

Appendix 8

Socioeconomic and Community Characteristics

Since the completion of the Socioeconomic and Community Characteristics Technical Memorandum in November 2006 (see Appendix 8 of the 2007 Approved Documented CE on attached CD), the proposed transit corridor has been modified along Segment E. Whereas the previous two-way transit alignment followed Clark and Bell Streets, the modified alignment is a one-way pair with southbound service along Clark and Bell Streets and northbound service along Crystal Drive between 26th Street and 15th Street. Note that the project alignment for the entire corridor is shown in Figure 1: Modified Alignment and CCPY Improvements (Appendix 1 of the current CE Update). Attachment Part A of the Documented CE Update document is a detailed description of the transit alignment in each segment.

The analysis in the technical memorandum dated November 2006 included communities and development within ¼ mile of the transit alignment, covering the entirety of Crystal City. There will be no impacts to minority or low-income populations within the project corridor, or changes in zoning classifications within Arlington County.

In addition to the community facilities identified in the 2007 approved Documented CE, two other community facilities have been identified in the vicinity of the modified transit alignment. However, the planned improvements will not impact access to these facilities. The modification to the transit alignment in segment E will not affect the findings of the prior analysis. All improvements will occur entirely within existing transportation right-of-way.

The modified transit route along Crystal Drive is adjacent to the Bright Horizons center, a privately-owned and operated child development facility, at 2451 Crystal Drive. The center serves 136 children, ages 6 weeks through 5 years, as well as a back-up care program for children 6 weeks through 12 years. The hours of operation are 7:30am to 6:00pm. The transit modification will not disrupt access to this facility, and will provide improved access for those who may travel there by transit.

The modified transit route along Crystal Drive is adjacent to the US Post Office at 1632 Crystal Square Arc (at the intersection of 18th Street South and Crystal Drive). The transit modification will provide enhanced connectivity to the users of this facility.

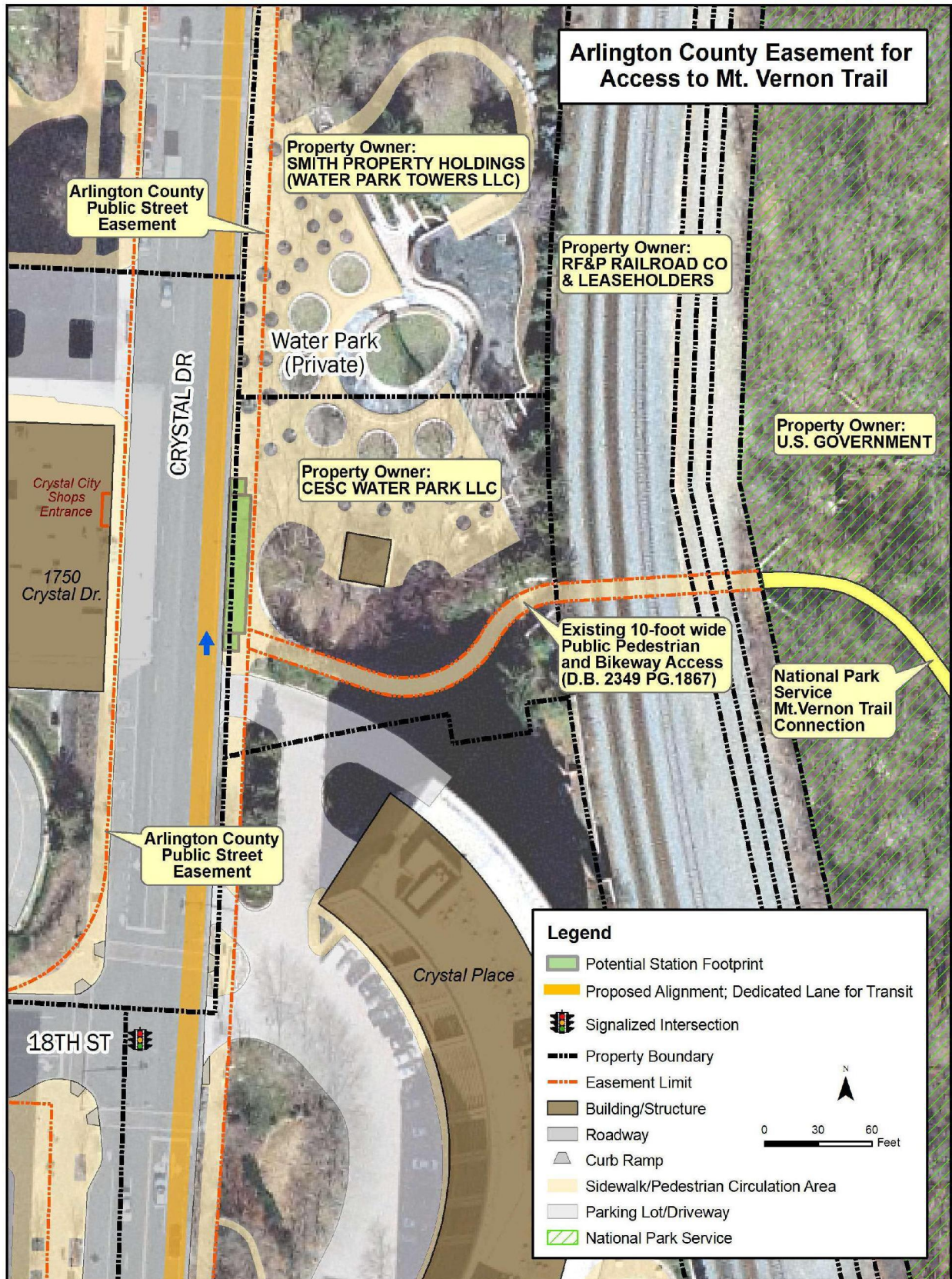
Figure 5-1a is an updated version of Figure 5-1 in the technical memorandum dated November 2006. It shows the modified transit route and the two additional facilities.

Access to the National Park Service (NPS) Mt. Vernon Trail is within proximity to a proposed station location near 18th Street along the east side of Crystal Drive; however, this access is not owned or maintained by the NPS. No impacts to this trail access are expected. During construction of the proposed station, access to the trail would be preserved. Figure 5-2 shows the location of the access easement and connector path to the Mt. Vernon Trail in relation to the proposed 18th Street station location. Overall, there would be no acquisition; temporary adverse effects to; or adverse proximity effects to public parkland as a result of this project.

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Figure 5-2: Connection to Mt. Vernon Trail



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