

The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Countywide Planning Division  
301-952-3650



## Mandatory Referral

MR-1402F

Application	General Data	
<b>Project Name:</b> Purple Line  <b>Purpose of Application</b> Purple Line Light Rail Transit Line  <b>Location:</b> University Boulevard (MD 193) in Langley Park, the University of Maryland Campus, Rossborough Lane (extended), Paint Branch Parkway, River Road, Kenilworth Avenue (MD 201), East West Highway (MD 410), Riverdale Road (MD 410), Veterans Parkway (MD 410), and Ellin Road.  <b>Applicant/Address:</b> Maryland Transit Administration 100 S. Charles Street, Tower 2, Suite 700 Baltimore, MD 21201	<b>Planning Board Hearing Date:</b>	05/15/14
	<b>Staff Report Date:</b>	05/01/14
	<b>Application Accepted:</b>	03/07/14
	<b>Mandatory Action Timeframe:</b>	MTA Concurs with May 15, 2014 Hearing Date
	<b>Description</b>	The Preferred Alternative will be at grade in Prince George's County, and it will operate mainly in dedicated or exclusive lanes, providing transit operations between 11 stations in the county.
	<b>Zone:</b>	The transitway will pass through several zones.
	<b>Planning Areas:</b> 65 Langley Park & Vicinity 66 College Park-Berwyn Heights & Vicinity 69 Bladensburg-New Carrollton & Vicinity	
	<b>General Plan Tier:</b>	Developed Tier
	<b>Council District:</b>	District 2,3
	<b>Adjacent Municipality:</b>	Hyattsville, College Park, Riverdale Park, New Carrollton, Landover Hills, University Park
<b>Notice Date:</b>	March 7, 2014	
<b>Acceptance Mailing:</b>	March 7, 2014	

Staff Recommendation	Staff Reviewer
Transmit Comments to MTA	D. Janousek, Project Manager Phone Number: 301-780-8116 Email: Daniel.Janousek@ppd.mnccppc.org



DRAFT

Office of the Chairman  
Prince George's County Planning Board

(301) 952-3561

Mr. William Parks  
Purple Line Project Director  
Maryland Transit Administration  
100 S. Charles Street, Tower 2, Suite 700  
Baltimore, MD 21201

**RE: Purple Line Light Rail Transit Line  
Mandatory Referral 1402F**

Dear Mr. Parks:

The Prince George's County Planning Board had the opportunity to review the proposed Purple Line Light Rail Transit Line during its regular meeting on May 15, 2014. A copy of the revised staff report is enclosed for your information. The staff recommendations are as follows:

**STAFF RECOMMENDATIONS:**

- Future plans along the alignment should accommodate the potential for improved access, circulation, and community development.
- Light intrusion into sensitive habitats and sensitive receptors should be reduced to the extent practicable through the use of full cut off optics.
- All intersections must be made fully ADA-compatible. At intersections where a safe crossing cannot be provided, signs prohibiting the crossing to all pedestrians should be installed, but DPW&T and SHA must ensure that there are adequate crossing opportunities, particularly in the vicinity of all bus stops.
- Utilize the Art in Transit program for potential interpretive signage and wayfinding, lighting and landscaping, retaining walls, and pavers and building materials that represent the historical context unique to the station or corridor.
- Design substations with appropriate screening, walls, or structures that will be compatible with the context of the immediately surrounding activity center. Unique and interesting architectural treatment; durable, attractive materials; appropriate landscaping and screening; and architectural compatibility should be incorporated in every one of these structures within the county to ensure the highest quality of urban design and to mitigate potential negative visual impact.
- Sidewalks should be separated from the street by a landscape strip/tree box area whenever room exists to create a streetscape that provides shade and protection to pedestrians.

- “Green tracks” establish vegetation between and adjacent to light rail tracks. Among the positive outcomes is a reduction in polluted stormwater running into local streams. The Planning Department supports the green track concept that is proposed by MTA along River Road south of the College Park Metro Station and along Ellin Road, in New Carrollton. These locations offer the best opportunity for short vegetation to thrive in between the tracks.
- A shared use path on the south side of MD 410 (Riverdale Road from Riverdale Park station to Veterans Parkway) would provide stronger multimodal connection for access from the Riverdale Park station to the surrounding residential neighborhoods. The shared-use path should incorporate pedestrian-scale streetlights that provide continuous lighting to enhance pedestrian and bicyclist safety and security.
- The 2010 *New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment* retains the M-X-T Zone around the planned New Carrollton Purple Line station site and calls for medium- to high-density mixed uses at this location. The approved TDDP also shows the Purple Line station adjacent to Ellin Road with a future extension of the Purple Line crossing the Amtrak/MARC rail alignment to run south. The Preferred Alignment places the Purple Line station closer to the Metro station entrance on the north side. Consideration should be given to the alignment at the Metro station in order to accommodate transit bus operations, permit a viable development footprint on the site, and allow for the future extension of the Purple Line beyond New Carrollton if determined feasible.

Should you have any questions or need additional information, please do not hesitate to contact me, or Dan Janousek, Senior Planner, Transportation Planning Section, at 301-780-8116 or via email at [daniel.janousek@ppd.mnccppc.org](mailto:daniel.janousek@ppd.mnccppc.org).

Sincerely,

Elizabeth M. Hewlett  
Chairman

Enclosure

c: Fern Piret, Planning Director, Prince George's County Planning Department  
Derick Berlage, Chief, Countywide Planning Division  
Daniel Janousek, Senior Planner, Transportation Planning Section, Countywide Planning Division  
Maria Martin, Planning Supervisor, Special Projects Section, Countywide Planning Division  
The Honorable Will A. Campos, Prince George's County Council, Vice Chairman, Council Member, District 2  
The Honorable Eric C. Olson, Prince George's County Council, Council Member, District 3  
Redis C. Floyd, Clerk of the Council, Prince George's County Council  
Mike Madden, MTA Planning Manager

## MR-1402F Staff Report – Purple Line Light Rail Transit Line

### MANDATORY REFERRAL BACKGROUND

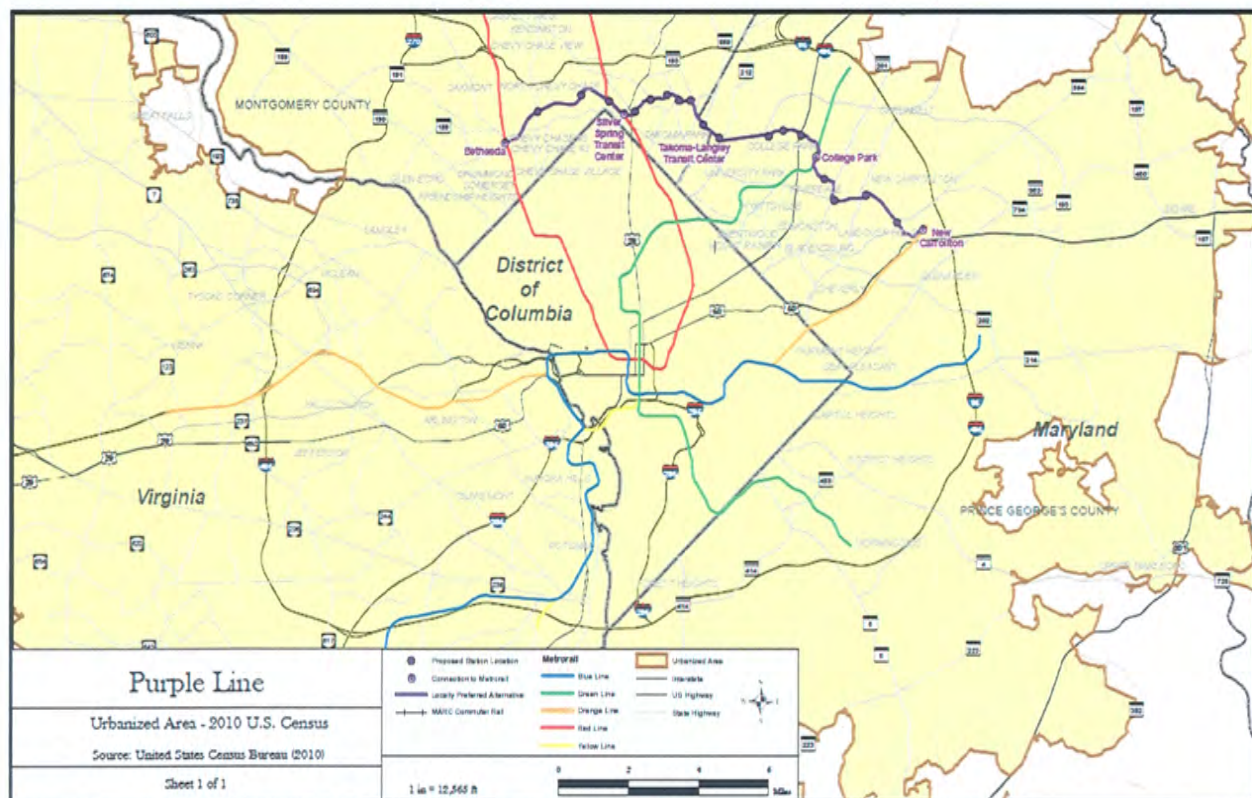
The Land Use Article §20-301 through 305 of the Maryland Annotated Code requires the Planning Board to review public construction projects for all federal, state, county, and municipal governments, and publicly and privately owned utilities through the Mandatory Referral review process.

### PROJECT SUMMARY

The Purple Line Preferred Alternative is a 16.2-mile east-west light rail transit line between New Carrollton, MD, and Bethesda, MD. The Purple Line project was developed by the Maryland Transit Administration (MTA). It will connect the Washington Metropolitan Area Transit Authority (WMATA) Red Line Metro station in Bethesda, the Green Line Metro and MARC Train Service station in College Park, and the Orange Line Metro and Amtrak station in New Carrollton. The transitway will be at grade in Prince George's County, and it will operate mainly in dedicated or exclusive lanes, providing fast, reliable transit operations between 21 stations, 11 of which are in Prince George's County.

The Purple Line is Prince George's County's number-one transit project priority in the 2014 Priority Projects List dated March 12, 2014, and signed by the County Executive and County Council Chairman, for the FY 2015-2020 State Consolidated Transportation Program (CTP). The "Locally Preferred Alternative" (LPA) was identified by Governor O'Malley in August 2009, and it is now known as the Preferred Alternative (PA).

**Map 1 - Project Site – Purple Line Preferred Alternative**



## STAFF COMMENTS

Staff comments that are contained in this report are intended to serve as the Planning Board recommendations for the project. The staff comments are the result of numerous studies, plan reviews, work group meetings, a full review of the *Final Environmental Impact Statement and Section 4(f) Evaluation* (FEIS), and the Federal Record of Decision on the project.

Mitigation commitments contained in the Record of Decision that are related to Prince George's County are described in this report. After a careful review of the Record of Decision, staff concludes that commitments and mitigation measures offered by MTA and FTA are sufficient. The staff comments that are described in this report may be warranted. Below is a list of high priority comments.

- Future plans along the alignment should accommodate the potential for improved access, circulation, and community development.
- Light intrusion into sensitive habitats and sensitive receptors should be reduced to the extent practicable through the use of full cut off optics.
- All intersections must be made fully ADA-compatible. At intersections where a safe crossing cannot be provided, signs prohibiting the crossing to all pedestrians should be installed, but DPW&T and SHA must ensure that there are adequate crossing opportunities, particularly in the vicinity of all bus stops.
- Utilize the Art in Transit program for potential interpretive signage and wayfinding, lighting and landscaping, retaining walls, and pavers and building materials that represent the historical context unique to the station or corridor.
- Design substations with appropriate screening, walls, or structures that will be compatible with the context of the immediately surrounding activity center. Unique and interesting architectural treatment; durable, attractive materials; appropriate landscaping and screening; and architectural compatibility should be incorporated in every one of these structures within the county to ensure the highest quality of urban design and to mitigate potential negative visual impact.
- Sidewalks should be separated from the street by a landscape strip/tree box area whenever room exists to create a streetscape that provides shade and protection to pedestrians.
- "Green tracks" establish vegetation between and adjacent to light rail tracks. Among the positive outcomes is a reduction in polluted stormwater running into local streams. The Planning Department supports the green track concept that is proposed by MTA along River Road south of the College Park Metro Station and along Ellin Road, in New Carrollton. These locations offer the best opportunity for short vegetation to thrive in between the tracks.
- A shared use path on the south side of MD 410 (Riverdale Road from Riverdale Park station to Veterans Parkway) would provide stronger multimodal connection for access from the Riverdale Park station to the surrounding residential neighborhoods. The shared-use path should incorporate pedestrian-scale streetlights that provide continuous lighting to enhance pedestrian and bicyclist safety and security.
- The 2010 *New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment* retains the M-X-T Zone around the planned New Carrollton Purple Line station site and calls for medium- to high-density mixed-uses at this location. The approved TDDP also shows the Purple Line station adjacent to Ellin Road with a future extension of the Purple Line crossing the Amtrak/MARC rail alignment to run south. The Preferred Alignment places the Purple Line station

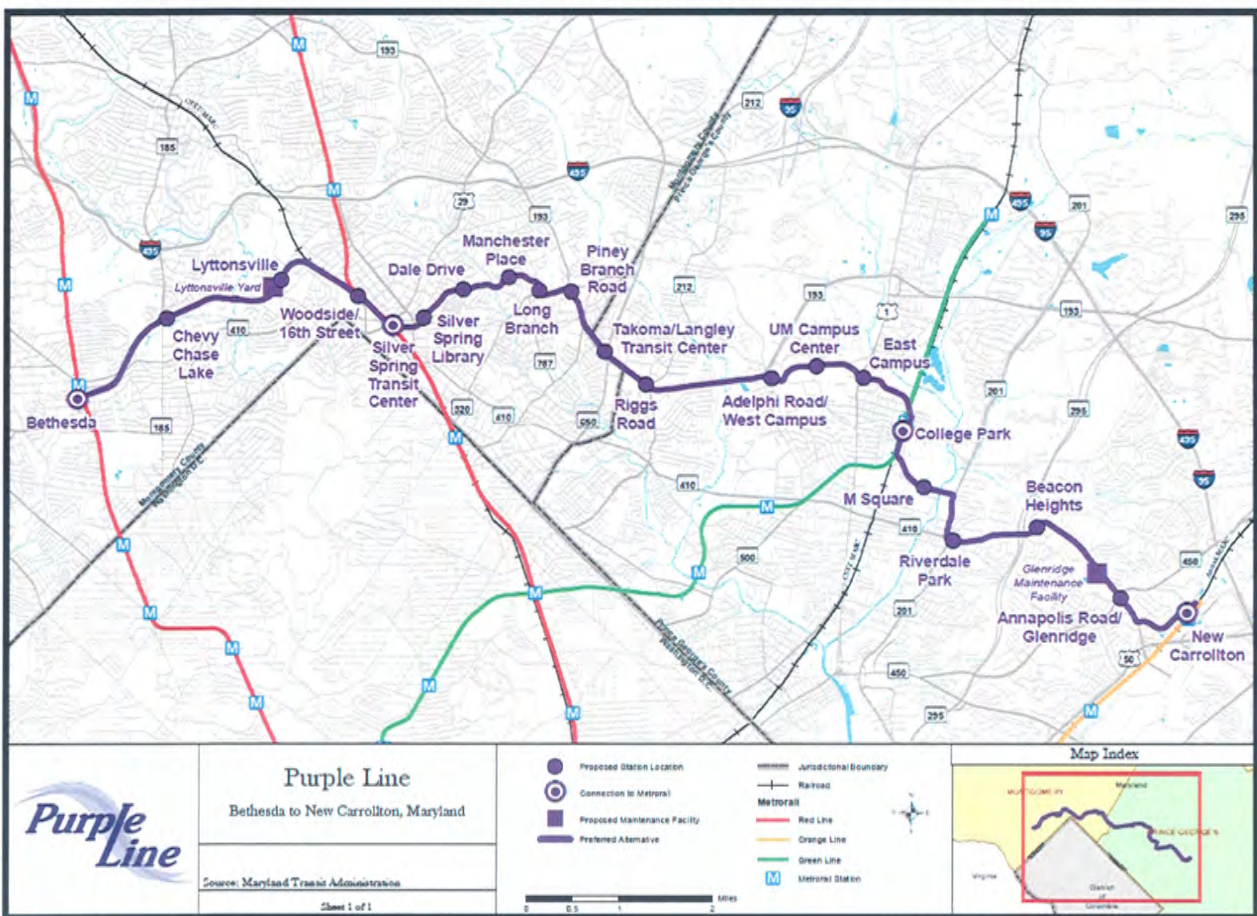


closer to the Metro station entrance on the north side. Consideration should be given to the alignment at the Metro station in order to accommodate transit bus operations, permit a viable development footprint on the site, and allow for the future extension of the Purple Line beyond New Carrollton if determined feasible.

## PROJECT LOCATION

Between Bethesda, MD and New Carrollton, MD, the Preferred Alternative will connect to the Washington Metropolitan Area Transit Authority (WMATA) Red Line Metro station in Bethesda, the Green Line Metro & MARC Train Service station in College Park, and the Orange Line Metro & Amtrak station in New Carrollton. In Prince George's County, the Preferred Alternative alignment will utilize existing rights of way along University Boulevard in Langley Park, the UMD Campus, Rossborough Lane, Paint Branch Parkway, River Road, Kenilworth Avenue, East West Highway, Riverdale Road, Veterans Parkway, and Ellin Road, in New Carrollton.

Map 2 – Purple Line Location



The Purple Line includes a yard and shop at the location of the Glenridge Maintenance facility on Veterans Parkway, and several traction power substations. The eleven transit stations that will be constructed in the county are Langley Park at the Takoma/Langley Transit Center, Langley Park at Riggs Road, Adelphi Road/West Campus, Campus Center, East Campus, College Park Metro, M Square, Riverdale Park, Beacon Heights, Annapolis Road/Glenridge, and New Carrollton Metro.

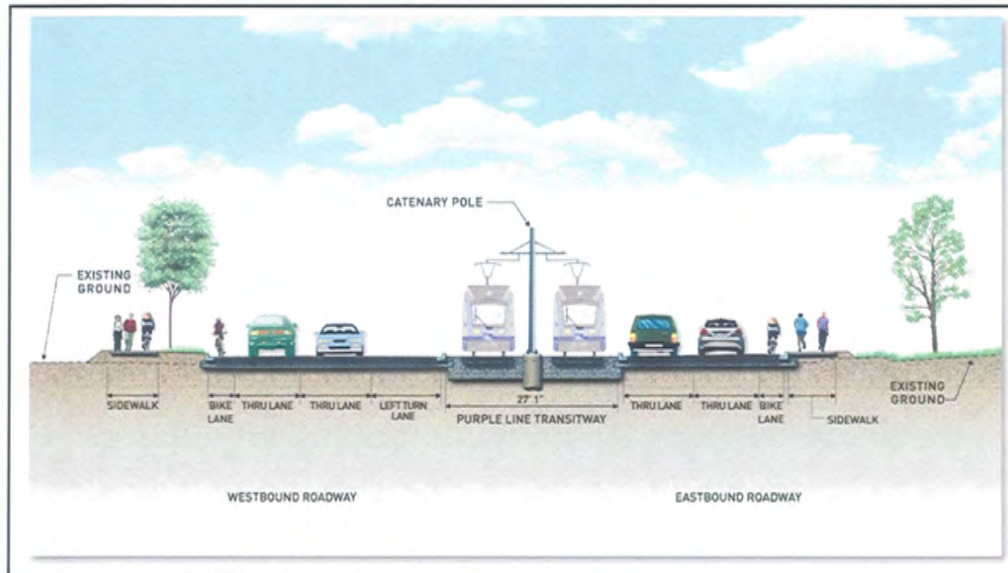


## PROJECT DESCRIPTION

### Langley Park Stations

The transitway will be at grade on University Boulevard between Piney Branch Road and the University of Maryland. It will operate mainly in dedicated or exclusive travel lanes.

**Illustration 1 – University Boulevard Typical Section**



There are two transit stations on University Boulevard. One is adjacent to the Takoma/Langley Transit Center north of the intersection of New Hampshire Avenue, and the other is south of Riggs Road. These stations will be on ballasted track sections but at-grade where there are crossing road intersections.

**Illustration 2 – Purple Line Station (foreground) on University Boulevard at New Hampshire Avenue**





### **Adelphi/West Campus, UMD Campus, and East Campus Stations**

Moving in an easterly direction, the Preferred Alternative will climb towards Adelphi Road where it will cross Adelphi Road. A transit station will be located adjacent to the University of Maryland University College on Campus Drive. The Preferred Alternative will continue directly through the center of the UMD campus, stopping at the Campus Center station adjacent to the Stamp Student Union. The Preferred Alternative will then cross US 1 on Rossborough Lane to enter the East Campus station that is located near US 1. Rossborough Lane will be reconstructed and extended to Paint Branch Parkway by MTA.

### **College Park and M Square Stations**

The PA will continue on Paint Branch Parkway from Rossborough Lane in a short section of mixed-use lanes, passing under the CSXT/Metrorail tracks, and entering the College Park UMD Metro Station near the WMATA bus garage. A station platform will be constructed on River Road, just south of the existing Metrorail station. A new bus loop and transfer plaza will be constructed to support the transitway. The PA follows the south side of River Road where the M Square transit station will be located west of Haig Road.

### **Riverdale Park and Beacon Heights Stations**

The Preferred Alternative will pass over the Northeast Branch of the Anacostia River on River Road before it will turn south onto Kenilworth Avenue. On Kenilworth Avenue, it is located in the center of the roadway, transitioning to an aerial structure. It will cross over the intersection of Kenilworth Avenue and East West Highway, and then it will turn left, moving easterly, into an aerial station located in the small triangle formed by East West Highway, Kenilworth Avenue and Riverdale Road.

**Illustration 3 – Riverdale Park Aerial station on East West Highway MD 410**



The Preferred Alternative (PA) continues in dedicated lanes in an easterly direction on East West Highway, passing under two bridges of the Baltimore Washington Parkway. These bridges will be reconstructed by MTA. A temporary set of bridges will be constructed for traffic on the parkway. Dedicated travel lanes are those that are used solely for transit vehicles, separated and protected from parallel traffic, but which cross roads, driveways, and pedestrian pathways at-grade. Separation may be achieved by mountable or un-



mountable curbs, barriers, or fences. If the transit is light rail, protection at grade crossings would be provided at some locations by railroad-style flashers and gates if required, or traffic signals at others.

**Illustration 4 – Purple Line Passing Under the Baltimore Washington Parkway**



### **Beacon Heights Station and Glenridge Maintenance Facility**

The Preferred Alternative continues east on Riverdale Road where the Beacon Heights Station will be located. Road closures on East West Highway include 63<sup>rd</sup> Avenue, which will be reconstructed as a cul-de-sac, and 67<sup>th</sup> Place, which will also be closed at East West Highway.

**Illustration 5 – Purple Line Beacon Heights Station and Veterans Parkway**





**Illustration 6 – Veterans Parkway Preferred Alignment (Source – MTA)**



### **Annapolis Road Station**

The PA continues through the intersection of Annapolis Road and Veterans Parkway. A station will be located south of the intersection on the south side of Veterans Parkway. The PA then continues south on Veterans Parkway before turning left onto Ellin Road to arrive at the New Carrollton Metro station where a Purple Line station will be constructed.

The Purple Line includes two repair and maintenance and storage facilities along the corridor, one at Lyttonsville in Montgomery County, and the other at the M-NCPPC's Northern Area Maintenance Glenridge Service Center in Prince George's County. MTA decided on a linear configuration for the repair and maintenance facility at Glenridge, which is on Veterans Parkway. Park facilities at this location will be permanently displaced. The facility will contain approximately 225 parking spaces. A traction power substation will also be located at this facility.

### **Ridership**

Project trips are defined as passengers getting on or off at any station along the Preferred Alternative. The Preferred Alternative generates approximately 68,650 project trips, with 97 percent or 66,460, serving the travel markets in the corridor. Approximately 30,560 daily project trips are trips attracted completely within the corridor. The number of project trips attracted to the region and within the corridor account for 22 percent of the project trips or 14,430 per day. The remaining 21,480 project trips are in the travel market represented by trips outside the corridor and attracted to the corridor. The August 2013 Travel Forecasts Results Technical Report contains the final documented findings of the travel demand forecasts performed for the Purple Line project (see the following Table).



**Table 1 – Daily Station Boarding Rounded with the Preferred Alternative (Source – MTA)**

Segment	2030 Preferred Alternative	2030 Preferred Alternative with Special Event/Student Boardings Included <sup>1</sup>	2040 Preferred Alternative	2040 Preferred Alternative with Special Event/Student Boardings Included <sup>1</sup>
Bethesda	14,780	14,780	14,990	14,990
Chevy Chase Lake/Connecticut Avenue	2,240	2,240	2,250	2,250
Lyttonsville	1,330	1,330	1,340	1,340
Woodside/16th Street	1,570	1,570	1,620	1,620
Silver Spring Transit Center	12,490	12,870	12,940	13,320
Silver Spring Library	2,810	2,810	3,010	3,010
Dale Drive	870	870	960	960
Manchester Place	1,860	1,860	1,910	1,910
Long Branch	790	790	890	890
Piney Branch Rd/University Boulevard	1,160	1,160	1,240	1,240
Takoma/Langley Transit Center	1,940	1,940	2,190	2,190
Riggs Road	1,860	1,960	2,220	2,320
Adelphi Road/West Campus	910	1,280	1,020	1,390
Campus Center	550	2,270	730	2,500
East Campus	3,650	3,930	4,310	4,600
College Park/UMD Metro	5,190	7,090	5,790	7,740
M Square	1,350	1,350	1,730	1,730
Riverdale Park	2,100	2,100	2,390	2,390
Beacon Heights	1,830	1,830	1,900	1,900
Annapolis Road/Glenridge	1,360	1,360	1,410	1,410
New Carrollton	3,910	3,910	4,460	4,460
<b>Total Boardings</b>	<b>64,550</b>	<b>69,300</b>	<b>69,300</b>	<b>74,160</b>

Daily boardings have been rounded  
<sup>1</sup> Includes UMD special event, special generator, and student trips

Source: Purple Line Travel Forecasts Results Report (2013).

## PROJECT SCHEDULE & CONSTRUCTION

In August 2013, a *Presolicitation Report* for a proposed public/private partnership, or “P3” arrangement for delivery of the Purple Line project was presented by the Maryland Department of Transportation (MDOT), on behalf of the Maryland Transit Administration (MTA), to the Maryland General Assembly in accordance with State Finance and Procurement Article §10A-201. In November 2013, the Board of Public Works gave its approval to deliver the Purple Line through a P3.

### P3 Project Delivery Method

MTA announced in January 2014 that four teams will be invited to submit proposals to design, build, finance, operate, and maintain the Purple Line. MTA is in the process of issuing draft and final requests for proposals (RFPs) to the short-listed teams. It is anticipated that the P3 arrangement will be structured using a Design-Build-Finance-Operate-Maintain (DBFOM), a project-delivery model. The expected cost of the project requires that the project delivery be centered on long-term, performance-based contractual agreement between partners, including MDOT/MTA and a private entity (known as the “concessionaire”). By having the team who builds the Purple Line also be responsible for the long-term operations and maintenance, the



team has more economic incentives to manage financial risks and design a project that is better maintained and operated than other project delivery methods allow. MTA anticipates receipt of a Full Funding Grant Agreement in early 2015 when construction may commence, and the start of revenue service in late 2020.

As outlined in the MDOT P3 Regulations, MDOT/MTA will use a multi-step solicitation process to select the concessionaire. Eventually, the chosen concessionaire will be responsible for key aspects of final design, construction, financing, operations, and maintenance of the Purple Line asset over an operating period of approximately 30 years. MDOT/MTA would retain ownership of the asset and remain ultimately accountable for the Purple Line and its public function. As described by MTA, the concessionaire would be paid from a combination of sources including Maryland's Transportation Trust Fund (TTF) appropriations, federal grants, and local government contributions. MDOT/MTA would make deductions from these payments if the concessionaire does not meet pre-determined performance targets.

In order to secure a multi-year commitment of FTA New Starts funds to the project, MTA expects that a formal invitation to apply for Transportation Infrastructure Finance and Innovation Act of 1998 funds (TIFIA) will occur in spring 2014, and that a FTA New Starts Full Funding Grant Agreement will follow early in 2015. The TIFIA program provides federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit, and rail. The program is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt. Because the TIFIA Program offers credit assistance, rather than grant funding, its potential users are infrastructure projects capable of pledging revenue streams generated through user charges or other dedicated funding sources.

**[The following pages contain  
The Maryland-National Capital Park and Planning Commission  
Planning Department comments on the project description]**

## **ANALYSIS OF PROJECT IMPACT AREAS**

The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department reviewed the Purple Line project and provided the following comments:

### **1. PARKS AND RECREATION and ENVIRONMENTAL ASSESSMENT**

The Federal Transit Administration (FTA) has determined that the Purple Line project satisfies the requirements of the National Environmental Policy Act of 1969 (NEPA). The Record of Decision by FTA, dated March 2014, applies to the Preferred Alternative that is described in the FEIS dated August 2013. The National Capital Planning Commission (NCPC) and the National Park Service (NPS) each have Federal actions associated with the project. As described in the Record of Decision, any changes to the project must now be approved by the FTA in writing.

The Department of Transportation Act of 1966 included a special provision—Section 4(f)—which stipulates that federal transportation agencies cannot generally approve transportation projects that utilize land associated with publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

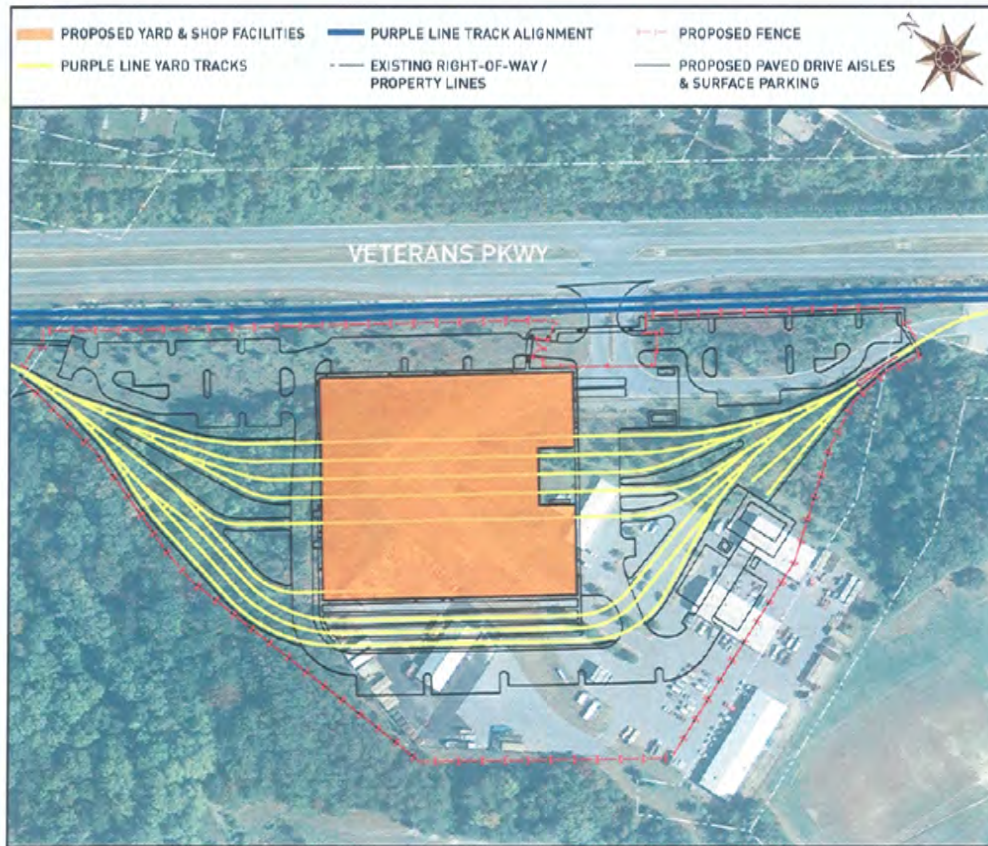
- A. There is no feasible and prudent alternative to the use of land.
- B. The action includes all possible planning to minimize harm to the property resulting from use.

For the Purple Line, it has been determined this project would not adversely affect the activities, features, or attributes of properties that are protected under Section 4(f).

#### **Department of Parks and Recreation**

The Department of Parks and Recreation (DPR) staff has reviewed the environmental and other impacts to parkland. DPR staff will work with the Planning Board to finalize a Memorandum of Agreement (MOA), which may also identify park mitigation, because of impacts to parkland, streams, wetlands, and trees. Construction access needs to be provided to MTA, and staging areas on park property that are proposed by MTA will need to be planned and mitigated. The total park impacts include 6.48 acres of temporary impacts, and 14.24 acres of permanent park impacts. A total of 12.08 acres of permanent park impacts will be at the Glenridge Maintenance Yard.

**Illustration 7 – Glenridge Maintenance Yard - Proposed (Source – MTA)**



The Purple Line includes two repair and maintenance facilities along the corridor, one at Lyttonsville in Montgomery County, and the other at the M-NCPPC's Northern Area Maintenance Glenridge Service Center in Prince George's County. MTA decided on a linear configuration for the repair and maintenance facility at Glenridge, which is on Veterans Parkway. Park facilities at this location will be permanently displaced. The facility will contain approximately 225 parking spaces. A traction power substation will also be located at this facility.

MTA is working with the Department of Parks and Recreation to complete a Memorandum of Agreement (MOA) that will provide for the conveyance of 14 acres of land at the Glenridge Maintenance Yard (and other related matters). MTA plans to use the property as maintenance and layover yard, employee offices, and other facilities. The site is expected to be conveyed in 2015 (see Attachment 1). DPR is in the process of identifying a relocation site for the maintenance yard. The Commission's approval of this proposed land conveyance will be sought at a later time, and is not part of this Mandatory Referral.

MTA recently refined the design of the PA to reduce environmental and socioeconomic impacts after additional coordination with the agencies with jurisdiction over the Section 4(f) properties, including The Maryland-National Capital Park and Planning Commission (M-NCPPC)—Montgomery County, M-NCPPC—Prince George's County, the National Capital Planning Commission (NCPC), the National Park Service (NPS), and the Maryland State Historic Preservation Officer (MD SHPO). Specifically, MTA, in coordination with FTA, met with property owners, stakeholder groups, and special interest groups in the project corridor, as well as agencies with jurisdiction over Section 4(f) properties.



Project refinements are described in Section 1.4 (FEIS) as well as in the Record of Decision, Attachment F. After consideration of comments on the Draft Section 4(f) Evaluation, the FTA determined that the Purple Line Preferred Alternative will result in:

\*Temporary occupancy (not a use) of three park and recreation properties, one of which is also an historic property

\*De minimus impacts to eight park and recreation properties

\*Permanent use, not de minimus, of two park and recreation properties.

Furthermore, federal findings of “de minimus” impacts were made by the project at the West Lanham Hills Neighborhood Park, the Anacostia River Stream Valley Park at the Riverdale Recreation Park and Northeast Branch Trail, and the Northwest Branch Stream Valley Park at Lane Manor, Adelphi Manor, University Hills Parks, and Northwest Branch Trail. Park impacts and minimization and mitigation measures as agreed to by DPR are the subject of a Section 2(f) de minimus concurrence letter to the Federal Transit Administration by DPR. Park impacts are discussed further in this report, and in the attached DPR memorandum, dated April 4, 2013.

### Memorandums of Agreement (MOAs)

MTA is in the process of negotiating several Memorandums of Agreement (MOAs) with Prince George’s and Montgomery Counties, and M-NCPPC. M-NCPPC will be a party to agreements between Prince George’s County and MTA, between MTA and M-NCPPC, and between MTA and M-NCPPC Park Police.

**Table 2 – Temporary and Permanent Park Acreage and Facility Impacts (Acres)**

<b>Park</b>	<b>Temporary Impact</b>	<b>Permanent Park Use</b>	<b>Permanent Impact</b>	<b>Reclaimed Parkland</b>
Anacostia SVP (N78) (NE Branch) at River Road	2.58	1.36	-	-
NW Branch SVP (N80) at Lane Manor (N71), University Hills (N46) and Adelphi Manor (N63)	3.45	0.8	-	-
West Lanham Hills (N47)	0.08	-	-	-
<b>Subtotal</b>	<b>6.11</b>	<b>2.16</b>	<b>-</b>	<b>-</b>
Glenridge Park	0.37	5.32	5.32	-
Glenridge Maintenance Yard		6.76	8.8	2.04
Glenridge Park and Maintenance Yard Total	0.37	12.08	14.12	2.04
<b>Total Temporary and Permanent Park Acreage and Facility Impacts (Acres)</b>	<b>6.48</b>	<b>14.24</b>	<b>14.12</b>	<b>2.04</b>

**Table 3 – Section 4(f) Evaluation Park Impacts in Prince George’s County**

<b>Park</b>	<b>Impact</b>
West Lanham Hills Neighborhood Recreation Center	Temporary Occupancy (No Use)
Glenridge Community Park	Permanent Use (Not De minimus)
Anacostia River Stream Valley Park and Northeast Branch Trail	Permanent Use (De minimus)
Northwest Branch Stream Valley Park and Northwest Branch Trail	Permanent Use (De minimus)

### **Environmental Impacts**

The Environmental Planning Section has reviewed the information submitted by the applicant, including the Record of Decision, for the Preferred Alternative. The project was evaluated to determine the potential for significant adverse impacts on environmental resources, including but not limited to air quality, noise and vibration, light, geology and soils, water resources, and biological resources.

### **Noise and Vibration**

The proposed 16-mile light rail transit line will run mainly in exclusive or dedicated lanes along existing roadways within Montgomery and Prince George’s Counties and is anticipated to generate noise and vibration. Construction activities may also generate noise and vibration.

MTA with SHA and local agencies will designate corridors for truck traffic to minimize noise and vibration levels during construction. There may be some minor impacts to sensitive equipment during construction, but this will be limited to as few properties as is feasible. FTA and MTA have committed to the following noise mitigation measures for the project (See MTA Commitments and Mitigation Measures, Record of Decision, Attachment A):

**Table 4 – MTA Commitments and Mitigation Measures to Noise Control**

<b>Light Rail Transit (LRT) vehicles will include vehicle skirt panels, or an equivalent, to reduce the noise caused by the vehicles on the track.</b>
<b>MTA will develop and implement an Environmental Compliance Plan (ECP) for the project after the project’s RECORD OF DECISION is issued and prior to the initiation of project construction activities. The purpose of the plan is to identify and employ means and methods during construction to avoid or minimize impact to the environment and general public in compliance with construction contract documents (for example maintaining secure construction sites, minimizing noise, dust, and vibration, pest control, and meeting applicable ordinances and requirements).</b>
<b>Public address systems at each station will have volume adjustment controls to maintain announcement volumes at specific sound levels in consideration of the surrounding community and safety requirements.</b>
<b>The traction power substations will be designed in accordance with design criteria intended to minimize the noise from transformer hum.</b>
<b>As design advances and prior to construction, MTA will develop construction phase noise minimization measures. Typical measures MTA will consider include conducting construction activities during the daytime as reasonably feasible; designating construction vehicle routes to minimize disturbance to residents; locating stationary equipment away from residential areas to the extent reasonably feasible; employing noise control technologies to limit excessive noise when working near residences; and adequately notifying the public of construction operations and schedules.</b>

## **Light**

The types of proposed light fixtures do not appear to have been specifically addressed in the information provided; however, lighting at the stations, along the tracks, substations, and the maintenance yard will be necessary. Because portions of the light rail will be located near sensitive habitat such as forests, streams, and wetlands, as well as other sensitive receptors such as residences, it is recommended that full cut off optics be used in the project area to the extent practicable. Light intrusion into sensitive habitats and sensitive receptors should be reduced to the extent practicable through the use of full cut off optics.

## **Air Quality**

The Clean Air Act, as amended, gives the Environmental Protection Agency (EPA) responsibility to establish the primary and secondary National Ambient Air Quality Standards (NAAQS) that set acceptable concentration levels for six criteria pollutants: particulate matter, measured as particulate matter and fine particulate matter; sulfur dioxide; carbon monoxide; nitrogen oxides; ozone; and lead. While each state has the authority to adopt standards stricter than those established under the federal program, Maryland accepts the federal standards.

While the Purple Line will attract automobile trips that may otherwise worsen traffic congestion and air quality in the region and attract transit-oriented development, the proposed action could affect localized air quality through airborne dust and other pollutants generated during construction. The Record of Decision states that localized increase in the concentration of fugitive dust (including airborne particulate matter), as well as mobile source emissions both on and off the construction site from on- and off- road construction equipment and vehicles can be expected temporarily during construction. The Record of Decision also states that disruption of traffic during construction (such as temporary reduction of roadway capacity and increased queue lengths) could result in short-term elevated concentrations of localized pollutants such as carbon dioxide and phosphorus. Air quality impacts would be considered minor and temporary unless the emissions would contribute to a violation of any federal, state or local air regulations.

The Record of Decision states that the Purple Line is a conforming project under the EPA's Transportation Conformity Rule. No violations of air quality standards are predicted. MTA officially responded to air quality concerns of the project (See Record of Decision, Attachment C):

**Table 5 – MTA Responses to Air Quality Concerns**

MTA responded to concerns about traffic impacts, and they have committed to measures that limit traffic impacts which could result in a theoretical short-term worsening of air quality, thereby reducing the potential harm along the corridor.

<b>As discussed in FEIS Chapter 4.10-Air Quality and the FEIS Air Quality Technical Report, the air quality analysis determined that the Purple Line will not cause or contribute to a violation of the National Ambient Air Quality Standards (NAAQS) regulated by the Environmental Protection Agency and the Maryland Department of the Environment.</b>
<b>As discussed in FEIS Chapter 4.10 and the Air Quality Technical Report, the effect of the project on the air quality was modeled using data from the traffic simulation models, which included the rail line occupying the lanes of traffic, increases in the base traffic, as well as the increase in travel time and delay along the corridor, and any detours that may be caused by the Purple Line.</b>

### **Geology and Soils**

The Record of Decision states that construction impacts will include excavation of slopes, resulting in short-term redirecting of runoff and small drainage patterns; soil erosion and instability; drilling and blasting of very thick boulder and rock substrate; dust hazards and vibrations from the excavation process. Short-term impacts on soils would be expected from construction activities. No long-term effect on soils would be expected. MTA officially responded to soil and erosion concerns of the project (See Record of Decision, Attachment C):

**Table 6 – MTA Responses to Soil and Water Resource Concerns**

<b>MTA will develop an Erosion and Sediment Control Plan, in accordance with the Stormwater Management Act of 2007 during final design and construction, which will specify proper slope and soil stabilization techniques, erosion and sediment controls, and specific stormwater management facilities.</b>
<b>MTA is evaluating the use of a variety of stormwater treatment techniques including environmental site design facilities such as alternative surfaces (permeable pavement and green track) and micro-scale practices (rain gardens, planter boxes, and bioswales), filtration devices (underground sand filters), open channel systems (wet swales), and ponds.</b>

### **Water Resources**

The proposed railway will cross many drainage areas within both Montgomery and Prince George's Counties. The project will require the replacement of an existing bridge, the replacement of existing in-stream piers to widen an existing bridge, reconstruction of existing vegetated stormwater management basins, and the cleaning of an existing box culvert. A new bridge will be constructed for the Purple Line across the Northeast Branch of the Anacostia River at River Road. By not having to reconstruct an existing bridge, this action will limit the disturbance to the stream.

Temporary impacts along the corridor will include stream diversions, wetland and stream impacts, and the possibility of accidental spills of construction material and sediment release from the physical disturbances and alterations of the ground surface over which water flows. Permanent impacts include increased impervious surfaces, stormwater runoff, and non-point source water pollution, minor wetland impacts, the relocation of a portion of Sligo Creek (in Montgomery County), and minor floodplain impacts.

No permanent adverse effects on water resources would be expected from implementing the proposed action. All construction is required to be conducted in accordance with erosion control and stormwater runoff laws



and regulations to prevent any adverse effects on water quality. Permits for Stormwater Associated with Construction Activities would be obtained as well as the approval from the Maryland Department of the Environment (MDE) of a Stormwater Management Plan before any construction activity would begin. In accordance with the Clean Water Act, any project that involves the filling of wetlands or waters would require Section 401/ 404 non-tidal wetland permits from the Maryland Department of the Environment and/ or the U.S. Army Corps of Engineers.

MTA responded to the water quality concerns of the project (See Record of Decision, Attachment C). MTA understands that the health of the Chesapeake Bay is linked to stormwater management controlling the quantity and quality of rainwater runoff. MTA has committed to compliance with Maryland's Stormwater Management Act of 2007, which will help to protect the bay. See FEIS p. 4-122 for a discussion of the Total Maximum Daily Loads (TMDL) for the Chesapeake Bay.

**Table 7 – MTA Responses to Water Quality Concerns**

<b>Throughout the corridor, MTA has refined the alignment, geometry and right-of-way needs wherever possible to avoid or minimize effects to water resources. Early coordination with the Maryland department of Natural Resources and the National Marine Fisheries Service resulted in alignment changes to minimize impacts to water resources.</b>
<b>MTA has and continues to strive to avoid long-term water quality and quantity impacts to aquatic biota by minimizing the amount of new impervious surface associated with the transitway, yard, and maintenance facility, either through reducing the amount of new paved surfaces or using green track, which would allow for some water absorption.</b>
<b>As discussed in FEIS Chapter 4.14 and the <i>FEIS Water Quality Technical Report</i>, MTA will use green track along the Georgetown Branch right-of-way and in locations in Prince George's County to minimize runoff. The Purple Line green tracks will consist of sedum plantings in an 8-inch deep section of planting medium.</b>

## **Biological Resources**

Because the proposed railway will run mainly in exclusive or dedicated lanes along existing roadways, extensive clearing of woodland will not be necessary. The Record of Decision indicates that most of the woodland clearing will be along the edge of forest habitat and will include the removal of individual and specimen trees. Forest impacts will affect forest interior dwelling species by slightly reducing the overall size of forest interior dwelling species habitat in the project area. Impact of roadway widening and culvert extensions at stream crossings on stream habitat, affecting fish and aquatic biota will not impact known threatened or endangered species. Decline and/or mortality of trees not removed could occur due to significant critical root zone (CRZ) disturbance, tree limb damage, changes in soil moisture, and soil compaction as a result of grading. Some terrestrial wildlife may be temporarily displaced from their typical edge habitats during operations and other construction related activities.

Federal projects are not subject to local application of the Woodland and Wildlife Habitat Conservation Ordinance, but will be reviewed by the Maryland Department of Natural Resources for adherence to the State's Forest Conservation Act and/ or Reforestation Law. This review will also entail adherence to the standards established by the Maryland Department of Natural Resources with respect to the presence of rare, threatened, or endangered species.

The FEIS summarizes the impacts of the project, while providing further detail within the associated technical reports. The FEIS includes numerous measures to avoid, minimize, and mitigate impacts to the natural environment (see RECORD OF DECISION Attachment A-Commitment and Mitigation Measures).

Following are a few of MTA's responses to biological resource concerns that are described further in FEIS Chapters 4.13-Habitat and Wildlife and 4.14-Water Resources:

**Table 8 – MTA Responses to Biological Resource Concerns**

<b>As part of project-wide avoidance and minimization efforts, the footprint of the Glenridge Maintenance Facility was adjusted to minimize impacts to a tributary of Brier Ditch. In a second example, impacts to a stream will be avoided due to the modification of the alignment along Ellin Road.</b>
<b>MTA will use green track along the Georgetown Branch right-of-way, and in locations in Prince George's County, which would allow for some water absorption, thereby reducing the movement of contaminants to surface water bodies, reducing impervious cover, and reducing stormwater runoff. The applicability is based on a number of factors including stormwater management, physical location, and the level and/or presence of pedestrian or auto traffic; all of which affect the viability of the plant matter. Locations in the medians of roadways have been determined to be inappropriate for green tracks because of anticipated damage to the plantings from high temperatures, exposure to large quantities of road salt, and pedestrian traffic.</b>
<b>Where unavoidable forest impacts occur, MTA will offset those impacts within the same watershed by reforestation and afforestation, which is planting trees in cleared areas, and afforestation, which is planting trees in areas not previously forested.</b>

## **2. TRANSPORTATION ASSESSMENT**

### **Background**

MTA initiated the study of a transitway between New Carrollton and Bethesda in 2003. The Purple Line's need stems from significant land use changes and population growth in Montgomery and Prince George's Counties. The growing population and the development of major activity centers within the corridor have increased the amount of inter-city travel, which has resulted in increasingly congested roadways. The Purple Line project will provide faster, more direct, and more reliable east-west transit service connecting activity centers in Montgomery and Prince George's Counties that contain Metrorail, Maryland Area Regional Commuter (MARC) and Amtrak passenger services (Bethesda, Silver Spring, Takoma/Langley Park, College Park, and New Carrollton).

MTA worked very hard to persuade elected officials and government agencies that there was a need for an east-west transitway within the Capital Beltway. Existing rail transit service is primarily oriented to accommodate travel into and out of the District of Columbia. The only reliable direct east-west transit service available is regional bus service, which contends with a congested roadway system. MTA examined several Build Alternatives, which included a number of alignments for Bus Rapid Transit (BRT) and Light Rail Transit (LRT), which were proposed at-grade, underground, elevated, or a combination of these. Some alignments were considered for both BRT and LRT, while others were considered for only one mode because of environmental, operational, or engineering constraints. Traffic studies were performed by MTA and extensive analysis of the effects of the light rail transit line on traffic were performed.

### **Alternatives Analysis**

For large transit projects, using what is known as 'system planning'; the next major phase in the planning process is the 'alternatives analysis'. During the alternatives analysis phase, priority corridors were identified in systems planning and studied in detail. Early in the project, modeling was developed using the regional travel demand forecasting model. MTA developed what is dubbed the Maryland Alternatives Analysis Model, or MDAA. It was based on what is widely known as the COG model. A COG Transit Component was developed by MTA to enhance the COG model to accommodate comprehensive transit analysis. The

transit component ensures that the mode choice is expanded to register mode choices such as bus, bus/Metrorail, Metrorail only, and commuter rail trips. The walk, park and ride, and kiss and ride trips are modeled separately with transit assignment.

MTA did not identify a Preferred Alternative in the Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS). Instead, MTA and FTA used the comments received on the AA/DEIS to gather input from agencies, elected officials, and the public, to inform the decision-making process, which eventually led to the Preferred Alternative.

### **Round 8 Cooperative Forecast and Horizon Year 2040**

The transportation effects of the Purple Line were studied by MTA and revised in the FEIS to include Round 8 Cooperative Forecasts that were developed by the Metropolitan Washington Council of Governments (MWCOC). The horizon year was also updated to 2040. Data used to assess potential effects on roadway facilities and traffic included roadway system characteristics, intersection turning movement volumes, and daily and peak period traffic volumes. Analysis tools included traffic simulation modeling and travel demand forecasting. Existing and horizon year 2040 roadway network and traffic patterns were analyzed using the MWCOC's travel demand model. Traffic congestion was quantified using the 2000 Highway Capacity Manual (HCM), the national standard for evaluating traffic operations.

### **Levels of Service (at Intersections along the Preferred Alternative alignment)**

Along the Purple Line corridor, traffic capacity is typically constrained by signalized intersections, rather than by the number of roadway lanes. Peak hour traffic analyses were conducted for 51 intersections along the Preferred Alternative alignment. The following Table 9 shows the modeled level of service (LOS) of the intersections that would operate at or exceeding capacity (LOS E or LOS F) in 2040 under the No Build and the Preferred Alternative.

**Table 9 – Levels of Service (Source: MTA Record of Decision)**

**Table 3-6. Levels of Service at Intersections along the Alignment that would operate at or Exceeding Capacity in 2040**

Intersection	2012 Existing		2040 No Build Alternative		2040 Preferred Alternative	
	AM	PM	AM	PM	AM	PM
Wayne Avenue @ Fenton Street	C	C	C	D	C	F
Wayne Avenue @ Dale Drive	B	C	C	F	E	E
Wayne Avenue @ Sligo Creek Parkway	D	C	F	F	D	F
Wayne Avenue @ Manchester Road	E	E	F	F	C	F
Piney Branch Road @ University Boulevard	D	D	D	D	F	F
University Boulevard @ Carroll Avenue	D	C	E	C	D	C
University Boulevard @ Merrimac Drive	D	F	F	F	A	A
University Boulevard @ New Hampshire Avenue	D	E	D	F	D	E
University Boulevard @ Riggs Road	D	E	E	F	E	F
University Boulevard @ 15th Avenue	B	D	B	D	B	E
University Boulevard @ Guilford Road	C	F	B	F	A	A
University Boulevard @ Campus Drive	B	C	C	D	C	E
Campus Drive @ Adelphi Road	E	E	E	F	E	F
Campus Drive @ Regents Drive	D	F	F	F	E	E
Paint Branch Parkway @ Rossborough Lane	N/A	N/A	F	F	B	E
Paint Branch Parkway @ MFRI Building Entrance	B	B	F	F	C	B
Paint Branch Parkway @ Metro Parking	A	B	E	F	F	F
River Road @ Rivertech Court	E	F	F	F	D	D
River Road @ Haig Drive	C	C	E	D	A	A
Kenilworth Avenue @ East-West Highway	F	F	F	F	F	F
Veterans Parkway @ Glenridge Yard	E	F	F	F	A	A
Veterans Parkway @ Annapolis Road	E	E	E	E	E	F
Total LOS F Intersections (by peak period)	1	6	9	15	3	9
Intersections at or exceeding capacity (by peak period)	6	11	15	16	8	15
Total Intersections at or exceeding capacity	11		18		15	

Note: Green shading denotes levels of service A-D; orange and red shading denote intersection levels at or exceeding capacity, i.e., with LOS of E or F.

Source: Purple Line Traffic Analysis Technical Report (2013)

Level of service (LOS) is a measure of the quality of operations of a roadway. It looks at speed, traffic volume, and road geometry. LOS A represents free flow conditions and LOS F represents a breakdown of vehicular flow. Typically, in urbanized areas LOS D or better is considered adequate.

### MTA Responses to Traffic Impacts

MTA has committed to the following mitigation measures for the project (See MTA Commitments and Mitigation Measures, Record of Decision).



**Table 10 – MTA Responses to Roadways Level of Service and Traffic-Related Mitigation Commitments and Mitigation Measures**

<p><b>As discussed in FEIS Chapter 3.2-Roadways, the level of service analysis of the Purple Line shows an improvement at most intersections when compared to the No Build Alternative. The Purple Line has the potential to improve traffic conditions and roadway system performance by upgrading intersections with added turn lanes and the addition or modification of traffic signals. In addition, by prompting a shift in the mode of travel from private automobiles to public transit, the Purple Line has the potential to reduce traffic congestion.</b></p>
<p><b>As discussed in FEIS Chapter 4.10 and the Air Quality Technical Report, the effect of the project on the air quality was modeled using data from the traffic simulation models, which included the rail line occupying the lanes of traffic, increases in the base traffic, as well as the increase in travel time and delay along the corridor, and any detours that may be caused by the Purple Line.</b></p>
<p><b>During design and prior to construction, MTA will coordinate with the Maryland State Highway Administration (MD SHA), Montgomery and Prince George’s Counties (counties), and providers of transit and emergency services in the corridor and develop a Transportation Management Plan (TMP) to minimize potential adverse impacts to traffic, transit, and pedestrians during project construction.</b></p>

*\*For all tables and for complete information see the Record of Decision*

### **Sidewalks and Bikeways**

MTA describes the long-term operational effects of the Preferred Alternative on pedestrian and bicycle facilities in their documentation of the project. Most of the corridor is along existing state highways and contains a well-developed network of sidewalks and pedestrian walkways. Pedestrian-actuated signals have been added to virtually every signal along state highways in recent years through the system preservation program at SHA.

The trails and bikeways adjacent to the Purple Line in Prince George’s County include the Northwest Branch, Paint Branch, and Northeast Branch Trails. Throughout the corridor the Preferred Alternative includes:

- Additional sidewalks and crosswalks in station areas, where needed to support safe station access.
- Sidewalks along both sides of new and reconstructed roadways.
- Bicycle racks at stations, where space allows and ridership estimates indicate a need.

### **Pedestrian Volumes**

Walk and bus transfer access to the system were selected to maximize the station locations for the Purple Line (Travel Analysis Technical Report). MTA utilized Highway Capacity Manual procedures to analyze pedestrian volumes in and around the Takoma/Langley Transit Center as part of the design considerations, widening the proposed sidewalks accordingly. Therefore, an increase in pedestrian volumes would be expected due to the Purple Line. The roadways contain sidewalks on at least one side of the roadways, and MTA will construct new sidewalks along the corridor, mainly replacing sidewalks that are affected by the project, and in some other cases widen them to accommodate increases in pedestrian volumes.

MTA and the State Highway Administration (SHA) propose other measures to encourage walking and to accommodate higher levels of pedestrian volumes including the installation of pedestrian-actuated signals at those locations that lack them and the enhancement of roadside signage alerting motorists of areas of increased pedestrian activity. Additionally, it may be useful to install median fencing or other measures at the station locations to encourage pedestrians to use the marked crosswalks at the signalized intersections. Noteworthy MTA projects will include:

\*University Boulevard, which will be completely reconstructed along some sections where it will include new sidewalks and bicycle lanes.

\*Rossborough Lane will be constructed up to Paint Branch Parkway with wide sidewalks on both sides of the road and bicycle parking.

\*A transfer plaza will be reconstructed at the Purple Line at Metro's College Park-U of MD Metro Station.

\*The roundabout at River Road and Haig Road will be replaced with a signalized intersection with complete street elements.

\*Kenilworth Avenue will be reconstructed, including sidewalks on sections of this road that do not contain them at this time.

\*Veterans Parkway will contain a bicycle lane and a pathway connection to the Landover Hills neighborhood.

### **Local Sidewalk and Bikeway Needs**

The project will greatly improve the transportation options for several communities in the corridor located between the Metrorail lines by providing direct connections to rail and bus services. Previous studies initiated by the county and M-NCPPC indicate that there is a need for local roads to contain sidewalks, thereby 'activating' the neighborhoods for transit access. Many of the adjacent neighborhoods in Langley Park, for instance, do not contain sidewalks along residential streets.

The Preferred Alternative will increase transit connectivity between communities and enhance the sidewalk and bike network. Bicycle lanes are provided on some roadways within the corridor. MTA and SHA will construct bicycle lanes on University Boulevard through the Langley Park, Hyattsville and Adelphi neighborhoods.

Significant amounts of bicycle parking are proposed for each station area, including both sides of University Boulevard. MTA has committed to the following pedestrian movement and access measures for the project (See MTA Commitments and Mitigation Measures, Record of Decision, Attachment A):

**Table 11 – MTA Pedestrian/Patron Movement and Safety Commitments and Mitigation Measures**

<b>MTA will maintain pedestrian movements and pedestrian access in the project corridor to the extent reasonably feasible during project construction. Where it is not possible to maintain existing movements during construction, MTA will designate alternate routing with appropriate signage.</b>
<b>During design, MTA will develop a safety education program for citizens. The program, to be implemented during construction and operation, will address construction as well as operational safety.</b>
<b>During design, MTA will work with the counties, MD SHA and the local jurisdictions to identify bicycle and pedestrian improvement opportunities associated with the Purple Line, such as bike lanes, bike facilities at stations, additional bike parking in the corridor, wider sidewalks, crosswalks, and landscaped buffers.</b>

## Design Refinements

FTA and MTA design refinements were issued after the published FEIS and before the issuance of the Record of Decision (Record of Decision - Attachment F). The August 2013 Final Environmental Impact Statement (FEIS) for the project was based on conceptual engineering plans. Each refinement was assessed individually and then collectively to determine the anticipated change in effects, if any, to the natural and built environment. These design refinements are appropriate and they included changes in Prince George's County.

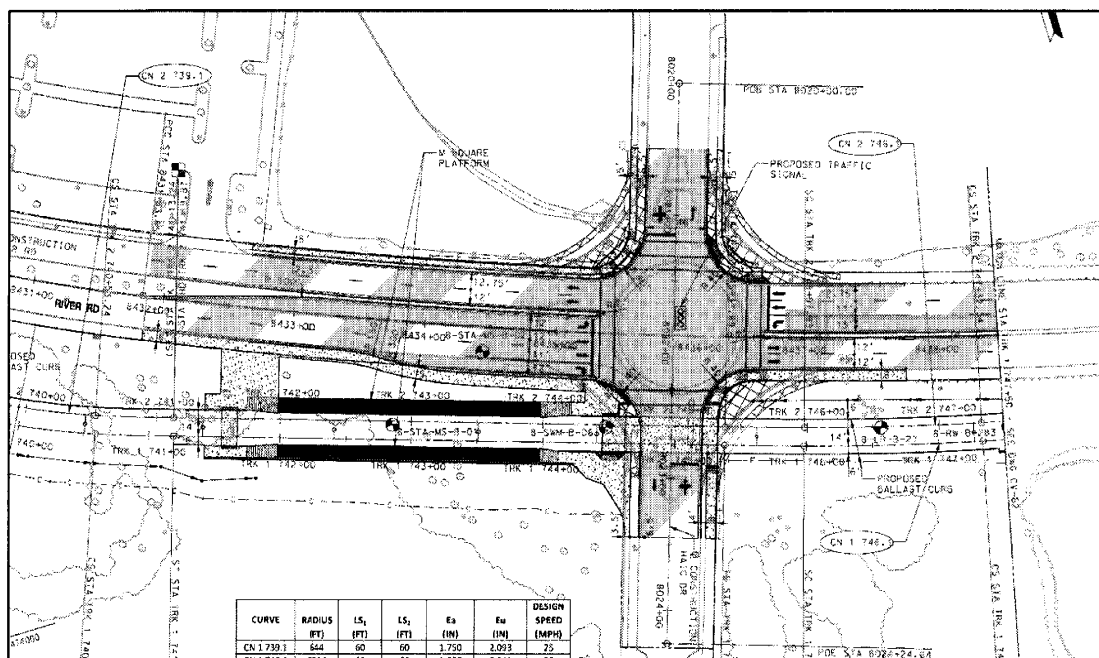
**Table 12 – MTA Design Refinements Described in the Record of Decision**

**A shifted transitway alignment to the south for Rossborough Lane to avoid the campus police offices. The traction power substation was shifted due to the roadway shift. Refinements were coordinated with UMD. The refinement avoids impacts to the Service Building, a contributing structure within the historic property.**

**A shifted transitway alignment and refined stormwater design on River Road near Haig Drive. The FEIS design kept the Purple Line tracks close to River Road east of Haig Drive and it included a submerged gravel wetland (stormwater feature) to the west of Haig Drive, south of the station area. The refinement shifts the alignment approximately 10 feet south to avoid a climate controlled Verizon vault east of Haig Drive.**

**A new access road and sidewalk were added off River Road to serve the American Center for Physics, which is west of the River Road M Square Station. The FEIS design removed the driveway access from River Road and relied on the existing access from Rivertech Court. The design refinement increases the limit of disturbance near River Road with an approximate 0.7 acre of additional tree loss. It retains direct access to the site from River Road and enhances pedestrian access to the site from River Road, the Purple Line, and WMATA.**

**Illustration 8 - December 2013 Preliminary Engineering plan Sheet 177 of 691  
River Road M Square Station**



While making this refinement, MTA redesigned the submerged gravel wetland to be more linear in shape to reduce impacts to the development site adjacent to the station on the M Square property (above).

### 3. HISTORIC PRESERVATION/ARCHEOLOGY

There are 10 identified historic properties in the Purple Line corridor in Prince George's County. The Area of Potential Effect (APE) for historic properties covers architectural and archeological resources within a 500-foot buffer on either side of the project alignment. This is in accordance with Section 106 of the National Historical Preservation Act of 1966 which allows consulting parties to review historic properties in the project's APE. There are no identified "adverse property impacts" in Prince George's County. Three properties in the County were identified in the record of decision to have "no adverse effect", while seven others were determined to have "no effect":

1. University of Maryland, College Park (No Adverse Effect)
2. Rossborough Inn (No Adverse Effect)
3. Old Town College Park Historic District (No Effect)
4. College Park Airport (No Adverse Effect)
5. College Lawn Station (No Effect)
6. Calvert Hills District (No Effect)
7. M-NCPPC Department of Parks and Recreation Regional Headquarters (No Effect)
8. Baltimore-Washington Parkway (Gladys Noon Spellman Parkway) (No Adverse Effect)
9. Area K Domestic Site (No Effect)
10. Martins Woods (No Effect)

**Table 13 – MTA Effects Descriptions**

<b>MTA will permanently use approximately 80 feet of a contributing brick wall near US 1 and temporarily use approximately 0.01 acre of contributing land around the wall within the 188.3 acre University of Maryland, College Park Historic District, or less than one percent of historic district property.</b>
<b>The Preferred Alternative would use approximately 14.19 acres of non-contributing property—primarily portions of existing roadways, lawns and parking lots—within the District that are not significant landscape components. As the Preferred Alternative has been integrated into the campus and aligned primarily on existing roadways and other non-contributing elements, the transitway will not diminish the characteristics that make the district or its contributing elements eligible for the National Register of Historic Places; it will have no adverse effect on the district. FTA coordinated with MHT and the other consulting parties to complete Section 106 consultation.</b>

### 4. ECONOMIC ASSESSMENT

The primary measure of effectiveness for the Purple Line will be the increased mobility and accessibility that is created by the project at the affected activity centers. The Purple Line will also improve transit operation efficiencies and optimize public investment by supporting Maryland's Smart Growth strategy. This strategy supports existing communities by recommending that development occur where infrastructure exists. The project corridor is fully developed with various levels of residential and commercial density, and it supports approved local land use plans. Intense commercial and residential development is specifically located in Langley Park, College Park, Annapolis Road and New Carrollton. Growth in these areas is causing a worsening of traffic conditions and increasing delay at major intersections. Without the Purple Line and transit-oriented development (TOD), increases in population growth and employment will worsen travel times and make it more difficult for people to find or utilize reliable transportation alternatives.

The Purple Line is a significant undertaking and it will require \$2.37 billion of initial investment and additional transit and transit-related investments. This investment will significantly improve regional mobility and create new employment opportunities. The Purple Line will have less overall effects to air

quality, streams, and landscapes, than improvements to other types of travel modes such as highways would create. The Purple Line is expected to provide significant travel time savings. According to MTA, the project will attract automobile trips that would otherwise worsen traffic congestion and air quality in the region. The project also supports local land use and the county's economic development plans and policies.

Transit improvements help to spur development and economic growth, and this has been well documented in the Washington, DC region. The growing practice of TOD has been embraced by the county and the State of Maryland, and it is the subject of several approved master plans and studies along the Purple Line Corridor.

TOD generally refers to a mix of development types, including housing, retail and/or commercial development and amenities, located within a half-mile radius of quality public transportation. In the fields of economic development and transportation, it is well known that there is a link between transit and housing affordability, economic opportunity, health outcomes, and social equity. TOD represents an accepted model for community development that can improve transportation options and reduce social and economic isolation that some communities face.

## **5. CONSISTENCY WITH DEVELOPMENT/REGULATORY STANDARDS**

The Purple Line has been coordinated with the county departments who are responsible for code enforcement and regulatory standards. FTA requires that MTA establish a mitigation monitoring program to monitor and track the commitments and mitigation measures. Commitments and mitigation measures are contained in the Record of Decision. These commitments and mitigation measures must be incorporated into the project and be implemented by FTA and MTA if the project proceeds with FTA financial assistance.

The Purple Line will pass through two Transit District Overlay Zones (TDOZs) in the county, one at College Park and Riverdale Park, and the other at New Carrollton. The approved plans for these areas contain visions, goals, and objectives that will be furthered by the Purple Line.

### **Parking and Loading Impacts**

There are hundreds of parking and property impacts within the projects limits of disturbance. Some of the impacts are permanent, while others are temporary in nature. MTA is in the process of working with property owners to identify appropriate compensations along the corridor. Some properties will be impacted operationally, and MTA has committed to working with businesses to develop a Business Impact Mitigation Plan with local business leaders and working groups. M-NCPPC staff is working with MTA to ensure that property owners know how the impacts affect each property's approved parking and loading.

Loading zones for area commercial businesses will be affected along some sections of the project. MTA has committed to the following business-related commitments and mitigation measures for the project (See MTA Commitments and Mitigation Measures, Record of Decision, Table 14 below):



**Illustration 9 – Example of Parking Impact Maps Provided to Technical Staff  
(Separate from the FEIS; Highlighted area shows permanent parking displacement)**



**Table 14 – Local Citizens and Business Commitments and Mitigation Measures**

Prior to construction, MTA will work with stakeholders and local businesses affected by the temporary loss of loading zones, or access to loading zones during construction, to identify alternate or temporary loading areas.
MTA will implement the alternate or temporary loading areas during construction.
MTA will implement a corridor-wide Business Impact Minimization Plan before construction begins. MTA will develop this plan after evaluating best practices and lessons learned from other light rail construction projects. MTA will adopt this plan prior to initiating construction.
MTA will address access restrictions or detours to businesses. MTA will work with local business liaisons to understand the characteristics of local businesses (customer origins, peak business times, etc.) and to establish construction staging plans to minimize business disruptions.
MTA will continue communication with local businesses during construction to monitor effects and modify construction plans, if possible, to further reduce impacts.
During design, construction, and operations, MTA will support efforts by counties and other stakeholders to leverage additional resources to support and strengthen small businesses in the corridor.

## **6. CONSISTENCY WITH APPROVED PLANS AND EXISTING PUBLIC FACILITIES**

The Purple Line is consistent with local area master plans and functional plans that were approved by the District Council. The Planning Department staff and Parks and Recreation staff are satisfied that the project has been designed in a way that does not conflict with the county's long-range transportation and land use goals and objectives. Technical staff has made several recommendations that are contained in this report that will ensure compatibility with approved plans. MTA has committed to coordinating with M-NCPPC, county departments, and developers, as the project design advances to avoid or minimize adverse project effects on corridor communities.

The County Council is expected to place funding in the Planning Department's FY 2015 budget to support additional sector planning around Purple Line stations.

Additionally, MTA's alternatives development and evaluation included the initial development of alternatives, screening of alternatives, detailed study, selection of a Locally Preferred Alternative (LPA), and refinement of the LPA, resulting in identification of a Preferred Alternative in the FEIS. The county's 2013 comments for the FEIS addressed green tracks, traction power substations, the Glenridge Maintenance Facility, and passenger drop off locations near the Purple Line stations. Previously approved master plans and studies that considered the Purple Line project are listed in the following table.

**Table 15 - Purple Line Station Area Plans and Studies Conducted by Prince George's County**

<b>Station</b>	<b>Location (FEIS)</b>	<b>Platform Location in Roadway</b>	<b>*Plans and Studies That Considered the Purple Line Project</b>
<b>Takoma/Langley Transit Center</b>	University Boulevard MD 193 and New Hampshire Avenue *Regional Bus Transfer Center	Center	*2009 Approved Sector Plan for the Takoma/Langley Crossroads
<b>Riggs Road</b>	University Boulevard MD 193 and Riggs Road MD 212	Center	*2009 Approved Sector Plan for the Takoma/Langley Crossroads
<b>Adelphi Road/West Campus</b>	Adelphi Road and University Boulevard MD 193	Center	*M-NCPPC Purple Line TOD Study *1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity *1990 Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67
<b>Campus Center</b>	Campus Drive - North of Union Lane at Cole Student Activities Building	Side	*University of Maryland Plans
<b>East Campus</b>	Rossborough Lane at Baltimore Avenue US 1	Side	*2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment
<b>College Park Metro</b>	River Road at UMD Metro station  *Connecting Rail Transit: Metro Green Line, MARC Camden Line	Center	*2013 M-NCPPC Purple Line TOD Study *2013-2014 College Park – Riverdale Park Transit District Development Plan Update (ongoing)
<b>M Square</b>	River Road at Haig Drive	Side	*2013 M-NCPPC Purple Line TOD Study *2013-2014 College Park – Riverdale Park Transit District Development Plan Update (ongoing) *1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity
<b>Riverdale Park</b>	Kenilworth Avenue and East West Highway MD 410	Side	*2013 M-NCPPC Purple Line TOD Study *1994 Approved Master Plan and Sectional Map Amendment for Planning Area 68 *1994 Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)
<b>Beacon Heights</b>	Riverdale Road at Veterans Parkway MD 410	Side	*2013 M-NCPPC Purple Line TOD Study *1994 Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)
<b>Annapolis Road/Glenridge</b>	Veterans Parkway MD 410 and Annapolis Road MD 450	Side	*2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment
<b>New Carrollton</b>	Ellin Road at New Carrollton Metro Station *Connecting Rail Transit: Metro Orange Line, MARC Penn Line, Amtrak	Center	*2010 New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment

## 7. COMMUNITY OUTREACH

The LPA was largely the Medium Investment LRT Alternative, as defined in the AA/DEIS, with elements of the High Investment LRT Alternative.

MTA held public meetings beginning in 2003, and held open house meetings between 2004 and 2008. Agency field tours were held, and working committees were established in Montgomery and Prince George's Counties. The entire public process, comment period, and public hearings yielded over 3,300 comments. After the announcement of the LPA, MTA conducted technical studies and outreach, resulting in the Preferred Alternative that was evaluated in the FEIS.

Additionally, the M-NCPPC 2013 Purple Line TOD Study included outreach by staff on potential station area design and TOD infrastructure improvements. Significant outreach and several community meetings were held for the general public. Public comments directly affected the final TOD study recommendations. MTA has committed to the following housing, employment and environmental justice commitments and mitigation measures for the project (See MTA Commitments and Mitigation Measures, Record of Decision).

**Table 16 – MTA's Proposed Environmental Justice, Housing and Employment Commitments and Mitigation Measures**

<b>During design, construction, and operations, MTA and the counties will design and implement programs to create project-related local economic benefits, including workforce development programs.</b>
<b>During design, construction, and operations, MTA will support county-led efforts to protect and expand the corridor-wide supply of affordable housing.</b>
<b>MTA will work with affected communities, including enhanced outreach to environmental justice communities, during the design and construction phases of the project. The project's public involvement plan includes community liaisons who will serve as the point of contact for local residents and businesses prior to and during the construction process.</b>
<b>MTA will continue to coordinate and consult with the counties and communities during design regarding the aesthetic treatments of the Preferred Alternative elements: station design, location and design of traction powered substations and other ancillary structures, and landscaping.</b>

### **Public Review Period Ended**

The public review period for the Purple Line FEIS ended on October 21, 2013. The purpose of the FEIS is to assess the transportation and environmental effects of the proposed Purple Line. The Maryland Transit Administration, in coordination with the Federal Transit Administration, will consider all comments received about the FEIS.

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21), the project is considered to be in the project development phase. Proposed new and small starts projects are evaluated and rated according to criteria set forth in law. The statutory project justification criteria include: mobility improvements, environmental benefits, congestion relief, economic development effects, land use, and cost-effectiveness. The Purple Line received a positive rating assignment from FTA in January 2014. Receipt of project funding through a construction grant is subject to Congressional appropriation, and is only obligated when the grantee can assure FTA that the proposed project scope, cost estimate, and budget are firm and reliable and local funding commitments are in place. Once a project receives a construction grant from FTA, it is no longer required to be evaluated and rated by FTA.

### **LIST OF ATTACHMENTS**

## LIST OF ATTACHMENTS

1. Parks and Recreation Department letter with attachments to Daniel Janousek dated April 4, 2014
2. Environmental Planning Section letter to Daniel Janousek dated April 4, 2014
3. Historic Preservation Section letter Daniel Janousek dated March 14, 2014
4. Maryland Transit Administration letter to Derick Berlage dated February 7, 2014
5. Comments in support of the Purple Line - Community Planning Division and the Urban Design Section of the Development Review Division





Park Planning and Development Division  
Voice 301-699-2525 Fax 301-277-9041

April 4, 2014

TO: Daniel Janousek,  
Transportation Planning Section  
Prince George's County Planning Department

FROM: Eileen Nivera, Planner-Coordinator *EN*  
Park Planning and Development Division  
Department of Parks and Recreation

VIA: Alvin McNeal, Acting Park Planning Supervisor *[Signature]*  
Park Planning and Development Division

SUBJECT: PURPLE LINE - MANDATORY REFERRAL COMMENTS

The Purple Line Project will cause several impacts to M-NCPPC park properties. The most significant impact will be the displacement of the Glenridge Maintenance Yard, a fully operating facility. The displacement of the functions at the Glenridge Yard and their subsequent relocation will affect the Department of Parks and Recreation (DPR) operating budget, the Capital Improvement Program and the delivery of maintenance services to parks and recreation facilities in the Northern Area of the county. The following discusses park impacts, memorandum of agreements and the potential relocation of the functions at the Glenridge Maintenance Yard.

#### **PARK IMPACTS**

**1) 4(f) De Minimis Concurrence.** Under the U.S. Department of Transportation Act of 1966, federally funded projects must evaluate impacts to parkland through the Environmental Impact Statement process. The law provides for findings of "de minimis" impact as mitigated where the project would not adversely affect the activities, features or attributes of a park nor would it adversely affect or otherwise restrict the public's use of the facilities in the park. This finding was used for three parks along the alignment of the Purple Line as follows:

a. *West Lanham Hills Park.* Ellin Road will be reconstructed and approximately 0.08 acres of the park frontage along Ellen Road will be temporarily closed to allow for re-grading of the road.

During construction no park facilities are affected. The Purple Line does not require permanent use of parkland. Attachment 1 contains the Minimization and Mitigation Measures as agreed to in the 4(f) de minimis concurrence letter to Federal Transit Administration.

*b. Anacostia River Stream Valley Park at Riverdale Recreation Park and Northeast Branch Trail.* The Purple Line alignment will be located south of River Road at the entrance to the Riverdale Recreation Park located on Haig Drive. A new bridge will be built over the Northeast Branch and Trail for the transitway by the Maryland Transit Administration (MTA). The project will require permanent use and a temporary construction easement of parkland along the frontage of River Road. In addition, the project will disturb approximately 58,000 square feet of park property at the entrance to the park for temporary construction staging for the bridge construction. Attachment 2 contains the Minimization and Mitigation Measures as agreed to in the 4(f) de minimis concurrence letter to Federal Transit Administration for Anacostia Stream Valley Park. The Attachment identifies the following activities:

- Temporary relocation of the Northeast Branch Trail due to construction of the new transitway bridge over the Northeast Branch.
- Closure and permanent relocation of the connector trail from the PRA parking lot to the sidepath on the eastbound side of River Road.
- Restoration of the temporary construction staging area on parkland.

*c. Northwest Branch Stream Valley Park at Lane Manor, Adelphi Manor, University Hills Parks and Northwest Branch Trail.* The transitway will be located in the median of University Boulevard. Approximately 3.45 acres of temporary construction easement and 0.80 acres of permanent use are needed along the east- and west- bound frontages of the park properties along University Boulevard. In addition, the Northwest Branch Trail will be temporarily relocated at the intersection of University Boulevard and West Park Drive during construction. Attachment 3 contains the Minimization and Mitigation Measures as agreed to in the 4(f) de minimis concurrence letter to the Federal Transit Administration.

**2. Glenridge Maintenance Yard and Park.** The Purple Line Maintenance Facility will be constructed on the current site of the Glenridge Maintenance Yard and will occupy an undeveloped portion of Glenridge Park too. The existing Glenridge Maintenance Yard is the primary facility that provides maintenance services to parks and recreation facilities in the Northern Area. Staff at the facility provide general park maintenance and custodial services for 165 developed parks, 800 acres of mowed area, 15 community centers, 15 park buildings, 8 historic sites, 1 museum, 2 indoor pools and 3 outdoor pools, and 31 miles of trail. The Recreation Warehouse which supplies recreation equipment for all DPR facilities is located at this location. In addition, the Surveyors Office and fueling pumps are located at this facility as well.

The Purple Line will require 0.37 acres in temporary construction easement and approximately 14 acres of property that will be permanently impacted. Two of those 14 acres impacted will be

returned as reclaimed parkland for a total of 12 acres of parkland that will be occupied permanently by the Purple Line. The two acres of reclaimed parkland may be used to build an additional ballfield at Glenridge Elementary School and for a vegetated buffer between the Purple Line Maintenance Yard and the lake and trail located in Glenridge Park.

In determining the extent of 4(f) impacts at Glenridge Maintenance Yard and Park, MTA determined that the maintenance yard use does not constitute a public park use as defined by federal regulations. Therefore, the Glenridge Maintenance Yard does not qualify for 4(f) mitigation. Department of Parks and Recreation staff found that the use of parkland in Glenridge Park under 4(f) is not considered a de minimis impact. The Final Environmental Impact Statement describes the Avoidance Alternatives to minimize impacts to Glenridge Park on pages 6-54 through 6-59.

The following table summarizes temporary construction and permanent park use for the Purple Line:

<b>Park</b>	<b>Temporary Construction Impact (Acres)</b>	<b>Permanent Park Usage (Acres)</b>	<b>Permanent Park Impacts</b>	<b>Reclaimed Parkland</b>
Anacostia SVP (N78) (NE Branch) at River Road	2.58	1.36		
NW Br SVP (N80) at Lane Manor (N71), University Hills (N46) and Adelphi Manor (N63) Parks	3.45	0.8		
West Lanham Hills Park (N47)	0.08	0		
Glenridge Park	0.37	5.32	5.32	
Glenridge Maintenance Yard		6.76	8.8	2.04
Glenridge Total		12.08		
<b>Totals</b>	<b>6.48</b>	<b>14.24</b>		

**3. Environmental Mitigation.** The Purple Line will be required to provide environmental mitigation due to impacts to wetlands, streams, and forests along its alignment. For some previous public works projects of similar magnitude, such as for the Woodrow Wilson Bridge Replacement and the Intercounty Connector, DPR has been able to successfully accommodate mitigation on parkland for wetland creation and stream restoration projects. As design progresses,



staff will continue to work with the Purple Line Team to locate these types of opportunities in our parkland areas.

On the other hand, M-NCPPC will not be able to accommodate forest mitigation on parkland since the state requires permanent easements to be placed on property designated for forest conservation. The M-NCPPC does not allow easements to be placed on parkland (see Attachment 4 - Letter to MTA).

**4. Program Open Space Conversion.** The Purple Line will require permanent use of three park properties that were acquired with Maryland Program Open Space funding. The approximate areas of properties acquired with POS funds that will be affected permanently by the Purple Line are listed in the following table:

Park	Tax Map Parcel	Tax Account	Parcel Acreage	Purple Line Permanent Use (Acres)
Northwest Branch SVP at Adelphi Manor	109	1965540	9.58	±0.5
Anacostia SVP at Riverdale Recreation Park	B	2945269	1.59	±0.25
Glenridge Maintenance Yard & Park	73	0098962	46.7850	±12
<b>TOTAL</b>				±13

A “conversion” of POS funded property will be completed by the Maryland Department of Natural Resources. Landover Hills Park has been identified for the conversion since ±13 acres in the park will be designated as POS property to replace the properties lost to permanent use by the Purple Line. Exact square footage of permanent use will be determined when right-of-way plats for the project are completed.

**5. Capper Cramton Properties.** The Purple Line will require permanent use of parkland that was acquired with federal Capper-Cramton funding. Changes to the land use in Capper-Cramton funded parks will require approval from the National Capital Planning Commission (NCPC) for revision to the Park General Development Plan as approved by NCPC. The affected park properties by parcel include:

Park	Tax Map Parcel	Tax Account	Parcel Acreage	NCPC Parcel	Purple Line Permanent Use
Northwest Branch SVP at Lane Manor Park	107	367034	1.87	3A NW Branch Unit 1	TBD
Northwest Branch SVP at Lane Manor Park	108	3670312	32.18	38 NW Branch Unit 1	TBD
Northwest Branch SVP at University Hills Park	155	1914597	6.68	38B NW Branch Unit 1	TBD
Northwest Branch SVP at Adelphi Manor Park	104	1914605	16.75	40 NW Branch Unit 1	TBD
Northwest Branch SVP at Adelphi Manor Park	105	1914621	6.6	40A NW Branch Unit 1	TBD
Northwest Branch SVP at Adelphi Manor Park	106	1914613	0.734	Parcel 39 NW Branch Unit 1	TBD
Anacostia River SVP at River Road	4	2148575	73.61	Parcel 76 Anacostia Unit 2	TBD
Anacostia River SVP at River Road	10	2148534	0.14	Parcel 70 Anacostia Unit 2	TBD
Anacostia River SVP at River Road	15	2148559	2.85	Parcel 68 Anacostia Unit 2	TBD

Exact square footage of permanent usage will be determined when right-of-way plats for the project are completed.

## 6. Park Replacements by Purple Line.

a. *Glenridge Maintenance Yard and Park.* The entire parcel that is currently improved with the

Glenridge Maintenance Yard and adjacent park property will be acquired to accommodate the Purple Line. Compensation for the replacement of the Glenridge Maintenance Yard is under discussion with MTA and the Prince George's County Government.

*b. Anacostia River and Northwest Branch Stream Valley Park Replacements.* Replacement of parkland that will be temporarily and permanently used by the Purple Line will be under consideration. The valuation and compensation of permanent and temporary use by the Purple Line will be determined by an appraisal process following applicable Federal and State laws and practices. Possible scenarios include acquisition of new parkland or funding to supplement existing approved Capital Improved Program park projects that are not fully funded.

### **MEMORANDUMS OF AGREEMENTS**

MTA is in the process of negotiating several Memorandums of Agreement (MOA) with partner agencies. M-NCPPC will be a party to the following MOAs:

- 1. MOA between MTA and Prince George's County Government.** This MOA will provide for the conveyance of 14 acres at Glenridge Maintenance Yard and Park and other related matters.
- 2. MOA between MTA and M-NCPPC in Prince George's County.** This MOA will define the relationship between MTA, M-NCPPC, and the Purple Line Public/Private Partnership (P3) entity; describe the protocols for project design and review; identify park mitigation; outline the terms under which the conveyance of Glenridge Maintenance Yard and Park will occur; identify how parkland will be replaced; provide for construction access; and identify responsibility for the maintenance of Purple Line improvements. The MOA is under negotiation with MTA. The MTA requests that the MOA be finalized by June 1, 2014.
- 3. MOA between MTA and M-NCPPC Park Police.** This MOA outlines police responsibilities, procedures and protocols for Park Police.

### **REPLACEMENT M-NCPPC MAINTENANCE YARD**

**1. Schedule.** The MTA plans to use the Glenridge site as a construction staging area for the Purple Line. In addition, Prince George's County would prefer that construction of the Purple Line begin in the county. MTA wants the Glenridge site to be conveyed in 2015 with DPR moving out of Glenridge Maintenance Yard by July 2015.

Design and construction of the replacement maintenance yard will take several months to complete. Once a site is selected, it is projected to take up to 19 months for design and permitting, and 19 months for construction and fit-out.

To accomplish the move from Glenridge within a year, an interim relocation plan along with identifying potential sites are being developed by DPR. The interim relocation plan will guide which maintenance functions will be moved where and how maintenance services will be provided during the interim period before the permanent maintenance facility is completed. The search includes consideration of properties owned by DPR and private facilities for the temporary



relocation of maintenance functions.

**2. Funding.** Funding must be allocated to acquire both interim and permanent sites, fit-out of the interim facilities as necessary, and development of the permanent maintenance yard. The development preliminary cost estimates for the permanent maintenance yard and temporary relocation are being prepared and it is expected to be in excess of \$25 million not including land acquisition costs.

### **3. Location**

*a. Permanent Maintenance Yard Site.* Locating an appropriate site for the maintenance yard operations displaced from the Glenridge site has been difficult. Its large size and industrial nature compound the problem. The facility requires a minimum of 8 to 10 acres to accommodate the existing functions and future expansion. Location is critical for efficient operations. It should be located within or proximate to the Northern Area to reduce work crew travel times; be located in commercial or an industrial area to reduce potential traffic, noise and other issues; and have road access that can accommodate left-hand turning vehicles by assorted maintenance vehicles and semi-trailer trucks used for delivery of materials.

In 2008, the MTA offered three State Highway Administration properties that included:

- SHA Parcel 4492 - 5.0 acre site outside the Capital Beltway on Whitfield Chapel Road and south of M.L. King Highway in the Glenarden area.
- SHA Parcel 631 – 11.5 acres at the southwest corner of the intersection of US 50 and MD 193 in Bowie.
- SHA Parcel 4463 – 5.42 acres at the northwest corner of US 50 and MD 410 in the Landover Hills area.

The SHA sites were found to be either too small in size, outside the desired service area or lacked vehicular access to a main road.

An 11 acre industrial property, located at 3421 Pennsy Drive, was seriously considered as a result of search of surplus public properties, M-NCPPC parkland and private properties. However, due to the uncertainty of funding for the Purple Line, DPR ended its pursuit of the property in 2010 and it subsequently was acquired by the Washington Metropolitan Transit Authority in 2011.

In 2013, a search of commercial properties for sale found that there were no properties available that either were undeveloped with at least 8 acres in size property, or a developed with warehouse space, adequate outdoor yard space and parking. Recently, DPR requested the Purple Line Team to query the State land inventory for potential sites again.

On a parallel track, DPR is assessing the feasibility of constructing the replacement maintenance

facility in Landover Park located at 7780 Landover Road. Landover Park is a 27 acre undeveloped park property. Of the park properties considered, this property has many advantages. However, its main disadvantages will be the difficulty in making left-hand turns to Landover Road and its hilly topography. The park is within the Preliminary Landover Metro Area & MD 202 Sector Plan. Recommendations in the Preliminary Sector Plan state that DPR should “explore the feasibility of using Landover Park as a maintenance yard and a passive park. If not feasible, explore locating the maintenance yard in an industrial site in the area that could possibly be co-located with the proposed new indoor recreational facility if feasible.”

*b. Interim Maintenance Yard Site.* A mix of leased private properties and undeveloped parkland is underway to indentify relocation sites for the existing functions at the Glenridge Maintenance Yard.

**4. Mandatory Referral for the Replacement Maintenance Yard.** The Mandatory Referral for the replacement maintenance yard will be completed at 30% design in late Spring 2015.

## **LIST OF ATTACHMENTS**

1. West Lanham Hills Park de minimis concurrence letter
2. Anacostia River Stream Valley Park at Riverdale Recreation Park and Northeast Branch Trail de minimis concurrence letter
3. Northwest Branch Stream Valley Park at Lane Manor, Adelphi Manor, University Hills Parks and Northwest Branch Trail de minimis concurrence letter
4. Letter to MTA regarding forest conservation easements on parkland







# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

## Attachment 2

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
[www.mncppc.org/pgco](http://www.mncppc.org/pgco)

Countywide Planning Division  
Environmental Planning Section

April 4, 2014

TO: Dan Janousek, Planner Coordinator, Transportation Planning Section

VIA: Katina Shoulars, Supervisor, Environmental Planning Section *185 For MKR*

FROM: Megan Reiser, Planner Coordinator, Environmental Planning Section

SUBJECT: MR-1402F Purple Line

The Environmental Planning Section has reviewed the information submitted by the applicant, including the Record of Decision, for the final proposed alignment of the 16-mile light rail transit line referred to as the Purple Line.

The proposal was evaluated to determine the potential for significant adverse impacts on environmental resources, including but not limited to air quality, noise and vibration, light, geology and soils, water resources, and biological resources. The following commentary is based on a review of the information provided by the applicant and an interpretation of aerial photographs and maps. A site visit was not conducted. The following comments are provided for your consideration.

### Proposed Activity or Action

The proposed 16-mile light rail transit line will run mainly in exclusive or dedicated lanes along existing roadways within Montgomery and Prince George's Counties. The transitway will be at grade except for one short tunnel section and three sections elevated on structures; only one elevated structure will be located in Prince George's County. There are 21 proposed stations for the line; 11 of which will be located in Prince George's County. A storage yard for vehicle storage and operations control will be located in Montgomery County. A maintenance facility will be located in Prince George's County at the Glenridge Service Center for a maintenance and repair shop. The Purple Line system infrastructure will include an overhead contact system, 20 substations, and 14 signal bungalows at track crossover locations.

### Existing Conditions

**Noise and Vibration:** The proposed 16-mile light rail transit line will run mainly in exclusive or dedicated lanes along existing roadways within Montgomery and Prince George's Counties and is anticipated to generate noise and vibration.

**Light:** The types of proposed light fixtures do not appear to have been specifically addressed in the information provided; however, lighting at the stations, along the tracks, substations, and the maintenance yard will be necessary. Because portions of the light rail will be located near sensitive habitat such as

forests, streams and wetlands, as well as other sensitive receptors such as residences, it is recommended that full cut off optics be used in the project area to the extent practicable.

**Air Quality:** The Clean Air Act, as amended, gives EPA responsibility to establish the primary and secondary National Ambient Air Quality Standards (NAAQS) that set acceptable concentration levels for six criteria pollutants; Particulate Matter (measured as both particulate matter and fine particulate matter, sulfur dioxide, carbon monoxide, nitrogen oxides, ozone, and lead. While each state has the authority to adopt standards stricter than those established under the federal program, Maryland accepts the federal standards.

Federal regulations designate Air Quality Control Regions (AQRs) in violation of the NAAQS as nonattainment areas. Federal regulations designate AQCRs with levels below the NAAQS as attainment areas. According to the severity of the pollution problem, ozone nonattainment areas can be categorized as marginal, moderate, serious, severe or extreme.

Prince George's County is within the National Capital Interstate Air Quality Control Region (AQCR 47). AQCR 47 is in the ozone transport region that includes 12 states and the District of Columbia. EPA has designated Prince George's County as follows: Moderate nonattainment for the 1997 8-hour ozone (O<sub>3</sub>); nonattainment for the 1997 fine particulate matter (PM 2.5); and attainment for all other criteria pollutants.

**Geology and Soils:** The Record of Decision states that construction impacts will include excavation of slopes, resulting in short-term redirecting of runoff and small drainage patterns; soil erosion and instability; drilling and blasting of very thick boulder and rock substrate; dust hazards and vibrations from the excavation process.

**Water Resources:** The proposed railway will cross many drainage areas within both Montgomery and Prince George's Counties. The project will require the replacement of an existing bridge, the replacement of existing in-stream piers to widen an existing bridge, reconstruction of existing vegetated stormwater management basins, and the cleaning of an existing box culvert.

The construction of the Plymouth Street tunnel, in Montgomery County, will require short-term impact to localized groundwater because de-watering will be required to maintain a dry work zone. Other temporary impacts will include stream diversions, wetland and stream impacts, and the possibility of accidental spills of construction material and sediment release from the physical disturbances and alterations of the ground surface over which water flows. Permanent impacts include increased impervious surfaces, stormwater run-off, and non-point source water pollution, minor wetland impacts, the relocation of a portion of Sligo Creek (in Montgomery County), and minor floodplain impacts.

**Biological Resources:** Because the proposed railway will run mainly in exclusive or dedicated lanes along existing roadways, extensive clearing of woodland will not be necessary. The Record of Decision indicates that most of the woodland clearing will be along the edge of forest habitat and will include the removal of individual and specimen trees. Forest impacts will affect forest interior dwelling species by slightly reducing the overall size of forest interior dwelling species habitat in the project area. Impact of roadway widening and culvert extensions at stream crossings on stream habitat, affecting fish and aquatic biota will not impact known threatened or endangered species. Decline and/or mortality of trees not removed could occur due to significant critical root zone (CRZ) disturbance, tree limb damage, changes

in soil moisture, and soil compaction as a result of grading. Some terrestrial wildlife may be temporarily displaced from their typical edge habitats during operations and other construction related activities.

### **Environmental Consequences**

**Noise and Vibration:** Short-term increases in noise and vibration would result from the use of construction equipment and will vary depending on the type and duration of the construction activity.

The Record of Decision indicates that track-related construction will move continuously along the corridor limiting the duration of exposure. Other specialized construction work (tunneling, pile driving, and heavy equipment use) has the potential to create noise and vibration impacts that are likely to only be realized by sensitive receptors in close proximity to these specific locations. A potential exists for vibration-sensitive buildings to be impacted by non-track related types of construction. However, the impact will be realized only for sensitive receptors in close proximity to these specific locations and not along the entire length of the transitway. Increased truck traffic is likely; however, the ROD indicates that it will be limited to designated routes that contain a limited number of residential or sensitive structures and will result in the least disturbance to nearby residents.

The Record of Decision indicates that the long-term noise impacts are expected to be moderate for a few properties and vibration impacts are anticipated to affect approximately three properties. The Record of Decision also states that an existing interim trail with the Georgetown Branch right-of-way will be replaced by the permanent Capital Crescent Trail. Trail users will experience increased noise levels due to operation of the transitway.

**Light:** Light intrusion into sensitive habitats and sensitive receptors should be reduced to the extent practicable through the use of full cut off optics.

**Air Quality:** The proposed action could affect localized air quality through airborne dust and other pollutants generated during construction. The Record of Decision states that localized increase in the concentration of fugitive dust (including airborne particulate matter, PM<sub>2.5</sub> and PM<sub>10</sub>), as well as mobile source emissions both on and off the construction site from on- and off- road construction equipment and vehicles can be expected temporarily during construction. The ROD also states that disruption of traffic during construction (such as temporary reduction of roadway capacity and increased queue lengths) could result in short-term elevated concentrations of localized pollutants such as CO and P. Air quality impacts would be considered minor and temporary unless the emissions would contribute to a violation of any federal, state or local air regulations.

The Record of Decision states that the Purple Line is a conforming project under the US Environmental Protection Agency's Transportation Conformity Rule. No violations of air quality standards are predicted.

**Geology and Soils:** Short-term impacts on soils would be expected from construction activities. No long-term effect on soils would be expected.

**Water Resources:** No permanent adverse effects on water resources would be expected from implementing the proposed action. All construction is required to be conducted in accordance with erosion control and stormwater runoff laws and regulations to prevent any adverse effects on water quality. NPDES Permits for Stormwater Associated with Construction Activities would be obtained as well as the approval from MDE of a Stormwater Management Plan before any construction activity

would begin. In accordance with the Clean Water Act, any project that involves the filling of wetlands or waters would require Section 401/ 404 nontidal wetland permits from the Maryland Department of the Environment and/ or the U.S. Army Corps of Engineers.

**Biological Resources:** Extensive clearing of woodland will not be necessary because the proposed railway will run mainly in exclusive or dedicated lanes along existing roadways, therefore minimal tree clearing is proposed. Federal projects are not subject to local application of the Woodland and Wildlife Habitat Conservation Ordinance, but will be reviewed by the Maryland Department of Natural Resources for adherence to the State's Forest Conservation Act and/ or Reforestation Law. This review will also entail adherence to the standards established by the Maryland Department of Natural Resources with respect to the presence of rare, threatened, or endangered species.

#### **Conclusion**

Thank you for the opportunity to comment on the Purple Line project. If you have questions regarding these comments, please contact the Environmental Planning Section at 301-952-3650.



## THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department  
Historic Preservation Section

(301) 952-3680  
www.mncppc.org

# Attachment 3

March 14, 2014

### MEMORANDUM

TO: Dan Janousek, Senior Planner  
Transportation Section  
Countywide Planning Division

FROM: Howard Berger, Supervisor *KB*  
Robert Krause, Planner Coordinator *RCK*  
Jennifer Stabler, Planner Coordinator *JAB*  
Historic Preservation Section  
Countywide Planning Division

SUBJECT: **MR-1402F, Purple Line MTA**

### Background

The Historic Preservation Section reviewed materials provided in support of MR-1402F Purple Line, a proposed 16-mile light rail transit line in the Maryland suburbs of Washington, D.C., inside the Capital Beltway (I-495). The Purple Line will extend between Bethesda in Montgomery County and New Carrollton in Prince George's County. It will connect both branches of the Washington Metrorail Red Line, at Bethesda and Silver Spring, the Green Line at College Park, and the Orange Line at New Carrollton; all three MARC commuter rail lines; local and regional bus systems; and Amtrak's Northeast Corridor.

The purposes of the proposed project are:

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

This light-rail transit line will be primarily surface-running, on or adjacent to, existing roadways. It includes one tunnel and several grade-separated crossings of busy roadways, railroads, and waterways. The Purple Line project includes 21 station stops and two yard and shop facilities.

### Findings and Conclusions

Routing for the proposed Purple Line will include ten (10) station stops in Prince George's County. According to the *Purple Line Final Environmental Impact Statement and Draft Section 4(f) Evaluation* published in August 2013, the proposed construction, implementation, and operation of the Purple Line transit system will not adversely impact any Prince George's County Historic Sites or Historic Resources. One historic district (University of Maryland, College Park; PG: 66-35) and two



National Register of Historic Places properties (Rossborough Inn; PG: 66-2 and College Park Airport, PG: 66-4) are located adjacent to proposed tracking for the Purple Line in Prince George's County.

The *Purple Line Final Environmental Impact Statement and Draft Section 4f) Evaluation* lists no adverse effect to the University of Maryland, College Park Historic District. Preferred alternative tracking would cross through a portion of the National Register-eligible historic district boundaries, where within there are 38 contributing resources and 25 non-contributing resources. Two transit stations are proposed within the historic district. Given the existing transportation features and infrastructure of Campus Center and East Campus stations, there is no anticipated impact upon the contributing status of any properties within the historic district. The introduction of the Purple Line transitway along existing streets would not create any adverse impacts to the historic district as it is a continuation of transportation use along these routes. Implementation of the line and its routing should ensure design compatibility with the historical and architectural qualities of the University of Maryland-College Park Historic District (PG: 66-35). Transit construction within the campus historic district should also be consistent with the recommended approaches for new construction set forth in the *Secretary of the Interior's Standards for Rehabilitation*.

According to the *Final Environmental Impact Statement*, Purple Line tracking will have no adverse effect on Rossborough Inn (University of Maryland, Baltimore Avenue/Route 1; PG: 66-2), as the proposed transitway would be on the roadway on the north side of the inn, in an area where a roadway, a parking lot, and other modern transportation-related elements already exist. While the proposed project would add the transitway and an overhead contact system, no other above-ground, project-related changes are proposed. The setting adjacent to the inn has been previously altered, and the construction of the transitway would not change any of the characteristics that make the resource eligible for the National Register of Historic Places. Preferred alternatives for tracking would have no adverse effect on the Rossborough Inn.

Proposed tracking for the Purple Line would run to the west of the College Park Airport (1909 Corporal Frank S. Scott Drive, PG: 66-4) and will be located on a portion of the historic property where tracking alignment meets the historic property boundary. In this area the line runs on Paint Branch Parkway, an existing roadway that is included in the 1977 NRHP boundary, which adheres to an earlier parcel boundary that the parkway now occupies. No significant changes will occur in this area because the parkway already exists within this area of the airport's historic property boundary. A retaining wall and a grade separation exist between the roadway and the airport parcel, with the roadway not visible from most of the airport property. The Purple Line project involves the installation of above-ground wiring along Paint Branch Parkway, with new rail components not visible from most of the airport or any of the early-twentieth century foundations of this historic site. According to the *Final Environmental Impact Statement*, the Purple Line project would not diminish the integrity of character-defining features that render this historic property eligible for the NRHP, including its location, design, setting, materials, workmanship, feeling, or association. Preferred alternatives listed in the *Final Environmental Impact Statement* would have no adverse effect on the historic College Park Airport.

All identified archeological resources have been impacted by previous construction on subject properties, and proposed construction will not impact any known Prince George's County archeological sites, historic sites, or historic resources. Phase I archeological survey is not recommended in any of the proposed construction areas for the Purple Line project in Prince George's County.



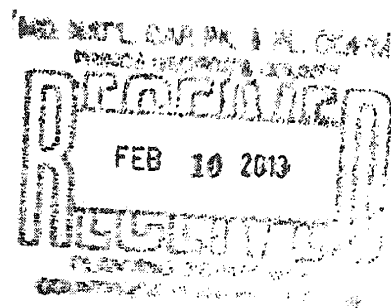
## MARYLAND TRANSIT ADMINISTRATION

### MARYLAND DEPARTMENT OF TRANSPORTATION

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James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

February 7, 2014

Mr. Derick Berlage, Chief  
Prince George's County Planning Department  
Countywide Planning Division  
Special Projects Section  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772



RE: Mandatory Referral Review

PROJECT: Purple Line LRT Project, from Bethesda to New Carrollton

Dear Mr. Berlage,

The Purple Line is a proposed 16-mile light rail transit line project in the Maryland suburbs of Washington, DC inside the Capital Beltway (I-495). The Purple Line will extend between Bethesda in Montgomery County and New Carrollton in Prince George's County. It will connect both branches of the Washington Metrorail Red Line, at Bethesda and Silver Spring, the Green Line at College Park, and the Orange Line at New Carrollton; all three MARC commuter rail lines; local and regional bus systems; and Amtrak's Northeast Corridor.

The purposes of the proposed project are:

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

The Purple Line will be largely surface-running, on or adjacent to, existing roadways. It includes one short tunnel and several grade-separated crossings of busy roadways, railroads and waterways. The project includes 21 stations and two yard and shop facilities.

In accordance with the County's "Adopted Uniform Standards for Mandatory Referral Review", and as discussed with Mr. Daniel Janousek, we are pleased to submit the enclosed "Mandatory

Referral Application Form” (previously emailed to Mr. Janousek) and a DVD containing the following:

- All nine (9) volumes of the drawings included in the Preliminary Engineering Submission dated December 2013. These have been condensed to include drawings representing work in Prince George’s County.
- Additional documents that provide the majority of the information required in the Written Narrative, Items 1.a thru 1.j described on Pages 4 and 5 of the uniform standards, and the additional information delineated in Items 2 thru 16 on Pages 5 thru 7.

The additional documents were collected from the FEIS and various other reports including the Basis of Design Report and the Concept Stormwater Management Report and are relevant to those items required per phone conversations on February 3 and 4, 2014. The file structure and names of files on the DVD correspond with the numbering used in the uniform standards. A DVD Document Index is attached. Finally we are also enclosing a summary of public meetings conducted in Prince George’s County September 2003 and a listing of Utility companies with facilities in Prince George’s County that may be impacted by the Purple Line.

If you have any questions or comments, or if you require additional information, please do not hesitate to contact me at 443-451-3719 or email to [WParks@mta.maryland.gov](mailto:WParks@mta.maryland.gov).

Sincerely,



William A. Parks P.E.  
Purple Line Project Director

Encls.

cc: Mr. Michael Madden, MTA Planning Manager  
Mr. Greg Benz, Purple Line Task Manager  
Mr. Joseph Romanowski, Engineering Management  
Mr. Robert Brownstein, Purple Line Task Manager



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#### **Prince George's County Mandatory Referral Maryland Transit Administration's (MTA) Purple Line Public Involvement History and Methods**

**February 6, 2014**

From the initiation of the project, public involvement has had an essential role in the design and planning of the Purple Line. The Purple Line public involvement program is based on several core principles:

- Local residents and stakeholders have the right to a voice in the planning process,
- Planning and engineering professionals, no matter how well intentioned or how skilled, do not have the knowledge and understanding of local issues and concerns of local stakeholders, and
- Active participation from the public creates a healthy debate about the project, better informing planners and leading to projects that enhance communities.

The goal of the public involvement program is to engage anyone who has a stake in the project—residents, community leaders, businesses, elected officials, local jurisdictional staff, developers, and environmental and other advocacy groups. One early step in the program was to educate a corridor that already uses transit heavily on modes new to the region (light rail transit and bus rapid transit). Throughout the project, MTA has strived to create, encourage, and maintain a dialogue with stakeholders about the planning and design of the Purple Line.

MTA has used a wide range of Public Outreach techniques—newsletters, a project website, e-mail blasts, brochures and fact sheets (both on the project as a whole and on specific topics), a Facebook page, Twitter, and tables at events such as community fairs and festivals.

To date, the Purple Line Public Outreach Team has developed 18 newsletters, six “*Focus on*” brochures, one general brochure, and other brochures and flyers that provide explanation of activities such as surveying and geotechnical borings. Newsletters are sent to citizens requesting to receive this information via email or postal mail and are posted on the project website ([purplelinemd.com](http://purplelinemd.com)) along with other project literature. The project mailing list includes more than 66,000 names and the email distribution list contains more than 6,000 names. Activity-specific flyers are hand delivered or mailed to impacted residents and materials are distributed at public meetings. All information is available in both in English and Spanish.

In July 2012, MTA launched a project Facebook page ([facebook.com/marylandpurpleline](https://www.facebook.com/marylandpurpleline)) to engage the public on the project, share information about the project area, and provide information on transit projects and initiatives. The Facebook page is used as a forum for discussions, to share project updates and news. The page has 527 “likes”.

In January 2013, the Purple Line Project began to use Twitter to connect with the public in real-time. The public involvement staff tweets project updates and pictures from Purple Line events as they happen. Twitter is also used to provide the latest information on transit, transportation, and news from the Purple Line corridor.



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These efforts are of great importance in providing the public basic news and information; however, the core of the outreach program has always been face-to-face meetings. MTA has held different types of public meetings, choosing the appropriate format for the topic of the meeting and the stage of the project. Types of meetings have included Open Houses, Public Hearings, Community Focus Groups; Neighborhood Work Groups; General Community Outreach/Neighborhood Events; Community Briefings/Special Community Meetings and Targeted Outreach for Specific Issues; and Outreach to Small Businesses.

Various methods of advertising Public Involvement meetings and events are employed depending upon each meeting's purpose and intended audience. The below table provides an outline of the methods used for promoting these meetings.





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Type of Meeting/Event	Method of Promoting Meeting/Event
<b>Open Houses:</b> Include corridor-wide project information. Public has opportunity to discuss project with staff.	Postcard mailers to area residents; newspaper advertisements; on-line news media advertisements; letters or emails to elected officials and stakeholders; letters to community associations; email blasts; project website, Facebook and Twitter; displaying posters throughout the corridor; news release for promotion via area news outlets; advertising in project newsletter; and promotion via advocacy group emails and/or website.
<b>Public Hearings:</b> Project information is provided to the public, who have the opportunity to provide written and oral testimony. These were followed by a 90-day public comment period.	Mailers, newspaper advertisement; letters or emails to elected officials and stakeholders; letters to community focus group members; email blasts; project website; and news release for promotion via area news outlets.
<b>Community Focus Groups:</b> Included participation from a representative from each community organization. Conducted as an "around-the-table" discussion and dialog to allow information exchange and public feedback.	Mailed invitations to local community and civic associations. In communities without such associations, invitations went out directly to community members.
<b>Neighborhood Work Groups:</b> Specific to neighborhoods to provide citizens information about alignment, station design, etc. The public has the opportunity to discuss specific concerns with project staff, usually around maps rolled out on tables.	Postcard mailers to area residents; newspaper advertisements; on-line news media advertisements; letters or emails to elected officials and stakeholders; letters to community associations; email blasts; project website, Facebook and Twitter; news releases for promotion via area news outlets; advertising in project newsletter; and promotion via advocacy group emails and/or website.
<b>General Community Outreach/Neighborhood Events/Fairs (Outreach Events):</b> Team staffs table at community events, hands out project materials and talks to public one-on-one.	Website, email , Facebook



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<p><b>Community Briefings/Special Community Meeting and Targeted Outreach for Specific Issues:</b> To address specific topics of concern. Can be presentation by staff or round table discussion.</p>	<p>Briefings are generally held at the stakeholder group's request and in the format and location of their choosing, although on occasion the MTA proposed these meetings when a need for more coordination or information was identified.</p> <p>Outreach for these meetings is usually done by compiling a mailing list that will serve the target audience. Information also is advertised on the project's website. Often the team utilizes the community organizations to help advertise these meetings.</p>
<p><b>Business Community Outreach Meetings:</b> To educate owners of businesses located within the Purple Line corridor about the project and to engage them in the project's planning and design process.</p>	<p>The outreach team has conducted door-to-door visits to small businesses to introduce themselves to the business owner, provide project information, and assess business' needs and potential impacts during construction.</p> <p>Briefings to small business groups are held at either the groups' request or as determined by the Purple Line team. These meetings are advertised through emails or mailing to the groups' members.</p> <p>The Takoma Langley Crossroads Development Authority also has been a partner with MTA in outreach to the local business community. They have several kiosks in the corridor in which they allowed MTA to use them for posters about the Purple Line.</p>

The below table lists the public involvement events or meetings that have been held in Prince George's County since September 2003 that reflect the type of event noted above.

Date	Meeting/Event	Type of Meeting/Event
09/10/03	Takoma Park/Langley Park Area Public Scoping Meeting	Open House
09/24/03	College Park Public Scoping Meetings	Open House
11/08/04	Public Meeting – Takoma Park/ Langley Park	Open House
11/10/04	Public Meeting – New Carrollton	Open House
11/17/04	Public Meeting – College Park	Open House
04/06/05	West Lanham Hills Community	Community
06/15/05	Takoma/Langley Crossroads CDA	Business Group
09/28/05	Community Focus Group - University Boulevard	Community Focus Group
01/10/06	Community Focus Group – New Carrollton	Community Focus Group
01/18/06	Community Focus Group – College Park	Community Focus Group
04/19/06	Community Focus Group – University Boulevard	Community Focus Group
04/20/06	Community Focus Group – College Park/Riverdale Park	Community Focus Group
06/06/06	Community Focus Group – New Carrollton	Community Focus Group
06/14/06	Open House – Langley Park	Open House
06/21/06	Open House – College Park	Open House



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09/14/06	Action Langley Park	Community
10/25/06	Maryland Hispanic Chamber of Commerce	Business Group
03/15/07	UMD/College Park/Riverdale Park CFG	Community Focus Group
03/27/07	New Carrollton/West Lanham hills CFG	Community Focus Group
04/16/07	University Boulevard CFG	Community Focus Group
05/23/07	Takoma/Langley Crossroads CDA	Business Group
09/19/07	Takoma/Langley Crossroads	Business Group
10/13/07	Riverdale Heights Community Association	Community
10/23/07	University Boulevard CFG	Community Focus Group
10/29/07	College Park CFG	Community Focus Group
12/13/07	Open House – New Carrollton	Open House
12/17/07	Open House – College Park	Open House
01/07/08	Landover Hills Community Meeting	Community
01/28/08	Riverdale Park Community Meeting	Community
01/29/08	Four Cities Meeting in College Park	Community
04/09/08	College Park CFG	Community Focus Group
04/21/08	Riverdale Park CFG	Community Focus Group
04/30/08	Takoma/Langley Crossroads CDA	Business Group
05/08/08	College Park Open House	Open House
05/12/08	New Carrollton Open House	Open House
05/21/08	Takoma Park Open House	Open House
10/09/08	Action Langley Park	Community
11/05/08	College Heights Estate	Community
11/13/08	Takoma/Langley Crossroads CDA	Business Group
11/13/08	Avondale Park Civic Association	Community
11/15/08	New Carrollton Public Hearing	Open House
11/19/08	College Park Public Hearing	Open House
01/06/09	Woodlawn Citizens Association	Community
01/08/09	Hanson Oaks/Ardwick Ardmore Community Meeting	Community
02/05/09	Hanson Oaks/Ardwick Ardmore Community	Community
04/18/09	Earth Day in New Carrollton	Outreach Event
05/14/09	Takoma/Langley Crossroads CDA	Business Group
07/30/09	Four Cities Meeting	Community
08/25/09	Purple Line Forum	Community
09/10/09	Takoma/Langley Park Work Session	County Coordination
10/07/09	College Park Community Focus Group	Community Focus Group
10/13/09	New Carrollton Community Focus Group	Community Focus Group



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11/18/09	Takoma/Langley Park Community Focus Group	Community Focus Group
11/20/09	Casa de Maryland Community Meeting	Advocacy Group / Community Meeting
11/23/09	Glenarden Community Meeting	Community
12/09/09	Central Annapolis Road Work Session	Business Group
12/10/09	Takoma/Langley Crossroads CDA	Business Group
03/04/10	Shoppers Grocery Store on University Boulevard – Outreach Event	Outreach Event
03/16/10	Riverdale Road Community Meeting re: Potential Displacements	Community
03/23/10	CASA's PG County Work Center, New Hampshire Avenue, Hyattsville	Outreach Event
03/30/10	National Archives, Adelphi Road, College Park – Outreach Event	Outreach Event
04/07/10	Lewisdale Community Meeting	Community
05/13/10	Takoma/Langley Crossroads CDA	Business Group
05/17/10	Beacon Heights and Roswil HOA Community Meeting	Community
05/25/10	River Road Station meeting	Neighborhood Work Group
05/04/11	Riverdale Road/Beacon Heights Neighborhood Work Group	Neighborhood Work Group
05/04/11	Eastpines Shopping Center	Property Owner
06/16/11	River Road Neighborhood Work Group	Neighborhood Work Group
07/12/11	Riverdale Road Business Meeting	Business Group
07/13/11	Takoma/Langley Crossroads Center Farmers' Market	Outreach Event
07/21/11	Riverdale Park Farmers' Market	Outreach Event
08/02/11	28th Nat'l Night Out-New Carrollton	Outreach Event
09/08/11	College Park Station	Neighborhood Work Group
09/21/11	Beltsville Community Briefing	Community
10/19/11	Beltsville Community Briefing	Community
11/01/11	College Park Open House	Open House
11/10/11	Beacon Heights Open House	Open House
11/17/11	Takoma-Langley Park Neighborhood Work Group	Neighborhood Work Group
01/31/12	New Carrollton Neighborhood Work Group	Neighborhood Work Group
02/28/12	Beacon Heights Neighborhood Work Group	Neighborhood Work Group
03/07/12	Takoma Park Business Meeting	Business Group
03/21/12	Prince George's County District 1 Coffee Club	Community
03/29/12	Prince George's County District 3 Town Hall	Outreach Event
04/12/12	Riverdale/Kenilworth Neighborhood Work Group	Neighborhood Work Group
04/20/12	UMD Earth Day	Outreach Event



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04/30/12	West Campus, Campus Center, East Campus, and College Park	Neighborhood Work Group
05/25/12	Adelphi Elementary School Career Day	Outreach Event
06/14/12	Takoma-Langley CDA Semi-Annual Meeting	Business Group
06/27/12	Takoma-Langley CDA Mixer	Business Group
06/30/12	Refreshing Springs Church Outreach Event	Outreach Event
07/18/12	Takoma Crossroads Farmers Market	Outreach Event
08/02/12	Riverdale Park Farmers Market	Outreach Event
08/07/12	New Carrollton National Night Out	Outreach Event
09/04/12	MD Hispanic Business Conference	Business Group
09/12/12	Farmer's Market University of Maryland	Outreach Event
09/25/12	East Pines Shopping Center	Property Owner
09/27/12	Business Mixer	Business Group
11/14/12	Farmers Market University of Maryland	Outreach Event
12/15/12	Senator Pinsky's Town Hall presentation	Outreach Event
01/01/13	Riverdale Park Station	Neighborhood Work Group
01/28/13	College Heights Estates Annual Meeting	Community
03/12/13	Riverdale/ Bladensburg Transforming Neighborhood Initiative	Outreach Event
03/14/13	College Park Metro	Neighborhood Work Group
03/28/13	Riverdale/ Bladensburg Transforming Neighborhood Initiative – Business Forum	Community
04/09/13	West Campus / Campus Center / East Campus	Neighborhood Work Group
04/17/13	New Carrollton	Neighborhood Work Group
04/20/13	PL Briefing District 22 Prince George's County	Community
04/22/13	Councilmember Olson Town Hall Meeting	Community
04/25/13	Langley Park TNI	Community
05/02/13	Long Branch / Piney Branch / Takoma Langley / Riggs Road	Neighborhood Work Group
05/09/13	Riverdale/College Park	Open House
05/09/13	Takoma/Langley CDA Annual Meeting	Business Group
05/11/13	Takoma/Langley	Open House
05/15/13	New Carrollton	Open House
06/01/13	West Lanham Hills Citizen's Association's Annual Family Fun Day	Outreach Event
06/26/13	Crossroads Farmers Market	Outreach Event
08/06/13	Takoma Langley Crossroads Transit Center	Community
08/06/13	Riverdale Night Out	Outreach Event
08/06/13	New Carrollton Night Out	Outreach Event
08/15/13	Takoma Langley Crossroads Transit Center	Community
08/21/13	College Park-Riverdale Transit District Development Plan	Community





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09/11/13	UMD Farmers' Market	Outreach Event
09/15/13	32nd Annual Hispanic Festival	Outreach Event
09/28/13	Community Fest in Riverdale, Refreshing Springs SEED	Outreach Event
11/07/14	Alonzo Washington's Town Hall Meeting	Elected Official Community Event
12/11/14	Langley Park TNI	Community



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DVD Document Index Mandatory Referral – Prince George's County	
Uniform Standard Submission Requirement	Documents on DVD – File Name <sup>1</sup>
1.a. Hours of Operation	1.a. - Hours of Operation from FEIS
1.b. Consistency with County Plans	1.b. - Master Sector Plans from Tech Report <sup>4</sup>
1.c. Pedestrian/Bicycle Impact Statement	1.c. - Ped-Bike Impact Statement FEIS 1.c. - Ped-Bike Impacts Tech Report
1.d. Roadway/Pathway Sections meet Standards	1.d. - 2013 11 20_Prince Georges County Design Exceptions Meeting Notes 1.d. - Roadway Typ Section from BODR <sup>3</sup>
1.e. Status of Historic Work Area Permit	1.e. - Historic - Draft Prog Agreement FEIS App H 1.e. - Historic - Section 106 Effects Tech Report <sup>4</sup>
1.f. Phasing Schedule	1.f. - Phasing-Schedule from FEIS
1.g. Land Use	1.g. - Land Use Planning from Tech Report <sup>4</sup>
1.h. Funding Source(s)	1.h. - PL Presolicitation Report 080513
1.i. Impacts to Public/M-NCPPC Land	1.i. - Parkland-MNCPPC Impacts from FEIS
1.j. LEED Building Certification	1.j. - LEED Glenridge from BODR <sup>3</sup>
2. General Location Map	02 - General Location Maps
3. Site Plan	Plan sheets <sup>2</sup>
4. Utilities and ROW	Plan sheets <sup>2</sup>
5. Pedestrian/Vehicular Circulation	05 - Ch 3 Transportation from FEIS 05 - Roadway and Traffic Signals from BODR <sup>3</sup> 05 - Trackwork and Alignment from BODR <sup>3</sup>
6. Natural Resources Inventory	06 and 08 - Natural Resource Mapping
7. Tree Conservation Plan	Not required
8. Topographic Map	06 and 08 - Natural Resource Mapping 08 - Water Quality Maps
9. SWM Concept Plans(s)	09 - Water Resources from Tech Report <sup>4</sup> SWM Concept Plan not yet available.
10. Landscape Plans	Plan sheets <sup>2</sup>
11. Tree Canopy Coverage	Not required
12. Lighting Plan	Not yet prepared. Will be developed during Final Design



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DVD Document Index Mandatory Referral – Prince George's County	
Uniform Standard Submission Requirement	Documents on DVD – File Name <sup>1</sup>
13. Overall Concepts Development Plan	Not required
14. Statement of Compliance . . . Noise	14 - Noise Ordinance Compliance from Tech Report <sup>4</sup>
15. Architectural Elevations	Plan sheets <sup>2</sup>
16. Traffic Impact Statement	16 - Traffic Impacts from Analysis Tech Report <sup>4</sup> 16 - Traffic Impacts from FEIS 16 - Traffic Impacts from Forecast Tech Report <sup>4</sup>

<sup>1</sup> All files are provided in PDF format.

<sup>2</sup> Volumes 1 thru 9 have been included on the DVD

Volume 1 - Track, Highway, Trail Alignment and Survey

Volume 2 - Track, Highway, Trail Cross Sections

Volume 3 - Maintenance of Traffic & Traffic Signals

Volume 4 - Right Of Way, Drainage and SWM

Volume 5 - Utility Relocations

Volume 6 – Structures

Volume 7 - Stations and Civil Plans

Volume 8 - Yards and Shops

Volume 9 – Systems

<sup>3</sup> BODR = Basis of Design Report

<sup>4</sup> Tech Report = Technical Reports that accompanied the FEIS



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Utility Company	Type of Facility
AT&T	Underground Fiber Optic
CenturyLink Government	Underground Fiber Optic
Comcast	Underground and Overhead Telecommunication and Fiber Optic
Fiberlight Communications	Underground Fiber Optic
Level 3 Communications	Underground and Overhead Fiber Optic
MEDCO	Water, Sewer, Steam, Chilled Water, Underground Electric and Underground Communications
PEPCO	Overhead and Underground PEPCO Electrical Lines
Verizon Communications	Underground and Overhead Fiber Optic and Copper Lines
Washington Gas	Underground Gas Mains, Above Ground Meters/Vents
WSSC	Underground Water Mains and Water Service Connections, Gravity Sewer Lines and Services
Zayo Communications	Underground and Overhead Fiber Optic





## Community Planning Division and Urban Design Section, Development Review Division

### Purple Line Project

#### Mandatory Referral Comments

Staff from the Community Planning Division and the Urban Design Section of the Development Review Division has reviewed materials provided in support of MR-14042, Purple Line Project, a proposed 16-mile light rail transit line in the Maryland suburbs of Washington, D.C., inside the Capital Beltway (I-95/I-495). General overall comments as well as specific comments for each transit stop are presented below.

#### ***Background***

The Purple Line will extend between Bethesda in Montgomery County and New Carrollton in Prince George's County. It will connect both branches of the Washington Metrorail Red Line, at Bethesda and Silver Spring, the Green Line at College Park, and the Orange Line at New Carrollton; all three MARC commuter rail lines; local and regional bus systems; and Amtrak's Northeast Corridor.

Within Prince George's County, the Purple Line will run approximately eight miles between the Montgomery County line and New Carrollton. It will include 11 stations, ten of which will be at grade and one that will be elevated. One of two yard and shop facilities will also be located within Prince George's County at the location currently occupied by the Department of Parks and Recreation's Glenridge Maintenance Facility.

Two of the Purple Line stations (Campus Center and East Campus) will be on the University of Maryland-College main campus; a third station (West Campus) will be adjacent to the campus at Adelphi Road. Seven of the Purple Line stations in Prince George's County will be located in areas covered by approved sector plans or transit district development plans. The 11 Purple Line stations and their pertinent plans are:

<b>Purple Line Station</b>	<b>Sector Plan/Transit District Development Plan/Master Plan</b>
Takoma/Langley Transit Center	2009 Takoma-Langley Crossroads Sector Plan
Riggs Road	2009 Takoma-Langley Crossroads Sector Plan
West Campus	1990 Section Map Amendment for Planning Areas 65, 66, and 67
Campus Center	N/A (Part of UMD-College Park Campus Facilities Master Plan Area)
East Campus	2010 Central US 1 Corridor Sector Plan
College Park-UMD	1997 College Park-Riverdale Transit District Development Plan (TDDP)*
M Square (River Road)	1997 College Park-Riverdale TDDP*
Riverdale Park	1994 Bladensburg-New Carrollton Master Plan
Beacon Heights (Riverdale Road)	1994 Bladensburg-New Carrollton Master Plan

\*The 1997 College Park-Riverdale TDDP is currently being updated by M-NCPPC and a preliminary plan has just been released for public inspection. The updated TDDP is scheduled for approval in October 2014.

In addition to these plans, the Planning Department completed a Purple Line Transit-Oriented Development (TOD) Study in May 2013. The study created plans for future TOD around five planned Purple Line stations in areas for which no sector or transit district plan had been approved since the 2002 Prince George's County Approved General Plan was enacted into law. The targeted Purple Line stations included Riverdale Road (Beacon Heights), Riverdale Park, M Square (River Road), College Park-University of Maryland, and West Campus (University Hills).

The final study report recognized the College Park-UMD and M Square Purple Line station sites as locations where major employment-generating uses would be located in the future. The Riverdale Park station site was seen as anchoring a future mixed-use community center drawing on the presence of a vital, culturally diverse local business community. The recommendations for future development at these stations take these considerations into account.

Comments are presented for the overall project as well as the specific transit stops based on the recommendations in the approved plans as well as the TOD study. The comments directly relate to the purposes of the purple line project, particularly the following:

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

### ***General Comments***

#### *Community Planning:*

#### *Existing Conditions*

The communities through which the Purple Line will run are densely populated with a preponderance of low-rise walkup and garden apartment developments. A significant proportion of the population in these areas depends on public transit for both work and non-work trips. As a result, there is substantial pedestrian activity at transit nodes such as Takoma-Langley Crossroads and Riverdale Park. The Purple Line will traverse the main campus of the University of Maryland-College Park and provide access to UMD's M Square Research Park near the College Park-UMD Metro Station.

Most of the Purple Line alignment will run within or alongside the rights-of-way of existing local streets and state highways, including University Boulevard (MD 193), Kenilworth Avenue (MD 201), and Riverdale Road/Veterans Parkway (MD 410). All of these roads carry large volumes of traffic. Sidewalks along these roads are incomplete or missing, and bicycle facilities are very limited. Because of these conditions, the Purple Line Transit-Oriented Development (TOD) Study highlighted pedestrian and bicyclist safety and access as key issues to be addressed as the Purple Line Project moves into its Final Design phase.

### *Social Impacts:*

During and after preparation of the Takoma-Langley Crossroads sector plan and the Purple Line TOD Study, community stakeholders continually mentioned the potential social impacts posed by the Purple Line. These sensitive issues are of interest to the Purple Line Corridor's business owners and residents. The primary issues of concern are business displacement, rent increases, and the loss of affordable housing. We are aware that the Maryland Transit Administration (MTA) has attempted to address the issues related to rent increases and business displacement. MTA has an Economic Empowerment Program (EEP) office that is focused on assisting small and disadvantaged business in the purple line area. In addition, MTA in a coordinated effort with Prince George's County and Montgomery County is drafting a strategic plan to address the impacts of existing small businesses from the Purple Line construction. Lastly, the County is working with the National Center for Smart Growth on a series of Purple Line Corridor Coalition (PLCC) workshops to focus on elements vital to economic development in the Purple Line corridor such as preserving affordable housing, supporting small businesses.

In addition, *Plan Prince Georges County 2035*, the new General Plan adopted by the Planning Board in February 2014, has a series of policies and strategies that address housing development in the county. These should be examined to address the issues of affordable housing related to the Purple Line. These include:

- a) Preserve and expand the range of housing types and ownership opportunities at different price points (ranging from workforce and affordable units to upper income housing) to reduce housing and transportation burdens.
- b) Increase the supply of housing types that are suitable for and attractive to the county's growing, vulnerable populations. These include the elderly, homeless, and residents with special needs.

MTA and the county should work diligently to ensure that many of the concepts and strategies generated from the programs and plans become a reality for area residents and business owners impacted by the development of the Purple Line.

The population in many of the Purple Line station areas continues to grow and is forecasted to increase. The communities along the Purple Line Corridor have been changing in character from a predominantly white population to one that is more ethnically diverse. The area's Black and Hispanic/Latino populations are anticipated to increase. The cultural diversity of the area, which is recognized as a major strength by the County, has also factored into many perceived and existing concerns that must be addressed. The community is strong but in transition and is faced with a range of demographic and socio-economic challenges. This is not something that should be overlooked. One of the major challenges facing this project has been and will continue to be the engagement of area residents. The unique nature of this community demands sensitive and perhaps unconventional approaches to meet the needs of the community while balancing future growth and development.

### *Development Review Division Urban Design Section:*

#### *Station Design*

Opportunities to integrate public art within station area designs should be evaluated. Specialty benches, paving, lighting, or freestanding sculptures would improve the user experience of the proposed transit system. Most of the station areas indicate that specialty paving will be incorporated into the design.

### *Yard and Shop Facilities*

- 1) Purple line storage yards should be designed to include vegetative screening to reduce views of the yard from adjacent residential areas. Additional shade and ornamental trees between these facilities and major vehicular routes is encouraged.
- 2) Shop facilities and other auxiliary buildings should be designed to include architectural materials and detailing.
- 3) The application includes architectural elevations for the Glen Ridge Shop Facility. This building will be highly visible from Veterans Parkway. It appears that some attention has been paid to the architectural design of the facility. The building proposes an exterior of metal panel with ground-faced concrete masonry units along the base. The building's architecture, however, might be improved by the inclusion of architectural quality metal panel and attractive masonry finishes. The final material finishes should be of an attractive color and fine architectural quality.

### *Placemaking*

While the Purple Line will be a largely surface running system, it does include grade changes and several grade-separated crossings. Where retaining walls are proposed and visible to the passersby, a consistent decorative or patterned concrete or masonry treatment should be utilized. For wall areas that are highly visible, additional placemaking via public art, murals, or panels should be considered. Proposed placemaking features should be context sensitive.

### *Property Impacts*

In some locations the existing right-of-way widths are not adequate to accommodate the proposed Purple Line alignment, and additional right-of-way is being sought. Acquisition of additional right-of-way will impact private property owners and may result in the loss of existing parking and/or structures, and make it difficult for property owners to meet the relevant requirements in future permits or site plan applications. Departures from parking and loading standards approval may be required of properties that are no longer able to provide the required parking to serve the existing uses. Variance approvals may be required of properties that no longer meet the setback requirements. In areas within Development District Overlay Zones (DDOZs) and Transit District Overlay Zones (TDOZs), detailed site plan approval may be required to provide parking or setback standards that are not expressly permitted in applicable sector plan or master plan development standards. However, property owners may be compensated for their losses in this respect through eminent domain proceedings. This issue should be referred to the Legal Department for further comment.

Staff supports MTA's comments that the agency will continue to work with the Washington Metropolitan Area Transit Authority (WMATA), Prince George's County, and other stakeholders on the design and construction of a transit plaza/multimodal transfer node at the College Park Metro station. Staff recommends this agreement be formalized by adding it to the Record of Decision Attachment A (Commitments).

## ***Takoma Langley Transit Center and Riggs Road Purple Line Stations***

### ***Access and Safety***

The existing street grid has been highly influenced by the topography of the land, and the lack of connectivity of the streets is a result of the stream beds and other natural formations. The result is typically isolated residential neighborhoods separated by natural and artificial barriers.

The area contains wide roads with high volumes of traffic. It contains disconnected neighborhoods that lack street connections that provide alternative routes to avoid using the busy, main arterials for local trips. Many residents live within walking or biking distance of one of these transit stops. However, sidewalks in the community are generally fragmented and incomplete. Bicycle facilities are limited and pedestrian safety has been highlighted as a key challenge. Pedestrian connections between neighborhoods and to transit are critical to providing connections to many land uses and existing area transit stations. In addition, concentrations of population over 65 years of age are within the area that will be served by the two Purple Line stations. Pedestrian ADA compliance and transit accessibility are significant concerns, particularly for these older residents.

### ***Takoma/Langley Crossroads (TLC) Sector Plan***

The 2009 TLC Sector Plan focused on potential impacts from the development of the Purple Line. The plan discusses a future vision for the community and includes recommendations for land use, the environment, transportation, public facilities, parks and recreation, historic preservation, and urban design. Although, the plan is five years old the recommendations remain relevant.

The vision for the Takoma /Langley Crossroads area is to achieve a transit-oriented and pedestrian-friendly community that celebrates and builds upon the cultural diversity of the existing and future residents of the Takoma/Langley Crossroads community. A community with a mix of old and new businesses, providing quality retail goods and services to serve the surrounding community as well as other shoppers. The plan recommends a newly updated mixed-use center that provides numerous opportunities for people to gather and socialize in restaurants, cultural and recreational facilities, plazas, and other community facilities that serve to bring new and longtime residents together. The plan focuses on utilizing the new transit stops as centers for new development and it is important that during and after development of the Purple line, the recommendations and vision created for the Takoma Langley Crossroads community is considered as the transit stops are designed and constructed so they can be the catalyst for this revitalization.

### ***Urban Design***

Strategies to help foster the community's sense of place; identifying those characteristics that make the area special and promote community identity are essential. Significant emphasis should be made towards Placemaking through Urban Design; combining the various physical and visual components to create a distinct sense of place. We understand that much of this will not occur without new development or redevelopment, but perhaps improvements to existing uses and structures and the incorporation of community cultural aspects would make a good starting point.

University Boulevard and New Hampshire Avenue are functioning as "Main Streets" with little community identity. The initial focus should be towards improvements such as crosswalks, sidewalks, street trees, lighting, and signage in attempts to provide some sense of place. The use of branding is another method which could be utilized to provide community identity. If implemented well, branding is an effective tool for the community to define/positively differentiate themselves and attract positive

attention and actions. The use of logos, slogans, and banners, etc. is just some of the initial branding tools that could be utilized in the area.

### ***West Campus, Campus Center, East Campus, College Park-UMD, and River Road Purple Line Stations***

#### ***Specific Issues Identified***

- Portions of this application are located under the traffic pattern for a small general aviation airport (College Park Airport) and are subject to Aviation Policy Area regulations in Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. In particular, MTA should be made aware of height and purchaser notification requirements contained in these regulations.
- Embedded track and an open drainage swale as proposed along River Road are not a desirable design solution in this location. The proposed M Square/River Road Purple Line Station and the transit way west to the College Park Metro Purple Line Station and east to the Anacostia River Northeast Branch are part of the College Park – Riverdale Park Transit District, envisioned for a mix of uses and transit-oriented, urban development. The design solution currently proposed is a suburban solution at odds with the county's vision for this transit district.
- There is concern that the proposed sidewalks at the East Campus Purple Line Station as described on page 85 of the *Basis of Design Report* will not be sufficiently buffered from traffic, and the described design solution is not in accordance with the recommendations of the Central US 1 Corridor Sector Plan for complete streets. Sidewalks should be separated from the street by a landscape strip/tree box area whenever room exists to create a streetscape that provides shade and protection to pedestrians. Staff recommends MTA revisit this location during the design and construction of the Purple Line to provide a streetscape design more in keeping with the recommendations of the Central US 1 Corridor Sector Plan.

#### ***Land Use***

As the proposed Purple Line enters Planning Area 66 from the west, the alignment is flanked by parks, residential and institutional land uses. Properties close to the West Campus Purple Line Station are generally recommended for institutional, public, and quasi-public land uses. The proposed alignment then enters the heart of the University of Maryland-College Park campus (recommended for institutional land uses—refer to the 1989 master plan for Langley Park-College Park-Greenbelt and Vicinity). The proposed East Campus station is adjacent to the University of Maryland Police Department.

Along the Baltimore Avenue (US 1) Corridor, the affected properties are located in the University of Maryland Walkable Node area (see Map 8 on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan). The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

Walkable nodes are intended for pedestrian-friendly, transit-oriented, mixed-use development at appropriate locations along the Central US 1 Corridor. Development should be medium- to high-intensity with an emphasis on the vertical mixing of uses. Development within a walkable node should generally be between 2 and 6 stories in height.



The proposed land use (south) map on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan recommends mixed use residential land uses on the subject property.

Continuing eastward, the proposed Purple Line alignment passes along property recommended for residential and institutional land uses as it enters the College Park – Riverdale Park Transit District.

Within the transit district, the proposed College Park/U of MD Metro Purple Line Station is recommended for mixed use development with a mix of office, retail, hotel, residential, and light industrial land uses. The proposed M Square Purple Line Station is recommended for planned employment land uses consisting of a mix of office, retail, and light industrial. (Map 4, page 20 of the 1997 College Park-Riverdale Transit District Development Plan).

It should be noted that the Old Town College Park and Riverdale Park National Register Historic Districts are both within 600 feet of the proposed Purple Line alignment.

#### *Land Use and Plan Conformance*

With regard to master, sector, and transit district development plans, the proposed Purple Line is in conformance to the three existing land use policy plans (the 1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity, the 1997 Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone, and the 2010 Central US 1 Corridor Sector Plan and Sectional Map Amendment). The transit-oriented development opportunities offered by the completion of the Purple Line will help achieve the vision, goals, policies, and strategies of the transit district development plan and Central US 1 Corridor Sector Plan, while the additional potential for institutional uses close to the West Campus Purple Line Station will realize the 1989 Langley Park-College Park-Greenbelt and Vicinity Master Plan recommendations.

Staff notes an update to the 1997 Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone is underway and is expected to be approved by the Prince George's County District (County) Council in October 2014. The preliminary transit district development plan assumes the Purple Line will be constructed and many of its recommendations are predicated on this belief.

#### *General Comments*

The Prince George's County Planning Department strongly supports the preferred alternative of the proposed Purple Line light rail transitway, which the department views as a responsive and thoughtful transit alternative to the pressures of continued growth in the Washington Metropolitan Region. Staff is equally supportive of the potential to realize multimodal transportation hubs and mixed-use, transit-oriented development at key locations within the county. With this in mind, staff offers the following general comments with regard to the materials submitted as part of the mandatory referral application.

1. Prince George's County, the Planning Department, MDOT, and MTA need to continue full and open collaboration through the design, construction, and operation of all future Purple Line stations and impacts on impacted roadway sections. In particular, it is essential that we continue to work closely to ensure convenient, safe, and multimodal access to and from Purple Line stations and adjoining offices, activity centers, and neighborhoods, and to ensure Green and Complete Streets treatments wherever appropriate along impacted roadways such as River Road.

2. Continued collaboration with the Prince George's Planning Department, Prince George's County Department of Public Works and Transportation (DPW&T), Washington Metropolitan Area Transit Authority (WMATA), University of Maryland, City of College Park, and Town of Riverdale Park is necessary to identify locations where additional sidewalks, bicycle racks, and storage facilities intended to directly service and facilitate Purple Line use are most appropriate and feasible. Review of the submitted materials suggests that some stations located in the county, including West Campus and M Square/River Road, are not as well served by these amenities as may be appropriate and desired given the intended character of development and anticipated future usage.

Staff notes and supports the MTA's commitment to continue work with the counties during the design of the Purple Line to explore bicyclist and pedestrian connections and amenities at all stations within Prince George's County (See Record of Decision Attachment A Commitments).

3. The funding mechanisms to construct multimodal transportation facilities, pedestrian and bicyclist amenities, and other features are essential to the success of the Purple Line and future mixed-use development opportunities. Additional partnerships and funding sources that may provide the ability to improve overall connectivity near Purple Line stations should be identified—above and beyond the future P3 private sector engineering and operations partner—to ensure connections to and from the Purple Line stations are convenient, safe, and effective and that appropriate amenities to help foster use are incorporated.
4. The FEIS identifies Green Track as one of the four track types being considered for the Purple Line transitway. MTA's response to the comments expressed by the Planning Department during the review of the FEIS indicates MTA is investigating opportunities for the use of Green Track in the county. Green Track may be most appropriate south of the College Park Metro Station along River Road to Kenilworth Avenue, east of the Riggs Road station to the Adelphi Road/West Campus station along University Boulevard (MD 193), and along Veteran's Parkway between the Beacon Heights and Annapolis Road/Glenridge stations. Staff is willing to work with MTA to identify the most appropriate locations for Green Track in light of factors including stormwater management and the level of auto traffic which may negatively impact Green Track viability.
5. Staff continues to encourage MTA to approach the construction of every traction power substation—and every signal bungalow—in Prince George's County as if they were in areas of high visual sensitivity. Unique and interesting architectural treatment; durable, attractive materials; appropriate landscaping and screening; and architectural compatibility should be incorporated in every one of these structures within the county to ensure the highest quality of urban design and to mitigate potential negative visual impact. Four specific traction power substations are located within the area addressed by this memorandum: Q11, Q12, Q13, and Q14.
6. There is some concern with proposed Construction Area 7 and the intent to use US 1 as a haul route. While staff recognizes this is unavoidable and appropriate for the UM Campus Center and East Campus station areas, staff recommends the sole haul route for the College Park Metro and M Square/River Road station areas be along Kenilworth Avenue north to the Capital Beltway (I-495/I-95) to minimize truck traffic and negative impacts along the already-congested US 1 corridor.

### *Station Area Comments*

Each of the five station areas within Planning Area 66 (and a portion of Planning Area 68) are crucial to realizing the community and county vision for the revitalization of College Park and an industrial/office portion of the Town of Riverdale Park. The work completed to date by the Maryland Department of Transportation (MDOT) and the Maryland Transit Administration (MTA) provides a good starting point for the county's transition to the future.

However, the Final Environmental Impact Statement, Record of Decision responses, and other submitted materials do not fully address all possible community building and transportation enhancement measures that could improve upon the Purple Line's ability to maximize economic and transit benefits. Staff offers the following comments with regard to these proposed stations to ensure they are fully positioned to maximize the benefits and achieve maximum return on investment.

These five station areas are discussed in more detail below.

#### *West Campus*

The proposed bicycle amenities at the West Campus station are insufficient given the proximity of the student body of the University of Maryland. Additional bicycle racks, bicycle storage lockers, and other appropriate amenities should be provided at this station to accommodate and encourage bicyclists.

There is concern that the proposed sidewalks at this station area as described by the Basis of Design Report will not be sufficiently buffered from traffic flow along Campus Drive. A more desirable solution would provide for a tree/landscape buffer area between the curb and the sidewalk to buffer pedestrians and contribute to tree canopy coverage, stormwater management, and other environmental goals.

#### *UM Campus Center*

Staff defers to the University of Maryland for comments pertaining to the UM Campus Center Purple Line Station.

#### *East Campus*

There is concern that the proposed sidewalks at this station area as described on page 85 of the Basis of Design Report will not be sufficiently buffered from traffic, and the described design solution is not in accordance with the recommendations of the Central US 1 Corridor Sector Plan for complete streets. Sidewalks should be separated from the street by a landscape strip/tree box area whenever room exists to create a streetscape that provides shade and protection to pedestrians. Staff recommends MTA revisit this location during the design and construction of the Purple Line to provide a streetscape design more in keeping with the recommendations of the Central US 1 Corridor Sector Plan.

#### *College Park Metro*

Staff supports MTA's comments within the mandatory referral submittal materials that the agency will continue to work with WMATA, Prince George's County, and other stakeholders on the design and construction of a transit plaza/multimodal transfer node at the College Park Metro station. Staff recommends this agreement be formalized by adding it to the Record of Decision Attachment A (Commitments).

### *M Square/River Road*

Although the Planning Department's official comments on the FEIS clearly indicated that properties to be served by the Purple Line along Paint Branch Parkway and River Road are of utmost importance to the economic and TOD future of Prince George's County and encouraged MTA to reconsider the design of this entire segment of the Preferred Alternative (along River Road) to provide for a more urban stormwater management solution and the incorporation of Green Track, MTA has maintained ballasted track as the preferred trackwork design of the Purple Line in this location.

River Road is part of the College Park—Riverdale Park Transit District and is subject to an ongoing plan update (to be approved by October 2014). The character of this area is envisioned as an urban mixed-use, sustainable, transit-oriented environment. Ballasted track is not a suitable design solution for this type of environment, and should only be used in suburban locations with little existing or planned pedestrian activity. Staff strongly urges MTA to revise the Basis of Design Report and its plans for the portion of River Road between the College Park Metro Station Purple Line platform and Haiig Drive to replace the proposed ballasted track with embedded track (east of Rivertech Court) and Green Track (west of Rivertech Court) to reflect the county and community vision for sustainable urban development along River Road. Staff recognizes cost considerations—as cited by MTA in the Basis of Design Report for the primary reason for ballasted track—are important, particularly at this stage, but believes cost should not be a factor for the trackwork design at the expense of economic growth potential proximate to two Purple Line stations and an existing Metro station and where thousands of workers are present.

Staff recognizes MTA is still refining the physical alignment of the track along River Road to avoid a climate controlled Verizon vault east of Haiig Drive and to deal with stormwater management concerns. However, staff reiterates the Planning Department's position that the linear open drainage ditch south of the transitway along River Road is contrary to best practices for TOD design and would detract from the development potential of impacted properties.

Staff does not support a linear open drainage section at any point along River Road or the transitway in this location. It is unclear from Record of Decision Attachment F (Design Refinements) that the open drainage ditch has been removed, as the emphasis of discussion is on a stormwater management pond and submerged gravel wetland. Changes to the design and engineering in this location to facilitate minimal surface stormwater management facilities and maximize TOD development opportunities are appreciated but the open drainage section remains an important concern.

MTA should view the College Park-Riverdale Park Transit District, inclusive of the proposed College Park Metro and M Square/River Road Purple Line Stations, as an urban, transit-oriented, mixed-use environment in accordance with the county and community vision emerging for this area. Staff looks forward to continued conversation with MTA on how best to address and mitigate any potential Purple Line impacts that detract from this vision.

The proposed bicycle amenities at the M Square/River Road station are insufficient given the proximity of thousands of workers and the emerging vision for transit-oriented, mixed-use urban development with the introduction of significant numbers of residential units (per the 2014 Preliminary College Park – Riverdale Park Transit District Development Plan). Additional bicycle racks, bicycle storage lockers, and other appropriate amenities should be provided at this station to accommodate and encourage bicyclists.

Additional attention should be given to pedestrian access and comfort, particularly as the station area is redesigned to eliminate the open drainage swale. Current design drawings suggest limited pedestrian connectivity and few amenities such as benches and trash/recycling bins. Providing additional access and amenities will encourage pedestrian use of this station.

With regard to the Planning Department's prior comment on the FEIS to "Consider including a median treatment to prevent mid-block pedestrian crossings along River Road at the western end of the proposed M Square Station (drawing CV-61, page 154)" MTA has responded that "The current design does not include fencing in the median. If it is determined that it is needed in the future, there is a concrete median in this area that could accommodate a fence." (See Record of Decision Appendix C, FEIS Comments and Responses, Page 50). Staff would like to clarify that a fence was not envisioned as the only possible median treatment, and urges MTA to consider alternative approaches to fencing in this location.

#### *Aviation Policy Area*

Portions of this project are located under the traffic pattern for a small general aviation airport (College Park Airport). This area is subject to Aviation Policy Area regulations adopted by CB-51-2002 (DR-2) as Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. Specifically, the impacted subject properties are located in Aviation Policy Area (APA) 6. The APA regulations contain additional height requirements in Section 27-548.42 and purchaser notification requirements for property sales in Section 27-548.43 that are relevant to evaluation of this application. No building permit may be approved for a structure higher than 50 feet in APA-6 unless the applicant demonstrates compliance with FAR Part 77.

Given the project's proximity to this airport, it should also be referred to the Maryland Aviation Administration for information and comment:

Ashish J. Solanki, Director  
Office of Regional Aviation Assistance  
Maryland Aviation Administration  
PO Box 8766  
BWI Airport, MD 21240-0766

#### *Riverdale Park Purple Line Station*

Prince George's County and the Planning Department look forward to continuing to work closely to ensure convenient, safe, and multimodal access to and from the Riverdale Park Purple Line Station and adjoining offices, activity centers and residential neighborhoods. To that end, the Planning Department will be undertaking a sector plan for this area to further study the area and refine and implement the recommendations in the recently completed Purple Line TOD study. The Riverdale Park neighborhood is primarily bounded by residential uses to the north of East West Highway, and commercial uses to the south of East West Highway. The neighborhood is particularly dense in population around the intersection of MD 201 (Kenilworth Avenue) and MD 410 (East-West Highway/Riverdale Road). This intersection is home to heavy traffic volumes and speeds. Below are collected staff comments on the Riverdale Park Station.

The Riverdale Park Station will be an elevated aerial transitway structure with direct fixation tracks and platform area. It will be located above ground level along existing MD 410 (East-West Highway) near the intersection of MD 201 (Kenilworth Avenue) in Riverdale Park in Prince George's County, Maryland.

As stated in the Purple Line FEIS, "the Riverdale Park station area is primarily comprised of single-family neighborhoods and medium-density apartment buildings. These residences are currently served by automobile-oriented commercial development, which includes a service station, bank, restaurants, and office buildings. The Riverdale Park Shopping center, to the south of this Purple Line station platform, houses a variety of retail businesses. Zoning surrounding the proposed Riverdale Park station area is generally consistent with the current land uses, as it allows for primarily low-density, single-family

residential dwellings focused around commercial shopping and multi-family high-density apartments near the intersection of Kenilworth Avenue and East-West Highway.”

#### *Master Plan*

The Town of Riverdale Park is included in the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*. A major public transportation objective in the Planning Area 68 master plan and SMA is to encourage mass transit systems of bus and rail service (Metro and MARC). The Riverdale Park station will serve to meet this objective. Therefore, staff recommends careful consideration by MTA on the following issues: pedestrian and bicycle access; station design; construct impacts; and environmental justice.

#### *Pedestrian & Bicycle Access:*

According to the Purple Line Basis of Design Report, “an analysis has been underway with Prince George’s County on whether or not to add a 3’ grass buffer and an 8’ shared-use path on the south side of MD 410 (Riverdale Road from Riverdale Park station to Veterans Parkway). Currently, the proposed design does not reflect the shared use path as a decision has yet to be agreed upon to include the shared-use path.” Staff recommends inclusion of a shared-use path to support Complete Streets policies in Prince George’s County in order to best accommodate and benefit every user of the overall multimodal transportation network. The master plan recommendations “emphasize mass transit and other modes of transportation in order to reduce overall reliance on the automobile, especially the single-occupancy vehicle (SOV).” A shared use path at this location would provide stronger multimodal connections for access from the Riverdale Park Station to the surrounding residential neighborhoods. According to the Purple Line Corridor Access Study, “the presence of the Purple Line station will increase pedestrian and bicycle volumes at nearby intersections and create additional safety challenges.” Access to the Purple Line stations will largely be by walking, bicycling and transit. Therefore, a shared use path would support a commitment to provide quality pedestrian and bicycle improvements between this Purple Line station and the community in the immediate vicinity.

Staff recommends implementing bicycle and pedestrian connections for the Riverdale Park station with the surrounding neighborhood and encourages the installation of bicycle racks at this Purple Line station. There should be clear wayfinding signage for bicycle users for transfers between different modes of transit and to bicycle parking. In addition, MTA is recommended to estimate the number of bicycle parking spaces needed at this purple line station and determine how many additional spaces are needed beyond what the Purple Line project can accommodate.

#### *Station Design:*

The master plan also encourages enhancing the visual and functional relationships between residential and non-residential land uses through careful site design and landscaping. It is recommended that MTA coordinate directly with the community of Riverdale Park and the Planning Department regarding the project design as it advances in order to minimize adverse project impacts associated with the Purple Line station. As part of next year’s work program, the Planning Department will undertake a sector plan to look at station design and connectivity to ensure that the elevated Purple Line station is visually and functionally integrated into future development at this important transit node and community activity center. Context-sensitive design that respects local heritage and valued elements is recommended to be incorporated in cooperation with the Riverdale Park community. Appropriate lighting should be built into the pedestrian realm of the Riverdale Park station in order to avoid pedestrian desert areas and unsafe locations for pedestrians and bicyclists in the evening.



### *Construction Impacts:*

Construction activities for the Riverdale Park station will include grading and construction for the aerial crossing of the Kenilworth Avenue and East West highway intersection and the reconstruction of the Baltimore Washington Parkway bridges over Riverdale Road. It is recommended that construction activity information be provided well in advance to local residents and commercial property owners and tenants to minimize impacts and raise awareness of the project at the local neighborhood level. There is a school, religious institutions and a local fire station in close proximity to the Riverdale Park Station. Outreach should particularly focus on neighborhood institutions such as the aforementioned.

### *Environmental Justice:*

The Riverdale Park communities along the Purple Line have a significant minority population. Therefore, staff recommends an enhanced outreach effort be sustained during the design, construction and post development of the Riverdale Park Station. Staff recommends that MTA commit to regular meetings with neighborhood advisory groups throughout the final design and construction of the project to: 1) implement measures to minimize the disruption of local businesses; 2) provide communities with regular updates; 3) hear community concerns with construction; and 4) receive feedback on final design treatments. A sustainable and proactive environmental justice outreach effort post-construction should be identified and communicated to minority populations and businesses that will be impacted by the development and operation of the Riverdale Park station.

### ***Beacon Heights (Riverdale Road), Annapolis Road/Glenridge, and New Carrollton Purple Line Stations***

These three Purple Line stations will all be at-grade facilities. The Beacon Heights (Riverdale Road) Purple Line Station will have side-loading platforms. It will be on the south side of Riverdale Road near Veterans Parkway (MD 410). The Annapolis Road/Glenridge Purple Line Station will also have side-loading platforms. It will be on the southwest corner of the intersection of Veterans Parkway and Annapolis Road (MD 450). The New Carrollton Purple Line Station will have a center-loading platform. It will be near the north entrance to the New Carrollton Metro station.

The New Carrollton station site is part of the 39-acre joint development site for which WMATA and the Maryland Department of Transportation (MDOT) selected a master developer team in 2010. Approximately eight acres of the joint development site surrounds the north entrance to the Metro station. This relatively small area will have to accommodate transit bus movements and a future development footprint while preserving right-of-way for the planned future extension of the Purple Line that is recommended in the 2009 *Approved Countywide Master Plan of Transportation*. MTA is advised to work closely with Prince George's County and M-NCPPC in addressing the design challenges posed by these competing demands.

### *Impacts on M-NCPPC Fleet Maintenance Operations*

One of the Purple Line's two yard and shop facilities will be located in Prince George's County at the site currently occupied by M-NCPPC's Glenridge fleet maintenance facility. MTA should work closely with M-NCPPC's Department of Parks and Recreation to ensure that this important facility is relocated as quickly as possible and with minimum disruptions to the Commission's fleet maintenance operations. The Purple Line maintenance and storage facility will also have to be designed, constructed, and operated in a way that will minimize environmental impacts on the adjacent residential neighborhood, including Glenridge Elementary School and Community Park.

### *Pedestrian and Bicycle Safety and Access*

Construction of the Purple Line will require the reconstruction of portions of southbound Veterans Parkway (MD 410). Current SHA policy requires that any reconstructed state highway include bicycle lanes. On-road bicycle lanes would be M-NCPPC's preferred option for this stretch of the Purple Line. However, the topography in this area includes steep wooded slopes that restrict the right-of-way. As a result, bicycle lanes and sidewalks do not appear to be a practical option.

In light of these constraints, M-NCPPC has recommended that pedestrian and bicycle access between the three Purple Line stations covered here be provided by an eight-foot wide shared-use path on the southwest side of Veterans Parkway for pedestrians and bicyclists. The shared-use path would be separated from the roadway by a three-foot landscaped strip and a raised curb. M-NCPPC also recommends that the shared-use path incorporate pedestrian-scale streetlights that provide continuous lighting to enhance pedestrian and bicyclist safety and security.

### *Land Use and Zoning*

The current zoning at the proposed Riverdale Park and Riverdale Road (Beacon Heights) station locations is mostly C-S-C (Commercial Shopping Center). This zoning classification does not permit mixed-use development as recommended in the Purple Line TOD Study. To address this issue, preparation of a new sector plan and sectional map amendment will begin this fall to consider and recommend new zoning to implement the Purple Line TOD study land use recommendations. The rezoning recommendations will focus on zoning to permit the most appropriate land uses, particularly mixed-use development, at the Riverdale Park and Riverdale Road stations.

The 2010 *Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* envisioned a new mixed-use transit village at the intersection of Annapolis Road (MD 450) and Veterans Parkway (MD 410). The new development node would include new townhomes and apartments over reconfigured and enhanced retail space. To help implement this vision, the sectional map amendment rezoned the area to M-X-T (Mixed Use - Transportation Oriented) and M-U-I (Mixed-Use Infill). The new zoning and land use recommendations at Annapolis Road/ Glenridge station support the vision to maximize TOD around the station. The approved sector plan envisioned the station north of Annapolis Road; the Preferred Alternative shows the station south of Annapolis Road. Consideration should be given to enhance the safety of pedestrians accessing the station from future development opposite the station site.

The 2010 *New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment* retains the M-X-T Zone around the planned New Carrollton Purple Line station site and calls for medium- to high-density mixed uses at this location. The approved TDDP also shows the Purple Line station adjacent to Ellin Road with a future extension of the Purple Line crossing the Amtrak/MARC rail alignment to run south. The Preferred Alignment places the Purple Line station closer to the Metro station entrance on the north side. Consideration should be given to the alignment at the Metro station in order to accommodate transit bus operations, permit a viable development footprint on the site, and allow for the future extension of the Purple Line beyond New Carrollton if determined feasible.

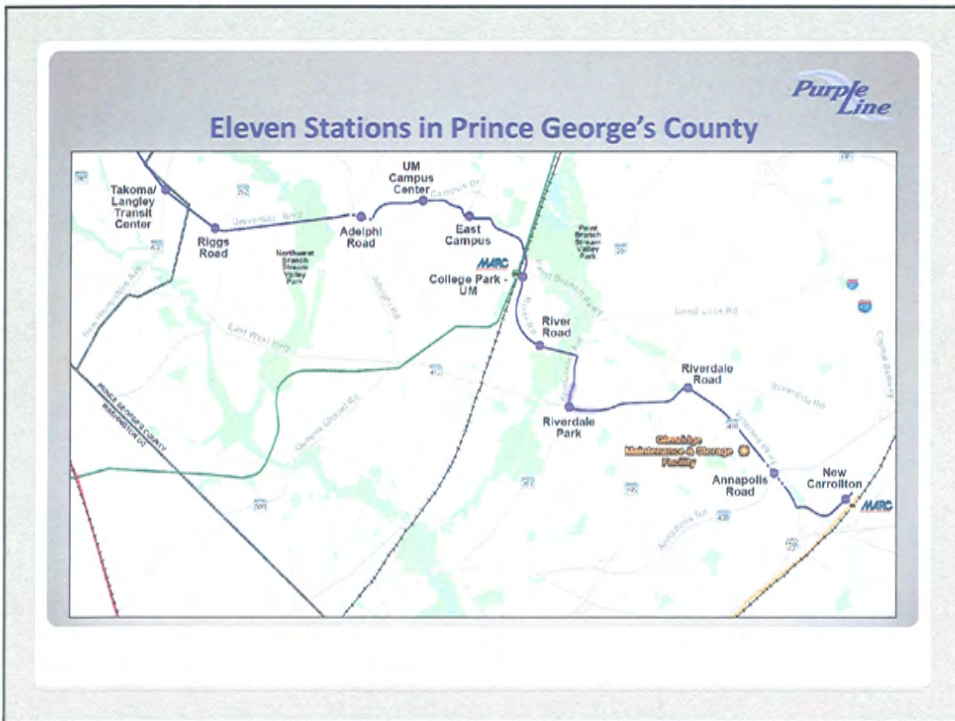
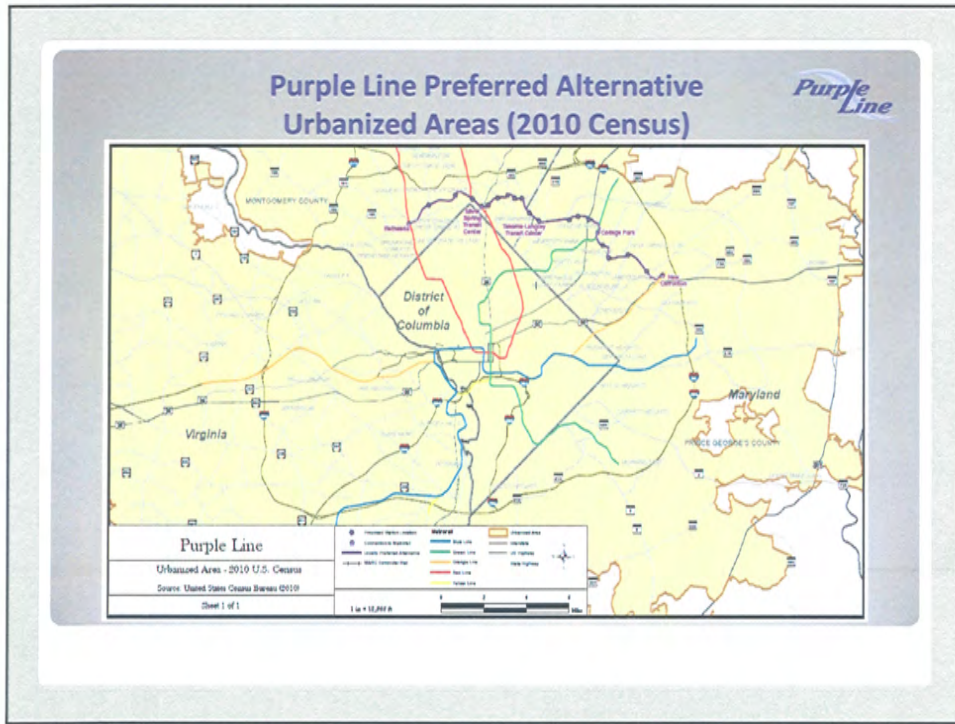


Prince George's County Planning Board  
Mandatory Referral

May 15, 2014

- Overview
- Project Status
- Project Justification
- Master Plan Consistency
- MTA Station Design
  - *Takoma/Langley Transit Center*
- FTA/MTA Commitments and Mitigation Measures
- FTA Project Ratings
- Project Delivery
- MTA Coordination Strategies
  - Public, Business, Agencies, Contractors
- Project Delivery
- Upcoming Activities







Project Status

## TRANSIT PLANNING PROCESS

1. System Planning ✓
2. Alternative Analysis ✓
3. Select Preferred Alternative ✓
4. Adopt a Plan for Financing ✓
5. Select Private Sector Team
6. Formal Invitation to Apply for Funding and Full Funding Grant Agreement

"In a Nutshell"



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Project Status

*Purple Line*

**FEIS - August 2013**  
 \*45 day comment period ended  
 \*Final Section 4(f) Evaluation

**Record of Decision - March 2014**  
 \*FEIS Comments and Responses  
 \*Commitments and Mitigation  
 \*Programmatic Agreement  
 \*Agency Correspondence  
 \*Design Refinements

**Memorandums of Agreement (MOAs)**  
 \*Prince George's County and M-NCPPC Prince George's County

*Note - Any changes to the project must now be approved by FTA in writing.*

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#### Project Status and Cost

- **New Starts Project Development**
- **Overall Project Rating: Medium-High (January 2014)**
- **Proposal Unchanged: Light Rail Transit, 16.2 Miles, 21 Stations**
- **Total Capital Cost: \$2,371.15 Million**
- **Annual Operating Cost (opening year 2020): \$58.15 Million**
- **Current Year Ridership Forecast (2014): 44,300 Daily Linked Trips; 16,627,600 Annual Linked Trips**
- **Horizon Year Ridership Forecast (2035): 56,100 Daily Linked Trips; 20,979,500 Annual Linked Trips**

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#### Project Justification

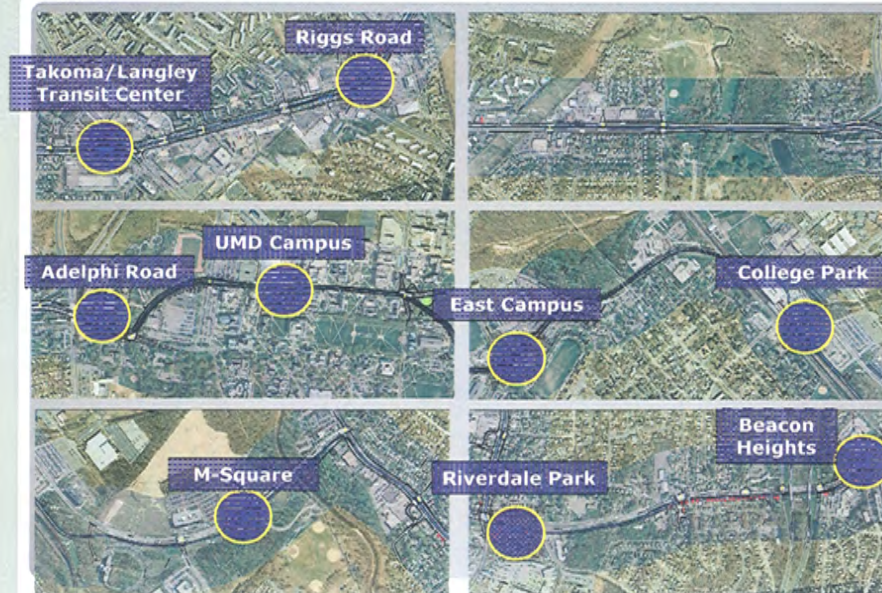
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|---------------------------------|--|
| • <b>Mobility Improvements</b>  | • <b>Current Condition</b>                   |
|                                 | • <b>Commitment of Funds</b>                 |
| • <b>Environmental Benefits</b> | • <b>Reliability/Capacity</b>                |
| • <b>Congestion Relief</b>      | • <b>Land Use &amp; Economic Development</b> |
| • <b>Cost-Effectiveness</b>     |  |



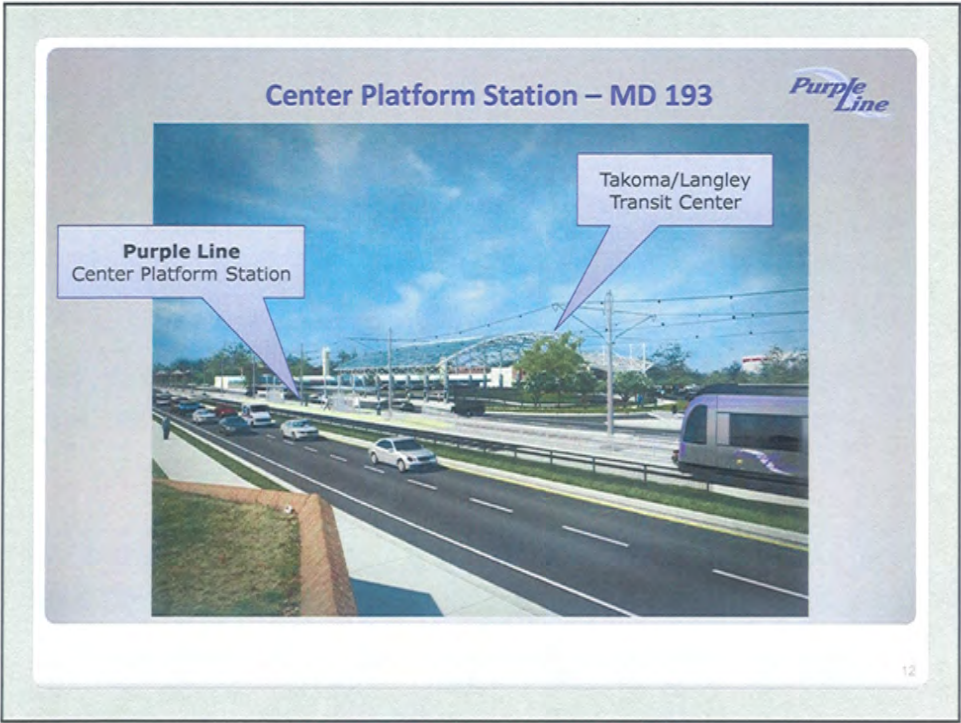
### Master Plan Consistency

Station Location	Platform	Master Plans - Purple Line Project
Takoma/Langley Transit Center	Center	2009 Takoma/Langley Crossroads
Riggs Road	Center	2009 Takoma/Langley Crossroads
Adelphi Road/West Campus	Center	1989 & 1990 Planning Areas 65, 66 and 67
Campus Center	Side	University of Maryland Plans
East Campus	Side	2010 Central US 1 Corridor
College Park Metro	Center	2013-2014 College Park – Riverdale Park
M Square	Side	2013-2014 College Park – Riverdale Park
Riverdale Park	Side	1994 Planning Area 69
Beacon Heights	Side	1994 Planning Area 69
Annapolis Road/Glenridge	Side	2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment
New Carrollton	Center	2010 New Carrollton

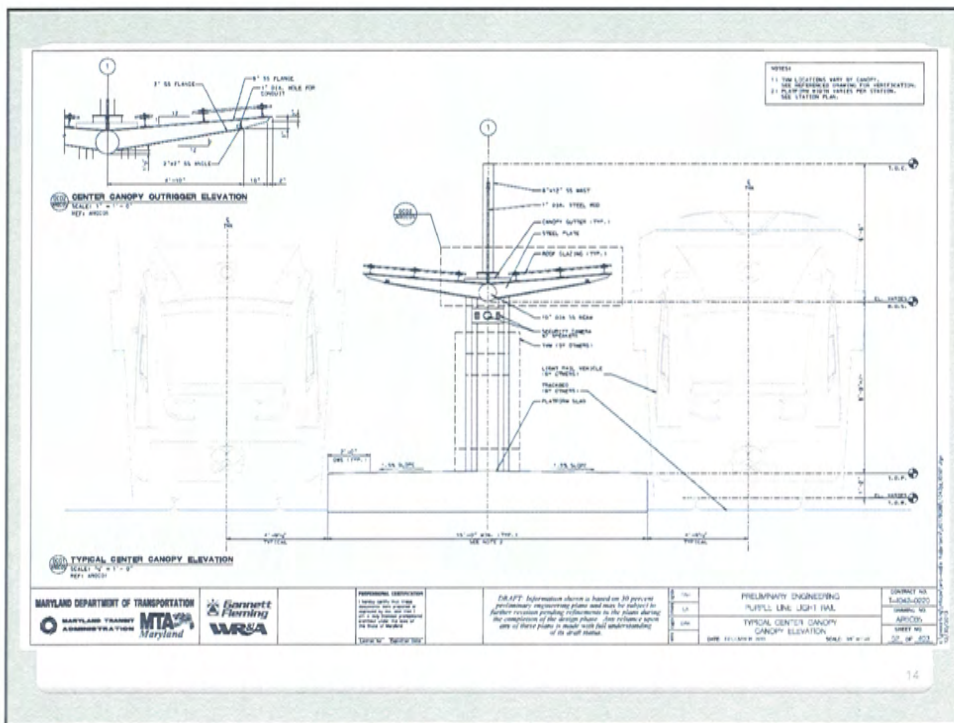
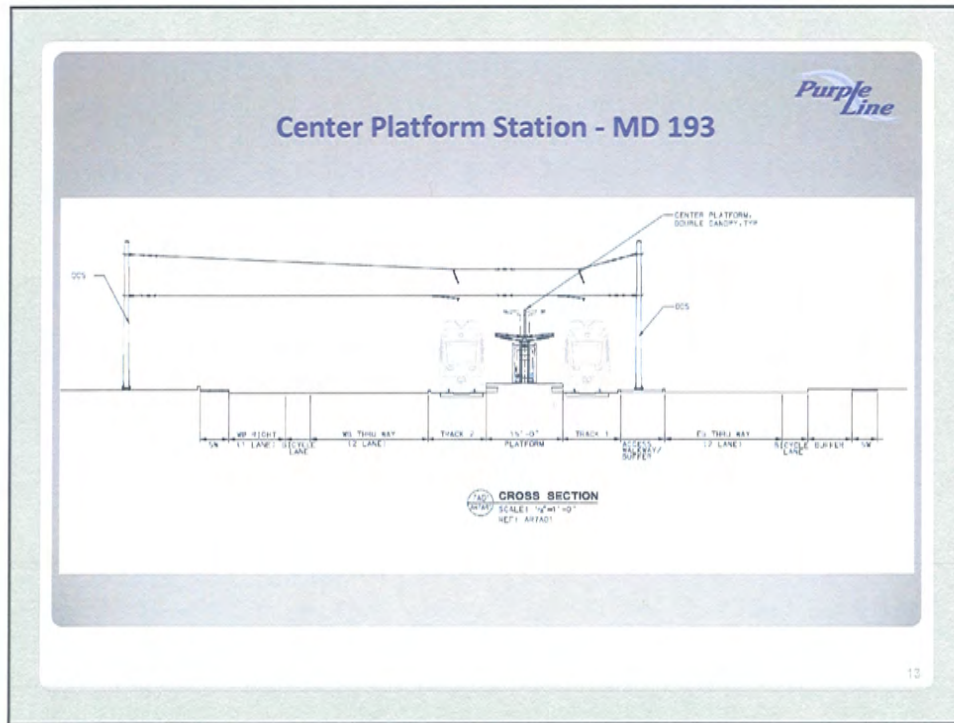
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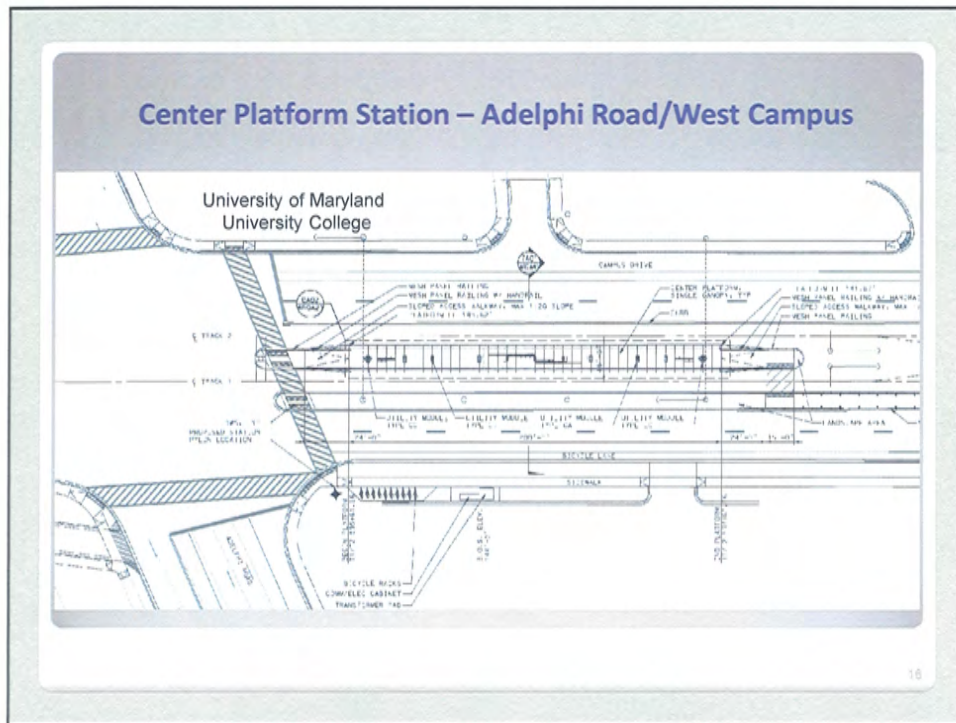


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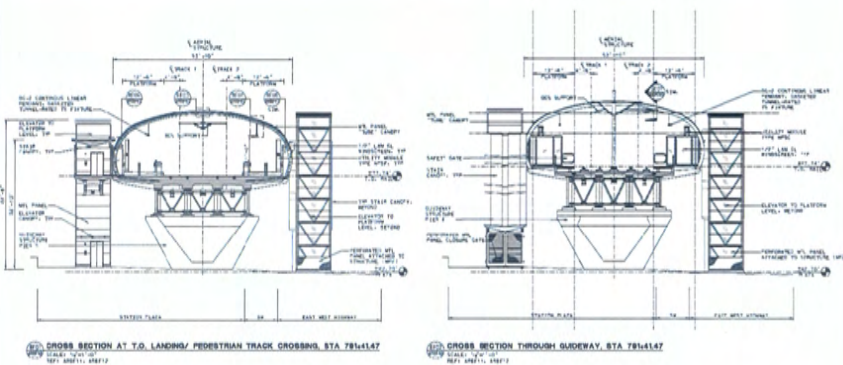


# Elevated Structure – Riverdale Park Station

Purple  
Line

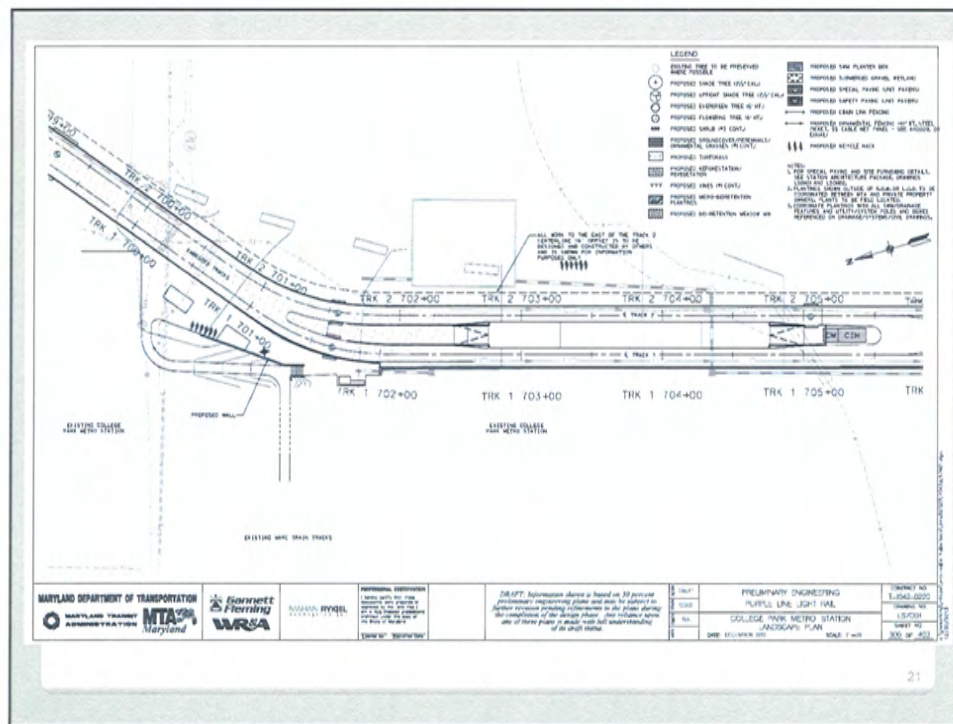


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## MTA Commitments and Mitigation



**Incorporated into the project.**

**Implemented by MTA and FTA if the project proceeds with FTA financial assistance.**

**MTA will maintain and update the list or database of the commitments and mitigation measures provided in this attachment.**

MTA will immediately add to the list environmental commitments resulting from consultations and coordination, from permits and/or approvals issued by federal, state, county, or city agencies, and from new information or project changes that become available and known during design or construction.

MTA will track the status of implementation of each commitment and mitigation measure; and FTA and MTA will conduct quarterly reviews of the mitigation monitoring program.

## MTA Coordination Strategies (Samples)

MTA has implemented an "Economic Empowerment Program" (EEP). The EEP will focus on small and disadvantaged businesses (SBE/DBEs), workforce development, and business sustainment/business mitigation.



MTA has developed a "Safety and Security Management Plan" (SSMP). Contractors will be required to develop a "project-specific health and safety plan".





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## FTA Project Ratings

Rating	Annual Trips on Project (trips by non-transit dependent persons + trips by transit dependent persons multiplied by 2)
High	> 30.0 million
Medium-High	15 million – 29.9 million
Medium	5.0 million – 14.9 million
Medium-Low	2.5 million – 4.9 million
Low	< 2.5 million



FTA Project Ratings		
Rating	Cost per Project Trip	
High	< \$4.00	
Medium-High	\$4.01 - \$5.99	
Medium	\$6.00 - \$9.99	
Medium-Low	\$10.00 - \$14.99	
Low	> \$15.00	

Project Delivery	
<b>P3 - Public Private Partnership</b> <ul style="list-style-type: none"> <li>-Self-contained from existing MTA operations</li> <li>-Appropriate size for concessionaires to bid</li> <li>-Enough complexity for innovation</li> <li>-Reasonable risk allocation</li> <li>-Good value for money</li> </ul>	
<b>DBFOM - Design-Build-Finance-Operate-Maintain</b> <ul style="list-style-type: none"> <li>-Approximately a 30-year O&amp;M term with 'handback'</li> <li>-Performance Based Technical Provisions</li> <li>-Reference drawings and Basis of Design Report</li> </ul>	

## Project Delivery



### Life Cycle Cost Considerations

- Responsible for operations, maintenance, replacement
- Capture Innovation and Cost/Schedule Savings
- Milestone Payments during construction
- Availability Payments
  - Operation & maintenance costs, Capital debt, Financing cost, Profit/Risk coverage, **Performance**

Standard Cost Categories	Risk Description	Risk Allocation	
		PSC	DBFOM
Key:  Public Risk  Private Risk  Shared Risk			
10 - 30	Contractor interface		
10 - 30	Commodity inflation		
10 - 30	Labor inflation		
10 - 30	Cost overruns, schedule delays, scope gaps		
40	Unanticipated hazardous materials		
40	Tunnel construction		

## Project Delivery



**MTA will retain primary responsibility for:**

- \*Public information, communications, and outreach**
- \*General terms of third party agreements**
- \*Right-of-way acquisition**
- \*Fare policy, regional coordination, and collection**
- \*Policing (mutual-aid)**



### **Upcoming Activities**



**Coordination on signal priority and pre-emption**

**On-going community outreach**

**Business Impact Mitigation Plan**

**ROW acquisition & finalize agreements**

**Full-funding agreement in 2015-*Construction Commences***

**Revenue service in 2020**

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