

NEW CARROLLTON AND LANDOVER YARDS IMPROVEMENTS

EXISTING CONDITIONS REPORT



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
OCTOBER 2014

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1.0 INTRODUCTION

This report describes existing conditions at the New Carrollton Yard and the Landover Yard site study areas for the following resources:

- Land Use and Zoning
- Local Plans
- Property Ownership
- Environmental Justice
- Neighborhoods and Community Resources
- Parklands
- Utilities
- Safety and Security

Refer to the technical memoranda, provided as appendices to the EA, for further analysis of existing conditions in the following resource areas:

- Transportation (Appendix B)
- Water and Natural Resources (Appendix C)
- Hazardous and Contaminated Materials (Appendix D)
- Cultural Resources (Appendix E)
- Air Quality (Appendix F)
- Noise and Vibration (Appendix G)

This report serves as the basis for determining the presence of resources within the study areas and the potential for effects on those resources. Each resource is addressed in a separate subsection. Within each subsection, a short introduction is followed by a summary of the methodology used to document existing conditions. The subsection concludes with documentation of the existing conditions for both the New Carrollton Yard and the Landover Yard site study areas.

2.0 LAND USE AND ZONING

2.1 Introduction

This section identifies existing land use and zoning in the study areas. The study areas for these resources include a quarter-mile area around both the New Carrollton Yard and the Landover Yard sites.

2.2 Methodology

Existing land use and zoning were assessed using Prince George's County GIS data and aerial photography of the study areas.

2.3 Existing Conditions

2.3.1 Existing Land Use

New Carrollton Yard

Figure 2-1 shows existing land use for New Carrollton Yard. The rail yard and adjacent parcels are used for transportation purposes. New Carrollton Yard is used to store, service, and inspect rail cars and track maintenance vehicles. The rail yard parcels abut Amtrak's Northeast Corridor to the west, Maryland State Highway Administration (SHA) property and right-of-way to the north and east, and New Carrollton Metrorail Station to the south.

Landover Yard

Figure 2-2 shows existing land uses within the Landover Yard site. The County's GIS data and field reviews verified that the four parcels where the yard would be constructed are currently used for transportation purposes (parking lot) or forested (undeveloped). The proposed rail yard is situated within narrow parcels abutting the Landover Metrorail Station to the south, Metrorail Orange Line to the west, and an abandon rail spur to the east.

2.3.2 Zoning

New Carrollton Yard

Within the study area, most properties are zoned M-X-T (Mixed-Use-Transportation Oriented). The existing rail yard properties are zoned M-X-T, which allows for a variety of residential, commercial, and employment uses. M-X-T zoning was adopted by the Transit District Development Plan to allow for potential air-right development of mixed-use, commercial, retail and institutional uses over the existing rail yard or allow for brownfield redevelopment, if the rail yard is relocated in the future.

The Amtrak and Metrorail tracks are zoned for transportation uses (roadway and rail right-of-way). **Figure 2-3** shows existing zoning around New Carrollton Yard.

Other zoning designations in the study area include: R-55 (single-family homes) and R-R (rural residential) to the east of I-95; various parcels zoned for open space (O-S); multifamily residential zoning along Annapolis Road (R-22); commercial office zoning (C-O) on some parcels to the north and south of the site; and, a handful of parcels zoned R-55 along 78th Avenue.

The existing rail yard and proposed expansion area are entirely within the New Carrollton Transit Development Overlay Zone (TDOZ), a zoning overlay established by the 2010 *New Carrollton Transit District Development Plan*. The overlay is intended to ensure that the area around the New Carrollton Metrorail Station can take advantage of transit-oriented development opportunities. New development in the TDOZ is subject to site plan review.

Landover Yard

The Landover Yard site is zoned for light industrial uses (I-1). The parcels around the study area are also zoned I-1. The neighborhoods to the northwest of the yard across US-50 are zoned for R-55 (single family homes). Parcels to the south of the study area are zoned primarily for industrial, with a small area within a quarter mile of the site zoned R-20 Zone (one-family triple-attached residential). **Figure 2-4** shows the current zoning for the Landover Yard site study area.

Figure 2-1: New Carrollton Yard Existing Land Use

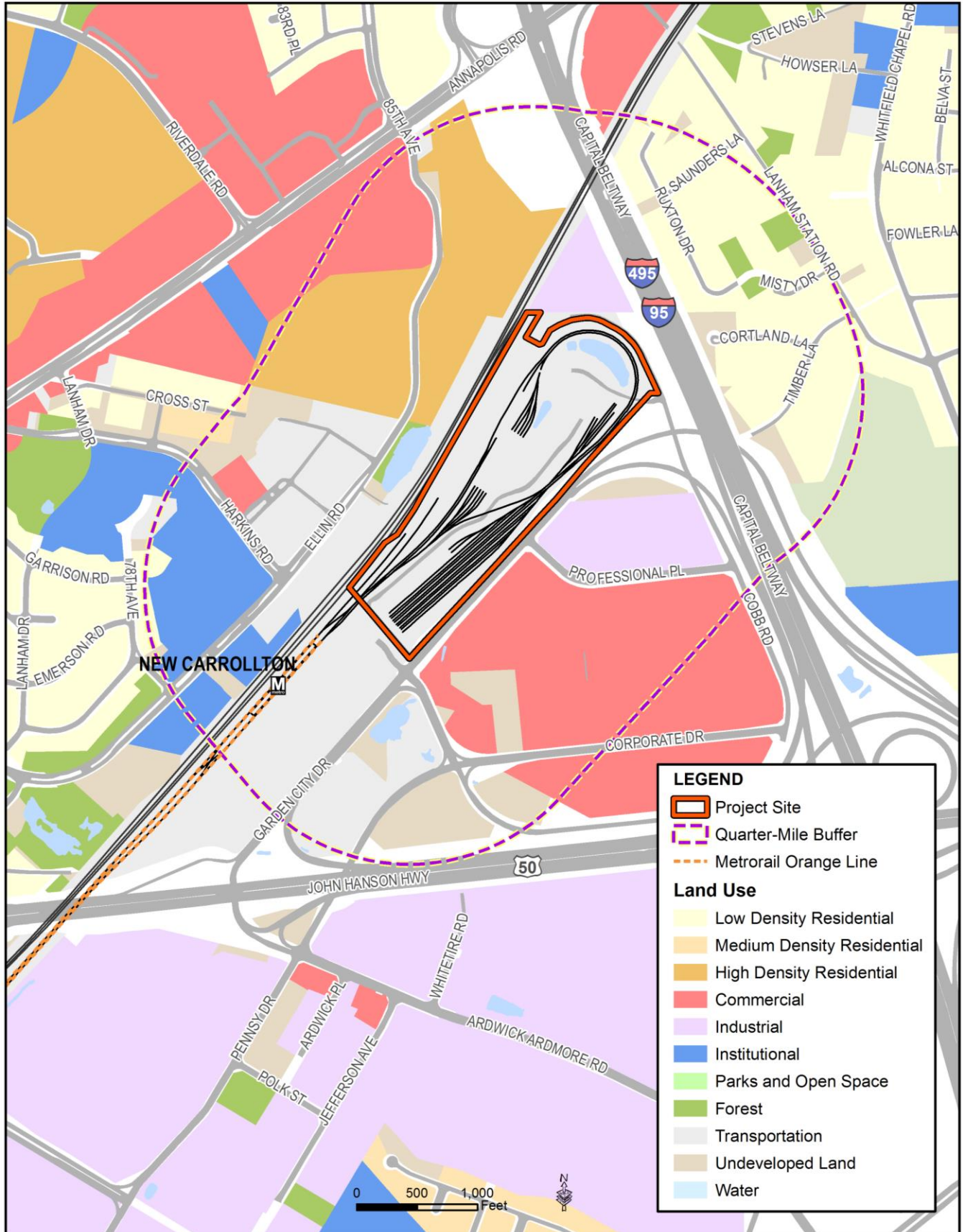


Figure 2-2: Landover Yard Existing Land Use



Figure 2-3: New Carrollton Yard Zoning

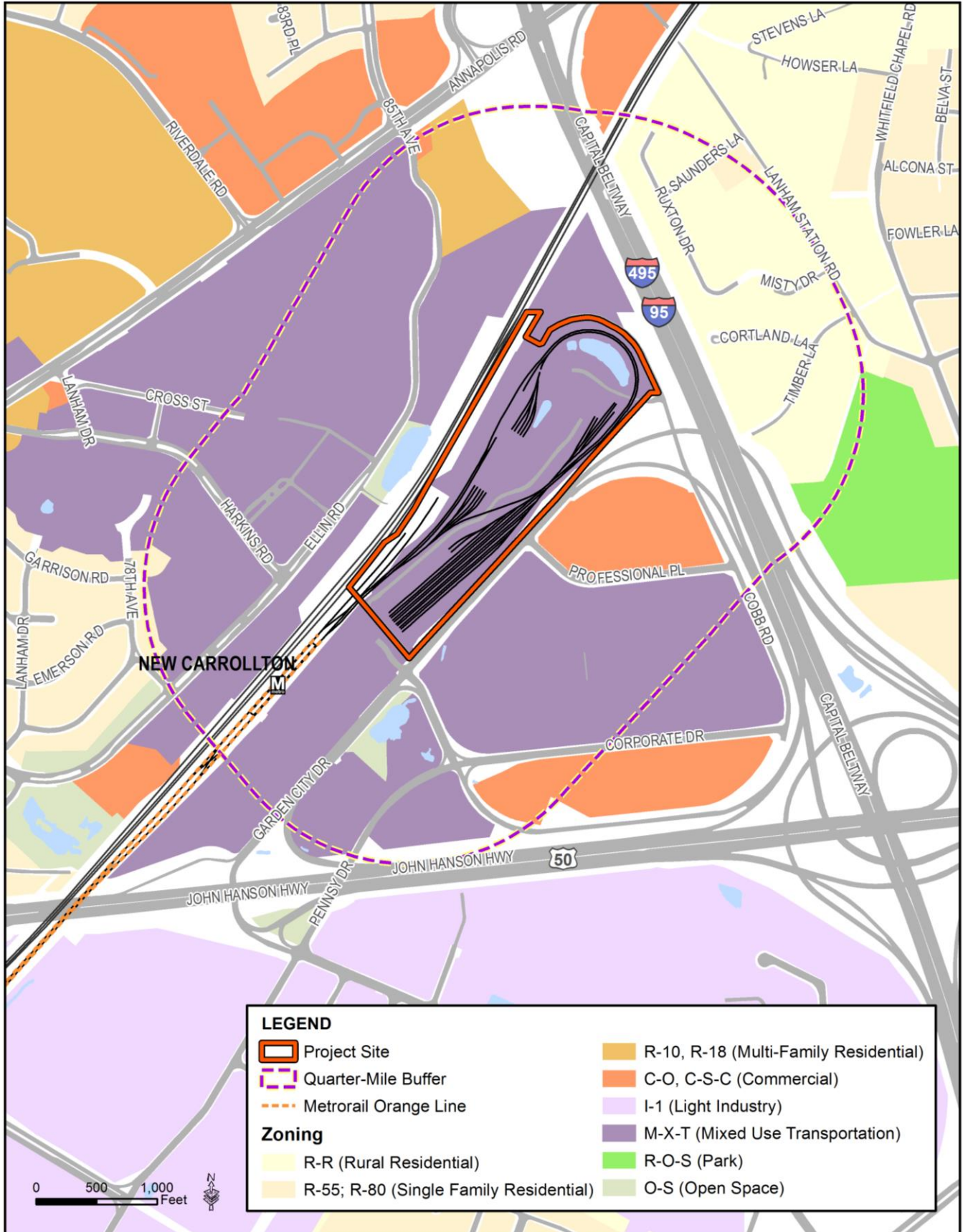
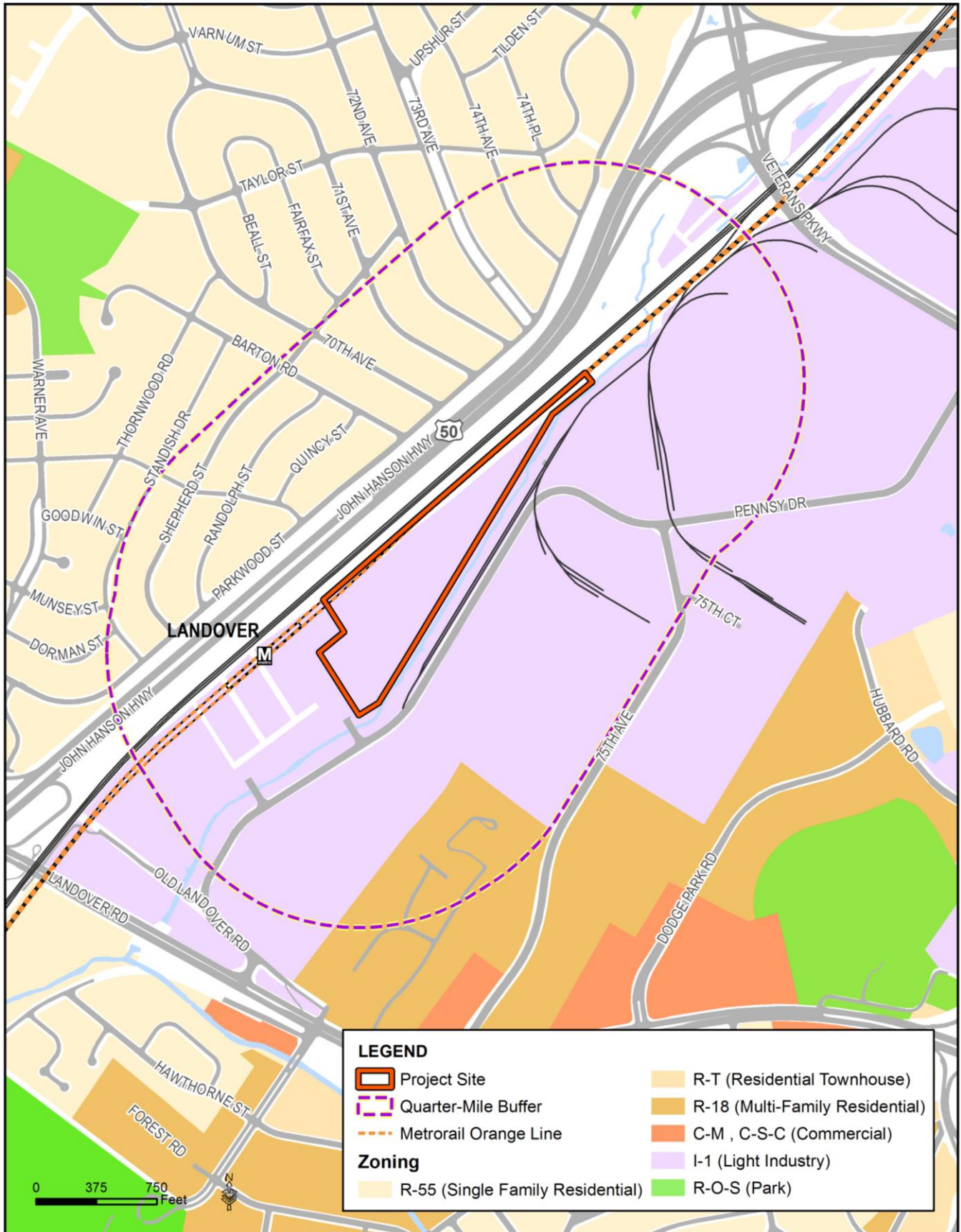


Figure 2-4: Landover Yard Zoning



3.0 LOCAL PLANS

3.1 Introduction

This section describes adopted land use, transportation, and environmental plans that apply to the study areas. The study areas for this resource include a quarter-mile area around both the New Carrollton Yard and the Landover Yard sites.

3.2 Methodology

In order to assess consistency of the proposed project with local plans in Chapter 3 of the EA, the goals and policies of local jurisdictions and other agencies were identified and reviewed. These plans include land use, transportation, and environmental plans adopted by Prince George's County. Specific plans and planning efforts reviewed are listed below.

Maryland-National Capital Park and Planning Commission

- *Approved General Plan* (October 2002)
- *Approved Countywide Green Infrastructure Plan* (June 2005)
- *Approved Countywide Master Plan of Transportation* (November 2009)
- *New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (May 2010)
- *Approved Subregion 4 Master Plan and Sectional Map Amendment* (June 2010)
- *Approved Landover Metro Area and 202 Corridor Sector Plan and Sectional Map Amendment* (May 2014)

3.3 Existing Conditions

3.3.1 New Carrollton Yard

Prince George's County Approved General Plan

The General Plan provides recommendations for guiding future development within Prince George's County. The Plan identifies New Carrollton Metrorail Station area as one of eight designated Regional Transit Centers in the County where future residential and employment growth will be focused. The County intends for Regional Transit Centers to provide multi-modal transportation options, including Metrorail, Metrobus, light rail, bike and car share, and to promote walkability.

The Plan also identifies New Carrollton as one of three Priority Investment District (PIDs) in the County. The County considers PIDs as areas best suited to develop into "regional economic engines." The County plans to target public investments to incentivize growth within PIDs. Priority public investments in the vicinity of the rail yard include:

- Redesigning and rebuilding the New Carrollton Metrorail Station
- Constructing the Purple Line station
- Installation of a sidewalk along the north side of Garden City Drive
- A new elementary school in proximity to the Metrorail station

Approved Countywide Green Infrastructure Plan

The Green Infrastructure Plan recommends areas in the country for the conservation of environmentally sensitive ecosystems. The Green Infrastructure Plan identifies interconnected sensitive habitats of countywide

significance, along with implementation strategies. The Plan classifies “green infrastructure” into three categories:

- **Regulated Areas:** Places containing environmentally sensitive features that are currently regulated during the land development process (i.e., steep slopes, floodplains)
- **Evaluation Areas:** Places containing environmentally sensitive features that are not currently regulated during the development process
- **Network Gaps:** Areas that are critical to the connection of regulated and evaluation areas.

Portions of the project site are identified as either Evaluation Areas or Network Gaps. Evaluation areas and network gaps generally allow development, pending approval from Prince George’s County

Approved Subregion 4 Master Plan and Sectional Map Amendment

Subregion 4 is located in central Prince George’s County. New Carrollton Yard is located at the far northeastern edge of the planning Subregion. The plan contains recommendations for land use; environment; transportation systems, including roadways, transit, bicycle, pedestrian, and trail facilities; public facilities; parks and recreation; historic preservation; and urban design. The plan seeks to implement the policy goals of the County’s General Plan to improve quality of life, promote mixed-use development along transportation corridors and at targeted centers and nodes, encourage local economic development, and protect environmentally sensitive areas. The plan envisions New Carrollton as a metropolitan center for the County. The plan recommends that future development minimize the barrier created by the Metrorail / Amtrak corridor. The plan also recommends that areas around New Carrollton Metrorail Station be redeveloped into high-density, transit-oriented land uses.

The plan makes a number of recommendations relating to areas in proximity to the rail yard. The plan recommends expanding the Purple Line from New Carrollton to National Harbor and explores developing high quality transit on Route 50 from New Carrollton to Bowie.

Approved Countywide Master Plan of Transportation

The *Countywide Master Plan of Transportation (MPOT)* is a functional master plan that addresses the strategic transportation issues for all transportation modes in Prince George’s County. The *MPOT* was written to guide public and private resources towards transportation policies, programs, facilities, and services that will help attain the goals and concepts in the General Plan. Two of the primary goals identified in the plan are to improve the transportation network to reduce congestion and vehicle miles traveled and to provide strategic transportation and transit guidance. A specific goal of the plan is to provide adequate transportation facilities. No plan recommendations are inconsistent with the expansion of the rail yard. The master plan does recommend a feasibility study for a pedestrian bridge at New Carrollton Metrorail Station; however, no specific location is identified.

New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment

The *New Carrollton Approved Transit District Development Plan* provides recommendations for future transit-oriented development at New Carrollton Metrorail Station. Along with the plan, Prince George’s County adopted a new transit district overlay zoning map that encompasses the properties around the New Carrollton Metrorail Station. The plan envisions the New Carrollton Metropolitan Center, a new urban center built around the Metrorail station complex. The Metrorail station itself would be rebuilt as an urban transportation center that anchors the community. The plan divides the district into five neighborhoods with distinct characters. The areas adjacent to the Metrorail station and rail yard will be the Metro Core neighborhood, functioning as a downtown for northern Prince George’s County.

The plan does not propose any development within the expanded rail yard's boundaries; however, the site is rezoned under the plan from industrial uses (I-1) to mixed-use transportation (M-X-T) zoning. M-X-T zoning was adopted to allow any future air-rights development over the yard or to accommodate brownfield redevelopment if the yard was to be relocated at a future date.¹

3.3.2 Landover Yard

Prince George's County Approved General Plan

The Prince George's County General Plan identifies the area around Landover Metrorail Station, including the proposed rail yard site, as part of the Landover Metro Center. The Landover Metro Center is one of eight designated urban transit neighborhoods. These neighborhoods are envisioned to be smaller scale mixed-use centers that are well connected to transit.

Prince George's Countywide Green Infrastructure Plan

See description of the plan under **Section 3.3.1**. A portion of the site along Beaverdam Creek is identified as a Regulated Area, while additional adjacent areas are considered Evaluation Area or Network Gaps. Locations designated as Evaluation Areas and Network Gaps generally allow development, pending approval from Prince George's County. The Regulated Area along Beaverdam Creek is typically not applicable for development.

Approved Countywide Master Plan of Transportation

The *Countywide Master Plan of Transportation (MPOT)* for Prince George's County is the functional master plan that addresses the strategic transportation issues for all modes in the County. Two recommended transportation improvements are within a quarter mile of the proposed rail yard: the planned Beaverdam Creek Stream Valley Trail and a multi-use side path along Landover Road (MD-202). The master plan does not provide additional detail on the scope and design of these projects.

Approved Subregion 4 Master Plan and Sectional Map Amendment

The proposed Landover rail yard is located on the border of Subregion 4 and 2, with the rail yard site itself entirely within Subregion 4. The *Subregion 4 Master Plan* denotes the area around the Landover Metro Station, including the proposed rail yard site, as the Landover Metro Regional Center. The plan envisions a mixed-use district with high density office, retail, and residential development. The existing industrial development in the area would be relocated over time to allow for more intensive land uses. The rail yard site would be part of this neighborhood development and consist of mixed-use development on a new street grid.

The Master Plan recommends improved pedestrian facilities along Pennsy Drive to improve access to Landover Metrorail Station. Beaverdam Creek would be preserved and a new trail will run along the Creek from Cheverly to Landover Metrorail Station.

Approved Landover Metro and 202 Corridor Sector Plan and Sectional Map Amendment

The Landover Metro and 202 Corridor Sector Plan builds upon existing planning efforts, such as the Subregion 4 Master Plan and Approved General Plan, to provide a detailed vision for how the 202 Corridor and area adjacent to the Landover Metrorail Station will grow and develop. The Landover Metrorail site is envisioned as a "vibrant, walkable, transit oriented center anchored by a green industrial district and mixed-use development." While the areas surrounding the station today are largely auto-oriented light industry, the plan envisions a compact urban center in the future. The plan identifies the area of the proposed rail yard to be developed into a mixed-use office neighborhood; thus the project is not consistent with this plan.

¹ Prince George's County, Maryland, *New Carrollton Approved Transit District Development Plan*, 2009, p76.

4.0 PROPERTY OWNERSHIP

4.1 Introduction

This section describes existing property ownership in the study areas, including property owned by WMATA, Amtrak, and Maryland State Highway Administration (SHA). The study areas for this resource include a quarter-mile area around both the New Carrollton Yard and the Landover Yard sites.

4.2 Methodology

GIS parcel information was provided by Prince George’s County for the study areas in May 2014.

4.3 Existing Conditions

4.3.1 New Carrollton Yard

The existing New Carrollton Yard is located on WMATA property. Properties adjacent to the rail yard are owned by Amtrak and SHA and summarized in **Table 4-1** and shown in **Figure 4-1**.

Table 4-1: New Carrollton Yard Properties

County Parcel Tax ID	Total Acreage	Acreage within Project Site	Address	Owner
2275790	5.40	5.40	Cobb Road, Landover, MD	WMATA
2238400/2238392	11.20	11.20	Garden City Drive, Landover, MD	WMATA
2209765	11.17	11.17	4440 Garden City Drive, Landover, MD	WMATA
2275782	0.28	0.30	Garden City Drive, Landover, MD	WMATA
2275782	0.88	0.88	Garden City Drive, Landover, MD	WMATA
2275618	10.36	1.87	4280 Garden City Drive, Landover, MD	WMATA
3970985	3.01	3.00	Garden City Drive, Landover, MD	WMATA
Not Available ¹	9.22	2.69	Not Available	WMATA
2247526	9.28	1.28	Garden City Drive, Lanham, MD	Amtrak
2247534/2842912	5.18	0.94	5631 Lanham Station Rd, Lanham, MD	Amtrak
2261709	1.37	0.07	Garden City Drive, Landover, MD	SHA
Not Available ²	0.42	0.42	Not Available	SHA
Not Available ²	0.23	0.23	Not Available	SHA

¹ Parcel is a segment of WMATA-owned right-of-way and does not have a parcel tax ID or address associated.

²Two SHA properties are segments of Garden City Drive right-of-way and do not have parcel tax IDs or addresses..

4.3.2 Landover Yard

The Landover Yard site is located on existing WMATA property. The property is summarized in **Table 4-2** and show in **Figure 4-2**.

Table 4-2: Landover Yard Site Properties

County Parcel Tax ID	Total Acreage	Acreage within Project Site	Address	Owner
1545193	18.24	8.53	3000 Pennsy Drive, Landover, MD	WMATA
1545193	7.83	7.83	3000 Pennsy Drive, Landover, MD	WMATA
1535301	1.65	1.65	Pennsy Drive, Landover, MD	WMATA
1442557	0.66	0.66	Pennsy Drive, Landover, MD	WMATA

Figure 4-1: New Carrollton Yard Properties



Figure 4-2: Landover Yard Properties



5.0 ENVIRONMENTAL JUSTICE

5.1 Introduction

As part of the environmental justice (EJ) analysis for this project, this section identifies minority and low-income populations (collectively “EJ populations”) in the study areas. Environmental justice is defined by Executive Order 12898 (EO 12898), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. EO 12898 requires that federal agencies identify and address disproportionately high and adverse federal impacts on minority and low-income populations. The U.S. Department of Transportation (USDOT) is committed to the principles of environmental justice, which include:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The environmental justice analysis was prepared in accordance with the following federal guidance documents:

- USDOT Order 5610.2(a), *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, May 10, 2012;
- Federal Transit Administration Circular 4703.1, *Environmental Justice Policy Guidance for Federal Transit Administration Recipients*, August 15, 2012; and
- Council on Environmental Quality (CEQ), *Environmental Justice – Guidance under the National Environmental Policy Act (NEPA) of 1969*, December 10, 1997.

The USDOT Order on Environmental Justice (5610.2a) and FTA Circular 4703.1 define minority and low-income populations as follows:

- **Minority Populations:** Minority populations include persons who are American Indian or Alaskan Native, Asian American, Native Hawaiian or Other Pacific Islander, Black (not of Hispanic Origin), and Hispanic or Latino.
- **Low-Income Populations:** Any readily identifiable group of low-income persons whose household income is at or below the U.S. Department of Health and Human Services (DHHS) poverty guidelines. For low-income populations, FTA encourages the use of a locally developed threshold, such as that used for FTA’s grant program (Public Law 112-141), which defines “low-income individual” to mean “an individual whose family income is at or below 150 percent of the poverty line.”

5.2 Methodology

An analysis of the presence of minority and low-income (Environmental Justice) populations within the study areas was conducted pursuant to EO 12898.

A quarter-mile radius around the New Carrollton Yard and the Landover Yard site was determined to be the appropriate study area boundary to analyze the presence of EJ populations, and Census block groups that fell within the boundary were included. Two comparison areas were selected for the environmental justice analysis: Prince George’s County and the WMATA Rail Service Area (comprising Prince George’s County, Maryland; Montgomery County, Maryland; District of Columbia; Arlington County, Virginia; City of Alexandria, Virginia, City of Fairfax, Virginia, Fairfax County, Virginia; and City of Falls Church, Virginia).

Minority and low-income statistics were then analyzed at the Census block group level using population and income data from the U.S. Census Bureau’s American Community Survey 5-Year Estimates (2008-2012). The presence of minority populations in the study areas was evaluated by comparing the proportion of the population belonging to a minority group to the proportion of the population in the comparison areas belonging to a minority group. The presence of low-income populations in the study areas was evaluated by comparing the proportion of the population below 150 percent of the poverty line to the proportion of the population in the comparison areas below 150 percent of the poverty line.

5.3 Existing Conditions

5.3.1 New Carrollton Yard

Minority Population

Table 5-1 identifies and summarizes the minority populations of the New Carrollton Yard study area in comparison to Prince George’s County and the WMATA Rail Service Area.

Table 5-1: Minority Population Summary Table

Census Tract	Block Group	Total Population	Minority Population	Percent
803602	2	315	315	100.00%
803608	3	577	564	97.80%
803612	2	1162	1158	99.60%
803612	1	464	423	91.10%
New Carrollton Yard Study Area		2518	2459	97.70%
Prince George’s County		865,443	735,204	85.00%
WMATA Rail Service Area		3,914,222	2,271,354	58.00%

Source: U.S. Census Bureau, ACS 5-Year Estimates (2008-2012).

Minority groups make up 97.7 percent of the population in the New Carrollton Yard study area, which is higher than the percentage of minorities in Prince George’s County (85.0 percent) and the WMATA Rail Service Area (58.0 percent). All four Census block groups within the study area have higher proportions of minority residents than Prince George’s County and the WMATA Rail Service Area. **Table 5-2** provides a breakdown of the minority groups present within the New Carrollton Yard study area. The two largest minority groups within the study area are Black/African Americans (76.2 percent) and Hispanics (18.9 percent).

Table 5-2: Minority Groups in New Carrollton Study Area

Minority Group	New Carrollton Yard		Prince George’s County		WMATA Rail Service Area	
	# of Residents	% of Total Population	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	1919	76.2%	548,459	63.4%	1,161,433	29.7%
American Indian/ Alaska Native	0	0.0%	1,493	0.2%	7415	0.2%
Asian	12	0.5%	35,703	4.1%	415,269	10.6%
Native Hawaiian or Other Pacific Islander	0	0.0%	384	0.0%	2,025	0.1%
Some Other Race	0	0.0%	1843	0.2%	11,337	0.3%
Two or More Races	53	2.1%	17,852	2.1%	95,674	2.4%
Hispanic or Latino	475	18.9%	129,470	15.0%	578,201	14.8%
Minority Total	2459	97.7%	735,204	85.0%	2,271,354	58.0%

Source: U.S. Census Bureau, ACS 5-Year Estimates (2008-2012).

Low-Income Population

Table 5-3 identifies and summarizes the low-income populations of the New Carrollton Yard study area in comparison to Prince George’s County and the WMATA Rail Service Area. Approximately 21.4 percent of the study area population is low-income, which is a higher percentage than Prince George’s County (14.8 percent) and the WMATA Rail Service Area (13.9 percent). Three block groups within the study area have higher proportions of low-income residents than the comparison areas.

Table 5-3: Low-Income Population Summary Table

Census Tract	Block Group	Total Population*	Low-Income Population	Percent
803602	2	314	26	8.1%
803608	3	577	106	18.4%
803612	2	1162	295	25.4%
803612	1	464	112	24.2%
New Carrollton Yard Study Area		2517	539	21.4%
Prince George’s County		843,465	125,091	14.8%
WMATA Rail Service Area		3,836,283	533,455	13.9%

*Total population for low-income does not match the total population reported in Table 5-1 above since poverty status is determined for all people except unrelated individuals under 15 years old, and people in institutional group quarters, college dormitories, military barracks, and living situations without conventional housing.

Source: U.S. Census Bureau, ACS 5-Year Estimates (2008-2012).

5.3.2 Landover Yard

Minority Population

Table 5-4 identifies and summarizes the minority populations of the Landover Yard site study area in comparison to Prince George’s County and the WMATA Rail Service Area.

Table 5-4: Minority Population Summary Table

Census Tract	Block Group	Total Population	Minority Population	Percent
803509	1	1114	1091	97.9%
803602	2	46	46	100.0%
803700	1	755	686	90.8%
803700	2	231	203	88.0%
804102	1	499	484	97.0%
Landover Yard Study Area		2645	2509	94.9%
Prince George's County		865,443	735,204	85.00%
WMATA Rail Service Area		3,914,222	2,271,354	58.00%

Source: U.S. Census Bureau, ACS 5-Year Estimates (2008-2012).

Minority groups make up 94.9 percent of the population in the Landover Yard site study area, which is higher than the percentage of minorities in Prince George's County (85.0 percent) and the WMATA Rail Service Area (58.0 percent). All five Census block groups within the study area have higher proportions of minority residents than Prince George's County and the WMATA Rail Service Area. **Table 5-5** provides a breakdown of the minority groups present within the Landover Yard site study area. The two largest minority groups within the study area are Black/African Americans (65.9 percent) and Hispanics (25.4 percent).

Table 5-5: Minority Groups in Landover Yard Site Study Area

Minority Group	Landover Yard Site		Prince George's County		WMATA Rail Service Area	
	# of Residents	% of Total Population	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	1743	65.9%	548,459	63.4%	1,161,433	29.7%
American Indian/ Alaska Native	7	0.3%	1,493	0.2%	7415	0.2%
Asian	28	1.1%	35,703	4.1%	415,269	10.6%
Native Hawaiian or Other Pacific Islander	0	0.0%	384	0.0%	2,025	0.1%
Some Other Race	10	0.4%	1843	0.2%	11,337	0.3%
Two or More Races	49	1.9%	17,852	2.1%	95,674	2.4%
Hispanic or Latino	673	25.4%	129,470	15.0%	578,201	14.8%
Minority Total	2509	94.9%	735,204	85.0%	2,271,354	58.0%

Source: U.S. Census Bureau, ACS 5-Year Estimates (2008-2012).

Low-Income Population

Table 5-6 identifies and summarizes the low-income populations of the Landover Yard site study area in comparison to Prince George's County and the WMATA Rail Service Area. Approximately 25.9 percent of the study area population is low-income, which is a higher percentage than Prince George's County (14.8 percent) and the WMATA Rail Service Area (13.9 percent). Three block groups within the study area have higher proportions of low-income residents than the comparison areas.

Table 5-6: Low-Income Population Summary Table

Census Tract	Block Group	Total Population*	Low-Income Population	Percent
803509	1	1068	369	34.6%
803602	2	46	4	8.1%
803700	1	755	103	13.7%
803700	2	227	48	21.3%
804102	1	499	147	29.4%
Landover Yard Study Area		2594	671	25.9%
Prince George's County		843,465	125,091	14.8%
WMATA Rail Service Area		3,836,283	533,455	13.9%

* Total population for low-income does not match the total population reported in Table 5-4 above since poverty status is determined for all people except unrelated individuals under 15 years old, and people in institutional group quarters, college dormitories, military barracks, and living situations without conventional housing.

Source: U.S. Census Bureau, ACS 5-Year Estimates (2008-2012).

6.0 NEIGHBORHOODS AND COMMUNITY RESOURCES

6.1 Introduction

This section identifies existing neighborhoods and community resources within the study areas. The study areas for this resource include a quarter-mile area around both the New Carrollton Yard and the Landover Yard sites.

6.2 Methodology

Neighborhood boundaries were identified through numerous sources, including:

- US Census Designated Places
- Incorporated Boundaries
- Zip Code Addresses
- *PGAtlas*, Prince George's County Online GIS Portal

Community resources include schools, recreation centers, parks, day care centers, libraries, police stations, fire stations, and colleges. These resources were identified with the following sources of information:

- *PGAtlas*, Prince George's County Online GIS Portal
- Internet searches and Google Maps (to verify addresses and locations)

6.3 Existing Conditions

6.3.1 Neighborhoods

New Carrollton Yard

The existing rail yard lies entirely within an unincorporated area of Prince George's County. The City of New Carrollton borders the site to the northwest. Across I-95/I-495 from the rail yard is the Census Designated Place of Lanham. The areas to the west of the site are part of West Lanham Hills, but no formal definition of that neighborhood's boundary exists. Some properties to the south of the yard use Hyattsville as their postal address. Neighborhoods surrounding New Carrollton Yard are shown in **Figure 6-1**.

Landover Yard

The proposed rail facility lies entirely within Landover, an unincorporated community and Census-designated place in Prince George’s County. The town of Landover Hills is located northwest of the site. Neighborhoods surrounding the Landover Yard site are shown in **Figure 6-2**.

6.3.2 Community Resources

New Carrollton Yard

Identified community resources within the New Carrollton Yard study area include one child care centers, a public park, two institutions of higher education, and a research library. Community resources are summarized in **Table 6-1** and shown in **Figure 6-1**.

Table 6-1: New Carrollton Community Resources

Resource Type	Name	Address
Child Care	IRS Child Development Center	5000 Ellin Rd, Lanham-Seabrook, MD
Park	Whitfield Community Park	5214 Whitfield Chapel Road, Lanham, MD
College	Sojourner-Douglass College	8200 Professional Pl, Suite 111, Hyattsville, MD
College	Fortis College Landover	4251 Garden City Dr, Landover, MD
Library	National Epilepsy Library	8301 Professional Place, Hyattsville, MD

Landover Yard

The only identified community resource within the Landover Yard site study area is a home-based family child care center, shown in **Figure 6-2**.

Figure 6-1: New Carrollton Yard Neighborhoods and Community Resources

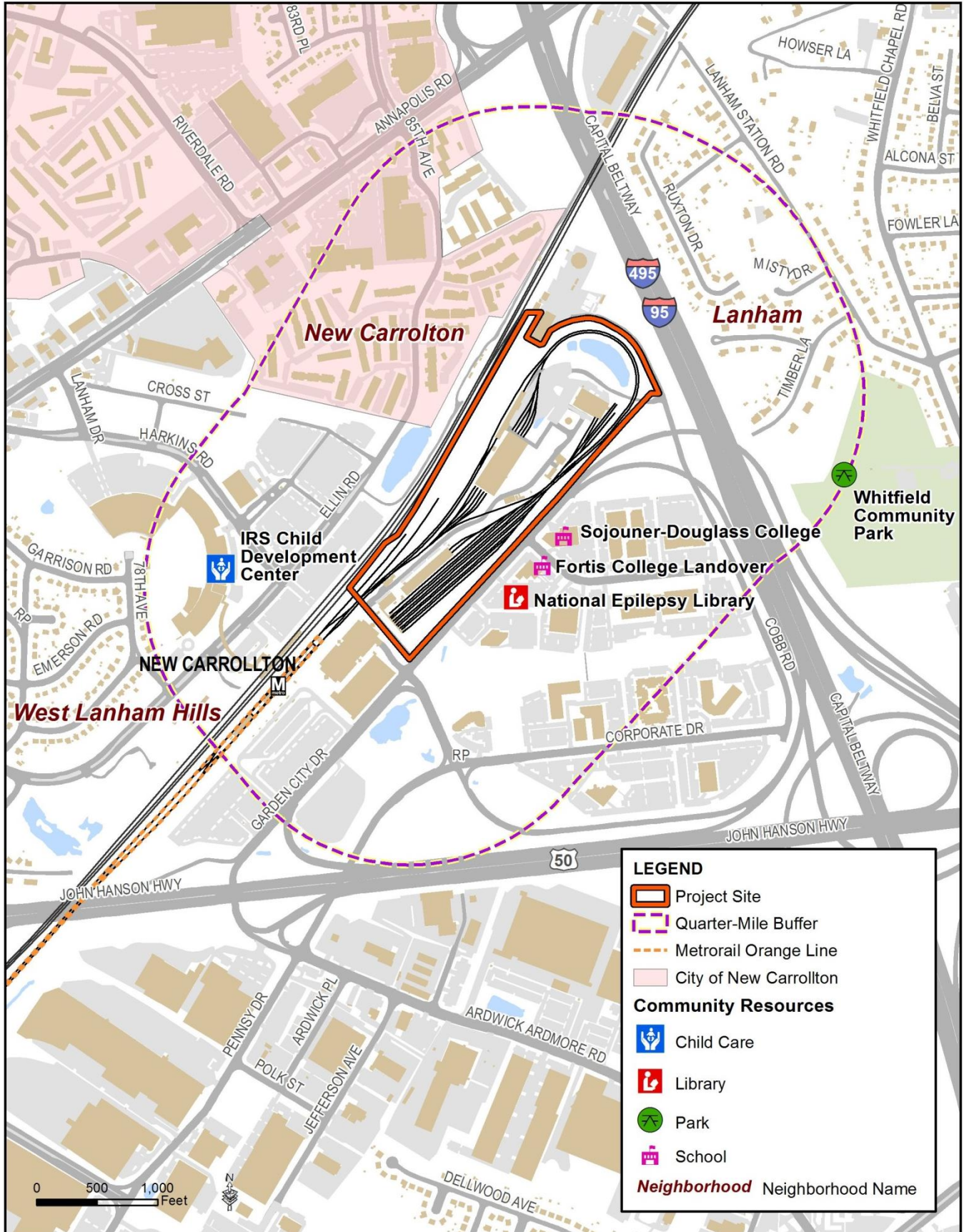
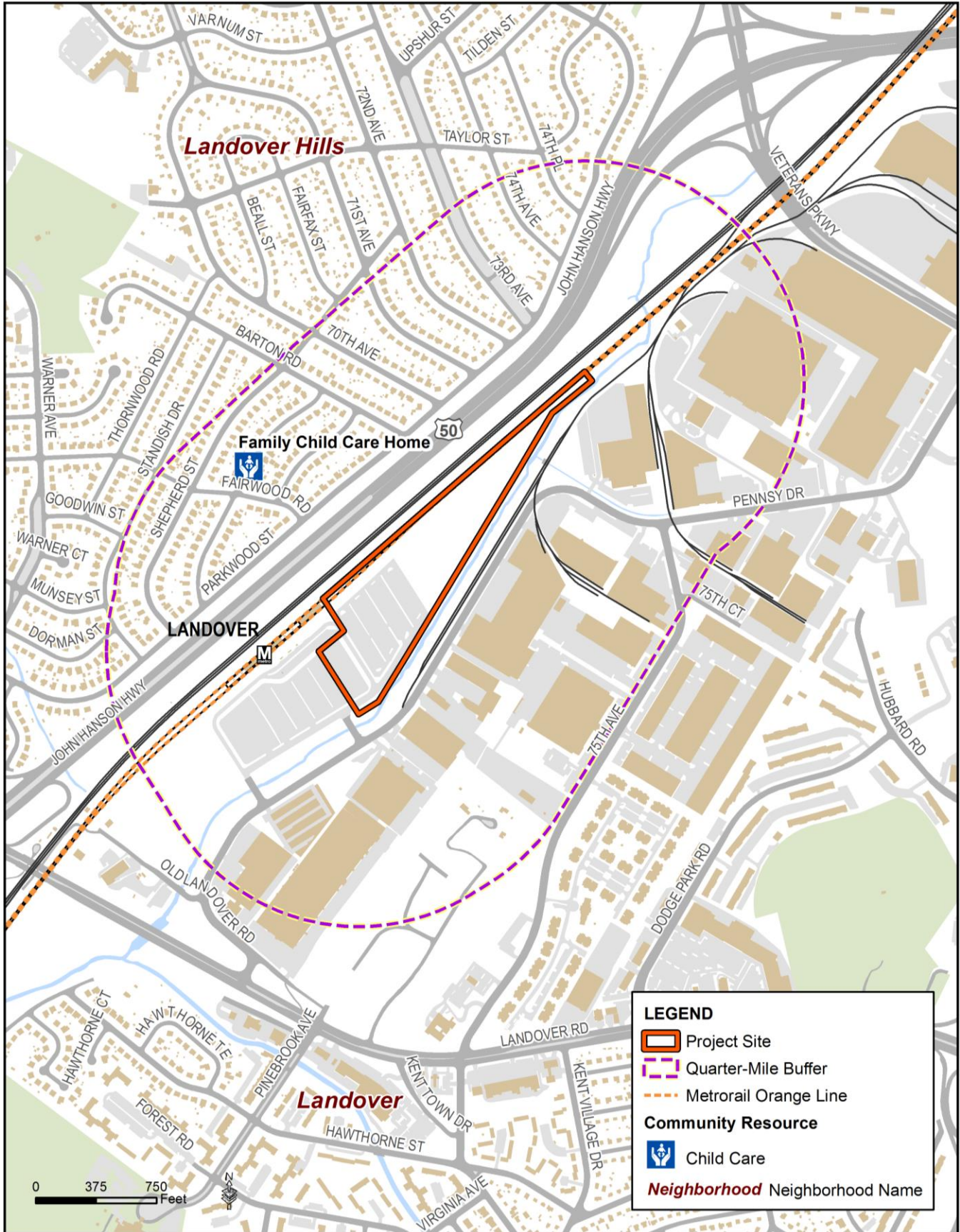


Figure 6-2: Landover Yard Neighborhoods and Community Resources



7.0 PARKLANDS

7.1 Introduction

This section identifies public parklands, recreational areas, and wildlife refuges in the study areas. Public parklands include local, state, or federally-owned parklands.

7.2 Methodology

Public parklands within a quarter mile of the study areas were identified through site visits, recent aerial photographs, and information provided by Prince George's County

7.3 Existing Conditions

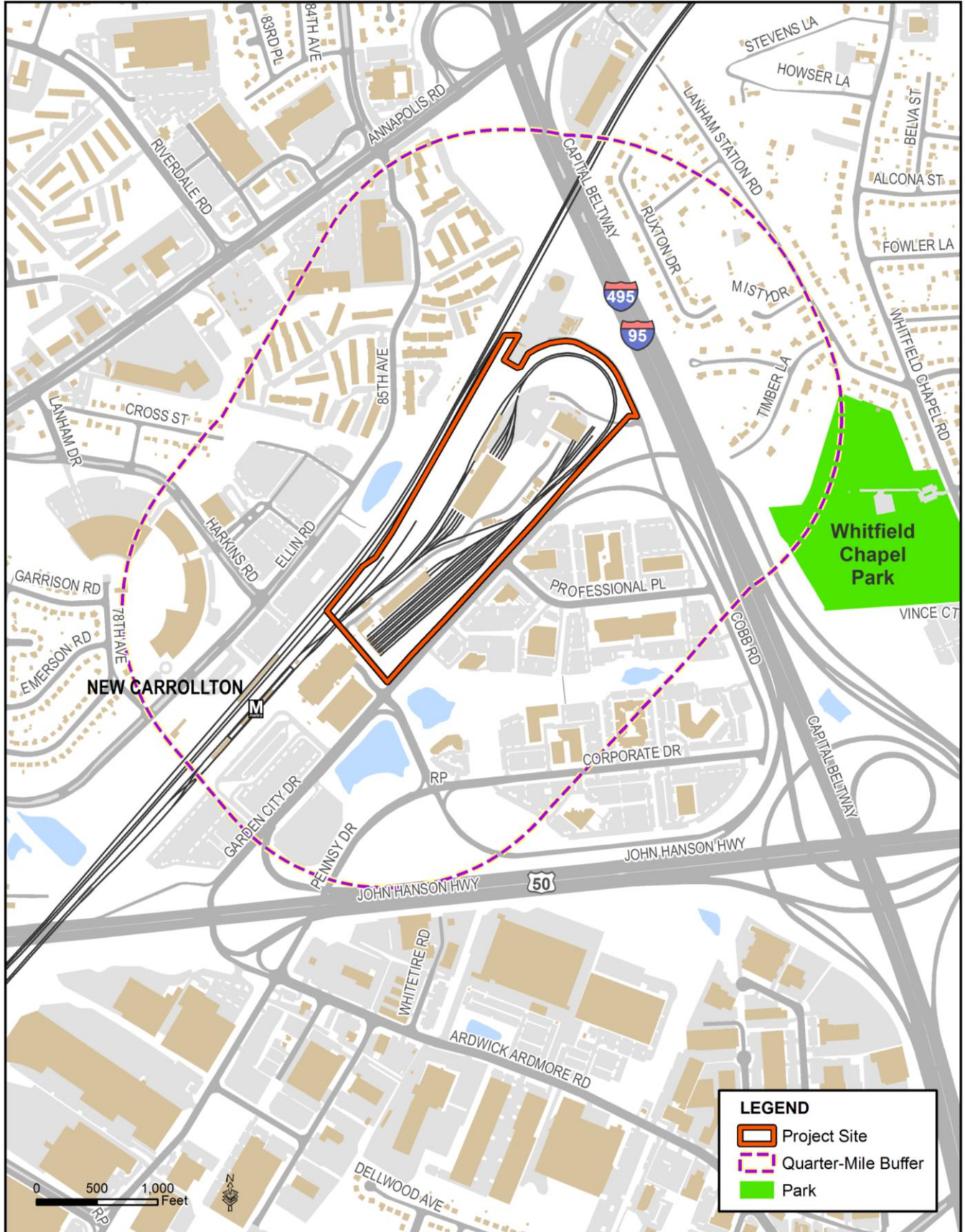
7.3.1 New Carrollton Yard

One park, Whitfield Chapel Park, lies within a quarter-mile of New Carrollton Yard and is shown in **Figure 7-1**. This park contains a playfield, picnic area, playground, and two softball diamonds. The park is separated from New Carrollton Yard via the Capital Beltway (I-95/I-495).

7.3.2 Landover Yard

No parkland exists adjacent to or within a quarter-mile of the Landover Yard site study area.

Figure 7-1: New Carrollton Parklands



8.0 UTILITIES

8.1 Introduction

This section describes existing utilities in the study areas. Utilities are infrastructures that deliver services, such as electrical, gas, water, sewer, telephone, cable television, and fiber optics lines. Utilities can be owned and maintained by public or private companies and may be located above or below ground level.

8.2 Methodology

The inventory of existing surface and subsurface utilities was performed using available documentation, field observations, and *PGAtlas*. The project study areas were assessed for existing utilities and easements within and around the project sites.

8.3 Existing Conditions

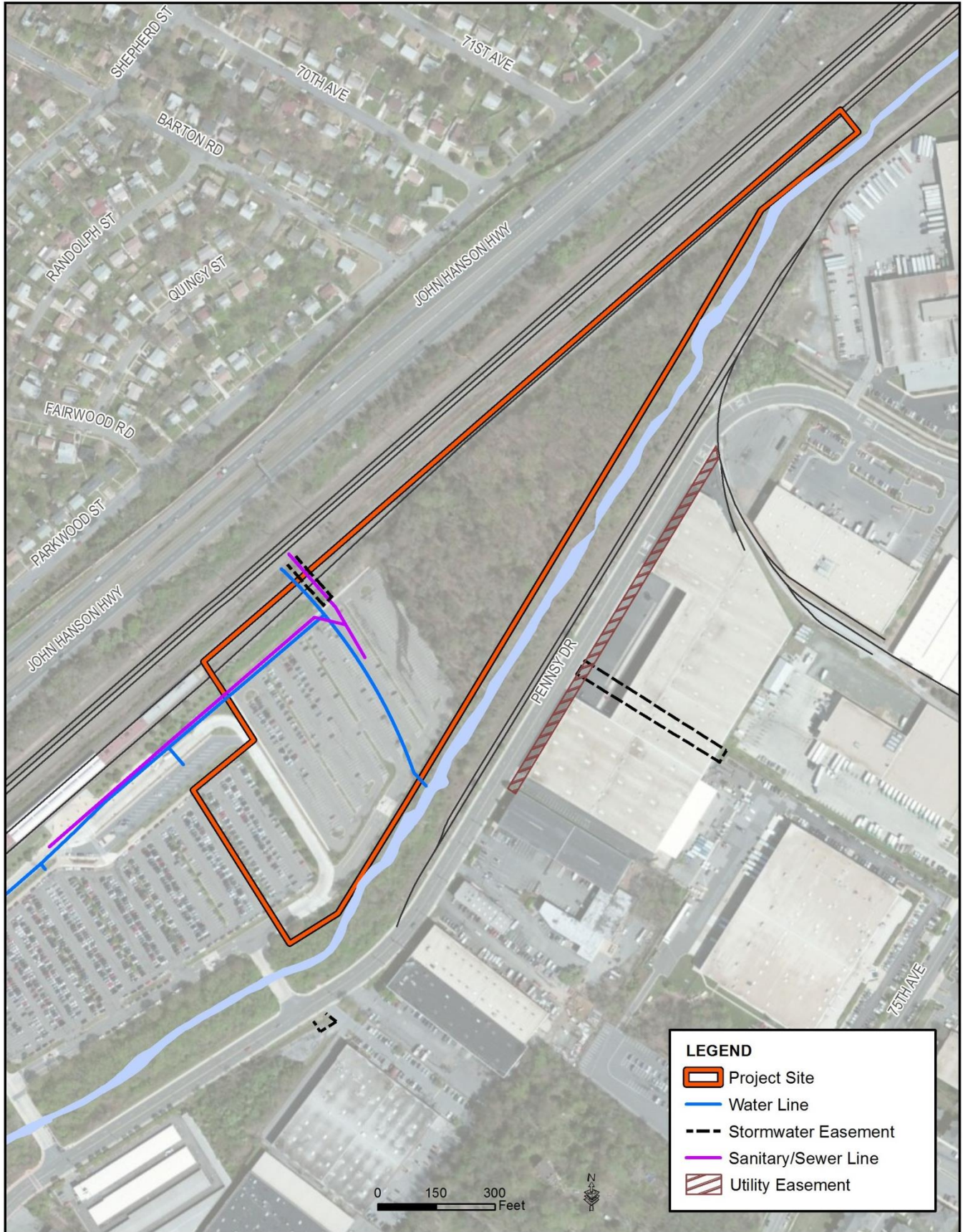
8.3.1 New Carrollton Yard

The existing New Carrollton Yard is connected to all available and necessary utility services, such as electricity, gas, water, sewer, telephone, cable television, and communications. All of these services are necessary for the current operations of the yard. The existing New Carrollton Yard does not contain any mainline utilities or infrastructure easements.

8.3.2 Landover Yard

The Landover Yard site study area is connected to all utility services, such as electrical, gas, water, sewer, telephone, cable television, and fiber optics via services provided at the Landover Yard Metrorail Station. All of these services are necessary for the operations of the Metrorail station. Existing water and sanitary/sewer lines exist on the Landover Yard study area site and are shown in **Figure 8-1**. A small stormwater easement exists along the eastern border of the site, adjacent to the Metrorail revenue tracks. Immediately adjacent to the Landover Yard study site exists a stormwater easement and an utility easement along a portion of Pennsy Drive.

Figure 8-1: Landover Utilities



9.0 SAFETY AND SECURITY

9.1 Introduction

This section assesses safety and security issues associated with the operation of new facilities at the New Carrollton Yard and the Landover Yard site.

9.2 Methodology

Current safety and security measures within the Metrorail system are contained in WMATA's *System Safety Program Plan (SSPP)*. WMATA's SSPP identifies the procedures and design features that are intended to ensure the safety and security of employees and patrons of the WMATA system. In addition, WMATA design criteria specify that the design of facilities be consistent with National Fire Protection Association (NFPA) 130, which is an industry standard intended to ensure the safety of passengers and employees in the event of an emergency. WMATA ensures compliance with its safety and security procedures and policies through training, coordination, and periodic audits.

9.3 Existing Conditions

9.3.1 New Carrollton Yard

The existing New Carrollton Yard is constructed according to WMATA standards and includes the safety features described above, including NFPA 130 standards.

9.3.2 Landover Yard

Existing facilities at the Landover Yard site are constructed according to WMATA standards and include the safety features described above, including NFPA 130 standards.