Bethesda, Bethesda, and Forest Glen EJ Analysis Area Communities. The remaining 28 housing complexes with subsidized units are in minority or low-income populations within the EJ Analysis Area.

**E. Food Stamps/SNAP Benefits**

American Community Survey Five-Year Estimates (2012-2016) were used to collect data on households utilizing Food Stamps/SNAP benefits. The average percent of households receiving Food Stamps/SNAP benefits for the Maryland EJ Analysis Area block groups is seven percent. Of the 199 EJ Analysis Area block groups, 74 block groups have a proportion of households that receive Food Stamps/SNAP benefits above the seven percent EJ Analysis Area average. Seventy-one (71) of these block groups were identified as minority or low-income populations. The three block groups that were not identified as minority or low-income populations are located within EJ Analysis Area Communities that contain multiple minority or low-income populations.

**F. Equity Emphasis Areas**

The National Capital Region Transportation Planning Board (TPB) identified Equity Emphasis Areas as census tracts with higher than average concentrations of minority, low-income populations, or both. The TPB methodology used census tract data, which encompassed a larger geographic area than the census block groups referenced to identify minority or low-income populations. As a result, there are a few areas where TPB identified an entire census tract as an Equity Emphasis Area; however, individual census block groups within the EJ Analysis Area did not contain higher than average concentrations of minority populations or low-income populations. Similarly, there were census tracts that TPB did not identify as Equity Emphasis Areas; however, block groups within the EJ Analysis Area were identified as minority or low-income populations for this analysis.

**G. MDOT SHA Voluntary Demographic Survey**

It is MDOT SHA policy to offer a demographic survey to voluntarily complete for attendees of MDOT SHA public meetings. Attendees at the April 11, 23, 24, 2019 and November 13 and 21, 2019 Public Workshops completed the survey and provided the demographic information shown in **Table 4-4**. Note that, due to the voluntary nature of the survey and the small sample size, the results of the survey may not accurately represent the demographics of all the Public Workshop attendees.

**Table 4-4: Voluntary Demographic Survey Results**

Demographic Information*	Number of Attendees
<b>Race</b>	
Asian	1
Black or African American	3
Hispanic or Latino	3
White	48
<b>Sex</b>	
Female	21
Male	23
Not Answered	12



<b>Age Bracket</b>	
65+	24
41-65	27
18-40	4
Not Answered	
<b>Disability with Reasonable Accommodation</b>	
N/A	37
Not Answered	10
Yes	3
Conditional Yes	1
No	7
<b>Other Language Spoken</b>	
ASL	2
Not Answered	24
No	14
Spanish	1
French	1
Lithuanian	1
N/A	2

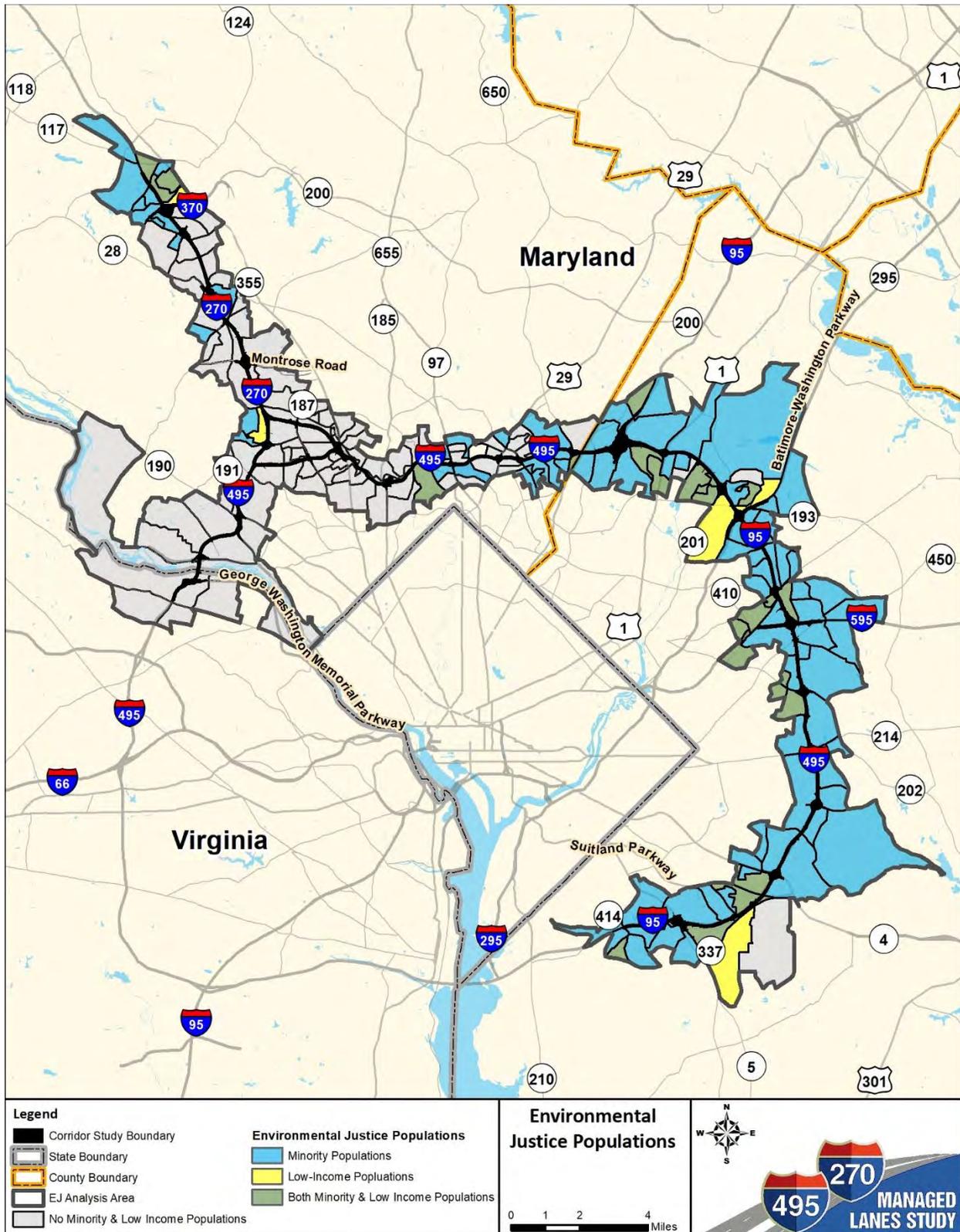
\*Categories listed here reflect categories checked by the attendees and do not necessarily include all survey question options. Associated comments, where provided on the surveys, are not included here.

#### 4.3.4 Summary of the Existing Conditions of Environmental Justice Populations

As detailed above, additional community data was reviewed to understand if there were any EJ populations not previously identified through the Census data as minority or low-income populations. This review confirmed minority and low-income populations previously identified correspond with the locations of limited English-Speaking households, low-income subsidized housing, households receiving Food Stamps/SNAP benefits, and students receiving free and reduced-price lunches. Further, block groups identified as minority and low-income populations are located within census tracts that were identified as Equity Emphasis Areas.

EJ populations are highlighted and identified with “yes” in the *Minority Population* column of **Table 4-2** and “yes” in the *Low-Income Population* column of **Table 4-3**, as well as depicted in **Figure 4-1**. In total, 111 EJ Analysis Area block groups were identified as EJ populations. Block groups identified as EJ populations that have a minority population exceeding 50 percent of the total block group population are highlighted in blue, those with a median income less than \$63,150 are highlighted in red, and those that were identified as both minority and low-income populations are highlighted in purple in **Figure 4-1**; the identification methodology for EJ populations is described in **Section 4.2**. Thirty-two (32) out of 112 total block groups in Montgomery County were identified as EJ populations. These are in Potomac, Forest Glen, Silver Spring, Four Corners, Gaithersburg, and Rockville CEA Communities. Nearly all (79 out of 82) block groups in Prince George’s County were identified as EJ populations.

Figure 4-1: EJ Populations in the EJ Analysis Area





#### 4.4 Public Outreach with Environmental Justice Populations

Providing full and fair access to meaningful involvement by low-income and minority populations in project planning and development is an important aspect of EJ. Meaningful involvement means the lead agencies invite participation from populations typically underrepresented, throughout all the project stages. It is important to engage and advise EJ populations of the project development steps and consider their feedback. Residents are an important source for local history, special sites, and unusual traffic, pedestrian or employment patterns relevant to the project. This information is used in the design and evaluation of alternatives, to avoid negative impacts to valued sites, and to support the development of safe, practical, and attractive transportation options that are responsive to the EJ population’s needs. Due to the highly diverse demographics composing the population adjacent to and using the study corridors, much of the corridor-wide public involvement efforts conducted for the Study were aimed at reaching this socioeconomically diverse audience. This section summarizes the public involvement efforts conducted in EJ populations, as well as additional efforts to notify traditionally underserved populations. Additional detail on the public involvement efforts presented here is provided in the **Public Involvement and Agency Coordination Technical Report (DEIS Appendix P)**.

##### 4.4.1 Study Corridor-Wide Public Involvement Efforts

Beginning with the initiation of the Study in March 2018, public involvement efforts have included comprehensive outreach through Public Open Houses/Workshops, Community Association meetings, stakeholder meetings, legislators/elected officials briefings, community pop-up events, updates via website and email, and solicitation of public comments. Outreach events were held or attended in EJ Analysis Area Communities that contain one or more EJ populations, in locations adjacent to EJ populations, or at events generally serving EJ populations in the EJ Analysis Area. These public involvement efforts are shown in **Table 4-5**.

**Table 4-5: Public Involvement Efforts in or near EJ Populations**

EJ Analysis Area Community*/ General EJ Population	Date	Outreach Type	Event/ Organization/ Location	Number of Attendees
Summerfield, Lake Arbor, Glenarden, and Landover EJ Analysis Area Communities	April 23, 2018	Community Association Meeting during Scoping	Greater 202 Coalition St. Margaret’s Catholic Church 410 Addison Road South, Capitol Heights, MD 20743	approx. 50
General EJ Population throughout EJ Analysis Area	August 5, 2018	Pop-Up Informational Booth	9 <sup>th</sup> Annual Salvadoran American Festival/7th Annual Latino Health Fair  Montgomery College Rockville Campus, Rockville, MD 20850	120



EJ Analysis Area Community*/ General EJ Population	Date	Outreach Type	Event/ Organization/ Location	Number of Attendees
General EJ Population throughout EJ Analysis Area	August 7, 2018	Pop-Up Informational Booth	National Night Out Against Crime Heurich Park 2800 Nicholson Street Hyattsville, MD 20782	105
Greenbelt EJ Analysis Area Community	April 24, 2018	Public Scoping Open House	Eleanor Roosevelt High School 7601 Hanover Parkway, Greenbelt, MD 20770	56
	July 17, 2018	Preliminary Alternatives Public Workshop		130
	April 23, 2019	ARDS Public Workshop		99
College Park EJ Analysis Area Community	January 30, 2019	Stakeholder Meeting	Four Cities Meeting (College Park, Berwyn Heights, Rockville, New Carrollton)	-
Gaithersburg EJ Analysis Area Community	April 8, 2019	Legislative/Elected Officials Briefing	Gaithersburg Mayor and Council City Hall, 31 S Summit Ave Gaithersburg, MD 20877	6
Landover and Summerfield EJ Analysis Area Communities	April 11, 2019	ARDS Public Workshop	Prince George’s Sports & Learning Complex 8001 Sheriff Rd Landover, MD 20785	48
Silver Spring EJ Analysis Area Community	April 24, 2019	ARDS Public Workshop	Eastern Middle School 300 University Blvd E Silver Spring, MD 20901	377
Marlow Heights, Camp Springs, and Forestville EJ Analysis Area Communities	April 27, 2019	ARDS Public Workshop	Suitland Community Center 5600 Regency Ln, Forestville, MD 20747	23
Marlow Heights and Temple Hills EJ Analysis Area Communities	May 14, 2019	ARDS Public Workshop	Oxon Hill High School 6701 Leyte Drive Oxon Hill, MD 20745	26
Glenarden EJ Analysis Area Community	May 23, 2019	Legislative/Elected Officials Briefing	City of Glenarden Councilmembers	18

<b>EJ Analysis Area Community*/ General EJ Population</b>	<b>Date</b>	<b>Outreach Type</b>	<b>Event/ Organization/ Location</b>	<b>Number of Attendees</b>
<b>College Park EJ Analysis Area Community</b>	June 4, 2019	Stakeholder Meeting	Four Cities Meeting (College Park, Berwyn Heights, Rockville, New Carrollton)	-
<b>College Park EJ Analysis Area Community</b>	June 13, 2019	Community Association Meeting	North College Park Citizens' Association	53
<b>General EJ Population throughout EJ Analysis Area</b>	June 13, 2019	Stakeholder Meeting	Montgomery County Hispanic Chamber 12276 Rockville Pike, Rockville, MD 20852	2
<b>Glenarden EJ Analysis Area Community</b>	June 17, 2019	Residents' Meeting	City of Glenarden Residents	80
<b>Gaithersburg EJ Analysis Area Community</b>	June 30, 2019	Pop-Up Informational Booth	SummerFest 506 South Frederick Ave., Gaithersburg, MD 20877	200
<b>Lake Arbor EJ Analysis Area Community</b>	July 13, 2019	Pop-Up Informational Booth	Lake Arbor Jazz Festival 10100 Lark Arbor Way, Mitchellville, MD 20721	300
<b>Gaithersburg and Rockville EJ Analysis Area Communities</b>	July 26, 2019	Legislative/Elected Officials Briefing	Del. Kumar Barve, District 17 Montgomery County 150 Gibbs St, Rockville, MD 20850	1
<b>Forestville EJ Analysis Area Community</b>	July 31, 2019	Large Landowner Meeting	Calvary Lutheran Evangelical Church 9545 Georgia Ave Silver Spring, MD 20910	9
<b>General EJ Population throughout EJ Analysis Area</b>	August 6, 2019	Pop-Up Informational Booth	National Night Out Against Crime Heurich Park 2800 Nicholson Street Hyattsville, MD 20782	-
<b>General EJ Population throughout EJ Analysis Area</b>	August 15, 2019	Stakeholder Meeting	Hispanic Chamber of Commerce Montgomery County	25

EJ Analysis Area Community*/ General EJ Population	Date	Outreach Type	Event/ Organization/ Location	Number of Attendees
			11001 Veirs Mill Rd, Silver Spring, MD 20902	
<b>Gaithersburg EJ Analysis Area Community/ General EJ Population throughout EJ Analysis Area</b>	August 9-17, 2019	Pop-Up Informational Booth	Montgomery County Agricultural Fair 501 Perry Pkwy., Gaithersburg, MD 20877	286
<b>Forestville EJ Analysis Area Community</b>	September 6, 2019	Large Landowner Meeting	Jabbok Ministries 7819 Parston Dr Forestville, MD 20747	6
<b>General EJ Population throughout EJ Analysis Area</b>	September 5-8, 2019	Pop-Up Informational Booth	Prince George's County Fair 14900 Pennsylvania Avenue, Upper Marlboro, MD 20772	134
<b>Rockville EJ Analysis Area Community</b>	October 3, 2019	Large Landowner Meeting	First Baptist Church 55 Adclare Rd Rockville, MD 20850	10
<b>Gaithersburg and Rockville EJ Analysis Area Communities</b>	October 10, 2019	Legislative/Elected Officials Briefing	Del. Julie Palakovich-Carr, District 17 Montgomery County 225 N Washington St, Rockville, MD 20850	1
<b>General EJ Population throughout EJ Analysis Area</b>	October 17, 2019	Stakeholder Meeting	Maryland Hispanic Chamber of Commerce 11 W Mt Vernon Pl, Baltimore, MD 21201	35
<b>Gaithersburg and Rockville EJ Analysis Area Communities</b>	October 23, 2019	Legislative/Elected Officials Briefing	Sen. Cheryl Kagan, District 17 Montgomery County 225 N Washington St, Rockville, MD 20850	1
<b>New Carrollton EJ Analysis Area Community</b>	November 9, 2019	Community Association Meeting	295 Coalition Meeting New Carrollton Library, 7414 Riverdale Rd., New Carrollton, MD 20784	30

EJ Analysis Area Community*/ General EJ Population	Date	Outreach Type	Event/ Organization/ Location	Number of Attendees
General EJ Population throughout EJ Analysis Area	November 14, 2019	Stakeholder Meeting	Maryland Black Chamber of Commerce 8630 Fenton Street, Plaza 5, Silver Spring, MD 20910	2
General EJ Population throughout EJ Analysis Area	December 4, 2019	Legislative/Elected Officials Briefing	Montgomery County Minority Legislative Breakfast Event 5151 Pooks Hill Rd, Bethesda, MD 20814	300
Gaithersburg and Rockville EJ Analysis Area Communities	December 10, 2019	Legislative/Elected Officials Briefing	Sen. Cheryl Kagan, District 17 Montgomery County 225 N Washington St, Rockville, MD 20850	1
Gaithersburg and Rockville EJ Analysis Area Communities	December 10, 2019	Legislative/Elected Officials Briefing	Sen. Cheryl Kagan, District 17 Montgomery County 225 N Washington St, Rockville, MD 20850	35
General EJ Population throughout EJ Analysis Area	February 26, 2020	Stakeholder Meeting	Asian American Chamber of Commerce 1801 Rockville Pike, Rockville, MD 20852	25
General EJ Population throughout EJ Analysis Area	March 4, 2020	Stakeholder Meeting	Maryland Black Chamber of Commerce 8630 Fenton Street, Plaza 5, Silver Spring, MD 20910	2
Gaithersburg and Rockville EJ Analysis Area Communities	April 6, 2020	Legislative/Elected Officials Briefing	Montgomery County District 17 Legislative Town Hall (Conference Call)	75

\*Identifies the community containing EJ populations in which the event either occurs directly, is adjacent to, or is outside of but in whose community EJ populations are served.

Public outreach events were accessible by public transit, such as the Suitland Metro Station near the Suitland Community Center and the Greenbelt Road/Frankfort Drive bus station near Eleanor Roosevelt High School. All Public Open House/Workshop venues were accessible by Americans with Disabilities Act (ADA) standards; each Public Open House/Workshop and several pop-up events featured an American Sign Language interpreter. As shown in **Table 4-5** Error! Reference source not found., pop-up informational



booths were staffed at the Annual Salvadoran American Festival/7<sup>th</sup> Annual Latino Health Fair at Montgomery College (August 5, 2018), and the National Night Out Against Crime at Hyattsville's Heurich Park (August 7, 2018 and August 6, 2019). A Spanish interpreter was available at the Annual Salvadoran American Festival/7<sup>th</sup> Annual Latino Health Fair, and Spanish and English outreach materials were provided at both events.

Advertisement campaigns for Public Open Houses/Workshops included a variety of outreach methods. Digital outreach included P3 Program website announcements, e-mail blasts, social media posts, downloadable newsletters, and digital newspapers. Print outreach included local/regional newspaper advertisements, newspaper inserts, postcards, and mailed newsletters. Advertisements were featured in print and online newspapers whose local/regional readership includes EJ populations in the EJ Analysis Area as well as those whose primary audiences are of minority races/ethnicities and are considered traditionally underserved (*Tiempo Latino*, *Washington Hispanic*, *Prince George's Sentinel*, *Afro.com*, and *DCBlack.com*). Additionally, a newspaper insert was distributed in the *Washington Post's* Local Living Section to over 690,000 regional subscribers and non-subscribers, also including EJ populations. Radio outreach for the Alternatives Retained for Detailed Study (ARDS) Public Workshops included "traffic sponsorships" on 14 regional radio stations whose local/regional audiences also broadly encompass EJ populations in the EJ Analysis Area.

Multi-lingual meeting materials for the Public Open Houses/Workshops were provided by request; requests were made for Amharic, Spanish, and Chinese language materials. Each Public Open House/Workshop and several pop-up events featured a Spanish-language interpreter. Newspaper inserts and postcards stated that Amharic, Vietnamese, Spanish, and Chinese language materials could be requested in each respective language. Spanish-language "Stay Connected" cards were distributed at engagement events, and Spanish-language meeting materials, including display boards and Public Workshop handouts were made available on the P3 Program website. The website also features Google Translate capabilities.

Additional detail on the public involvement efforts presented here is provided in the ***Public Involvement and Agency Coordination Technical Report (DEIS Appendix P)***.

#### 4.4.2 Coordinated Local Outreach and Demonstrated Engagement of Traditionally Underrepresented Populations

Based on initial low attendance at Prince George's County events and receipt of fewer public comments compared to Montgomery County, MDOT SHA reached out to the M-NCPPC Prince George's County Planning Department to enhance local engagement during the ARDS Public Workshop outreach campaign. Coordinated local outreach efforts included, but were not limited to:

- M-NCPPC Prince George's County Planning Department distribution of the Public Workshops' announcement flyer via Office of Municipalities' community outreach database for display at 45 County community centers (March 14, 2019);
- M-NCPPC Prince George's County Planning Department distribution of the Public Workshops' announcement flyer via WMATA Office of Communications for their community update posting (March 29, 2019);



- M-NCPPC Prince George’s County Planning Department forwarding of study e-mail blasts to their Community Association database and Office of Planning database (e-mail blasts distributed on March 7, April 10, May 8, June 10, 2019);
- Prince George’s County Department of Public Works and Transportation distribution of Public Workshops’ announcement flyer through email blast; and
- Distribution of Public Workshops’ announcement flyer to several large places of worship along the study corridor (on and after March 14, 2019), including First Baptist Church of Glenarden, the Collective Empowerment Group (an umbrella group for more than 300 churches in the County), Prince George’s County Liaison for Faith Connections/Relationship Building, People’s Community Baptist Church, Sanctuary at Kingdom Square, and the Transforming Neighborhoods Initiative.<sup>23</sup>

While study awareness, meeting attendance, and the volume of comments received was consistently strong in Montgomery County; additional outreach was conducted that included distribution of the Public Workshops’ announcement flyer through the Montgomery County Department of Transportation email blasts.

To enhance engagement of the Study’s identified EJ populations and other underserved populations, and consistent with recommendations in NCHRP Report 710, *Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decisionmaking*, demographic data was used to identify locations for targeted mailing outreach. These locations included EJ Analysis Area schools with above-average participation in the Free and Reduced-price Meals Program;<sup>24</sup> places of worship<sup>25</sup> in EJ Analysis Area Communities containing EJ populations; and all affordable-housing complexes<sup>26</sup> in the EJ Analysis Area.

In early April 2019, an introductory cover letter asking recipients to display an enclosed Public Workshops’ announcement flyer wherever community information is displayed was mailed to the following affordable-housing complexes, schools, and places of worship. English and Spanish versions of the flyer were included with the cover letter.

#### A. Affordable Housing Complexes

- Burnt Mills Crossing
- Chelsea Towers
- Council House
- St. Luke's Homes, Inc.
- The Crossings at Washingtonian Center
- The Willows

<sup>23</sup> The Transforming Neighborhoods Initiative was an effort by Prince George’s County to provide additional services and resources to six underserved communities within the County.

<sup>24</sup> The MDOT SHA Office of Equal Opportunity collects public feedback surveys to ensure compliance with Title VI of the Civil Rights Act of 1964. Maryland State Department of Education (*Free and Reduced-Price Meal Statistics for School Year 2017-2018*). <http://marylandpublicschools.org/programs/pages/school-community-nutrition/freereducedpricemealstatistics.aspx>.

<sup>25</sup> Geographic Information Systems (GIS) data sourced from Maryland iMap ([data.imap.maryland.gov/datasets/maryland-land-use-land-cover-land-use-land-cover-2010](http://data.imap.maryland.gov/datasets/maryland-land-use-land-cover-land-use-land-cover-2010)); Prince George’s County Open Data Portal ([gisdata.pgplanning.org/metadata/](http://gisdata.pgplanning.org/metadata/)); Montgomery County Planning Department Open Data Portal (Montgomery County Planning Department. Open Data Portal). Corresponding mailing addresses gathered using Google Search.

<sup>26</sup> Sourced from Housing and Urban Development Multifamily Assistance & Section 8 Database, Montgomery County Housing Opportunities Commission, Prince George’s County Housing Authority, and Fairfax County Redevelopment and Housing Authority websites. Corresponding mailing addresses gathered using Google Search.



- Diamond Square
- Friendly Gardens Apartments
- Green Ridge House Apartments
- Guide Nashville Homes
- Guide Trexler House
- Lakeview House Apartments
- Londonderry Towers
- Magruder's Discovery Apartments
- Montgomery Club VI
- Montgomery Housing, Inc.
- Paddington Square Apartments
- Pooks Hill Tower & Court
- Second Step II
- Thomas Street Housing
- Timberlawn Crescent
- Trinity Terrace
- University Gardens
- University Gardens II
- Vesta 2000
- Vesta Enteka
- Vesta Housing, Inc.
- Vesta Riverdale
- Vesta Thirteen
- Victory Forest
- Victory Oaks at Saint Camillus
- VOA Lanham

#### B. Schools

- Annapolis Road Academy Alternative High
- Ardmore Elementary School
- Arrowhead Elementary School
- Barnaby Manor Elementary School
- Buck Lodge Middle School
- Carrollton Elementary School
- Cherokee Lane Elementary School
- Cresthaven Elementary School
- Eastern Middle School
- The Foundation School
- Frances Fuchs Early Childhood Center
- Francis Scott Key Middle School
- Glenarden Woods Elementary School
- Greenbelt Middle School
- H. Winship Wheatley Early Childhood Center
- High Point High School
- Hollywood Elementary School
- James E. Duckworth Regional School
- James McHenry Elementary School
- JoAnn Leleck Elementary School at Broad Acres
- Longfields Elementary School
- Margaret Brent Regional Center
- North Forestville Elementary School
- Oak View Elementary School
- Pine Crest Elementary School
- Princeton Elementary School
- Robert Frost Elementary School
- Roscoe R. Nix Elementary School
- Rosemont Elementary School
- Saint Francis International School
- Samuel Chase Elementary School
- Springhill Lake Elementary School
- Thomas Johnson Middle School
- Turning Point Academy

#### C. Places of Worship

- Adelphi Presbyterian Church
- Ascension Lutheran Church
- Berwyn Baptist Church
- Beth Sholom Congregation and Talmud Torah Synagogue
- Bethel Baptist Church
- Bonner Wardell Church
- Burnt Mills Seventh Day Adventist Church
- Calvary Apostolic Church
- Iglesia Pentecostes Sinai
- Jehovah's Witness Kingdom Hall
- Kingdom Hall of Jehovah's Witnesses
- Knox Orthodox Presbyterian Church
- Lanham Church of God
- Lanham United Methodist Church
- Latvian Lutheran Church
- Lighthouse Ministries International
- Lutheran Church of the Abiding Presence

- Calvary Lutheran Church
- Chinese Bible Church
- Christ Apostolic Church (Lanham)
- Christ Apostolic Church (Silver Spring)
- Christ Congregational Church
- Christ Destiny International Church
- Christadelphian Chapel
- Chua Quan Am Pho Chieu Ni Vien
- Church of God of Silver Spring
- Church of Our Saviour
- City of David Tabernacle
- College Park Church of The Nazarene
- College Park United Methodist Church
- College Park Wesleyan Church
- Congressional Heights Baptist Church
- Covenant of Faith Church
- Crossover Christian Church
- DC Center of Self Realization Fellowship
- Deliverance Tabernacle Church
- Eglise Baptiste du Calvaire
- Emmanuel Lutheran Church
- Episcopal Church of the Ascension
- Epworth United Methodist Church
- Faith Ministries
- First Assembly of God Church
- First Baptist Church of Glenarden
- First Baptist Church of Rockville
- Gaithersburg Mennonite Church
- Gaithersburg Presbyterian Church
- Geneva United Presbyterian Church
- Good Shepherd Lutheran Church
- Good Shepherd United Methodist Church
- Good Tidings Tabernacle
- Grace Church
- Grace Presbyterian Church
- Greek Orthodox Church of Saint George
- Greenbelt Baptist Church
- Greenbelt Community Church
- Healing Temple Church of the Nazarene
- Heart of God Baptist Church
- Hermon Church
- Hillandale Baptist Church
- Holy Apostle Orthodox Church
- Holy Cross Lutheran Church
- Holy Family Seminary Church
- Lutheran Church of the Cross
- Memorial United Methodist Church
- Mishkan Torah Synagogue
- Montgomery Hills Baptist Church
- Mount Calvary Baptist Church
- Mowatt Memorial United Methodist Church
- Murugan Temple of North America
- New Beginnings Church of God of Prophecy
- New Carrollton Bible Church
- New Creations Christian Church
- Our Lady Queen of Poland Church
- Point of Grace Community Church
- Prince George's Muslim Association
- Reaching the Nations Ministries International
- Rock Salvation Ministries
- Rockville Christian Church
- Rockville Church of Christ
- Rockville Presbyterian Church
- Rockville Seventh Day Adventist Church
- Saint Andrew Lutheran Church
- Saint Christopher's Episcopal Church
- Saint Cosmas of Aitolia Orthodox Church
- Saint Hugh Catholic Church
- Saint James Episcopal Church
- Saint John the Evangelist Church
- Saint John's Episcopal Church
- Saint Luke's Church
- Saint Martin's Catholic Church
- Saint Matthias Catholic Church
- Saint Raphael's Catholic Church
- Silver Spring Christian Church of Christ
- Silver Spring United Presbyterian Church
- Silver Spring Zendo Meditation
- Sligo Baptist Church
- Southeast Hebrew Congregation
- The Hindu Temple of Metropolitan Washington
- Trinity Assembly of God
- Tumaini Baptist Church
- Unitarian of Rockville Church
- Unitarian Universalist Church of Silver Spring
- Washington, DC Temple of the Church



- Holy Redeemer Metropolitan Community Church of Jesus Christ of Latter-day Saints
- Horeb Haitian Adventist Church
- Iglesia de Dios Septimo Dia

#### 4.4.3 Public Comments with Socioeconomic Themes

Public input on the I-495 and I-270 Managed Lanes Study has been solicited continually since the initiation of the Study in March 2018. Over 3,900 comments have been received via postal mail, e-mail, the website comment form, hard copy comment forms at Public Workshops, and oral testimony. Comments specifically from EJ populations cannot be identified as commenters do not submit race/ethnicity or income status with their submissions. However, the following socioeconomic-related statements, questions, or suggestions raised by some commenters may be broadly considered as relevant to Environmental Justice principles: concerns that toll pricing could have a negative impact on low-income users; concerns about the potential financial impact of tolls on households, particularly lower/middle-income; general commentary on toll affordability and wealth; the socioeconomic status of I-495 and I-270 highway corridor users; and support for mass transit transportation improvements either in combination with the proposed Screened Alternatives or instead of the proposed Screened Alternatives.

Additional detail on the comment themes discussed here is provided in the **Scoping Report, Summary of July 2018 Alternatives Public Workshops**, and **Summary of Public and Stakeholder Engagement for the Recommended ARDS**, available for download on the Study website (<https://495-270-p3.com/your-participation/past-public-outreach/>). An overview of other comment themes received during the Study is provided in the **Public Involvement and Agency Coordination Technical Report (DEIS Appendix P)**.

#### 4.5 Identification of Beneficial and Adverse Effects to Environmental Justice Populations

Both beneficial and adverse effects to the existing conditions of EJ populations are considered in this EJ Analysis. Effects described in this section include physical impacts to and relocations of existing private property, including community facility property, as well as physical impacts to transportation right-of-way. Per FHWA EJ Order 6640.23A, consideration is also given to effects on the following environmental characteristics: human health and safety; air quality; noise/vibration; water quality; hazardous materials; natural resources; visual landscape and aesthetic values; economy and employment; access and mobility; community cohesion/isolation and quality of life; and tolling considerations.

##### 4.5.1 No Build Alternative

The No Build Alternative would not result in any study-related construction and therefore no land use conversions or property acquisitions are required; no direct impacts would occur in EJ populations. Increased traffic congestion under the No Build Alternative would contribute to increased overflow congestion on the local road network. As a result, the No Build Alternative would result in increased response times for emergency services and increased travel times to community facilities, especially during peak travel periods.

Existing congestion on I-495 and I-270 occur for periods of ten to seven hours per day, respectively. Re-occurring congestion results in vehicles idling for extended periods which can increase emissions and



impact air quality. The No Build Alternative would not address the existing congestion experienced along the study corridors.

4.5.2 The Screened Alternatives

The Screened Alternatives<sup>27</sup> would, to varying degrees, provide improvements as outlined by the Study Purpose and Need. The impacts of the Screened Alternatives to EJ populations are presented in this section.

As shown in **Table 4-6**, the Screened Alternatives would convert between 163.3 and 185.0 acres of right-of-way from properties in EJ populations adjacent to the existing I-495 and I-270 roadway alignments. The conversion of land would be mostly sliver takes along existing interstate systems.

**Table 4-6: Right-of-Way Requirements in EJ Populations**

Screened Alternative	Right-of-Way Required (acres)
Alternative 5	163.3
Alternatives 8 and 9	182.9
Alternative 10	185.0
Alternative 13B	182.0
Alternative 13C	184.0

Each of the Screened Alternatives would result in the relocation of four businesses, one of which is located in the Glenarden EJ Analysis Area Community, an EJ population. Alternative 5 would result in 25 residential relocations, seven of which are located in the Silver Spring EJ Analysis Area Community, an EJ population. Alternatives 8, 9, 10, 13B and 13C would result in 34 residential relocations, eight of which are also located in the Silver Spring EJ Analysis Area Community. Impacted properties under the Screened Alternatives are shown on the **Environmental Resource Mapping (DEIS Appendix D)**. None of the 32 housing complexes in the EJ Analysis Area with subsidized units would experience relocation.

Community facility properties within EJ populations would be impacted by partial property acquisition (generally, sliver impacts along property lines), including (depending on the Screened Alternative): 11 to 12 places of worship, three schools, one higher education facility, one to two postal facilities, one police station, two recreation centers, and 15 to 16 parks. No community facilities would be relocated. However, impacts at one recreational facility located adjacent to I-495 in the Silver Spring EJ Analysis Area Community would include the outdoor and indoor pools; further information on impacts to this facility is provided in **Chapter 3, Section 5.2**. Additionally, preliminary archeological research has identified two potentially historic cemeteries whose sites are located within the Screened Alternatives’ LOD and may be cultural significant: the Moses Hall Cemetery (Cabin John EJ Analysis Area Community) and the Montgomery County Poor Farm Cemetery (Rockville EJ Analysis Area Community). Further archaeological

<sup>27</sup> This Technical Report, an appendix to the DEIS, documents the analysis of Alternatives 1, 5, 8 and 9, 10, 13B, 13C. The DEIS summarizes the analysis of these Alternatives, plus Alternative 9M. See the *Consideration of Alternative 9M* discussion on **pg. 6** for detail on Alternative 9M. No additional EJ Analysis Area block groups would be included or excluded as a result of Alternative 9M. The difference in environmental impacts is documented in Chapter 4 of the DEIS. The determination of disproportionately high and adverse impacts to EJ populations will be made on the Preferred Alternative and will be disclosed in the FEIS.



investigations will be included in development of the Programmatic Agreement; additional information is provided in the *Volume 4 of the Cultural Resources Technical Report, (DEIS Appendix G)*. MDOT SHA will work to avoid and minimize impacts. MDOT SHA will continue to coordinate with affected communities and the Friends of Moses Hall, which includes some descendant families of those buried in the cemetery, on treatment of human remains should avoidance not be possible.

Other environmental characteristics within EJ populations would experience effects from the Screened Alternatives. The nature of most of these characteristics makes it difficult to precisely quantify effects at the block group-level. The effects within EJ populations are described qualitatively for each environmental characteristic below.

#### A. Human Health and Safety

When traffic speeds and flow are optimized, less idling occurs; thereby reducing excessive emissions. As the No Build Alternative would not address traffic speed and flow, excessive emissions would not be expected to be reduced under the No Build Alternative. The Screened Alternatives would address congestion on two of the most heavily traveled highways in the region. Implementation of any of these would, to varying degrees, reduce emissions through the corridor, as documented in the *Air Quality Technical Report (DEIS Appendix I)*. The Screened Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulation. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Existing pedestrian and bicycle facilities impacted by the Screened Alternatives would be replaced in-kind, at a minimum, regardless of the alternative and would be coordinated with the counties and local jurisdictions. Additional capacity on I-495 and I-270 would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. Further, by providing additional travel choices, the Screened Alternatives are expected to reduce congestion on the mainline and local roadways networks, allowing for more reliable travel times for all users, including emergency responders, as documented in the *Alternatives Technical Report (DEIS Appendix B)*. In summary, the Screened Alternatives would result in a reduction in emissions and congestion while improving emergency response access, increasing travel choice, and providing reliable travel times; resulting in a benefit to human health and safety throughout the study corridors. Human health and safety impacts and benefits would be borne throughout the study corridors in both EJ populations and non-EJ populations.

#### B. Air Quality

As stated above, when traffic speeds and flow are optimized, less idling occurs; thereby reducing excessive emissions. As the No Build Alternative would not address traffic speed and flow, excessive emissions would not expect to be reduced under the No Build Alternative.

As documented in the *Air Quality Technical Report (DEIS Appendix I)*, the Screened Alternatives are not predicted to cause or exacerbate a violation of the NAAQS or measurably increase regional emission burdens or MSAT levels. The Screened Alternatives would address congestion on two of the most heavily traveled highways in the region. As a result, the Screened Alternatives are not predicted to increase emission burdens compared to the No Build Alternative in 2040, aside from a slight increase in GHG

emissions; nor cause or contribute to a violation of the NAAQS. No long-term or regional air quality impacts are anticipated, and no mitigation measures are warranted.

As the project's construction is not anticipated to last more than five years in any single location, construction-related effects of the project would be limited to short-term increased fugitive dust and mobile-source emissions during construction. State and local regulations regarding dust control and other air quality emission reduction controls would be followed.

### C. Noise

The **Noise Technical Report (DEIS Appendix J)** found that Screened Alternatives would increase traffic noise in communities adjacent to the proposed limits of disturbance throughout the corridor. Where noise barriers already exist, they would be replaced, as needed. In accordance with Federal regulation (23 CFR 772) and the MDOT SHA *Highway Noise Policy, approved by FHWA*, noise abatement is being investigated at all noise sensitive areas (NSAs) where the traffic noise levels would approach or exceed the FHWA noise abatement criteria (NAC) for the defined land use category. The study area was divided into 133 noise sensitive areas in accordance with the MDOT SHA and FHWA noise policies and guidance. Geographically, 92 of the noise sensitive areas (NSAs) are located along I-495, 37 are located along I-270, and four are located along I-95 and MD 295 adjacent to the respective interchanges with I-495. The NSAs are comprised of areas that have different land use activity categories which have been combined into a single NSA. Federal regulation (23 CFR 772) and the MDOT SHA *Highway Noise Policy* require that noise abatement be investigated at all NSAs where the Build traffic noise levels approach or exceed the FHWA Noise Abatement Criteria (NAC) for the defined land use category. Where noise abatement was warranted for consideration, it was examined to determine if the abatement is feasible and reasonable.

The following is a summary of the proposed feasible and reasonable noise barrier systems under the Screened Alternatives and their NSA locations relative to EJ populations:

- Of seven NSAs where the existing noise barrier would remain in place as currently constructed, five are located in EJ populations;
- Of 42 NSAs where the existing noise barrier would be displaced by construction and replaced by a reconstructed barrier, 24 are located in EJ populations;
- Of 19 NSAs where the existing noise barrier would be reconstructed and extended, eight are located in EJ populations;
- Of 23 NSAs where there is currently not an existing noise barrier and a new barrier would be constructed, 10 are located in EJ populations;

Noise barrier systems are considered not feasible and reasonable<sup>28</sup> based on the MDOT SHA Highway Noise Policy in 17 NSAs, 9 of which are located in EJ populations.

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<sup>28</sup> Feasible and reasonable criteria are determined in accordance with MDOT SHA policy. The assessment of noise abatement feasibility, in general, focuses on whether it is physically possible to build an abatement measure (i.e. noise barrier) that achieves a minimally acceptable level of noise reduction. Barrier feasibility considers three primary factors: acoustics, safety & access, and site constraints. The assessment of noise abatement reasonableness, in general, focuses on whether it is practical to build an abatement measure. Barrier reasonableness considers three primary factors: viewpoints, design goal, and cost effectiveness.



Refer to the **Noise Technical Report (DEIS Appendix J)** for the locations of the proposed noise barriers.

#### D. Water Quality

The Screened Alternatives would result in additional impervious surface to accommodate additional lanes throughout the study corridors. Public drinking water within the EJ Analysis Area is supplied through the Occoquan Reservoir, Potomac River, and Patuxent River (**Chapter 3, Section 5.1**). Potential impacts to water quality, including public drinking water sources, would be mitigated via stormwater management measures in accordance with appropriate Federal and state stormwater management regulations.

#### E. Hazardous Materials

Construction of any of the Screened Alternatives would require disturbance of existing soil conditions, including identified hazardous materials sites of concern as documented in the **Hazardous Materials Technical Report (DEIS Appendix K)**. Prior to acquisition of right-of-way and construction, Preliminary Site Investigations (PSIs) would be conducted to further investigate properties within the final limits of disturbance and vicinity that have a high potential for mobilization of hazardous materials as a result of construction activities.

#### F. Natural Resources

As documented in the **Natural Resources Technical Report (DEIS Appendix L)**, the Screened Alternatives would impact: soils, wetlands and waters, floodplains, vegetation and terrestrial habitats, and wildlife. Efforts to mitigate for these impacts would include development and implementation of an Erosion and Sediment Control Plan, water resource mitigation, and the replacement of impacted trees and habitat to the extent possible with priority replacement on-site near the impacted area.

#### G. Visual Landscape and Aesthetic Values

The Screened Alternatives would result in changes to viewsheds or visual impacts within the EJ Analysis Area. The construction of managed lanes, shoulders, traffic barrier, cut and fill slopes, stormwater management facilities, retaining walls, and noise walls along the existing highway corridor would not introduce new elements incompatible with the existing visual character or qualities along the study corridors. However, where managed lanes access ramps would be constructed, new interchange ramps and structures may be introduced that could impact the viewsheds of adjacent properties and communities. The locations or design of these elements have not been finalized. The design of all highway elements would follow aesthetic and landscaping guidelines that will be developed in consultation with the design team, local jurisdictions, private interest groups (private developers or companies), local community or business associations, as well as local, state and federal agencies.

#### H. Economy and Employment

Except where right-of-way acquisitions would result in business property relocation, the Screened Alternatives would not impact access to area businesses or employers. Within EJ populations, one business, a warehouse/office property in the Glenarden EJ Analysis Area Community, is anticipated to require relocation. Similar services exist and facilities and properties are available for the relocation of these services if business owners choose to relocate. There would be no overall impact to the distribution of worker occupation, or major employers within EJ populations or non-EJ populations within the EJ Analysis Area.



Proposed improvements would help address increasing congestion, thereby maintaining mobility throughout the region, including areas with EJ populations.

Additionally, through Opportunity MDOT Program the agency will provide resources for job seekers as well as small, minority-, women- and veteran-owned businesses and disadvantaged businesses to access training, advisory services and advanced industry resources to prepare for potential opportunities to work with MDOT and the I-495 & I-270 P3 Program.

#### I. Access and Mobility

The No Build Alternative would not provide reduced congestion, enhanced trip reliability, or travel choices to destination points within the region, thereby reducing access and mobility conditions along the study corridors.

For each of the Screened Alternatives, traffic, access, and mobility would be maintained during construction in compliance with MDOT SHA Work Zone Safety and Mobility requirements. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Existing pedestrian and bicycle facilities impacted by the Screened Alternatives would be replaced in-kind, at a minimum, regardless of the alternative and would be coordinate with the counties and local jurisdictions. The Screened Alternatives would not eliminate access, nor would they impede access between residences and community facilities and business. However, an incremental enhancement to access may occur due to reduced congestion on local routes. Additionally, bus transit systems could utilize I-495 and I-270 managed lanes implemented under the Screened Alternatives.

#### J. Community Cohesion/Isolation and Quality of Life

Under the Screened Alternatives, changes to community cohesion would occur from the loss of 25 or 34 residences and four businesses. This would include the loss of seven or eight residences in two EJ populations in the Silver Spring EJ Analysis Area Community and the loss of one business in an EJ population within the Glenarden EJ Analysis Area Community. Additionally, partial property acquisition for right-of-way would occur throughout the study corridors. Generally, these would include acquiring strips of land from undeveloped areas or areas of trees from properties adjacent to I-495 or I-270, resulting in a reduction of the overall property size. However, impacts by relocation or partial property acquisition would be limited to the individuals immediately affected by the property acquisition and would occur in areas bordering the existing highway rights-of-way. Divisions or isolation of properties, persons, or groups would not occur due to the generally parallel nature of the limits of disturbance of the Screened Alternatives along the study corridors.

Changes to land use and development would be limited to those properties affected by property acquisition. Residents and employees who live, work, and utilize services immediately adjacent to the study corridors may experience changes in current quality of life due to property acquisition and temporarily during construction activities. However, community residents would experience a benefit to quality of life due to reduced congestion along the study corridors and enhanced trip reliability and travel choices to destination points within the region.



#### K. Tolling Considerations

The FHWA's *Impacts of Congestion Pricing on Low-Income Populations* (FHWA 2017), explains that the impacts of congestion pricing on low-income populations vary widely by context and type of project (i.e., full facility tolling or partial facility tolling). In the tolled managed-lanes scenario, new travel choice becomes available for all users and additional network capacity is provided. According to FHWA, well planned congestion pricing schemes:

- “Increase transportation options for all commuters, including low-income commuters, to achieve relatively congestion-free travel on specific occasions.
- Demonstrate wide acceptance and usage of priced-managed facilities by low-income commuters.
- Demonstrate that low-income commuters, many of whom are transit riders, particularly benefit from reduced congestion and transit investments made from pricing revenues (FHWA 2017)”

Consistent with FHWA guidance, while the travel speed and trip reliability benefits offered by the tolled lanes could be a less feasible choice for EJ populations due to cost burden, under any of the managed lane alternatives, all existing GP lanes would remain toll-free and would undergo some travel time improvements. Traffic analysis conducted in support of the I-495 & I-270 MLS indicates that travel times would improve and congestion would decrease along GP lanes under each of the Screened Alternatives. MDOT currently provides the following in managed lanes throughout the state:

- Free transponders for all customers;
- Prepaid cash/check payment options at MDTA walk-in centers, including four MVA's and six MDTA facilities;
- Allowing multiple payment methods, including credit card, cash, check or money order;
- Funding alternative modes of transportation through commuter programs such as Commuter Choice Maryland, Guaranteed Ride Home, and Maryland Rideshare;
- Providing more than 100 park-n-ride locations throughout the state; and
- Minimum prepaid balances sized to reduce the chance of users violating account minimums.

All electronic tolling (AET) methods would be enlisted to collect tolls for the managed lanes under each of the Screened Alternatives. Tolls would be set using dynamic pricing, based on a tolling algorithm that would correlate the traffic volumes and demands with the toll rate. The toll rate caps, or upper and lower thresholds for tolls, would be set through a public process by the Maryland Transportation Authority in accordance with COMAR 11.07.05. Additionally, COMAR 11.07.05. requires public notice of toll schedule revisions. The advantage of using dynamic pricing is that it enables the managed lanes to maintain a 45-MPH speed at all times and would reduce congestion in the GP lanes, which results in benefits for all users of the roadway facilities. GP lanes would remain free for users under all Screened Alternatives.

#### 4.5.3 The Potential for Adverse Effects to Environmental Justice Populations

As described above, both beneficial and adverse effects to EJ populations would occur from the Screened Alternatives. The potential for adverse effects to EJ populations is summarized in **Table 4-7**.



**Table 4-7: Potential for Adverse Effects to Environmental Resources within EJ Populations**

No-Build	Alt. 5	Alts. 8 & 9	Alt. 10	Alt. 13B	Alt. 13C
<b>Land Use Acquisition and Property Relocations within EJ Populations</b>					
No	Yes (186.7 acres) (8 relocations)	Yes (209.4 acres) (9 relocations)	Yes (211.7 acres) (9 relocations)	Yes (137.7 acres) (9 relocations)	Yes (210.5 acres) (9 relocations)
<b>Impacted Community Facility Properties* within EJ Populations</b>					
No	Yes (19 properties)	Yes (20 properties)	Yes (21 properties)	Yes (20 properties)	Yes (20 properties)
<b>Human Health and Safety</b>					
Yes	Yes	Yes	Yes	Yes	Yes
<b>Air Quality</b>					
Yes	Yes	Yes	Yes	Yes	Yes
<b>Noise</b>					
No	Yes	Yes	Yes	Yes	Yes
<b>Water Quality</b>					
No	Yes	Yes	Yes	Yes	Yes
<b>Hazardous Materials</b>					
No	Yes	Yes	Yes	Yes	Yes
<b>Natural Resources</b>					
No	Yes	Yes	Yes	Yes	Yes
<b>Visual and Aesthetic Resources</b>					
No	Yes	Yes	Yes	Yes	Yes
<b>Economy and Employment</b>					
TBD	No	No	No	No	No
<b>Access and Mobility</b>					
Yes	No	No	No	No	No
<b>Community Cohesion/ Isolation and Quality of Life</b>					
No	No	No	No	No	No
<b>Tolling Considerations</b>					
No	Yes	Yes	Yes	Yes	Yes

Note: The potential for adverse effects to environmental resources in EJ populations, as documented in the DEIS and in other Technical Reports (DEIS Appendices) are described in Chapter 4, Sections 5.1 and 5.2. Chapter 5/Appendix C identifies the direct impacts as well as effects to environmental characteristics for the CEA Analysis Area Communities<sup>29</sup>, including those containing EJ populations.

\* Community facility properties within EJ populations would be impacted by partial property acquisition (generally, sliver impacts along property lines). No community facilities would be relocated.

<sup>29</sup> For the purposes of the Community Profiles in Chapter 5, the terms “EJ Analysis Area Community” and “CEA Analysis Area Community” are interchangeable. For instance, the Silver Spring EJ Analysis Area Community has the same block groups and boundaries as the Silver Spring CEA Analysis Area Community.



The determination of disproportionately high and adverse impacts to EJ populations will be made on the Preferred Alternative and will be disclosed in the FEIS. Measures to mitigate any disproportionately high and adverse impacts will be determined in consideration of the specific impacts to EJ populations and will be done with input from the potentially affected minority of low-income populations. Strategies for mitigating potential adverse effects to EJ populations may consist of, but are not limited to:

- Vehicles with three or more occupants (HOV-3+) may use the managed lanes at no cost;
- Free bus transit usage of managed lanes for faster and more reliable trip;
- Direct access to existing and proposed transit stations and transit-oriented development areas within the EJ Analysis Area;
- Direct access supporting transit connections in Equity Emphasis Areas;
- Free or reduced tolls for High Occupancy Vehicles (Alts 9 and 13B); and
- Making cross highway pedestrian and bicycle enhancements and connections.

As enumerated in [Section 4.4.2](#), the next steps for the EJ Analysis, to be documented in the FEIS, include the following:

- The consideration of mitigation and enhancement measures if unavoidable adverse effects are expected to occur under the Preferred Alternative;
- A comparison of adverse effects from the Preferred Alternative within EJ populations to adverse effects within a non-EJ population reference community;
- A determination of whether disproportionately high and adverse effects would occur under the Preferred Alternative to EJ populations; and
- A final conclusion of whether disproportionately high and adverse effects would occur, based on unmitigated adverse effects and whether public feedback has been addressed.

# 5

## 5 COMMUNITY PROFILES AND EFFECTS

To enhance public accessibility to the Community Effects Assessment data and Environmental Justice Analysis data, a community profile for each of the of the 36 CEA Analysis Area Communities was prepared (**Appendix C**).<sup>30</sup> Each community profile includes: **Map 1**, which depicts the community, as defined in this technical report; the limits of the CEA Analysis Area; any overlaying city, town, municipal or Census Designated Place (CDP) boundaries; and the CEA Analysis Area block groups within the subject community. Each community profile outlines the unique characteristics of community, including its physical and geographic location and character; economic and socio-history, present conditions, master plans, and future development; and travel patterns. Further the community profile identifies and maps (**Map 2**) community facilities within the CEA Analysis Area for that community and summarizes demographic data for the population of the community. Minority race/ethnicity populations and low-income populations are also identified, consistent with the methodology described in **Chapter 4, Section 1**. The community profiles also include qualitative descriptions of community aesthetics and community character.

Potential impacts from the alternatives to each community are also described including: the number of potential property relocations, the number and type of community facilities impacted, and changes to land use for each of the CEA Analysis Area Communities. As described in **Chapter 3, Section 6**, a partial acquisition would be needed when the limits of disturbance<sup>31</sup> encroach onto a portion of the property but is more than 20 feet from a principal building. Residential structures, businesses, and community facilities have been identified as relocations where the proposed limits of disturbance for the Screened Alternatives are within 20 feet or less from a principal building on a property.

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<sup>30</sup> As described previously, the terms “CEA Analysis Area Community” and “EJ Analysis Area Community” are interchangeable. For instance, the Silver Spring EJ Analysis Area Community has the same block groups and boundaries as the Silver Spring CEA Analysis Area Community. As such, the profile for the Silver Spring CEA Analysis Area Community serves as the profile for the Silver Spring EJ Analysis Area Community. See **Chapter 2, Section 1** for delineation detail.

<sup>31</sup> Generally defined as the proposed boundary within which all construction, materials storage, grading, landscaping and related activities would occur.



Qualitative impacts, including potential changes to community aesthetics and character, as well as development patterns are also highlighted for each CEA Analysis Area Community. Impacts are presented in this manner to communicate how the alternatives may impact specific communities, while the preceding Chapter identifies impacts throughout the entire CEA Analysis Area. A summary of the acreage of property acquisitions and noise abatement detailed in the Community Profiles is provided in **Table 3-9**.

## 6

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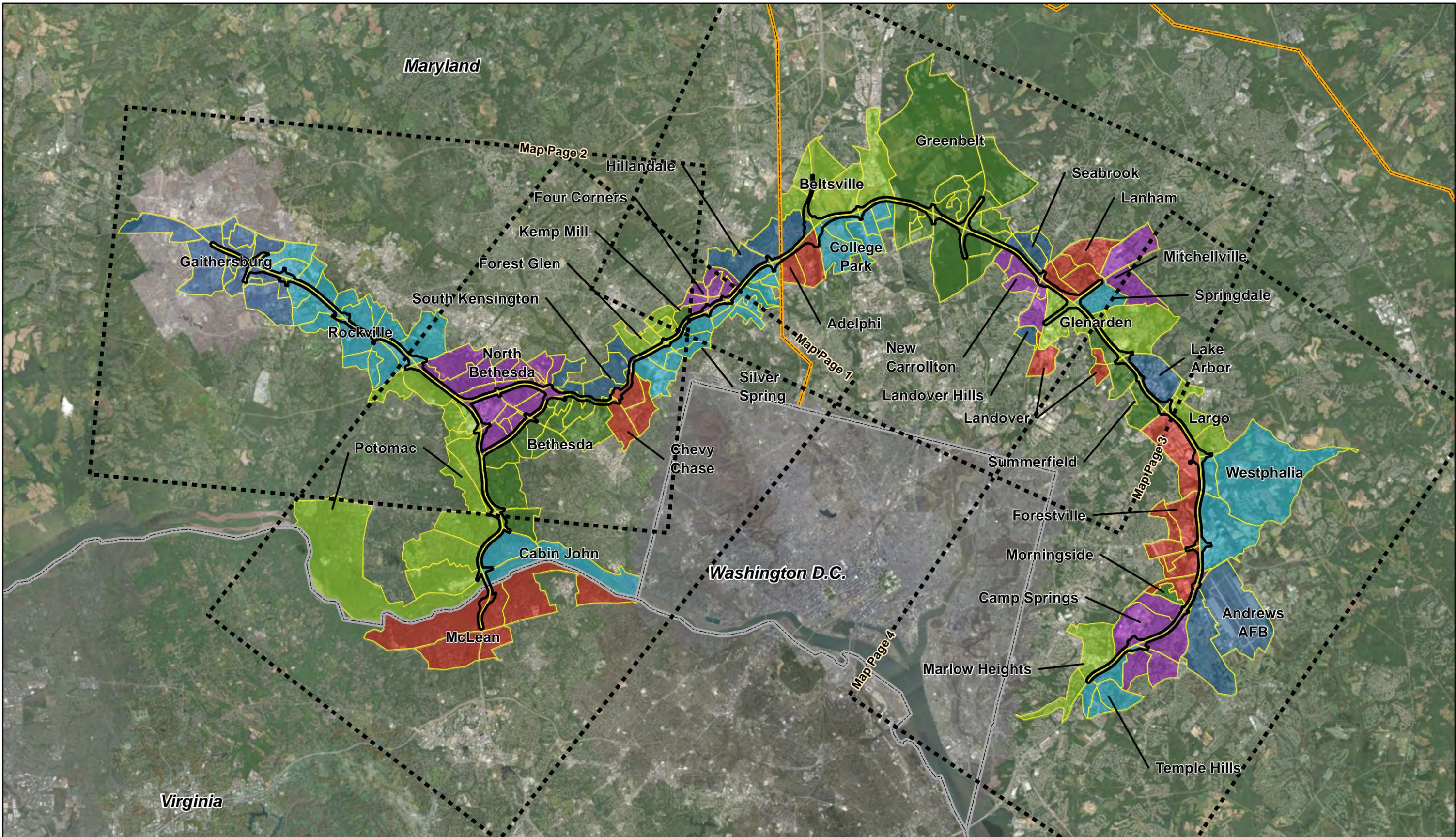
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# APPENDIX A: CEA Analysis Area Detailed Mapping



**Legend**

- Corridor Study Boundary
- Census Block Groups
- State Boundary
- Map Page
- County Boundary



Overview Map

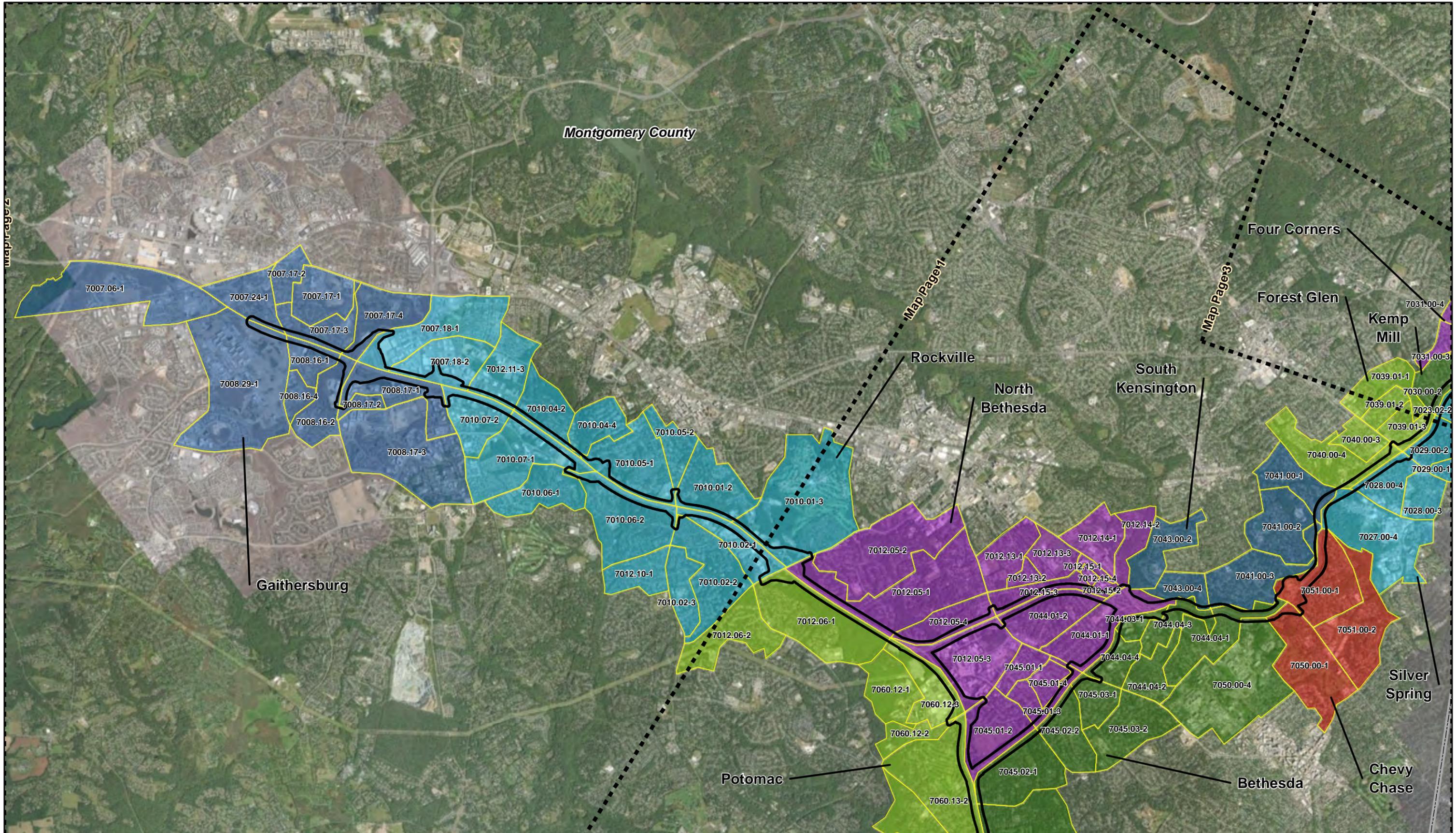
1 in = 12,500 feet

0 6,250 12,500 Feet

**Community Effects  
Assessment Analysis Area**







**Legend**

- Corridor Study Boundary
- Census Block Groups
- State Boundary
- Map Page
- County Boundary



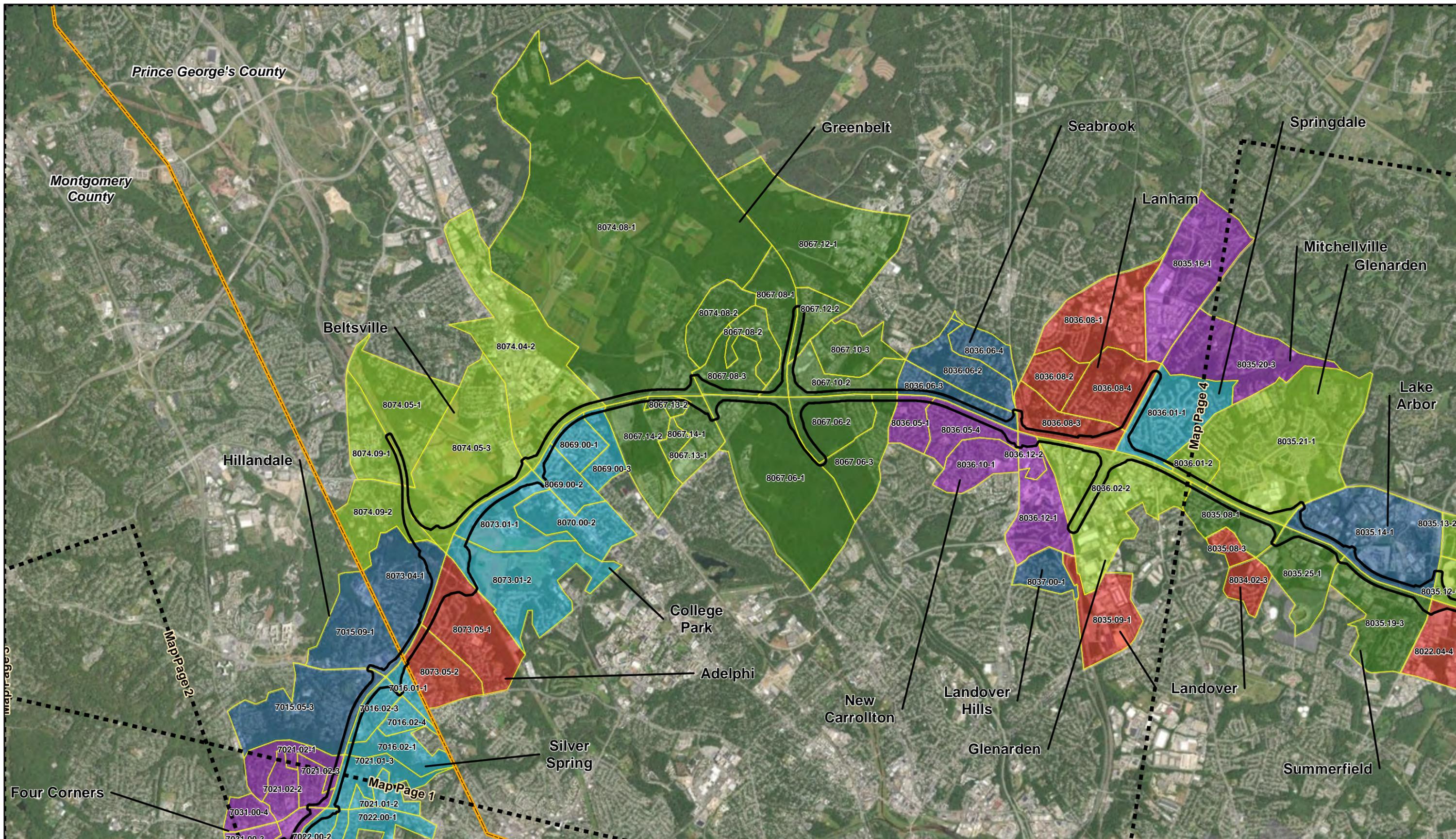
Map 2 of 4

1 in = 5,000 feet

0 2,500 5,000 Feet

**Community Effects  
Assessment Analysis Area**





**Legend**

- Corridor Study Boundary
- Census Block Groups
- State Boundary
- Map Page
- County Boundary

Map 3 of 4

1 in = 5,000 feet

0 2,500 5,000 Feet

**Community Effects  
Assessment Analysis Area**







# APPENDIX B: MDOT SHA Relocation Assistance Program Summary

**SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE  
MARYLAND STATE HIGHWAY ADMINISTRATION**

All State Highway Administration projects utilizing Federal funds must comply with the provisions of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17), Public Law 105-117 in 1997, MAP 21, and Title 49 CFR Part 24 in 2005. State-funded projects must comply with Sections 12-112 and Subtitle 2, Sections 12-201 to 12-212, of the Real Property Article of the Annotated Code of Maryland.

The State Highway Administration's Office of Real Estate administers the Relocation Assistance Program for the Maryland Department of Transportation.

The aforementioned Federal and State laws require that the State Highway Administration provide relocation assistance payments and advisory services to eligible persons who are displaced by a public project. There are two categories of residential occupants: 90-day owner-occupants and tenants and less than 90 day or short-term owner-occupants. Non-residential occupants may be businesses, farms or non-profit organizations.

A displaced person that has owned and occupied a subject dwelling for at least 180 days prior to the initiation of negotiations for the property may receive a replacement housing payment of up to \$45,000. The replacement housing payment is composed of three parts: a purchase price differential; an increased mortgage interest differential; and reimbursement for incidental settlement expenses.

The purchase price differential is the difference between the value paid by the State Highway Administration for the existing dwelling and the cost to the displaced owner of a comparable replacement dwelling, as determined by the State's replacement housing study.

The increased mortgage interest differential is a payment made to the owner at the time of settlement on the replacement dwelling to negate the effects of less favorable financing in the new situation. The payment is calculated by use of the "buy-down" mortgage method.

Reimbursable incidental expenses are necessary and reasonable incidental costs that are incurred by the displaced person in purchasing a replacement dwelling, excluding pre-paid expenses such as real estate taxes and insurance. The maximum reimbursable amount for these incidental expenses is based upon the cost of the comparable selected in the replacement housing study.

A displaced person who has leased and occupied a subject dwelling for at least 90 days prior to the initiation of negotiations for the property may receive a replacement rental housing payment of up to \$10,500. The replacement rental housing payment is the difference between

the monthly cost of housing for the subject dwelling, plus utilities, and the monthly cost of housing for a comparable replacement rental unit, plus utilities, over a period of 42 months. Owner-occupants of 90 or less days prior to the initiation of negotiations for the subject dwelling are eligible for the same replacement rental housing payments as tenants.

As an alternative to renting, a displaced tenant-occupant may elect to apply the rental replacement housing eligibility amount toward the down payment needed to purchase a replacement dwelling.

The comparable properties used in calculating any replacement housing payment eligibility must comply with all local standards for decent, safe and sanitary (DS&S) housing and be within the financial means of the displaced person.

If affordable, comparable DS&S replacement housing cannot be provided within the statutory maximums of \$45,000 for 90-day owner-occupants or \$10,500 for 90-day tenants or short-term owners, the maximums may be exceeded on a case-by-case basis. This may only be done after the completion and approval of a detailed study that documents the housing problem, explores the available replacement options and selects the most feasible and cost-effective alternative for implementation.

In addition, eligible displaced residential occupants may be reimbursed for the expense of moving personal property up to a maximum distance of fifty (50) miles, using either an actual cost or fixed schedule method.

Actual cost moves are based upon the lower of at least two commercial moving estimates and must be documented with receipted bills or invoices. Other incidental moving expenses, such as utility reconnection charges, may also be paid in the same manner.

As an alternative method, the fixed schedule move offers a lump sum, all-inclusive payment based upon the number of rooms to be moved. Other incidental costs are not separately reimbursable with this method.

Non-residential displaced persons such as businesses, farms or non-profit organizations may also receive reimbursement for the expense of relocating and re-establishing operations at a replacement site on either an actual cost or fixed payment basis.

Under the actual cost method, a non-residential displaced person may receive reimbursement for necessary and reasonable expenses for moving its personal property, the loss of tangible personal property that is not moved, the cost of searching for a replacement site and a re-establishment allowance of up to \$60,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for

payment, usually lower than the lowest acceptable bid. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business vehicles or equipment, wages paid to persons who participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses.

If the business elects not to move or to discontinue the use of an item, the payment shall consist of the lesser of: the fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or the estimated cost of moving the item.

If an item of personal property which is used as part of a business or farm operation is not moved and is promptly replaced with a substitute item that performs a comparable function at the replacement site, payment shall be the lesser of: the cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or the estimated cost of moving and reinstalling the replaced item.

In addition to the moving payments described above, a business may be eligible for a payment up to \$60,000 for the actual reasonable and necessary expenses of re-establishing at the replacement site. Generally, re-establishment expenses include certain repairs and improvements to the replacement site, increased operating costs, exterior signing, advertising the replacement location, and other fees paid to re-establish. Receipted bills and other evidence of these expenses are required for payment. The total maximum re-establishment payment eligibility is \$60,000.

In lieu of all moving payments described above, a business may elect to receive a fixed payment equal to the average annual net earnings of the business. This payment shall not be less than \$1,000 nor more than \$60,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage; the business is not part of a commercial enterprise having more than three other establishments in the same or similar business that are not being acquired; and the business contributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expense payment, the average annual net earnings of the business is to be one-half of the net earnings before taxes during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year

period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, owner's spouse, or dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to \$2,500 and re-establishment expenses up to \$60,000 or a fixed payment "in lieu of" actual moving expenses of \$1,000 to \$60,000. The State may determine that a displaced farm may be paid a minimum of \$1,000 to a maximum of \$60,000 based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive a fixed payment or an "in lieu of" actual moving cost payment, in the amount of \$1,000 to \$60,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the brochure entitled, "Relocation Assistance – Your Rights and Benefits," that will be distributed at the public hearing for this project and be given to all displaced persons.

Federal and State laws require that the State Highway Administration shall not proceed with any phase of a project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided, and that all displaced persons will be satisfactorily relocated to comparable decent, safe and sanitary housing within their financial means, or that such housing is in place and has been made available to the displaced persons.

In addition, the requirements of Public Law 105-117 provides that a person who is an alien and is not lawfully present in the United States shall not be eligible for relocation payments or other assistance under the Uniform Act. It also directed all State displacing agencies that utilize Federal funds in their projects to implement procedures for compliance with this law in order to safeguard that funding. To this end, displaced persons will be asked to certify to their citizenship or alien status prior to receiving payments or other benefits under the Relocation Assistance Program.

## **US Code**

*(Unofficial compilation from the Legal Information Institute)*

### **TITLE 42 - THE PUBLIC HEALTH AND WELFARE**

#### **CHAPTER 61—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS**

*Please Note: This compilation of the US Code, current as of Jan. 4, 2012 , has been prepared by the Legal Information Institute using data from the U.S. House of Representatives, Office of the Law Revision Counsel. It is not an official U.S. government publication. For more details please see: <http://www.law.cornell.edu/uscode/uscp rint.html>.*

*Notes on this document: The content in this document is taken directly from the US Code, with the following exceptions: page headers and footers, page numbering, and all formatting are artifacts of this presentation. Divider lines have been inserted between sections. The notes are set off by a vertical line and a larger left margin. The table of contents immediately following this title page is machine-generated from the headings in this portion of the Code. Commonly available fonts are used.*

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- 4626. Housing replacement by Federal agency as last resort.
- 4627. State required to furnish real property incident to Federal assistance (local cooperation).
- 4628. State acting as agent for Federal program.
- 4629. Public works programs and projects of District of Columbia government and Washington Metropolitan Area Transit Authority.
- 4630. Requirements for relocation payments and assistance of federally assisted program; assurances of availability of housing.
- 4631. Federal share of costs.
- 4632. Administration; relocation assistance in programs receiving Federal financial assistance.
- 4633. Duties of lead agency.
- 4634. Repealed.
- 4635. Planning and other preliminary expenses for additional housing.
- 4636. Payments not to be considered as income for revenue purposes or for eligibility for assistance under Social Security Act or other Federal law.
- 4637. Repealed.
- 4638. Transfers of surplus property.

### SUBCHAPTER III—UNIFORM REAL PROPERTY ACQUISITION POLICY

- 4651. Uniform policy on real property acquisition practices.
- 4652. Buildings, structures, and improvements.
- 4653. Expenses incidental to transfer of title to United States.
- 4654. Litigation expenses.
- 4655. Requirements for uniform land acquisition policies; payments of expenses incidental to transfer of real property to State; payment of litigation expenses in certain cases.

## SUBCHAPTER I—GENERAL PROVISIONS

.....

### § 4601. Definitions

As used in this chapter—

- (1) The term “Federal agency” means any department, agency, or instrumentality in the executive branch of the Government, any wholly owned Government corporation, the Architect of the Capitol, the Federal Reserve banks and branches thereof, and any person who has the authority to acquire property by eminent domain under Federal law.
- (2) The term “State” means any of the several States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, any territory or possession of the United States, the Trust Territory of the Pacific Islands, and any political subdivision thereof.
- (3) The term “State agency” means any department, agency, or instrumentality of a State or of a political subdivision of a State, any department, agency, or instrumentality of 2 or more States or of 2 or more political subdivisions of a State or States, and any person who has the authority to acquire property by eminent domain under State law.
- (4) The term “Federal financial assistance” means a grant, loan, or contribution provided by the United States, except any Federal guarantee or insurance, any interest reduction payment to an individual in connection with the purchase and occupancy of a residence by that individual, and any annual payment or capital loan to the District of Columbia.
- (5) The term “person” means any individual, partnership, corporation, or association.
- (6) (A) The term “displaced person” means, except as provided in subparagraph (B)—
  - (i) any person who moves from real property, or moves his personal property from real property—
    - (I) as a direct result of a written notice of intent to acquire or the acquisition of such real property in whole or in part for a program or project undertaken by a Federal agency or with Federal financial assistance; or
    - (II) on which such person is a residential tenant or conducts a small business, a farm operation, or a business defined in paragraph (7)(D), as a direct result of rehabilitation, demolition, or such other displacing activity as the lead agency may prescribe, under a program or project undertaken by a Federal agency or with Federal financial assistance in any case in which the head of the displacing agency determines that such displacement is permanent; and
  - (ii) solely for the purposes of sections 4622 (a) and (b) and 4625 of this title, any person who moves from real property, or moves his personal property from real property—
    - (I) as a direct result of a written notice of intent to acquire or the acquisition of other real property, in whole or in part, on which such person conducts a business or farm operation, for a program or project undertaken by a Federal agency or with Federal financial assistance; or
    - (II) as a direct result of rehabilitation, demolition, or such other displacing activity as the lead agency may prescribe, of other real property on which such person conducts a business or a farm operation, under a program or project undertaken by a Federal agency or with Federal financial assistance where the head of the displacing agency determines that such displacement is permanent.
- (B) The term “displaced person” does not include—
  - (i) a person who has been determined, according to criteria established by the head of the lead agency, to be either in unlawful occupancy of the displacement dwelling or to have occupied such dwelling for the purpose of obtaining assistance under this chapter;

- (ii) in any case in which the displacing agency acquires property for a program or project, any person (other than a person who was an occupant of such property at the time it was acquired) who occupies such property on a rental basis for a short term or a period subject to termination when the property is needed for the program or project.
- (7) The term “business” means any lawful activity, excepting a farm operation, conducted primarily—
- (A) for the purchase, sale, lease and rental of personal and real property, and for the manufacture, processing, or marketing of products, commodities, or any other personal property;
  - (B) for the sale of services to the public;
  - (C) by a nonprofit organization; or
  - (D) solely for the purposes of section 4622 of this title, for assisting in the purchase, sale, resale, manufacture, processing, or marketing of products, commodities, personal property, or services by the erection and maintenance of an outdoor advertising display or displays, whether or not such display or displays are located on the premises on which any of the above activities are conducted.
- (8) The term “farm operation” means any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale or home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator’s support.
- (9) The term “mortgage” means such classes of liens as are commonly given to secure advances on, or the unpaid purchase price of, real property, under the laws of the State in which the real property is located, together with the credit instruments, if any, secured thereby.
- (10) The term “comparable replacement dwelling” means any dwelling that is
- (A) decent, safe, and sanitary;
  - (B) adequate in size to accommodate the occupants;
  - (C) within the financial means of the displaced person;
  - (D) functionally equivalent;
  - (E) in an area not subject to unreasonable adverse environmental conditions; and
  - (F) in a location generally not less desirable than the location of the displaced person’s dwelling with respect to public utilities, facilities, services, and the displaced person’s place of employment.
- (11) The term “displacing agency” means any Federal agency carrying out a program or project, and any State, State agency, or person carrying out a program or project with Federal financial assistance, which causes a person to be a displaced person.
- (12) The term “lead agency” means the Department of Transportation.
- (13) The term “appraisal” means a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of defined value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.

(Pub. L. 91–646, title I, § 101, Jan. 2, 1971, 84 Stat. 1894; Pub. L. 100–17, title IV, § 402, Apr. 2, 1987, 101 Stat. 246.)

## References in Text

This chapter, referred to in introductory provision and par. (6)(B)(i), was in the original “this Act”, meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out below and Tables.

## Amendments

1987—Par. (1). Pub. L. 100–17, § 402(a), amended par. (1) generally. Prior to amendment, par. (1) read as follows: “The term ‘Federal agency’ means any department, agency, or instrumentality in the executive branch of the

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Government (except the National Capital Housing Authority), any wholly owned Government corporation (except the District of Columbia Redevelopment Land Agency), and the Architect of the Capitol, the Federal Reserve banks and branches thereof.”

Par. (3). Pub. L. 100–17, § 402(b), amended par. (3) generally. Prior to amendment, par. (3) read as follows: “The term ‘State agency’ means the National Capital Housing Authority, the District of Columbia Redevelopment Land Agency, and any department, agency, or instrumentality of a State or of a political subdivision of a State, or any department, agency, or instrumentality of two or more States or of two or more political subdivisions of a State or States.”

Par. (4). Pub. L. 100–17, § 402(c), inserted “, any interest reduction payment to an individual in connection with the purchase and occupancy of a residence by that individual,” after “insurance”.

Par. (6). Pub. L. 100–17, § 402(d), amended par. (6) generally. Prior to amendment, par. (6) read as follows: “The term ‘displaced person’ means any person who, on or after January 2, 1971, moves from real property, or moves his personal property from real property, as a result of the acquisition of such real property, in whole or in part, or as the result of the written order of the acquiring agency to vacate real property, for a program or project undertaken by a Federal agency, or with Federal financial assistance; and solely for the purposes of sections 4622 (a) and (b) and 4625 of this title, as a result of the acquisition of or as the result of the written order of the acquiring agency to vacate other real property, on which such person conducts a business or farm operation, for such program or project.”

Par. (7)(D). Pub. L. 100–17, § 402(f), substituted “section 4622” for “section 4622 (a)”.

Pars. (10) to (13). Pub. L. 100–17, § 402(e), added pars. (10) to (13).

### **Effective Date of 1987 Amendment**

Section 418 of title IV of Pub. L. 100–17 provided that: “The amendment made by section 412 of this title [amending section 4633 of this title] (to the extent such amendment prescribes authority to develop, publish, and issue regulations) shall take effect on the date of the enactment of this title [Apr. 2, 1987]. This title and the amendments made by this title [enacting section 4604 of this title, amending this section and sections 4621 to 4626, 4630, 4631, 4633, 4636, 4638, 4651, and 4655 of this title, repealing sections 4634 and 4637 of this title, and enacting provisions set out as a note under this section] (other than the amendment made by section 412 to such extent) shall take effect on the effective date provided in such regulations but not later than 2 years after such date of enactment.”

### **Effective Date**

Section 221 of Pub. L. 91–646 provided that:

“(a) Except as provided in subsections (b) and (c) of this section, this Act and the amendments made by this Act [see Short Title note below] shall take effect on the date of its enactment [Jan. 2, 1971].

“(b) Until July 1, 1972, sections 210 and 305 [sections 4630 and 4655 of this title] shall be applicable to a State only to the extent that such State is able under its laws to comply with such sections. After July 1, 1972, such sections [sections 4630 and 4655 of this title] shall be completely applicable to all States.

“(c) The repeals made by paragraphs (4) [repealing section 1606(b) of former Title 49, Transportation], (5) [repealing section 1465 of this title], (6) [repealing section 1415 (7)(b)(iii) and (8) second sentence of this title], (8) [repealing section 3074 of this title], (9) [repealing section 3307 (b), (c) of this title], (10) [repealing chapter 5 (sections 501–511) of Title 23, Highways], (11) [repealing provisions set out as notes under sections 501 and 510 of Title 23], and (12) of section 220 (a) of this title and section 306 of title III [repealing sections 3071 to 3073 of this title, section 141 of Title 23, and section 596 of Title 33, Navigation and Navigable Waters] shall not apply to any State so long as sections 210 and 305 [sections 4630 and 4655 of this title] are not applicable in such State.”

### **Short Title of 1987 Amendment**

Section 401 of title IV of Pub. L. 100–17 provided that: “This title [enacting section 4604 of this title, amending this section and sections 4621 to 4626, 4630, 4631, 4633, 4636, 4638, 4651, and 4655 of this title, repealing sections 4634 and 4637 of this title, and enacting provisions set out as a note under this section] may be cited as the ‘Uniform Relocation Act Amendments of 1987’.”

### **Short Title**

Section 1 of Pub. L. 91–646 provided: “That this Act [enacting this chapter, amending sections 1415, 2473, and 3307 of this title and section 1606 of former Title 49, Transportation, repealing sections 1465 and 3071 to 3074 of this title, section 2680 of Title 10, Armed Forces, sections 141 and 501 to 512 of Title 23, Highways, section 596 of Title 33, Navigation and Navigable Waters, sections 1231 to 1234 of Title 43, Public Lands, and enacting provisions set out as notes under this section and sections 4621 and 4651 of this title, and repealing provisions set out as notes under

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sections 501 and 510 of Title 23] may be cited as the ‘Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970’.”

### Termination of Trust Territory of the Pacific Islands

For termination of Trust Territory of the Pacific Islands, see note set out preceding section 1681 of Title 48, Territories and Insular Possessions.

### Willing Sellers Considered Displaced Persons

Pub. L. 111–8, div. E, title I, Mar. 11, 2009, 123 Stat. 710, provided that: “For fiscal year 2009 and hereafter, a willing seller from whom the Service acquires title to real property may be considered a ‘displaced person’ for purposes of the Uniform Relocation Assistance and Real Property Acquisition Policy Act [probably means the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601 et seq.] and its implementing regulations, whether or not the Service has the authority to acquire such property by eminent domain.”

### Treatment of Real Property Buyout Programs

Pub. L. 103–181, § 4, Dec. 3, 1993, 107 Stat. 2055, provided that:

“(a) Inapplicability of URA.—The purchase of any real property under a qualified buyout program shall not constitute the making of Federal financial assistance available to pay all or part of the cost of a program or project resulting in the acquisition of real property or in any owner of real property being a displaced person (within the meaning of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 [42 U.S.C. 4601 et seq.]).

“(b) Definition of ‘Qualified Buyout Program’.—For purposes of this section, the term ‘qualified buyout program’ means any program that—

“(1) provides for the purchase of only property damaged by the major, widespread flooding in the Midwest during 1993;

“(2) provides for such purchase solely as a result of such flooding;

“(3) provides for such acquisition without the use of the power of eminent domain and notification to the seller that acquisition is without the use of such power;

“(4) is carried out by or through a State or unit of general local government; and

“(5) is being assisted with amounts made available for—

“(A) disaster relief by the Federal Emergency Management Agency; or

“(B) other Federal financial assistance programs.”

[For transfer of all functions, personnel, assets, components, authorities, grant programs, and liabilities of the Federal Emergency Management Agency, including the functions of the Under Secretary for Federal Emergency Management relating thereto, to the Federal Emergency Management Agency, see section 315 (a)(1) of Title 6, Domestic Security.]

[For transfer of functions, personnel, assets, and liabilities of the Federal Emergency Management Agency, including the functions of the Director of the Federal Emergency Management Agency relating thereto, to the Secretary of Homeland Security, and for treatment of related references, see former section 313 (1) and sections 551 (d), 552 (d), and 557 of Title 6, Domestic Security, and the Department of Homeland Security Reorganization Plan of November 25, 2002, as modified, set out as a note under section 542 of Title 6.]

.....

## § 4602. Effect upon property acquisition

(a) The provisions of section 4651 of this title create no rights or liabilities and shall not affect the validity of any property acquisitions by purchase or condemnation.

(b) Nothing in this chapter shall be construed as creating in any condemnation proceedings brought under the power of eminent domain, any element of value or of damage not in existence immediately prior to January 2, 1971.

(Pub. L. 91–646, title I, § 102, Jan. 2, 1971, 84 Stat. 1895.)

### References in Text

This chapter, referred to in subsec. (b), was in the original “this Act”, meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

## § 4603. Additional appropriations for moving costs, relocation benefits and other expenses incurred in acquisition of lands for National Park System; waiver of benefits

(a) In all instances where authorizations of appropriations for the acquisition of lands for the National Park System enacted prior to January 9, 1971, do not include provisions therefor, there are authorized to be appropriated such additional sums as may be necessary to provide for moving costs, relocation benefits, and other expenses incurred pursuant to the applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91–646; 84 Stat. 1894). There are also authorized to be appropriated not to exceed \$8,400,000 in addition to those authorized in Public Law 92–272 (86 Stat. 120) to provide for such moving costs, relocation benefits, and other related expenses in connection with the acquisition of lands authorized by Public Law 92–272.

(b) Whenever an owner of property elects to retain a right of use and occupancy pursuant to any statute authorizing the acquisition of property for purposes of a unit of the National Park System, such owner shall be deemed to have waived any benefits under sections 4623, 4624, 4625, and 4626 of this title, and for the purposes of those sections such owner shall not be considered a displaced person as defined in section 4601 (6) of this title.

(Pub. L. 93–477, title IV, § 405, Oct. 26, 1974, 88 Stat. 1448.)

### References in Text

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, referred to in subsec. (a), is Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

Public Law 92–272, referred to in subsec. (a), is Pub. L. 92–272, Apr. 11, 1972, 86 Stat. 120, which to the extent classified to the Code, amended sections 284b, 428m, 459f–10, 460m–1, 460m–7 and 460t–4 of Title 16, Conservation, and amended a provision set out as a note under section 450ll of Title 16. For complete classification of this Act to the Code, see Tables.

### Codification

Section was not enacted as part of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 which comprises this chapter.

## § 4604. Certification

### (a) Acceptance of State agency certification

Notwithstanding sections 4630 and 4655 of this title, the head of a Federal agency may discharge any of his responsibilities under this chapter by accepting a certification by a State agency that it will carry out such responsibility, if the head of the lead agency determines that such responsibility will be carried out in accordance with State laws which will accomplish the purpose and effect of this chapter.

### (b) Promulgation of regulations; notice and comment; consultation with local governments

(1) The head of the lead agency shall issue regulations to carry out this section.

(2) Repealed. Pub. L. 104–66, title I, § 1121(f), Dec. 21, 1995, 109 Stat. 724.

(3) Before making a determination regarding any State law under subsection (a) of this section, the head of the lead agency shall provide interested parties with an opportunity for public review

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and comment. In particular, the head of the lead agency shall consult with interested local general purpose governments within the State on the effects of such State law on the ability of local governments to carry out their responsibilities under this chapter.

**(c) Effect of noncompliance with certification or with applicable law**

(1) The head of a Federal agency may withhold his approval of any Federal financial assistance to or contract or cooperative agreement with any displacing agency found by the Federal agency to have failed to comply with the laws described in subsection (a) of this section.

(2) After consultation with the head of the lead agency, the head of a Federal agency may rescind his acceptance of any certification under this section, in whole or in part, if the State agency fails to comply with such certification or with State law.

(Pub. L. 91-646, title I, § 103, as added Pub. L. 100-17, title IV, § 403, Apr. 2, 1987, 101 Stat. 248; amended Pub. L. 104-66, title I, § 1121(f), Dec. 21, 1995, 109 Stat. 724.)

**References in Text**

This chapter, referred to in subsecs. (a) and (b)(3), was in the original “this Act”, meaning Pub. L. 91-646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

**Amendments**

1995—Subsec. (b)(2). Pub. L. 104-66 struck out par. (2) which read as follows: “The head of the lead agency shall, in coordination with other Federal agencies, monitor from time to time, and report biennially to the Congress on, State agency implementation of this section. A State agency shall make available any information required for such purpose.”

**Effective Date**

Section effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100-17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100-17, set out as an Effective Date of 1987 Amendment note under section 4601 of this title.

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**§ 4605. Displaced persons not eligible for assistance**

**(a) In general**

Except as provided in subsection (c) of this section, a displaced person shall not be eligible to receive relocation payments or any other assistance under this chapter if the displaced person is an alien not lawfully present in the United States.

**(b) Determinations of eligibility**

**(1) Promulgation of regulations**

Not later than 1 year after November 21, 1997, after providing notice and an opportunity for public comment, the head of the lead agency shall promulgate regulations to carry out subsection (a) of this section.

**(2) Contents of regulations**

Regulations promulgated under paragraph (1) shall—

- (A) prescribe the processes, procedures, and information that a displacing agency must use in determining whether a displaced person is an alien not lawfully present in the United States;
- (B) prohibit a displacing agency from discriminating against any displaced person;
- (C) ensure that each eligibility determination is fair and based on reliable information; and
- (D) prescribe standards for a displacing agency to apply in making determinations relating to exceptional and extremely unusual hardship under subsection (c) of this section.

**(c) Exceptional and extremely unusual hardship**

If a displacing agency determines by clear and convincing evidence that a determination of the ineligibility of a displaced person under subsection (a) of this section would result in exceptional and extremely unusual hardship to an individual who is the displaced person's spouse, parent, or child and who is a citizen of the United States or an alien lawfully admitted for permanent residence in the United States, the displacing agency shall provide relocation payments and other assistance to the displaced person under this chapter if the displaced person would be eligible for the assistance but for subsection (a) of this section.

**(d) Limitation on statutory construction**

Nothing in this section affects any right available to a displaced person under any other provision of Federal or State law.

(Pub. L. 91-646, title I, § 104, as added Pub. L. 105-117, § 1, Nov. 21, 1997, 111 Stat. 2384.)

**References in Text**

This chapter, referred to in subsecs. (a) and (c), was in the original "this Act", meaning Pub. L. 91-646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

## SUBCHAPTER II—UNIFORM RELOCATION ASSISTANCE

.....

### § 4621. Declaration of findings and policy

#### (a) Findings

The Congress finds and declares that—

- (1) displacement as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance is caused by a number of activities, including rehabilitation, demolition, code enforcement, and acquisition;
- (2) relocation assistance policies must provide for fair, uniform, and equitable treatment of all affected persons;
- (3) the displacement of businesses often results in their closure;
- (4) minimizing the adverse impact of displacement is essential to maintaining the economic and social well-being of communities; and
- (5) implementation of this chapter has resulted in burdensome, inefficient, and inconsistent compliance requirements and procedures which will be improved by establishing a lead agency and allowing for State certification and implementation.

#### (b) Policy

This subchapter establishes a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance. The primary purpose of this subchapter is to ensure that such persons shall not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole and to minimize the hardship of displacement on such persons.

#### (c) Congressional intent

It is the intent of Congress that—

- (1) Federal agencies shall carry out this subchapter in a manner which minimizes waste, fraud, and mismanagement and reduces unnecessary administrative costs borne by States and State agencies in providing relocation assistance;
- (2) uniform procedures for the administration of relocation assistance shall, to the maximum extent feasible, assure that the unique circumstances of any displaced person are taken into account and that persons in essentially similar circumstances are accorded equal treatment under this chapter;
- (3) the improvement of housing conditions of economically disadvantaged persons under this subchapter shall be undertaken, to the maximum extent feasible, in coordination with existing Federal, State, and local governmental programs for accomplishing such goals; and
- (4) the policies and procedures of this chapter will be administered in a manner which is consistent with fair housing requirements and which assures all persons their rights under title VIII of the Act of April 11, 1968 (Public Law 90–284), commonly known as the Civil Rights Act of 1968 [42 U.S.C. 3601 et seq.], and title VI of the Civil Rights Act of 1964 [42 U.S.C. 2000d et seq.].

(Pub. L. 91–646, title II, § 201, Jan. 2, 1971, 84 Stat. 1895; Pub. L. 100–17, title IV, § 404, Apr. 2, 1987, 101 Stat. 248.)

### References in Text

This chapter, referred to in subsecs. (a)(5) and (c)(2), (4), was in the original “this Act”, meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

NB: This unofficial compilation of the U.S. Code is current as of Jan. 4, 2012 (see <http://www.law.cornell.edu/uscode/uscodeprint.html>).

This subchapter, referred to in subsecs. (b) and (c)(1), (3), was in the original “this title”, meaning title II of Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1895, which is classified principally to this subchapter. For complete classification of title II to the Code, see Tables.

Title VIII of the Act of April 11, 1968 (Public Law 90–284), commonly known as the Civil Rights Act of 1968, referred to in subsec. (c)(4), is title VIII of Pub. L. 90–284, Apr. 11, 1968, 82 Stat. 81, known as the Fair Housing Act, which is classified principally to subchapter I (§ 3601 et seq.) of chapter 45 of this title. For complete classification of this Act to the Code, see Short Title note set out under section 3601 of this title and Tables.

The Civil Rights Act of 1964, referred to in subsec. (c)(4), is Pub. L. 88–352, July 2, 1964, 78 Stat. 241. Title VI of the Civil Rights Act of 1964 is classified generally to subchapter V (§ 2000d et seq.) of chapter 21 of this title. For complete classification of this Act to the Code, see Short Title note set out under section 2000a of this title and Tables.

### Amendments

1987—Pub. L. 100–17 substituted “Declaration of findings and policy” for “Declaration of policy” in section catchline and amended text generally. Prior to amendment, text read as follows: “The purpose of this subchapter is to establish a uniform policy for the fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs in order that such persons shall not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole.”

### Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

### Savings Provision

Section 220(b) of Pub. L. 91–646 provided that: “Any rights or liabilities now existing under prior Acts or portions thereof shall not be affected by the repeal of such prior Acts or portions thereof under subsection (a) of this section [repealing sections 1415 (7)(b)(iii), (8) second sentence, 1465, 2473(b)(14), 3074, and 3307(b), (c) of this title, section 2680 of Title 10, Armed Forces, sections 501 to 512 of Title 23, Highways, sections 1231 to 1234 of Title 43, Public Lands, and section 1606(b) of former Title 49, Transportation, and provisions set out as notes under sections 501 and 511 of Title 23].”

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## § 4622. Moving and related expenses

### (a) General provision

Whenever a program or project to be undertaken by a displacing agency will result in the displacement of any person, the head of the displacing agency shall provide for the payment to the displaced person of—

- (1) actual reasonable expenses in moving himself, his family, business, farm operation, or other personal property;
- (2) actual direct losses of tangible personal property as a result of moving or discontinuing a business or farm operation, but not to exceed an amount equal to the reasonable expenses that would have been required to relocate such property, as determined by the head of the agency;
- (3) actual reasonable expenses in searching for a replacement business or farm; and
- (4) actual reasonable expenses necessary to reestablish a displaced farm, nonprofit organization, or small business at its new site, but not to exceed \$10,000.

### (b) Displacement from dwelling; election of payments: expense and dislocation allowance

Any displaced person eligible for payments under subsection (a) of this section who is displaced from a dwelling and who elects to accept the payments authorized by this subsection in lieu of the payments authorized by subsection (a) of this section may receive an expense and dislocation allowance, which shall be determined according to a schedule established by the head of the lead agency.

### (c) Displacement from business or farm operation; election of payments; minimum and maximum amounts; eligibility

Any displaced person eligible for payments under subsection (a) of this section who is displaced from the person's place of business or farm operation and who is eligible under criteria established by the head of the lead agency may elect to accept the payment authorized by this subsection in lieu of the payment authorized by subsection (a) of this section. Such payment shall consist of a fixed payment in an amount to be determined according to criteria established by the head of the lead agency, except that such payment shall not be less than \$1,000 nor more than \$20,000. A person whose sole business at the displacement dwelling is the rental of such property to others shall not qualify for a payment under this subsection.

**(d) Certain utility relocation expenses**

**(1)** Except as otherwise provided by Federal law—

**(A)** if a program or project

**(i)** which is undertaken by a displacing agency, and

**(ii)** the purpose of which is not to relocate or reconstruct any utility facility, results in the relocation of a utility facility;

**(B)** if the owner of the utility facility which is being relocated under such program or project has entered into, with the State or local government on whose property, easement, or right-of-way such facility is located, a franchise or similar agreement with respect to the use of such property, easement, or right-of-way; and

**(C)** if the relocation of such facility results in such owner incurring an extraordinary cost in connection with such relocation;

the displacing agency may, in accordance with such regulations as the head of the lead agency may issue, provide to such owner a relocation payment which may not exceed the amount of such extraordinary cost (less any increase in the value of the new utility facility above the value of the old utility facility and less any salvage value derived from the old utility facility).

**(2)** For purposes of this subsection, the term—

**(A)** “extraordinary cost in connection with a relocation” means any cost incurred by the owner of a utility facility in connection with relocation of such facility which is determined by the head of the displacing agency, under such regulations as the head of the lead agency shall issue—

**(i)** to be a non-routine relocation expense;

**(ii)** to be a cost such owner ordinarily does not include in its annual budget as an expense of operation; and

**(iii)** to meet such other requirements as the lead agency may prescribe in such regulations; and

**(B)** “utility facility” means—

**(i)** any electric, gas, water, steam power, or materials transmission or distribution system;

**(ii)** any transportation system;

**(iii)** any communications system (including cable television); and

**(iv)** any fixtures, equipment, or other property associated with the operation, maintenance, or repair of any such system;

located on property which is owned by a State or local government or over which a State or local government has an easement or right-of-way. A utility facility may be publicly, privately, or cooperatively owned.

(Pub. L. 91-646, title II, § 202, Jan. 2, 1971, 84 Stat. 1895; Pub. L. 100-17, title IV, § 405, Apr. 2, 1987, 101 Stat. 249.)

## Amendments

1987—Subsec. (a). Pub. L. 100–17, § 405(a)(1), inserted introductory provisions and struck out former introductory provisions which read as follows: “Whenever the acquisition of real property for a program or project undertaken by a Federal agency in any State will result in the displacement of any person on or after January 2, 1971, the head of such agency shall make a payment to any displaced person, upon proper application as approved by such agency head, for—”.

Subsec. (a)(4). Pub. L. 100–17, § 405(a)(2)–(4), added par. (4).

Subsec. (b). Pub. L. 100–17, § 405(b), substituted “an expense and dislocation allowance, which shall be determined according to a schedule established by the head of the lead agency” for “a moving expense allowance, determined according to a schedule established by the head of the Federal agency, not to exceed \$300; and a dislocation allowance of \$200”.

Subsec. (c). Pub. L. 100–17, § 405(c), amended subsec. (c) generally. Prior to amendment, subsec. (c) read as follows: “Any displaced person eligible for payments under subsection (a) of this section who is displaced from his place of business or from his farm operation and who elects to accept the payment authorized by this subsection in lieu of the payment authorized by subsection (a) of this section, may receive a fixed payment in an amount equal to the average annual net earnings of the business or farm operation, except that such payment shall be not less than \$2,500 nor more than \$10,000. In the case of a business no payment shall be made under this subsection unless the head of the Federal agency is satisfied that the business (1) cannot be relocated without a substantial loss of its existing patronage, and (2) is not a part of a commercial enterprise having at least one other establishment not being acquired by the United States, which is engaged in the same or similar business. For purposes of this subsection, the term ‘average annual net earnings’ means one-half of any net earnings of the business or farm operation, before Federal, State, and local income taxes, during the two taxable years immediately preceding the taxable year in which such business or farm operation moves from the real property acquired for such project, or during such other period as the head of such agency determines to be more equitable for establishing such earnings, and includes any compensation paid by the business or farm operation to the owner, his spouse, or his dependents during such period.”

Subsec. (d). Pub. L. 100–17, § 405(d), added subsec. (d).

## Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

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## § 4623. Replacement housing for homeowner; mortgage insurance

- (a) (1) In addition to payments otherwise authorized by this subchapter, the head of the displacing agency shall make an additional payment not in excess of \$22,500 to any displaced person who is displaced from a dwelling actually owned and occupied by such displaced person for not less than one hundred and eighty days prior to the initiation of negotiations for the acquisition of the property. Such additional payment shall include the following elements:
- (A) The amount, if any, which when added to the acquisition cost of the dwelling acquired by the displacing agency, equals the reasonable cost of a comparable replacement dwelling.
  - (B) The amount, if any, which will compensate such displaced person for any increased interest costs and other debt service costs which such person is required to pay for financing the acquisition of any such comparable replacement dwelling. Such amount shall be paid only if the dwelling acquired by the displacing agency was encumbered by a bona fide mortgage which was a valid lien on such dwelling for not less than 180 days immediately prior to the initiation of negotiations for the acquisition of such dwelling.
  - (C) Reasonable expenses incurred by such displaced person for evidence of title, recording fees, and other closing costs incident to the purchase of the replacement dwelling, but not including prepaid expenses.
- (2) The additional payment authorized by this section shall be made only to a displaced person who purchases and occupies a decent, safe, and sanitary replacement dwelling within 1 year after

*NB: This unofficial compilation of the U.S. Code is current as of Jan. 4, 2012 (see <http://www.law.cornell.edu/uscode/uscript.html>).*

the date on which such person receives final payment from the displacing agency for the acquired dwelling or the date on which the displacing agency's obligation under section 4625 (c)(3) of this title is met, whichever is later, except that the displacing agency may extend such period for good cause. If such period is extended, the payment under this section shall be based on the costs of relocating the person to a comparable replacement dwelling within 1 year of such date.

**(b)** The head of any Federal agency may, upon application by a mortgagee, insure any mortgage (including advances during construction) on a comparable replacement dwelling executed by a displaced person assisted under this section, which mortgage is eligible for insurance under any Federal law administered by such agency notwithstanding any requirements under such law relating to age, physical condition, or other personal characteristics of eligible mortgagors, and may make commitments for the insurance of such mortgage prior to the date of execution of the mortgage.

(Pub. L. 91-646, title II, § 203, Jan. 2, 1971, 84 Stat. 1896; Pub. L. 100-17, title IV, § 406, Apr. 2, 1987, 101 Stat. 251.)

### **Amendments**

1987—Subsec. (a)(1). Pub. L. 100-17, § 406(1)-(3), substituted “displacing agency” for “Federal agency” and “\$22,500” for “\$15,000” in introductory provisions, and in subpar. (A) “acquired by the displacing agency, equals the reasonable cost of a comparable replacement dwelling” for “acquired by the Federal agency, equals the reasonable cost of a comparable replacement dwelling which is a decent, safe, and sanitary dwelling adequate to accommodate such displaced person, reasonably accessible to public services and places of employment and available on the private market. All determinations required to carry out this subparagraph shall be made in accordance with standards established by the head of the Federal agency making the additional payment”.

Subsec. (a)(1)(B). Pub. L. 100-17, § 406(4), added subpar. (B) and struck out former subpar. (B) which read as follows: “The amount, if any, which will compensate such displaced person for any increased interest costs which such person is required to pay for financing the acquisition of any such comparable replacement dwelling. Such amount shall be paid only if the dwelling acquired by the Federal agency was encumbered by a bona fide mortgage which was a valid lien on such dwelling for not less than one hundred and eighty days prior to the initiation of negotiations for the acquisition of such dwelling. Such amount shall be equal to the excess in the aggregate interest and other debt service costs of that amount of the principal of the mortgage on the replacement dwelling which is equal to the unpaid balance of the mortgage on the acquired dwelling, over the remainder term of the mortgage on the acquired dwelling, reduced to discounted present value. The discount rate shall be the prevailing interest rate paid on savings deposits by commercial banks in the general area in which the replacement dwelling is located.”

Subsec. (a)(2). Pub. L. 100-17, § 406(5), added par. (2) and struck out former par. (2) which read as follows: “The additional payment authorized by this subsection shall be made only to such a displaced person who purchases and occupies a replacement dwelling which is decent, safe, and sanitary not later than the end of the one year period beginning on the date on which he receives from the Federal agency final payment of all costs of the acquired dwelling, or on the date on which he moves from the acquired dwelling, whichever is the later date.”

### **Effective Date of 1987 Amendment**

Amendment by Pub. L. 100-17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100-17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100-17, set out as a note under section 4601 of this title.

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## **§ 4624. Replacement housing for tenants and certain others**

**(a)** In addition to amounts otherwise authorized by this subchapter, the head of a displacing agency shall make a payment to or for any displaced person displaced from any dwelling not eligible to receive a payment under section 4623 of this title which dwelling was actually and lawfully occupied by such displaced person for not less than 90 days immediately prior to

- (1)** the initiation of negotiations for acquisition of such dwelling, or
- (2)** in any case in which displacement is not a direct result of acquisition, such other event as the head of the lead agency shall prescribe. Such payment shall consist of the amount necessary to enable such person to lease or rent for a period not to exceed 42 months, a comparable replacement

*NB: This unofficial compilation of the U.S. Code is current as of Jan. 4, 2012 (see <http://www.law.cornell.edu/uscode/uscodeprint.html>).*

dwelling, but not to exceed \$5,250. At the discretion of the head of the displacing agency, a payment under this subsection may be made in periodic installments. Computation of a payment under this subsection to a low-income displaced person for a comparable replacement dwelling shall take into account such person's income.

**(b)** Any person eligible for a payment under subsection (a) of this section may elect to apply such payment to a down payment on, and other incidental expenses pursuant to, the purchase of a decent, safe, and sanitary replacement dwelling. Any such person may, at the discretion of the head of the displacing agency, be eligible under this subsection for the maximum payment allowed under subsection (a) of this section, except that, in the case of a displaced homeowner who has owned and occupied the displacement dwelling for at least 90 days but not more than 180 days immediately prior to the initiation of negotiations for the acquisition of such dwelling, such payment shall not exceed the payment such person would otherwise have received under section 4623 (a) of this title had the person owned and occupied the displacement dwelling 180 days immediately prior to the initiation of such negotiations.

(Pub. L. 91-646, title II, § 204, Jan. 2, 1971, 84 Stat. 1897; Pub. L. 100-17, title IV, § 407, Apr. 2, 1987, 101 Stat. 251.)

### **Amendments**

1987—Pub. L. 100-17 amended section generally, revising and restating as subsecs. (a) and (b) provisions formerly contained in introductory provisions and in pars. (1) and (2).

### **Effective Date of 1987 Amendment**

Amendment by Pub. L. 100-17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100-17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100-17, set out as a note under section 4601 of this title.

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## **§ 4625. Relocation planning, assistance coordination, and advisory services**

### **(a) Planning of programs or projects undertaken by Federal agencies or with Federal financial assistance**

Programs or projects undertaken by a Federal agency or with Federal financial assistance shall be planned in a manner that

- (1)** recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and
- (2)** provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.

### **(b) Availability of advisory services**

The head of any displacing agency shall ensure that the relocation assistance advisory services described in subsection (c) of this section are made available to all persons displaced by such agency. If such agency head determines that any person occupying property immediately adjacent to the property where the displacing activity occurs is caused substantial economic injury as a result thereof, the agency head may make available to such person such advisory services.

### **(c) Measures, facilities, or services; description**

Each relocation assistance advisory program required by subsection (b) of this section shall include such measures, facilities, or services as may be necessary or appropriate in order to—

- (1)** determine, and make timely recommendations on, the needs and preferences, if any, of displaced persons for relocation assistance;

- (2) provide current and continuing information on the availability, sales prices, and rental charges of comparable replacement dwellings for displaced homeowners and tenants and suitable locations for businesses and farm operations;
- (3) assure that a person shall not be required to move from a dwelling unless the person has had a reasonable opportunity to relocate to a comparable replacement dwelling, except in the case of—
  - (A) a major disaster as defined in section 5122 (2) of this title;
  - (B) a national emergency declared by the President; or
  - (C) any other emergency which requires the person to move immediately from the dwelling because continued occupancy of such dwelling by such person constitutes a substantial danger to the health or safety of such person;
- (4) assist a person displaced from a business or farm operation in obtaining and becoming established in a suitable replacement location;
- (5) supply
  - (A) information concerning other Federal and State programs which may be of assistance to displaced persons, and
  - (B) technical assistance to such persons in applying for assistance under such programs; and
- (6) provide other advisory services to displaced persons in order to minimize hardships to such persons in adjusting to relocation.

**(d) Coordination of relocation activities with other Federal, State, or local governmental actions**

The head of a displacing agency shall coordinate the relocation activities performed by such agency with other Federal, State, or local governmental actions in the community which could affect the efficient and effective delivery of relocation assistance and related services.

**(e) Selection of implementation procedures**

Whenever two or more Federal agencies provide financial assistance to a displacing agency other than a Federal agency, to implement functionally or geographically related activities which will result in the displacement of a person, the heads of such Federal agencies may agree that the procedures of one of such agencies shall be utilized to implement this subchapter with respect to such activities. If such agreement cannot be reached, then the head of the lead agency shall designate one of such agencies as the agency whose procedures shall be utilized to implement this subchapter with respect to such activities. Such related activities shall constitute a single program or project for purposes of this chapter.

**(f) Tenants occupying property acquired for programs or projects; eligibility for advisory services**

Notwithstanding section 4601 (1) of this title, in any case in which a displacing agency acquires property for a program or project, any person who occupies such property on a rental basis for a short term or a period subject to termination when the property is needed for the program or project shall be eligible for advisory services to the extent determined by the displacing agency.

(Pub. L. 91–646, title II, § 205, Jan. 2, 1971, 84 Stat. 1897; Pub. L. 100–17, title IV, § 408, Apr. 2, 1987, 101 Stat. 252.)

**References in Text**

This chapter, referred to in subsec. (e), was in the original “this Act”, meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

NB: This unofficial compilation of the U.S. Code is current as of Jan. 4, 2012 (see <http://www.law.cornell.edu/uscode/uscodeprint.html>).

**Amendments**

1987—Pub. L. 100–17, substituted “Relocation planning, assistance coordination, and advisory services” for “Relocation assistance advisory services” in catchline and amended text generally, revising and restating as subsecs. (a) to (f) provisions formerly contained in subsecs. (a) to (d).

**Effective Date of 1987 Amendment**

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

.....

**§ 4626. Housing replacement by Federal agency as last resort**

(a) If a program or project undertaken by a Federal agency or with Federal financial assistance cannot proceed on a timely basis because comparable replacement dwellings are not available, and the head of the displacing agency determines that such dwellings cannot otherwise be made available, the head of the displacing agency may take such action as is necessary or appropriate to provide such dwellings by use of funds authorized for such project. The head of the displacing agency may use this section to exceed the maximum amounts which may be paid under sections 4623 and 4624 of this title on a case-by-case basis for good cause as determined in accordance with such regulations as the head of the lead agency shall issue.

(b) No person shall be required to move from his dwelling on account of any program or project undertaken by a Federal agency or with Federal financial assistance, unless the head of the displacing agency is satisfied that comparable replacement housing is available to such person.

(Pub. L. 91–646, title II, § 206, Jan. 2, 1971, 84 Stat. 1898; Pub. L. 100–17, title IV, § 409, Apr. 2, 1987, 101 Stat. 253.)

**Amendments**

1987—Subsec. (a). Pub. L. 100–17 amended subsec. (a) generally. Prior to amendment, subsec. (a) read as follows: “If a Federal project cannot proceed to actual construction because comparable replacement sale or rental housing is not available, and the head of the Federal agency determines that such housing cannot otherwise be made available he may take such action as is necessary or appropriate to provide such housing by use of funds authorized for such project.”

Subsec. (b). Pub. L. 100–17 amended subsec. (b) generally. Prior to amendment, subsec. (b) read as follows: “No person shall be required to move from his dwelling on or after January 2, 1971, on account of any Federal project, unless the Federal agency head is satisfied that replacement housing, in accordance with section 4625 (c)(3) of this title, is available to such person.”

**Effective Date of 1987 Amendment**

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

.....

**§ 4627. State required to furnish real property incident to Federal assistance (local cooperation)**

Whenever real property is acquired by a State agency and furnished as a required contribution incident to a Federal program or project, the Federal agency having authority over the program or project may not accept such property unless such State agency has made all payments and provided all assistance and assurances, as are required of a State agency by sections 4630 and 4655 of this title. Such State agency shall pay the cost of such requirements in the same manner and to the same extent as the real property acquired for such project, except that in the case of any real property

acquisition or displacement occurring prior to July 1, 1972, such Federal agency shall pay 100 per centum of the first \$25,000 of the cost of providing such payments and assistance.

(Pub. L. 91-646, title II, § 207, Jan. 2, 1971, 84 Stat. 1898.)

.....

**§ 4628. State acting as agent for Federal program**

Whenever real property is acquired by a State agency at the request of a Federal agency for a Federal program or project, such acquisition shall, for the purposes of this chapter, be deemed an acquisition by the Federal agency having authority over such program or project.

(Pub. L. 91-646, title II, § 208, Jan. 2, 1971, 84 Stat. 1899.)

**References in Text**

This chapter, referred to in text, was in the original “this Act”, meaning Pub. L. 91-646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

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**§ 4629. Public works programs and projects of District of Columbia government and Washington Metropolitan Area Transit Authority**

Whenever real property is acquired by the government of the District of Columbia or the Washington Metropolitan Area Transit Authority for a program or project which is not subject to sections 4630 and 4631 of this title, and such acquisition will result in the displacement of any person on or after January 2, 1971, the Mayor of the District of Columbia or the Washington Metropolitan Area Transit Authority, as the case may be, shall make all relocation payments and provide all assistance required of a Federal agency by this chapter. Whenever real property is acquired for such a program or project on or after such effective date, such Mayor or Authority, as the case may be, shall make all payments and meet all requirements prescribed for a Federal agency by subchapter III of this chapter.

(Pub. L. 91-646, title II, § 209, Jan. 2, 1971, 84 Stat. 1899; Pub. L. 93-198, title IV, § 421, Dec. 24, 1973, 87 Stat. 789.)

**References in Text**

This chapter, referred to in text, was in the original “this Act”, meaning Pub. L. 91-646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

Subchapter III of this chapter, referred to in text, was in the original “title III of this Act”, meaning title III of Pub. L. 91-646, Jan. 2, 1971, 84 Stat. 1904, which enacted subchapter III of this chapter, repealed sections 3071 to 3073 of this title, section 141 of Title 23, Highways, and section 596 of Title 33, Navigation and Navigable Waters, and enacted provisions set out as a note under section 4651 of this title. For complete classification of title III to the Code, see Tables.

**Transfer of Functions**

“Mayor” substituted for “Commissioner” pursuant to section 421 of Pub. L. 93-198. Office of Commissioner of District of Columbia, as established by Reorg. Plan No. 3 of 1967, abolished as of noon Jan. 2, 1975, by Pub. L. 93-198, title VII, § 711, Dec. 24, 1973, 87 Stat. 818, and replaced by Office of Mayor of District of Columbia by section 421 of Pub. L. 93-198.

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**§ 4630. Requirements for relocation payments and assistance of federally assisted program; assurances of availability of housing**

Notwithstanding any other law, the head of a Federal agency shall not approve any grant to, or contract or agreement with, a displacing agency (other than a Federal agency), under which Federal financial assistance will be available to pay all or part of the cost of any program or project which will result in the displacement of any person on or after January 2, 1971, unless he receives satisfactory assurances from such displacing agency that—

- (1) fair and reasonable relocation payments and assistance shall be provided to or for displaced persons, as are required to be provided by a Federal agency under sections 4622, 4623, and 4624 of this title;
- (2) relocation assistance programs offering the services described in section 4625 of this title shall be provided to such displaced persons;
- (3) within a reasonable period of time prior to displacement, comparable replacement dwellings will be available to displaced persons in accordance with section 4625 (c)(3) of this title.

(Pub. L. 91–646, title II, § 210, Jan. 2, 1971, 84 Stat. 1899; Pub. L. 100–17, title IV, § 410, Apr. 2, 1987, 101 Stat. 254.)

**Amendments**

1987—Pub. L. 100–17 in introductory provisions substituted “displacing agency (other than a Federal agency)” for “State agency” and “assurances from such displacing agency” for “assurances from such State agency”, and in par. (3) substituted “comparable replacement dwellings” for “decent, safe, and sanitary replacement dwellings”.

**Effective Date of 1987 Amendment**

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

**Effective Date**

Section as completely applicable to all States after July 1, 1972, but until such date applicable to a State to extent the State is able under its laws to comply with this section, see section 221(b) of Pub. L. 91–646, set out as a note under section 4601 of this title.

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**§ 4631. Federal share of costs**

**(a) Cost to displacing agency; eligibility**

The cost to a displacing agency of providing payments and assistance under this subchapter and subchapter III of this chapter shall be included as part of the cost of a program or project undertaken by a Federal agency or with Federal financial assistance. A displacing agency, other than a Federal agency, shall be eligible for Federal financial assistance with respect to such payments and assistance in the same manner and to the same extent as other program or project costs.

**(b) Comparable payments under other laws**

No payment or assistance under this subchapter or subchapter III of this chapter shall be required to be made to any person or included as a program or project cost under this section, if such person receives a payment required by Federal, State, or local law which is determined by the head of the Federal agency to have substantially the same purpose and effect as such payment under this section.

**(c) Agreements prior to January 2, 1971; advancements**

Any grant to, or contract or agreement with, a State agency executed before January 2, 1971, under which Federal financial assistance is available to pay all or part of the cost of any program or project which will result in the displacement of any person on or after January 2, 1971, shall be amended to include the cost of providing payments and services under sections 4630 and 4655 of this title. If the head of a Federal agency determines that it is necessary for the expeditious completion of a program or project he may advance to the State agency the Federal share of the cost of any payments or assistance by such State agency pursuant to sections 4626, 4630, 4635, and 4655 of this title.

(Pub. L. 91-646, title II, § 211, Jan. 2, 1971, 84 Stat. 1900; Pub. L. 100-17, title IV, § 411, Apr. 2, 1987, 101 Stat. 254.)

### **References in Text**

Subchapter III of this chapter, referred to in subsecs. (a) and (b), was in the original “title III of this Act”, meaning title III of Pub. L. 91-646, Jan. 2, 1971, 84 Stat. 1904, which is classified principally to subchapter III of this chapter. For complete classification of title III to the Code, see Tables.

### **Amendments**

1987—Subsec. (a). Pub. L. 100-17, § 411(a), amended subsec. (a) generally. Prior to amendment, subsec. (a) read as follows: “The cost to a State agency of providing payments and assistance pursuant to sections 4626, 4630, 4635, and 4655 of this title, shall be included as part of the cost of a program or project for which Federal financial assistance is available to such State agency, and such State agency shall be eligible for Federal financial assistance with respect to such payments and assistance in the same manner and to the same extent as other program or project costs, except that, notwithstanding any other law in the case where the Federal financial assistance is by grant or contribution the Federal agency shall pay the full amount of the first \$25,000 of the cost to a State agency of providing payments and assistance for a displaced person under sections 4626, 4630, 4635, and 4655 of this title, on account of any acquisition or displacement occurring prior to July 1, 1972, and in any case where such Federal financial assistance is by loan, the Federal agency shall loan such State agency the full amount of the first \$25,000 of such cost.”

Subsec. (b). Pub. L. 100-17, § 411(b), amended subsec. (b) generally. Prior to amendment, subsec. (b) read as follows: “No payment or assistance under section 4630 or 4655 of this title shall be required or included as a program or project cost under this section, if the displaced person receives a payment required by the State law of eminent domain which is determined by such Federal agency head to have substantially the same purpose and effect as such payment under this section, and to be part of the cost of the program or project for which Federal financial assistance is available.”

### **Effective Date of 1987 Amendment**

Amendment by Pub. L. 100-17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100-17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100-17, set out as a note under section 4601 of this title.

.....

## **§ 4632. Administration; relocation assistance in programs receiving Federal financial assistance**

In order to prevent unnecessary expenses and duplications of functions, and to promote uniform and effective administration of relocation assistance programs for displaced persons under sections 4626, 4630, and 4635 of this title, a State agency may enter into contracts with any individual, firm, association, or corporation for services in connection with such programs, or may carry out its functions under this subchapter through any Federal or State governmental agency or instrumentality having an established organization for conducting relocation assistance programs. Such State agency shall, in carrying out the relocation assistance activities described in section 4626 of this title, whenever practicable, utilize the services of State or local housing agencies, or other agencies having experience in the administration or conduct of similar housing assistance activities.

(Pub. L. 91-646, title II, § 212, Jan. 2, 1971, 84 Stat. 1900.)

.....

**§ 4633. Duties of lead agency**

**(a) General provisions**

The head of the lead agency shall—

- (1) develop, publish, and issue, with the active participation of the Secretary of Housing and Urban Development and the heads of other Federal agencies responsible for funding relocation and acquisition actions, and in coordination with State and local governments, such regulations as may be necessary to carry out this chapter;
- (2) provide, in consultation with the Attorney General (acting through the Commissioner of the Immigration and Naturalization Service), through training and technical assistance activities for displacing agencies, information developed with the Attorney General (acting through the Commissioner) on proper implementation of section 4605 of this title;
- (3) ensure that displacing agencies implement section 4605 of this title fairly and without discrimination in accordance with section 4605 (b)(2)(B) of this title;
- (4) ensure that relocation assistance activities under this chapter are coordinated with low-income housing assistance programs or projects by a Federal agency or a State or State agency with Federal financial assistance;
- (5) monitor, in coordination with other Federal agencies, the implementation and enforcement of this chapter and report to the Congress, as appropriate, on any major issues or problems with respect to any policy or other provision of this chapter; and
- (6) perform such other duties as may be necessary to carry out this chapter.

**(b) Regulations and procedures**

The head of the lead agency is authorized to issue such regulations and establish such procedures as he may determine to be necessary to assure—

- (1) that the payments and assistance authorized by this chapter shall be administered in a manner which is fair and reasonable and as uniform as practicable;
- (2) that a displaced person who makes proper application for a payment authorized for such person by this subchapter shall be paid promptly after a move or, in hardship cases, be paid in advance; and
- (3) that any aggrieved person may have his application reviewed by the head of the Federal agency having authority over the applicable program or project or, in the case of a program or project receiving Federal financial assistance, by the State agency having authority over such program or project or the Federal agency having authority over such program or project if there is no such State agency.

**(c) Applicability to Tennessee Valley Authority and Rural Electrification Administration**

The regulations and procedures issued pursuant to this section shall apply to the Tennessee Valley Authority and the Rural Electrification Administration only with respect to relocation assistance under this subchapter and subchapter I of this chapter.

(Pub. L. 91–646, title II, § 213, Jan. 2, 1971, 84 Stat. 1900; Pub. L. 100–17, title IV, § 412, Apr. 2, 1987, 101 Stat. 254; Pub. L. 102–240, title I, § 1055, Dec. 18, 1991, 105 Stat. 2002; Pub. L. 105–117, § 2, Nov. 21, 1997, 111 Stat. 2385.)

**References in Text**

This chapter, referred to in subsecs. (a)(1), (4) to (6) and (b)(1), was in the original “this Act”, meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

## **Amendments**

1997—Subsec. (a)(2) to (6). Pub. L. 105–117 added pars. (2) and (3) and redesignated former pars. (2) to (4) as (4) to (6), respectively.

1991—Subsec. (c). Pub. L. 102–240 inserted “and the Rural Electrification Administration” after “Tennessee Valley Authority”.

1987—Pub. L. 100–17 in amending section generally, substituted “Duties of lead agency” for “Regulations and procedures” in section catchline.

Subsec. (a). Pub. L. 100–17 amended subsec. (a) generally. Prior to amendment, subsec. (a) read as follows: “In order to promote uniform and effective administration of relocation assistance and land acquisition of State or local housing agencies, or other agencies having programs or projects by Federal agencies or programs or projects by State agencies receiving Federal financial assistance, the heads of Federal agencies shall consult together on the establishment of regulations and procedures for the implementation of such programs.”

Subsec. (b). Pub. L. 100–17 amended subsec. (b) generally. Prior to amendment, subsec. (b) read as follows: “The head of each Federal agency is authorized to establish such regulations and procedures as he may determine to be necessary to assure—

“(1) that the payments and assistance authorized by this chapter shall be administered in a manner which is fair and reasonable, and as uniform as practicable;

“(2) that a displaced person who makes proper application for a payment authorized for such person by this subchapter shall be paid promptly after a move or, in hardship cases, be paid in advance; and

“(3) that any person aggrieved by a determination as to eligibility for a payment authorized by this chapter, or the amount of a payment, may have his application reviewed by the head of the Federal agency having authority over the applicable program or project, or in the case of a program or project receiving Federal financial assistance, by the head of the State agency.”

Subsec. (c). Pub. L. 100–17 amended subsec. (c) generally. Prior to amendment, subsec. (c) read as follows: “The head of each Federal agency may prescribe such other regulations and procedures, consistent with the provisions of this chapter, as he deems necessary or appropriate to carry out this chapter.”

## **Effective Date of 1991 Amendment**

Amendment by Pub. L. 102–240 effective Dec. 18, 1991, and applicable to funds authorized to be appropriated or made available after Sept. 30, 1991, and, with certain exceptions, not applicable to funds appropriated or made available on or before Sept. 30, 1991, see section 1100 of Pub. L. 102–240, set out as a note under section 104 of Title 23, Highways.

## **Effective Date of 1987 Amendment**

Amendment by Pub. L. 100–17 effective Apr. 2, 1987, to the extent such amendment prescribes authority to develop, publish, and issue regulations, and otherwise to take effect on effective date provided in such regulations but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

## **Abolition of Immigration and Naturalization Service and Transfer of Functions**

For abolition of Immigration and Naturalization Service, transfer of functions, and treatment of related references, see note set out under section 1551 of Title 8, Aliens and Nationality.

## **Improvement of Administration and Implementation of This Chapter**

Memorandum of the President dated February 27, 1985, 50 F.R. 8953, provided:

The purpose of this Memorandum is to improve administration and implementation of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 [42 U.S.C. 4601 et seq.].

Specifically, I hereby direct the following actions:

1. The Presidential Memorandum of September 6, 1973 on this subject is superseded.
2. As with other Administration management improvement initiatives, a lead agency, the Department of Transportation (DOT), is designated to coordinate and monitor implementation of the Act, and consult periodically with State and local governments and other organizations and interest groups affected by administration of the Act.
3. DOT, jointly with the Department of Housing and Urban Development, shall interact with the principal executive departments and agencies affected by the Act in developing Administration policy.

*NB: This unofficial compilation of the U.S. Code is current as of Jan. 4, 2012 (see <http://www.law.cornell.edu/uscode/uscp.html>).*

4. Within 90 days of the date of this Memorandum, all affected executive departments and agencies shall propose common regulations under the Act. Within one year of the date of this Memorandum, such departments and agencies shall issue common regulations under the Act. Such regulations shall be consistent with the model policy promulgated by DOT, in consultation and coordination with other affected agencies, and published in final form in the Federal Register simultaneously with this Memorandum.
5. DOT shall report annually to the President's Council on Management Improvement, through the Office of Management and Budget, on implementation of the Act.

.....

**§ 4634. Repealed. Pub. L. 100–17, title IV, § 415, Apr. 2, 1987, 100 Stat. 255**

Section, Pub. L. 91–646, title II, § 214, Jan. 2, 1971, 84 Stat. 1901, required head of each Federal agency to submit an annual report to the President respecting programs and policies established or authorized by this chapter, and the President to submit such reports to Congress.

**Effective Date of Repeal**

Repeal effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as an Effective Date of 1987 Amendment note under section 4601 of this title.

.....

**§ 4635. Planning and other preliminary expenses for additional housing**

In order to encourage and facilitate the construction or rehabilitation of housing to meet the needs of displaced persons who are displaced from dwellings because of any Federal or Federal financially assisted project, the head of the Federal agency administering such project is authorized to make loans as a part of the cost of any such project, or to approve loans as a part of the cost of any such project receiving Federal financial assistance, to nonprofit, limited dividend, or cooperative organizations or to public bodies, for necessary and reasonable expenses, prior to construction, for planning and obtaining federally insured mortgage financing for the rehabilitation or construction of housing for such displaced persons. Notwithstanding the preceding sentence, or any other law, such loans shall be available for not to exceed 80 per centum of the reasonable costs expected to be incurred in planning, and in obtaining financing for, such housing, prior to the availability of such financing, including, but not limited to, preliminary surveys and analyses of market needs, preliminary site engineering, preliminary architectural fees, site acquisition, application and mortgage commitment fees, and construction loan fees and discounts. Loans to an organization established for profit shall bear interest at a market rate established by the head of such Federal agency. All other loans shall be without interest. Such Federal agency head shall require repayment of loans made under this section, under such terms and conditions as he may require, upon completion of the project or sooner, and except in the case of a loan to an organization established for profit, may cancel any part or all of a loan if he determines that a permanent loan to finance the rehabilitation or the construction of such housing cannot be obtained in an amount adequate for repayment of such loan. Upon repayment of any such loan, the Federal share of the sum repaid shall be credited to the account from which such loan was made, unless the Secretary of the Treasury determines that such account is no longer in existence, in which case such sum shall be returned to the Treasury and credited to miscellaneous receipts.

(Pub. L. 91–646, title II, § 215, Jan. 2, 1971, 84 Stat. 1901.)

.....

**§ 4636. Payments not to be considered as income for revenue purposes or for eligibility for assistance under Social Security Act or other Federal law**

No payment received under this subchapter shall be considered as income for the purposes of title 26; or for the purposes of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act [42 U.S.C. 301 et seq.] or any other Federal law (except for any Federal law providing low-income housing assistance).

(Pub. L. 91–646, title II, § 216, Jan. 2, 1971, 84 Stat. 1902; Pub. L. 99–514, § 2, Oct. 22, 1986, 100 Stat. 2095; Pub. L. 100–17, title IV, § 413, Apr. 2, 1987, 101 Stat. 255.)

**References in Text**

The Social Security Act, referred to in text, is act Aug. 14, 1935, ch. 531, 49 Stat. 620, as amended, which is classified generally to chapter 7 (§ 301 et seq.) of this title. For complete classification of this Act to the Code, see section 1305 of this title and Tables.

**Amendments**

1987—Pub. L. 100–17 inserted “(except for any Federal law providing low-income housing assistance)” before period at end.

1986—Pub. L. 99–514 substituted “Internal Revenue Code of 1986” for “Internal Revenue Code of 1954”, which for purposes of codification was translated as “title 26” thus requiring no change in text.

**Effective Date of 1987 Amendment**

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

.....

**§ 4637. Repealed. Pub. L. 100–17, title IV, § 415, Apr. 2, 1987, 101 Stat. 255**

Section, Pub. L. 91–646, title II, § 217, Jan. 2, 1971, 84 Stat. 1902, related to displacement by code enforcement, rehabilitation, and demolition programs receiving Federal assistance.

**Effective Date of Repeal**

Repeal effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as an Effective Date of 1987 Amendment note under section 4601 of this title.

.....

**§ 4638. Transfers of surplus property**

The Administrator of General Services is authorized to transfer to a State agency for the purpose of providing replacement housing required by this subchapter, any real property surplus to the needs of the United States within the meaning of chapters 1 to 11 of title 40 and division C (except sections 3302, 3307 (e), 3501 (b), 3509, 3906, 4710, and 4711) of subtitle I of title 41. Such transfer shall be subject to such terms and conditions as the Administrator determines necessary to protect the interests of the United States and may be made without monetary consideration, except that such State agency shall pay to the United States all net amounts received by such agency from any sale, lease, or other disposition of such property for such housing.

(Pub. L. 91–646, title II, § 218, Jan. 2, 1971, 84 Stat. 1902; Pub. L. 100–17, title IV, § 414, Apr. 2, 1987, 101 Stat. 255.)

**TITLE 42 - CHAPTER 61 - SUBCHAPTER III**  
**UNIFORM REAL PROPERTY ACQUISITION POLICY**

*NB: This unofficial compilation of the U.S. Code is current as of Jan. 4, 2012 (see <http://www.law.cornell.edu/uscode/uscpri.html>).*

**Codification**

In text, “chapters 1 to 11 of title 40 and division C (except sections 3302, 3307 (e), 3501 (b), 3509, 3906, 4710, and 4711) of subtitle I of title 41” substituted for “the Federal Property and Administrative Services Act of 1949, as amended” on authority of Pub. L. 107–217, § 5(c), Aug. 21, 2002, 116 Stat. 1303, which Act enacted Title 40, Public Buildings, Property, and Works, and Pub. L. 111–350, § 6(c), Jan. 4, 2011, 124 Stat. 3854, which Act enacted Title 41, Public Contracts.

**Amendments**

1987—Pub. L. 100–17 inserted “net” after “all”.

**Effective Date of 1987 Amendment**

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

## SUBCHAPTER III—UNIFORM REAL PROPERTY ACQUISITION POLICY

.....

### § 4651. Uniform policy on real property acquisition practices

In order to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion in the courts, to assure consistent treatment for owners in the many Federal programs, and to promote public confidence in Federal land acquisition practices, heads of Federal agencies shall, to the greatest extent practicable, be guided by the following policies:

- (1) The head of a Federal agency shall make every reasonable effort to acquire expeditiously real property by negotiation.
- (2) Real property shall be appraised before the initiation of negotiations, and the owner or his designated representative shall be given an opportunity to accompany the appraiser during his inspection of the property, except that the head of the lead agency may prescribe a procedure to waive the appraisal in cases involving the acquisition by sale or donation of property with a low fair market value.
- (3) Before the initiation of negotiations for real property, the head of the Federal agency concerned shall establish an amount which he believes to be just compensation therefor and shall make a prompt offer to acquire the property for the full amount so established. In no event shall such amount be less than the agency's approved appraisal of the fair market value of such property. Any decrease or increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property. The head of the Federal agency concerned shall provide the owner of real property to be acquired with a written statement of, and summary of the basis for, the amount he established as just compensation. Where appropriate the just compensation for the real property acquired and for damages to remaining real property shall be separately stated.
- (4) No owner shall be required to surrender possession of real property before the head of the Federal agency concerned pays the agreed purchase price, or deposits with the court in accordance with section 3114 (a) to (d) of title 40, for the benefit of the owner, an amount not less than the agency's approved appraisal of the fair market value of such property, or the amount of the award of compensation in the condemnation proceeding for such property.
- (5) The construction or development of a public improvement shall be so scheduled that, to the greatest extent practicable, no person lawfully occupying real property shall be required to move from a dwelling (assuming a replacement dwelling as required by subchapter II of this chapter will be available), or to move his business or farm operation, without at least ninety days' written notice from the head of the Federal agency concerned, of the date by which such move is required.
- (6) If the head of a Federal agency permits an owner or tenant to occupy the real property acquired on a rental basis for a short term or for a period subject to termination by the Government on short notice, the amount of rent required shall not exceed the fair rental value of the property to a short-term occupier.
- (7) In no event shall the head of a Federal agency either advance the time of condemnation, or defer negotiations or condemnation and the deposit of funds in court for the use of the owner, or take any other action coercive in nature, in order to compel an agreement on the price to be paid for the property.
- (8) If any interest in real property is to be acquired by exercise of the power of eminent domain, the head of the Federal agency concerned shall institute formal condemnation proceedings. No Federal agency head shall intentionally make it necessary for an owner to institute legal proceedings to prove the fact of the taking of his real property.

NB: This unofficial compilation of the U.S. Code is current as of Jan. 4, 2012 (see <http://www.law.cornell.edu/uscode/uscprint.html>).

(9) If the acquisition of only a portion of a property would leave the owner with an uneconomic remnant, the head of the Federal agency concerned shall offer to acquire that remnant. For the purposes of this chapter, an uneconomic remnant is a parcel of real property in which the owner is left with an interest after the partial acquisition of the owner's property and which the head of the Federal agency concerned has determined has little or no value or utility to the owner.

(10) A person whose real property is being acquired in accordance with this subchapter may, after the person has been fully informed of his right to receive just compensation for such property, donate such property, and part thereof, any interest therein, or any compensation paid therefor to a Federal agency, as such person shall determine.

(Pub. L. 91-646, title III, § 301, Jan. 2, 1971, 84 Stat. 1904; Pub. L. 100-17, title IV, § 416, Apr. 2, 1987, 101 Stat. 255.)

### References in Text

Subchapter II of this chapter, referred to in par. (5), was in the original "title II of this Act", meaning title II of Pub. L. 91-646, Jan. 2, 1971, 84 Stat. 1895, which is classified principally to subchapter II of this chapter. For complete classification of title II to the Code, see Short Title note set out under section 4601 of this title and Tables.

This chapter, referred to in par. (9), was in the original "this Act", meaning Pub. L. 91-646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

This subchapter, referred to in par. (10), was in the original "this title", meaning title III of Pub. L. 91-646, Jan. 2, 1971, 84 Stat. 1904, which is classified principally to this subchapter. For complete classification of title III to the Code, see Tables.

### Codification

In par. (4), "section 3114 (a) to (d) of title 40" substituted for "section 1 of the Act of February 26, 1931 (46 Stat. 1421; 40 U.S.C. 258a)" on authority of Pub. L. 107-217, § 5(c), Aug. 21, 2002, 116 Stat. 1303, the first section of which enacted Title 40, Public Buildings, Property, and Works.

### Amendments

1987—Par. (2). Pub. L. 100-17, § 416(a), inserted provision respecting the waiver of appraisal in cases involving the acquisition of property with a low fair market value.

Par. (9). Pub. L. 100-17, § 416(b), amended par. (9) generally. Prior to amendment, par. (9) read as follows: "If the acquisition of only part of a property would leave its owner with an uneconomic remnant, the head of the Federal agency concerned shall offer to acquire the entire property."

Par. (10). Pub. L. 100-17, § 416(c), added par. (10).

### Effective Date of 1987 Amendment

Amendment by Pub. L. 100-17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100-17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100-17, set out as a note under section 4601 of this title.

### Savings Provision

Section 306 of Pub. L. 91-646 provided in part that: "Any rights or liabilities now existing under prior Acts or portions thereof shall not be affected by the repeal of such prior Act or portions thereof under this section [repealing sections 3071 to 3073 of this title, section 141 of Title 23, Highways, and section 596 of Title 33, Navigation and Navigable Waters]."

.....

## § 4652. Buildings, structures, and improvements

(a) Notwithstanding any other provision of law, if the head of a Federal agency acquires any interest in real property in any State, he shall acquire at least an equal interest in all buildings, structures, or

NB: This unofficial compilation of the U.S. Code is current as of Jan. 4, 2012 (see <http://www.law.cornell.edu/uscode/uscpri.html>).

other improvements located upon the real property so acquired and which he requires to be removed from such real property or which he determines will be adversely affected by the use to which such real property will be put.

- (b) (1) For the purpose of determining the just compensation to be paid for any building, structure, or other improvement required to be acquired by subsection (a) of this section, such building, structure, or other improvement shall be deemed to be a part of the real property to be acquired notwithstanding the right or obligation of a tenant, as against the owner of any other interest in the real property, to remove such building, structure, or improvement at the expiration of his term, and the fair market value which such building, structure, or improvement contributes to the fair market value of the real property to be acquired, or the fair market value of such building, structure, or improvement for removal from the real property, whichever is the greater, shall be paid to the tenant therefor.
- (2) Payment under this subsection shall not result in duplication of any payments otherwise authorized by law. No such payment shall be made unless the owner of the land involved disclaims all interest in the improvements of the tenant. In consideration for any such payment, the tenant shall assign, transfer, and release to the United States all his right, title, and interest in and to such improvements. Nothing in this subsection shall be construed to deprive the tenant of any rights to reject payment under this subsection and to obtain payment for such property interests in accordance with applicable law, other than this subsection.

(Pub. L. 91-646, title III, § 302, Jan. 2, 1971, 84 Stat. 1905.)

.....

**§ 4653. Expenses incidental to transfer of title to United States**

The head of a Federal agency, as soon as practicable after the date of payment of the purchase price or the date of deposit in court of funds to satisfy the award of compensation in a condemnation proceeding to acquire real property, whichever is the earlier, shall reimburse the owner, to the extent the head of such agency deems fair and reasonable, for expenses he necessarily incurred for—

- (1) recording fees, transfer taxes, and similar expenses incidental to conveying such real property to the United States;
- (2) penalty costs for prepayment of any preexisting recorded mortgage entered into in good faith encumbering such real property; and
- (3) the pro rata portion of real property taxes paid which are allocable to a period subsequent to the date of vesting title in the United States, or the effective date of possession of such real property by the United States, whichever is the earlier.

(Pub. L. 91-646, title III, § 303, Jan. 2, 1971, 84 Stat. 1906.)

.....

**§ 4654. Litigation expenses**

**(a) Judgment for owner or abandonment of proceedings**

The Federal court having jurisdiction of a proceeding instituted by a Federal agency to acquire real property by condemnation shall award the owner of any right, or title to, or interest in, such real property such sum as will in the opinion of the court reimburse such owner for his reasonable costs, disbursements, and expenses, including reasonable attorney, appraisal, and engineering fees, actually incurred because of the condemnation proceedings, if—

- (1) the final judgment is that the Federal agency cannot acquire the real property by condemnation; or
- (2) the proceeding is abandoned by the United States.

**(b) Payment**

Any award made pursuant to subsection (a) of this section shall be paid by the head of the Federal agency for whose benefit the condemnation proceedings was instituted.

**(c) Claims against United States**

The court rendering a judgment for the plaintiff in a proceeding brought under section 1346 (a)(2) or 1491 of title 28, awarding compensation for the taking of property by a Federal agency, or the Attorney General effecting a settlement of any such proceeding, shall determine and award or allow to such plaintiff, as a part of such judgment or settlement, such sum as will in the opinion of the court or the Attorney General reimburse such plaintiff for his reasonable costs, disbursements, and expenses, including reasonable attorney, appraisal, and engineering fees, actually incurred because of such proceeding.

(Pub. L. 91-646, title III, § 304, Jan. 2, 1971, 84 Stat. 1906.)

.....

**§ 4655. Requirements for uniform land acquisition policies; payments of expenses incidental to transfer of real property to State; payment of litigation expenses in certain cases**

(a) Notwithstanding any other law, the head of a Federal agency shall not approve any program or project or any grant to, or contract or agreement with, an acquiring agency under which Federal financial assistance will be available to pay all or part of the cost of any program or project which will result in the acquisition of real property on and after January 2, 1971, unless he receives satisfactory assurances from such acquiring agency that—

- (1) in acquiring real property it will be guided, to the greatest extent practicable under State law, by the land acquisition policies in section 4651 of this title and the provisions of section 4652 of this title, and
- (2) property owners will be paid or reimbursed for necessary expenses as specified in sections 4653 and 4654 of this title.

(b) For purposes of this section, the term “acquiring agency” means—

- (1) a State agency (as defined in section 4601 (3) of this title) which has the authority to acquire property by eminent domain under State law, and
- (2) a State agency or person which does not have such authority, to the extent provided by the head of the lead agency by regulation.

(Pub. L. 91-646, title III, § 305, Jan. 2, 1971, 84 Stat. 1906; Pub. L. 100-17, title IV, § 417, Apr. 2, 1987, 101 Stat. 256.)

**Amendments**

1987—Pub. L. 100-17 designated existing provisions as subsec. (a), substituted “an acquiring agency” for “a State agency” and “such acquiring agency” for “such State agency”, and added subsec. (b).

**Effective Date of 1987 Amendment**

Amendment by Pub. L. 100-17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100-17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100-17, set out as a note under section 4601 of this title.

# APPENDIX C:

## CEA Analysis Area Community Profiles & Effects

<b>CEA Analysis Area Community</b>	<b>Page</b>	<b>CEA Analysis Area Community</b>	<b>Page</b>
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<b>Potomac</b>	pgs. 3 - 4	<b>Lanham</b>	pgs. 39 - 40
<b>Cabin John</b>	pgs. 5 - 6	<b>Springdale</b>	pgs. 41 - 42
<b>Bethesda</b>	pgs. 7 - 8	<b>Glenarden</b>	pgs. 43 - 44
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<b>Seabrook</b>	pgs. 33 - 34	<b>Gaithersburg</b>	pgs. 69 - 70
<b>New Carrollton</b>	pgs. 35 - 36	<b>Rockville</b>	pgs. 71 - 72

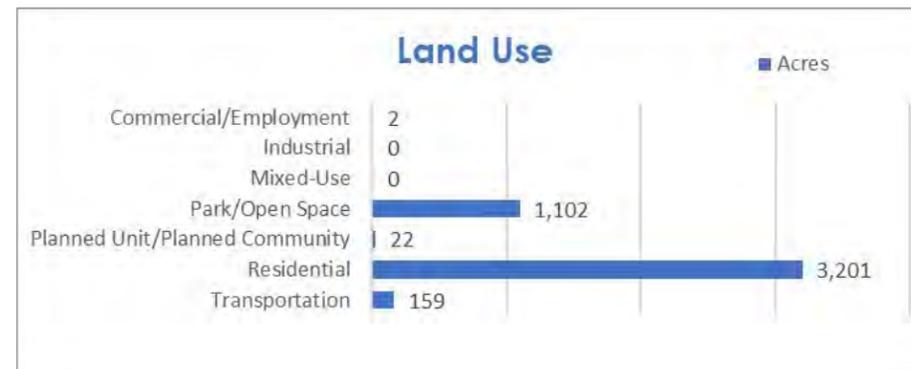
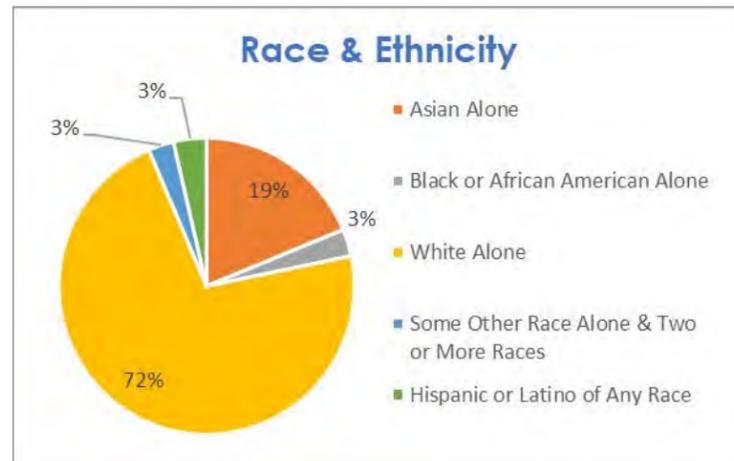
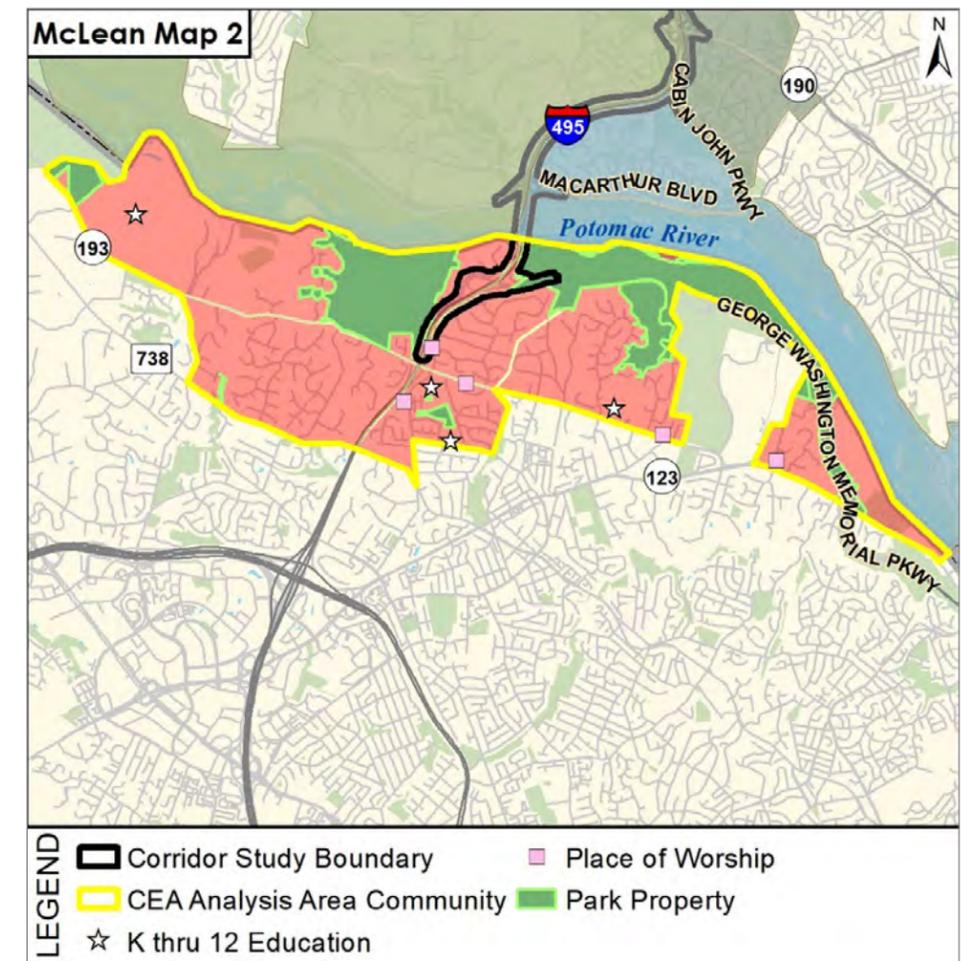
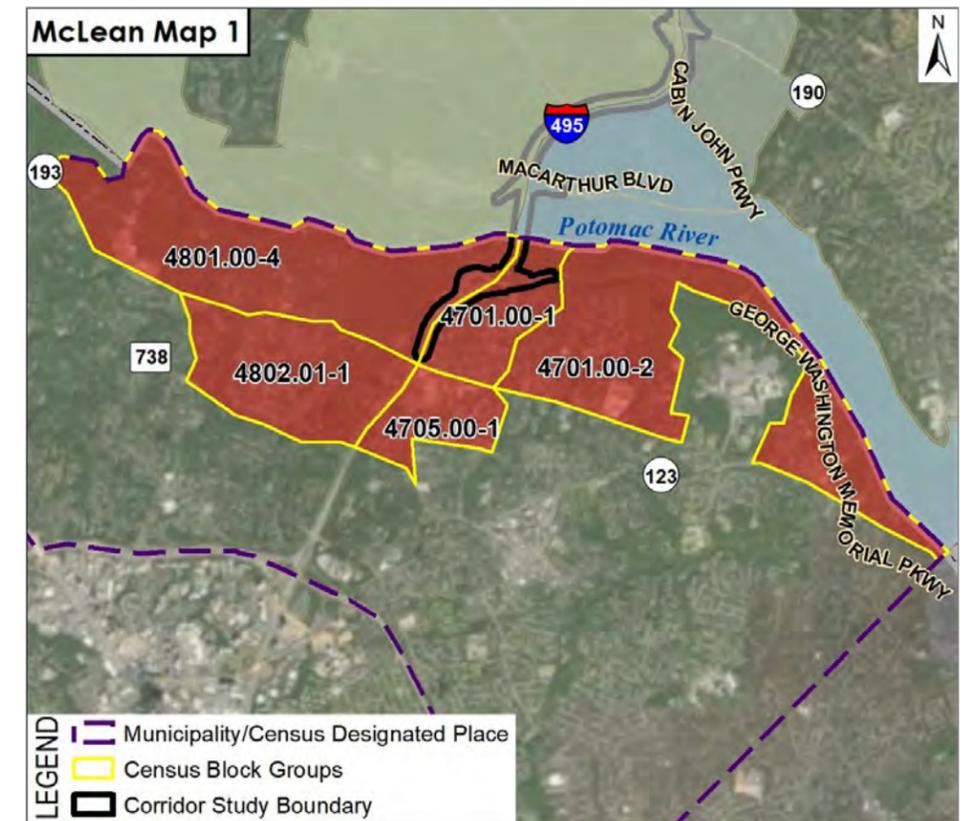
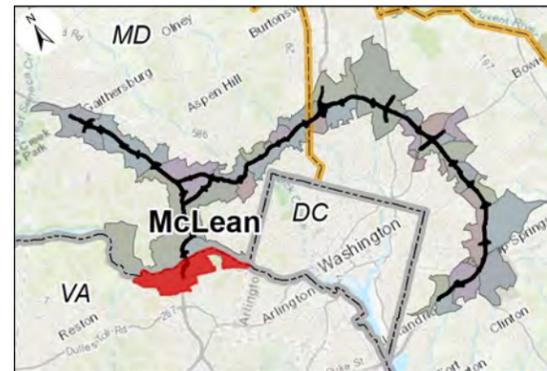
# McLean CEA Analysis Area Community

**Location:** The McLean CEA Analysis Area Community includes five Census block groups and covers 4,891 acres, overlapping the northern border of the McLean Census-Designated Place along I-495 in Fairfax County, Virginia (**Map 1**). The CEA Analysis Area Community is bordered roughly by: the Potomac River to the north; Chain Bridge and Chain Bridge Road to the east; Georgetown Pike and Old Dominion Drive (Route 738) to the south; and Georgetown Pike (Route 193) and Difficult Run to the west. This is the southwestern-most community in the CEA Analysis Area and the only community located outside of Maryland.

**Planning & Development:** Planning is guided by the *Fairfax County Comprehensive Plan* (2017) and the *Fairfax County Transportation Plan* (Amended September 2, 2015). Development patterns in the CEA Analysis Area Community include low-density, single-family houses and ample greenspace and parklands.

**Community Facilities:** Located within the CEA Analysis Area Community are: 4 schools (Churchill Road Elementary School, Cooper Middle School, Langley High School, The Madeira School); 5 places of worship (Friends Meeting Church, Holy Trinity Church, Immanuel Presbyterian Church, McLean Presbyterian Church, Saint Luke's Catholic Church); and 12 parks/parkways (Turkey Run Park, George Washington Memorial Parkway, Langley Oaks Park, Churchill Road Park, Cooper Intermediate School Site, Great Falls National Park, Bull Neck Stream Valley Park, Tollbrook Ridge Park, Scott's Run Nature Preserve, Dead Run Stream Valley Park, Islands of the Potomac Wildlife Management Area, New Hope Island Conservation Park) (**Map 2**). No affordable housing developments were identified in this community.

**Environmental Justice populations:** No EJ populations are identified in the McLean CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>5,653</b>
<i>as percent of CEA Analysis Area</i>	2%
Median Age	51
Households with One + Persons with a Disability	290
Range of Median Household Income (Block Groups)	\$197,083-\$250,000+
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	1,915

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# McLean CEA Analysis Area Community Impacts

Alternative	Potential Relocations	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study-Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. They would require partial acquisition from multiple properties, including one park property. Impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities at the I-495 interchange with the George Washington Memorial Parkway. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Park/Open Space:</b> 12.0 acres <b>Transportation:</b> 2.2 acres <b>Total Land Required:</b> 14.2 acres	<p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway networks would be mitigated by the inclusion of signage and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on I-495 that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495. However, an incremental enhancement to access may occur due to reduced congestion on the study corridors.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Park/Open Space:</b> 12.2 acres <b>Transportation:</b> 2.3 acres <b>Total Land Required:</b> 14.5 acres	<p>Changes to land use and development would be limited to those properties directly affected by acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Park/Open Space:</b> 12.2 acres <b>Transportation:</b> 2.3 acres <b>Total Land Required:</b> 14.5 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Noise abatement for noise sensitive land use/activity areas in McLean is being evaluated in coordination with the Virginia Department of Transportation (VDOT) and in compliance with the VDOT Highway Traffic Noise Impact Analysis Guidance Manual. The results of this evaluation will be included in the Final Environmental Impact Statement. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Park/Open Space:</b> 12.2 acres <b>Transportation:</b> 2.3 acres <b>Total Land Required:</b> 14.5 acres	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Park/Open Space:</b> 12.2 acres <b>Transportation:</b> 2.3 acres <b>Total Land Required:</b> 14.5 acres	



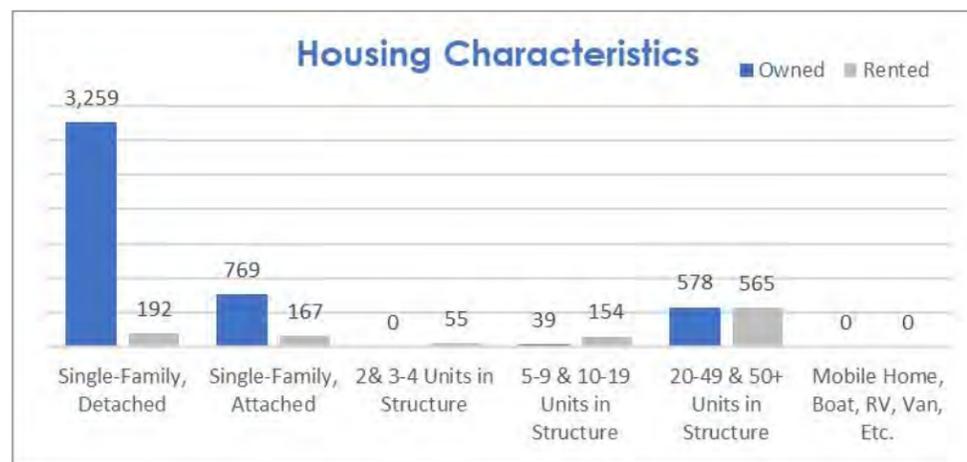
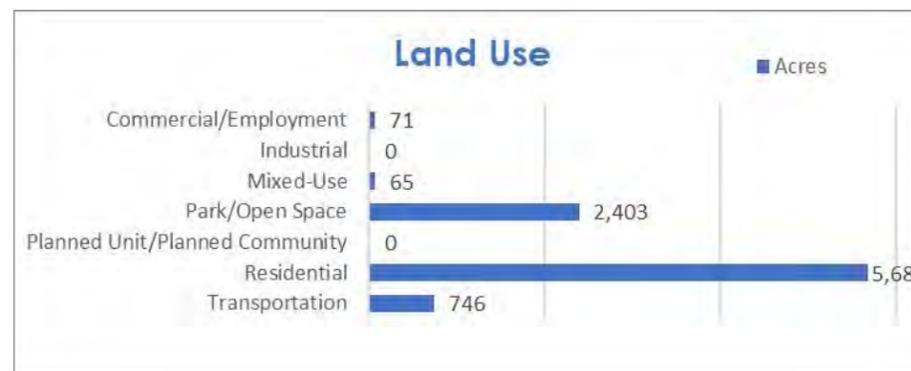
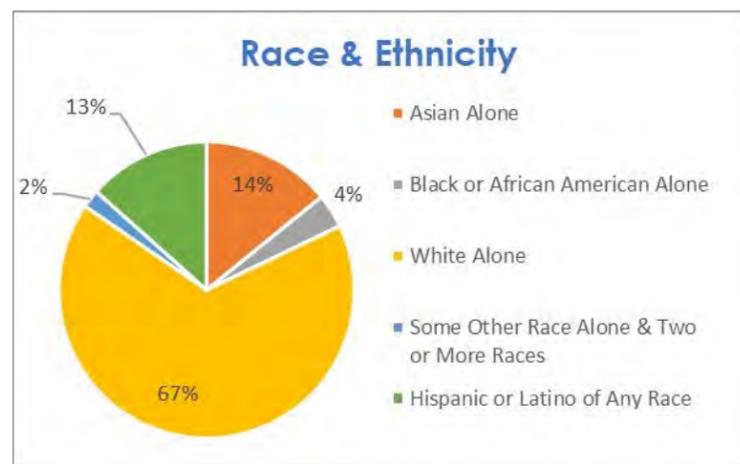
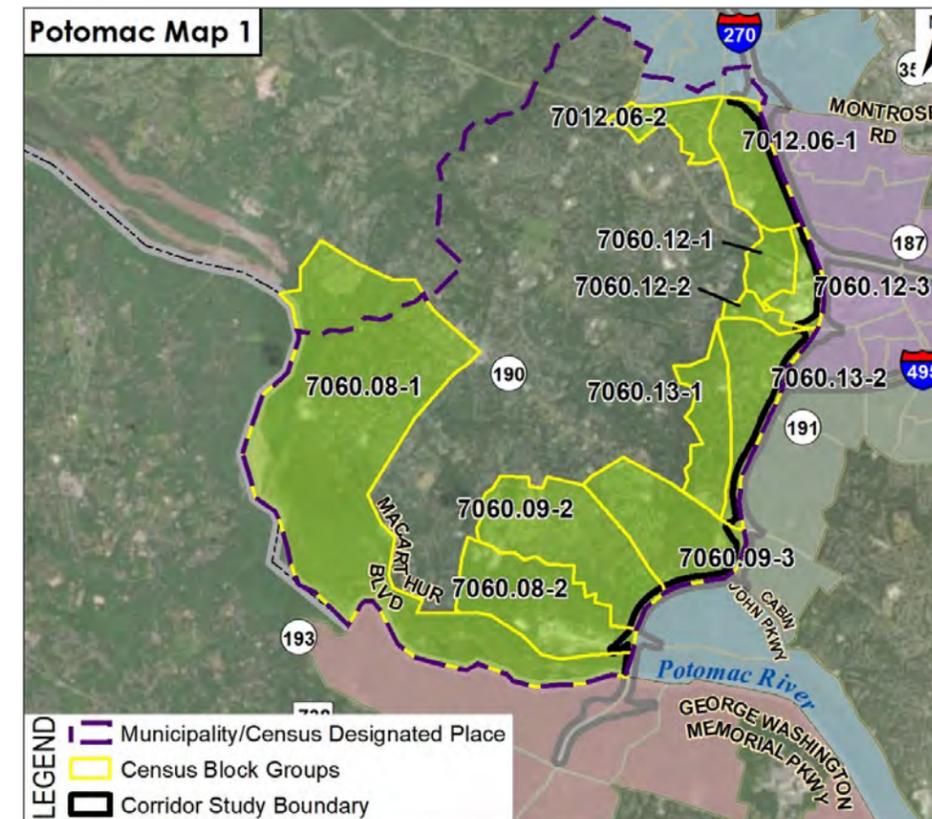
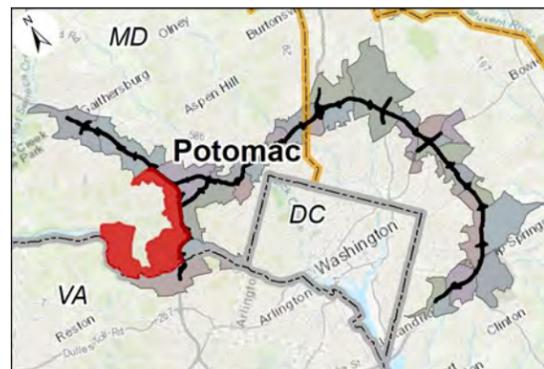
# Potomac CEA Analysis Area Community

**Location:** The Potomac CEA Analysis Area Community includes 11 Census block groups and covers 8,972 acres, overlapping the western portion of the Potomac Census-Designated Place in a crescent shape along the I-270 split and I-495 (Map 1). The CEA Analysis Area Community extends roughly from the I-270 and Montrose Road interchange south along the west spur of I-270 to its intersection with I-495 and along I-495 to the Potomac River. The community then extends west along the Potomac River to Bealls Island.

**Planning & Development:** Planning within this analysis area community is guided by the *Potomac Subregion Master Plan* (2002). Development patterns are primarily rural suburban, with tree-lined residential developments of single-family houses as well as pockets of forested lands and parks located along local and arterial roadways.

**Community Facilities:** Within the CEA Analysis Area Community are 9 schools (Beverly Farms Elementary School, Carderock Springs Elementary School, Seven Locks Elementary School, St. James' Children's School, The Harbor School, Mater Dei School, Geneva Day School, Chabad Hebrew School of Potomac, Feynman School); 9 places of worship (Beth Shalom Congregational and Talmud Torah Synagogue, Congressional Heights Baptist Church, Emmanuel Lutheran Church, Geneva United Presbyterian Church, Gibson Grove Church, Greek Orthodox Church of Saint George, Hermon Church, Mount Glory Church, Saint James Episcopal Church); 1 cemetery; 1 eruv; 14 parks/parkways (Cabin John Stream Valley Park Units 2, 3, 4, and 5, Cabin John Regional Park, Scott's Run Nature Preserve, Beverly Farms Local Park, Washington Suburban Sanitary Commission Avenel Site, Charred Oak Neighborhood Conservation Area, Avenel Local Park, Rock Run Stream Valley Park, Chesapeake and Ohio Canal National Historical Park, Clara Barton Parkway, Islands of the Potomac Wildlife Management Area); 2 fire/rescue stations (Cabin John Park Volunteer Fire Department Stations 10 and 30); and 2 post offices (Map 2). Additionally, 3 affordable housing developments (Chelsea Towers, Magruder's Discovery, Lakeview House) were identified in this community.

**Environmental Justice populations:** Three of the 11 Potomac CEA Analysis Area Community block groups (7060.12-1, 7060.12-2, and 7060.12-3) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>15,653</b>
<i>as percent of CEA Analysis Area</i>	5%
Median Age	46.1
Households with One + Persons with a Disability	906
Range of Median Household Income (Block Groups)	\$33,977-\$239,000
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	5,786

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Potomac CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. They would require partial acquisition from multiple properties, including: one school, one place of worship, and three park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495 or I-270. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>Coordination with the local Orthodox Jewish community would be requiring prior to construction to identify potential impacts to eruvim and ensure impacts to these facilities would be minimized or mitigated.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 School 3 Parks	<b>Commercial/Employment:</b> 0.2 acre <b>Mixed Use:</b> 0.2 acre <b>Park/Open Space:</b> 8.6 acres <b>Residential:</b> 13.9 acres <b>Transportation:</b> 2.8 acres <b>Total Land Required:</b> 25.7 acres	<p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 School 1 Place of Worship 3 Parks	<b>Commercial/Employment:</b> 0.2 acre <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 10.1 acres <b>Residential:</b> 15.4 acres <b>Transportation:</b> 3.0 acres <b>Total Land Required:</b> 28.9 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 School 1 Place of Worship 3 Parks	<b>Commercial/Employment:</b> 0.4 acre <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 11.7 acres <b>Residential:</b> 16.1 acres <b>Transportation:</b> 3.2 acres <b>Total Land Required:</b> 31.6 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains four noise sensitive land use/activity areas (NSAs) where existing noise barriers would be reconstructed and extended; and two NSAs where there are no existing noise barriers, but new barriers would be constructed. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 School 1 Place of Worship 3 Parks	<b>Commercial/Employment:</b> 0.2 acre <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 8.9 acres <b>Residential:</b> 15.3 acres <b>Transportation:</b> 2.9 acres <b>Total Land Required:</b> 27.5 acres	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 School 1 Place of Worship 3 Parks	<b>Commercial/Employment:</b> 0.2 acre <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 9.7 acres <b>Residential:</b> 16.0 acres <b>Transportation:</b> 3.0 acres <b>Total Land Required:</b> 29.1 acres	<p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>

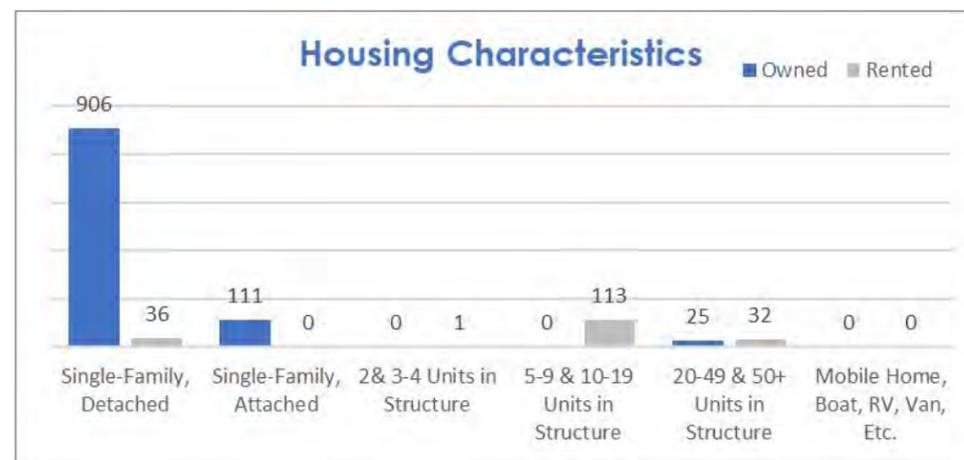
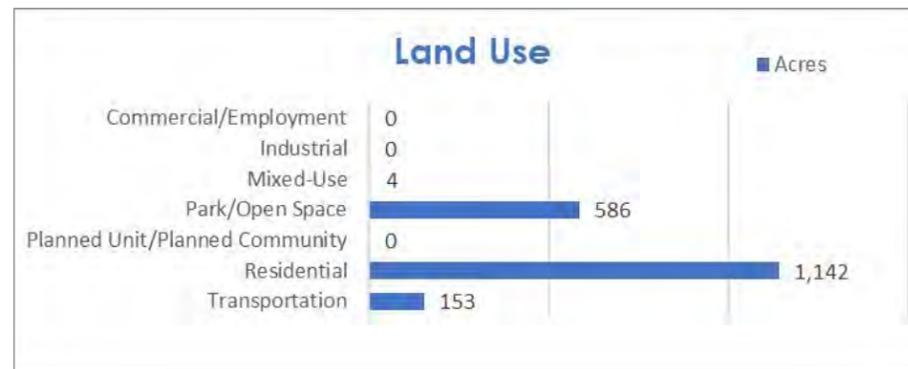
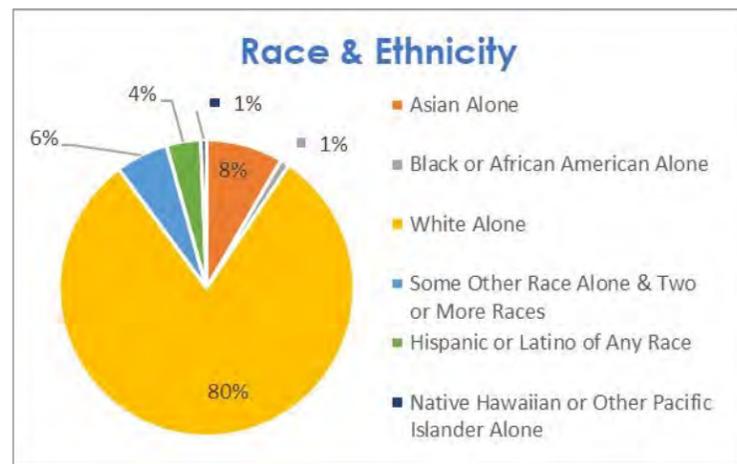
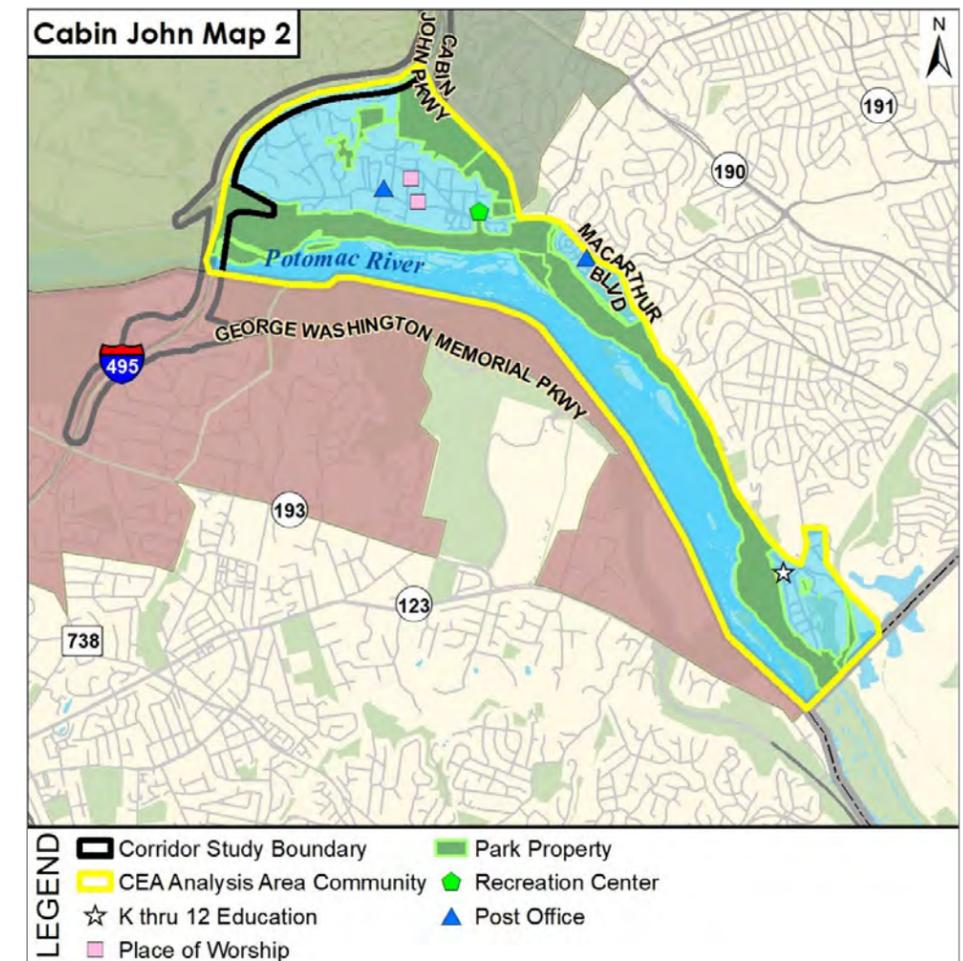
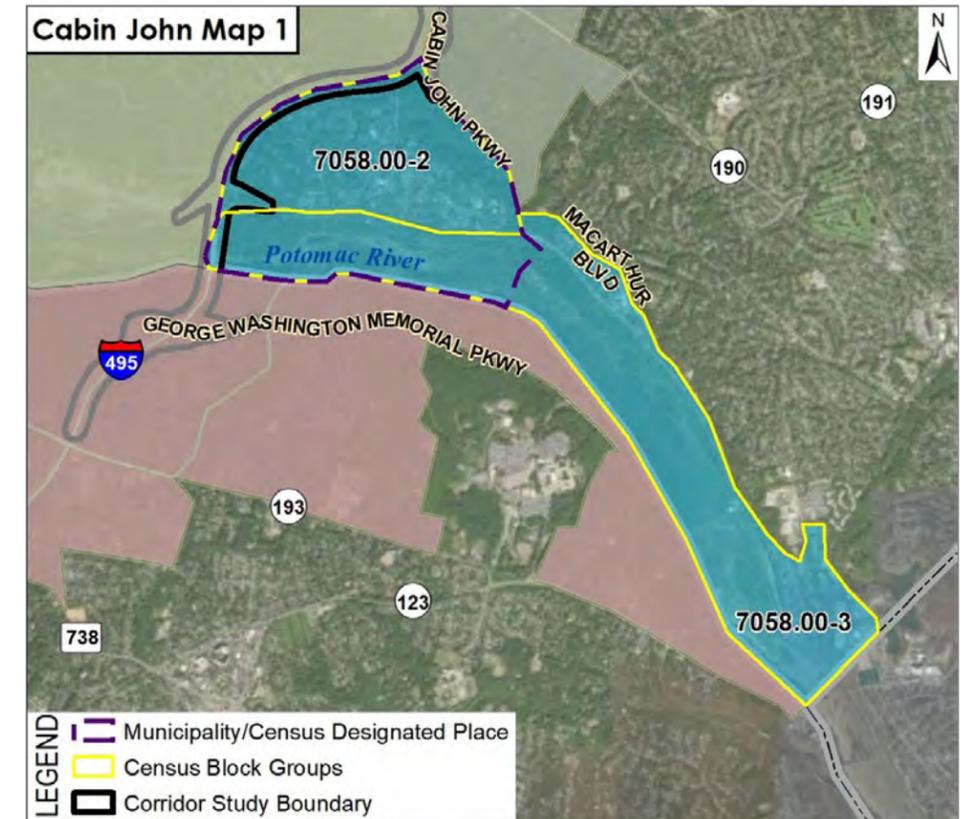
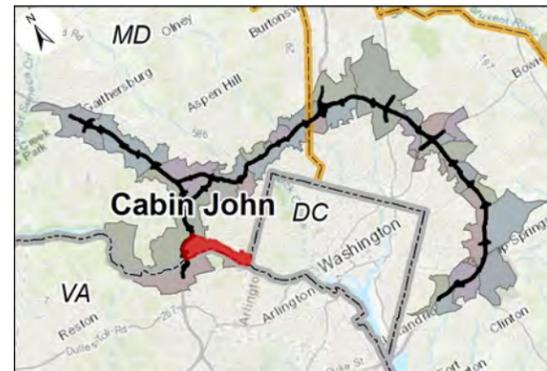
# Cabin John CEA Analysis Area Community

**Location:** The Cabin John CEA Analysis Area Community includes two Census block groups and covers 1,886 acres, overlapping with much of the Cabin John Census-Designated Place (**Map 1**). This CEA Analysis Area Community is bordered roughly by: I-495 to the west and north; Cabin John Parkway to the north; MacArthur Boulevard to the east; and the Potomac River to the south.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided by the *Langley Park-College Park-Greenbelt and Vicinity Master Plan and Sectional Map Amendment* (1989/1990). Development patterns generally include single-family houses as well as pockets of forested lands and parks located along local and arterial roadways.

**Community Facilities:** Located within the Cabin John CEA Analysis Area Community are 1 school (Brookmont Children’s Program); 2 places of worship (Cabin John United Methodist Church, Saint George Coptic Orthodox Church); 14 parks/parkways and recreation centers (Clara Barton Parkway Clara Barton Recreation Center, Cabin John Local Park, Cabin John Stream Valley Park Units 1 and 2, Carderock Springs Neighborhood Conservation Area, Seven Locks Local Park, Chesapeake and Ohio Canal National Historical Park, Princeton Avenue Park, Capital Crescent Trail Special Park, Brookmont Neighborhood Park, Cedar Island Conservation Park, New Hope Island Conservation Park, Little Falls Stream Valley Park Unit 1); 1 fire/rescue station (Morningside Volunteer Fire Department Station 27); 2 post offices; and the potentially historic site of Moses Hall Cemetery. No affordable housing developments were identified in this community. (**Map 2**).

**Environmental Justice populations:** No EJ populations are identified in the Cabin John CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>3,062</b>
<i>as percent of CEA Analysis Area</i>	1%
Median Age	43.5
Households with One + Persons with a Disability	242
Range of Median Household Income (Block Groups)	\$152,540-\$163,029
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	1,198

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George’s County Open Data Portal; Fairfax County Open Geospatial Data



## Cabin John CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. They would require partial acquisition from multiple properties, including three park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 3 Parks	<b>Park/Open Space:</b> 4.7 acres <b>Residential:</b> 9.2 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 14.4 acres	<p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 3 Parks	<b>Park/Open Space:</b> 5.0 acres <b>Residential:</b> 10.2 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 15.7 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 3 Parks	<b>Park/Open Space:</b> 5.0 acres <b>Residential:</b> 10.2 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 15.7 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains three noise sensitive land use/activity areas where there are no existing noise barriers, but new barriers would be constructed. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 3 Parks	<b>Park/Open Space:</b> 5.0 acres <b>Residential:</b> 10.2 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 15.7 acres	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 3 Parks	<b>Park/Open Space:</b> 5.0 acres <b>Residential:</b> 10.2 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 15.7 acres	<p>Further archaeological investigation of the potentially historic Moses Hall Cemetery, whose site may be culturally significant, will be included in development of a Programmatic Agreement; additional information is provided in the <i>Volume 4 of the Cultural Resources Technical Report</i>, (DEIS Appendix G). MDOT SHA will work to avoid and minimize impacts. MDOT SHA will continue to coordinate with affected communities and the Friends of Moses Hall, which includes some descendant families of those buried in the cemetery, on treatment of human remains should avoidance not be possible.</p>

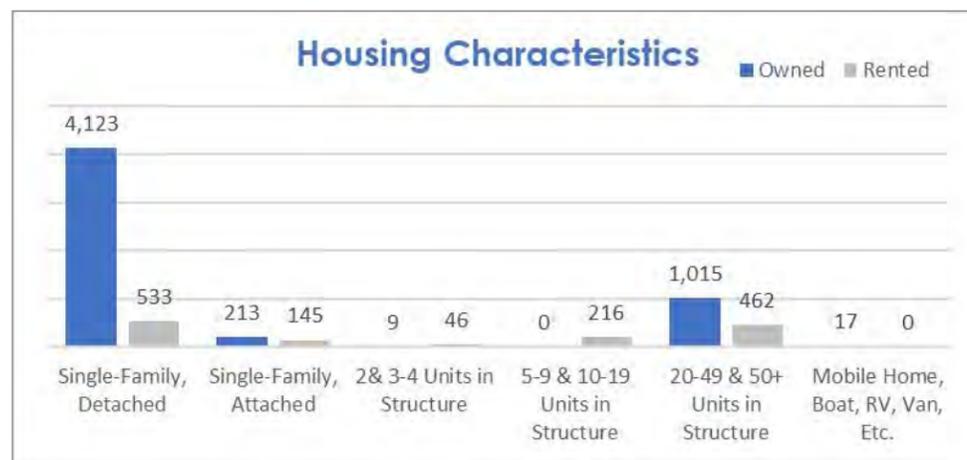
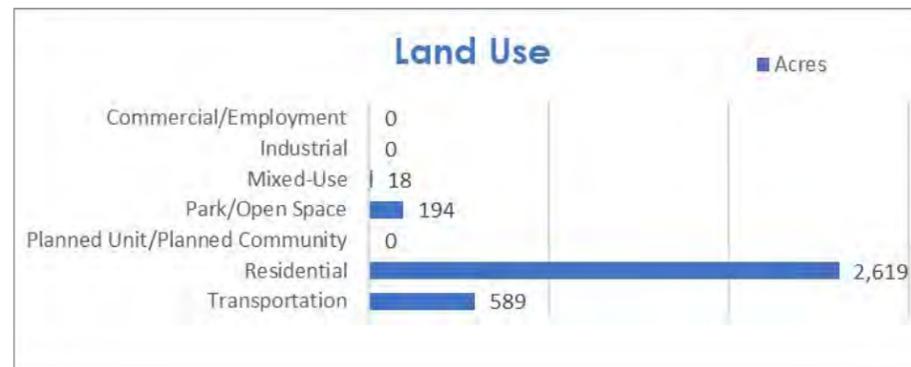
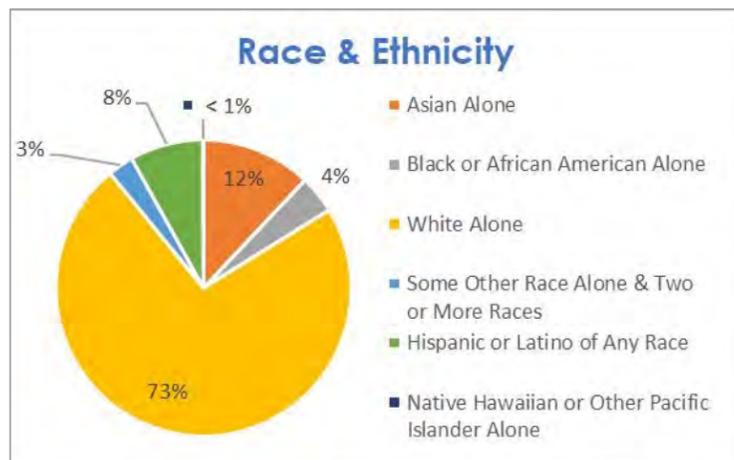
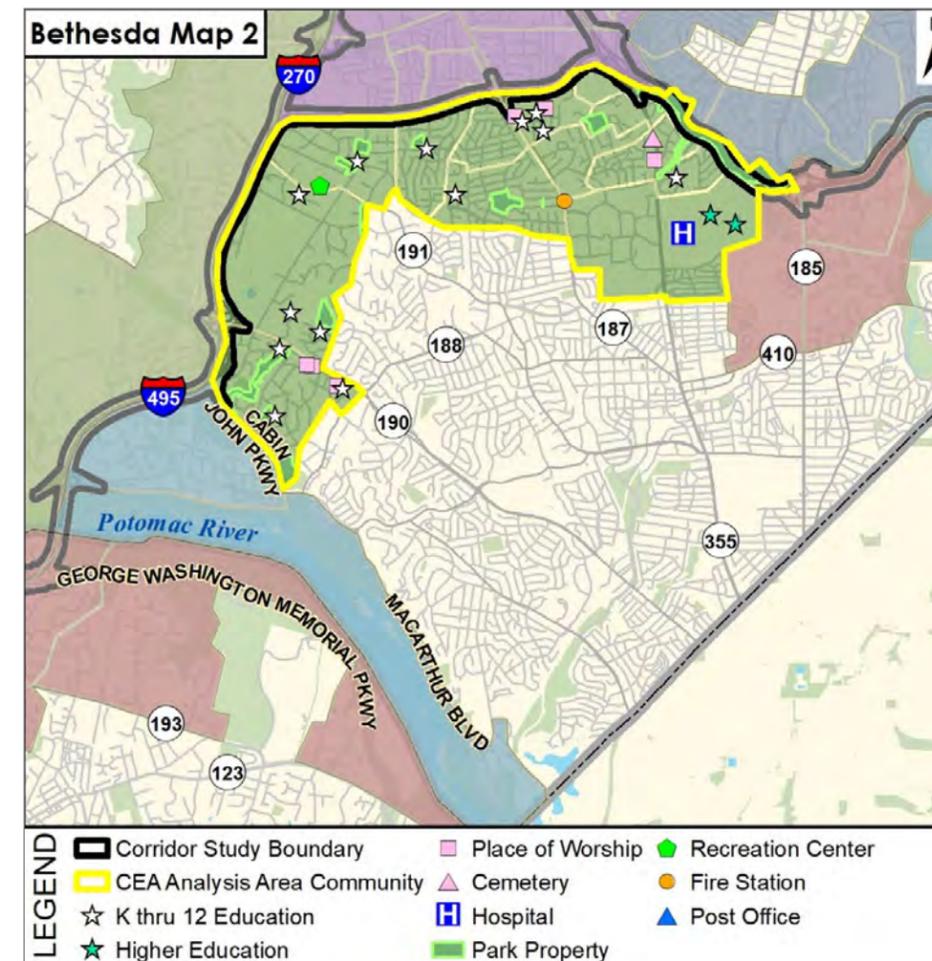
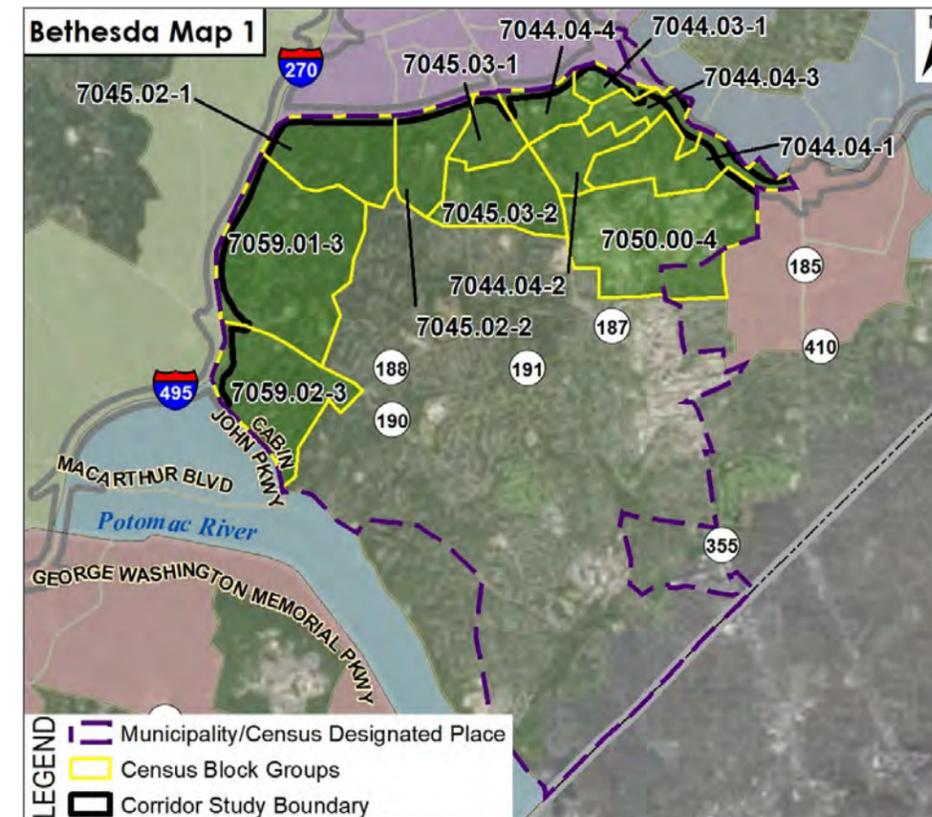
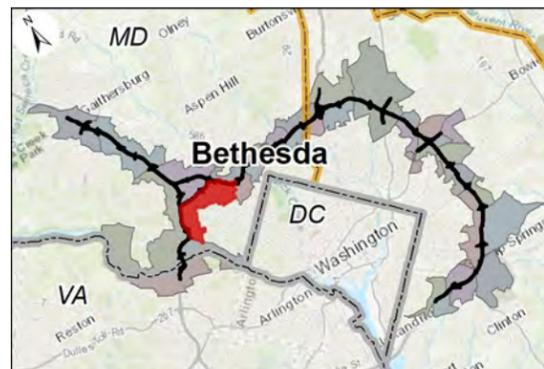
# Bethesda CEA Analysis Area Community

**Location:** The Bethesda CEA Analysis Area Community includes 12 Census block groups and covers 3,421 acres, overlapping portions of the Bethesda Census-Designated Place along I-495 (**Map 1**). The CEA Analysis Area Community is bordered roughly by: I-495 to the north and west; encompassing Walter Reed National Military Medical Center to the east; Chestnut Street, McKinley Street, and Greentree Road to Burning Tree Road, and Wilson Lane (Route 188) to Cabin John Parkway to the south.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided by the *Comprehensive Amendment to the Bethesda/Chevy Chase Master Plan* (1990). Development patterns and density generally include single-family houses as well as pockets of forested lands and parks located along local and arterial roadways such as Old Georgetown Road and Rockville Pike (MD 355). Additionally, the National Institutes of Health (NIH) (over 300 acres) and Walter Reed National Military Medical Center (more than 240 acres) occupy more than 540 acres of the CEA Analysis Area Community.

**Community Facilities:** Within the CEA Analysis Area Community are 15 schools and higher education institutions (Burning Tree Elementary School, Wyngate Elementary School, North Bethesda Middle School, Holton-Arms School, St. Jane de Chantal School, Bethesda Country Day School, Rochambeau: the French International School and Lycee Rochambeau, Stone Ridge School of the Sacred Heart, The Primary Day School, The Woods Academy, Apple Montessori School, Saint Bartholomew School, University of Maryland University College at Walter Reed National Military Medical Center, Uniformed Services University of Health Sciences); 6 places of worship (Concord Church, Saint Bartholomew Church, Saint Jane DeChantel Church, Saint Mark Orthodox Church, Temple Hills Church, Ursuline Academy Convent); 1 cemetery; 17 parks and recreation centers (Booze Creek Stream Valley Park, Locust Hill Neighborhood Park, Elmhirst Parkway Neighborhood Conservation Area, Daley Lane Park, Burning Tree Park, Maplewood-Alta Vista Park, Wyngate Woods Neighborhood Park, North Chevy Chase Park, Cabin John Stream Valley Park Unit 1, Bradley Hills Neighborhood Conservation Area, Concord Park, Rock Creek Stream Valley Park Units 2 and 3, Fernwood Park, McCrillis Gardens Park, Ayrilawn Park, Our Lady of Bethesda Retreat Center); 1 fire/rescue station (Bethesda Fire Department Station 20); and 1 hospital/urgent care facility (Walter Reed National Military Medical Center) (**Map 2**). No affordable housing developments were identified in this community.

**Environmental Justice populations:** No EJ populations are identified in the Bethesda CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>17,904</b>
<i>as percent of CEA Analysis Area</i>	6%
Median Age	45.2
Households with One + Persons with a Disability	1,332
Range of Median Household Income (Block Groups)	\$77,721-\$250,000+
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	5,859

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Bethesda CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisition from multiple properties, including one hospital and one park property. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Hospital 1 Park	<b>Mixed-Use:</b> 0.7 acre <b>Park/Open Space:</b> 1.4 acres <b>Residential:</b> 9.3 acres <b>Transportation:</b> 1.6 acres <b>Total Land Required:</b> 13.0 acres	<p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Hospital 1 Park	<b>Mixed-Use:</b> 0.7 acre <b>Park/Open Space:</b> 2.3 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.8 acres <b>Total Land Required:</b> 17.7 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. Although the Build Alternatives would result in the relocation of two residences, it is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Hospital 1 Park	<b>Mixed-Use:</b> 0.7 acre <b>Park/Open Space:</b> 2.3 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.8 acres <b>Total Land Required:</b> 17.7 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains four noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; four NSAs where existing noise barriers would be reconstructed and extended; and five NSAs where there are no existing noise barriers, but new barriers would be constructed. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Hospital 1 Park	<b>Mixed-Use:</b> 0.7 acre <b>Park/Open Space:</b> 2.3 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.8 acres <b>Total Land Required:</b> 17.7 acres	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, noise walls and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Hospital 1 Park	<b>Mixed-Use:</b> 0.7 acre <b>Park/Open Space:</b> 2.3 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.8 acres <b>Total Land Required:</b> 17.7 acres	

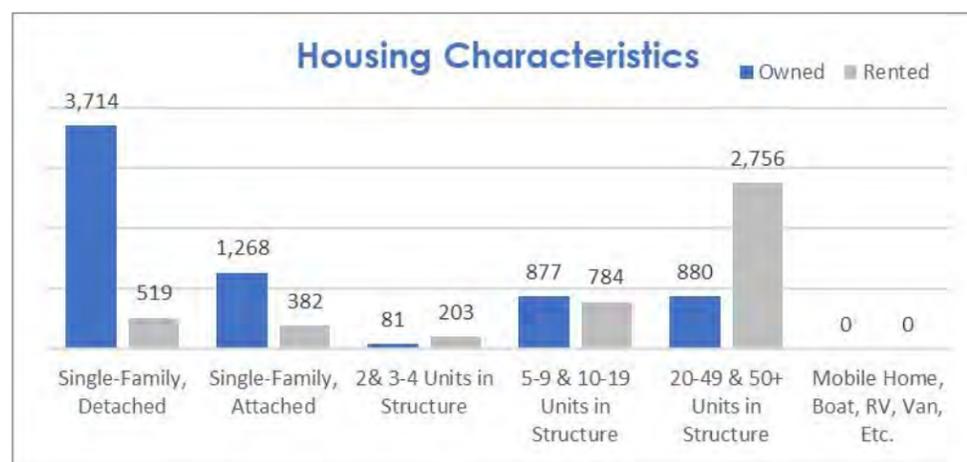
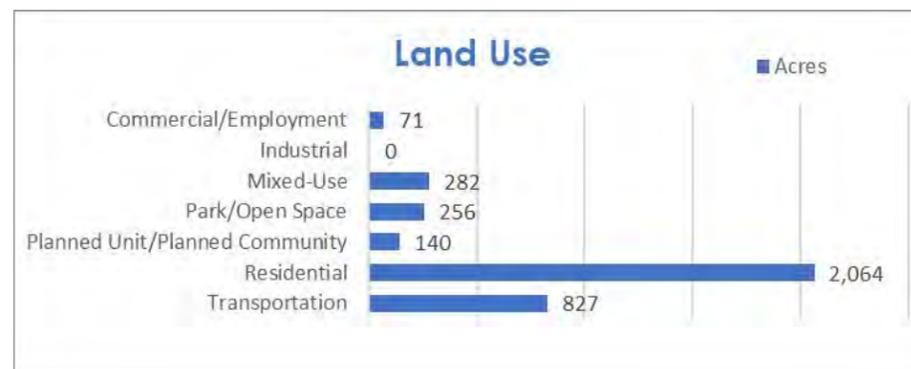
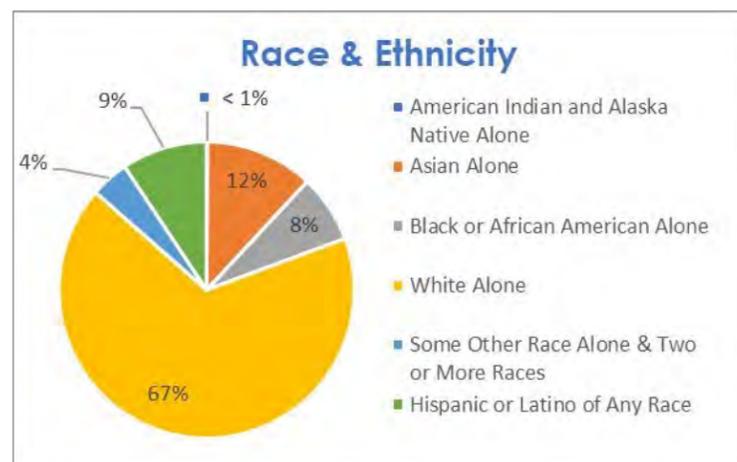
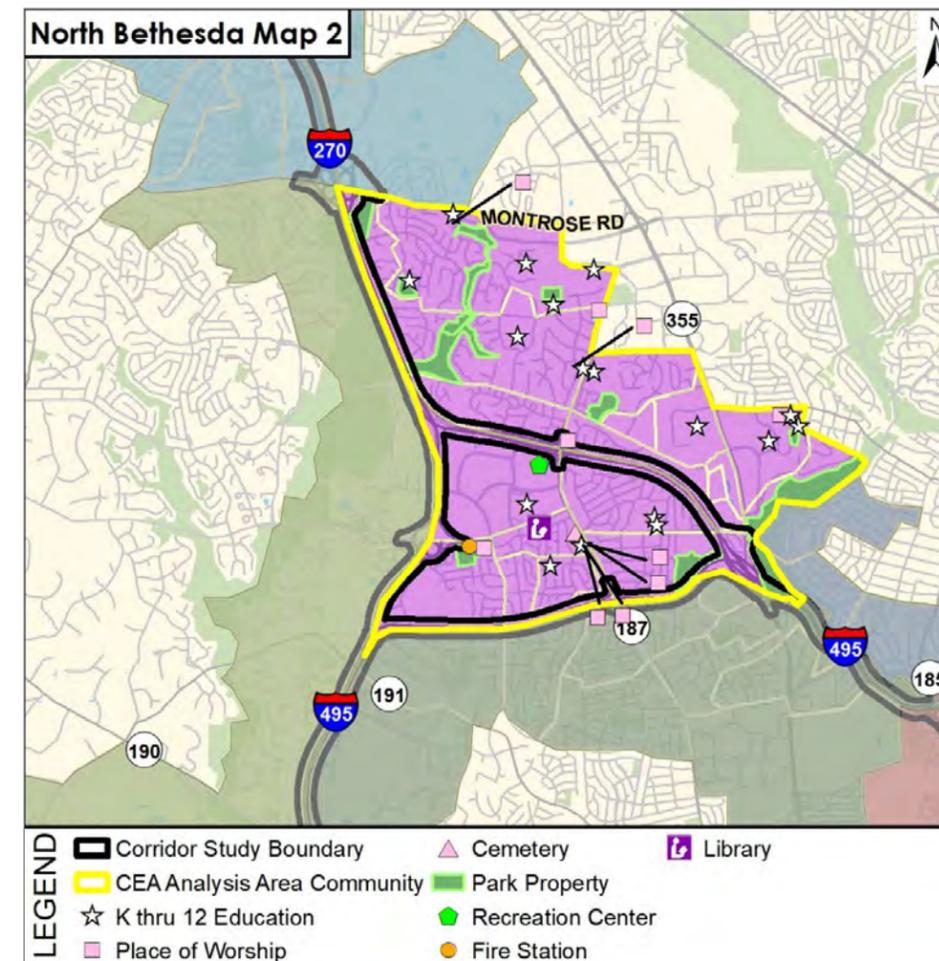
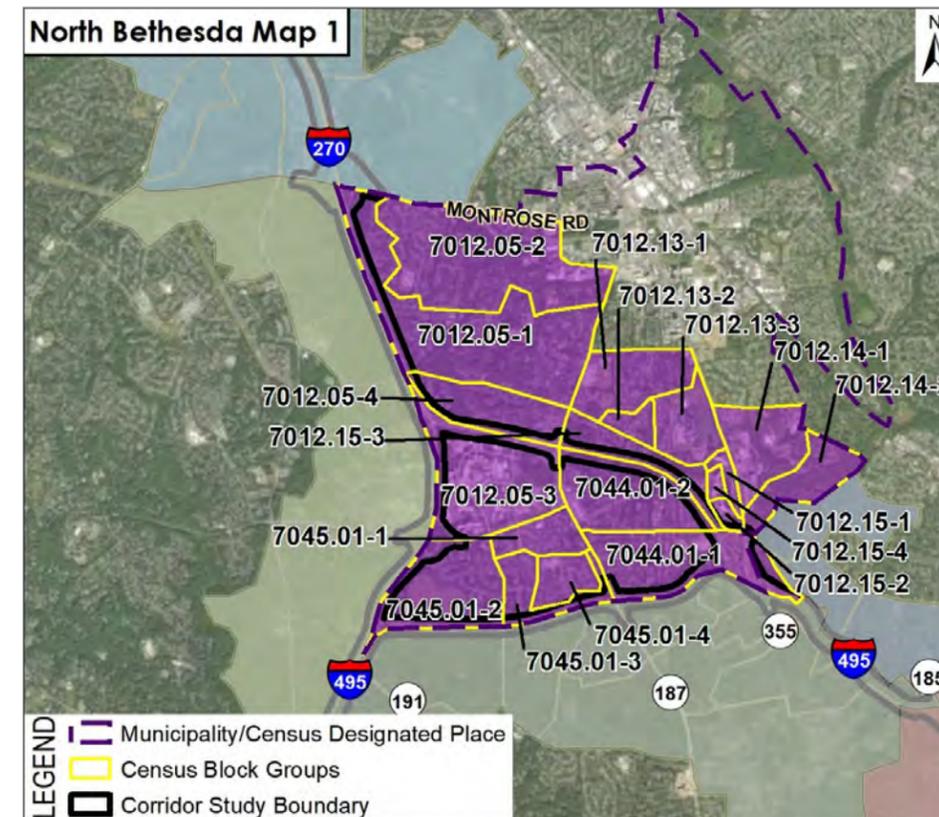
# North Bethesda CEA Analysis Area Community

**Location:** The North Bethesda CEA Analysis Area Community includes 19 Census block groups and covers 3,640 acres, overlapping the North Bethesda Census-Designated Place along the I-270 split (**Map 1**). The CEA Analysis Area Community is bordered roughly by: Montrose Road, Executive Boulevard, Edson Lane, and Strathmore Avenue to the north; Rock Creek Park to the east; I-495, through the I-270 split to the south; and I-270 to the west.

**Planning & Development:** Planning within this analysis area community is guided by the *Grosvenor-Strathmore Minor Area Master Plan* (2017), the *Rock Spring Master Plan* (2017), and the *White Flint 2 Sector Plan* (2017). Development patterns and density include tree-lined single- and multi-family residential developments, pockets of forested lands and parks, and light industrial uses located along local and arterial roadways.

**Community Facilities:** Within the CEA Analysis Area Community are 17 schools (Grosvenor Center, Tilden Center School, Tilden Middle School, Ashburton Elementary School, Farmland Elementary School, Garrett Park Elementary School, Luxmanor Elementary School, Walter Johnson High School, The Manor Montessori School, Executive Child Development Center, Green Acres School, Georgetown Preparatory School, Academy of the Holy Cross, Alef Bet Montessori, Faith Methodist Church Preschool, Holy Cross School, Lone Oak/Fernwood Montessori School); 10 places of worship (Bethesda United Church of Christ, Faith United Methodist Church, Holy Cross Catholic Church, Magen David Sephardic Congregation, Mount Zion Church, North Bethesda United Methodist Church, Saint Luke's Episcopal Church, Saint Mark's United Presbyterian Church, Trinity Lutheran Church, Wildwood Baptist Church); 1 eruv; 1 cemetery; 11 parks (Cabin John Stream Valley Park Unit 6, Tilden Woods Stream Valley Park, Tilden Woods Park, Old Farm Neighborhood Conservation Area, Stratton Park, Fleming Park, Farmland Drive Park, Garrett Park Estates Park, Luxmanor Park, Josiah Henson Park, Timberlawn Park, Rock Creek Stream Valley Park Unit 3); 1 fire/rescue station (Bethesda Fire Department Station 26); and 1 library (Davis Community Library) (**Map 2**). No affordable housing developments were identified in this community.

**Environmental Justice populations:** No EJ populations are identified in the North Bethesda CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>27,318</b>
<i>as percent of CEA Analysis Area</i>	9%
Median Age	42
Households with One + Persons with a Disability	1,579
Range of Median Household Income (Block Groups)	\$81,471-\$239,167
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	10,053

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# North Bethesda CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. They would require partial acquisition from multiple properties, including four park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495 or I-270. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>Coordination with the local Orthodox Jewish community would be requiring prior to construction to identify potential impacts to eruvim and ensure impacts to these facilities would be minimized or mitigated.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 4 Parks	<b>Commercial/Employment:</b> 1.9 acres <b>Mixed-Use:</b> 1.9 acres <b>Park/Open Space:</b> 1.8 acres <b>Residential:</b> 23.7 acres <b>Transportation:</b> 3.8 acres <b>Total Land Required:</b> 33.1 acres	<p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 4 Parks	<b>Commercial/Employment:</b> 2.0 acres <b>Mixed-Use:</b> 2.1 acres <b>Park/Open Space:</b> 1.9 acres <b>Residential:</b> 26.4 acres <b>Transportation:</b> 4.3 acres <b>Total Land Required:</b> 36.7 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 4 Parks	<b>Commercial/Employment:</b> 2.2 acres <b>Mixed-Use:</b> 2.4 acres <b>Park/Open Space:</b> 1.9 acres <b>Residential:</b> 31.1 acres <b>Transportation:</b> 4.7 acres <b>Total Land Required:</b> 42.3 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains three noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; three NSAs where existing noise barriers would be reconstructed and extended; four NSAs where there are no existing noise barriers, but new barriers would be constructed; and one NSA that does not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 4 Parks	<b>Commercial/Employment:</b> 1.9 acres <b>Mixed-Use:</b> 1.8 acres <b>Park/Open Space:</b> 1.8 acres <b>Residential:</b> 25.5 acres <b>Transportation:</b> 3.7 acres <b>Total Land Required:</b> 34.7 acres	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 4 Parks	<b>Commercial/Employment:</b> 2.0 acres <b>Mixed-Use:</b> 2.1 acres <b>Park/Open Space:</b> 1.9 acres <b>Residential:</b> 28.0 acres <b>Transportation:</b> 4.0 acres <b>Total Land Required:</b> 38.0 acres	

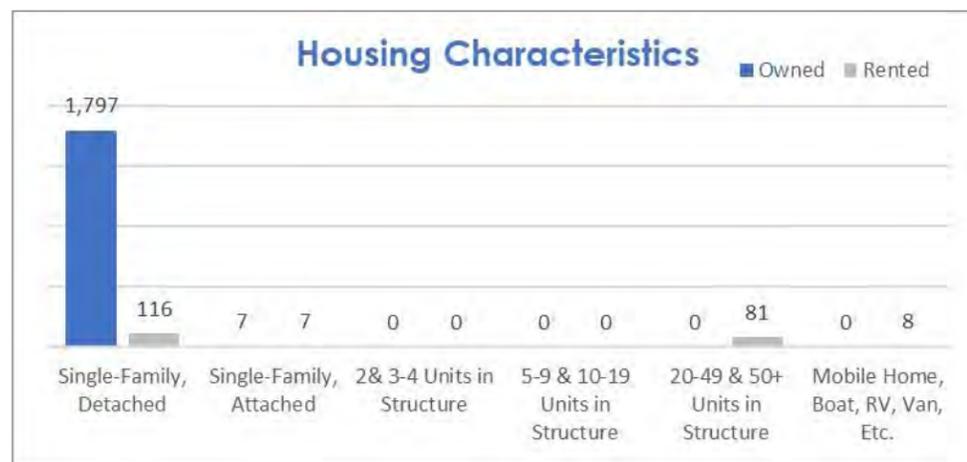
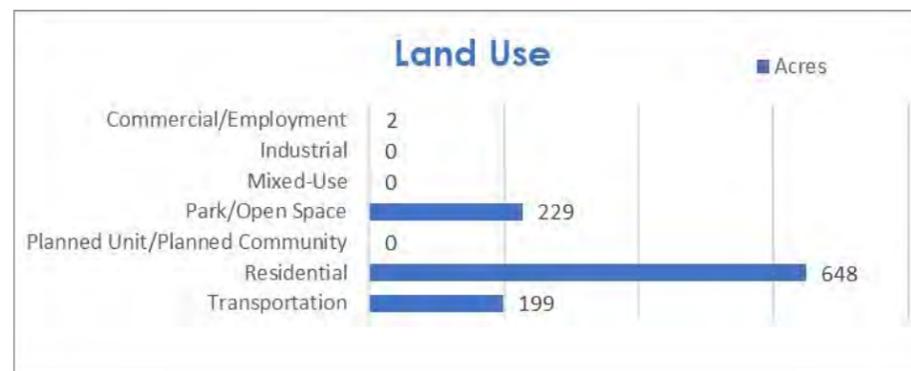
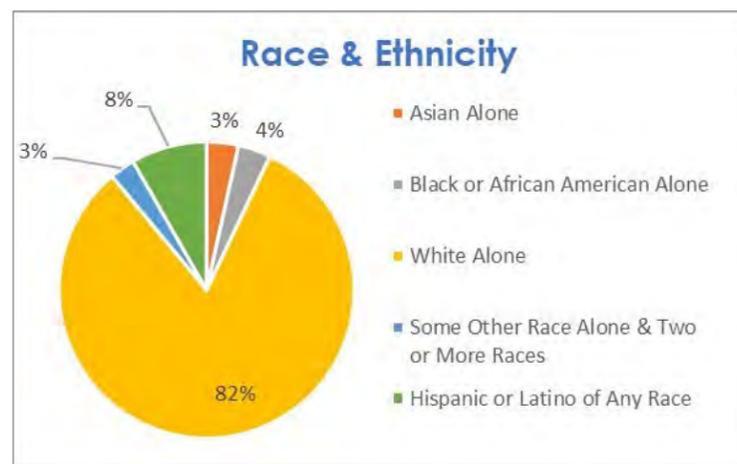
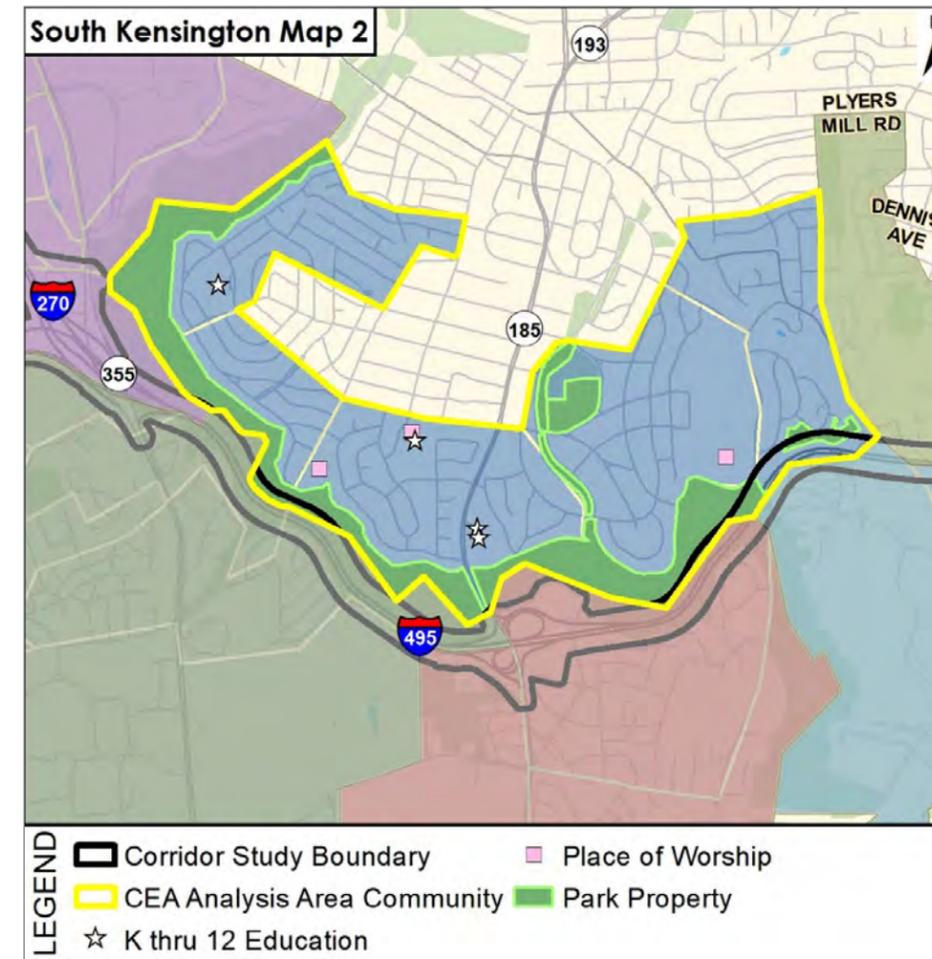
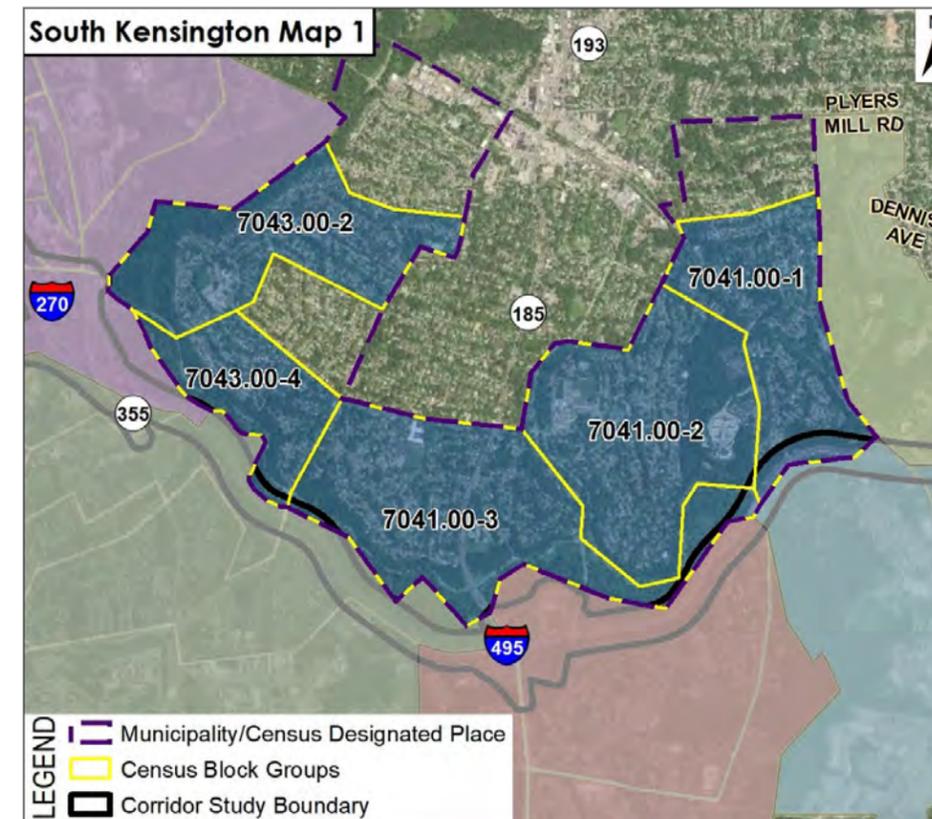
# South Kensington CEA Analysis Area Community

**Location:** The South Kensington CEA Analysis Area Community includes five Census block groups and covers 1,078 acres, overlapping most of the South Kensington Census-Designated Place immediately east of the I-270 split and I-495 (Map 1). The crescent-shaped CEA Analysis Area Community is bordered roughly by: Plyers Mill Road to the north; Grant and Capitol View Avenue to the east; I-495 to the south; and Rock Creek Park to the west.

**Planning & Development:** Planning within this analysis area community is guided by the *Town of Kensington and Vicinity Sector Plan Update* (2012), the *Kensington-Wheaton Communities Master Plan* (1989), and the *Capital View & Vicinity Sector Plan* (1982). The South Kensington CEA Analysis Area Community development patterns and density are typical of an older suburb, with shopping centers and light industrial uses clustered around arterial roadways and tree-lined residential developments of single-family houses and pockets of forested lands and parks located along local and arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 4 schools (Kensington Parkwood Elementary School, Oneness-Family High School of Washington, Grace Episcopal Day School, Holy Redeemer Catholic School); 3 places of worship (Cedar Lane Unitarian Universalist Church, Holy Redeemer Church, Washington Mormon Temple); and 5 parks (Kensington Parkway Stream Valley Park, Capitol View-Homewood Park, Rock Creek Hills Park, Rock Creek Stream Valley Park Units 2 and 3) (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** No EJ populations are identified in the South Kensington CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>5,732</b>
<i>as percent of CEA Analysis Area</i>	2%
Median Age	45
Households with One + Persons with a Disability	392
Range of Median Household Income (Block Groups)	\$135,156-\$184,118
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	2,114



Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data

## South Kensington CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>Each of the Build Alternatives would result in the relocation of one medical office property. Sufficient similar medical services exist within the community, further there is office space for the relocation of this service if required. Additionally, the Build Alternatives would require partial acquisition from multiple properties, including two park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Except where relocations would occur, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. The Build Alternatives may result in a minor change to the sense of cohesion or interactions between persons or groups within the community as one business relocation would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains three noise sensitive land use/activity areas (NSAs) where there are no existing noise barriers, but new barriers would be constructed. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 5</b>	1 business relocation	Partial right-of-way acquisition from: 2 Parks	<b>Commercial/Employment:</b> 2.0 acres <b>Park/Open Space:</b> 0.1 acre <b>Transportation:</b> 2.6 acres <b>Total Land Required:</b> 4.7 acres	
<b>Alternatives 8 and 9</b>	1 business relocation	Partial right-of-way acquisition from: 2 Parks	<b>Commercial/Employment:</b> 2.0 acres <b>Park/Open Space:</b> 0.2 acre <b>Transportation:</b> 2.6 acres <b>Total Land Required:</b> 4.8 acres	
<b>Alternative 10</b>	1 business relocation	Partial right-of-way acquisition from: 2 Parks	<b>Commercial/Employment:</b> 2.0 acres <b>Park/Open Space:</b> 0.2 acre <b>Transportation:</b> 2.6 acres <b>Total Land Required:</b> 4.8 acres	
<b>Alternative 13B</b>	1 business relocation	Partial right-of-way acquisition from: 2 Parks	<b>Commercial/Employment:</b> 2.0 acres <b>Park/Open Space:</b> 0.2 acre <b>Transportation:</b> 2.6 acres <b>Total Land Required:</b> 4.8 acres	
<b>Alternative 13C</b>	1 business relocation	Partial right-of-way acquisition from: 2 Parks	<b>Commercial/Employment:</b> 2.0 acres <b>Park/Open Space:</b> 0.2 acre <b>Transportation:</b> 2.6 acres <b>Total Land Required:</b> 4.8 acres	

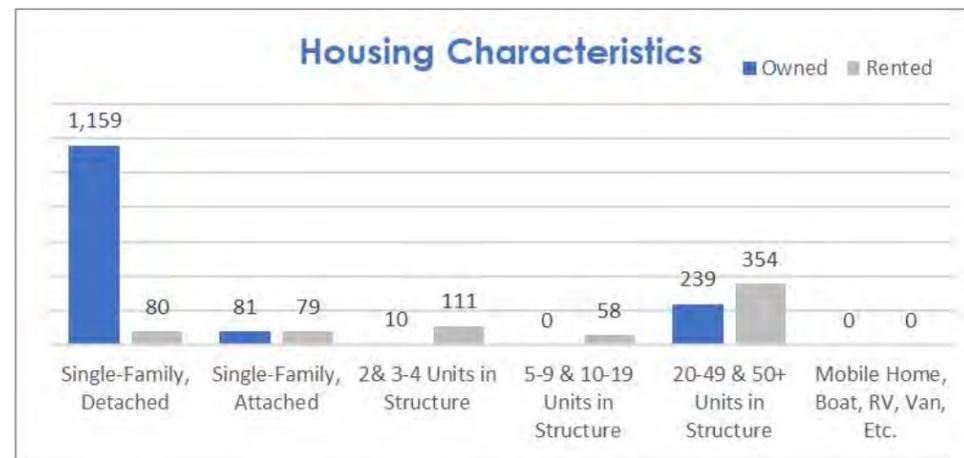
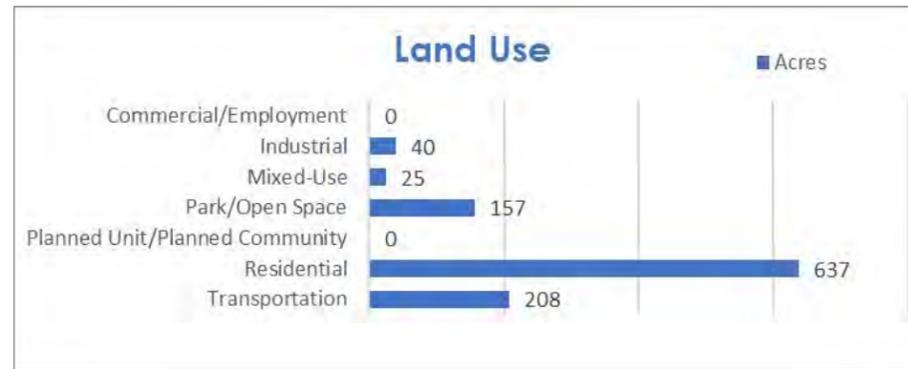
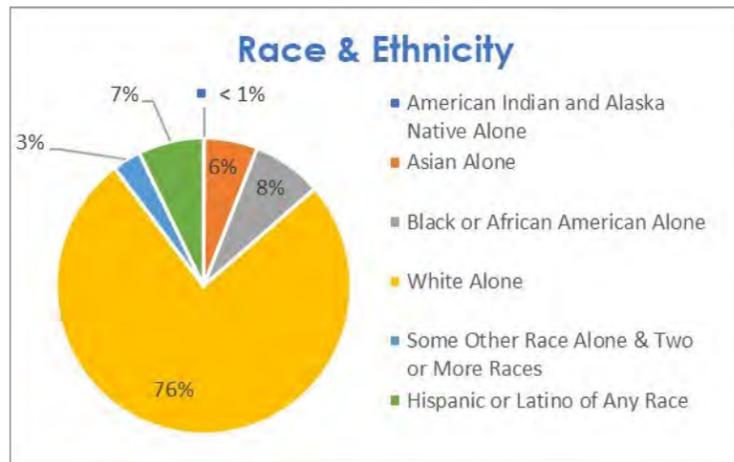
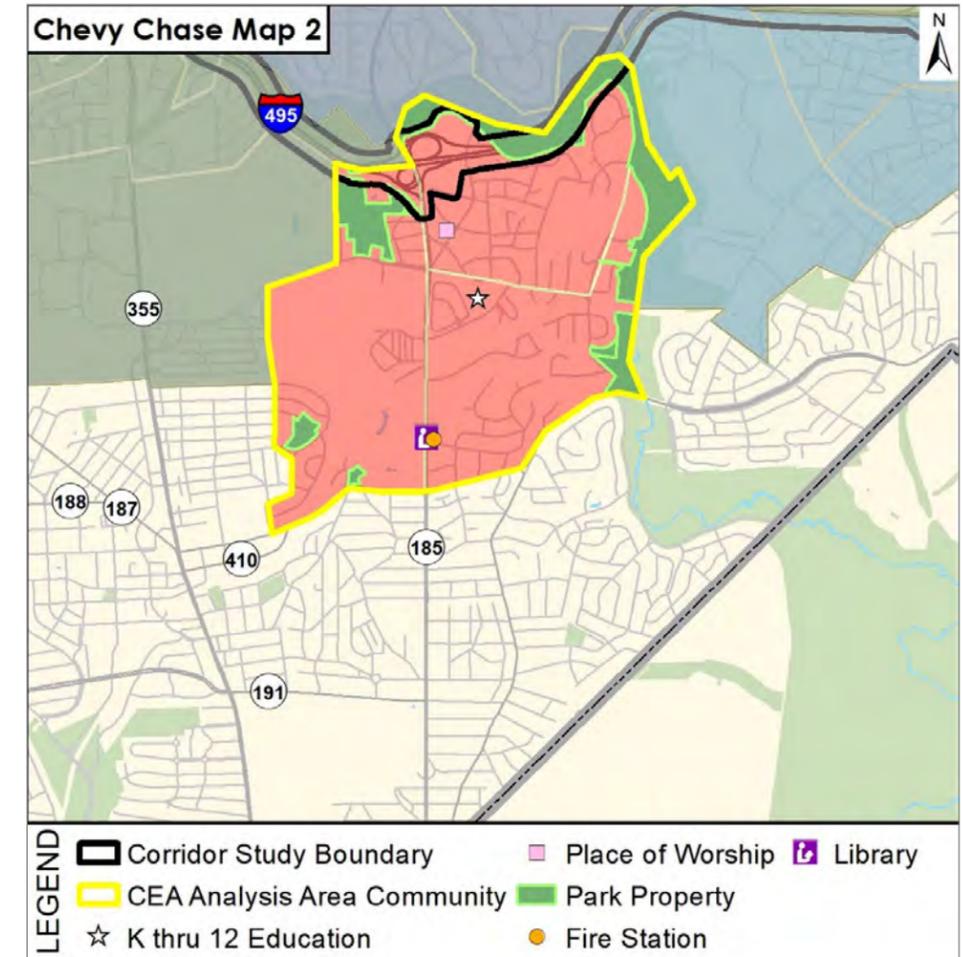
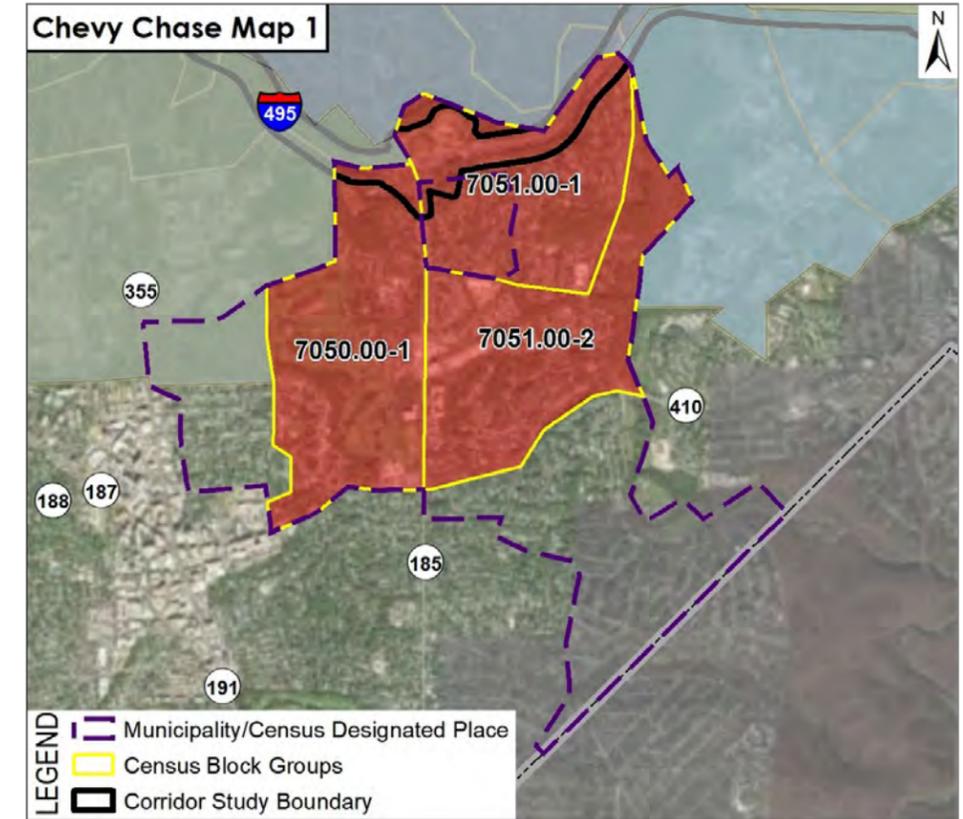
# Chevy Chase CEA Analysis Area Community

**Location:** The Chevy Chase CEA Analysis Area Community includes three Census block groups and covers 1,067 acres, overlapping with portions of the Chevy Chase Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: I-495 to the north; Rock Creek Park to the east; East West Highway (MD 410) to the south; and the east boundary of Walter Reed National Military Medical Center and encompassing Columbia Country Club to the west. Connecticut Avenue (MD 185) bisects the community.

**Planning & Development:** Existing conditions and development goals for the Chevy Chase CEA Analysis Area Community are identified within the *Chevy Chase Lake Sector Plan* (2013), and the *Comprehensive Amendment to the Bethesda/Chevy Chase Master Plan* (1990). This analysis area community is home to approximately 5,200 people who live primarily in single-family detached homes. Development patterns and density are typical of an older suburb, with residential areas of tree-lined local roadways largely separated from shopping centers and light industrial uses along larger arterial roadways such as Connecticut Avenue.

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 school (North Chevy Chase Elementary School); 1 place of worship (North Chevy Chase Christian Church); 2 eruvim; 6 parks (Rock Creek Stream Valley Park Units 2 and 3, North Chevy Chase Park, Jones Mill Road Neighborhood Park, Lynnbrook Park, East-West Highway Neighborhood Conservation Area); 1 fire/rescue station (Chevy Chase Fire Department Station 7); and 1 library (Chevy Chase Branch Library) (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** No EJ populations are identified in the Chevy Chase CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>5,236</b>
<i>as percent of CEA Analysis Area</i>	2%
Median Age	52
Households with One + Persons with a Disability	568
Range of Median Household Income (Block Groups)	\$102,875-\$191,652
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	1,745

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Chevy Chase CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. They would require partial acquisition from multiple properties, including the one park property. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>Coordination with the local Orthodox Jewish community would be requiring prior to construction to identify potential impacts to eruvim and ensure impacts to these facilities would be minimized or mitigated.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Park/Open Space:</b> 0.2 acre <b>Transportation:</b> 0.1 acre <b>Total Land Required:</b> 0.3 acre	<p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Park/Open Space:</b> 0.2 acre <b>Transportation:</b> 0.1 acre <b>Total Land Required:</b> 0.3 acre	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Park/Open Space:</b> 0.2 acre <b>Transportation:</b> 0.1 acre <b>Total Land Required:</b> 0.3 acre	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where the existing noise barriers would remain in place as currently constructed; one NSA where there are no existing noise barriers, but new barriers would be constructed; two NSAs where the existing noise barrier would be displaced by construction and replaced by a reconstructed barrier; and one NSA that does not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Park/Open Space:</b> 0.2 acre <b>Transportation:</b> 0.1 acre <b>Total Land Required:</b> 0.3 acre	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Park/Open Space:</b> 0.2 acre <b>Transportation:</b> 0.1 acre <b>Total Land Required:</b> 0.3 acre	

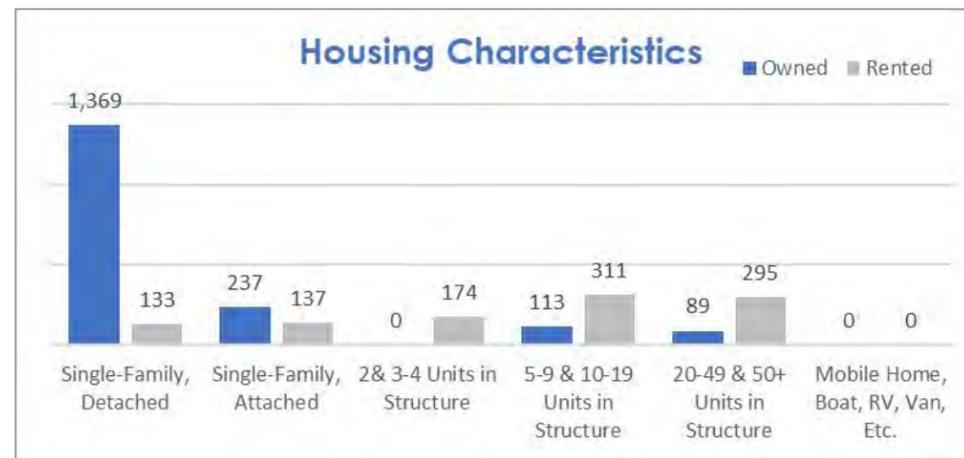
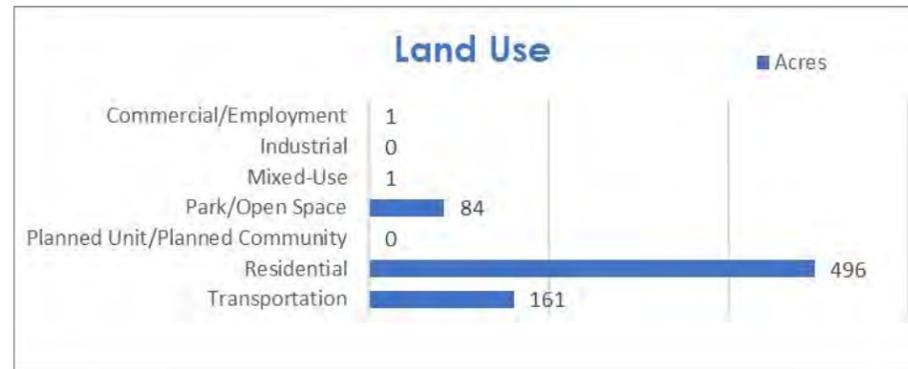
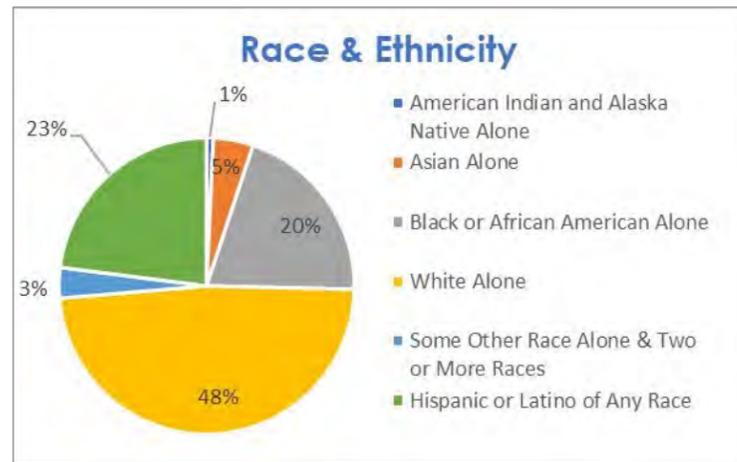
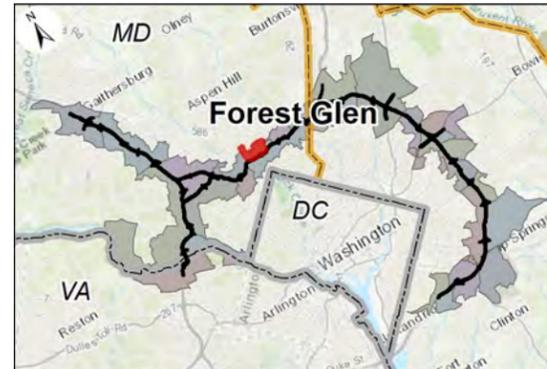
# Forest Glen CEA Analysis Area Community

**Location:** The Forest Glen CEA Analysis Area Community includes five Census block groups and covers 743 acres, overlapping the Forest Glen Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by Plyers Mill Road, Dexter Avenue, and Dennis Avenue to the north; the Sligo Creek Park and Parkways to the east; I-495 to the south; and Grant Avenue and Capitol View Avenue (Route 192) to the west. The community is bisected by Georgia Avenue (MD 97).

**Planning & Development:** Planning and development within this analysis area community is guided by the *Capital View & Vicinity Sector Plan* (1982). The CEA Analysis Area Community development patterns and density are typical of an older suburb, with shopping centers and light industrial uses clustered around arterial roadways such as Georgia Avenue. Tree-lined residential developments of single-family houses and large apartment buildings as well as pockets of forested lands and parks are located along local and arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 3 schools (Oakland Terrace Elementary School, Flora M. Singer Elementary School, Saint John the Evangelist School); 5 places of worship (Montgomery Hills Baptist Church, Our Lady Queen of Poland Church, Saint Andrew Lutheran Church, Saint John the Evangelist Church, Sligo Baptist Church); 1 eruv; 1 cemetery; 8 parks (Forest Glen Neighborhood Park, Forest Grove Neighborhood Park, Sligo Creek Stream Valley Park Units 3 and 4, McKenney Hills Neighborhood Park, Capitol View-Homewood Park, General Getty Neighborhood Park, Capitol View Park Open Space); and 1 hospital/urgent care facility (Holy Cross Hospital) (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** Two of the 5 Forest Glen CEA Analysis Area Community block groups (7039.01 – 1 and 7040.00-3) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>7,736</b>
<i>as percent of CEA Analysis Area</i>	2%
Median Age	40.6
Households with One + Persons with a Disability	585
Range of Median Household Income (Block Groups)	\$79,808-\$167,792
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	2,422

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Forest Glen CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>Each of the Build Alternatives would require between 15 and 20 residential relocations. Each of these residences are located very close to the existing roadway. Roadway widening along I-495 and the reconfiguration of the interchange at MD 97 to accommodate the proposed widening would push the roadway even closer to these residence. Sufficient housing exists to accommodate relocation within or near the community. The Build Alternatives would also require partial acquisition from multiple properties, including: one place of worship, one hospital, and one park property. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Except where relocations would occur, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p>
<b>Alternative 5</b>	15 residential relocations	Partial right-of-way acquisition from: 1 Place of Worship 1 Hospital 1 Park	<b>Park/Open Space:</b> 0.2 acre <b>Residential:</b> 3.3 acres <b>Transportation:</b> 2.2 acres <b>Total Land Required:</b> 5.7 acres	<p>Coordination with the local Orthodox Jewish community would be requiring prior to construction to identify potential impacts to eruvim and ensure impacts to these facilities would be minimized or mitigated.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternatives 8 and 9</b>	20 residential relocations	Partial right-of-way acquisition from: 1 Place of Worship 1 Hospital 1 Park	<b>Park/Open Space:</b> 0.3 acre <b>Residential:</b> 4.2 acres <b>Transportation:</b> 2.3 acres <b>Total Land Required:</b> 6.8 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. The relocation of 20 residences would result in impacts to the population level; ranging from minor (at the CEA Analysis Area Community level) to substantial (at the smaller, neighborhood level where the relocations would occur). However, no impact to the employment, age, sex, disability, and race/ethnicity patterns of the community would occur. Through coordination with the impacted neighborhoods and area stakeholders, the study team would work to ensure that the Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternative 10</b>	20 residential relocations	Partial right-of-way acquisition from: 1 Place of Worship 1 Hospital 1 Park	<b>Park/Open Space:</b> 0.3 acre <b>Residential:</b> 4.2 acres <b>Transportation:</b> 2.3 acres <b>Total Land Required:</b> 6.8 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains three noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 13B</b>	20 residential relocations	Partial right-of-way acquisition from: 1 Place of Worship 1 Hospital 1 Park	<b>Park/Open Space:</b> 0.3 acre <b>Residential:</b> 4.2 acres <b>Transportation:</b> 2.3 acres <b>Total Land Required:</b> 6.8 acres	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13C</b>	20 residential relocations	Partial right-of-way acquisition from: 1 Place of Worship 1 Hospital 1 Park	<b>Park/Open Space:</b> 0.3 acre <b>Residential:</b> 4.2 acres <b>Transportation:</b> 2.3 acres <b>Total Land Required:</b> 6.8 acres	<p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>

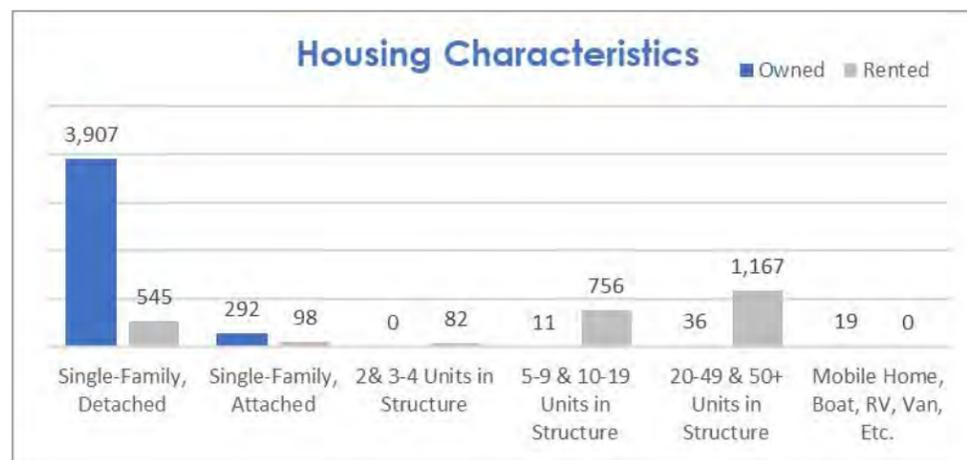
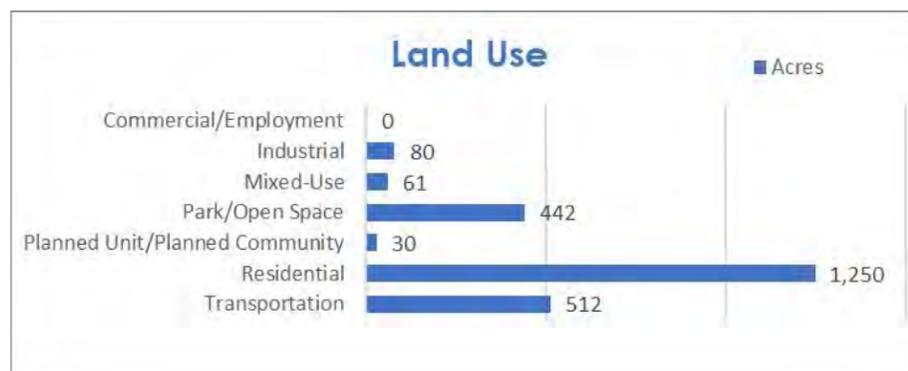
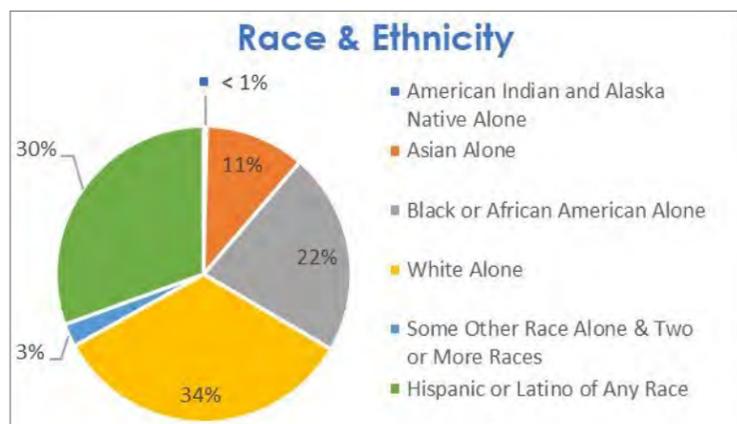
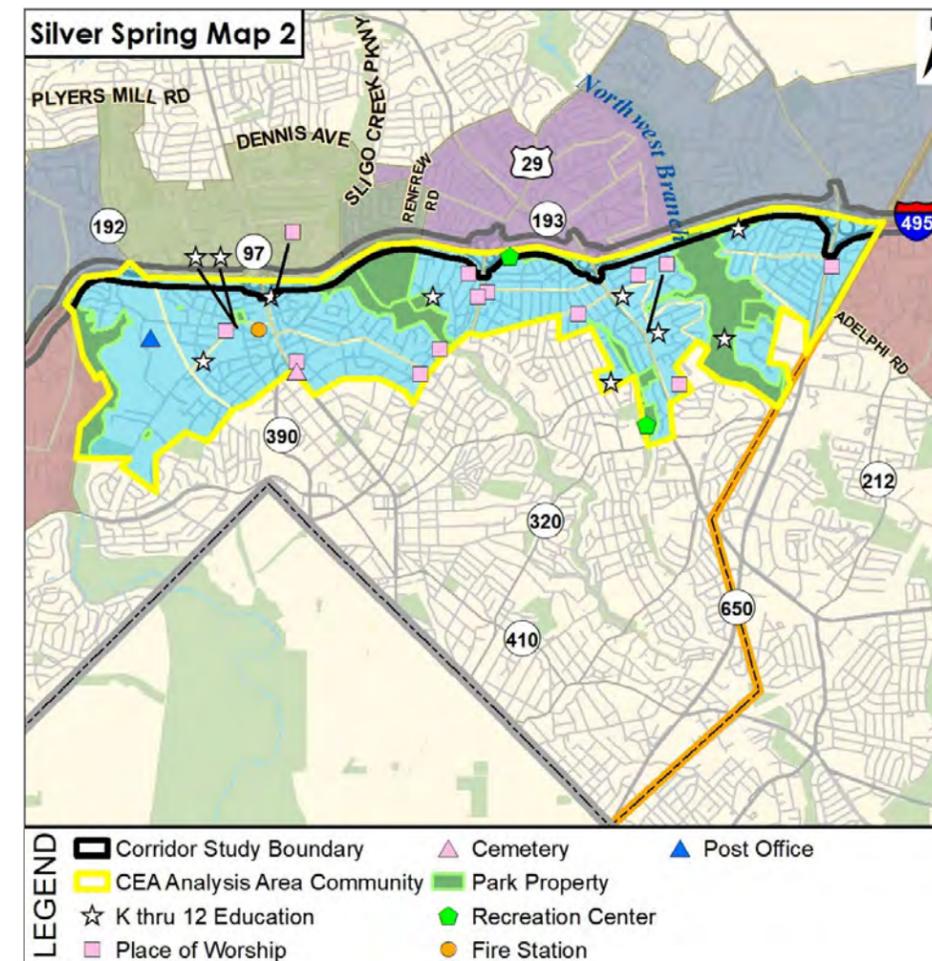
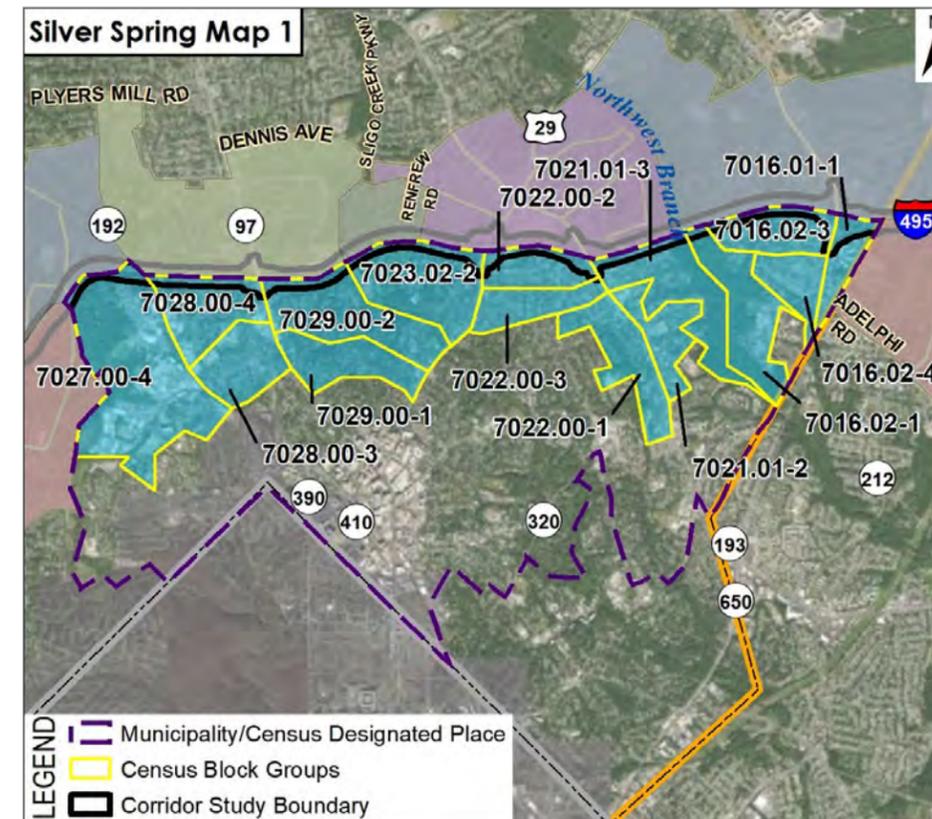
# Silver Spring CEA Analysis Area Community

**Location:** The Silver Spring CEA Analysis Area Community includes 15 Census block groups over 2,375 acres, overlapping the northern portion of the Silver Spring Census-Designated Place along I-495 (Map 1). The community extends along the I-495 inner loop in the north from Rock Creek Park to the Prince George's and Montgomery County line. The southern boundary roughly follows Northwest Branch Stream Valley Park to Piney Branch Road (MD 320), Franklin Avenue to Colesville Road/Columbia Pike (US 29), Georgia Avenue (MD 97) toward Hanover Street, Lyttonsville Road to Grubb Road, then extends west to Rock Spring Park.

**Planning & Development:** Planning within this analysis area community is guided by the *East Silver Spring Master Plan* (2000), *North & West Silver Spring Master Plan* (2000), and *Silver Spring CBD Sector Plan* (2000). Portions of the analysis area community are also guided by the *Greater Lyttonsville Sector Plan* (2017) and *Long Branch Sector Plan* (2013). The Community development patterns include single-family and multi-unit homes located along tree-lined local roadways in gridded and curvilinear patterns. Shopping centers and light industrial uses are clustered around arterial roadways such as Georgia Avenue.

**Community Facilities:** Located within the CEA Analysis Area Community are: 11 schools (JoAnn Leleck Elementary School at Broad Acres, Montgomery Knolls Elementary, Oak View Elementary School, Roscoe Nix Elementary School, Woodlin Elementary School, Eastern Middle School, Acorn Hill Waldorf Kindergarten & Nursery School, The Auburn School, Torah School of Greater Washington, Mount Jezreel Baptist Church Christian Academy, Yeshiva of Greater Washington Girls Campus); 13 places of worship (Bonner Wardell Church, Calvary Lutheran Church, Christ Apostolic Church, Christ Congregational Church, Church of God of Silver Spring, Good Shepherd United Methodist Church, Grace Church, Knox Orthodox Presbyterian Church, Memorial United Methodist Church, Saint Luke's Church, Silver Spring Christian Church of Christ, Silver Spring United Presbyterian Church, Silver Spring Zendo, Temple Israel); 2 eruvim; 1 cemetery; 17 parks (Indian Springs Terrace Park, Brookview Park, Hastings Neighborhood Conservation Area, Rosemary Hills-Lyttonsville Park, Broadacres Park, Northwest Branch Stream Valley Park Unit 3, Parkside Headquarters, Sligo Creek Stream Valley Park Unit 3, Rock Creek Stream Valley Park Unit 2, Birch Drive Neighborhood Conservation Area, Montgomery Hills Neighborhood Park, Upper Long Branch Neighborhood Park, Long Branch Stream Valley Park Unit 2, Long Branch-Wayne Park, Long Branch Park, Meadowbrook Maintenance Annex); 3 recreation centers (Long Branch Community Recreation Center, Silver Spring YMCA, Sligo Golf Course); and 1 fire/rescue station (Silver Spring Volunteer Fire Department Station 19) (Map 2). Also identified were, 6 affordable housing developments (Victory Oaks at St. Camillus, Second Step II, University Gardens, University Gardens II, Friendly Gardens, Paddington Square).

**Environmental Justice populations:** Ten of the 15 Silver Spring CEA Analysis Area Community block groups (7016.01-1, 7016.02-1, 7016.02-3, 7016.02-4, 7021.01-2, 7021.01-3, 7022.00-1, 7027.00-4, 7028.00-4, and 7029.00-2) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Ch. 4.



<b>Total Population</b>	<b>22,040</b>
<i>as percent of CEA Analysis Area</i>	7%
Median Age	40.1
Households with One + Persons with a Disability	1,182
Range of Median Household Income (Block Groups)	\$43,438-\$224,453
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	8,300

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Silver Spring CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p><b>Summary of Impacts from the Screened Alternatives</b></p> <p>Each of the Build Alternatives would require 10 to 14 residential relocations. Each of these residences are located very close to the existing roadway. Widening along I-495 and the reconfiguration of the interchanges at MD 97 and US 29 to accommodate the proposed widening would push the roadway even closer to these residences. Sufficient housing exists to accommodate relocation within or near the community. The Build Alternatives would also require partial acquisition from multiple properties, including: two schools and three park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Except where relocations would occur, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>Coordination with the local Orthodox Jewish community would be required prior to construction to identify potential impacts to eruvim and ensure impacts to these facilities would be minimized or mitigated.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. The relocation of 10 to 14 residences would result in impacts to the population level; ranging from minor (at the CEA Analysis Area Community level) to substantial (at the smaller, neighborhood level where the relocations would occur). However, no impact to the employment, age, sex, disability, and race/ethnicity patterns of the community would occur. Through coordination with the impacted neighborhoods and area stakeholders, the study team would work to ensure that the Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains eight noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; and two NSAs where existing noise barriers would be reconstructed and extended. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 5</b>	10 residential relocations	Partial right-of-way acquisition from: 2 Schools 1 Recreation Center 3 Parks	<b>Commercial/Employment:</b> 0.1 acre <b>Industrial:</b> 0.2 acre <b>Park/Open Space:</b> 5.9 acres <b>Planned Unit/Community:</b> 0.6 acre <b>Residential:</b> 6.6 acres <b>Transportation:</b> 7.2 acres <b>Total Land Required:</b> 20.6 acres	
<b>Alternatives 8 and 9</b>	14 residential relocations	Partial right-of-way acquisition from: 2 Schools 1 Recreation Center 3 Parks	<b>Commercial/Employment:</b> 0.1 acre <b>Industrial:</b> 0.2 acre <b>Park/Open Space:</b> 6.5 acres <b>Planned Unit/Community:</b> 0.7 acre <b>Residential:</b> 8.6 acres <b>Transportation:</b> 7.8 acres <b>Total Land Required:</b> 23.9 acres	
<b>Alternative 10</b>	14 residential relocations	Partial right-of-way acquisition from: 2 Schools 1 Recreation Center 3 Parks	<b>Commercial/Employment:</b> 0.1 acre <b>Industrial:</b> 0.2 acre <b>Park/Open Space:</b> 6.5 acres <b>Planned Unit/Community:</b> 0.7 acre <b>Residential:</b> 8.6 acres <b>Transportation:</b> 7.8 acres <b>Total Land Required:</b> 23.9 acres	
<b>Alternative 13B</b>	14 residential relocations	Partial right-of-way acquisition from: 2 Schools 1 Recreation Center 3 Parks	<b>Commercial/Employment:</b> 0.1 acre <b>Industrial:</b> 0.2 acre <b>Park/Open Space:</b> 6.5 acres <b>Planned Unit/Community:</b> 0.7 acre <b>Residential:</b> 8.6 acres <b>Transportation:</b> 7.8 acres <b>Total Land Required:</b> 23.9 acres	
<b>Alternative 13C</b>	14 residential relocations	Partial right-of-way acquisition from: 2 Schools 1 Recreation Center 3 Parks	<b>Commercial/Employment:</b> 0.1 acre <b>Industrial:</b> 0.2 acre <b>Park/Open Space:</b> 6.5 acres <b>Planned Unit/Community:</b> 0.7 acre <b>Residential:</b> 8.6 acres <b>Transportation:</b> 7.8 acres <b>Total Land Required:</b> 23.9 acres	

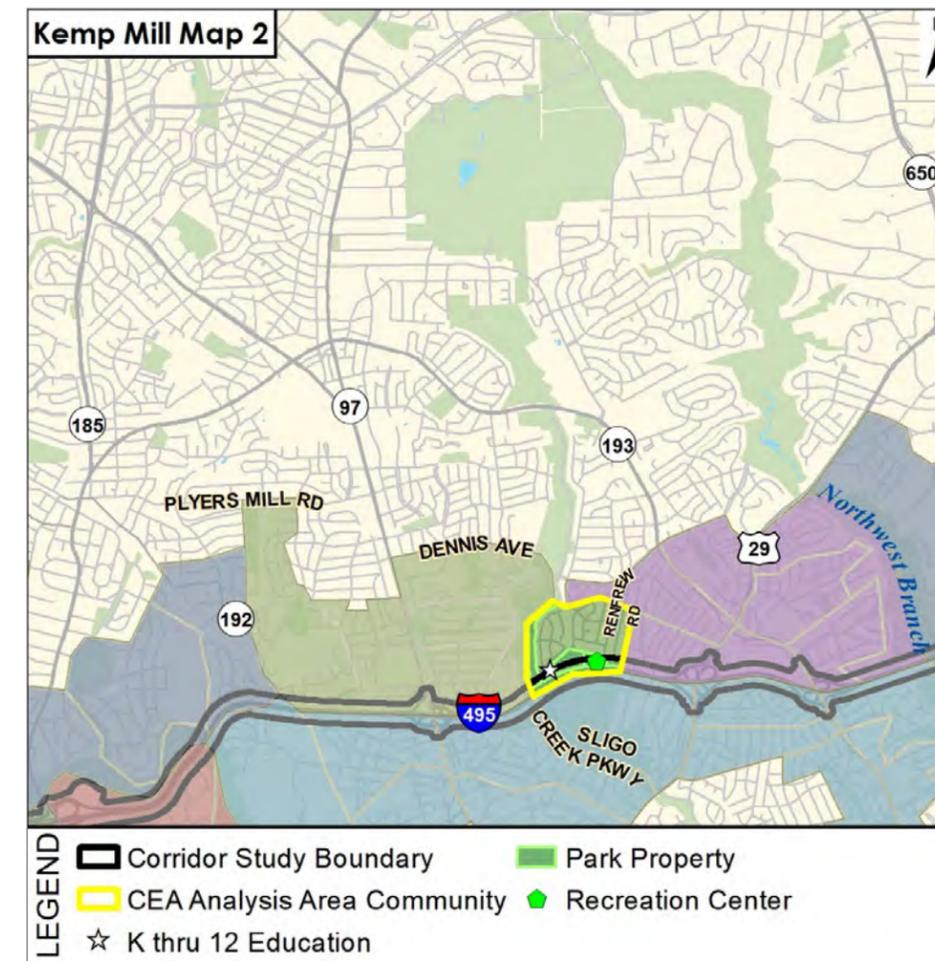
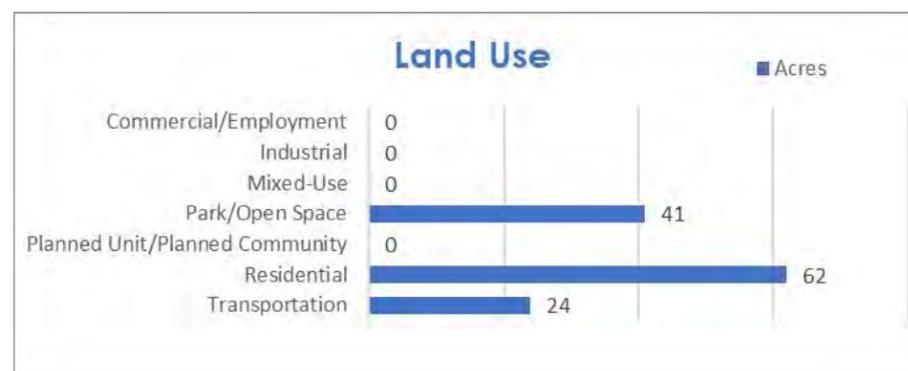
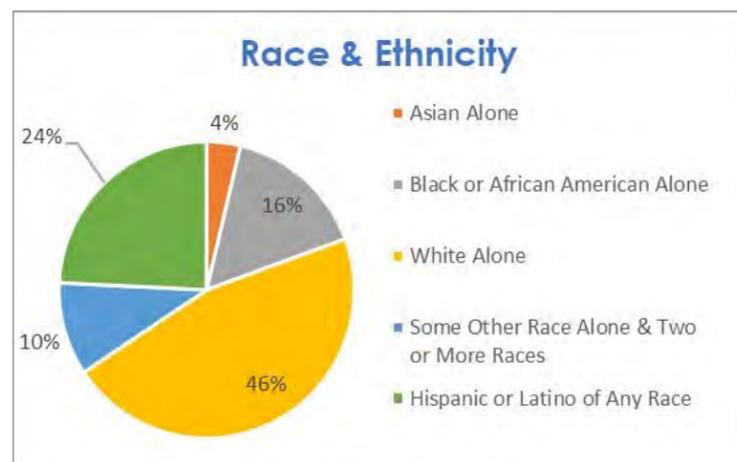
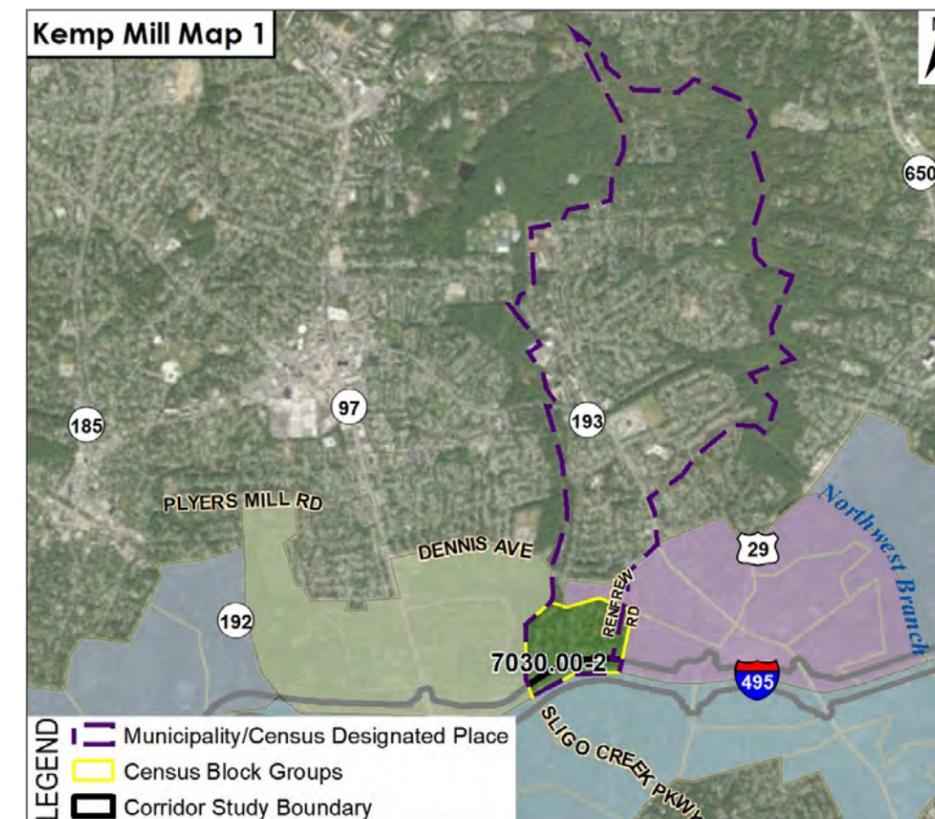
# Kemp Mill CEA Analysis Area Community

**Location:** The Kemp Mill CEA Analysis Area Community includes 1 Census block group and covers 127 acres, overlapping the southernmost portion of the Kemp Mill Census-Designated Place (**Map 1**). The CEA Analysis Area Community is bordered roughly by: Dennis Avenue to the north; Renfrew Road to the east; I-495 to the south; and Sligo Creek Park and Parkway to the west.

**Planning & Development:** Planning within this analysis area community is guided by the *Kemp Mill Master Plan* (2001). Development patterns and density are typical of a suburb, with shopping centers and light industrial uses clustered around arterial roadways such as Martin Luther King, Jr. Highway or mixed-use development such as the Woodmore Towne Centre. Tree-lined residential developments consisting primarily of single-family houses as well as pockets of forested lands and parks are located along local and arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 school (The Siena School); 1 place of worship (Marvin Memorial United Methodist Church); 1 eruvim; 6 parks and recreation centers (Argyle Park, South Four Corners Neighborhood Park, Forest Grove Neighborhood Park, Sligo Creek Stream Valley Park, Units 3 and 4, Margaret Schweinhaut Senior Center) (**Map 2**). No affordable housing developments were identified in this community.

**Environmental Justice populations:** No EJ populations are identified in the Kemp Mill CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>1,164</b>
<i>as percent of CEA Analysis Area</i>	<1%
Median Age	38.5
Households with One + Persons with a Disability	89
Range of Median Household Income (Block Groups)	\$124,712-\$124,712
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	444



Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data

## Kemp Mill CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. They would require partial acquisition from multiple properties, including two park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Park/Open Space:</b> 0.6 acre <b>Total Land Required:</b> 0.6 acre	<p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Park/Open Space:</b> 1.0 acre <b>Total Land Required:</b> 1.0 acre	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Park/Open Space:</b> 1.0 acre <b>Total Land Required:</b> 1.0 acre	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Park/Open Space:</b> 1.0 acre <b>Total Land Required:</b> 1.0 acre	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Park/Open Space:</b> 1.0 acre <b>Total Land Required:</b> 1.0 acre	

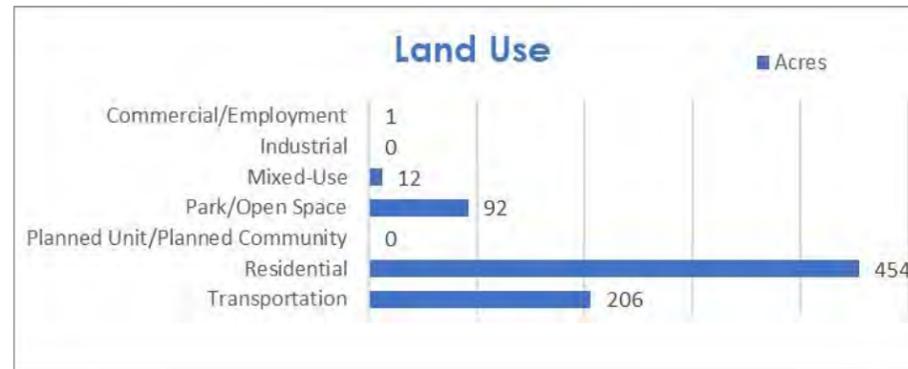
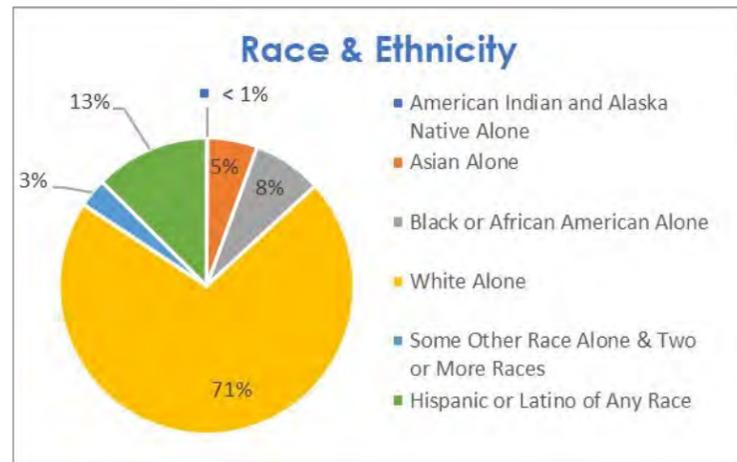
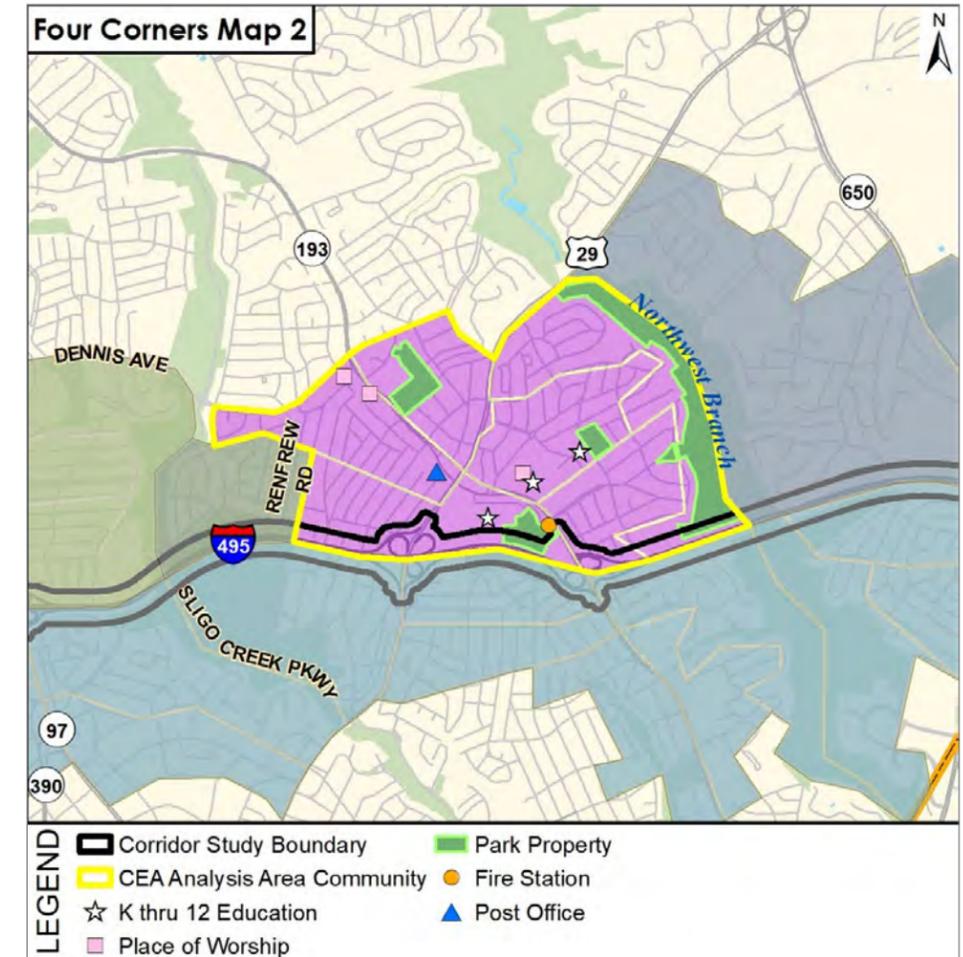
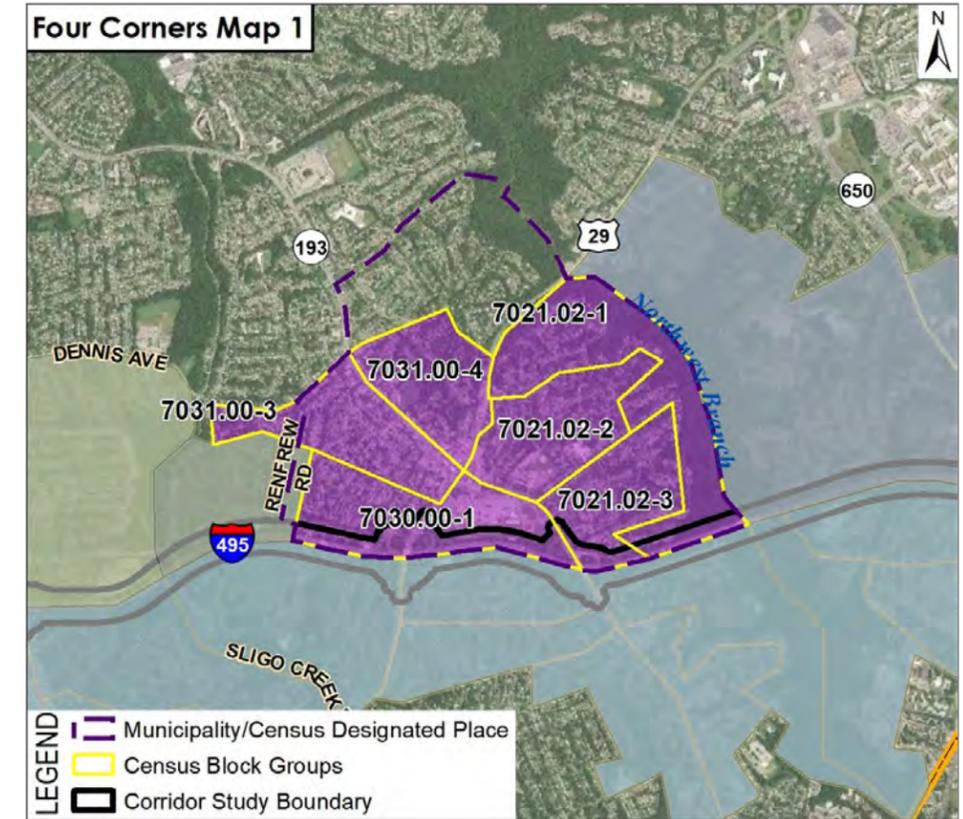
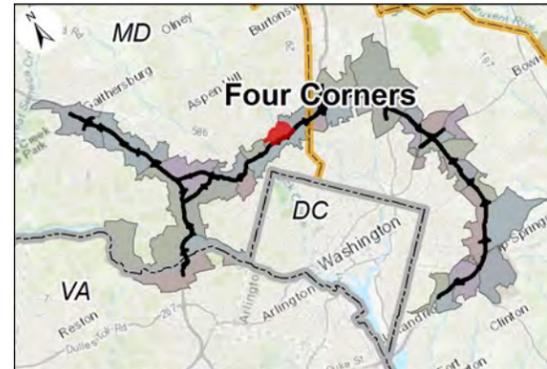
# Four Corners CEA Analysis Area Community

**Location:** The Four Corners CEA Analysis Area Community includes six Census block groups and covers 765 acres, overlapping primarily with the Four Corners Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: Dennis Avenue and Colesville Road to the north; the Northwest Branch Stream Valley Park to the east; I-495 to the south; and Dallas Avenue and Sligo Creek Parkway to the west. The community is bisected by University Boulevard (MD 193).

**Planning & Development:** Planning within this analysis area community is guided by the *Four Corners Master Plan* (1996) and the *Eastern Montgomery County Master Plan Areas (Four Corners, White Oak, Cloverly, Fairland) Environmental Resources* (1996). Development patterns are typical of an older suburb with shopping centers and light industrial uses clustered around arterial roadways such as University Boulevard. Tree-lined residential developments of single-family houses as well as pockets of forested lands and parks are located along local and arterial roadways.

**Community Facilities:** Within the CEA Analysis Area Community are 3 schools (Pine Crest Elementary School, Montgomery Blair High School, Saint Bernadette’s School); 3 places of worship (Holy Family Seminary Church, Church of Jesus Christ of Latter-day Saints, Saint Bernadette’s Catholic Church); 1 eruv; 5 parks (Blair Park, Northwest Branch Stream Valley Park Unit 3, Burnt Mills East Park, Pinecrest Park, North Four Corners Park); 1 fire/rescue station (Silver Spring Fire Department Station 16); and 1 post office (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** One of the 6 Four Corners CEA Analysis Area Community block groups (7031.00-4) is identified as an EJ population. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>6,329</b>
<i>as percent of CEA Analysis Area</i>	2%
Median Age	39
Households with One + Persons with a Disability	397
Range of Median Household Income (Block Groups)	\$112,000-\$178,802
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	2,628

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George’s County Open Data Portal; Fairfax County Open Geospatial Data



## Four Corners CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	The Build Alternatives would require two relocations, one of these is a warehouse/office property the other is a small business property. The properties proposed to be displaced are located very close to the existing roadway. Widening along I-495 and the reconfiguration of the interchange at US 29 to accommodate the proposed widening would push the roadway even closer to these properties. Sufficient similar services exist within the community, further there is office space for the relocation of services if required. The Build Alternatives would require partial acquisition from multiple properties, including one school and one park property. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Except where relocations would occur, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.
<b>Alternative 5</b>	2 business relocations	Partial right-of-way acquisition from: 1 School 1 Park	<b>Mixed-Use:</b> 0.5 acre <b>Park/Open Space:</b> 0.7 acre <b>Residential:</b> 2.1 acres <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 3.6 acres	Coordination with the local Orthodox Jewish community would be required prior to construction to identify potential impacts to eruvim and ensure impacts to these facilities would be minimized or mitigated.  The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.
<b>Alternatives 8 and 9</b>	2 business relocations	Partial right-of-way acquisition from: 1 School 1 Park	<b>Mixed-Use:</b> 0.5 acre <b>Park/Open Space:</b> 0.8 acre <b>Residential:</b> 2.8 acres <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 4.4 acres	Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. The Build Alternatives may result in a minor change to the sense of cohesion or interactions between persons or groups within the community as two business relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.
<b>Alternative 10</b>	2 business relocations	Partial right-of-way acquisition from: 1 School 1 Park	<b>Mixed-Use:</b> 0.5 acre <b>Park/Open Space:</b> 0.8 acre <b>Residential:</b> 2.8 acres <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 4.4 acres	Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains four noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).
<b>Alternative 13B</b>	2 business relocations	Partial right-of-way acquisition from: 1 School 1 Park	<b>Mixed-Use:</b> 0.5 acre <b>Park/Open Space:</b> 0.8 acre <b>Residential:</b> 2.8 acres <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 4.4 acres	Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.
<b>Alternative 13C</b>	2 business relocations	Partial right-of-way acquisition from: 1 School 1 Park	<b>Mixed-Use:</b> 0.5 acre <b>Park/Open Space:</b> 0.8 acre <b>Residential:</b> 2.8 acres <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 4.4 acres	Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.

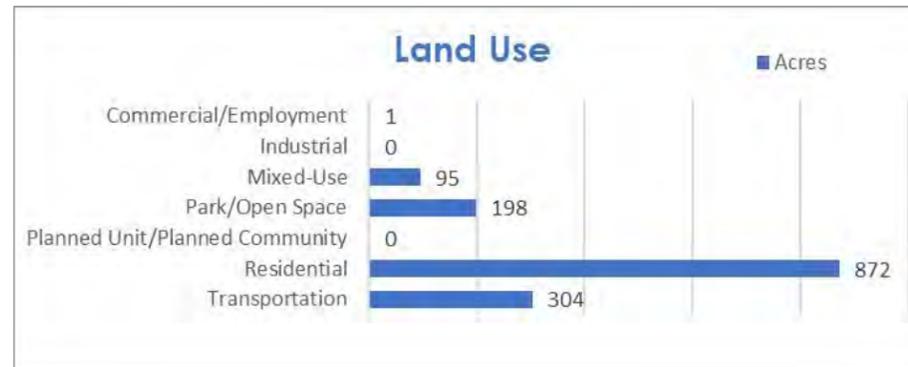
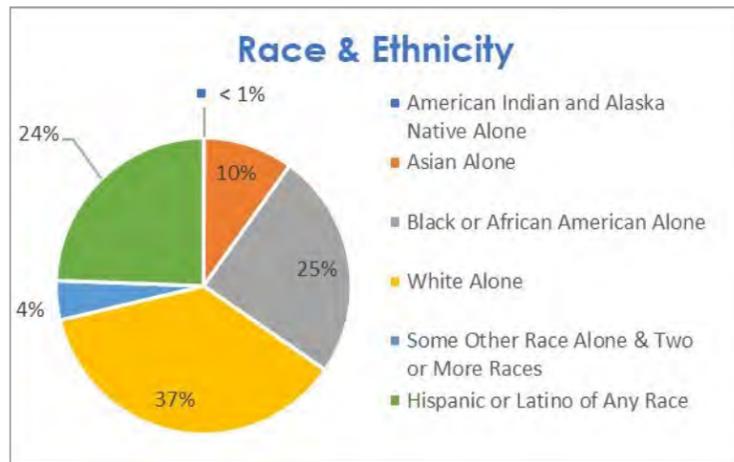
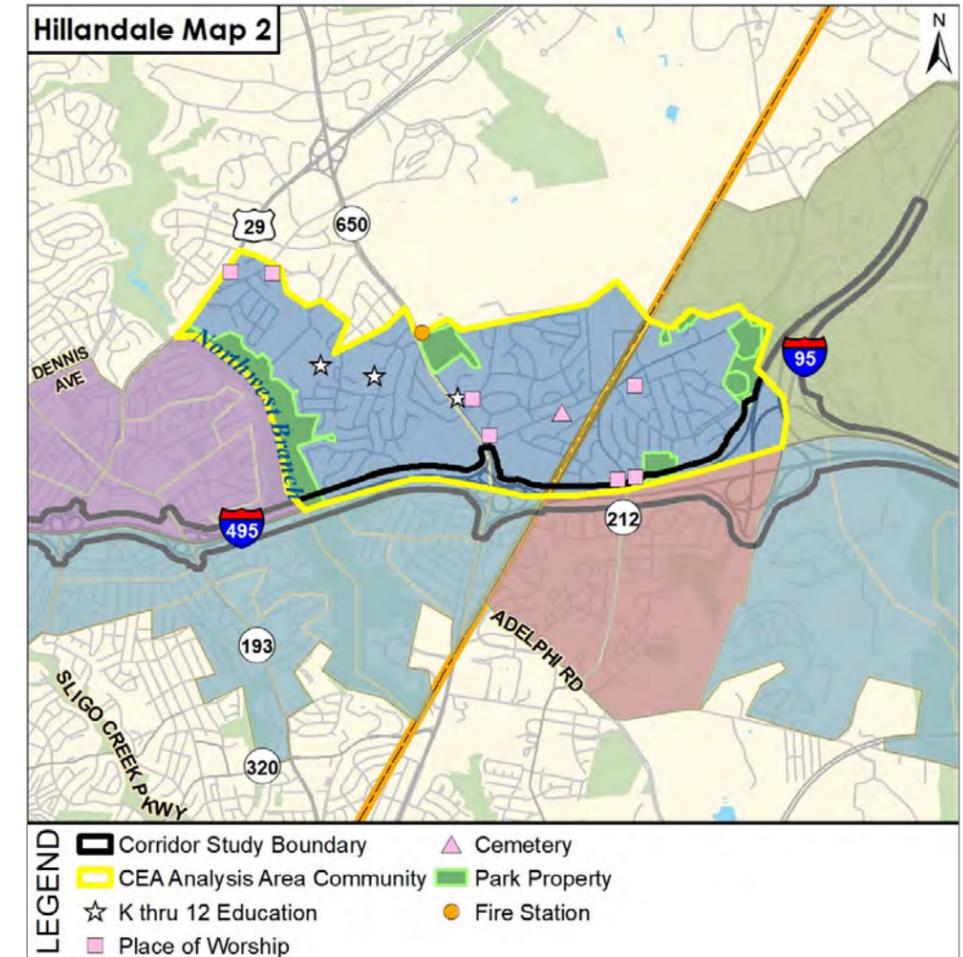
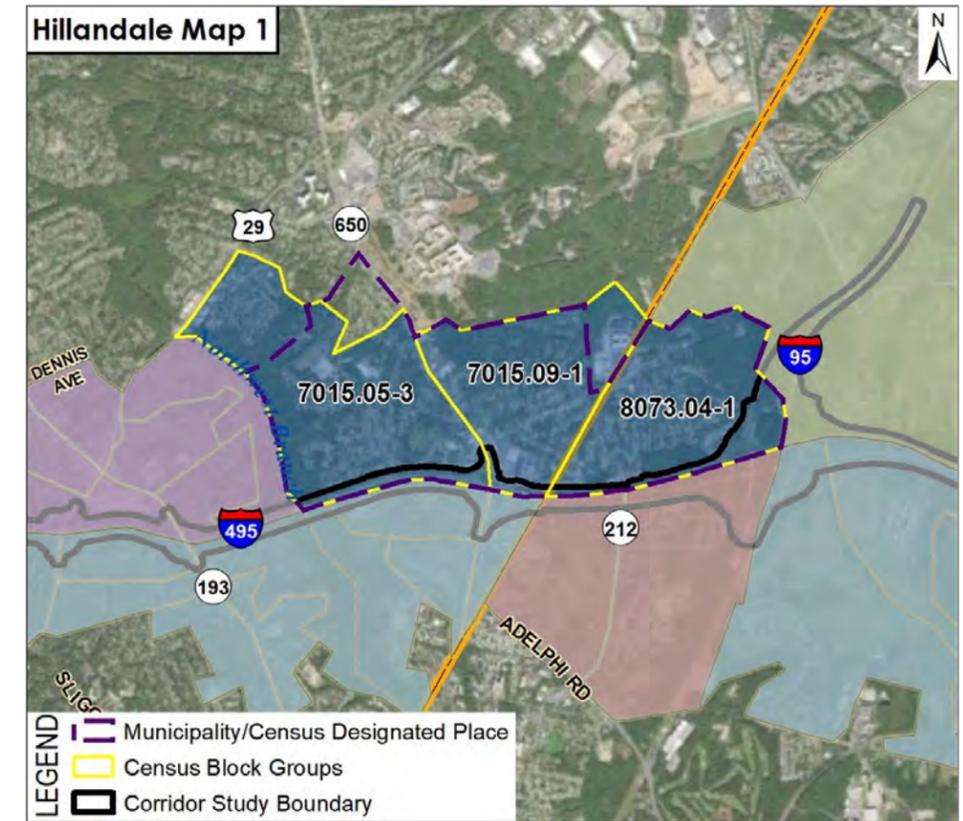
# Hillandale CEA Analysis Area Community

**Location:** The Hillandale CEA Analysis Area Community includes three Census block groups and covers 1,471 acres, overlapping primarily with the Hillandale Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: the US Food and Drug Administration’s White Flint Campus to the north; the interchange of I-95 with I-495 to the east; I-495 to the south; and Northwest Branch Stream Valley Park to the west. The community is bisected by New Hampshire Avenue and spans both Montgomery County and Prince George’s County.

**Planning & Development:** Planning within this analysis area community is guided by the *Eastern Montgomery County Master Plan Areas- Four Corners, White Oak, Cloverly, Fairland Environmental Resources* (1996) and the *White Oak Science Gateway Master Plan* (2014). Development patterns are typical of an older suburb with shopping centers and light industrial uses clustered around arterial roadways such as New Hampshire Avenue. Tree-lined residential developments of single-family houses and large apartment buildings as well as pockets of forested lands and parks are located along local and arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 3 schools (Cresthaven Elementary School, Francis Scott Key Middle School, Paint Branch Montessori School); 8 places of worship (Burnt Mills Seventh Day Adventist Church, Church of Our Saviour, Eglise Baptiste du Calvaire, Hillandale Baptist Church, Sitka Church, Southeast Hebrew Congregation, The Hindu Temple of Metropolitan Washington, Unitarian Universalist Church of Silver Spring); 1 cemetery; 7 parks (Knollwood Park, Edgefield Drive Park, Burnt Mills East Park, Hillandale Park, Northwest Branch Stream Valley Park Unit 3, Paint Branch Stream Valley Park Unit 3, Powder Mill Park); 1 fire/rescue station (Hillandale Volunteer Fire Department Station 12) (Map 2). Also identified was 1 affordable housing development (Burnt Mills Crossing).

**Environmental Justice populations:** Two of the 3 Hillandale CEA Analysis Area Community block groups (7015.05-3 and 8073.04-1) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>6,509</b>
<i>as percent of CEA Analysis Area</i>	2%
Median Age	42.8
Households with One + Persons with a Disability	523
Range of Median Household Income (Block Groups)	\$82,989-\$115,588
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	2,390

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George’s County Open Data Portal; Fairfax County Open Geospatial Data



# Hillandale CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisition from multiple properties, including one place of worship. The assumed impacts would accommodate mainline widening, new direct access ramps, and storm-water management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Place of Worship	<b>Mixed-Use:</b> 0.4 acres <b>Park/Open Space:</b> 1.7 acres <b>Residential:</b> 1.1 acres <b>Total Land Required:</b> 3.2 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would remain in place as currently constructed; and three NSAs where existing noise barriers would be displaced by construction and replaced by reconstructed barriers. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Place of Worship	<b>Mixed-Use:</b> 0.5 acres <b>Park/Open Space:</b> 1.7 acres <b>Residential:</b> 1.7 acres <b>Total Land Required:</b> 3.9 acres	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Place of Worship	<b>Mixed-Use:</b> 0.5 acres <b>Park/Open Space:</b> 1.7 acres <b>Residential:</b> 1.7 acres <b>Total Land Required:</b> 3.9 acres	<p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Place of Worship	<b>Mixed-Use:</b> 0.5 acres <b>Park/Open Space:</b> 1.7 acres <b>Residential:</b> 1.7 acres <b>Total Land Required:</b> 3.9 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Place of Worship	<b>Mixed-Use:</b> 0.5 acres <b>Park/Open Space:</b> 1.7 acres <b>Residential:</b> 1.7 acres <b>Total Land Required:</b> 3.9 acres	

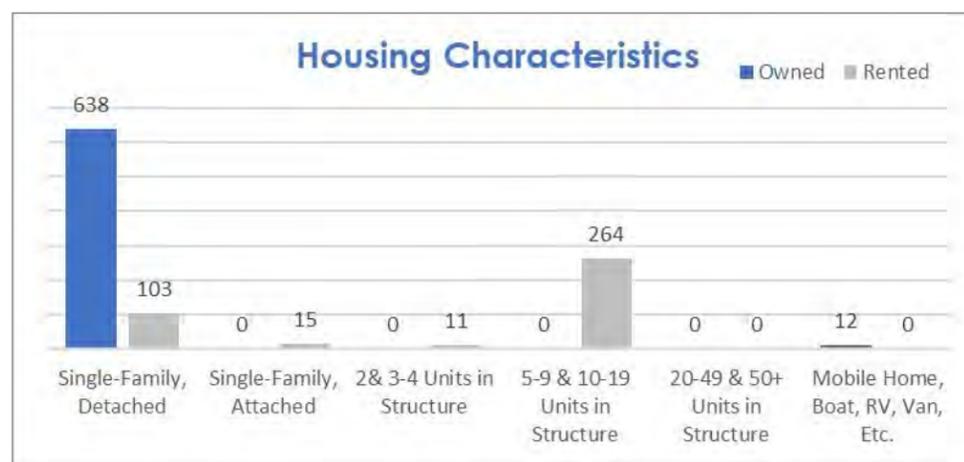
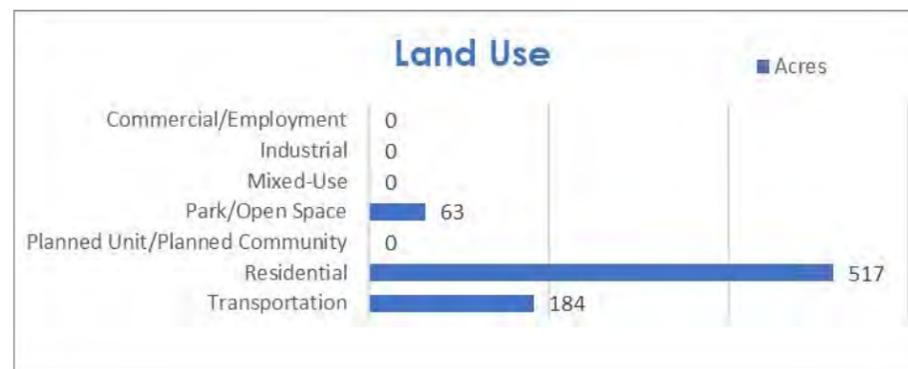
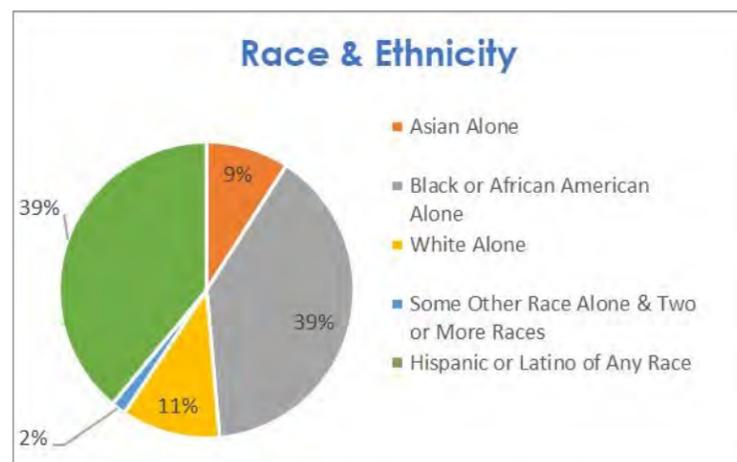
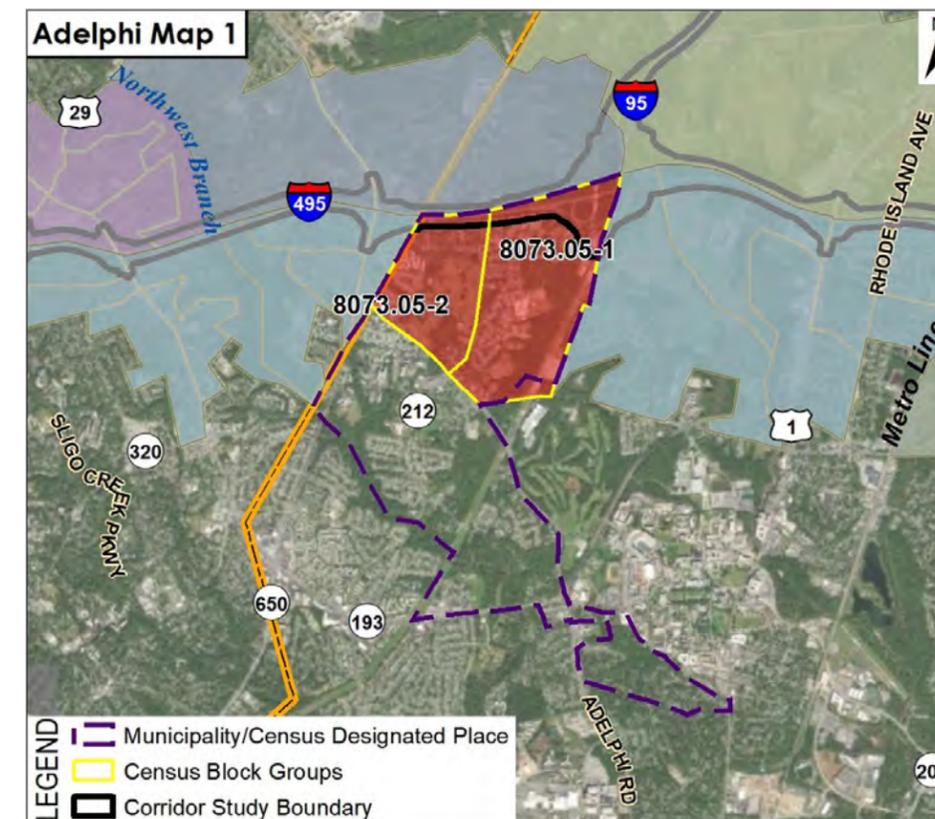
# Adelphi CEA Analysis Area Community

**Location:** The Adelphi CEA Analysis Area Community includes two Census block groups and covers 764 acres, overlapping the northern portion of the Adelphi Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: I-95/I-495 to the north; the PEPCO power transmission line to the east; Metzzerott and Adelphi Roads to the south; and the Montgomery/Prince George’s County line to the west.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided by the *Langley Park-College Park-Greenbelt and Vicinity Master Plan and Sectional Map Amendment (1989/1990)*. Development patterns generally include single-family houses as well as pockets of forested lands and parks located along local and arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 2 schools (Cherokee Lane Elementary School, Buck Lodge Middle School); 4 places of worship (Adelphi Presbyterian Church, Christadelphian Chapel, Covenant of Faith Church, Lighthouse Ministries International); and 2 parks and recreation centers (Buck Lodge Park, Adelphi Neighborhood Park/Recreation Center) (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** Both Adelphi CEA Analysis Area block groups (8073.05 – 1 and 8073.05 - 2) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>3,464</b>
<i>as percent of CEA Analysis Area</i>	1%
Median Age	37
Households with One + Persons with a Disability	183
Range of Median Household Income (Block Groups)	\$86,146 - \$93,707
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	1,656



Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George’s County Open Data Portal; Fairfax County Open Geospatial Data

## Adelphi CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisition from multiple properties, including one park property. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; and one NSA where there are no existing noise barriers, but new barriers would be constructed. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Residential:</b> 1.6 acres <b>Transportation:</b> 5.8 acres <b>Total Land Required:</b> 7.4 acres	
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Parks/Open Space:</b> 0.1 acre <b>Residential:</b> 1.8 acres <b>Transportation:</b> 5.7 acres <b>Total Land Required:</b> 7.6 acres	
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Parks/Open Space:</b> 0.1 acre <b>Residential:</b> 1.8 acres <b>Transportation:</b> 5.7 acres <b>Total Land Required:</b> 7.6 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Parks/Open Space:</b> 0.1 acre <b>Residential:</b> 1.8 acres <b>Transportation:</b> 5.7 acres <b>Total Land Required:</b> 7.6 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Parks/Open Space:</b> 0.1 acre <b>Residential:</b> 1.8 acres <b>Transportation:</b> 5.7 acres <b>Total Land Required:</b> 7.6 acres	

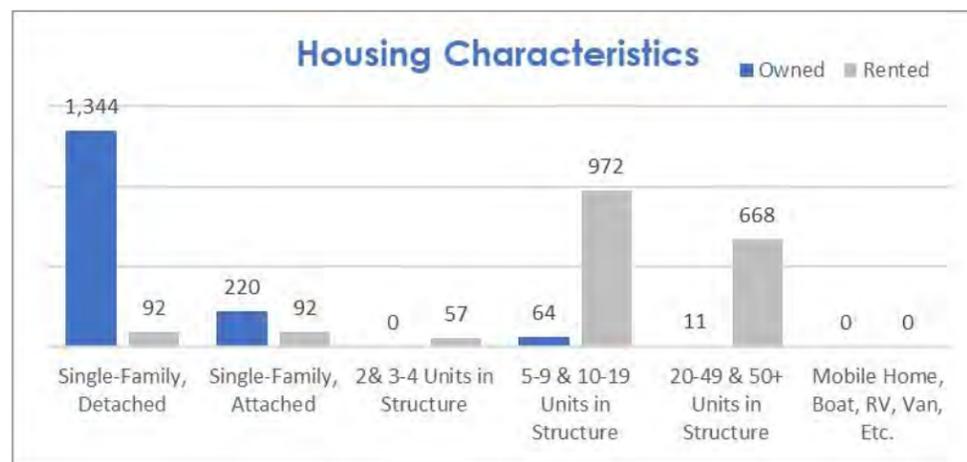
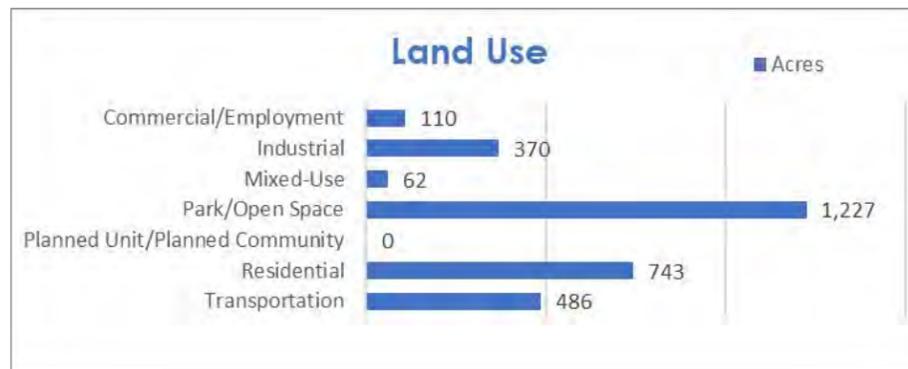
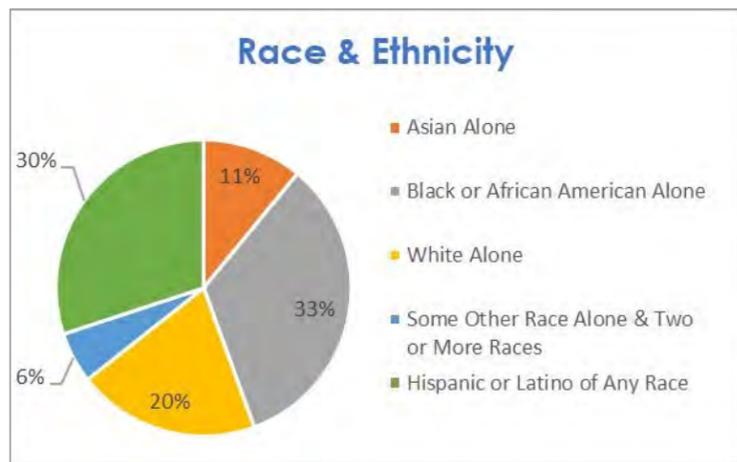
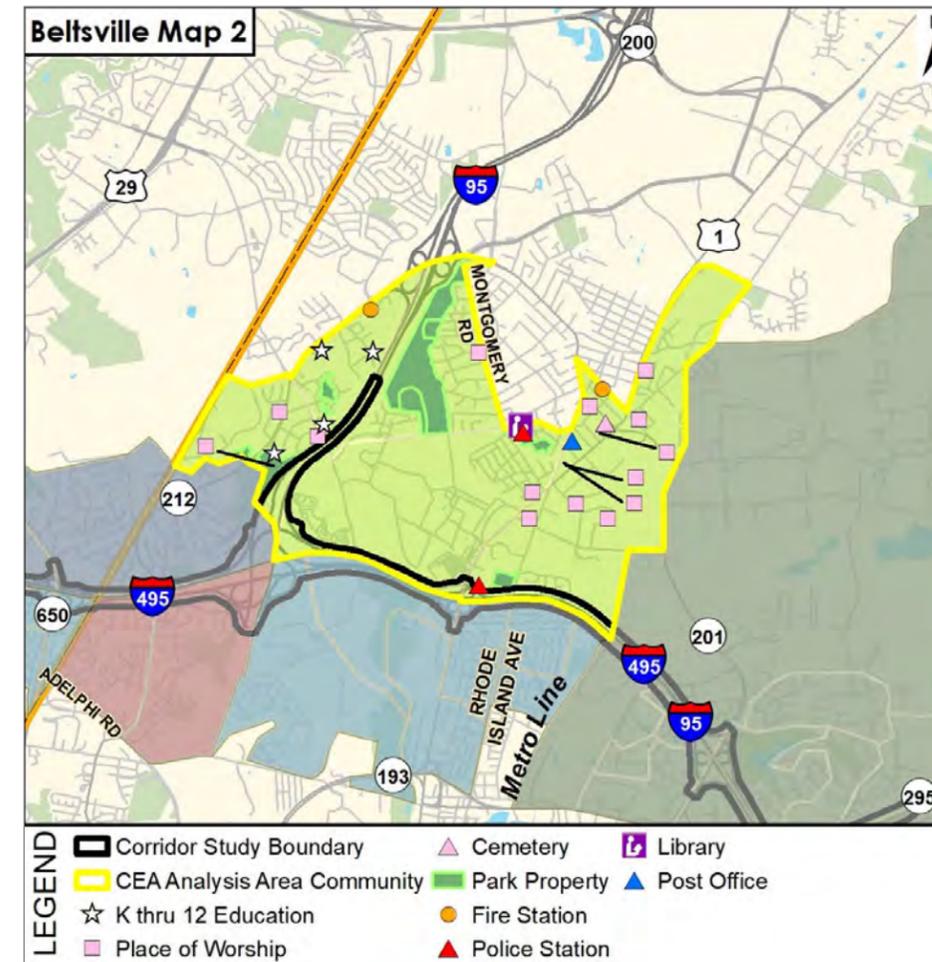
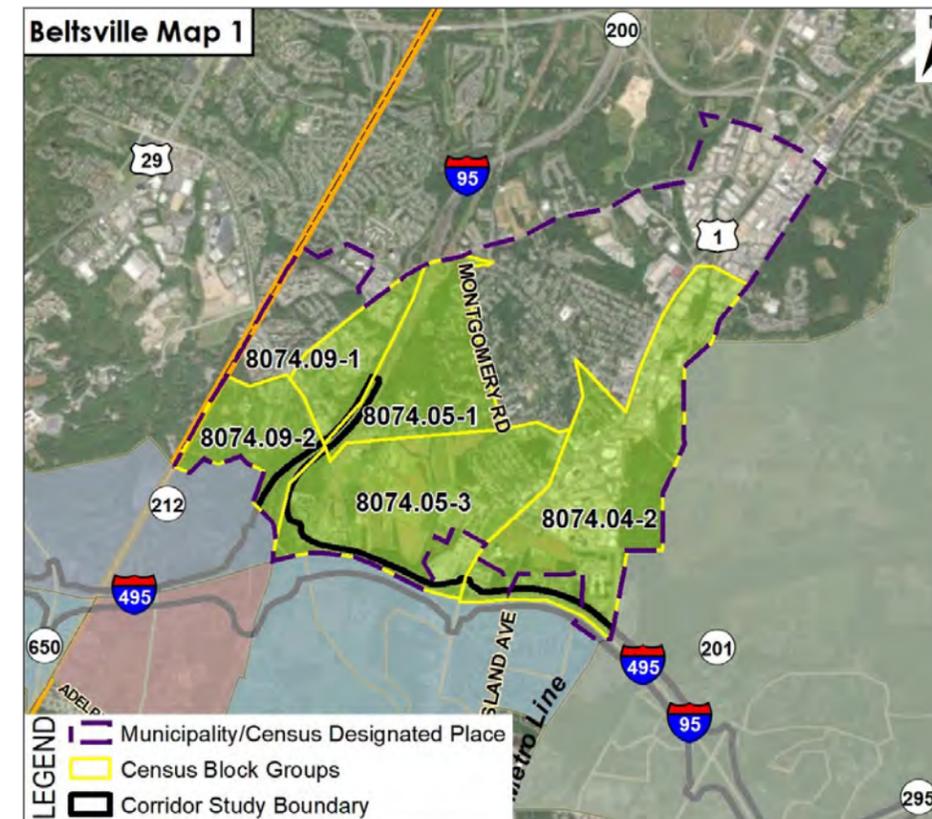
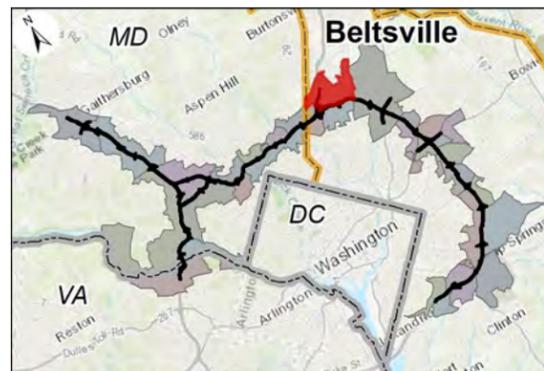
# Beltsville CEA Analysis Area Community

**Location:** The Beltsville CEA Analysis Area Community includes five Census block groups and covers 2,998 acres, overlapping most of the Beltsville Census-Designated Place along I-495 (**Map 1**). The CEA Analysis Area Community is bordered roughly by: Powder Mill Road (Route 212), Montgomery Road, and Baltimore Avenue (Route 1) to the north; Edmonston Road (Route 201) to the east; I-95/I-495 to the south; and the Montgomery/Prince George’s County Line, and Coffman Road to the west.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided by the *2010 Subregion 1 Approved Master Plan and Sectional Map Amendment* and, in part, the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (2010). Development patterns consist primarily of single-family detached houses and medium-size apartment complexes. Beltsville development patterns and density are typical of an older suburb, with shopping centers and light industrial uses clustered around arterial roadways and connected to gridded, tree-lined residential developments and pockets of forested lands and parks via smaller local roadways. The 6,700-acre Beltsville Agricultural Research Center, part of the United States Department of Agriculture, adds rural character to the otherwise inner suburban locality.

**Community Facilities:** Located within the CEA Analysis Area Community are: 4 schools (High Point High School, Silver Oaks Cooperative School, Frances R. Fuchs Early Childhood Center, James E. Duckworth Regional School); 14 places of worship (Bethel Baptist Church, Christ Destiny International Church, City of David Tabernacle, Crossover Christian Church, Deliverance Tabernacle Church, Good Tidings Tabernacle, Healing Temple Church of the Nazarene, Holy Apostle Orthodox Church, Horeb Haitian Adventist Church, Lutheran Church of the Abiding Presence, Point of Grace Community Church, Reaching the Nations Ministries International, Rock Salvation Ministries, Saint John’s Episcopal Church); 7 parks (Sunnyside Park, Paint Branch Stream Valley Park III, Beltsville Community Center, Little Paint Branch Stream Valley Park, Cherryvale Park, Beltsville West Park, Chestnut Hills Park); 4 police and fire/rescue stations (Maryland State Police Barrack Q - College Park, Prince George’s County Police Department District 6, Beltsville Volunteer Fire Department Station 31 and Station 41); 1 post office; and 1 library (Beltsville Branch Library) (**Map 2**). No affordable housing developments were identified in this community.

**Environmental Justice populations:** No EJ populations are identified in the Beltsville CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>10,715</b>
<i>as percent of CEA Analysis Area</i>	3%
Median Age	40
Households with One + Persons with a Disability	758
Range of Median Household Income (Block Groups)	\$61,774 – \$100,432
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	5,011

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George’s County Open Data Portal; Fairfax County Open Geospatial Data



## Beltsville CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisition from multiple properties, including one park and one police station. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; NSA where there are no existing noise barriers, but new barriers would be constructed; and two NSAs that do not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Park 1 Police Station	<b>Mixed-Use:</b> 0.4 acre <b>Park/Open Space:</b> 3.2 acres <b>Residential:</b> 1.5 acres <b>Transportation:</b> 0.8 acres <b>Total Land Required:</b> 5.9 acres	
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Park 1 Police Station	<b>Mixed-Use:</b> 0.4 acre <b>Park/Open Space:</b> 3.2 acres <b>Residential:</b> 1.8 acres <b>Transportation:</b> 0.9 acres <b>Total Land Required:</b> 6.3 acres	
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Park 1 Police Station	<b>Mixed-Use:</b> 0.4 acre <b>Park/Open Space:</b> 3.2 acres <b>Residential:</b> 1.8 acres <b>Transportation:</b> 0.9 acres <b>Total Land Required:</b> 6.3 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Park 1 Police Station	<b>Mixed-Use:</b> 0.4 acre <b>Park/Open Space:</b> 3.2 acres <b>Residential:</b> 1.8 acres <b>Transportation:</b> 0.9 acres <b>Total Land Required:</b> 6.3 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Park 1 Police Station	<b>Mixed-Use:</b> 0.4 acre <b>Park/Open Space:</b> 3.2 acres <b>Residential:</b> 1.8 acres <b>Transportation:</b> 0.9 acres <b>Total Land Required:</b> 6.3 acres	

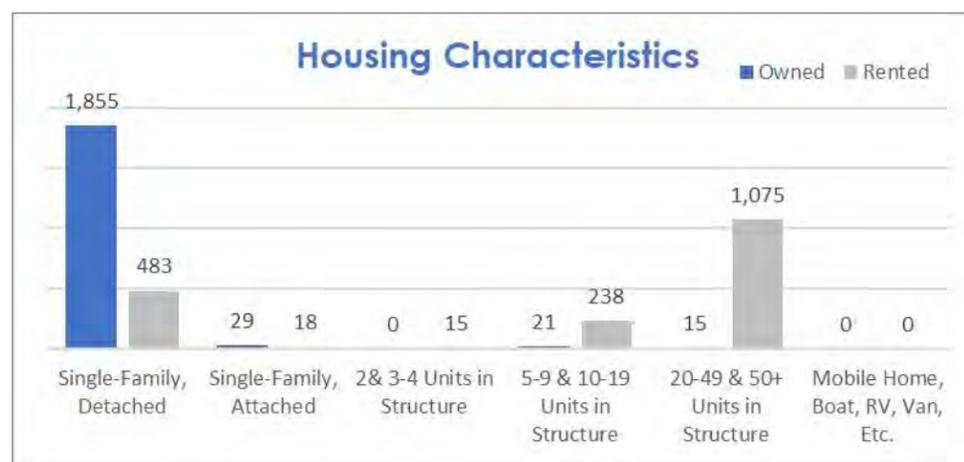
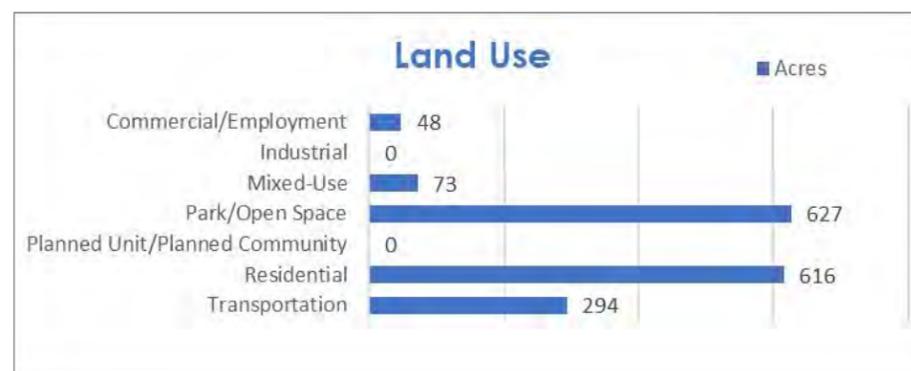
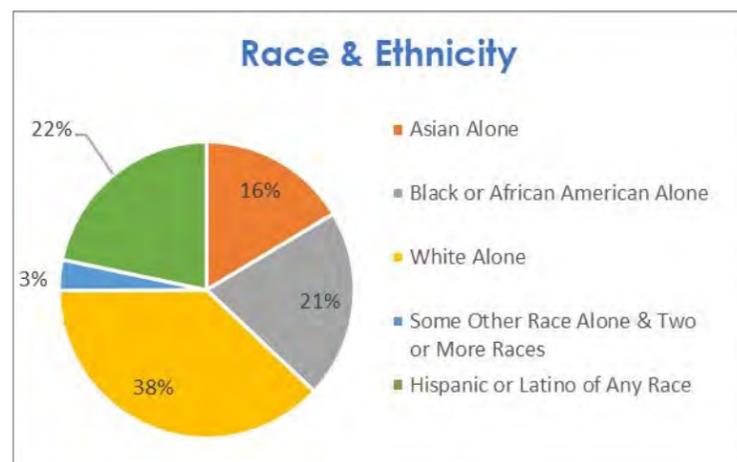
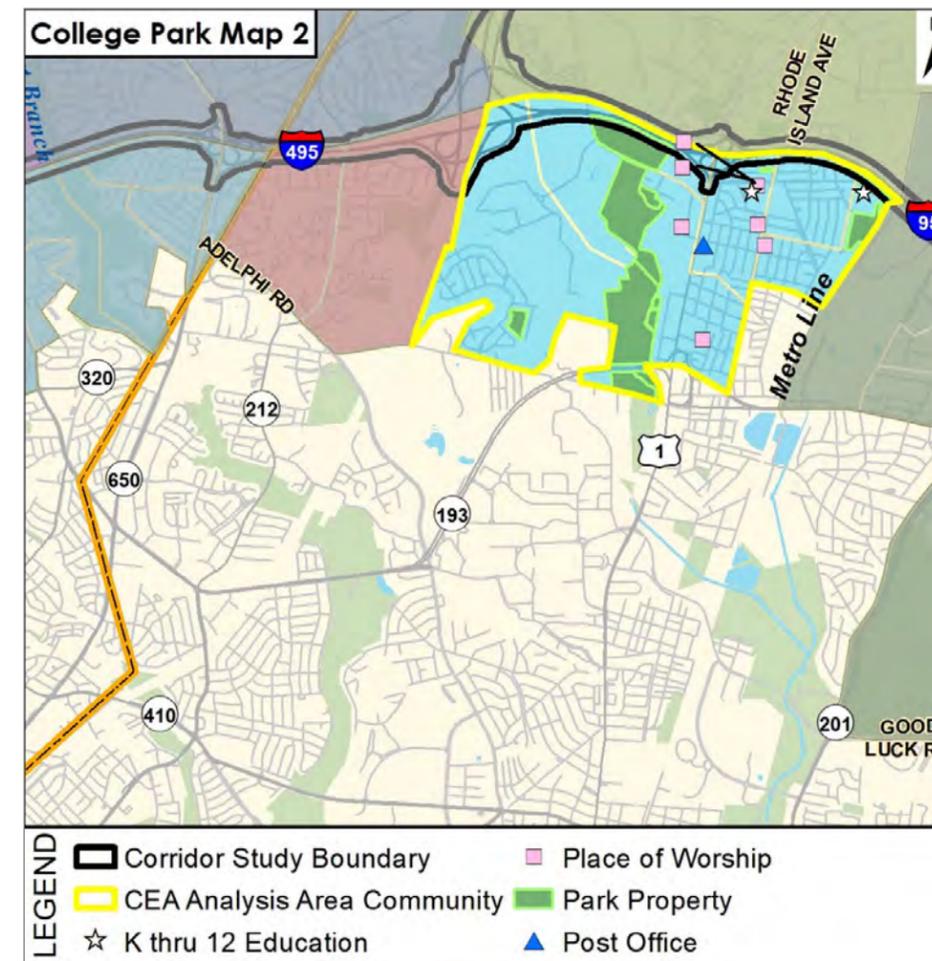
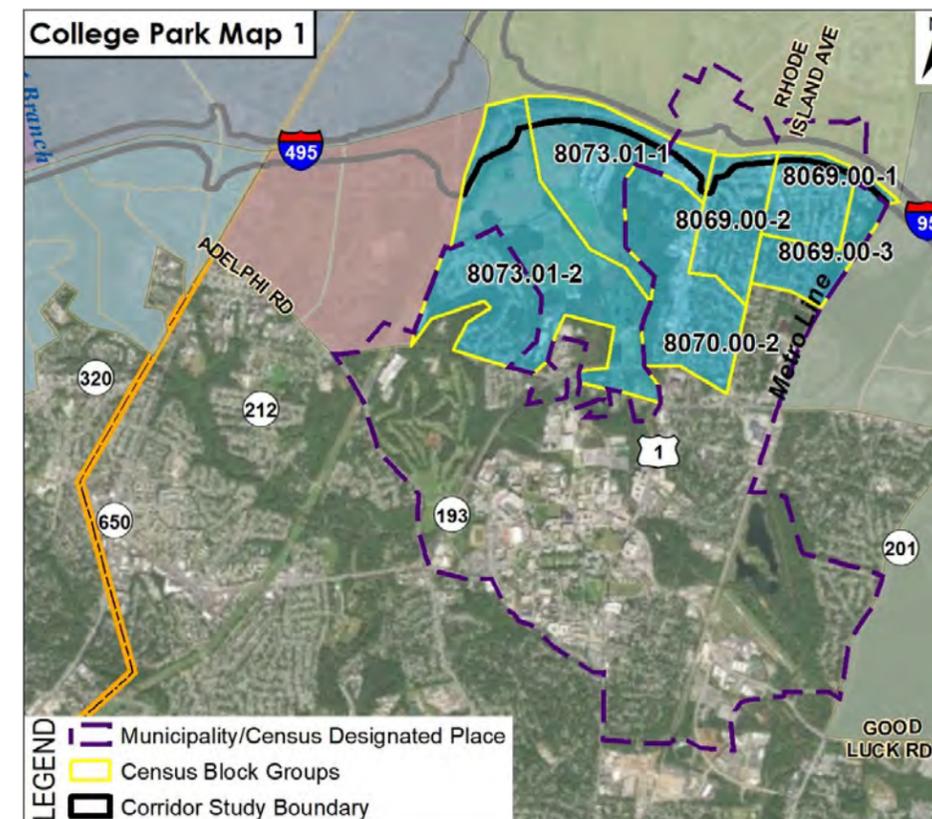
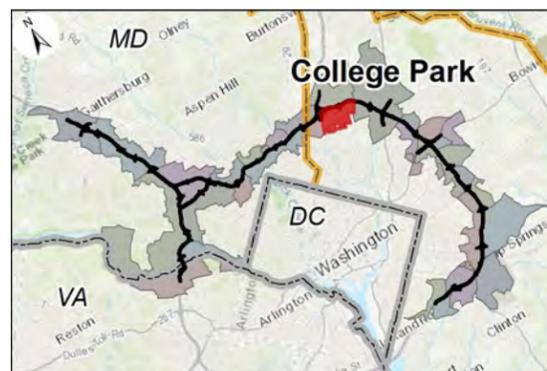
# College Park CEA Analysis Area Community

**Location:** The College Park CEA Analysis Area Community includes six Census block groups and covers 1,658 acres, overlapping the northern portion of the City of College Park along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: I-95/I-495 to the north; the Greenbelt Metro Station, Lackawanna Street, and Rhode Island Avenue and the Metro to the east; University Boulevard and Metzert Road to the south; and the PEPCO power transmission line to the west.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided by the *College Park-Riverdale Transit District Development Plan (2015)*, the *Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (DDOZ) (2013)*, and the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment (2010)*. Development patterns and density are typical of an older, inner suburb, with shopping centers and light industrial uses clustered around arterial roadways such as Baltimore Avenue. Tree-lined residential developments of single-family houses and large apartment buildings as well as pockets of forested lands and parks are located along local and arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 2 schools (Hollywood Elementary School, Al Huda School); 7 places of worship (Berwyn Baptist Church, Chinese Bible Church, College Park Church of the Nazarene, College Park United Methodist Church, College Park Wesleyan Church, D.C. Center of Self Realization Fellowship, Holy Redeemer Metropolitan Community Church); 7 parks (Cherry Hill Road Park, Hollywood Park, Cherry Hill Park, College Park Woods Park, Paint Branch Stream Valley Park Units 1 and 2, Acredale Park); and 1 post office (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** Five of the 6 College Park CEA Analysis Area Community block groups (8069.00 – 1, 8069.00 – 2, 8070.00 – 2, 8073.01 – 1, and 8073.01 - 2) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>10,545</b>
<i>as percent of CEA Analysis Area</i>	3%
Median Age	33
Households with One + Persons with a Disability	595
Range of Median Household Income (Block Groups)	\$28,654- \$107,831
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	4,587

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# College Park CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. They would require partial acquisitions from multiple properties, including two park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Commercial/Employment:</b> 0.1 acre <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 1.6 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.4 acres <b>Total Land Required:</b> 16.2 acres	<p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Commercial/Employment:</b> 0.1 acre <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 1.8 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.4 acres <b>Total Land Required:</b> 16.4 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Commercial/Employment:</b> 0.1 acre <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 1.8 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.4 acres <b>Total Land Required:</b> 16.4 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains three noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Commercial/Employment:</b> 0.1 acre <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 1.8 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.4 acres <b>Total Land Required:</b> 16.4 acres	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Commercial/Employment:</b> 0.1 acre <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 1.8 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.4 acres <b>Total Land Required:</b> 16.4 acres	<p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>

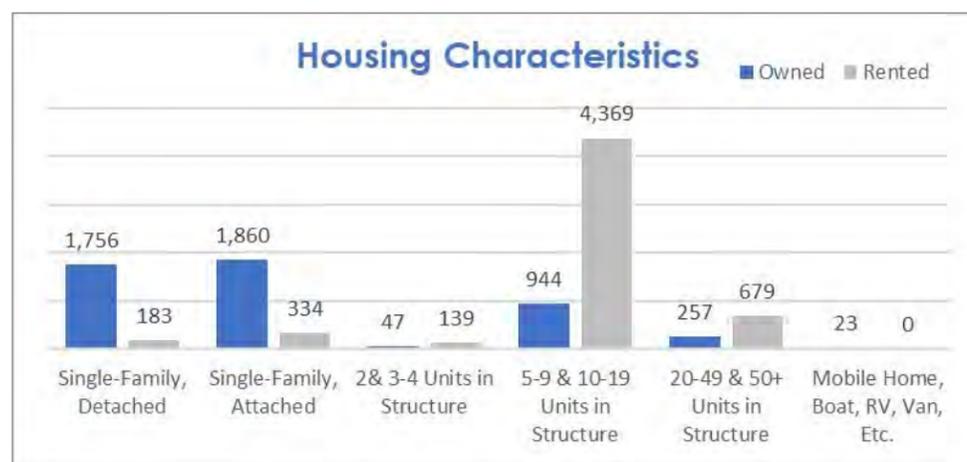
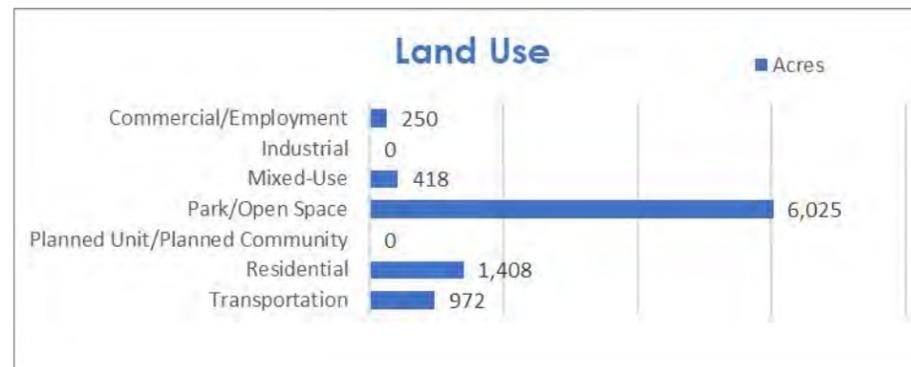
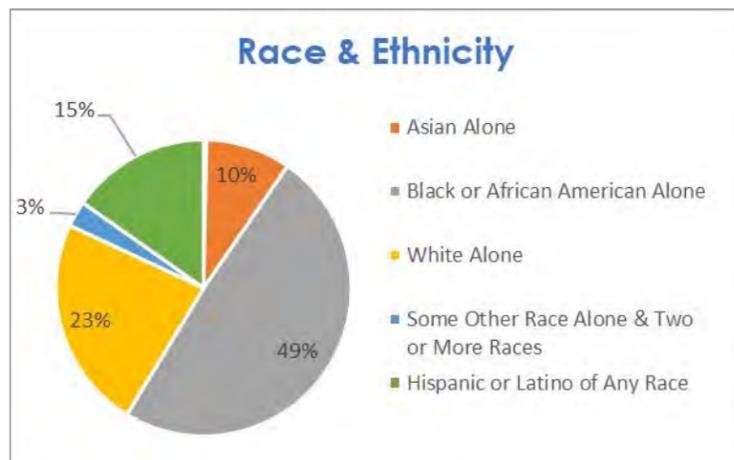
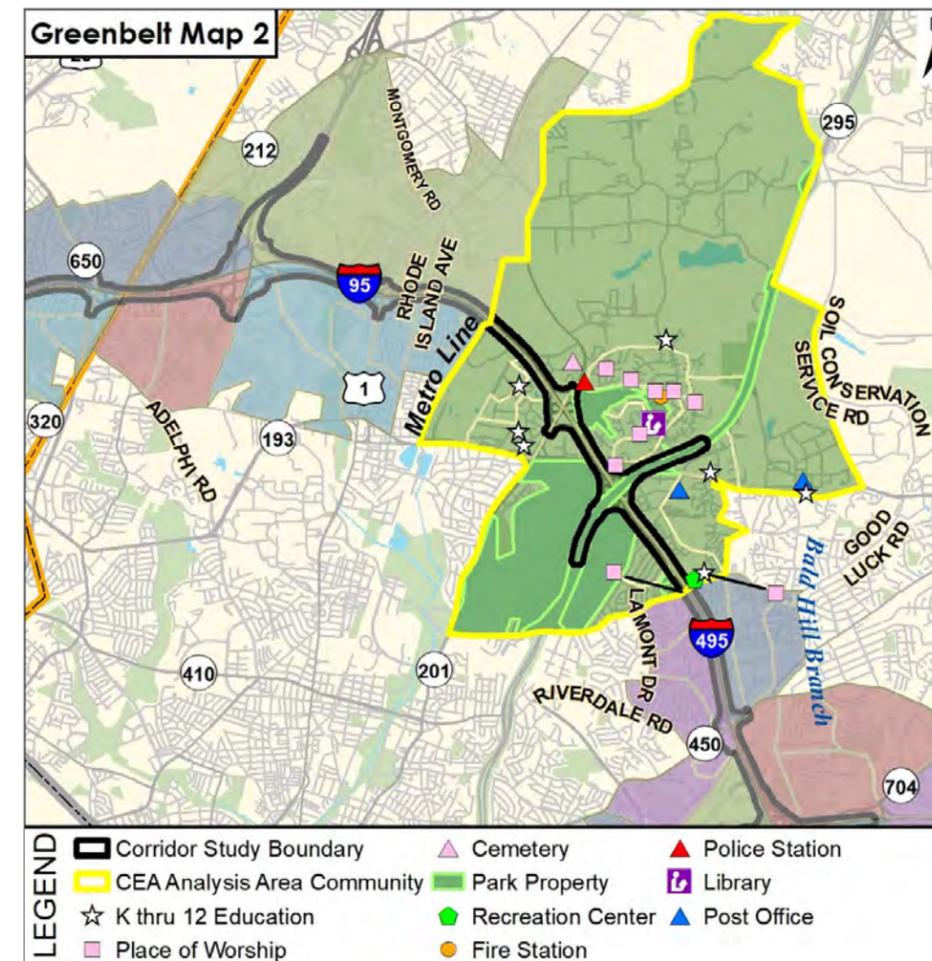
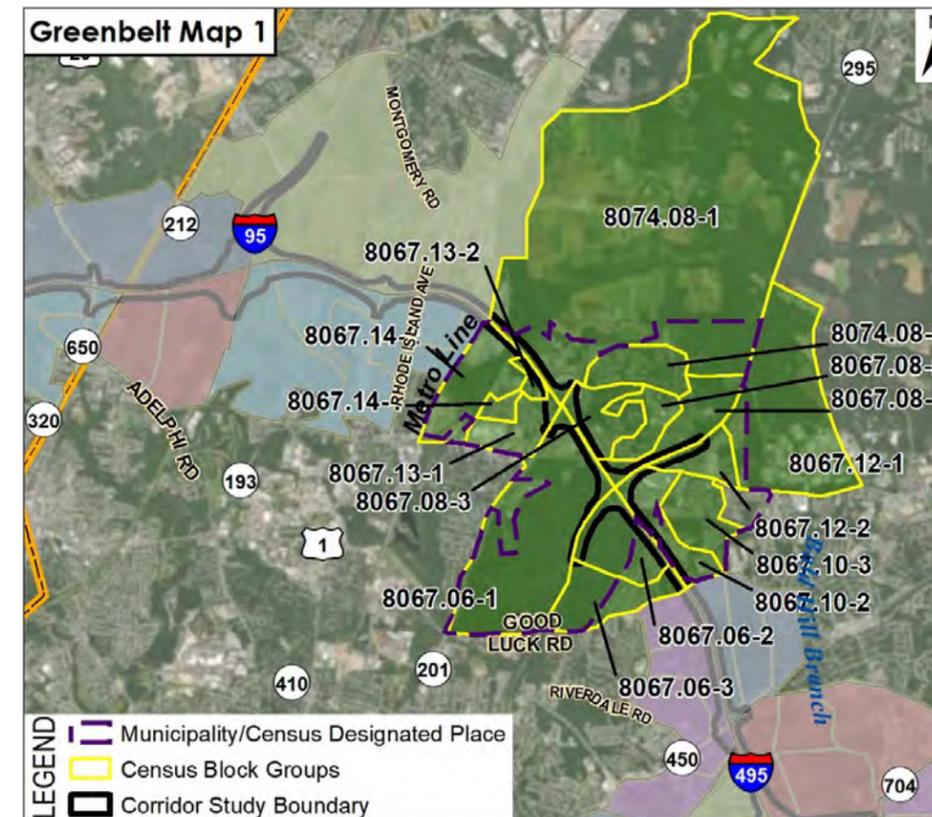
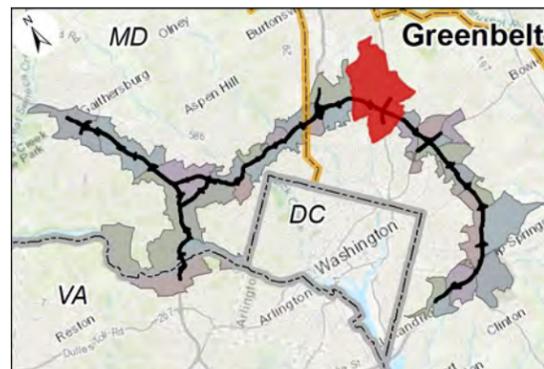
# Greenbelt CEA Analysis Area Community

**Location:** The Greenbelt CEA Analysis Area Community includes 16 Census block groups and covers 9,072 acres, including the City of Greenbelt and surrounding areas along I-495 (Map 1). The community is bordered roughly by: Odell, Muirkirk, and Springfield Roads to the north; I-295, Beaver Dam Road, Soil Conservation/Hubbel Road, and Greenbelt Road to the east; Good Luck Road to the south; and Kenilworth Avenue, the Greenbelt Metro Station and Edmonton Road to the west.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided by the *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (2013)* and the *Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment (2001)*. Development patterns are typical of an older suburb, with light industrial uses clustered around arterial roadways and tree-lined residential developments featuring a variety of housing including single-family detached homes, single-family attached homes, and medium-size apartment complexes. Forest lands and parks are located along local and arterial roadways, which are laid out in both gridded and curvilinear patterns.

**Community Facilities:** Located within the CEA Analysis Area Community are: 7 schools (Greenbelt Elementary School, Springhill Lake Elementary School, Turning Point Academy Public Charter School, Dora Kennedy French Immersion School, Eleanor Roosevelt High School, Greenbelt Middle School, Goddard Child Development Center); 9 places of worship (Faith Ministries, Greenbelt Baptist Church, Greenbelt Community Church, Holy Cross Lutheran Church, Mishkan Torah Synagogue, Mowatt Memorial United Methodist Church, New Carrollton Bible Church, Saint Hugh Catholic Church, Trinity Assembly of God); 1 cemetery, 10 parks/parkways and recreation centers (Good Luck Estates Park, Buddy Attick Lake Park, Youth Memorial Sports Park, McDonald Field, Greenbelt Park, Springfield Road Park, Bedford Park, Greenbelt Dog Park, Baltimore-Washington Parkway, Lanham Boys and Girls Club Field); 2 police and fire/rescue stations (Greenbelt Police Department, Greenbelt Volunteer Fire Department Station 35); 1 library (Greenbelt Branch Library); and 2 post offices (Map 2). There are 4 affordable housing developments (Guide Nashville Homes, Guide Trexler House, Vesta Thirteen, Green Ridge House).

**Environmental Justice populations:** Fifteen of the 16 Greenbelt CEA Analysis Area Community block groups (8067.06 – 1, 8067.06 – 2, 8067.06 – 3, 8067.08 – 1, 8067.08 – 2, 8067.08 – 3, 8067.10 – 2, 8067.10 – 3, 8067.12 – 1, 8067.12 – 2, 8067.13 – 1, 8067.13 – 2, 8067.14 – 1, 8067.14 – 2, 8074.08 – 1, and 8074.08 – 2) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>26,564</b>
<i>as percent of CEA Analysis Area</i>	8%
Median Age	37
Households with One + Persons with a Disability	1,789
Range of Median Household Income (Block Groups)	\$41,892- \$104,931
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	11,286

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Greenbelt CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p><b>Summary of Impacts from the Screened Alternatives</b></p> <p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisitions from multiple properties, including two places of worship, one recreation center, and two park properties. The assumed impacts would require acquisition of mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; four NSAs where there are no existing noise barriers, but new barriers would be constructed; and two NSAs that does not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 2 Places of Worship 1 Recreation Center 3 Parks	<b>Commercial/Employment:</b> 2.8 acres <b>Mixed-Use:</b> 10.2 acres <b>Park/Open Space:</b> 4.6 acres <b>Residential:</b> 8.5 acres <b>Transportation:</b> 2.2 acres <b>Total Land Required:</b> 28.3 acres	
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 2 Places of Worship 1 Recreation Center 3 Parks	<b>Commercial/Employment:</b> 3.9 acres <b>Mixed-Use:</b> 10.6 acres <b>Park/Open Space:</b> 4.8 acres <b>Residential:</b> 9.7 acres <b>Transportation:</b> 2.5 acres <b>Total Land Required:</b> 31.5 acres	
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 2 Places of Worship 1 Recreation Center 3 Parks	<b>Commercial/Employment:</b> 3.9 acres <b>Mixed-Use:</b> 10.6 acres <b>Park/Open Space:</b> 4.8 acres <b>Residential:</b> 9.7 acres <b>Transportation:</b> 2.5 acres <b>Total Land Required:</b> 31.5 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 2 Places of Worship 1 Recreation Center 3 Parks	<b>Commercial/Employment:</b> 3.9 acres <b>Mixed-Use:</b> 10.6 acres <b>Park/Open Space:</b> 4.8 acres <b>Residential:</b> 9.7 acres <b>Transportation:</b> 2.5 acres <b>Total Land Required:</b> 31.5 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 2 Places of Worship 1 Recreation Center 3 Parks	<b>Commercial/Employment:</b> 3.9 acres <b>Mixed-Use:</b> 10.6 acres <b>Park/Open Space:</b> 4.8 acres <b>Residential:</b> 9.7 acres <b>Transportation:</b> 2.5 acres <b>Total Land Required:</b> 31.5 acres	

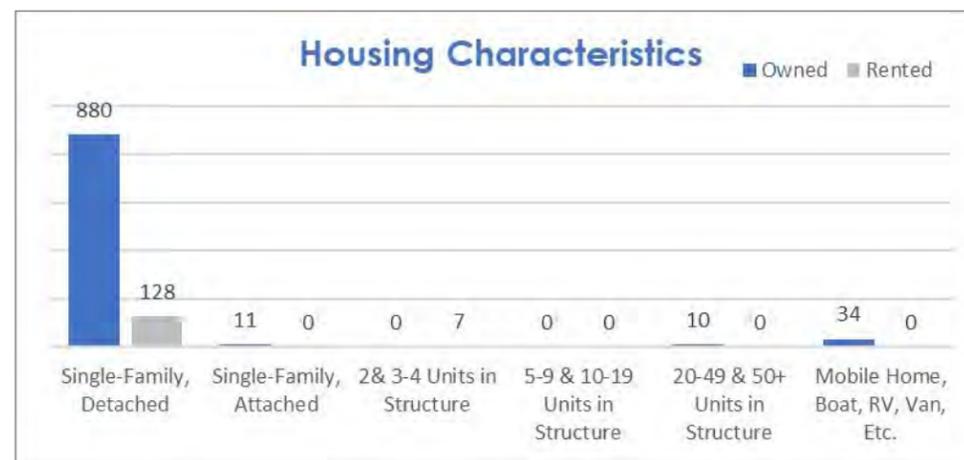
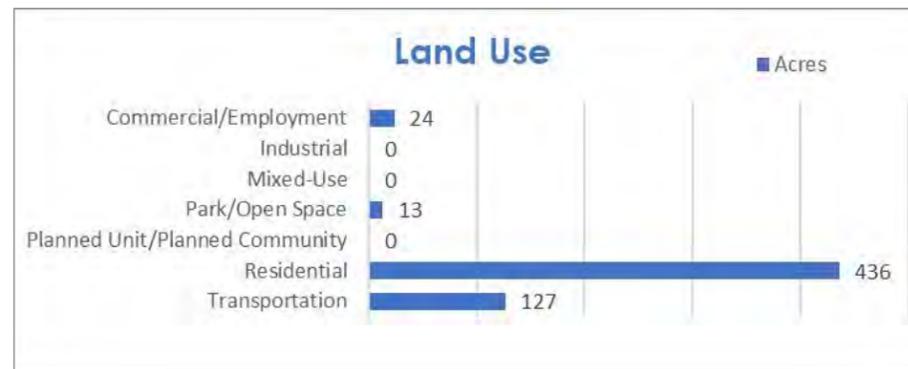
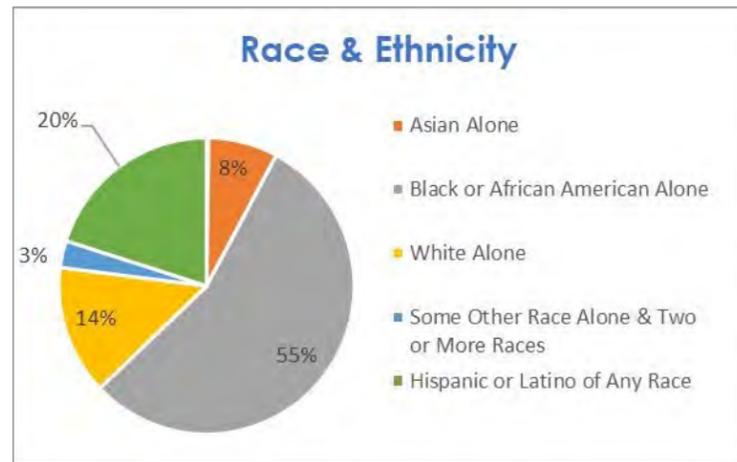
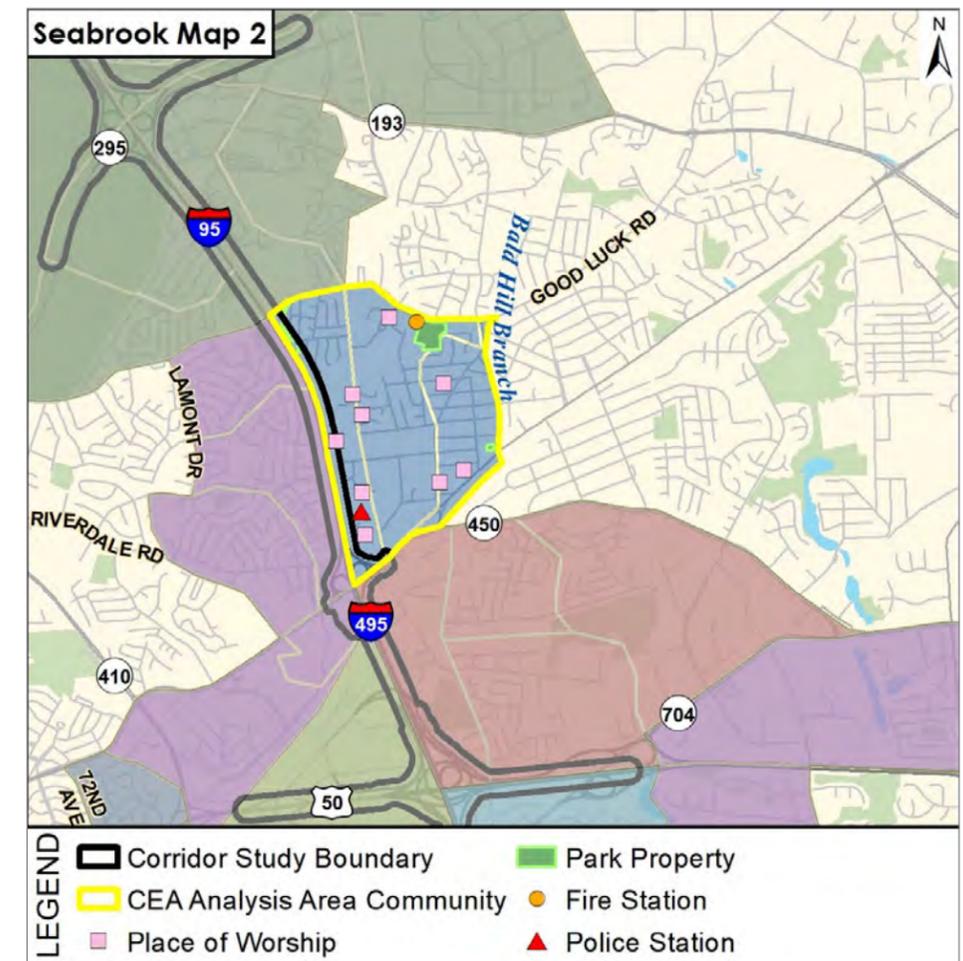
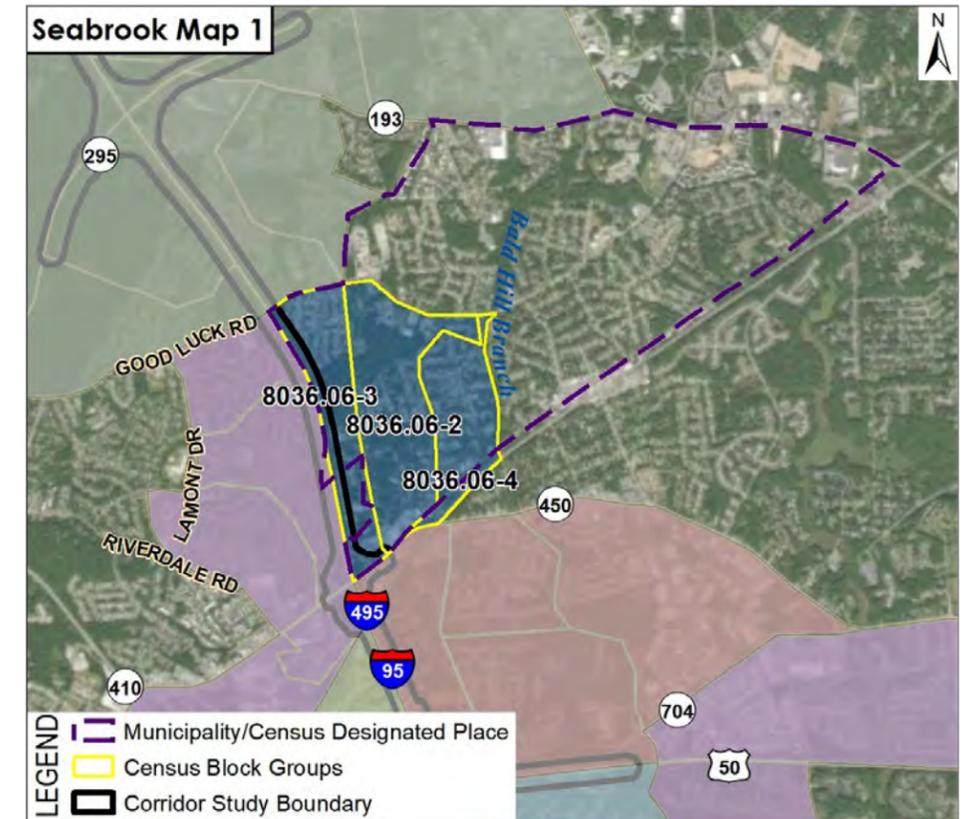
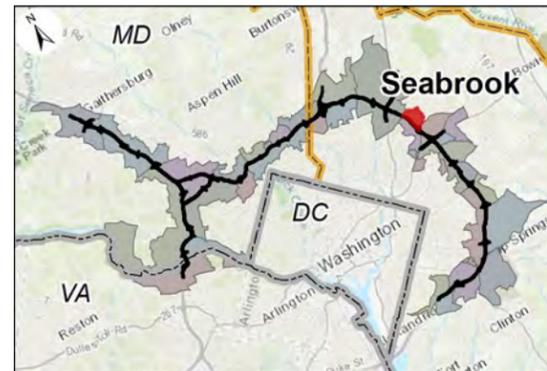
# Seabrook CEA Analysis Area Community

**Location:** The Seabrook CEA Analysis Area Community includes three Census block groups and covers 600 acres, overlapping with the southwest corner of the Seabrook Census-Designated Place along I-495 (Map 1). The community is bordered roughly by: Good Luck Road to the north; Bald Hill Branch to the east; the Metro (Green Line) to the south; and I-495/I-95 to the west.

**Planning & Development:** Planning is guided by the *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (2010). Development patterns and density are typical of a suburb, with a predominance of single-family houses oriented around curvilinear and gridded local roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 9 places of worship (Capital Bible Seminary, Christ Apostolic Church, Grace Presbyterian Church, Jehovah's Witness Kingdom Hall, Lanham Church of God, Murugan Temple of North America, New Beginnings Church of God of Prophecy, Prince George's Muslim Association, Saint Cosmas of Aitolia Orthodox Church); 3 parks (Dresden Green Park, Hynesboro Park, Cipriano Park); 2 police and fire/rescue stations (New Carrollton Police Department, West Lanham Hills Volunteer Fire Department Station 48). Additionally, 2 affordable housing developments (VOA Lanham, Vesta Housing, Inc.) are located in this community (Map 2). No schools are located in this community.

**Environmental Justice populations:** All 3 of the Seabrook CEA Analysis Area Community block groups (8036.06 – 2, 8036.06 – 3, and 8036.06 - 4) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>4,021</b>
<i>as percent of CEA Analysis Area</i>	1%
Median Age	40
Households with One + Persons with a Disability	387
Range of Median Household Income (Block Groups)	\$64,575- \$84,013
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	1,531

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



## Seabrook CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisition from multiple properties, including two places of worship. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; and two NSAs where existing noise barriers would be reconstructed and extended. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 2 Places of Worship	<b>Commercial/Employment:</b> 0.2 acre <b>Residential:</b> 3.0 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 3.7 acres	
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 2 Places of Worship	<b>Commercial/Employment:</b> 0.2 acre <b>Residential:</b> 3.9 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 4.6 acres	
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 2 Places of Worship	<b>Commercial/Employment:</b> 0.2 acre <b>Residential:</b> 3.9 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 4.6 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 2 Places of Worship	<b>Commercial/Employment:</b> 0.2 acre <b>Residential:</b> 3.9 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 4.6 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 2 Places of Worship	<b>Commercial/Employment:</b> 0.2 acre <b>Residential:</b> 3.9 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 4.6 acres	

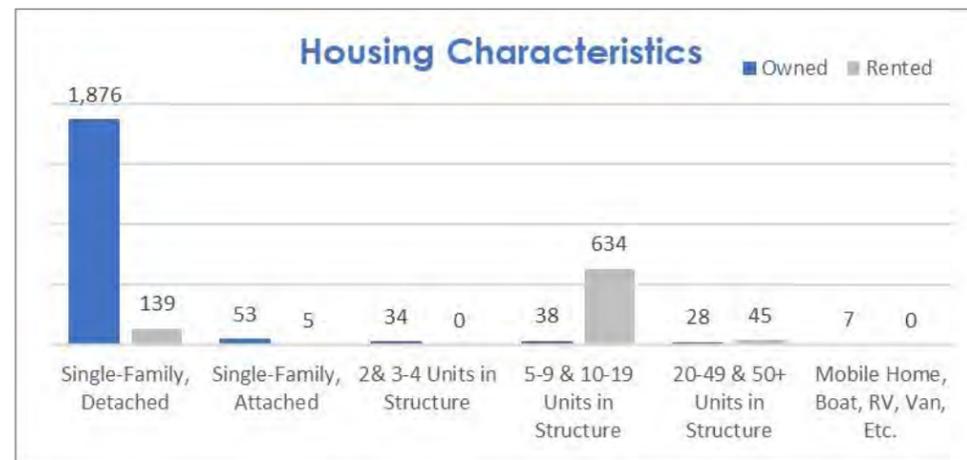
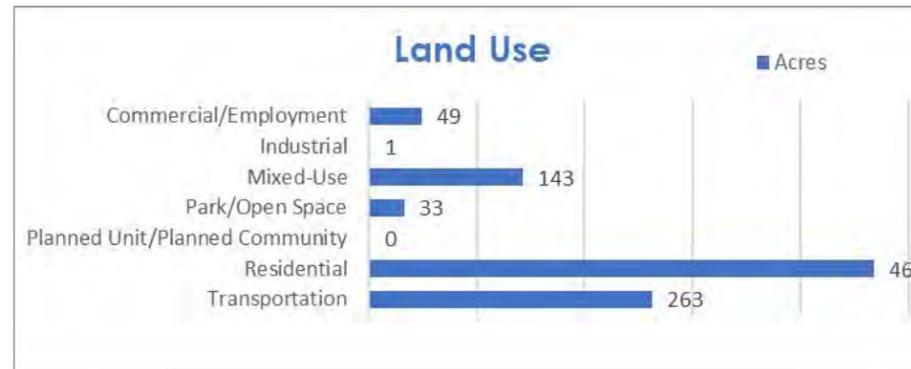
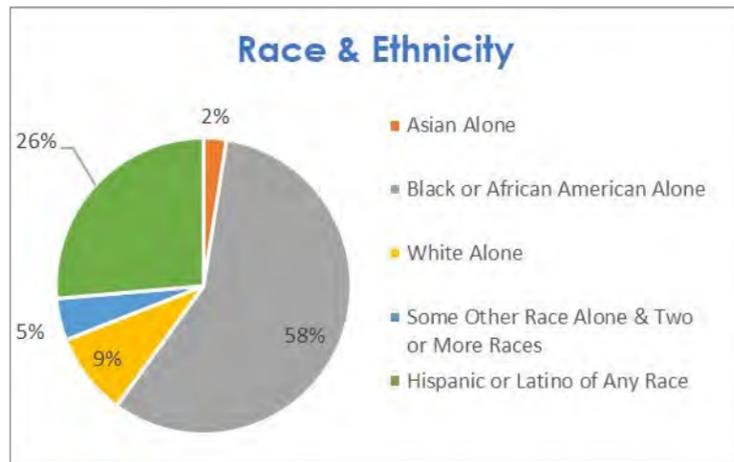
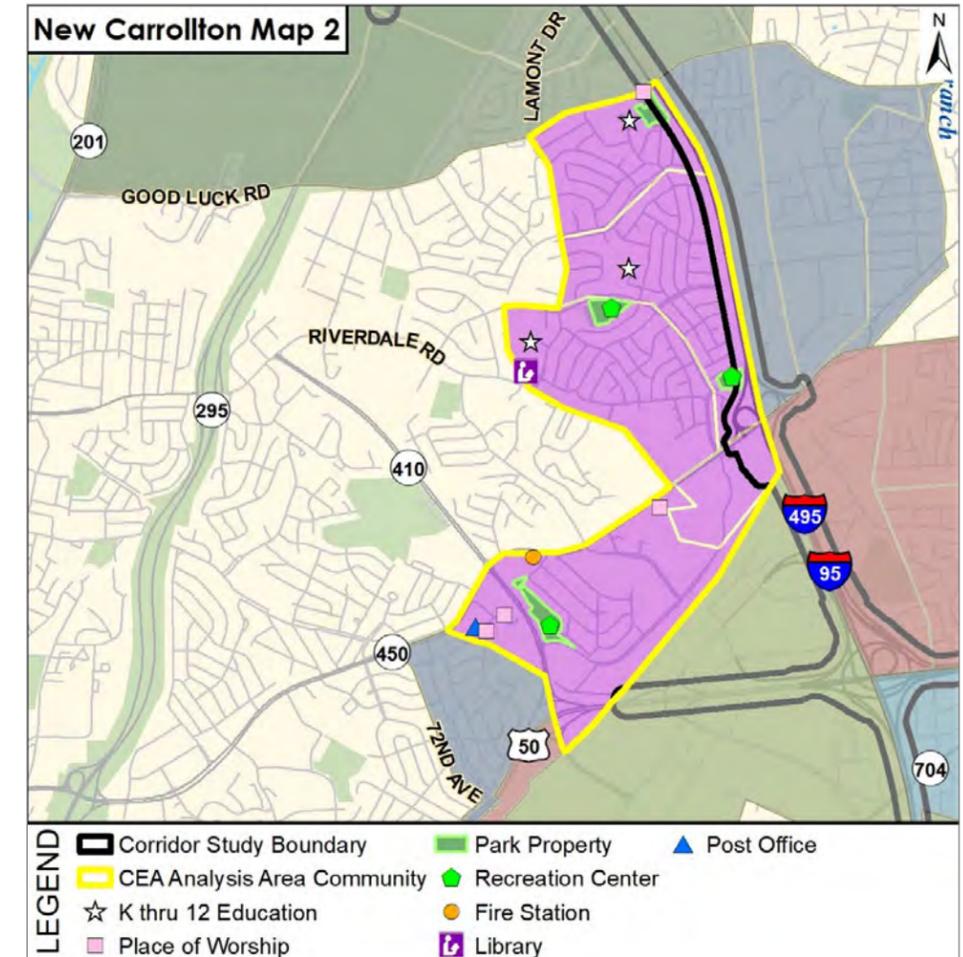
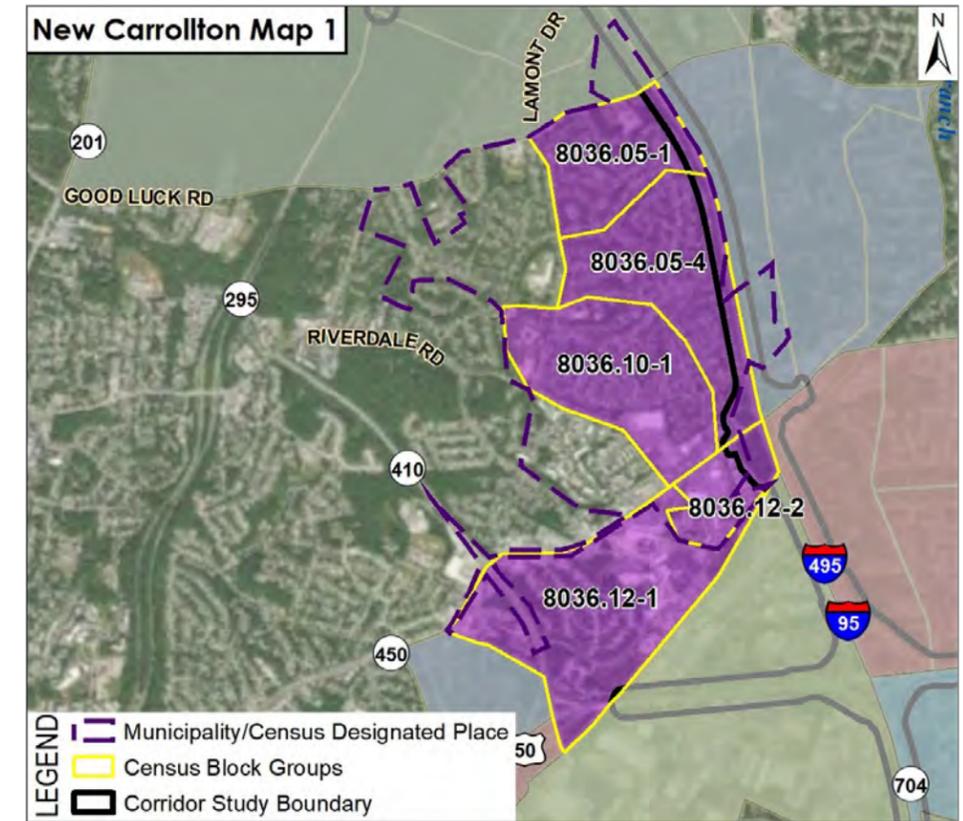
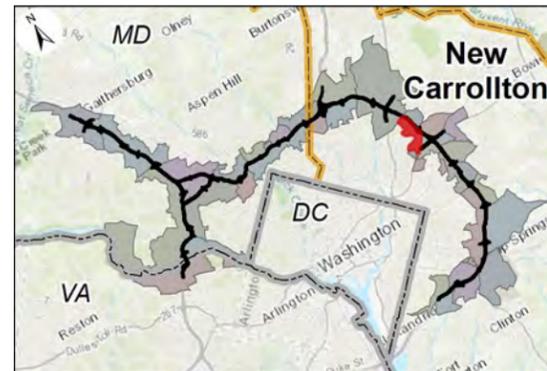
# New Carrollton CEA Analysis Area Community

**Location:** The New Carrollton CEA Analysis Area Community includes five Census block groups and covers 957 acres, overlapping the City of New Carrollton plus area outside of the municipal boundary (**Map 1**). This community is bordered roughly by: Good Luck Road and Lamont Drive to the north; I-95/I-495 and the WMATA Metro Green line to the east and south; and Ardwick Ardmore Road, Annapolis Road (MD 450), Riverdale Road and Martina Terrace to the west.

**Planning & Development:** Planning is guided by the *New Carrollton Transit District Development Plan and Transit District Overlay Land Use Map Amendment* (May 2010) and the *Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)* (1994). Development patterns and density are typical of a suburb, with a predominance of single-family houses and medium-size apartment buildings oriented around curvilinear local roadways and shopping centers and community facilities oriented around arterial roadways such as Annapolis Road.

**Community Facilities:** Located within the CEA Analysis Area Community are: 3 schools (Carrollton Elementary School, Robert Frost Elementary School, Margaret Brent Regional School); 4 places of worship (Ascension Lutheran Church, Chua Quan Am Pho Chieu Ni Vien, Heart of God Baptist Church, Saint Christopher's Episcopal Church); 6 parks and recreation centers (Robert Frost Park, Beckett Field, West Lanham Hills Neighborhood Park and Recreation Center, Vera Cope Weinbach Neighborhood Park and Recreation Center, New Carrollton Recreation Center); 1 fire/rescue station (Volunteer Fire Department and Rescue Squad of West Lanham Hills); 1 library (New Carrollton Branch Library); and 1 post office (**Map 2**). No affordable housing developments were identified in this community.

**Environmental Justice populations:** All 5 of the New Carrollton CEA Analysis Area Community block groups (8036.05 – 1, 8036.05 – 4, 8036.10 – 1, 8036.12 – 1, and 8036.12 - 2) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>9,150</b>
<i>as percent of CEA Analysis Area</i>	3%
Median Age	34
Households with One + Persons with a Disability	604
Range of Median Household Income (Block Groups)	\$46,985- \$93,375
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	3,180

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



## New Carrollton CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisition from multiple properties, including one park/recreation center. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Park/Recreation Center	<b>Residential:</b> 3.7 acres <b>Transportation:</b> 0.6 acre <b>Total Land Required:</b> 4.3 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Park/Recreation Center	<b>Residential:</b> 4.4 acres <b>Transportation:</b> 0.9 acre <b>Total Land Required:</b> 5.3 acres	<p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Park/Recreation Center	<b>Residential:</b> 4.4 acres <b>Transportation:</b> 0.9 acre <b>Total Land Required:</b> 5.3 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Park/Recreation Center	<b>Residential:</b> 4.4 acres <b>Transportation:</b> 0.9 acre <b>Total Land Required:</b> 5.3 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Park/Recreation Center	<b>Residential:</b> 4.4 acres <b>Transportation:</b> 0.9 acre <b>Total Land Required:</b> 5.3 acres	

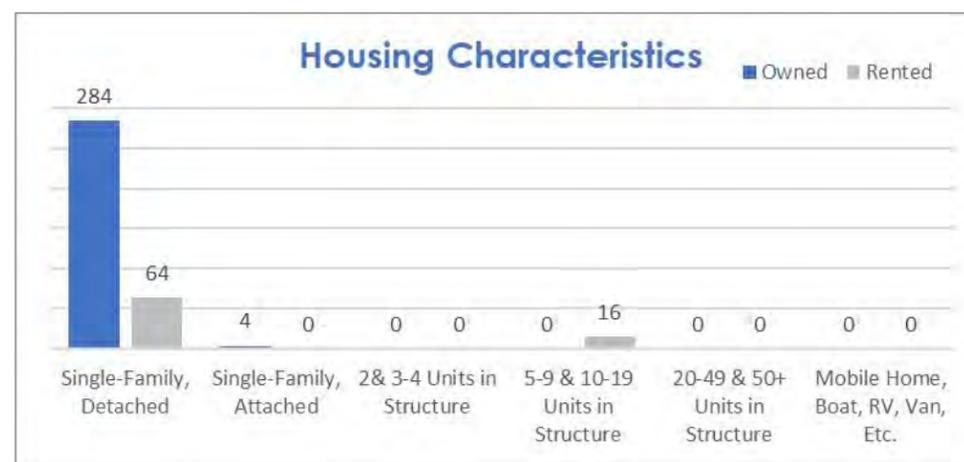
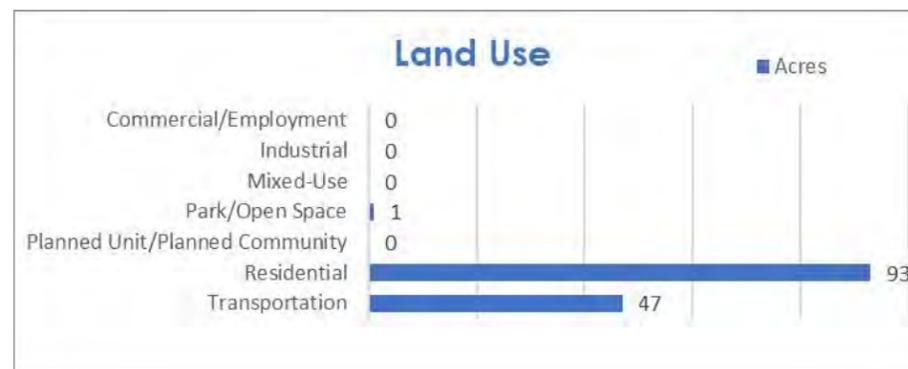
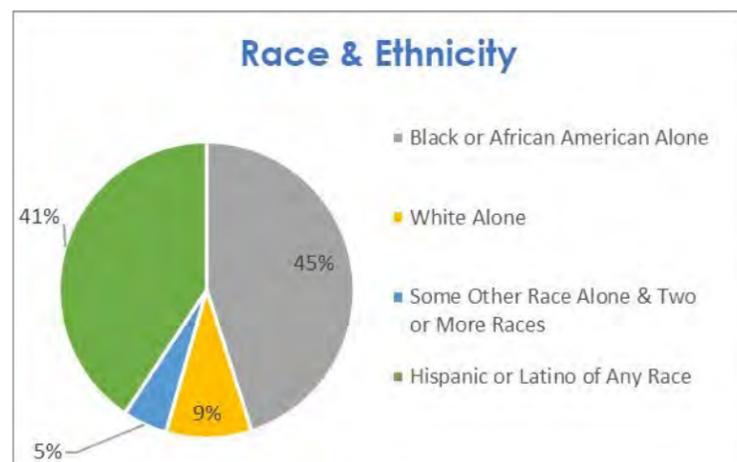
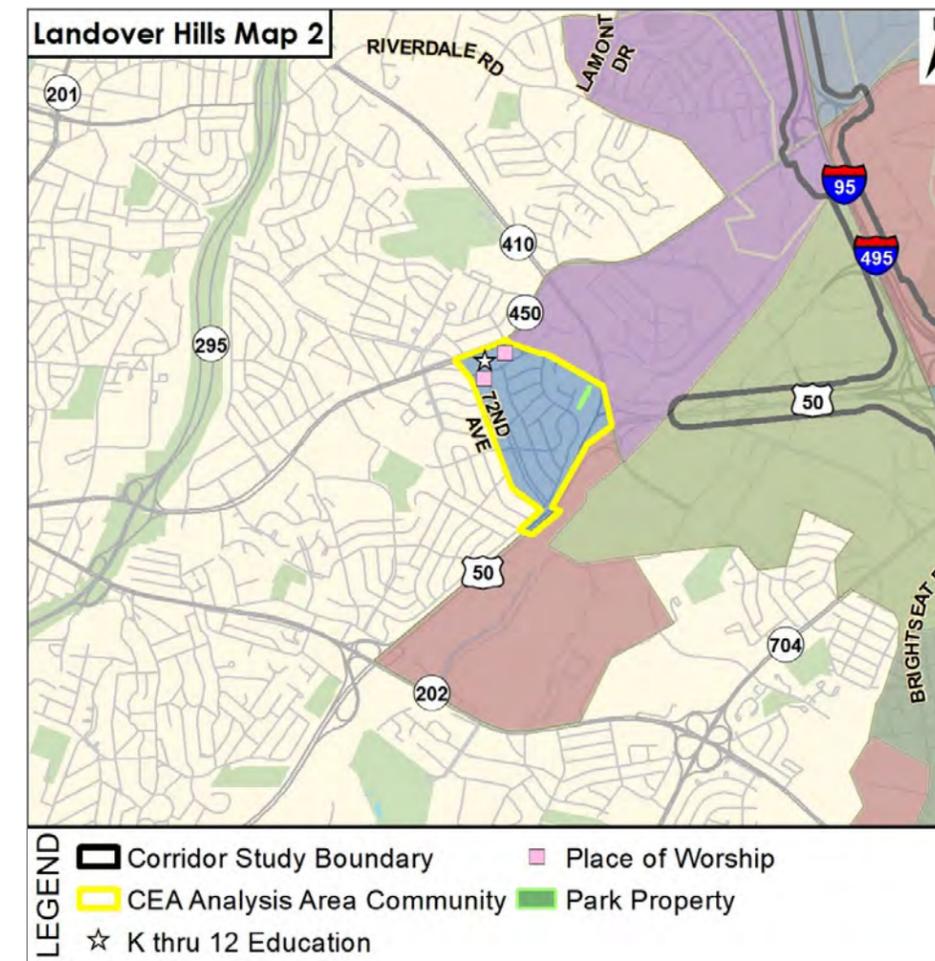
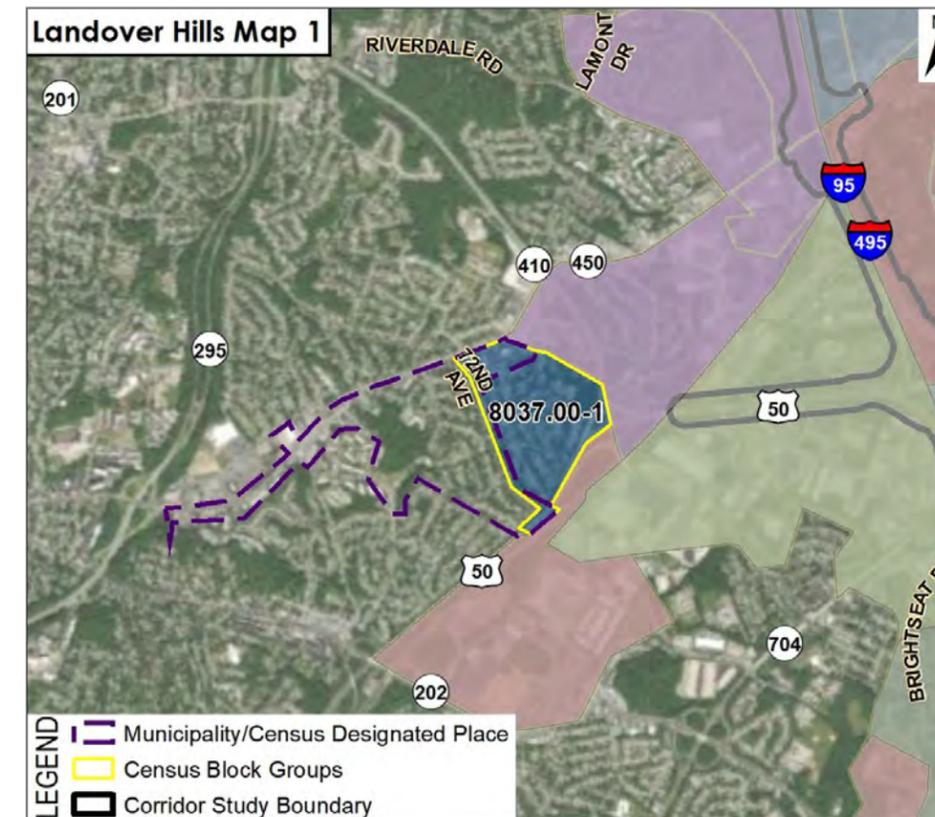
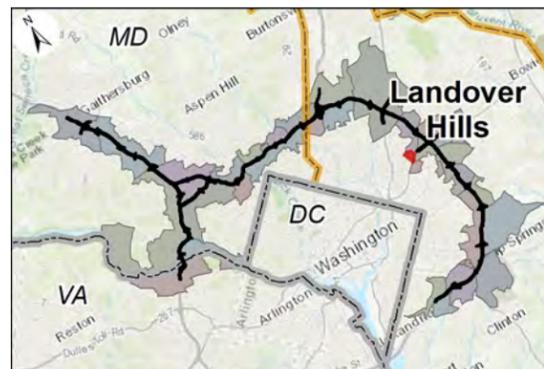
# Landover Hills CEA Analysis Area Community

**Location:** The Landover Hills CEA Analysis Area Community includes one Census block group and covers 141 acres, overlapping a small portion of east Landover Hills Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: Annapolis Road (Route 450) and Ardwick Ardmore Road to the north; the interchange of Veterans Parkway (MD 410) and US 50 to the east; US 50 to the south; and 72nd Avenue to the west.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided by the *Approved Subregion 4 Master Plan and Sectional Map Amendment* (June 2010). Development consists of primarily single-family houses within tree-lined residential developments located along local and arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 school (Saint Mary's Catholic School); 2 places of worship (Landover Hills Baptist Church, Saint Mary's Catholic Church); and 1 park (Bellemead Park) (Map 2). No schools or affordable housing developments were identified in this community.

**Environmental Justice populations:** The single block group comprising the Landover Hills CEA Analysis Area Community (8037.00 - 1) is identified as an EJ population. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>1,267</b>
<i>as percent of CEA Analysis Area</i>	<1%
Median Age	34
Households with One + Persons with a Disability	72
Range of Median Household Income (Block Groups)	\$62,857
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	464

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



## Landover Hills CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	<b>Summary of Impacts from the Screened Alternatives</b> The Build Alternatives would not impact right-of-way or land use within the Landover Hills CEA Analysis Area Community. This community is set back from the area of the proposed improvements  The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.  The Build Alternatives would result in no changes to land use and development. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community. Isolation of properties, persons, or groups would not occur due to the proposed improvements along the existing highway.  Based on current analysis, this community does not contain any noise sensitive land use/activity areas (NSAs). Noise abatement information for NSAs along the study corridor, including mapping, is available in the Noise Technical Report (DEIS, Appendix J). Similarly, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.  Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.
<b>Alternative 1 (No Build)</b>	None	None	None	
<b>Alternative 5</b>	None	None	None	
<b>Alternatives 8 and 9</b>	None	None	None	
<b>Alternative 10</b>	None	None	None	
<b>Alternative 13B</b>	None	None	None	
<b>Alternative 13C</b>	None	None	None	

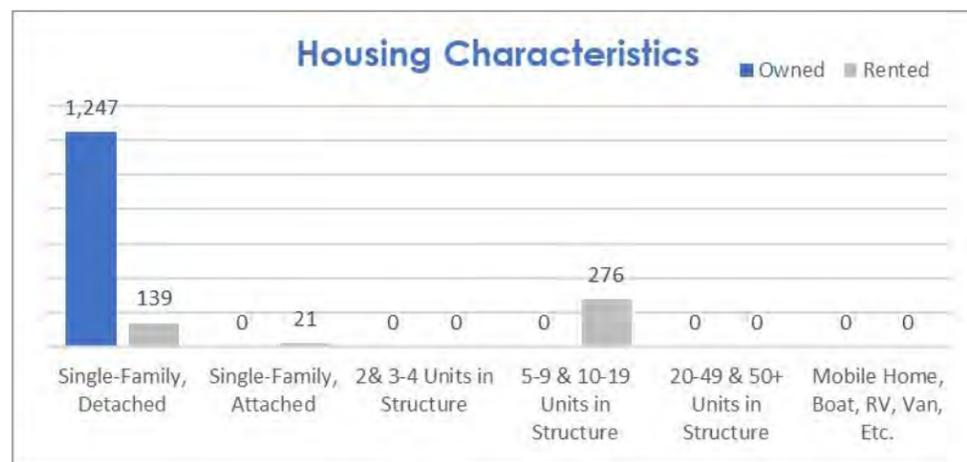
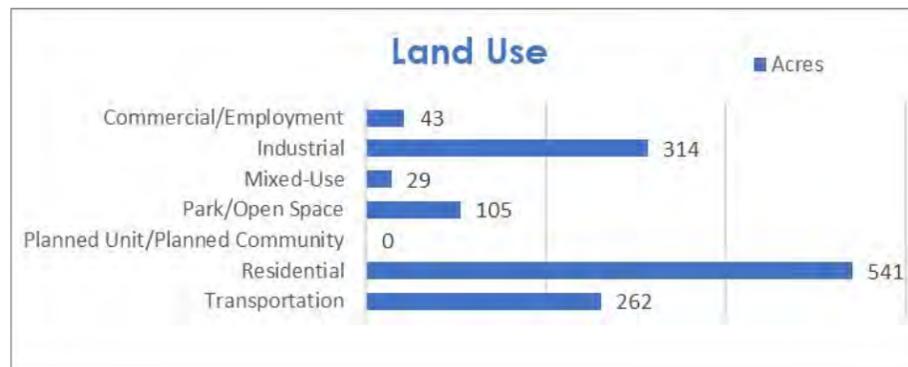
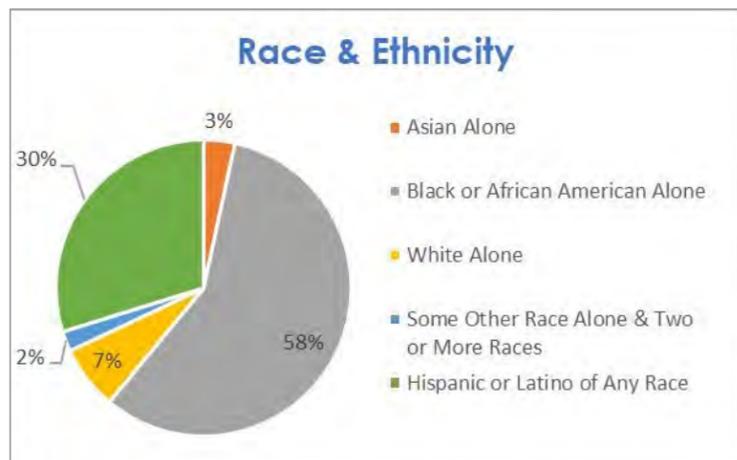
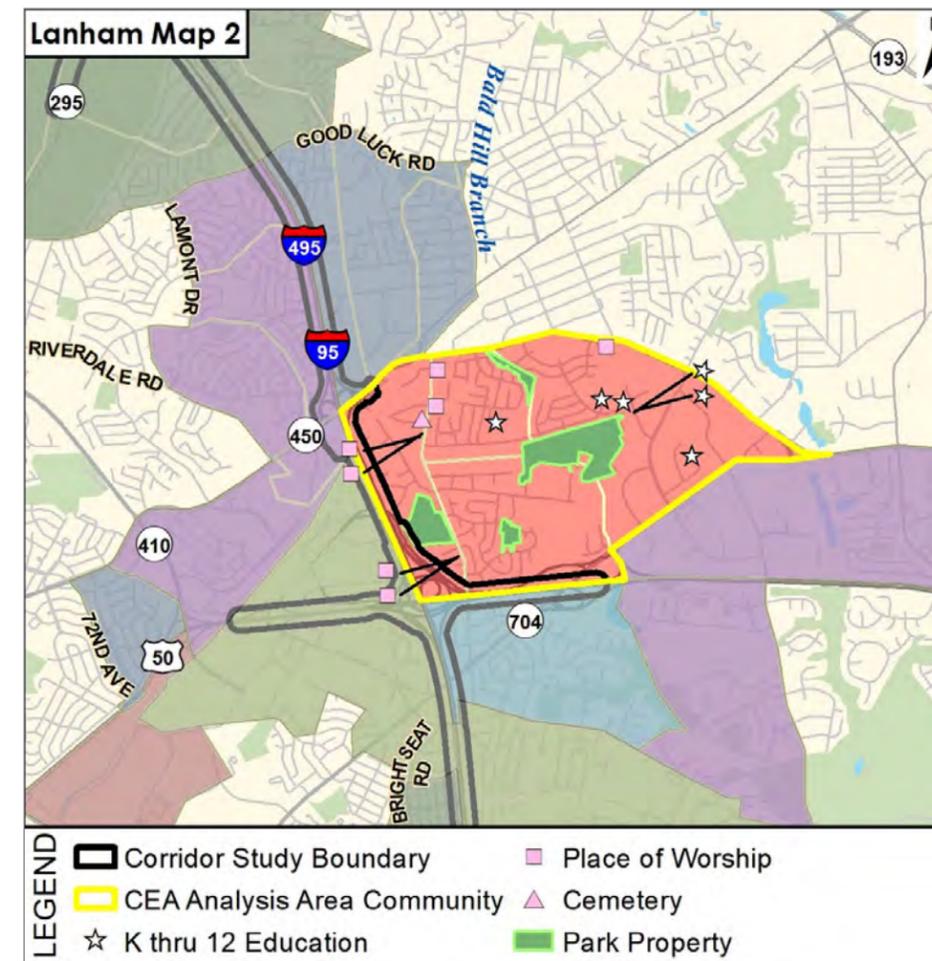
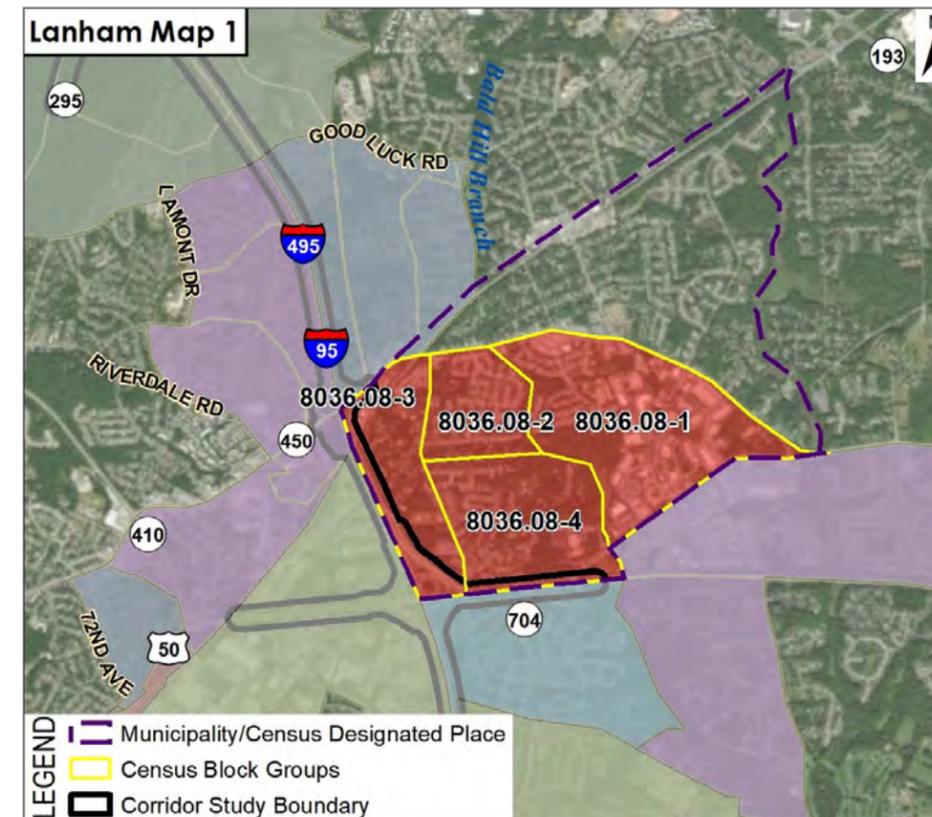
# Lanham CEA Analysis Area Community

**Location:** The Lanham CEA Analysis Area Community includes four Census block groups and covers 1,294 acres, overlapping the southern portion of the Lanham Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: Annapolis Road to the north; Martin Luther King, Jr. Highway and US 50 to the south; and I-495 to the west.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided by the *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (2010). Development patterns and density are typical of an older suburb, with shopping centers and light industrial uses clustered around arterial roadways such as Annapolis Road and Martin Luther King, Jr. Highway. Tree-lined residential developments of single-family houses and large apartment buildings as well as pockets of forested lands and parks are located along local and arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 5 schools (James McHenry Elementary School, Thomas Johnson Middle School, High Road Academy, The Forbush School, High Road Upper School); 7 places of worship (Iglesia de Dios Septimo Dia, Iglesia Pentecostes Sinai, Lanham United Methodist Church, Mount Calvary Baptist Church, New Creations Christian Church, Saint Matthias Catholic Church, Tumaini Baptist Church); 4 parks (Whitfield Chapel Park, Bald Hill Stream Valley Park, Lanham Forest Park, Tabbs Park) (Map 2). Additionally, 1 affordable housing development (Vesta Enteka) is located in this community.

**Environmental Justice populations:** All 4 of the Lanham CEA Analysis Area Community block groups (8036.08 – 1, 8036.08 – 2, 8036.08 – 3, and 8036.08 - 4) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>5,952</b>
<i>as percent of CEA Analysis Area</i>	2%
Median Age	35
Households with One + Persons with a Disability	367
Range of Median Household Income (Block Groups)	\$55,799- \$92,105
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	2,491

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Lanham CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations, nor would they impact community facilities. They would require partial acquisition from multiple properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternative 5</b>	None	None	<b>Residential:</b> 1.5 acres <b>Transportation:</b> 0.4 acre <b>Total Land Required:</b> 1.9 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; and two NSAs where existing noise barriers would be reconstructed and extended. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternatives 8 and 9</b>	None	None	<b>Residential:</b> 1.8 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 2.3 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; and two NSAs where existing noise barriers would be reconstructed and extended. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 10</b>	None	None	<b>Residential:</b> 1.8 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 2.3 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; and two NSAs where existing noise barriers would be reconstructed and extended. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 13B</b>	None	None	<b>Residential:</b> 1.8 acres <b>Transportation:</b> 0.5 acre <b>Total Land Required:</b> 2.3 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; and two NSAs where existing noise barriers would be reconstructed and extended. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 13C</b>	None	None	<b>Residential:</b> 1.8 acres <b>Transportation:</b> 0.5 acres <b>Total Land Required:</b> 2.3 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; and two NSAs where existing noise barriers would be reconstructed and extended. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>

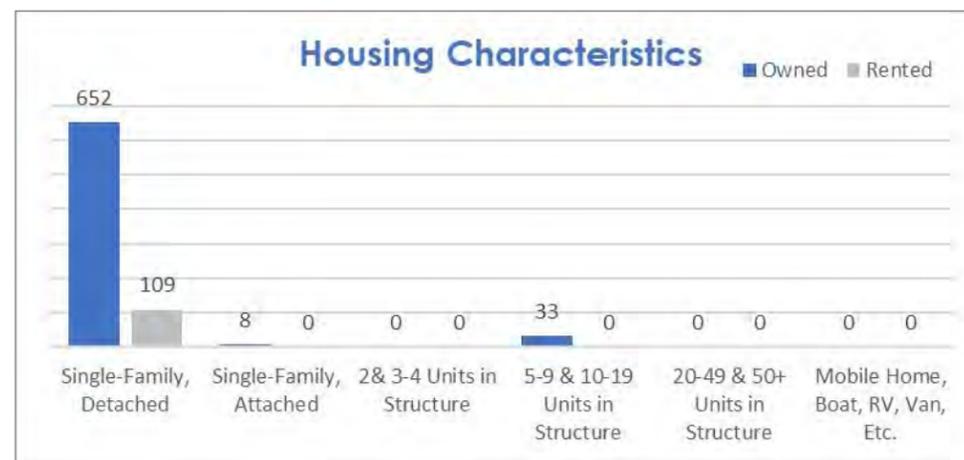
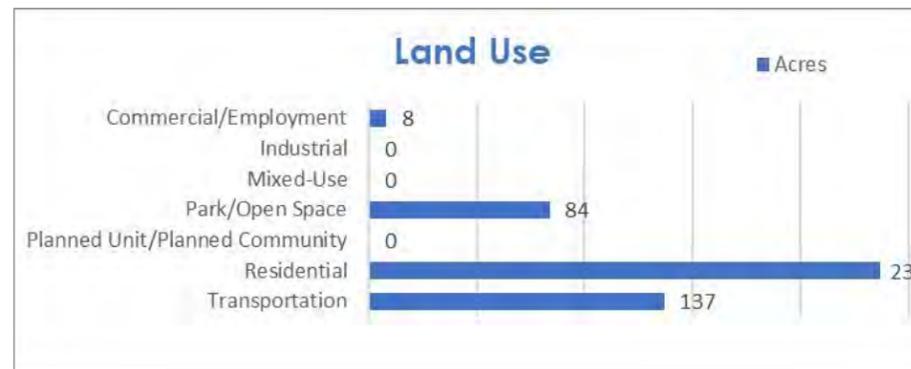
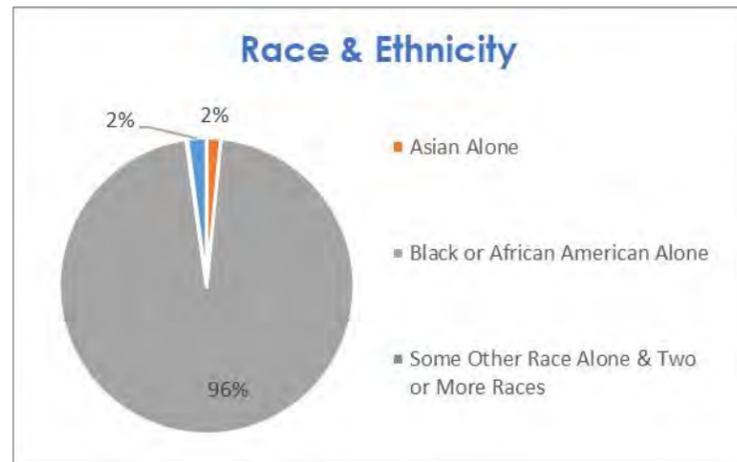
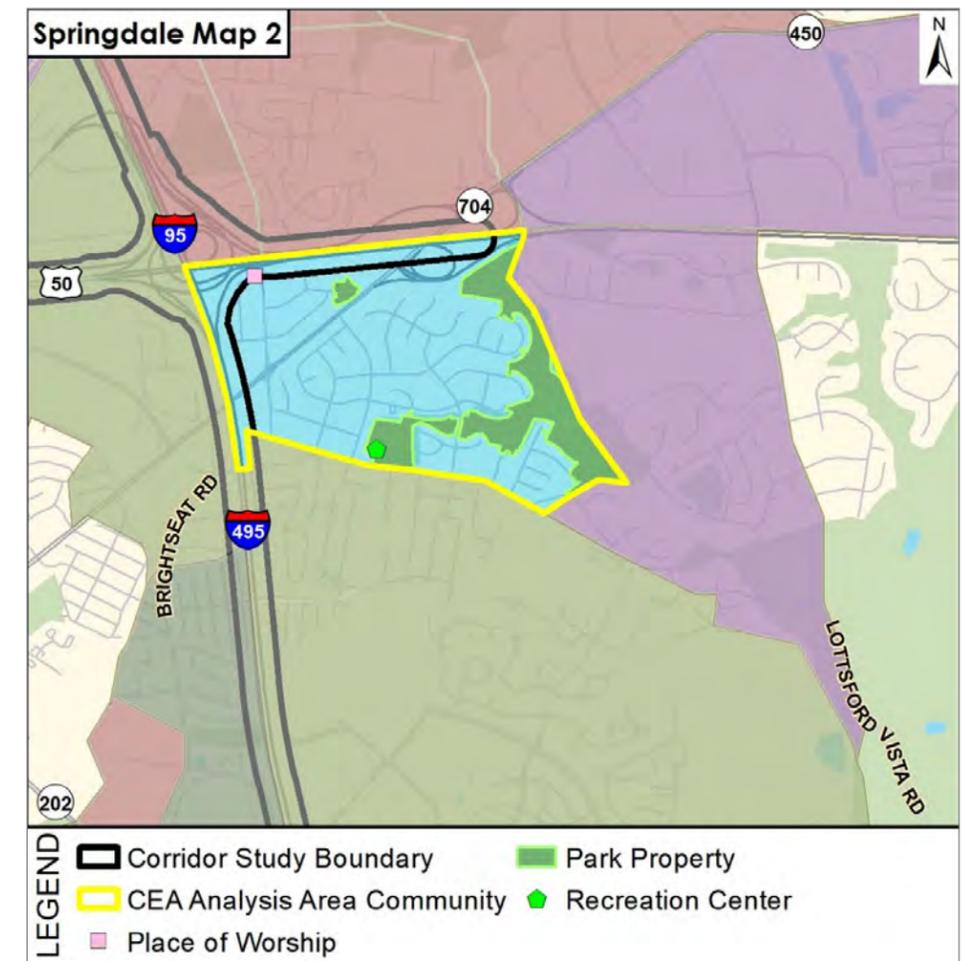
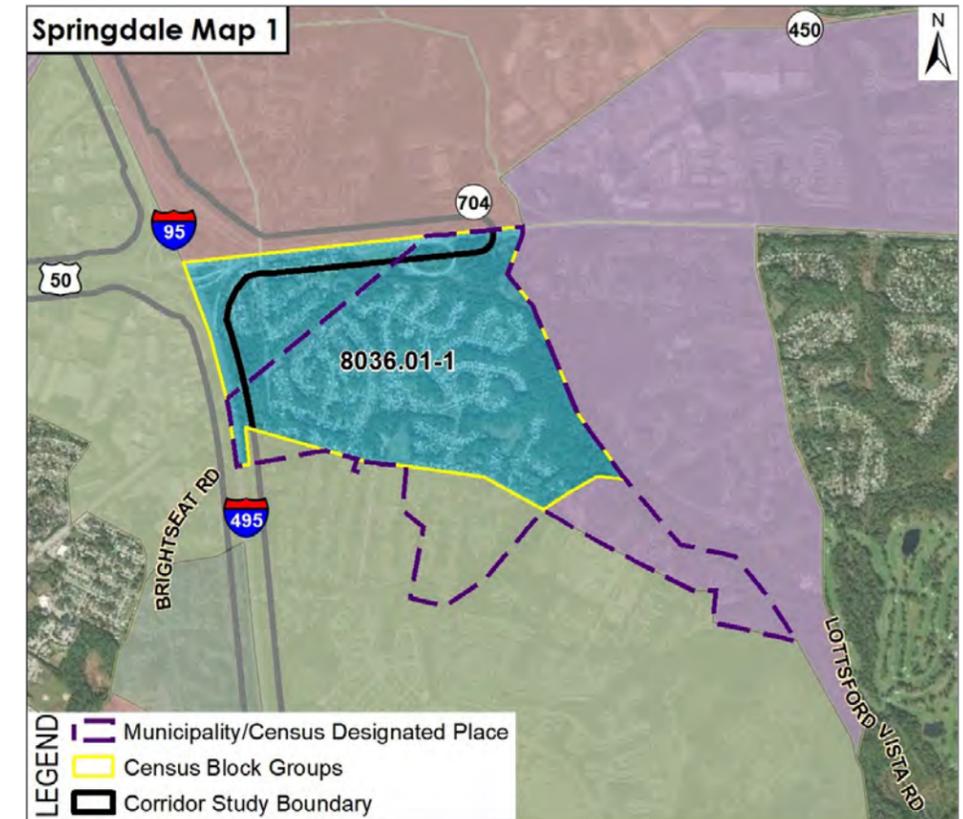
# Springdale CEA Analysis Area Community

**Location:** The Springdale CEA Analysis Area Community includes one Census block group and covers 466 acres, overlapping most of the Springdale Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: US 50 to the north; Bald Hill Branch to the east; a tributary to Bald Hill Branch and Ardwick Ardmore Road to the south; and I-495/I-95 to the west.

**Planning & Development:** While no community specific planning documents were identified, planning is generally guided by *Plan 2035: Prince George's Approved General Plan* (2015). The development patterns and density are typical of a suburb, with a predominance of single-family residences oriented around curvilinear roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 place of worship (Ebenezer United Methodist Church); 4 parks and recreation centers (Bald Hill Stream Valley Park, Ardmore Neighborhood Park and Recreation Center, Carsondale Park) (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** The single block group comprising the Springdale CEA Analysis Area Community (8036.01 - 1) is identified as an EJ population. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>2,302</b>
<i>as percent of CEA Analysis Area</i>	1%
Median Age	42
Households with One + Persons with a Disability	191
Range of Median Household Income (Block Groups)	\$87,083
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	1,656



Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data

## Springdale CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisition from multiple properties, including a place of worship. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains three noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Place of Worship	<b>Commercial/Employment:</b> 2.2 acres <b>Residential:</b> 1.2 acres <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 3.7 acres	
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Place of Worship	<b>Commercial/Employment:</b> 2.4 acre <b>Residential:</b> 1.3 acres <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 4.0 acres	
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Place of Worship	<b>Commercial/Employment:</b> 2.4 acre <b>Residential:</b> 1.3 acres <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 4.0 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Place of Worship	<b>Commercial/Employment:</b> 2.4 acre <b>Residential:</b> 1.3 acres <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 4.0 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Place of Worship	<b>Commercial/Employment:</b> 2.4 acre <b>Residential:</b> 1.3 acres <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 4.0 acres	

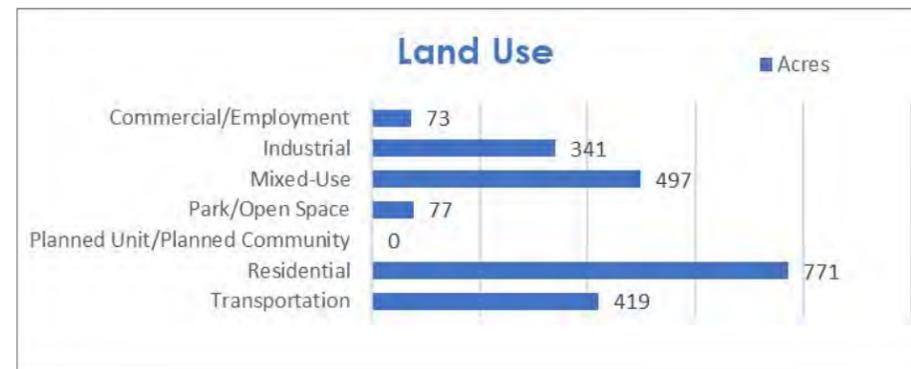
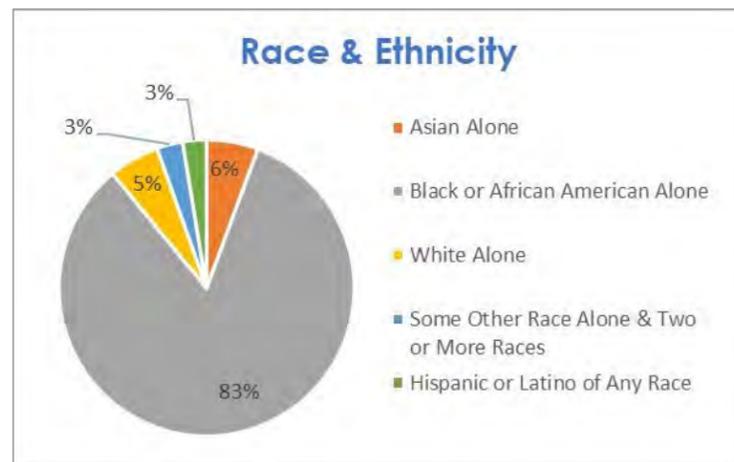
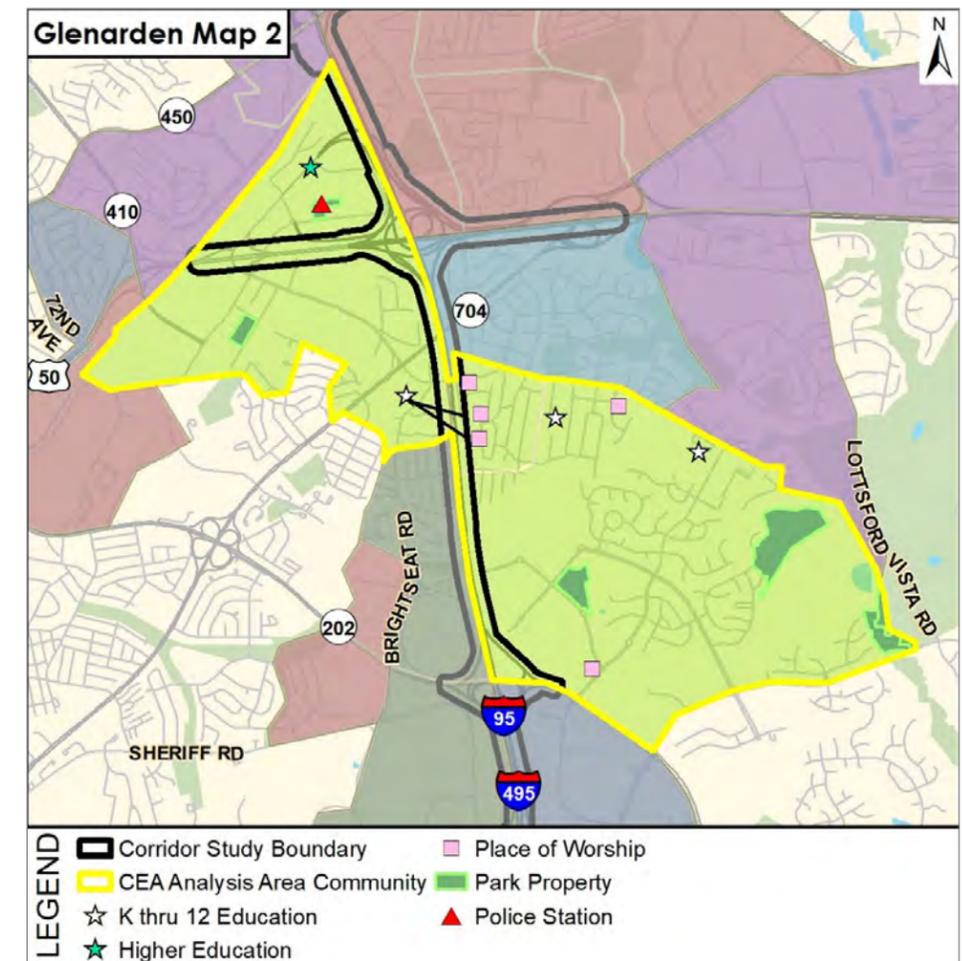
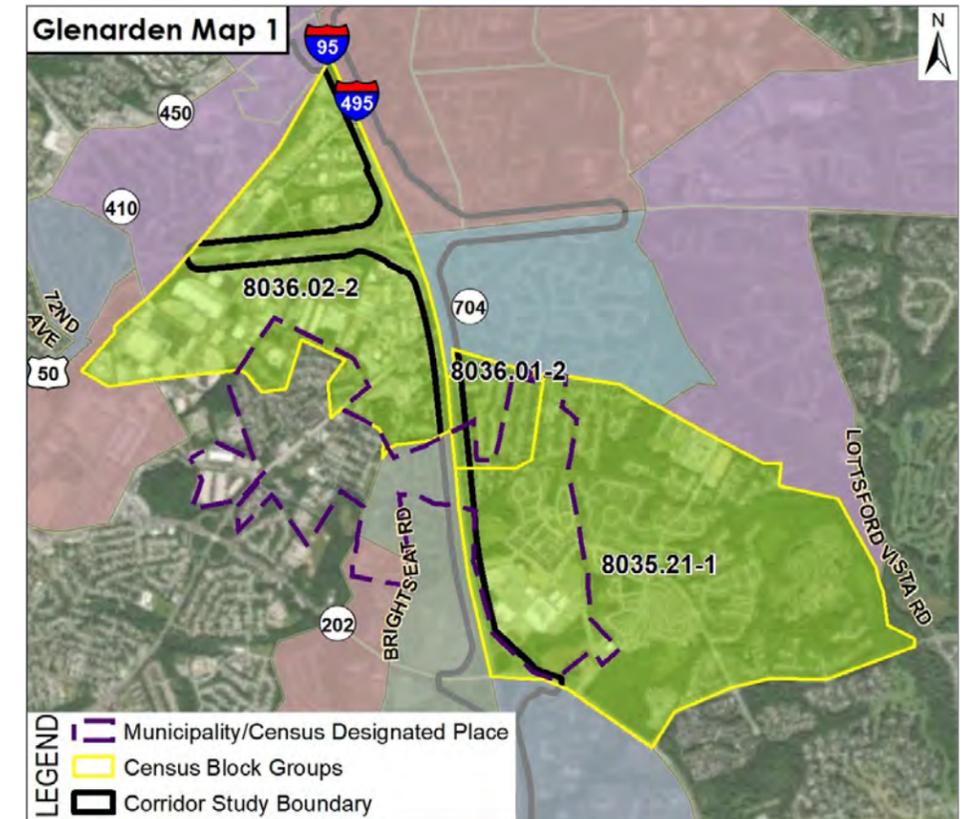
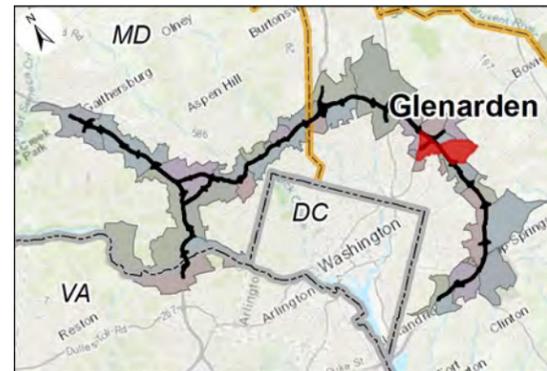
# Glenarden CEA Analysis Area Community

**Location:** The Glenarden CEA Analysis Area Community includes 3 Census block groups and covers 1,658 acres, overlapping primarily the eastern portion of the Glenarden Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community extends roughly from the New Carrollton Metro Station, south along I-95/I-495 to Ardwick Ardmore Road in the north; along Lottsford Vista Road to the east; Lottsford and Landover Roads to the south; and along I-95/I-495 north to Amador Drive where the boundary extends west along East Glenreed Court, and Johnson Avenue to meet the Metro/Amtrak rail corridor.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided in part by *Largo Town Center Sector Plan and Sectional Map Amendment* (DDOZ) (2013), the *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (2010), the *Approved Landover Gateway Sector Plan and Proposed Sectional Map Amendment* (2009), the *Approved Subregion 4 Master Plan and Sectional Map Amendment* (June 2010), and the *Largo-Lottsford Master Plan and Sectional Map Amendment* (1990). Development patterns and density are typical of a suburb, with shopping centers and light industrial uses clustered around arterial roadways such as Martin Luther King Jr Highway or mixed-use development such as the Woodmore Towne Centre. Tree-lined residential developments consisting primarily of single-family houses, as well as pockets of forested lands and parks, are located along local and arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 4 schools and higher education institutions (SHABACH! Christian Academy, Ardmore Elementary School, Charles Herbert Flowers High School, Fortis College); 5 places of worship (Cherubim & Seraphim, First Baptist Church of Glenarden, Saint Joseph's Catholic Church, Shiloh Baptist Church, Springdale Community Church); 7 parks (Regent Forest Park, Dodge Park, Woodmore Towne Centre Park, Enterprise Park, Bald Hill Stream Valley Park, Western Branch Stream Valley Park Unit 1, M-NCPPC Polk Street Northern Area Maintenance Facility); and 1 police station (M-NCPPC Park Police- Prince George's County Division) (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** All 3 of the Glenarden CEA Analysis Area Community block groups (8035.21 – 1, 8036.01 – 2, and 8036.02 - 2) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>8,307</b>
<i>as percent of CEA Analysis Area</i>	3%
Median Age	44
Households with One + Persons with a Disability	696
Range of Median Household Income (Block Groups)	\$72,115- \$117,857
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	3,200

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Glenarden CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p><b>Summary of Impacts from the Screened Alternatives</b></p> <p>The Build Alternatives would require the relocation of one property, a warehouse/office. Sufficient similar services exist within the community, further there is space for the relocation of this service if required. Additionally, the Build Alternatives would require partial acquisition from multiple properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. The Build Alternatives may result in a minor change to the sense of cohesion or interactions between persons or groups within the community as one business relocation would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains two noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 5</b>	1 business relocation	None	<b>Commercial/Employment:</b> 0.7 acres <b>Industrial:</b> 4.8 acres <b>Mixed-Use:</b> 4.4 acres <b>Park/Open Space:</b> 0.4 acre <b>Residential:</b> 4.8 acres <b>Transportation:</b> 0.2 acres <b>Total Land Required:</b> 15.3 acres	
<b>Alternatives 8 and 9</b>	1 business relocation	None	<b>Commercial/Employment:</b> 0.8 acres <b>Industrial:</b> 5.0 acres <b>Mixed-Use:</b> 4.9 acres <b>Park/Open Space:</b> 0.4 acre <b>Residential:</b> 5.2 acres <b>Transportation:</b> 0.2 acres <b>Total Land Required:</b> 16.5 acres	
<b>Alternative 10</b>	1 business relocation	None	<b>Commercial/Employment:</b> 0.8 acres <b>Industrial:</b> 5.0 acres <b>Mixed-Use:</b> 4.9 acres <b>Park/Open Space:</b> 0.4 acre <b>Residential:</b> 5.2 acres <b>Transportation:</b> 0.2 acres <b>Total Land Required:</b> 16.5 acres	
<b>Alternative 13B</b>	1 business relocation	None	<b>Commercial/Employment:</b> 0.8 acres <b>Industrial:</b> 5.0 acres <b>Mixed-Use:</b> 4.9 acres <b>Park/Open Space:</b> 0.4 acre <b>Residential:</b> 5.2 acres <b>Transportation:</b> 0.2 acres <b>Total Land Required:</b> 16.5 acres	
<b>Alternative 13C</b>	1 business relocation	None	<b>Commercial/Employment:</b> 0.8 acres <b>Industrial:</b> 5.0 acres <b>Mixed-Use:</b> 4.9 acres <b>Park/Open Space:</b> 0.4 acre <b>Residential:</b> 5.2 acres <b>Transportation:</b> 0.2 acres <b>Total Land Required:</b> 16.5 acres	

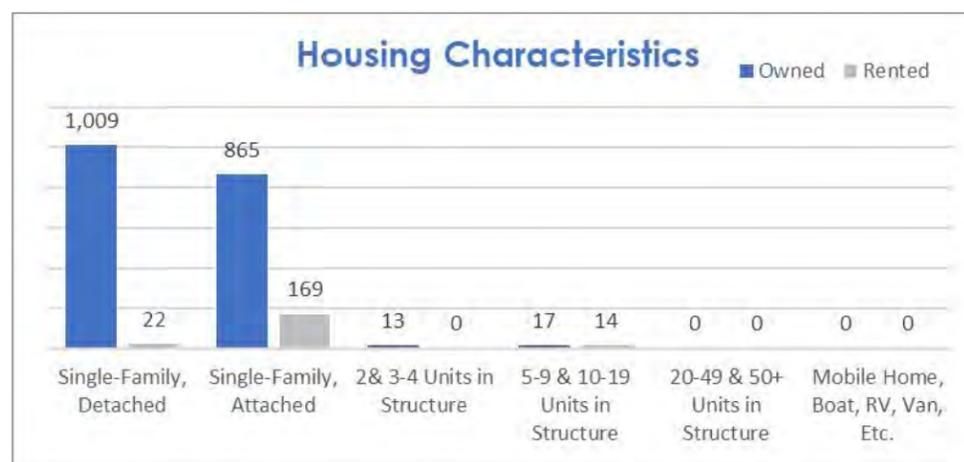
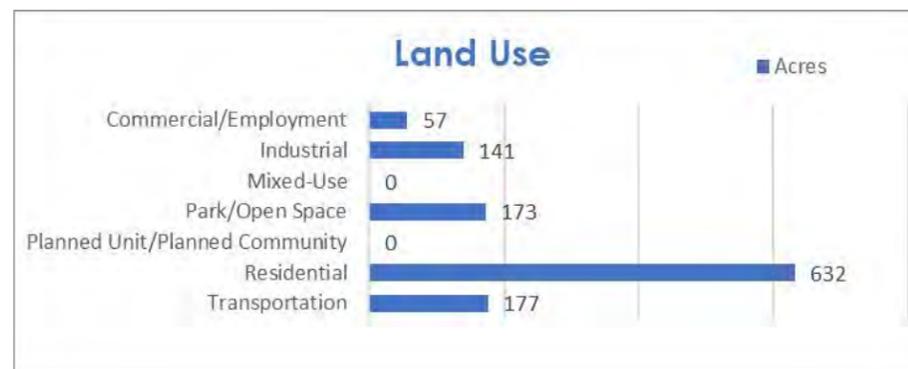
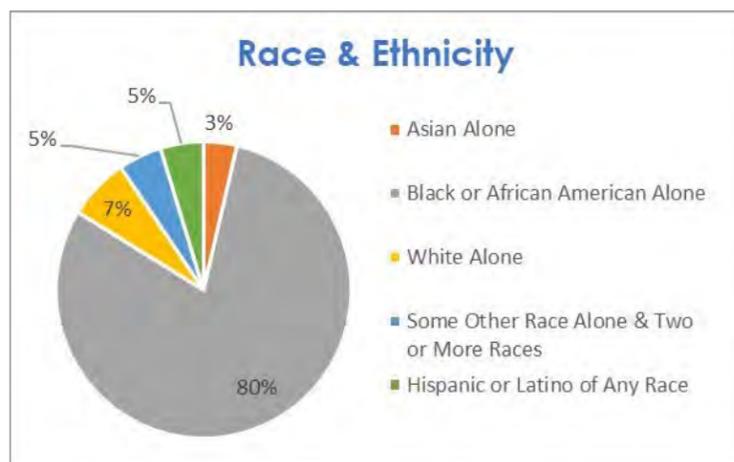
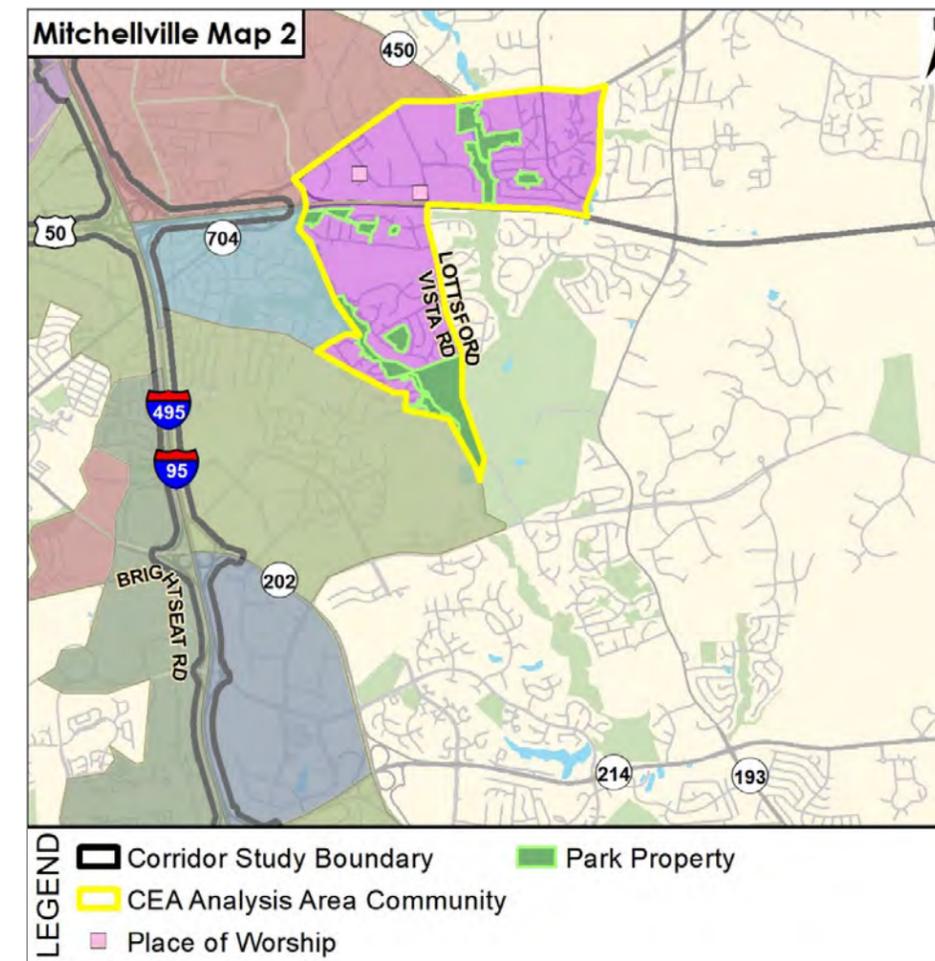
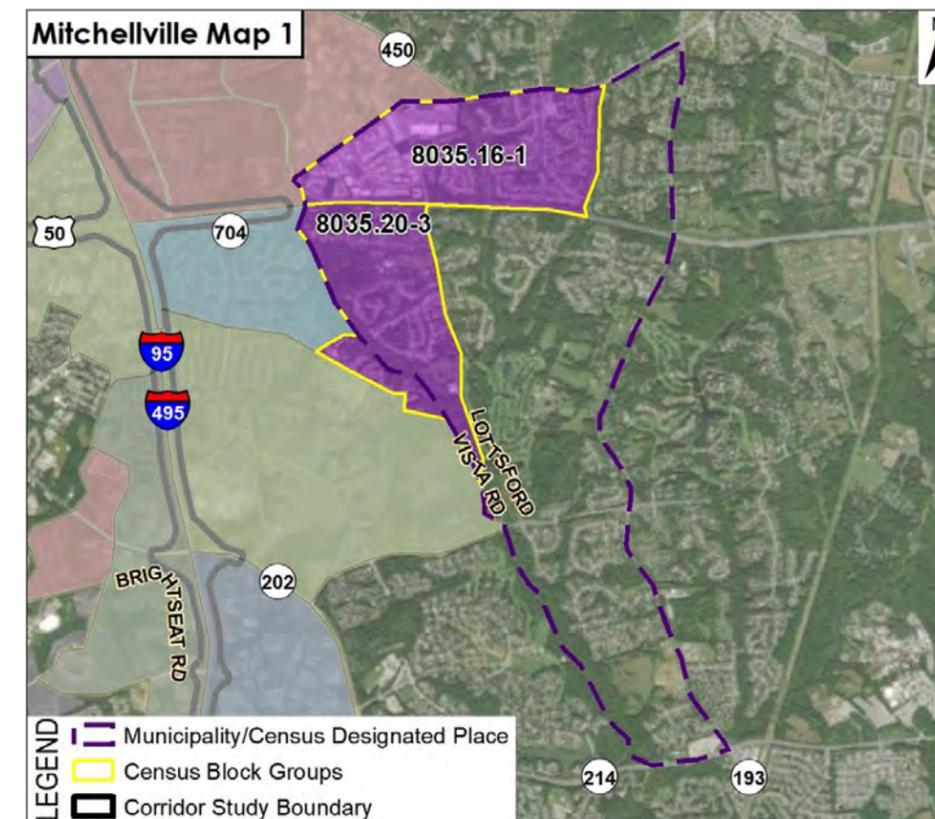
# Mitchellville CEA Analysis Area Community

**Location:** The Mitchellville CEA Analysis Area Community includes two Census block groups and covers 1,180 acres, overlapping with the northeast corner of the Mitchellville Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: Martin Luther King Jr. Highway (MD 704 and MD 450) to the north; Enterprise Road, US 50, and Lottsford Vista Road to the east; Baldhill Branch, Yellowwood Lane, and Ardwick Ardmore Road to the south; and Baldhill Branch to the west.

**Planning & Development:** Planning is guided by the *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment (2010)*. Development patterns and density are typical of a suburb, with a predominance of single-family houses and townhouses oriented around curvilinear local roadways and shopping centers and community facilities oriented around arterial roadways such as Martin Luther King, Jr. Highway.

**Community Facilities:** Located within the CEA Analysis Area Community are: 2 places of worship (Abundant Life Christian Ministries, Winners Chapel International Maryland); 7 parks (Willow Wood Park, Enterprise Park, Willow Grove Park, Glenn Dale Estates Park, Bald Hill Stream Valley Park, Lottsford Branch Stream Valley Park, Folly Branch Stream Valley Park) (Map 2). No schools or affordable housing developments were identified in this community.

**Environmental Justice populations:** Both of the Mitchellville CEA Analysis Area Community block groups (8035.16 – 1 and 8035.20 - 3) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>6,256</b>
<i>as percent of CEA Analysis Area</i>	2%
Median Age	45
Households with One + Persons with a Disability	404
Range of Median Household Income (Block Groups)	\$118,750- \$134,063
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	2,935

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



## Mitchellville CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	<b>Summary of Impacts from the Screened Alternatives</b> The Build Alternatives would not impact right-of-way or land use within the Mitchellville CEA Analysis Area Community.
<b>Alternative 1 (No Build)</b>	None	None	None	The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.
<b>Alternative 5</b>	None	None	None	The Build Alternatives would result in no changes to land use and development. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.
<b>Alternatives 8 and 9</b>	None	None	None	Based on current analysis, this community does not contain any noise sensitive land use/activity areas (NSAs). Noise abatement information for NSAs along the study corridor, including mapping, is available in the Noise Technical Report (DEIS, Appendix J). Similarly, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.
<b>Alternative 10</b>	None	None	None	Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.
<b>Alternative 13B</b>	None	None	None	
<b>Alternative 13C</b>	None	None	None	

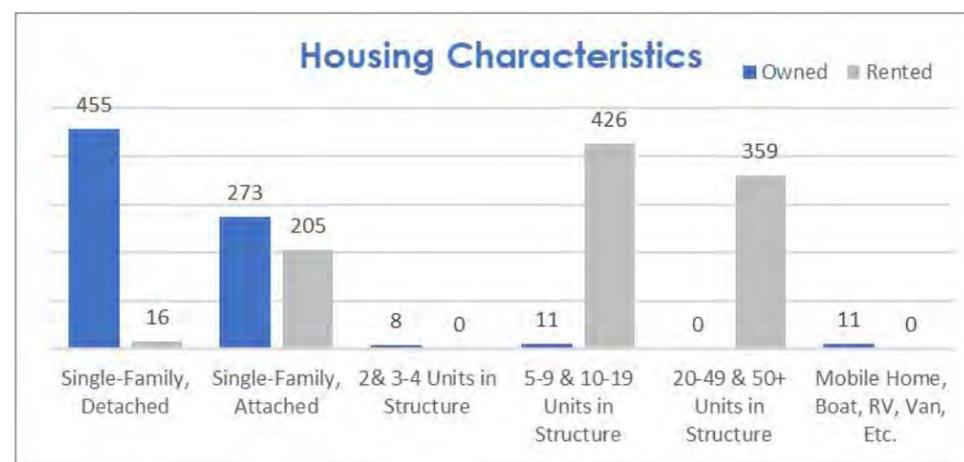
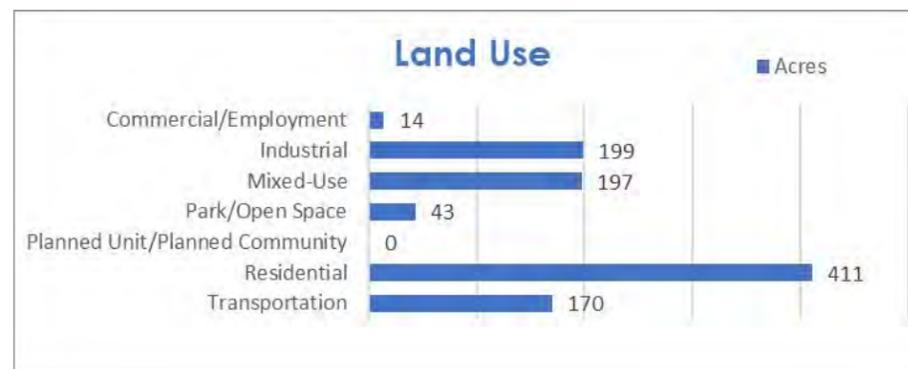
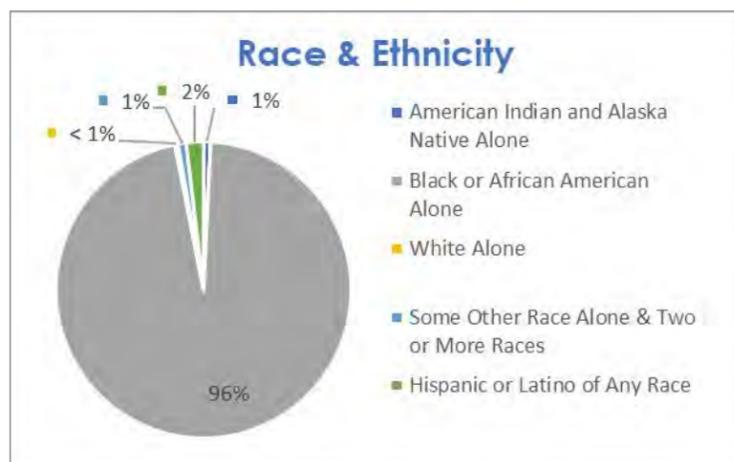
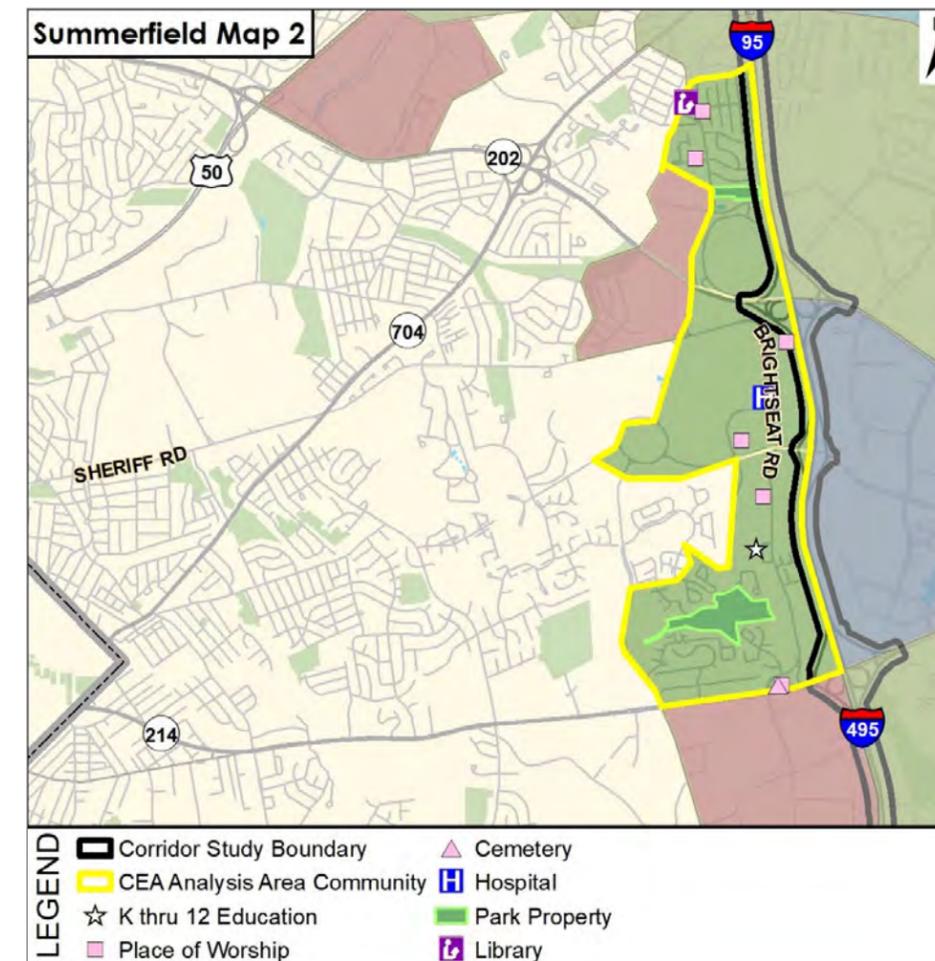
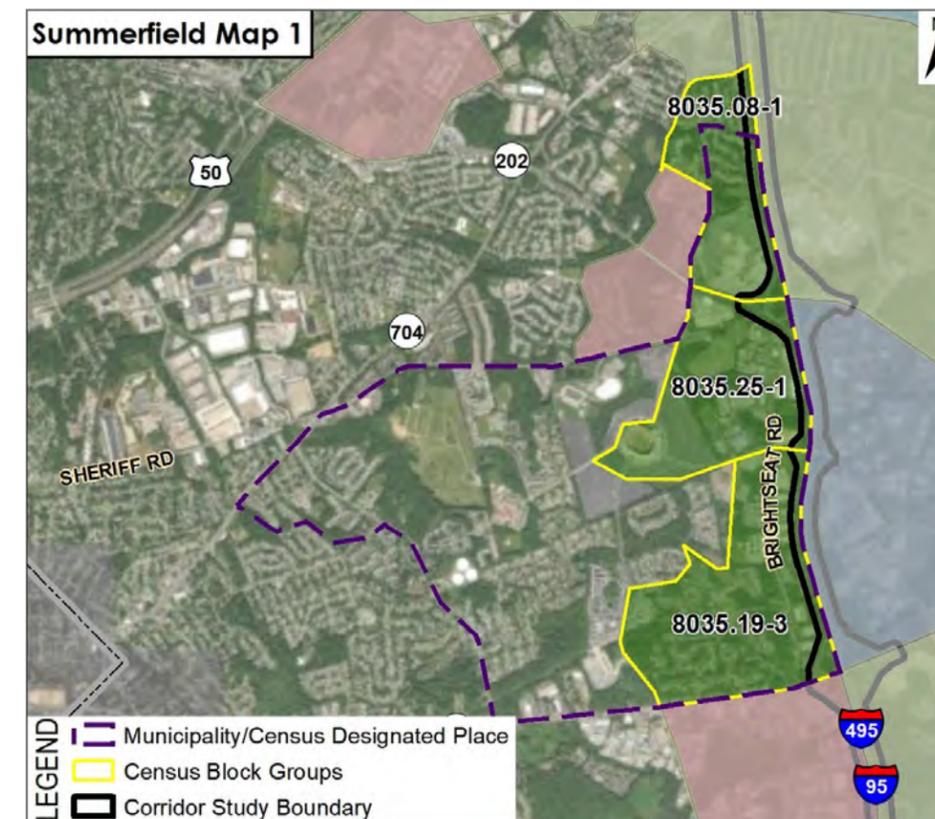
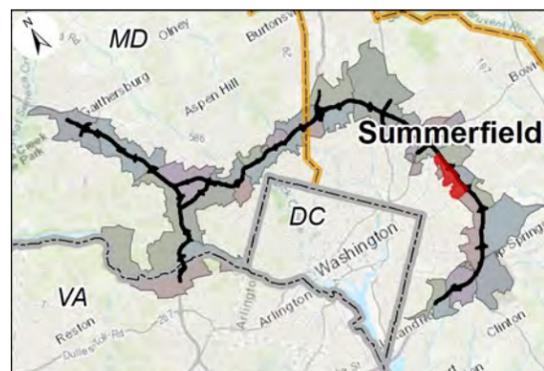
# Summerfield CEA Analysis Area Community

**Location:** The Summerfield CEA Analysis Area Community includes three Census block groups and covers 1,034 acres, overlapping the eastern portion of the Summerfield Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: a tributary to Cattail Branch to the north; I-495/I-95 to the east; Central Avenue (MD 214) to the south; and Gannet A. Morgan Boulevard, FedEx Field, and Redskins and Brightseat Roads to the west.

**Planning & Development:** Planning is guided by the *Approved Subregion 4 Master Plan and Sectional Map Amendment* (June 2010); small portions of the CEA Analysis Area Community are also within the boundaries of the *Approved Landover Gateway Sector Plan and Proposed Sectional Map Amendment* (2009) area, and the *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* (2004). Development patterns include a mix of single-family houses, townhouses, and medium-to-large apartment buildings, along with mixed-use centers and industrial areas.

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 school (Thomas G. Pullen Creative and Performing Arts Academy); 6 places of worship (Christ Mission Church, City of Praise Family Ministries, Empowered Ministries, Holy People for Christ Church, Jericho Baptist Church, Redeemed Christian Church of God Restoration & Life); 1 cemetery; 2 parks (Henry P. Johnson Park, Summerfield Park); 1 police station (Glenarden Police Department); 1 hospital/urgent care facility (Progressive Life Center); and 1 library (Glenarden Branch Library) (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** All 3 of the Summerfield CEA Analysis Area Community block groups (8035.08 – 1, 8035.19 – 3, and 8035.25 - 1) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>4,036</b>
<i>as percent of CEA Analysis Area</i>	1%
Median Age	40
Households with One + Persons with a Disability	445
Range of Median Household Income (Block Groups)	\$45,571- \$96,219
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	1,487

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



## Summerfield CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisition from multiple properties, including one park property. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Industrial:</b> 1.5 acres <b>Mixed-Use:</b> 6.2 acres <b>Residential:</b> 0.5 acre <b>Transportation:</b> 0.8 acre <b>Total Land Required:</b> 9.0 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains two noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Industrial:</b> 2.2 acres <b>Mixed-Use:</b> 6.5 acres <b>Residential:</b> 0.9 acre <b>Transportation:</b> 1.2 acres <b>Total Land Required:</b> 10.8 acres	
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Industrial:</b> 2.2 acres <b>Mixed-Use:</b> 6.5 acres <b>Residential:</b> 0.9 acre <b>Transportation:</b> 1.2 acres <b>Total Land Required:</b> 10.8 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Industrial:</b> 2.2 acres <b>Mixed-Use:</b> 6.5 acres <b>Residential:</b> 0.9 acre <b>Transportation:</b> 1.2 acres <b>Total Land Required:</b> 10.8 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Industrial:</b> 2.2 acres <b>Mixed-Use:</b> 6.5 acres <b>Residential:</b> 0.9 acre <b>Transportation:</b> 1.2 acres <b>Total Land Required:</b> 10.8 acres	

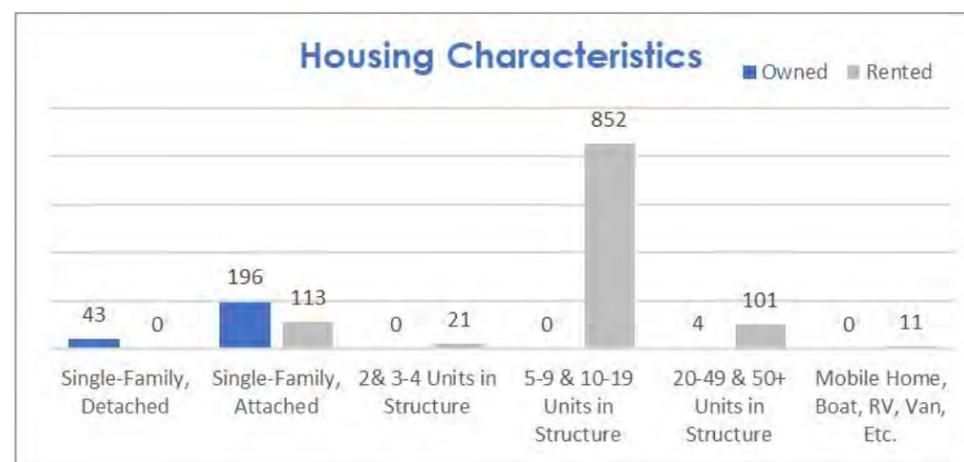
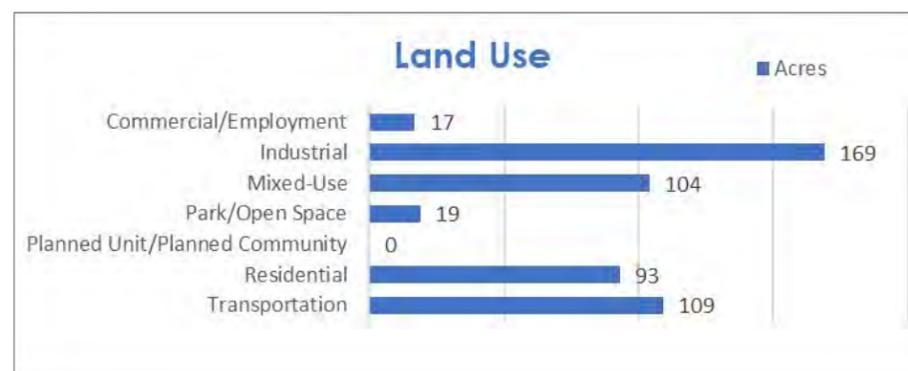
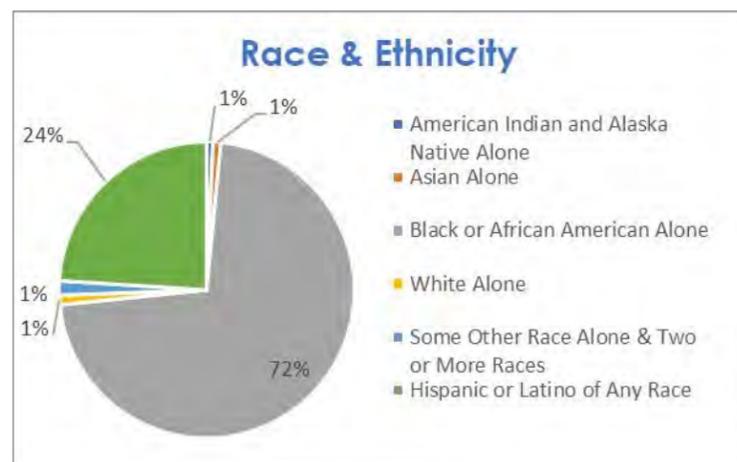
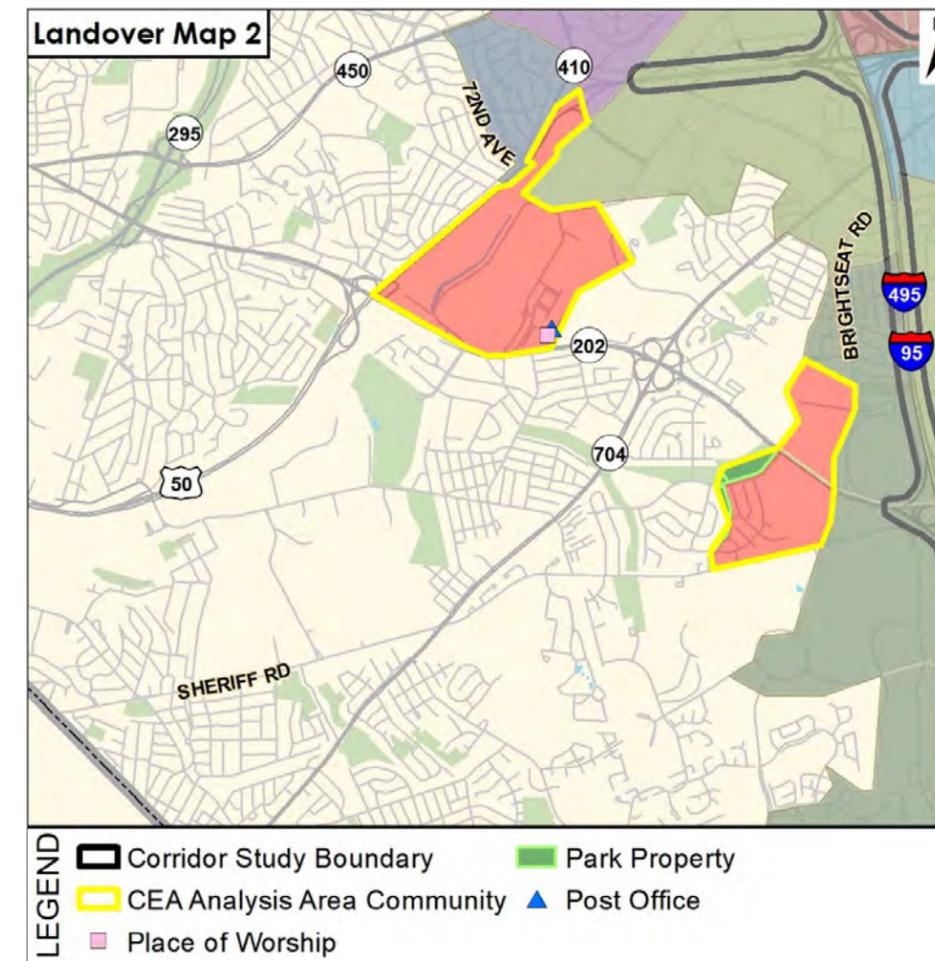
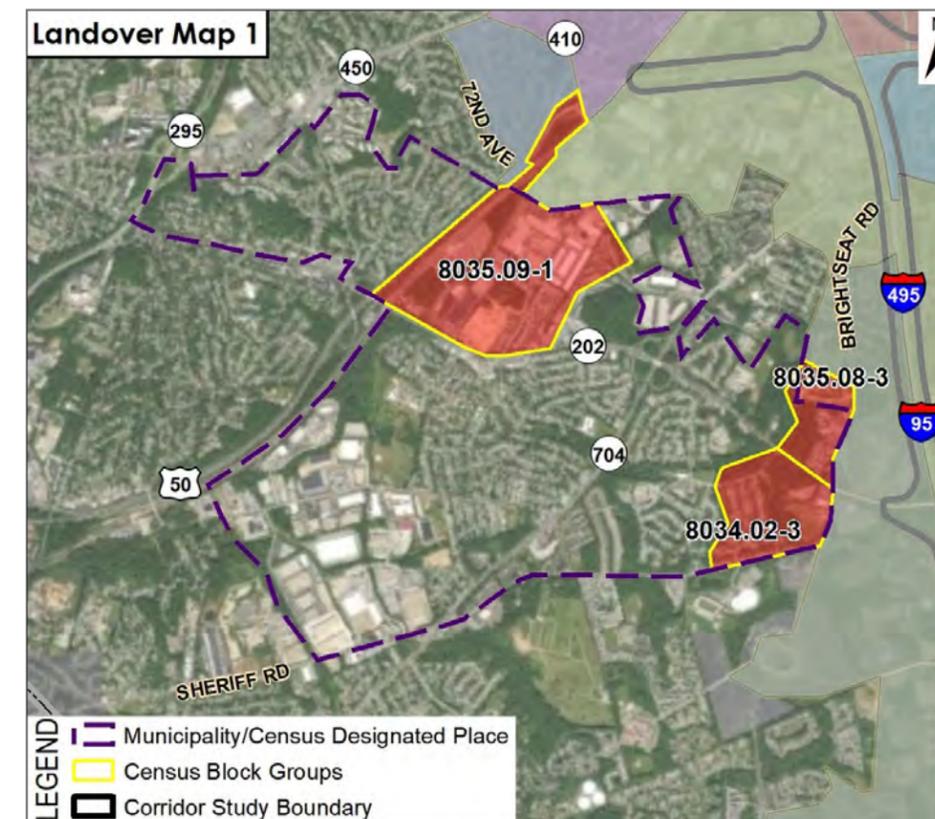
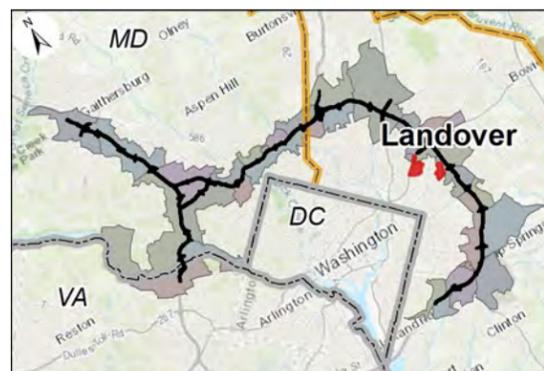
# Landover CEA Analysis Area Community

**Location:** The Landover CEA Analysis Area Community includes three Census block groups and covers 537 acres, overlapping with noncontiguous portions of the Landover Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community consists of noncontiguous census block groups due to the areas location in the southwest quadrant of the US 50 and I-95/I-495 interchange and the I-95/I-495 mainline. The community extends roughly along US 50 from Landover Road to Veterans Highway (MD 410) in the north; along Penny Drive and Hubbard Drive to the east; south to Dodge Park and Landover Road. It also includes the area from Hamlin Street to Brightseat Road, south to Sheriff Road then extending west to a tributary to Cattail Branch, which the analysis area community follows to its confluence with Cattail Branch. Cattail Branch forms the western boundary of this portion of the community.

**Planning & Development:** Planning within this CEA Analysis Area Community is guided by the *Approved Subregion 4 Master Plan and Sectional Map Amendment* (June 2010). A small portion of the analysis area community is within the *Approved Landover Gateway Sector Plan and Proposed Sectional Map Amendment* (2009) area. The Landover CEA Analysis Area Community development patterns and density include single-family and multi-family homes located along tree-lined local roadways in gridded and curvilinear patterns. Additionally, commercial and industrial uses are situated within the northern portion of the Landover CEA Analysis Area Community.

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 place of worship (Integrity Church International); 2 parks (Barlowe Road Park, Palmer Park Community Center); and 1 post office (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** All 3 of the Landover CEA Analysis Area Community block groups (8034.02 – 3, 8035.08 – 3, and 8035.09 - 1) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>4,330</b>
<i>as percent of CEA Analysis Area</i>	1%
Median Age	30
Households with One + Persons with a Disability	237
Range of Median Household Income (Block Groups)	\$43,225- \$55,789
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	1,517

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



## Landover CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	<p><b>Summary of Impacts from the Screened Alternatives</b></p> <p>The Build Alternatives would not impact right-of-way or land use within the Landover CEA Analysis Area Community.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>The Build Alternatives would result in no changes to land use and development. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community. Isolation of properties, persons, or groups would not occur due to the proposed improvements along the existing highway.</p> <p>Based on current analysis, this community does not contain any noise sensitive land use/activity areas (NSAs). Noise abatement information for NSAs along the study corridor, including mapping, is available in the Noise Technical Report (DEIS, Appendix J). Similarly, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 1 (No Build)</b>	None	None	None	
<b>Alternative 5</b>	None	None	None	
<b>Alternatives 8 and 9</b>	None	None	None	
<b>Alternative 10</b>	None	None	None	
<b>Alternative 13B</b>	None	None	None	
<b>Alternative 13C</b>	None	None	None	

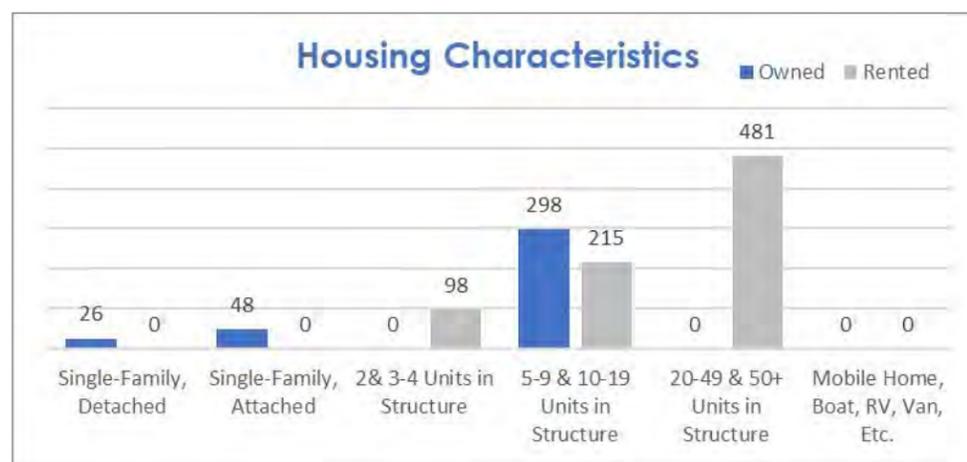
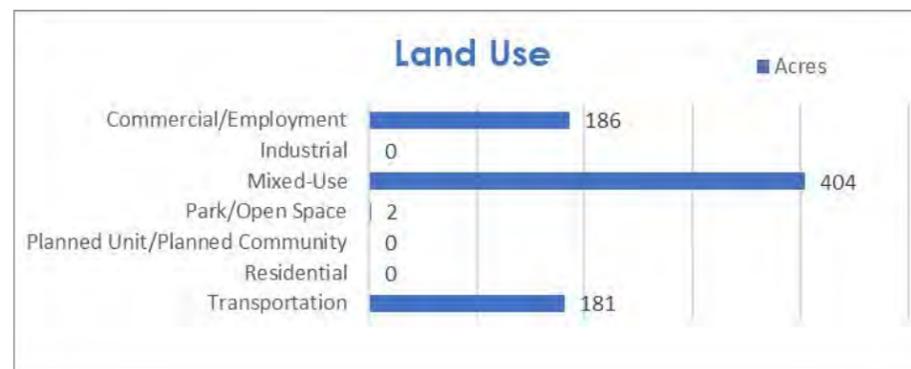
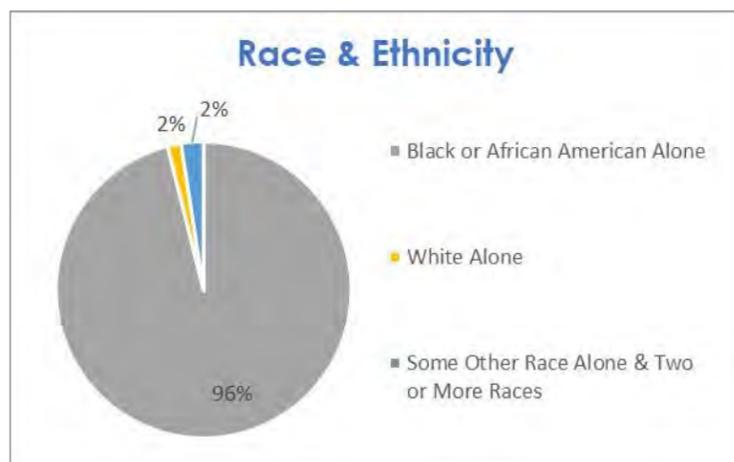
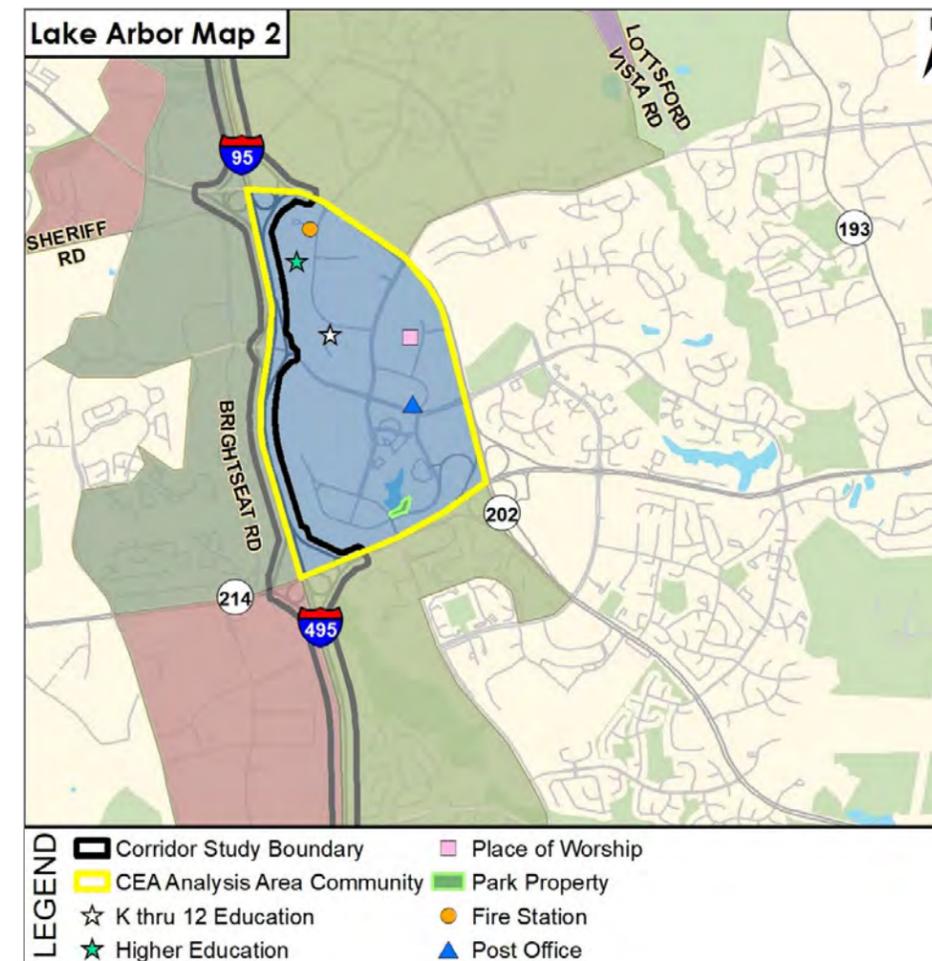
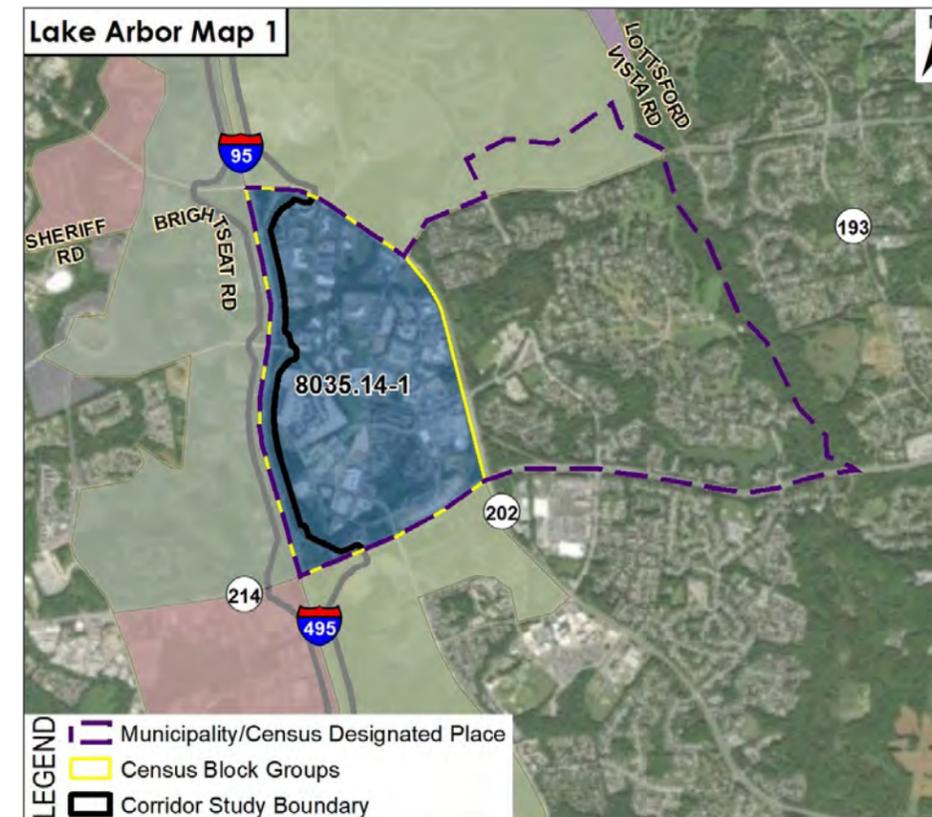
# Lake Arbor CEA Analysis Area Community

**Location:** The Lake Arbor CEA Analysis Area Community includes one Census block group and covers 773 acres, overlapping with the western portion of the Lake Arbor Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community extends roughly from the I-495 and Landover Road (Route 202) interchange south along Landover Road to the intersection with Central Avenue and along Central Avenue west to the interchange with I-495.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided by the *Largo Town Center Sector Plan and Sectional Map Amendment* (DDOZ) (2013), the *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* (2004), and the *Largo-Lottsford Master Plan and Sectional Map Amendment* (1990) to implement transit-oriented development (TOD) at the Largo Town Center Metro Station. Development patterns and density nearest I-495 are typical of transit-oriented development centers, with mixed-use and light-industrial areas intermingled with high- and medium-density residential areas and shopping centers clustered around arterial roadways. Tree-lined residential developments of single-family houses and large apartment buildings, as well as pockets of forested lands and parks, are located along local and arterial roadways east of Landover Road (MD 202).

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 school (Foundation School); 1 higher education institution (University of Maryland University College); 1 place of worship (Edified Christian Ministries International); 1 park (Largo Town Center Park); 1 fire/rescue facility (Prince George's County Fire Department Administrative Services Command); and 1 post office (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** The single block group comprising the Lake Arbor CEA Analysis Area Community (8035.14 - 1) is identified as an EJ population. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>2,090</b>
<i>as percent of CEA Analysis Area</i>	1%
Median Age	38
Households with One + Persons with a Disability	219
Range of Median Household Income (Block Groups)	\$66,433
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	583

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



## Lake Arbor CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisition from multiple properties, including a higher education facility. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Higher Education Facility	<b>Commercial/Employment:</b> 0.1 acre <b>Mixed-Use:</b> 2.6 acres <b>Transportation:</b> 1.5 acres <b>Total Land Required:</b> 4.2 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Based on current analysis, this community does not contain any noise sensitive land use/activity areas (NSAs). Noise abatement information for NSAs along the study corridor, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Higher Education Facility	<b>Commercial/Employment:</b> 0.1 acre <b>Mixed-Use:</b> 3.0 acres <b>Transportation:</b> 1.5 acres <b>Total Land Required:</b> 4.6 acres	
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Higher Education Facility	<b>Commercial/Employment:</b> 0.1 acre <b>Mixed-Use:</b> 3.0 acres <b>Transportation:</b> 1.5 acres <b>Total Land Required:</b> 4.6 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Higher Education Facility	<b>Commercial/Employment:</b> 0.1 acre <b>Mixed-Use:</b> 3.0 acres <b>Transportation:</b> 1.5 acres <b>Total Land Required:</b> 4.6 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Higher Education Facility	<b>Commercial/Employment:</b> 0.1 acre <b>Mixed-Use:</b> 3.0 acres <b>Transportation:</b> 1.5 acres <b>Total Land Required:</b> 4.6 acres	

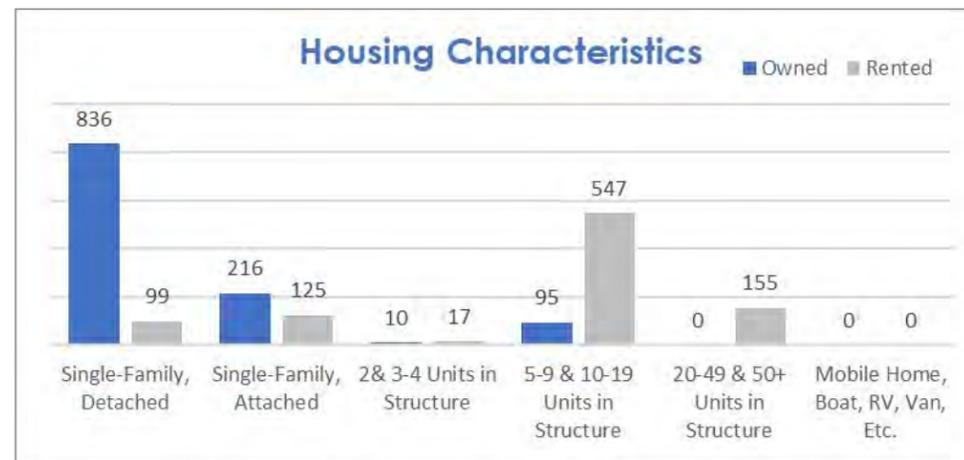
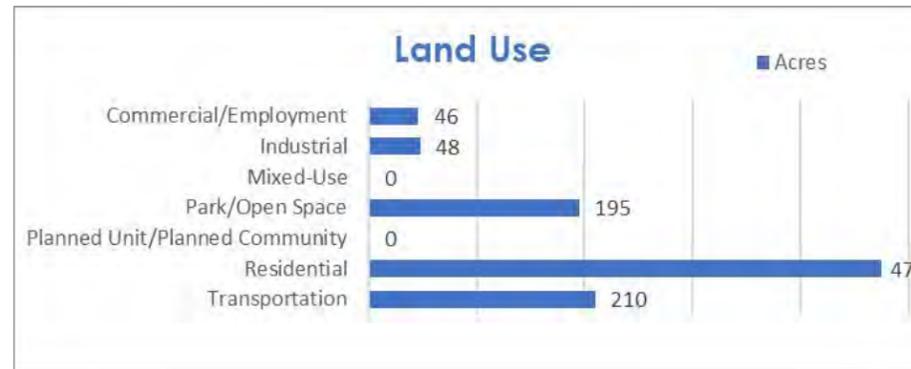
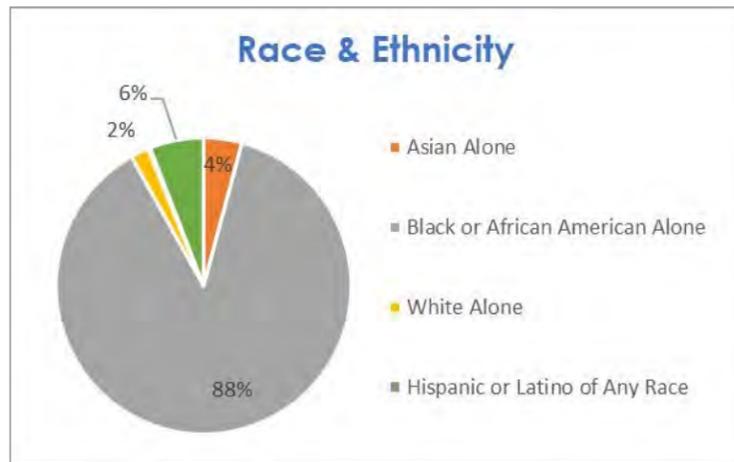
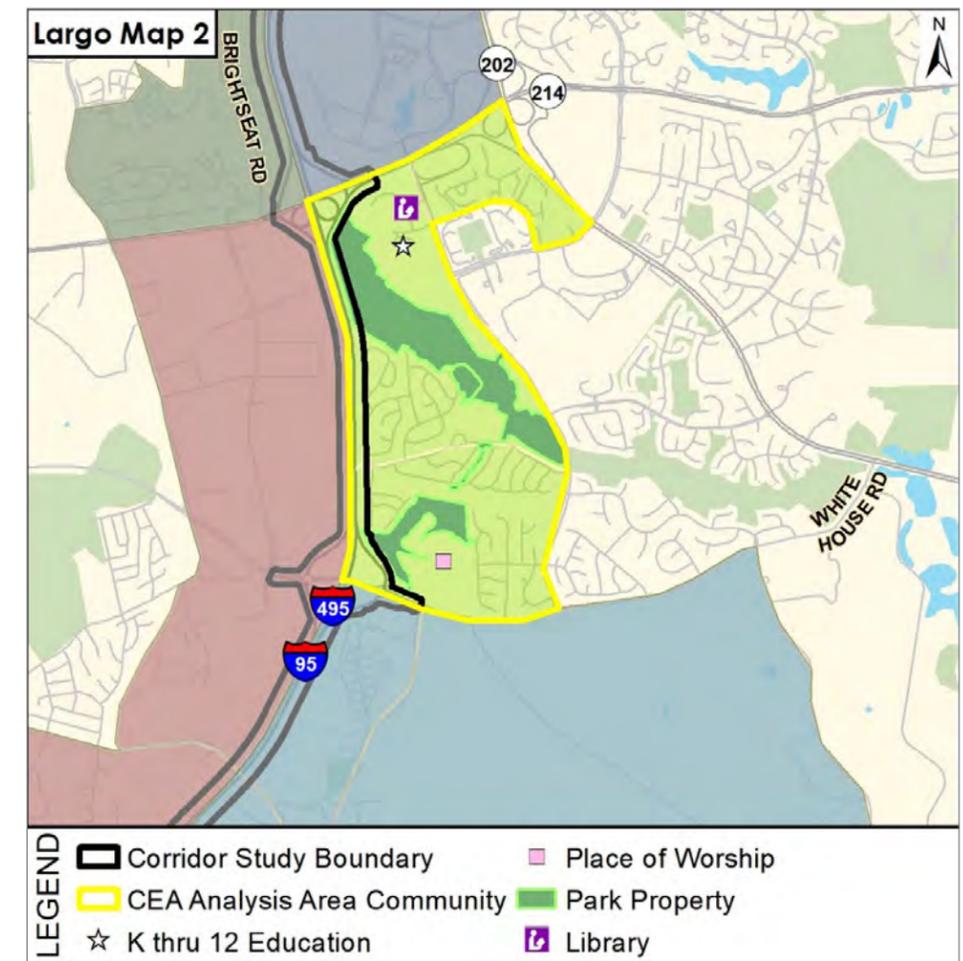
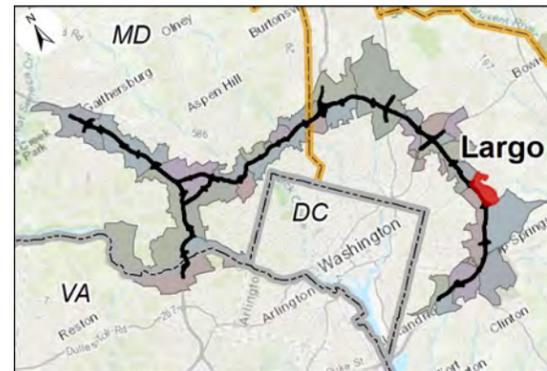
# Largo CEA Analysis Area Community

**Location:** The Largo CEA Analysis Area Community includes three Census block groups and covers 974 acres, overlapping the western portion of the Largo Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: Central Avenue (MD 214) to the north; Largo Road (MD 202) and Harry S. Truman Drive to the east; Ritchie Marlboro/White House Road to the south; and I-495 to the west.

**Planning & Development:** Planning and development of the northern fringe of the Largo CEA Analysis Area Community is guided by the *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* (2004). Planning and development throughout the remainder of the Analysis Area Community is guided by the *Largo-Lottsford Master Plan and Sectional Map Amendment* (1990). Development patterns and density are typical of an older suburb, with a predominance of single-family houses and medium-size apartment buildings oriented around curvilinear local roadways, and shopping centers and community facilities oriented around arterial roadways such as Harry S. Truman Drive and Ritchie-Marlboro Road.

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 school (Phyllis E. Williams Elementary School); 1 place of worship (Greater Morning Star Apostolic Ministries); 4 parks (Southwest Branch Stream Valley Park, Heritage Glen Park/McCarthy Park, New Orchard Park, Rambling Hills Park); and 1 library (Largo-Kettering Branch Library) (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** All 3 of the Largo CEA Analysis Area Community block groups (8035.12 – 1, 8035.12 – 3, and 8035.13 - 2) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>5,372</b>
<i>as percent of CEA Analysis Area</i>	2%
Median Age	37
Households with One + Persons with a Disability	263
Range of Median Household Income (Block Groups)	\$65,278- \$107,045
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	2,297

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



## Largo CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations, nor would they impact any community facilities. However, the Build Alternatives would require partial acquisition from multiple properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Park/Open Space:</b> 0.8 acre <b>Residential:</b> 1.3 acres <b>Transportation:</b> 0.4 acre <b>Total Land Required:</b> 2.5 acres	<p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Park/Open Space:</b> 0.8 acre <b>Residential:</b> 2.1 acres <b>Transportation:</b> 0.4 acre <b>Total Land Required:</b> 3.3 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Park/Open Space:</b> 0.8 acre <b>Residential:</b> 2.1 acres <b>Transportation:</b> 0.4 acre <b>Total Land Required:</b> 3.3 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where there are no existing noise barriers, but new barriers would be constructed. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Park/Open Space:</b> 0.8 acre <b>Residential:</b> 2.1 acres <b>Transportation:</b> 0.4 acre <b>Total Land Required:</b> 3.3 acres	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Park/Open Space:</b> 0.8 acre <b>Residential:</b> 2.1 acres <b>Transportation:</b> 0.4 acre <b>Total Land Required:</b> 3.3 acres	<p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>

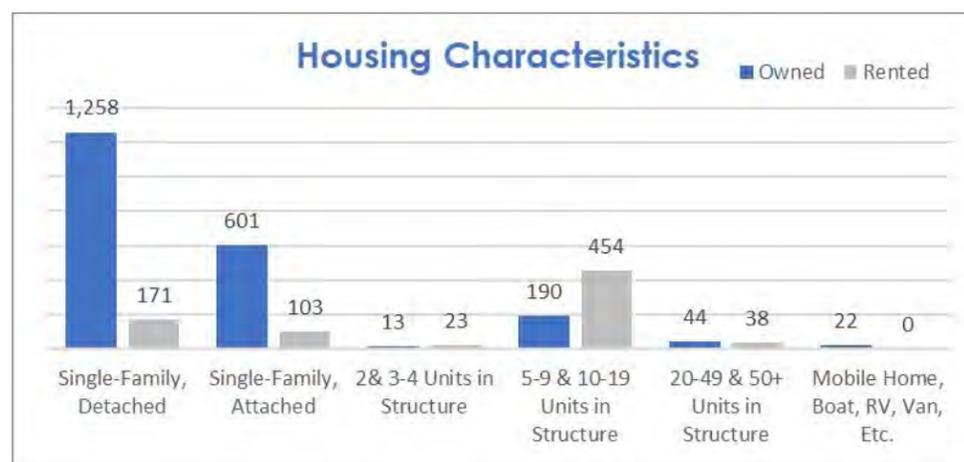
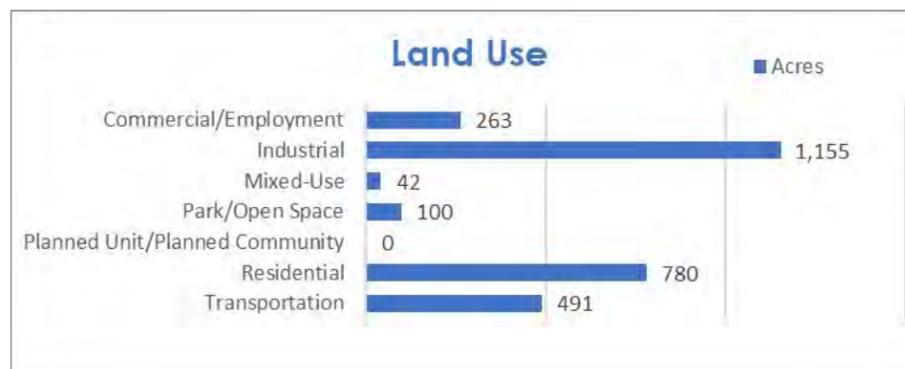
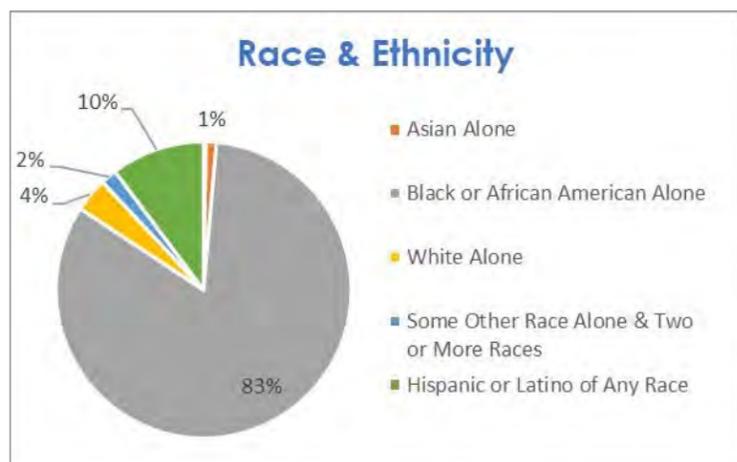
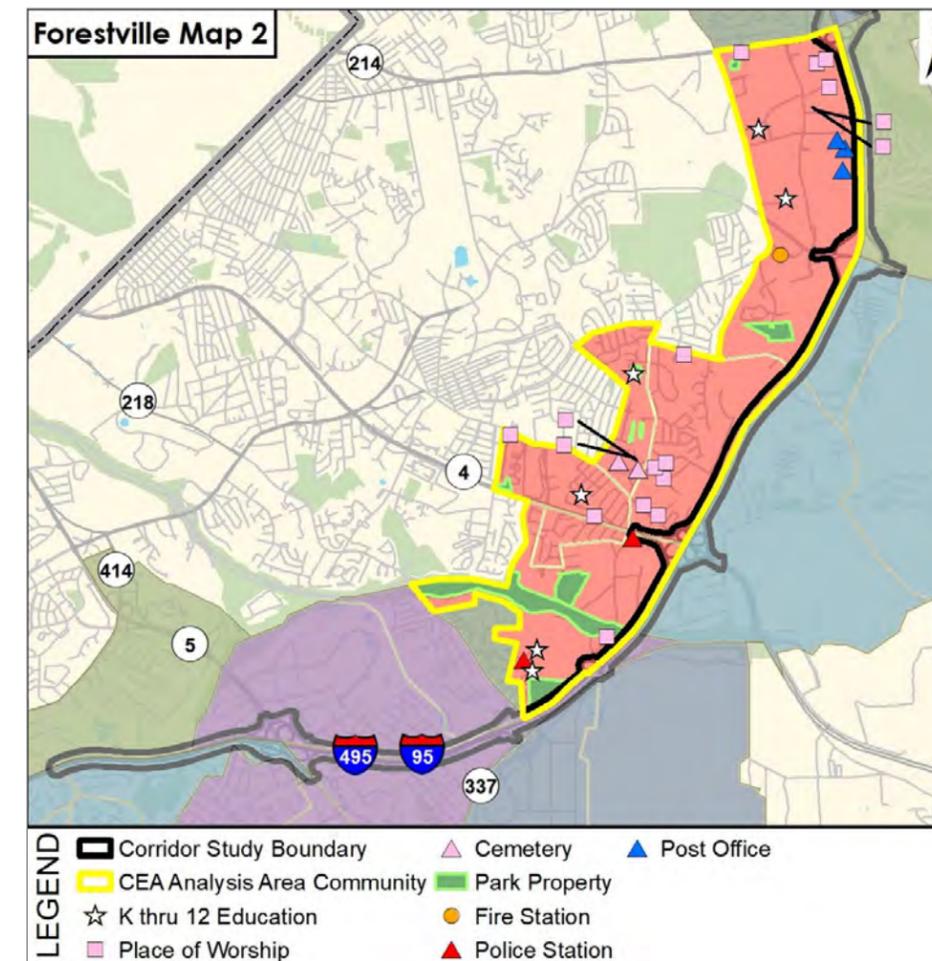
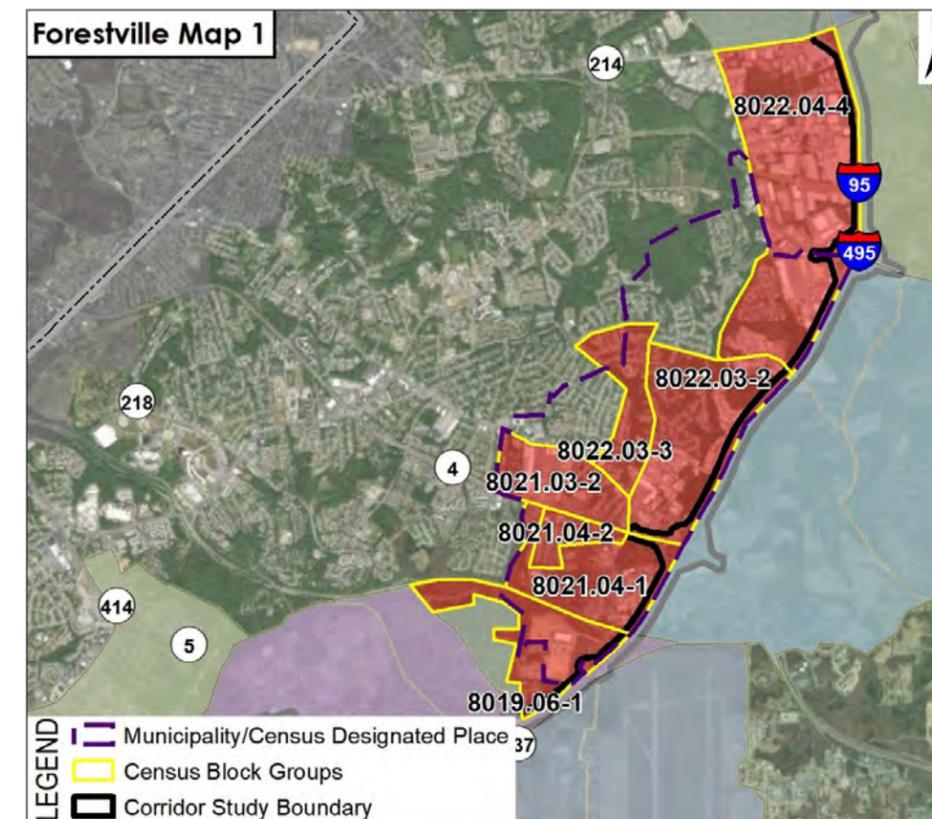
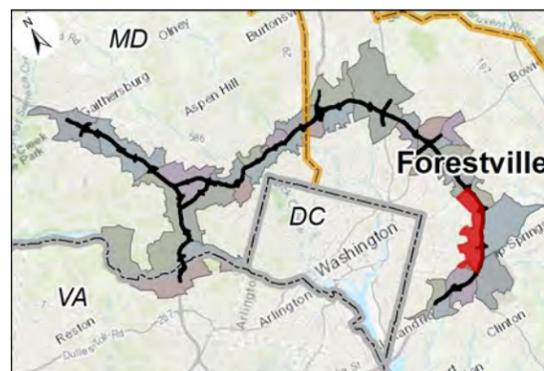
# Forestville CEA Analysis Area Community

**Location:** The Forestville CEA Analysis Area Community includes seven Census block groups and covers 2,831 acres, overlapping with most of the Forestville Census-Designated Place along I-495 (**Map 1**). The CEA Analysis Area Community is bordered roughly by: Central Avenue (Route 214) to the north; I-95/I-495 to the east; Suitland Parkway and Suitland Road to the south; and Donnell Drive, Walters Lane, Newglen Avenue, Kipling Parkway, and Ritchie Road to the west.

**Planning & Development:** Planning and development is guided by the *Subregion 4 Master Plan and Sectional Map Amendment* (2010). Portions of the community are within the boundary of the *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (2009) and the *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* (2004). Development patterns and density are typical of an older suburb with shopping centers and light industrial uses clustered around arterial roadways, including Pennsylvania Avenue, Suitland Parkway, and Ritchie Road/Forestville Road.

**Community Facilities:** Located within the CEA Analysis Area Community are: 6 schools (H. Winship Wheatley Early Childhood Center, Village Academy of Maryland, Longfields Elementary School, North Forestville Elementary School, Benjamin Foulois Creative and Performing Arts Academy, Imagine Foundations at Morningside Public Charter School); 17 places of worship (Amazing Grace Baptist Church, Epiphany Episcopal Church, Faith Baptist Church, Forest Memorial United Methodist Church, Forestville Baptist Church, Glendale Baptist Church, House of Prayer Church of God, Iglesia Evangelica Manantial de Vida Eterna, Kingdom Hall of Jehovah's Witnesses, New Ephesians Church of God, New Hope Baptist Church, New Revelations In Christ CGC, Overcomers Now Church, Pillars of Faith Holy Church, The Sanctuary at Kingdom Square, The Worship Place Apostolic Center, Whole Life Ministries International); 7 parks/parkways and recreation centers (Douglass E. Patterson Park, Suitland Parkway, South Forestville Park, Hartman-Berkshire Park, Keystone Forest Park, Forestville-Ritchie Park, Ritchie Run Park, North Forestville Community Center, Ridgeley Rosenwald School Museum); and 3 police and fire/rescue stations (Morningside Police Department, Maryland State Police Barrack L - Forestville, Ritchie Volunteer Fire Department); and 3 post office properties (**Map 2**). No affordable housing developments were identified.

**Environmental Justice populations:** All 7 of the Forestville CEA Analysis Area Community block groups (8019.06 – 1, 8021.03 – 2, 8021.04 – 1, 8021.04 – 2, 8022.03 – 2, 8022.03 – 3, and 8022.04 - 4) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>8,472</b>
<i>as percent of CEA Analysis Area</i>	3%
Median Age	40
Households with One + Persons with a Disability	721
Range of Median Household Income (Block Groups)	\$55,469- \$98,173
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	3,474

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Forestville CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p><b>Summary of Impacts from the Screened Alternatives</b></p> <p>The Build Alternatives would require no relocations. The Build Alternatives would require partial acquisition from multiple properties, including one place of worship, one park, and a postal property. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) where there are no existing noise barriers, but new barriers would be constructed. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Place of Worship 1 Park 1 Postal Property	<b>Commercial/Employment:</b> 2.6 acres <b>Industrial:</b> 13.8 acres <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 0.7 acre <b>Transportation:</b> 0.6 acre <b>Total Land Required:</b> 17.9 acres	
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Place of Worship 1 Park 1 Postal Property	<b>Commercial/Employment:</b> 3.2 acres <b>Industrial:</b> 16.6 acres <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 0.7 acres <b>Transportation:</b> 0.8 acres <b>Total Land Required:</b> 21.5 acres	
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Place of Worship 1 Park 1 Postal Property	<b>Commercial/Employment:</b> 3.2 acres <b>Industrial:</b> 16.6 acres <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 0.7 acres <b>Transportation:</b> 0.8 acres <b>Total Land Required:</b> 21.5 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Place of Worship 1 Park 1 Postal Property	<b>Commercial/Employment:</b> 3.2 acres <b>Industrial:</b> 16.6 acres <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 0.7 acres <b>Transportation:</b> 0.8 acres <b>Total Land Required:</b> 21.5 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Place of Worship 1 Park 1 Postal Property	<b>Commercial/Employment:</b> 3.2 acres <b>Industrial:</b> 16.6 acres <b>Mixed-Use:</b> 0.2 acre <b>Park/Open Space:</b> 0.7 acres <b>Transportation:</b> 0.8 acres <b>Total Land Required:</b> 21.5 acres	

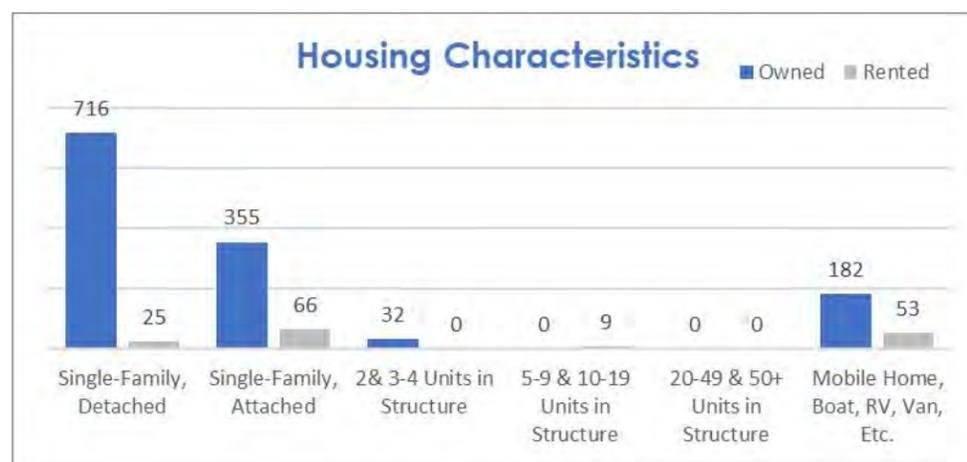
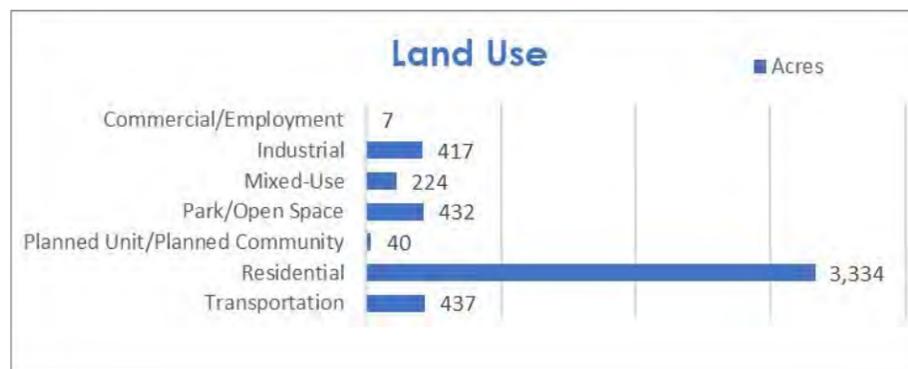
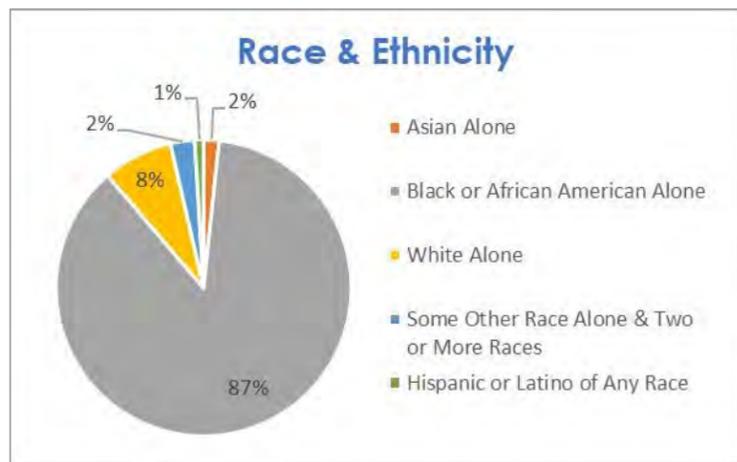
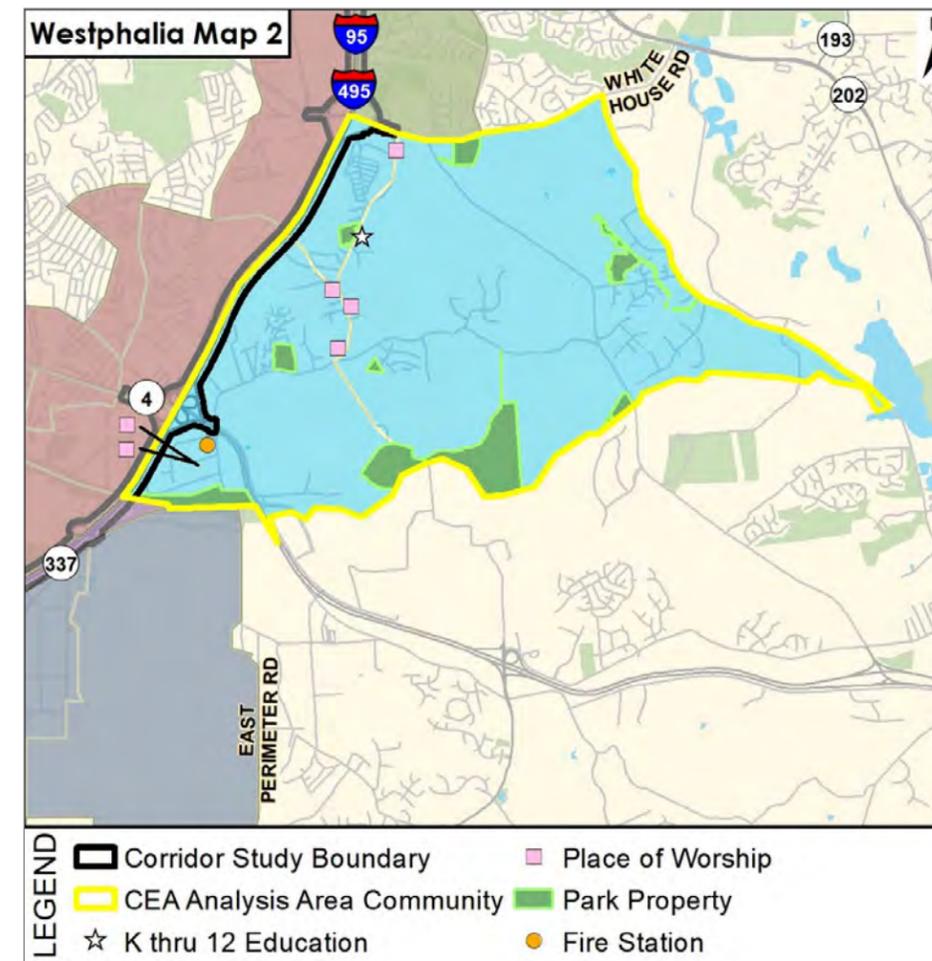
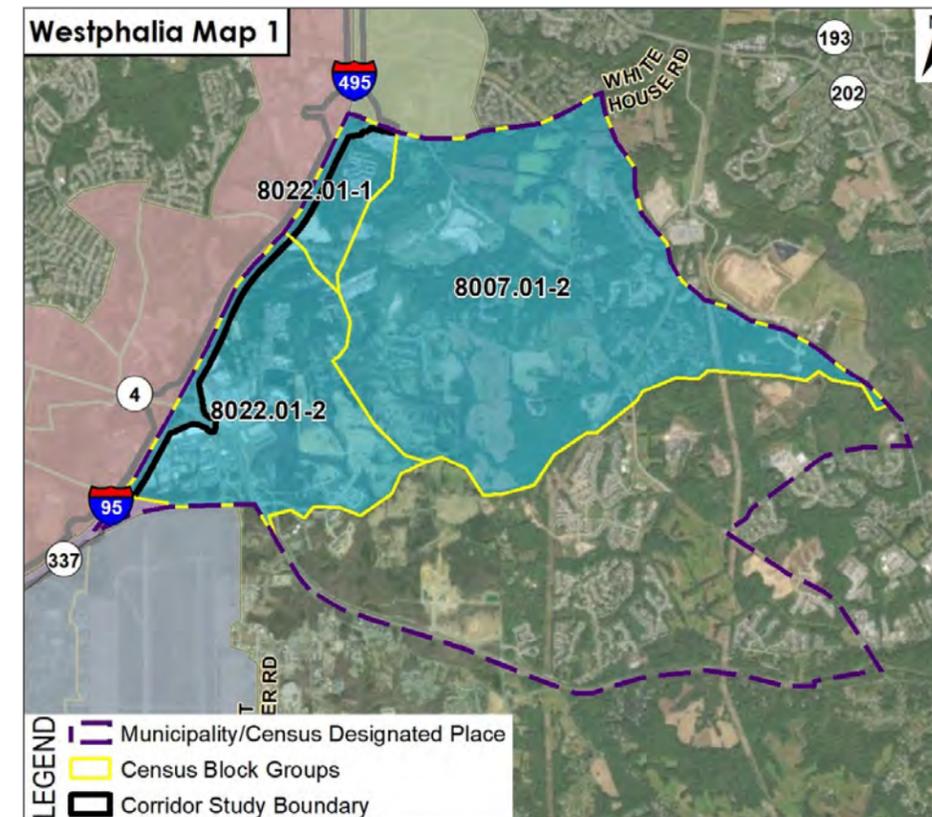
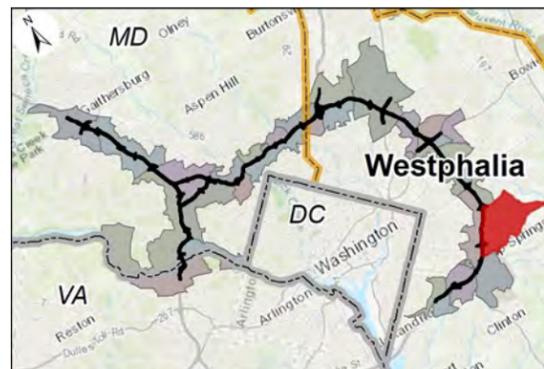
# Westphalia CEA Analysis Area Community

**Location:** The Westphalia CEA Analysis Area Community includes three Census block groups and covers 4,891 acres, overlapping the northern half of the Westphalia Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: Ritchie Marlboro/White House Road to the north; Brown Station Road to the east; Cabin Branch and Presidential Parkway (MD 337) to the south; and I-495/I-95 to the west.

**Planning & Development:** Planning is guided by the *Approved Westphalia Sector Plan and Sectional Map Amendment (2007)* and the *Melwood-Westphalia Approved Master Plan and Sectional Map Amendment (1994)*. Residential development patterns include single-family houses and townhouses, plus mobile homes along curvilinear, tree-lined roadways. Forested areas and open space are interspersed throughout the CEA Analysis Area Community. According to, the *Approved Westphalia Sector Plan and Sectional Map Amendment (2007)*, Westphalia is currently undergoing redevelopment with concept plans calling for high-density, transit and pedestrian-oriented urban town center surround by village centers and multiple residential unit types.

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 school (Arrowhead Elementary School), 6 places of worship (Kingdom Worship Center, Ridgely Church of God, Ritchie Baptist Church, River of Life Christian Center, Unity & Praise Fellowship, Westphalia United Methodist Church); 7 parks/parkways (Suitland Parkway, Chesapeake Beach Railroad Trail, Turkey Branch Park, Westphalia Central Park, Westphalia Park, Little Washington Park, Cabin Branch West Stream Valley Park); and 1 fire/rescue station (Forestville Volunteer Fire Department Station 23) (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** All 3 of the Westphalia CEA Analysis Area Community block groups (8007.01 – 2, 8022.01 – 1, and 8022.01 - 2) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>3,619</b>
<i>as percent of CEA Analysis Area</i>	1%
Median Age	43
Households with One + Persons with a Disability	299
Range of Median Household Income (Block Groups)	\$63,523- \$120,833
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	1,668

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



## Westphalia CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations, nor would they impact any community facilities. However, the Build Alternatives would require partial acquisition from multiple properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternative 5</b>	None	None	<p><b>Industrial:</b> 3.0 acres  <b>Residential:</b> 9.5 acres  <b>Transportation:</b> 1.9 acres  <b>Total Land Required:</b> 14.4 acres</p>	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) that does not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternatives 8 and 9</b>	None	None	<p><b>Industrial:</b> 3.7 acres  <b>Residential:</b> 10.3 acres  <b>Transportation:</b> 2.2 acres  <b>Total Land Required:</b> 16.2 acres</p>	<p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 10</b>	None	None	<p><b>Industrial:</b> 3.7 acres  <b>Residential:</b> 10.3 acres  <b>Transportation:</b> 2.2 acres  <b>Total Land Required:</b> 16.2 acres</p>	
<b>Alternative 13B</b>	None	None	<p><b>Industrial:</b> 3.7 acres  <b>Residential:</b> 10.3 acres  <b>Transportation:</b> 2.2 acres  <b>Total Land Required:</b> 16.2 acres</p>	
<b>Alternative 13C</b>	None	None	<p><b>Industrial:</b> 3.7 acres  <b>Residential:</b> 10.3 acres  <b>Transportation:</b> 2.2 acres  <b>Total Land Required:</b> 16.2 acres</p>	

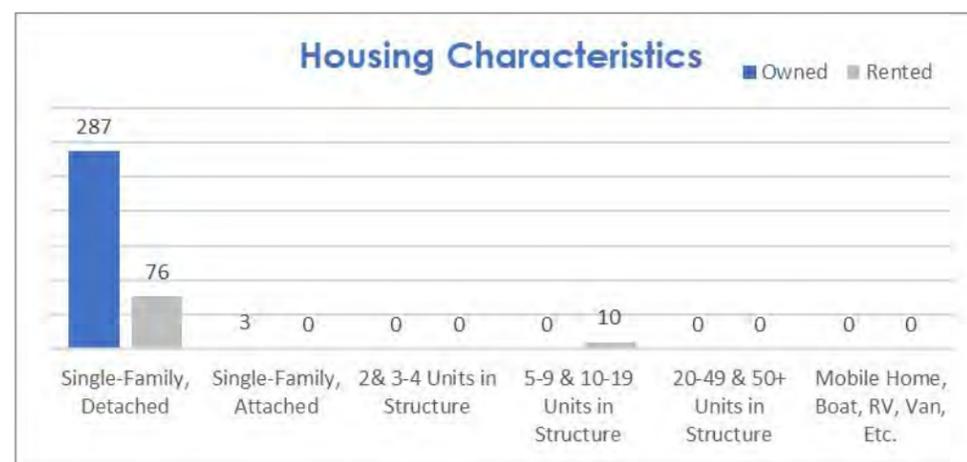
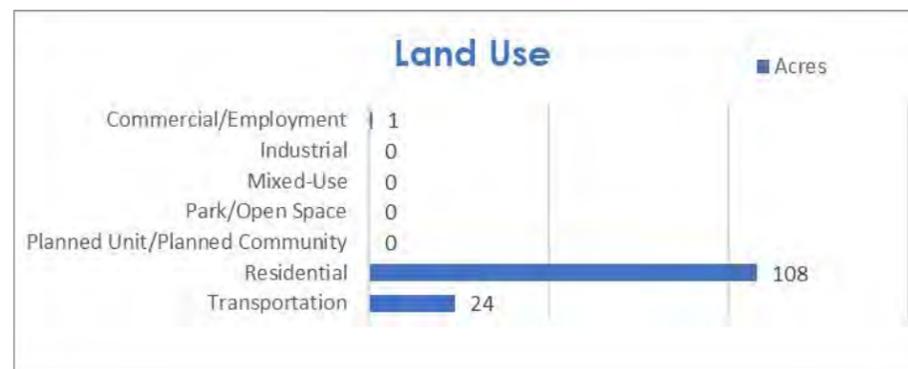
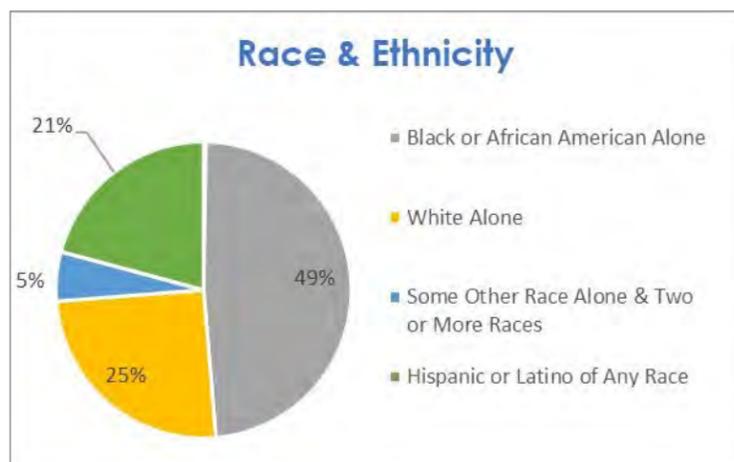
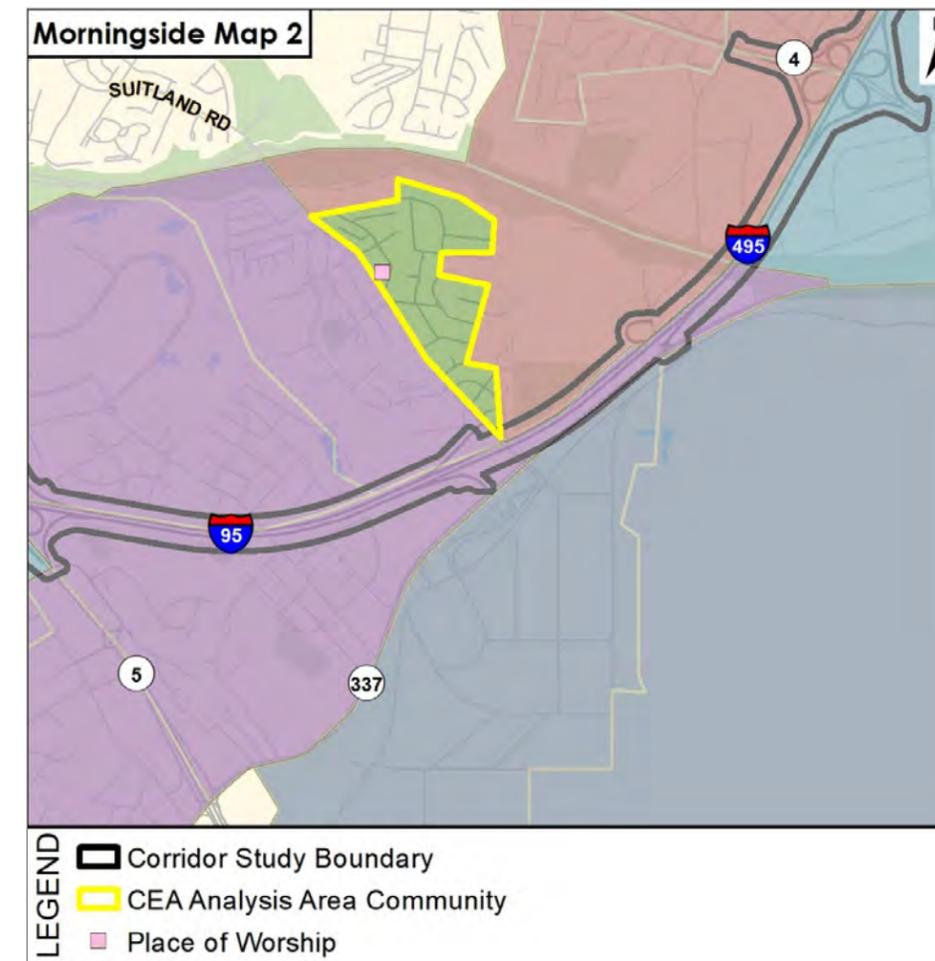
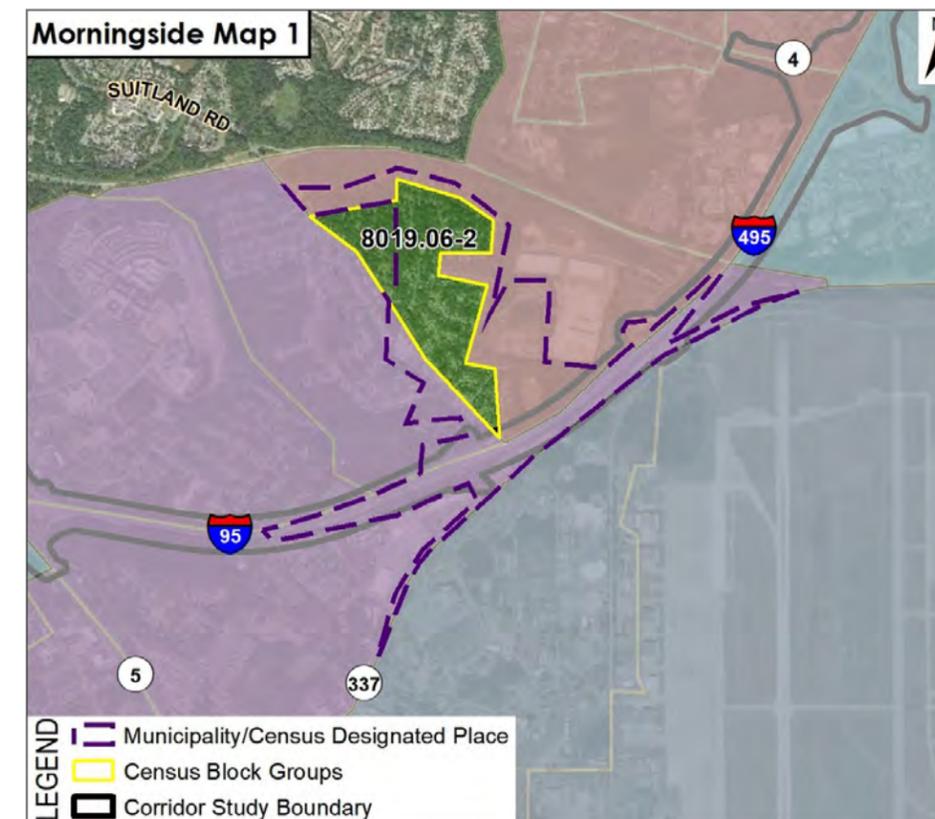
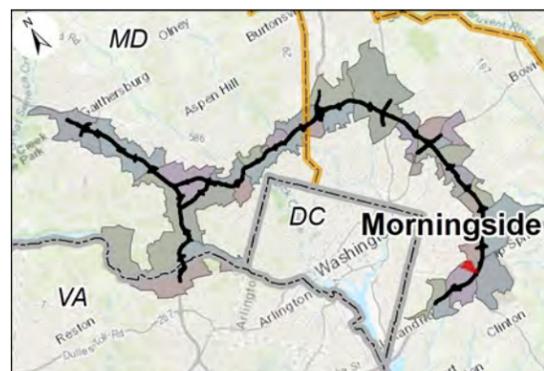
# Morningside CEA Analysis Area Community

**Location:** The Morningside CEA Analysis Area Community includes one Census block group and covers 133 acres, overlapping the northern portion of incorporated Town of Morningside along I-495 (**Map 1**). The CEA Analysis Area Community is bordered roughly by: Woodland Road to the north; Woodland and Morgan Roads and Pickett Drive to the east; and Suitland Road (Route 218) to the south and west.

**Planning & Development:** Planning and development are guided by *The Heights and Vicinity Approved Master Plan and Sectional Map Amendment* (2000). Development patterns and density are typical of a suburb, with a predominance of single-family houses oriented around curvilinear and gridded local roadways. Suitland Road provides convenient access between the residences of the Morningside CEA Analysis Area Community and Joint Base Andrews, located immediately southeast of the community, across I-495.

**Community Facilities:** Located within the CEA Analysis Area Community is 1 place of worship (Suitland Road Baptist Church) (**Map 2**). No affordable housing developments were identified in this community.

**Environmental Justice populations:** The single block group comprising the Morningside CEA Analysis Area Community (8019.06 – 2) is identified as an EJ population. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>1,171</b>
<i>as percent of CEA Analysis Area</i>	<1%
Median Age	40
Households with One + Persons with a Disability	122
Range of Median Household Income (Block Groups)	\$64,688
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	480



Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data

## Morningside CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would not impact right-of-way or land use within the Morningside CEA Analysis Area Community.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternative 5</b>	None	None	None	<p>The Build Alternatives would result in no changes to land use and development. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternatives 8 and 9</b>	None	None	None	<p>Based on current analysis, this community does not contain any noise sensitive land use/activity areas (NSAs). Noise abatement information for NSAs along the study corridor, including mapping, is available in the Noise Technical Report (DEIS, Appendix J). Similarly, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 10</b>	None	None	None	
<b>Alternative 13B</b>	None	None	None	
<b>Alternative 13C</b>	None	None	None	

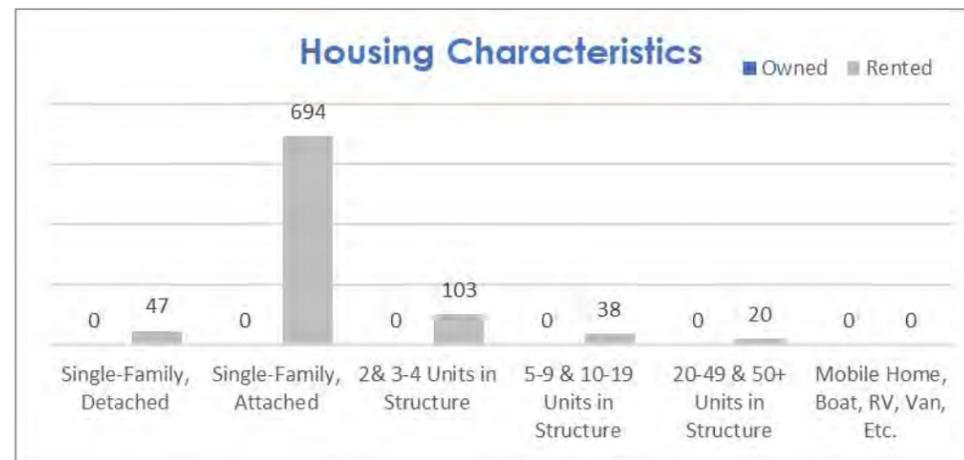
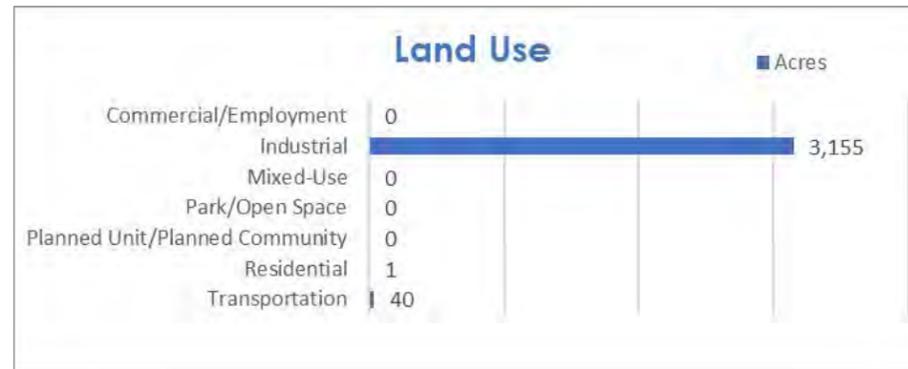
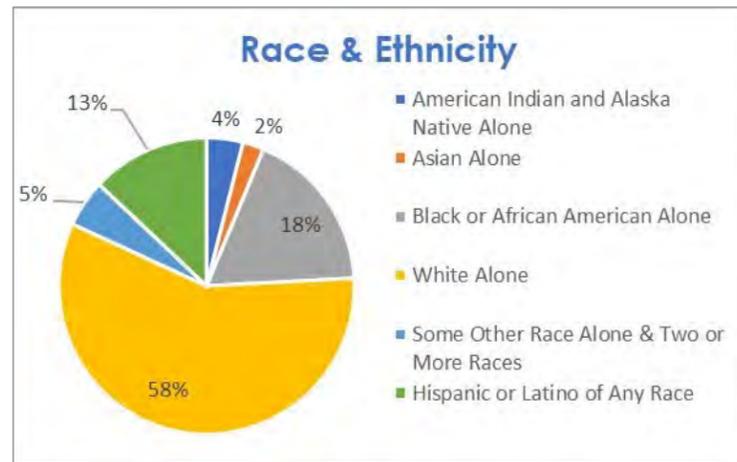
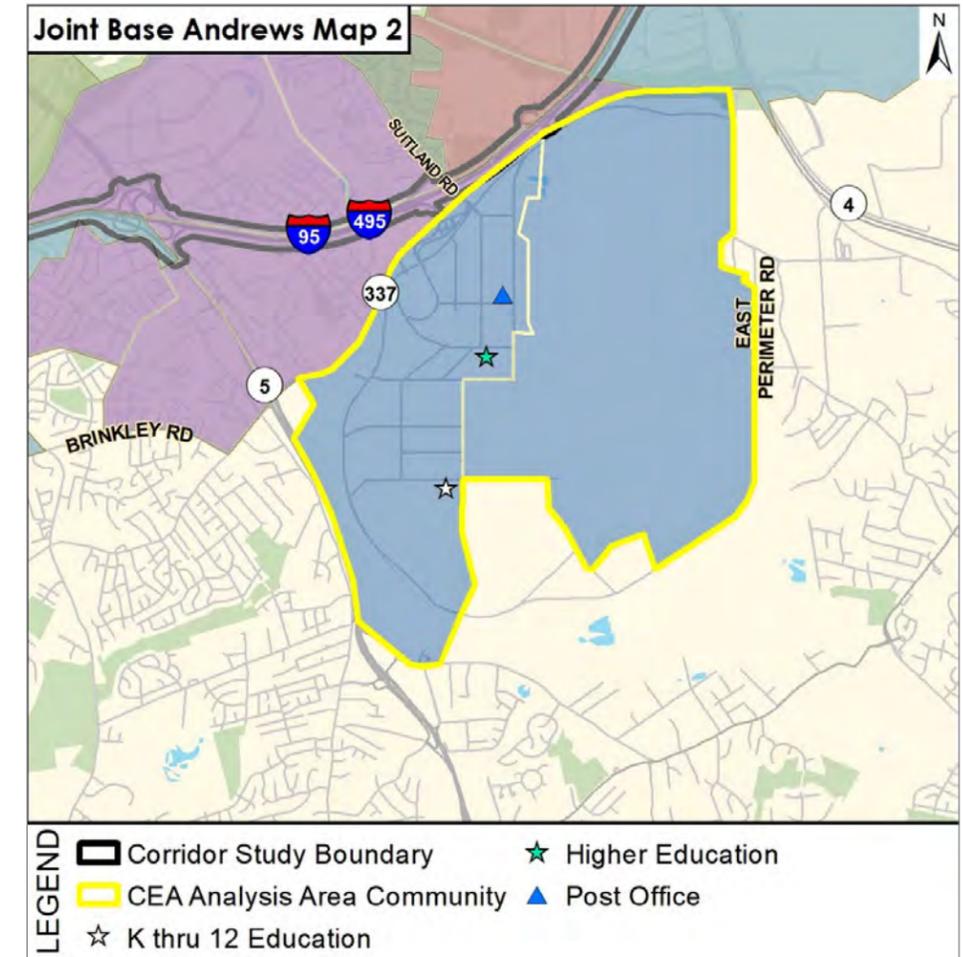
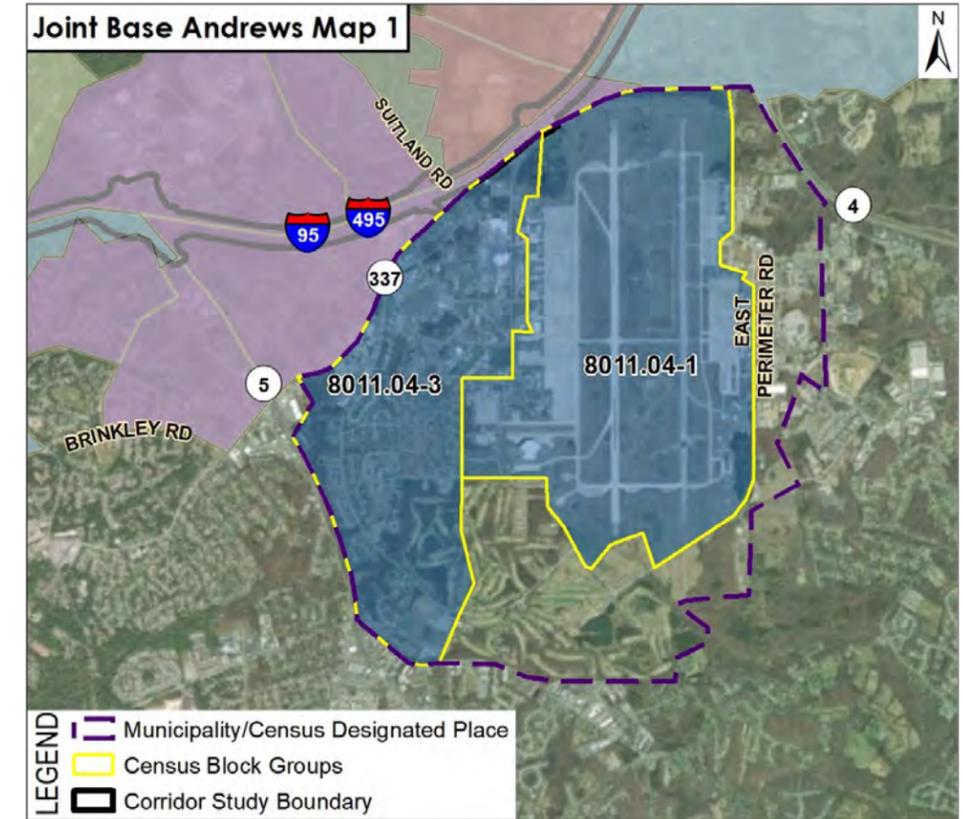
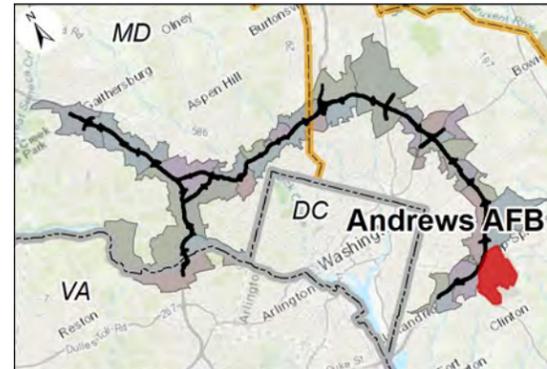
# Joint Base Andrews CEA Analysis Area Community

**Location:** The Joint Base Andrews (JBA) CEA Analysis Area Community includes two Census Block Groups and covers 3,195 acres, overlapping most of the gated U.S. military installation and Census-Designated Place JBA along I-495. The CEA Analysis Area Community is bordered roughly by: I-95/I-495 and Suitland Parkway/Allentown Road (Route 337) to the north; Patrick Avenue and East Perimeter Road to the east; Wisconsin Road, San Antonio Boulevard, and West Perimeter Road to the south; and Branch Avenue (Route 5) and Allentown Road to the west.

**Planning & Development:** The JBA CEA Analysis Area Community features commands from the U.S. Department of Defense, the Maryland National Guard, the Maryland State Police, and the District National Guard. JBA features an airfield; housing units; maintenance, service, and light industrial facilities; undeveloped, forested land for military training exercises; three individual golf courses; and commercial and administrative buildings. A draft master plan for JBA was submitted for National Capital Planning Commission review and comment in January 2018. Land Use for this community is largely characterized as industrial and all the residences are on-base housing classified as rental properties, per ACS 5-Years Estimates (2012–2016).

**Community Facilities:** Located within the CEA Analysis Area Community are: 2 schools and higher education institutions/extensions (Imagine Andrews Public Charter School, University of Maryland University College at Joint Base Andrews); 1 parkway (Suitland Parkway); and 1 post office (Map 2). No affordable housing developments were identified in this community.

**Environmental Justice populations:** One of the 2 JBA CEA Analysis Area Community block groups (8011.04 – 3) is identified as an EJ population. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>3,336</b>
<i>as percent of CEA Analysis Area</i>	1%
Median Age	23
Households with One + Persons with a Disability	36
Range of Median Household Income (Block Groups)	\$55,000
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	1,120



Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data

# Joint Base Andrews CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	<p><b>Summary of Impacts from the Screened Alternatives</b></p> <p>The Build Alternatives would not impact right-of-way or land use within the Joint Base Andrews CEA Analysis Area Community.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>The Build Alternatives would result in no changes to land use and development. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Based on current analysis, this community does not contain any noise sensitive land use/activity areas (NSAs). Noise abatement information for NSAs along the study corridor, including mapping, is available in the Noise Technical Report (DEIS, Appendix J). Similarly, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 1 (No Build)</b>	None	None	None	
<b>Alternative 5</b>	None	None	None	
<b>Alternative 8</b>	None	None	None	
<b>Alternative 10</b>	None	None	None	
<b>Alternative 13B</b>	None	None	None	
<b>Alternative 13C</b>	None	None	None	

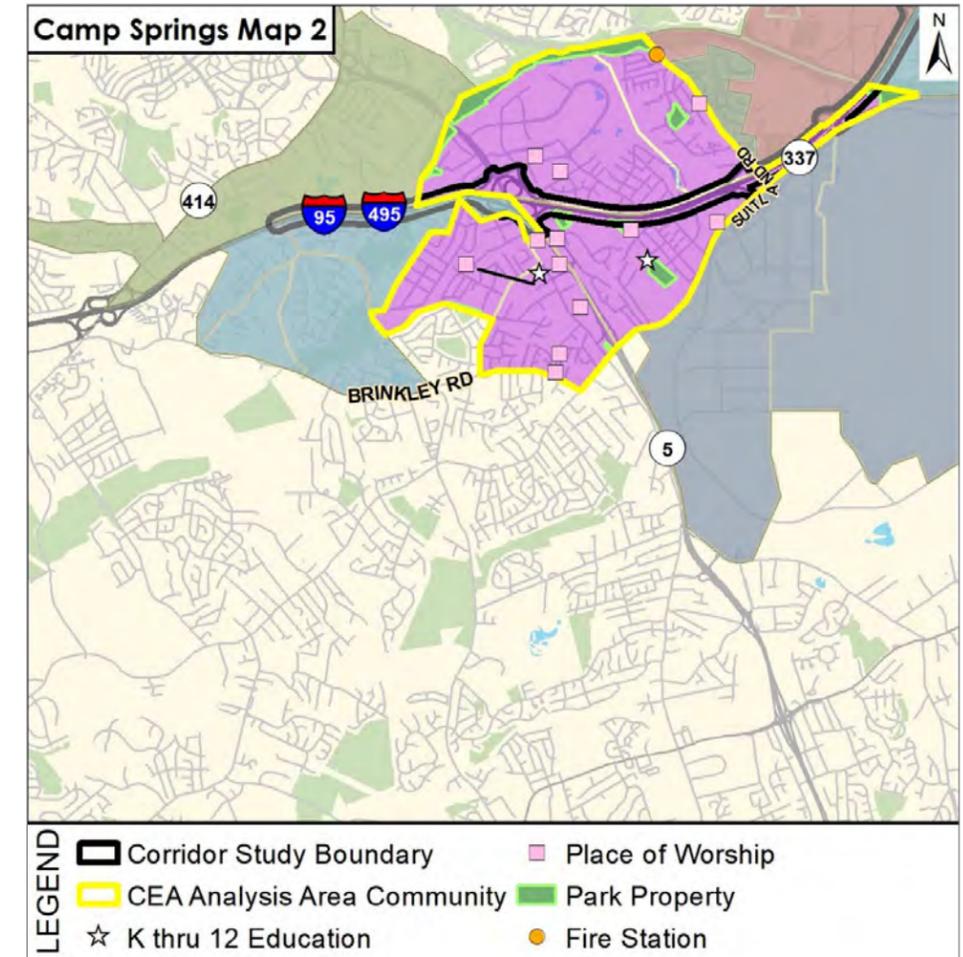
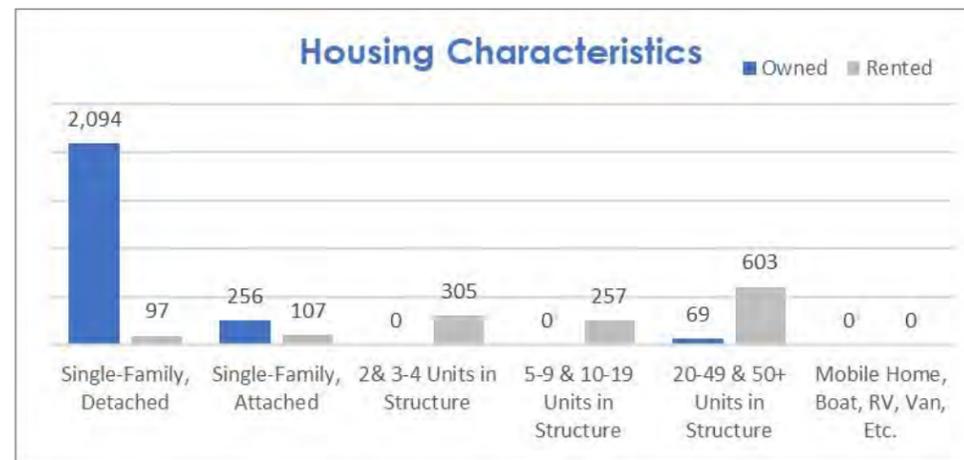
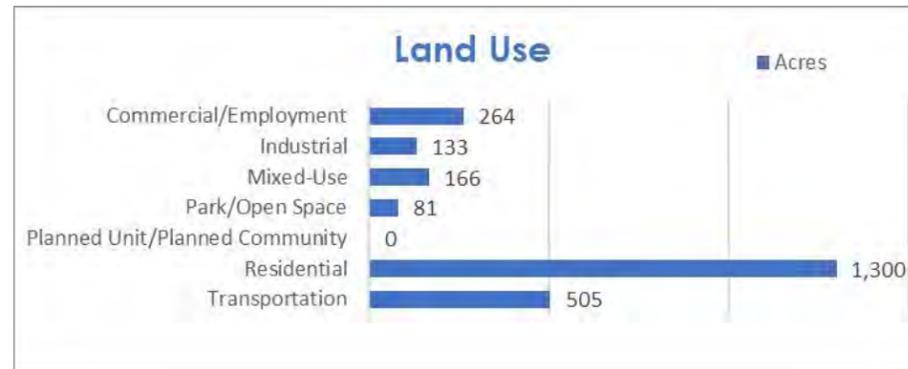
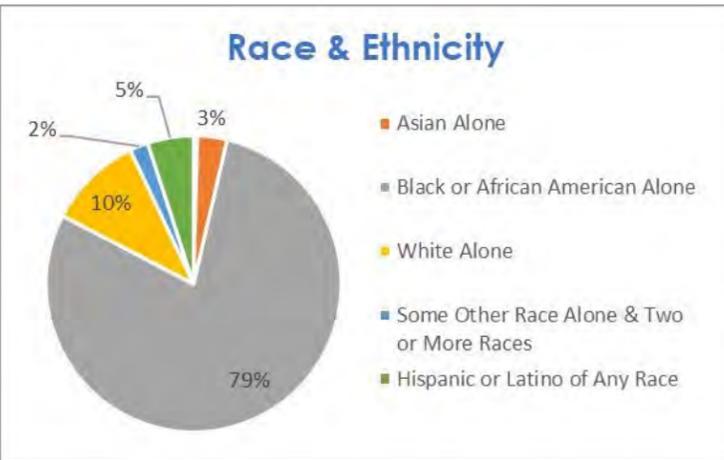
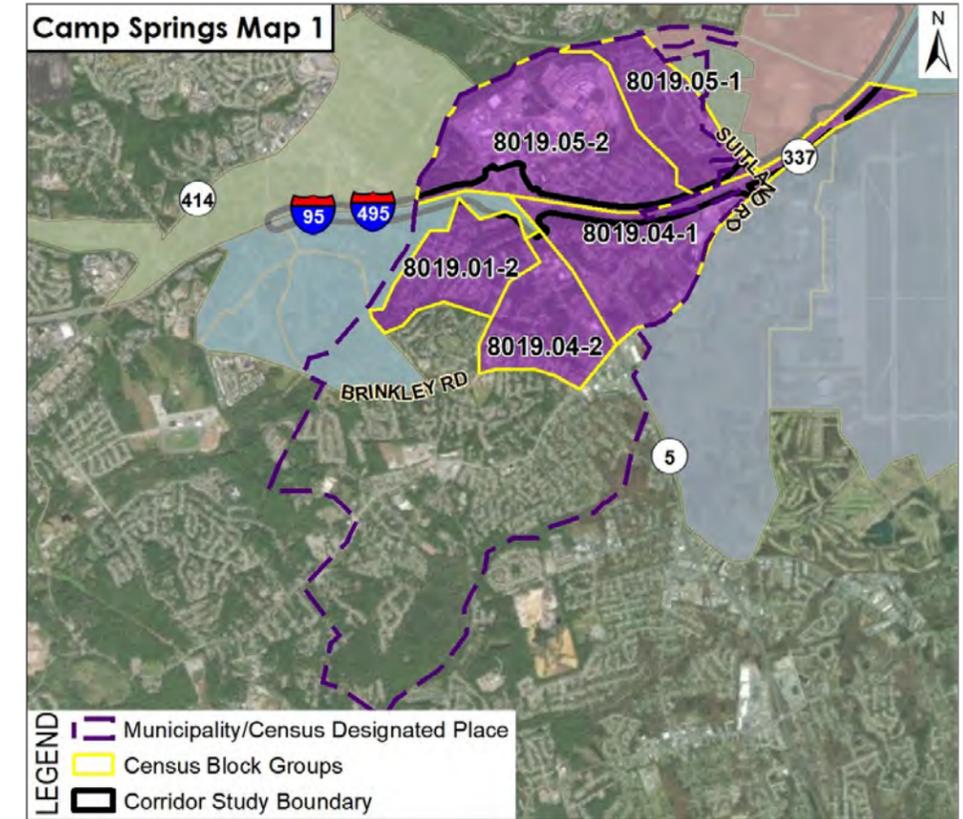
# Camp Springs CEA Analysis Area Community

**Location:** The Camp Springs CEA Analysis Area Community includes five Census block groups and covers 2,449 acres, overlapping approximately half of the Camp Springs Census-Designated Place (CDP) along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: Suitland Parkway and Suitland Road to the north; Allentown Road to the east; Brinkley Road, Middletown Lane, and Weldon Drive to the south; and Henderson Road to the west. Developed around the crossroads of Branch Avenue (Route 5) and Allentown Road, the community is divided by I-495/I-95 and bordered by Joint Base Andrews CDP to the east.

**Planning & Development:** Planning and development within this CEA Analysis Area Community is guided by *The Preliminary Southern Green Line Station Area Sector Plan and Sectional Map Amendment (2013)*, the *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment (2008)*, the *Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment (2006)* and the *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (2000)*. Development patterns and density are typical of an older, inner suburb, with primarily single-family detached homes in tree-lined neighborhoods, curvilinear local roadways largely separated from shopping centers, and light industrial uses along larger arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 2 schools (New Chapel Christian Academy, Princeton Elementary School); 12 places of worship (Beltway Church of Christ, Central Baptist Church of Camp Springs, Church of Jesus Christ Of Latter Day Saints, Evangel Assembly, From the Heart Ministries, Healing Hearts Ministries, Kirkland Memorial Second Church, Nativity Episcopal Church, New Chapel Baptist Church, People's Church, Saint Philip's Church, The Peoples Christian Corp); 7 parks/parkways (Manchester Estates Park, Andrews Manor Park, Suitland Parkway, Middleton Valley Park, Auth Village Park, Henson Creek Stream Valley Park, Michael J. Polley Park); 1 fire/rescue station (Morningside Volunteer Fire Department Station 27) (Map 2). One affordable housing development (Vesta Riverdale) was identified in this community.

**Environmental Justice populations:** All 5 of the Camp Springs CEA Analysis Area Community block groups (8019.01 – 2, 8019.04 – 1, 8019.04 – 2, 8019.05 – 1, and 8019.05 - 2) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in Chapter 4.



<b>Total Population</b>	<b>9,966</b>
<i>as percent of CEA Analysis Area</i>	3%
Median Age	39
Households with One + Persons with a Disability	842
Range of Median Household Income (Block Groups)	\$38,795- \$94,896
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	3,751



Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data

# Camp Springs CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require partial acquisition from multiple properties, including three places of worship and two park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 2 Places of Worship 2 Parks	<b>Commercial/Employment:</b> 1.5 acre <b>Industrial:</b> 0.3 acre <b>Park/Open Space:</b> 3.0 acres <b>Residential:</b> 11.8 acres <b>Transportation:</b> 0.9 acres <b>Total Land Required:</b> 17.5 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 2 Places of Worship 2 Parks	<b>Commercial/Employment:</b> 1.5 acre <b>Industrial:</b> 0.4 acre <b>Park/Open Space:</b> 3.1 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.1 acres <b>Total Land Required:</b> 19.0 acres	<p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) that would remain in-place as currently constructed; two NSAs where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; two NSAs where existing noise barriers would be reconstructed and extended; and one NSA that does not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 2 Places of Worship 2 Parks	<b>Commercial/Employment:</b> 1.5 acre <b>Industrial:</b> 0.4 acre <b>Park/Open Space:</b> 3.1 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.1 acres <b>Total Land Required:</b> 19.0 acres	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 2 Places of Worship 2 Parks	<b>Commercial/Employment:</b> 1.5 acre <b>Industrial:</b> 0.4 acre <b>Park/Open Space:</b> 3.1 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.1 acres <b>Total Land Required:</b> 19.0 acres	<p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 2 Places of Worship 2 Parks	<b>Commercial/Employment:</b> 1.5 acre <b>Industrial:</b> 0.4 acre <b>Park/Open Space:</b> 3.1 acres <b>Residential:</b> 12.9 acres <b>Transportation:</b> 1.1 acres <b>Total Land Required:</b> 19.0 acres	

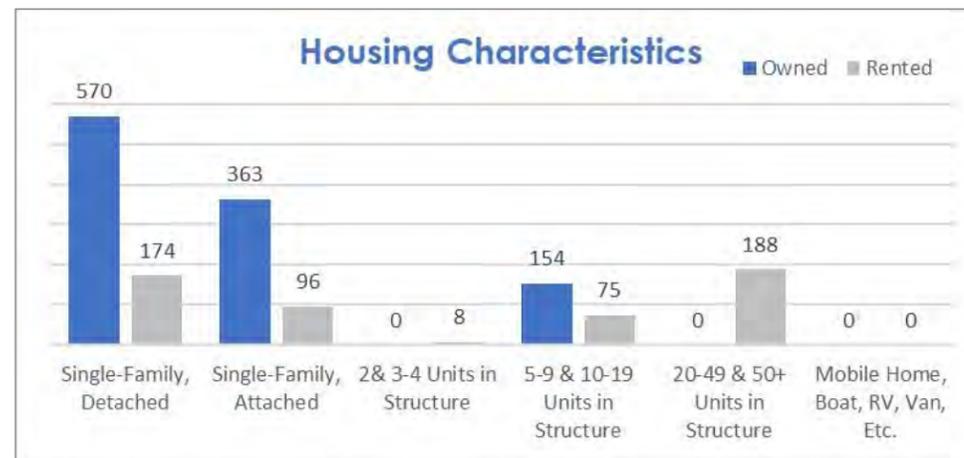
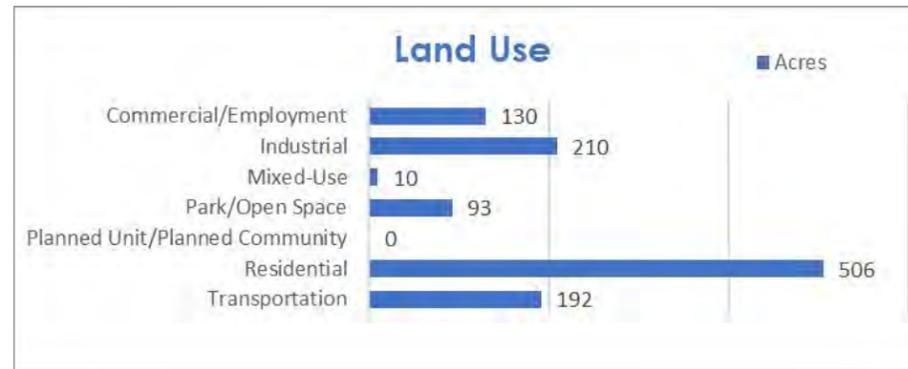
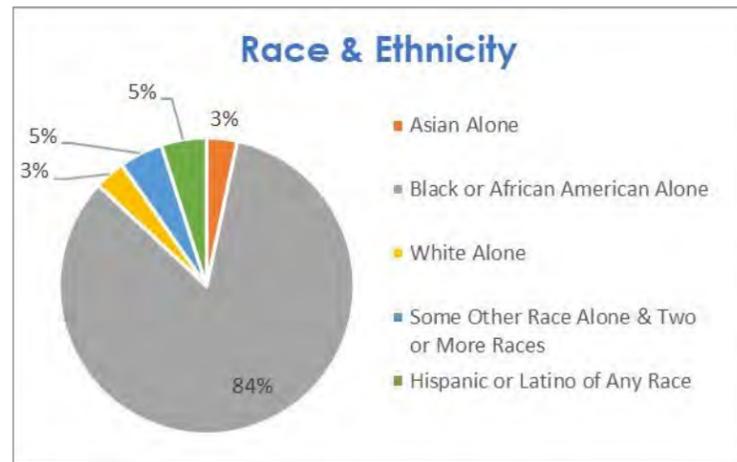
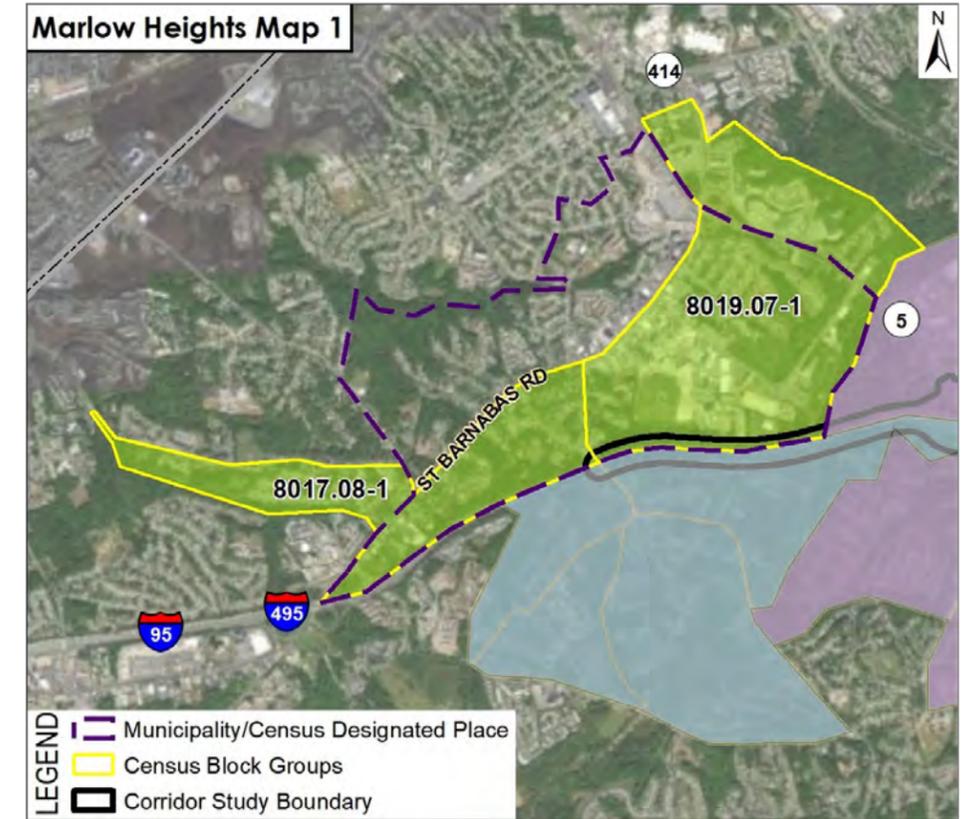
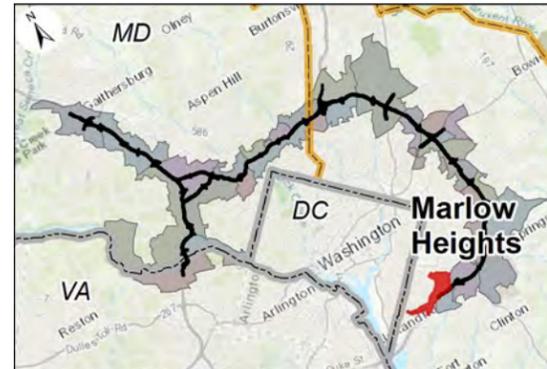
# Marlow Heights CEA Analysis Area Community

**Location:** The Marlow Heights CEA Analysis Area Community includes two Census block groups and covers 1,141 acres, overlapping and extending beyond the boundaries of the Marlow Heights Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: St. Barnabas Road (MD 414), Branch Avenue (Route 5), Wilkinson Drive and Belnor Lane to the north; a tributary to Henson Creek and the western portion of Henson Creek State Park to the east; I-95/I-495 to the south; and the residential neighborhoods bordering Owens Road to the west.

**Planning & Development:** Within the Marlow Heights CEA analysis area community development and planning are guided by *The Heights and Vicinity Approved Master Plan and Sectional Map Amendment* (2000). Development patterns and density are typically suburban, blending older single-family houses and townhouses oriented around local roadways with shopping centers and community facilities oriented around arterial roadways such as Owens and St. Barnabas Roads.

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 school (Barnaby Manor Elementary School); 8 places of worship (Christ Cornerstone Church, Cornerstone New Life Ministries, Iglesia Ni Cristo, Kdst Slassie Eritrean Orthodox, Mount Calvary Baptist Church, Spread the News Church of God, Temple Hills Church of God, Victory Christian Ministries); 1 cemetery; 4 parks (Henson Creek Stream Valley Park, Azalea Acres Park, Temple Hills Park, Birchwood City Park); and 1 post office (Map 2). Additionally, 1 affordable housing development (Council House Apartments) is located in this community.

**Environmental Justice populations:** Both Marlow Heights CEA Analysis Area Community block groups (8017.08 – 1 and 8019.07 - 1) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>3,671</b>
<i>as percent of CEA Analysis Area</i>	1%
Median Age	46
Households with One + Persons with a Disability	462
Range of Median Household Income (Block Groups)	\$63,400- \$69,545
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	1,409

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Marlow Heights CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations. They would require partial acquisition from multiple properties, including 1 park property. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Industrial:</b> 0.8 acre <b>Park/Open Space:</b> 0.1 acre <b>Residential:</b> 0.4 acre <b>Total Land Required:</b> 1.3 acre	<p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Industrial:</b> 0.8 acre <b>Park/Open Space:</b> 0.1 acre <b>Residential:</b> 0.4 acre <b>Total Land Required:</b> 1.3 acre	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Based on current analysis, this community does not contain any noise sensitive land use/activity areas (NSAs). Noise abatement information for NSAs along the study corridor, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p>
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Industrial:</b> 0.8 acre <b>Park/Open Space:</b> 0.1 acre <b>Residential:</b> 0.4 acre <b>Total Land Required:</b> 1.3 acre	<p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Industrial:</b> 0.8 acre <b>Park/Open Space:</b> 0.1 acre <b>Residential:</b> 0.4 acre <b>Total Land Required:</b> 1.3 acre	<p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 Park	<b>Industrial:</b> 0.8 acre <b>Park/Open Space:</b> 0.1 acre <b>Residential:</b> 0.4 acre <b>Total Land Required:</b> 1.3 acre	

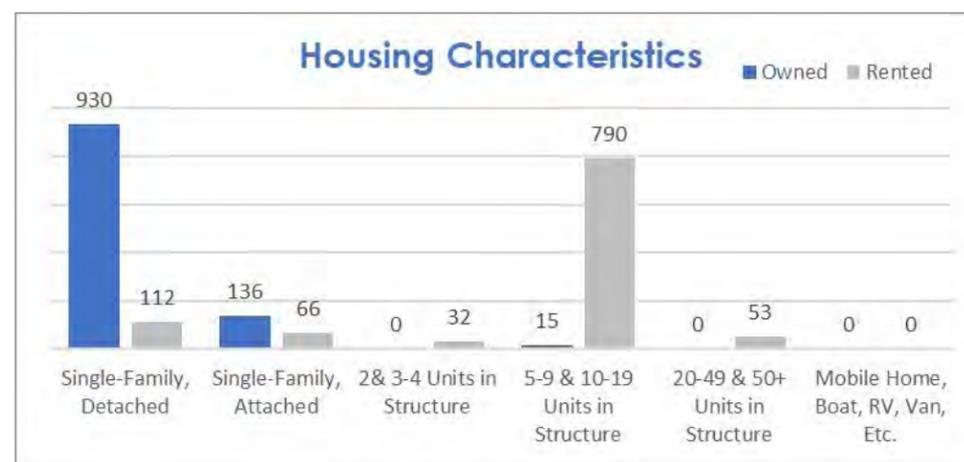
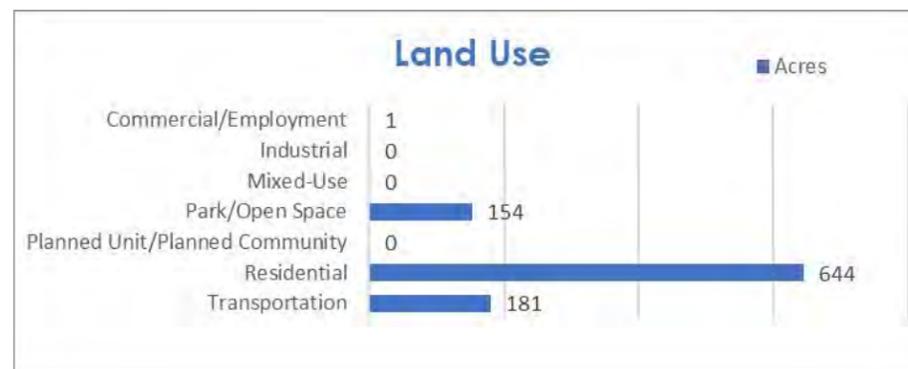
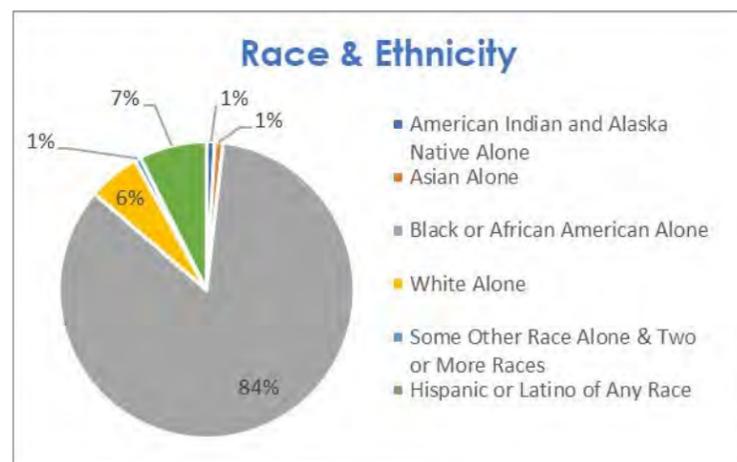
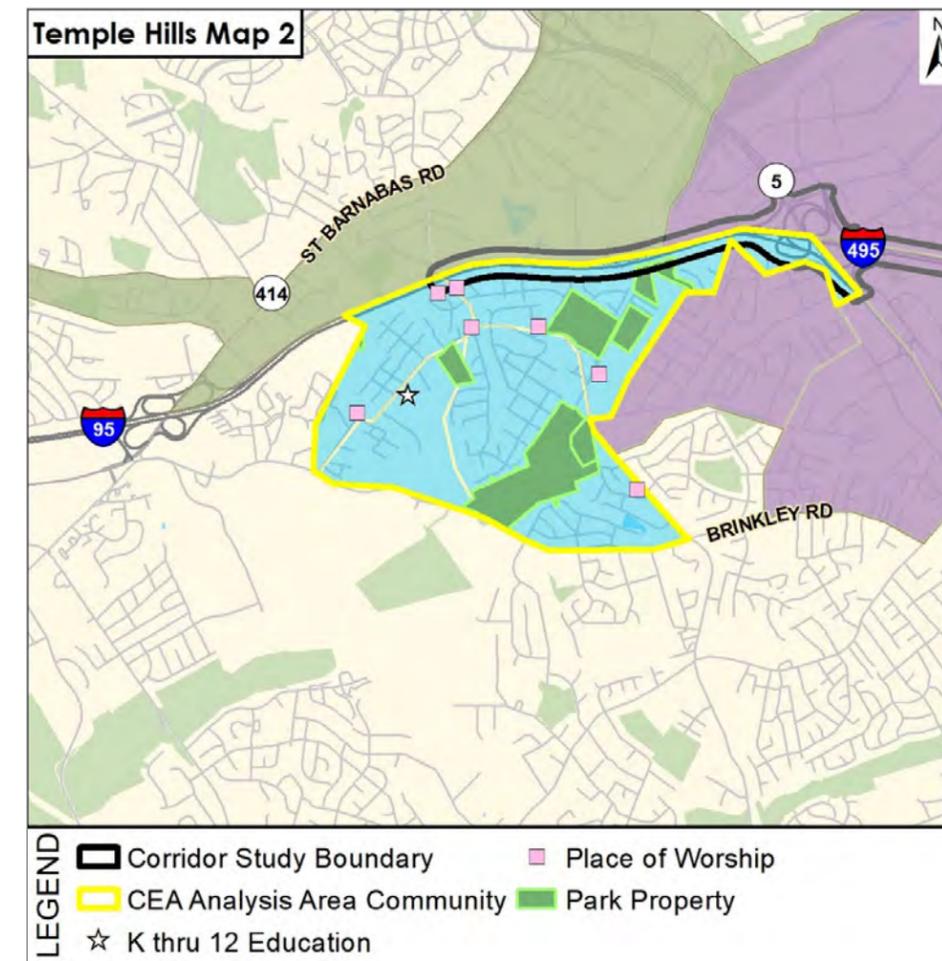
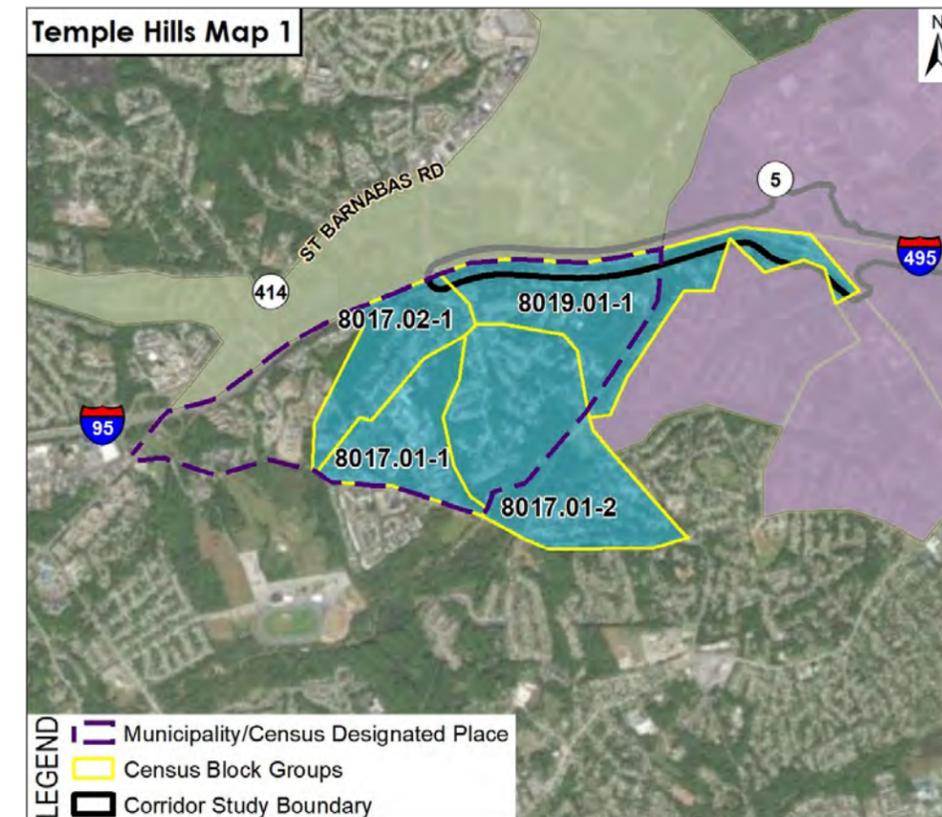
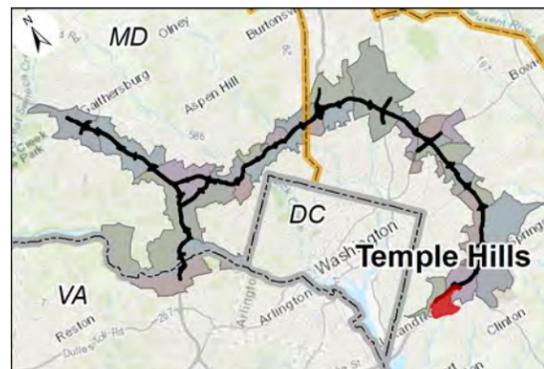
# Temple Hills CEA Analysis Area Community

**Location:** The Temple Hills CEA Analysis Area Community includes four Census block groups and covers 980 acres, overlapping most of and extending beyond the boundaries of the Temple Hills Census-Designated Place along I-495 (Map 1). The CEA Analysis Area Community is bordered roughly by: I-495/I-95 to the north; Branch Avenue (MD 5), Henderson Road, and Henson Creek to the east; Temple Hill and Brinkley Roads to the south; and a tributary to Henson Creek to the west.

**Planning & Development:** Planning is guided by the *Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment* (2006). Development patterns include single-family houses and medium-size apartment buildings oriented around curvilinear roadways, with parks and open space interspersed throughout.

**Community Facilities:** Located within the CEA Analysis Area Community are: 1 school (Samuel Chase Elementary School), 7 places of worship (Church of Faith Love Center, Corkran Memorial Methodist Church, Elim Baptist Church, Maryland Shiloh, Apostolic Church, New Image Baptist Church, Saint George's Anglican Catholic Church, Saint Stephen Baptist Church); and 4 parks (Henson Creek Stream Valley Park, Henson Creek Park, Joe Lane Park, Temple Hills South Park) (Map 2). Additionally, 2 affordable housing developments (Vesta 2000, Trinity Terrace) are located in this community.

**Environmental Justice populations:** All 4 of the Temple Hills CEA Analysis Area Community block groups (8017.01 – 1, 8017.01 – 2, 8017.02 – 1, and 8019.01 - 1) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>6,095</b>
<i>as percent of CEA Analysis Area</i>	2%
Median Age	36
Households with One + Persons with a Disability	478
Range of Median Household Income (Block Groups)	\$58,322- \$88,250
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	2,030

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPCC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



## Temple Hills CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p>The Build Alternatives would require no relocations, nor would they impact any community facilities. The Build Alternatives would require partial acquisition from multiple properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p>
<b>Alternative 5</b>	None	None	<b>Residential:</b> 0.9 acre <b>Transportation:</b> 0.3 acre <b>Total Land Required:</b> 1.2 acres	<p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) that would remain in-place as currently constructed. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p>
<b>Alternatives 8 and 9</b>	None	None	<b>Residential:</b> 1.2 acres <b>Transportation:</b> 0.4 acre <b>Total Land Required:</b> 1.6 acres	<p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 10</b>	None	None	<b>Residential:</b> 1.2 acres <b>Transportation:</b> 0.4 acre <b>Total Land Required:</b> 1.6 acres	
<b>Alternative 13B</b>	None	None	<b>Residential:</b> 1.2 acres <b>Transportation:</b> 0.4 acre <b>Total Land Required:</b> 1.6 acres	
<b>Alternative 13C</b>	None	None	<b>Residential:</b> 1.2 acres <b>Transportation:</b> 0.4 acre <b>Total Land Required:</b> 1.6 acres	

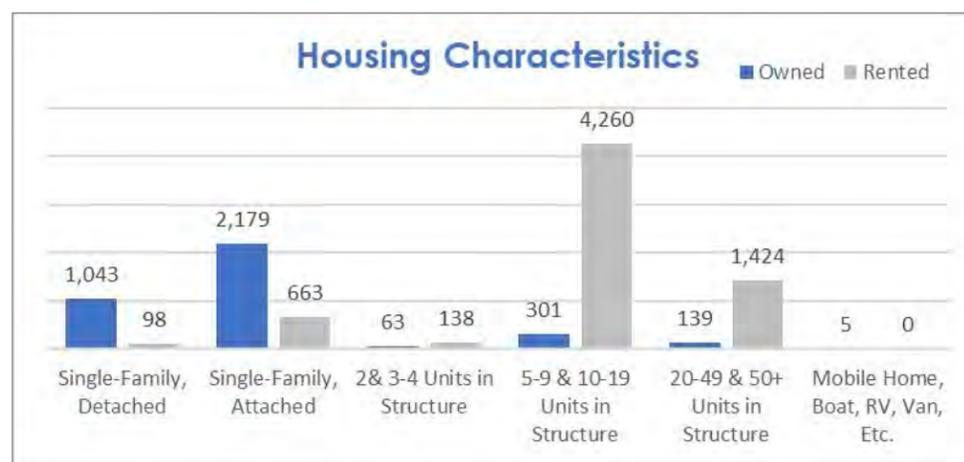
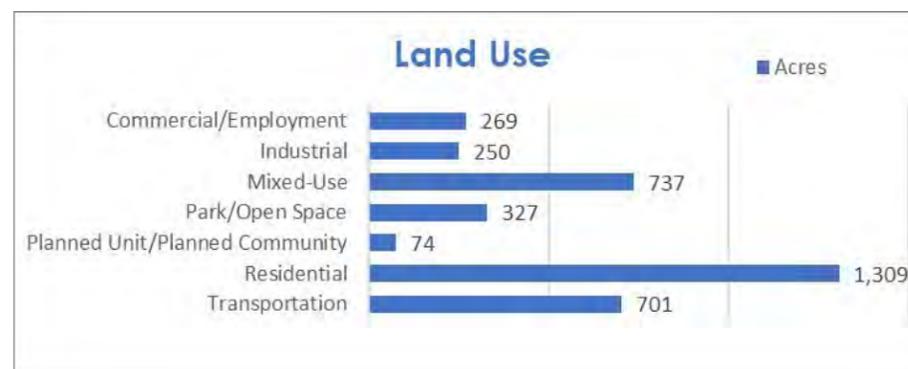
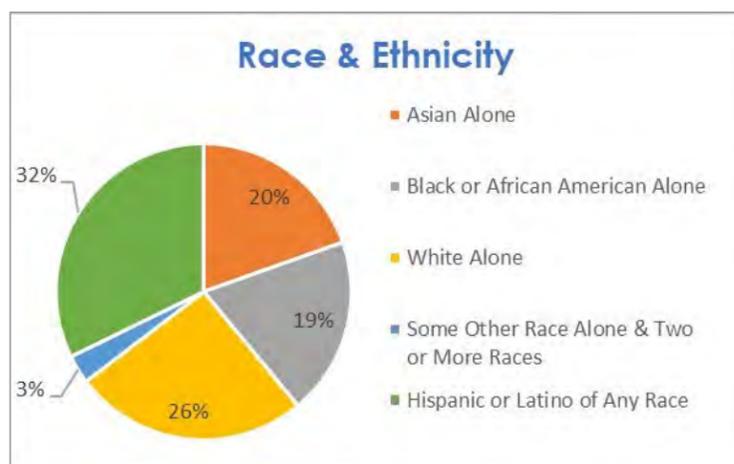
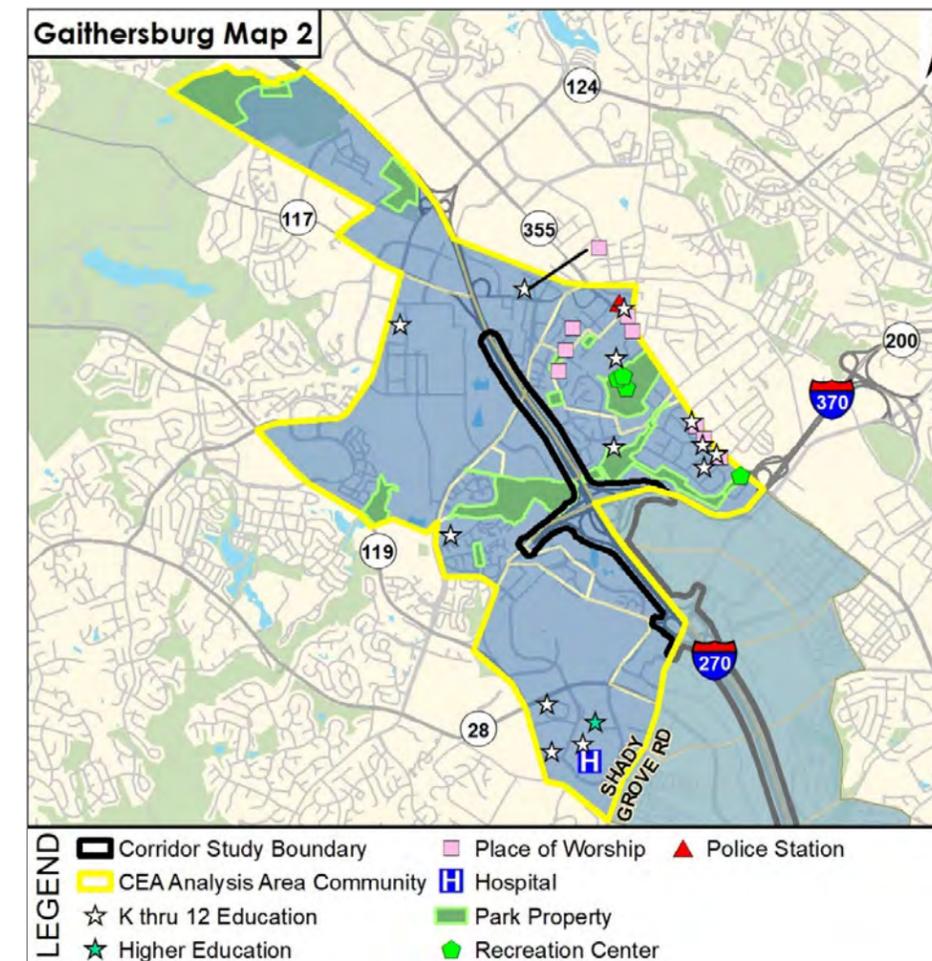
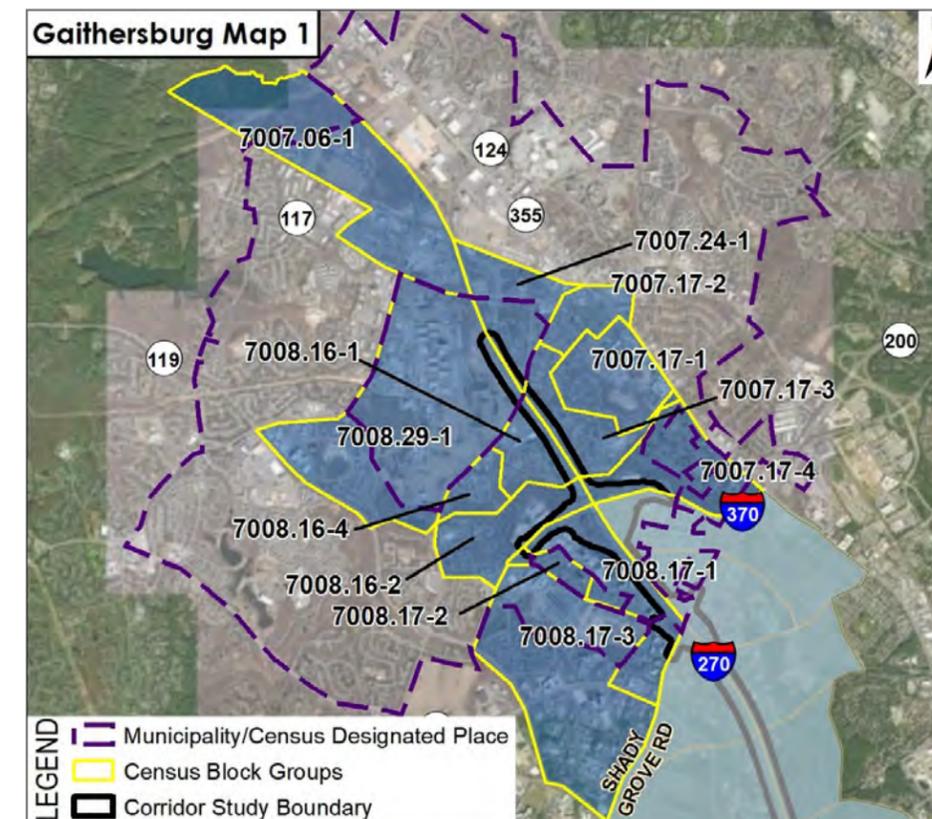
# Gaithersburg CEA Analysis Area Community

**Location:** The Gaithersburg CEA Analysis Area Community includes 13 Census block groups over 3,667 acres, including portions of the City of Gaithersburg and the National Institute of Standards and Technology (NIST) (**Map 1**). It is bordered roughly by: I-270 and the WMATA Metrorail Red Line to the north; North Frederick Avenue (MD 355) to I-370 at the east; Shady Grove Road and Great Seneca Highway (Route 119) to the south; and NIST to the west. The Gaithersburg CEA is the northwesternmost community in the CEA Analysis Area.

**Planning & Development:** Planning is guided by the *Great Seneca Science Corridor Master Plan (2010)*, *City of Gaithersburg Master Plan (2009)* (currently being updated), *Gaithersburg West Master Plan Transportation Appendix (Draft March 2009)*, *Shady Grove Sector Plan (2006)*, *Gaithersburg Vicinity Master Plan (1996)*, *Gaithersburg & Vicinity Master Plan (1985, Amended 1988 and 1990)*. Development patterns blend older suburban design with new transit-oriented development including medium and high-density residential developments, tree-lined single-family developments, forested lands and parks, shopping centers, and light industrial uses.

**Community Facilities:** Within the community are 14 schools and higher education facilities (Fields Road Elementary School, Rosemont Elementary School, Summit Hall Elementary School, Gaithersburg High School, Gaithersburg Presbyterian Preschool and Kindergarten, Epworth Preschool and Kindergarten, NIST Child Care Center, John L. Gildner Regional Institute for Children and Adolescents School, The Katherine Thomas School, The Ridge School, Saint Martin of Tours Catholic School, The Avalon School, Good Shepherd Lutheran Preschool, Johns Hopkins University Montgomery County Campus); 9 places of worship (Calvary Apostolic Church, Episcopal Church of the Ascension, Epworth United Methodist Church, First Assembly of God Church, First Baptist Church, Gaithersburg Mennonite Church, Gaithersburg Presbyterian Church, Good Shepherd Lutheran Church, Saint Martin's Catholic Church); 16 parks and recreation centers (Morris, Malcolm King, Seneca Creek State, Rosemont Stream Valley, Walder Park, Christman, Bohrer at Summit Hall Farm and Activity Center, International Latitude Observatory, Crown Woods, Brown Station, Muddy Branch, Gunner's Village Neighborhood Conservation Area, Casey Community Center, Gaithersburg Miniature Golf Course, Gaithersburg Skate Park); 1 police station (Gaithersburg Police Department); 3 hospital/urgent care facilities (Adventist Healthcare's Behavioral Health and Wellness Services, Shady Grove Medical Center, and Rehabilitation Hospital of Maryland) (**Map 2**). There are 6 affordable housing developments (Diamond Square, Londonderry Towers, Montgomery Club VI, The Willows, Montgomery Housing, Inc., The Crossing at Washingtonian Center).

**Environmental Justice populations:** Twelve of the 13 Gaithersburg CEA Analysis Area Community block groups (7007.06-1, 7007.17-1, 7007.17-2, 7007.17-3, 7007.17-4, 7007.24-1, 7008.16-1, 7008.16-2, 7008.16-4, 7008.17-1, 7008.17-2, and 7008.29-1) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>28,099</b>
<i>as percent of CEA Analysis Area</i>	9%
Median Age	32.8
Households with One + Persons with a Disability	1,297
Range of Median Household Income (Block Groups)	\$47,913-\$157,679
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	12,044

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Gaithersburg CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p><b>Summary of Impacts from the Screened Alternatives</b></p> <p>The Build Alternatives would require no relocations. They would require partial acquisition from multiple properties, including two park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains two noise sensitive land use/activity areas (NSAs) with existing noise barriers that would remain in-place as currently constructed; and two NSAs that do not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Mixed-Use:</b> 0.8 acre <b>Park/Open Space:</b> 0.2 acre <b>Residential:</b> 1.1 acres <b>Transportation:</b> 2.5 acres <b>Total Land Required:</b> 4.6 acres	
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Mixed-Use:</b> 1.2 acres <b>Park/Open Space:</b> 0.2 acre <b>Residential:</b> 1.1 acres <b>Transportation:</b> 2.5 acres <b>Total Land Required:</b> 5.0 acres	
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Mixed-Use:</b> 1.7 acres <b>Park/Open Space:</b> 0.2 acre <b>Residential:</b> 1.4 acres <b>Transportation:</b> 2.6 acres <b>Total Land Required:</b> 5.9 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Mixed-Use:</b> 0.8 acre <b>Park/Open Space:</b> 0.2 acre <b>Residential:</b> 1.1 acres <b>Transportation:</b> 2.5 acre <b>Total Land Required:</b> 4.6 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 2 Parks	<b>Mixed-Use:</b> 1.2 acres <b>Park/Open Space:</b> 0.2 acre <b>Residential:</b> 1.4 acres <b>Transportation:</b> 2.5 acres <b>Total Land Required:</b> 5.3 acres	

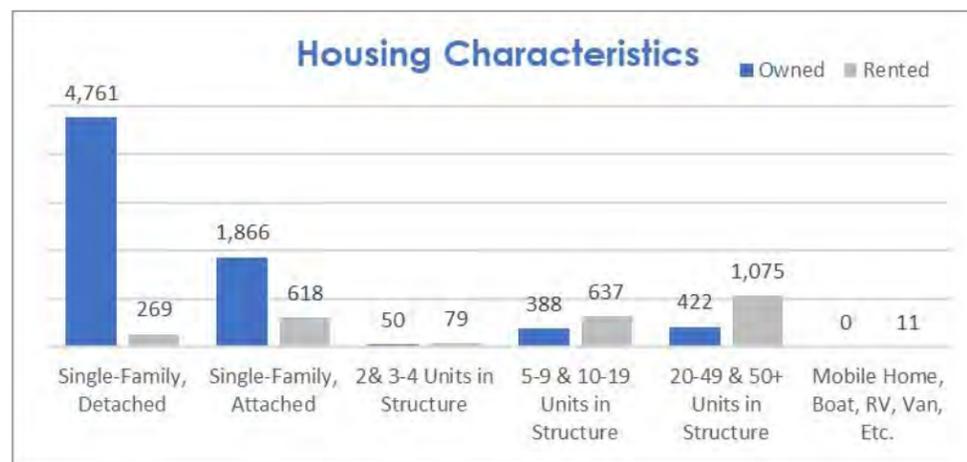
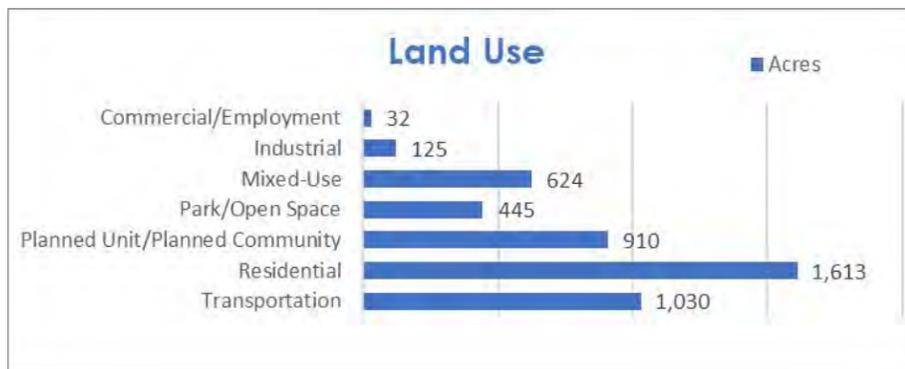
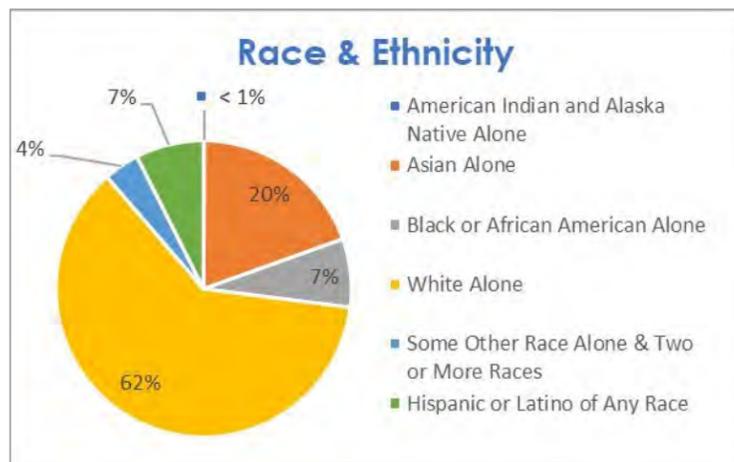
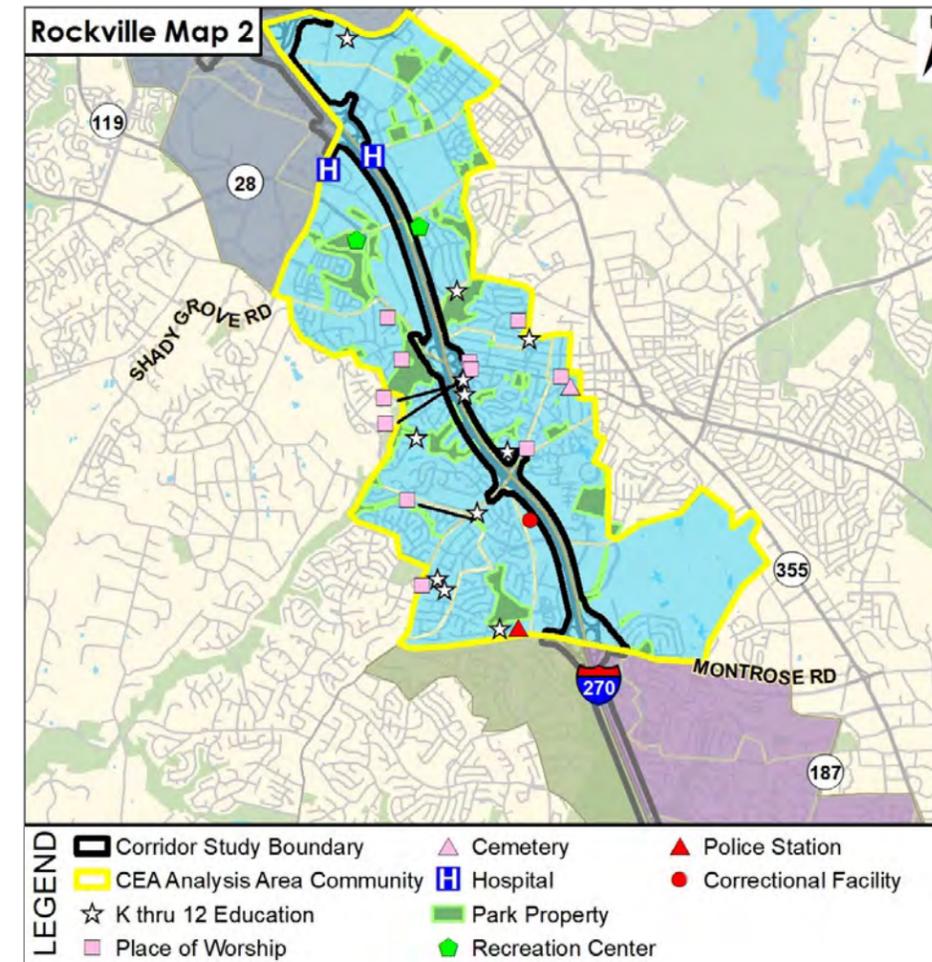
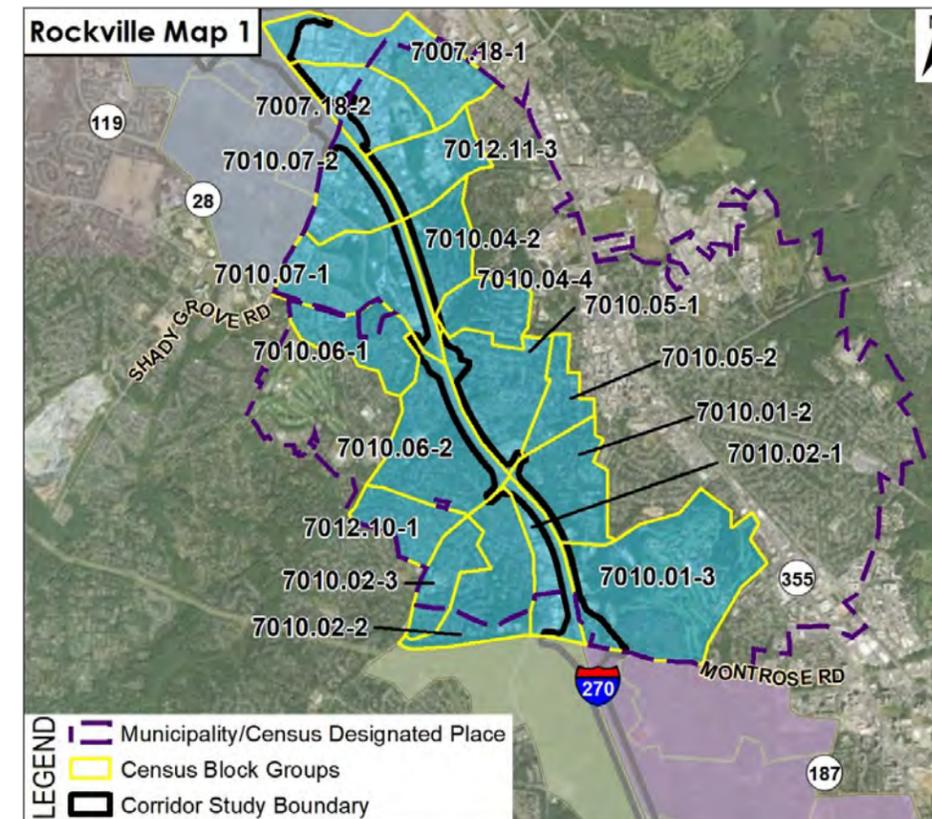
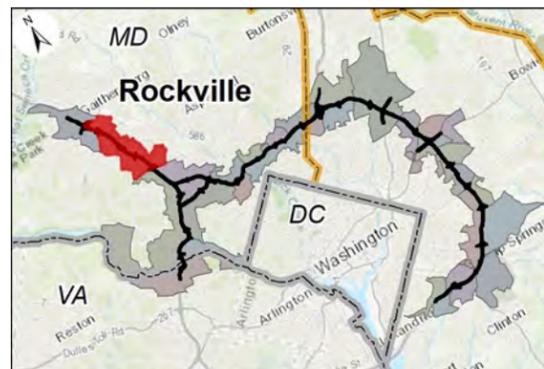
# Rockville CEA Analysis Area Community

**Location:** The Rockville CEA Analysis Area Community includes 17 Census block groups and covers 4,779 acres, including portions of the City of Rockville (**Map 1**). The community is bounded roughly by: I-370 and North Frederick Road (MD 355) to the north; local roadways between I-270 and MD 355 to the east; the I-270 interchange with Montrose Road to the south; and the municipal boundary of the City of Rockville to the west.

**Planning & Development:** Planning within this CEA Analysis Area Community is guided by *Rockville 2040 Comprehensive Master Plan Transportation Report* (2016), and *City of Rockville Comprehensive Master Plan* (2002). Development patterns are typical of an older suburb with shopping centers and light industrial uses clustered around arterial roadways such as University Boulevard. Tree-lined residential developments of single-family houses, larger apartments, and pockets of forested lands, open space, and parks are located along local and arterial roadways.

**Community Facilities:** Located within the CEA Analysis Area Community are: 10 schools (Beall Elementary School, Fallsmead Elementary School, Ritchie Park Elementary School, Julius West Middle School, The Alim Academy, Georgetown Hill Early School, Marcia D. Smith School, Children of the Cross Preschool, First Baptist Church WEE Center, Saint Raphael School; Rockville Nursery and Kindergarten); 11 places of worship (First Baptist Church, First Baptist Church of Rockville, Kingdom Hall of Jehovah's Witnesses, Latvian Lutheran Church, Lutheran Church of the Cross, Rockville Christian Church, Rockville Church of Christ, Rockville Presbyterian Church, Rockville Seventh Day Adventist Church, Saint Raphael's Catholic Church, Unitarian of Rockville Church); 34 parks and recreation centers (Beall-Dawson House and Park, Bullards Park and Rose Hill Stream Valley Park, Cabin John Stream Valley Park, Chestnut Lodge Park, Dogwood Park, Falls Road Local Park, Fallsgrove Stream Valley Park, Friends Park, Glenora Park, Horizon Hill Park, Jacquilin Trells Williams Park, Karn Park, King Farm Homestead Park, King Farm Stream Valley Park, Mattie J.T. Stepanek Park, Millennium Garden Park, Monument Park, North Farm Park, Orchard Ridge Park, Peg Santee Park, Potomac Woods Park, Rockmead Park, Rockville Dog Park, Rockville Swim and Fitness Center, Rockville Senior Center and Park, Rose Hill Tot Lot, Thirty Oaks Park, Upper Watts Branch Forest Preserve, Thomas Farm Community Center; Village Green Park, Welsh Park, Woodley Gardens Park, Woottons Mill Park); one police station (Maryland State Police Barrack N - Rockville); one correctional facility; 2 hospital/urgent care facilities (Kaiser Permanente Shady Grove Medical Center, Family Medicine Shady Grove) (**Map 2**); and the potentially historic site of Montgomery County Poor Farm Cemetery. There is 1 affordable housing development (Thomas Street Housing) in the community.

**Environmental Justice populations:** Two of the 17 Rockville CEA Analysis Area Community block groups (7010.05-1 and 7012.10-1) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 4**.



<b>Total Population</b>	<b>27,026</b>
<i>as percent of CEA Analysis Area</i>	8%
Median Age	44.8
Households with One + Persons with a Disability	1,582
Range of Median Household Income (Block Groups)	\$94,265-\$250,000
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	10,769

Sources: ACS 5-Year Estimates (2012-2016); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Prince George's County Open Data Portal; Fairfax County Open Geospatial Data



# Rockville CEA Analysis Area Community Impacts

Alternative	Potential Relocations (#)	Potential Community Facilities Impacted (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)	Summary of Impacts from the Screened Alternatives
<b>Alternative 1 (No Build)</b>	None	None	None	<p><b>Summary of Impacts from the Screened Alternatives</b></p> <p>The Build Alternatives would require no relocations. They would require partial acquisition from multiple properties, including one school, two places of worship, one hospital, six park properties/recreation centers, and one police station/detention center. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Build Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495. Acquisition of a few larger areas were also assumed for the accommodation of stormwater management facilities.</p> <p>The Build Alternatives would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian count-down signals, and the implementation of a temporary detour network. Emergency services would experience an incremental reduction in response times due to reduced congestion on study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The proposed Build Alternatives would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.</p> <p>Changes to land use and development would be incremental and limited to those properties directly affected by property acquisition. It is anticipated that the Build Alternatives would have negligible impact on the overall population or demographic patterns within the CEA Analysis Area. Further, Build Alternatives would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.</p> <p>Properties immediately adjacent to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors; however, the increased noise experienced by properties set back from the highway would be negligible. Based on current analysis, this community contains one noise sensitive land use/activity area (NSA) that would remain in-place as currently constructed; four NSAs where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; two NSAs where there are no existing noise barriers, but new barriers would be constructed; and seven NSAs that do not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information, including mapping, is available in the Noise Technical Report (DEIS, Appendix J).</p> <p>Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in Chapter 3, Section 5.2.</p> <p>Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in Chapter 4. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling. Further archaeological investigation of the potentially historic site of the Montgomery County Poor Farm Cemetery will be included in development of a Programmatic Agreement; additional information is provided in <i>Volume 4 of the Cultural Resources Technical Report (DEIS, Appendix G)</i>. MDOT SHA will work to avoid and minimize impacts and will coordinate with affected communities on treatment of human remains should avoidance not be possible.</p>
<b>Alternative 5</b>	None	Partial right-of-way acquisition from: 1 School 2 Places of Worship 1 Hospital 6 Parks/Recreation Center 1 Police Station/Detention Center	<b>Commercial/Employment:</b> 0.3 acre <b>Industrial:</b> 2.6 acres <b>Mixed-Use:</b> 9.5 acres <b>Park/Open Space:</b> 1.6 acres <b>Planned Unit/Planned Community:</b> 10.7 acres <b>Residential:</b> 2.8 acres <b>Transportation:</b> 5.0 acres <b>Total Land Required:</b> 32.5 acres	
<b>Alternatives 8 and 9</b>	None	Partial right-of-way acquisition from: 1 School 2 Places of Worship 1 Hospital 6 Parks/Recreation Center 1 Police Station/Detention Center	<b>Commercial/Employment:</b> 0.3 acre <b>Industrial:</b> 2.6 acres <b>Mixed-Use:</b> 12.1 acres <b>Park/Open Space:</b> 1.6 acres <b>Planned Unit/Planned Community:</b> 11.2 acres <b>Residential:</b> 3.7 acres <b>Transportation:</b> 5.3 acres <b>Total Land Required:</b> 36.8 acres	
<b>Alternative 10</b>	None	Partial right-of-way acquisition from: 1 School 2 Places of Worship 1 Hospital 6 Parks/Recreation Center 1 Police Station/Detention Center	<b>Commercial/Employment:</b> 0.4 acre <b>Industrial:</b> 2.6 acres <b>Mixed-Use:</b> 15.3 acres <b>Park/Open Space:</b> 1.9 acres <b>Planned Unit/Planned Community:</b> 11.8 acres <b>Residential:</b> 4.9 acres <b>Transportation:</b> 5.5 acres <b>Total Land Required:</b> 42.4 acres	
<b>Alternative 13B</b>	None	Partial right-of-way acquisition from: 1 School 2 Places of Worship 1 Hospital 6 Parks/Recreation Center 1 Police Station/Detention Center	<b>Commercial/Employment:</b> 0.3 acre <b>Industrial:</b> 2.6 acres <b>Mixed-Use:</b> 11.6 acres <b>Park/Open Space:</b> 1.6 acres <b>Planned Unit/Planned Community:</b> 10.8 acres <b>Residential:</b> 3.1 acres <b>Transportation:</b> 5.2 acres <b>Total Land Required:</b> 35.2 acres	
<b>Alternative 13C</b>	None	Partial right-of-way acquisition from: 1 School 2 Places of Worship 1 Hospital 6 Parks/Recreation Center 1 Police Station/Detention Center	<b>Commercial/Employment:</b> 0.4 acre <b>Industrial:</b> 2.6 acres <b>Mixed-Use:</b> 14.7 acres <b>Park/Open Space:</b> 1.8 acres <b>Planned Unit/Planned Community:</b> 11.4 acres <b>Residential:</b> 4.2 acres <b>Transportation:</b> 5.4 acres <b>Total Land Required:</b> 40.5 acres	