

Section 4.4

Neighborhoods and Community Facilities

**BALTIMORE-WASHINGTON
SUPERCONDUCTING MAGLEV PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT AND
SECTION 4(f) EVALUATION**



U.S. Department of Transportation
Federal Railroad Administration



4.4 Neighborhoods and Community Facilities

4.4.1 Introduction

This section evaluates the effects of the No Build and Build Alternatives on the residents, neighborhoods, and community facilities along the Superconducting Magnetic Levitation Project (SCMAGLEV Project) corridor.

4.4.2 Regulatory Context and Methodology

4.4.2.1 Regulatory Context

Federal regulations require the evaluation of impacts to socioeconomic resources for all transportation projects that use Federal funds. Per the Federal Railroad Administration (FRA) *Procedures for Considering Environmental Impacts* (64 FR 28545, 28550, May 26, 1999), FRA should consider potential impacts to the socioeconomic environment, including the potential for community disruption and demographic shifts, for proposed actions. Additionally, the assessment of neighborhood and community impacts considers the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601), as amended (the Uniform Act), which ensures people displaced because of a Federal action or undertaking involving Federal funds are treated fairly, consistently, and equitably.

4.4.2.2 Methodology

This section considers the potential direct impacts, including permanent effects and short-term construction effects to neighborhoods and community facilities as a result of the SCMAGLEV Project Build Alternatives. Direct impacts include:

- **Property impact(s)** – full (displacement – permanent use of more than 1/3 of the property or removal of structures), partial property acquisition (permanent use of less than 1/3 of the property), or temporary use of property (property only used during construction).
- **Community cohesion effects** – disruption or enhancement of interactions between people and groups within a community
- **Community facility utilization** – displacement of or changes in the utilization of community facilities
- **Aesthetics and visual appearance** – changes in the visual landscape
- **Noise and vibration** – changes in noise and vibration
- **Air quality** – changes to air quality including increases or decreases in pollutants and increases in fugitive dust during construction
- **Health and safety** – threats to public health and safety

- **Changes to access and mobility** – disruption in the ingress and egress to a community or community facility

The SGMAGLEV Project impact area includes the limits of operational/physical disturbance, as well as the construction related impact area, which includes additional areas of temporary disturbance required for construction activities. These impact areas comprise the overall limit of disturbance (LOD) of the SCMAGLEV Project Build Alternatives. The LOD includes all surface and subsurface elements.

The SCMAGLEV Project Affected Environment for neighborhood and community facilities is defined as the area within a 500-foot buffer around the proposed Build Alternatives alignments and within a quarter-mile buffer around stations and trainset maintenance facilities (TMF) locations. These buffers were considered to capture potential impacts (i.e., visual/aesthetics, noise/vibration, and changes in access and mobility) that could extend beyond the limit of disturbance (LOD). After delineating the SCMAGLEV Project Affected Environment, FRA determined that 124 U.S. Census block groups were located within or intersected by the SCMAGLEV Project Affected Environment. The neighborhoods that coincide with the 124 block groups were determined to comprise the SCMAGLEV Project Affected Environment. Appendix D.3 Socioeconomic Environment Technical Report includes a list of the neighborhoods that are within or intersect the boundaries of the 124 block groups.

FRA defined neighborhoods and communities using data from the U.S. Census Bureau, county and city government websites, and various approved planning documents. For Baltimore City and Washington, D.C., FRA used locally designated names and delineations for neighborhoods. Washington, D.C., identifies Neighborhood Clusters for community planning and related purposes. Baltimore City delineates its neighborhoods as Neighborhood Statistical Areas (NSAs). For other areas in Maryland, FRA used borders and names of incorporated municipalities, when applicable, and for unincorporated areas, FRA used Census Designated Places (CDP) boundaries and names from the 2010 Census, in the absence of locally designated names and delineations. Appendix D.3 includes neighborhood names, delineation descriptions, and demographic data including U.S. Census Bureau's 2010 Decennial Census and 2018 American Community Survey 5-year estimate data, and state- and Washington, D.C.-derived population statistics for the jurisdictions within the SCMAGLEV Project Affected Environment.

FRA identified community facilities within the SCMAGLEV Project Affected Environment using various Geographic Information System (GIS) spatial databases and communications with stakeholders, including attendees at public meetings. Community facilities within the LOD for each Build Alternative were field verified. Community facilities include cemeteries, community and recreational centers, correction facilities, day care facilities, educational facilities, emergency shelters, fire stations, health centers/hospitals, public libraries, places of worship, police stations, and post offices.

4.4.3 SCMAGLEV Project Affected Environment

This section describes the SCMAGLEV Project Affected Environment. Appendix B.2 displays the locations of neighborhoods and community facilities, and Appendix D.3 includes a list of the neighborhoods by jurisdiction and community facilities by type and project element.

Washington, D.C.: The SCMAGLEV Project Affected Environment in Washington, D.C., includes a portion of the downtown/central business district, residential areas, and a zone with industrial uses and railyards. Neighborhoods, as defined by the City, include Cluster 7 (Shaw, Logan Circle), Cluster 8 (Downtown, Chinatown, Penn Quarter, Mount Vernon Square, North Capitol Street), Cluster 21 (Edgewood, Bloomingdale, Truxton Circle, Eckington), Cluster 22 (Brookland, Brentwood, Langdon), Cluster 23 (Ivy City, Arboretum, Trinidad, Carver Langston), Cluster 24 (Woodridge, Fort Lincoln, Gateway), and Cluster 25 (Union Station, Stanton Park, Kingman Park).

Prince George's County, Maryland: The SCMAGLEV Project Affected Environment in Prince George's County contains residential areas, major roadways, commercial and industrial areas, and portions of several Federal properties. Residential areas are located near interchanges with Baltimore-Washington Parkway (BWP) at MD 197. Neighborhoods include Bladensburg, Woodlawn, South Laurel, Summerfield, Landover, Glenarden, Konterra, and Laurel. Federal properties include the United States Department of Agriculture (USDA) Beltsville Agricultural Research Center (BARC) property, the Patuxent Research Refuge (PRR), National Aeronautics and Space Administration (NASA) Goddard Space Flight Center (GSFC), and the United States Secret Service (USSS).

Anne Arundel County, Maryland: The SCMAGLEV Project Affected Environment in Anne Arundel County includes residential, commercial, industrial uses, major roadways, the Baltimore-Washington International Thurgood Marshall Airport (BWI Marshall Airport) and Federal properties (Fort George G. Meade and PRR). Neighborhoods include Maryland City, Fort George G. Meade, Jessup, Linthicum, and Severn.

Baltimore County, Maryland: The SCMAGLEV Project Affected Environment in Baltimore County includes industrial, commercial, and single-family residential uses. The area contains railroads and major roads including the BWP, I-895, and Annapolis Road. The Baltimore Highlands and Lansdowne neighborhoods are within the SCMAGLEV Project Affected Environment for Baltimore County.

Baltimore City, Maryland: The SCMAGLEV Project Affected Environment in Baltimore City includes a commercial and industrial corridor with residential land uses along Patapsco Avenue and Annapolis Road, as well as a portion of the downtown/central business district with commercial office, retail, industrial, multiple residential uses, and sports stadiums. The neighborhoods include Cherry Hill, Lakeland, Westport, Stadium Area, Otterbein, and Downtown West.

4.4.4 Environmental Consequences

4.4.4.1 No Build Alternative

Under the No Build Alternative, the SCMAGLEV Project would not be built and, therefore, no impacts related to the construction or operation of a SCMAGLEV system would occur. However, other planned and funded transportation projects will continue to be implemented in the area and could result in impacts to neighborhoods and community facilities. Transportation projects planned within the Project vicinity can be found in Section 4.2 Transportation.

4.4.4.2 Build Alternatives

This section describes and compares the permanent impacts of the Build Alternatives, with specific subsections that identify impacts by alignment and ancillary facilities, stations, and TMFs. Construction and operation of the SCMAGLEV would result in permanent adverse impacts to some neighborhoods and community facilities. Impacts would include one or more of the following: property acquisition (ranging from partial to full acquisitions), disruption to community cohesion or use of community facilities, aesthetics and visual appearance, noise and vibration, air quality, health and safety, and/or changes to access and mobility. Permanent impacts to neighborhoods and communities would occur in the vicinity of above-ground SCMAGLEV Project elements, including the alignment, ancillary facilities, stations, and TMFs, as well as above some underground elements. The above-ground viaduct would not bisect communities; however, it would be in close proximity to communities and homes along the BWP in Prince George's and Anne Arundel Counties. Likewise, above-ground ancillary facilities, TMFs, and stations would not be located within communities but would be placed in close proximity to homes and community facilities in some areas. Where the tunnels are proposed for the Build Alternatives, above-ground uses would remain as they are currently.

If the construction of the SCMAGLEV Project receives Federal funding, all activities related to acquisitions and displacements would be conducted in conformance with the Uniform Act. This statute mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of projects undertaken by a Federal agency or with Federal financial assistance. The Uniform Act provides for uniform and equitable treatment for persons displaced from their homes and businesses, and it establishes uniform and equitable land acquisition policies. If the SCMAGLEV Project is fully privately funded, the Project Sponsor will be responsible for compensating property owners impacted by property acquisitions.

See Section 4.2 Transportation, Section 4.7 Recreational Facilities and Parklands, Section 4.9 Aesthetics, Visual Quality, and Light Emissions, Section 4.16 Air Quality, Section 4.17 Noise and Vibration, Section 4.21 Public Health and Safety for more details regarding those impacts. In addition, Section 4.3 Land Use and Zoning, Section

4.6 Economic Resources, and Section 4.23 Indirect and Cumulative Effects provide additional information describing the effects that result from changing neighborhoods, communities, and land uses.

Table 4.4-1 displays the potentially impacted neighborhoods and community facilities by each Build Alternative and notes the type of permanent or temporary impact(s) for each. Potential indirect effects are discussed in Section 4.23 Indirect and Cumulative Effects.

The current design of the Build Alternatives would avoid and minimize certain impacts to neighborhoods and community facilities by placing many facilities, such as portions of the alignment and three stations, underground, or on viaduct.

Table 4.4-1: Permanent and Temporary Impacts to Neighborhoods and Community Facilities by Build Alternatives

Build Alternatives	Neighborhoods Impacted	Community Facilities Impacted
J-01	<ul style="list-style-type: none"> Cluster 8 (PA, AM) Cluster 21 (PA, AM) Cluster 22 (D) Bladensburg (N, VQ, AM) Woodlawn (PA, N, V, CC, VQ, AM) Landover (N, V, VQ, AM) 	<ul style="list-style-type: none"> Adams Place Emergency Shelter (D) New York Avenue Playground and Park (PA) Snowden Cemetery (D) Medmark Treatment Center (D) Woodland Jobs Corps (D) (J-01 only)
J-02	<ul style="list-style-type: none"> Glenarden (N, V, VQ, AM) Summerfield (PA, N, V, VQ, AM) New Carrollton (V, VQ) Greenbelt (PA, V, VQ) South Laurel (PA, N, V, VQ) Konterra (PA, N, V, VQ, AM) 	<ul style="list-style-type: none"> New Beginnings Youth Development Center/Maya Angelou Academy (PA [J-01 only], N, VQ) Training School Cemetery (N, VQ) Tabernacle Church and Learning Center (VQ)
J-03	<ul style="list-style-type: none"> Maryland City (PA, D, N, VQ) Fort Meade (V, VQ) Severn (PA, D, N, V, VQ) Linthicum (AM) Baltimore Highlands (N) Cherry Hill (PA, N, VQ, AM) Westport (N, VQ) Lakeland (VQ) 	<ul style="list-style-type: none"> New Life Christian Center (N, VQ) Westport Elementary School (VQ) Auburn Cemetery (VQ) Arundel Elementary School (VQ) Kingdom Hall of Jehovah's Witnesses (VQ) Monarch Global Academy (N) Resurrection Church (N) Brock Bridge Elementary School (N)
J-04	<ul style="list-style-type: none"> Cluster 8 (PA, AM) Cluster 21 (PA, AM) Cluster 22 (D) Bladensburg (N, VQ, AM) Woodlawn (PA, N, V, CC, VQ, AM) Landover (N, V, VQ, AM) Glenarden (N, V, VQ, AM) Summerfield (PA, N, V, VQ, AM) 	<ul style="list-style-type: none"> Adams Place Emergency Shelter (D) New York Avenue Playground and Park (PA) Snowden Cemetery (D) Woodland Jobs Corps (D) (J-04 only) New Beginnings Youth Development Center/Maya Angelou Academy (PA [J-04 only], N, VQ)

Build Alternatives	Neighborhoods Impacted	Community Facilities Impacted
J-05	<ul style="list-style-type: none"> • New Carrollton (V, VQ) • Greenbelt (PA, V, VQ) • South Laurel (PA, N, V, VQ) • Konterra (PA, N, V, VQ, AM) • Maryland City (PA, D, N, VQ) • Fort Meade (V, VQ) • Severn (D, N, V, VQ, AM) 	<ul style="list-style-type: none"> • Training School Cemetery (N, VQ) • Tabernacle Church and Learning Center (VQ) • New Life Christian Center (N, VQ) • Monarch Global Academy (N) • Resurrection Church (N) • Brock Bridge Elementary School (N) • Old Otterbein United Methodist Church (D) • Concentra Urgent Care (D)
J-06	<ul style="list-style-type: none"> • Linthicum (AM) • Baltimore Highlands (N) • Cherry Hill (PA, N, V, VQ) • Westport (N, VQ) • Downtown West (PA, D, AM) • Otterbein (PA, D, AM) • Stadium Area (PA, N, VQ, AM) 	
J1-01	<ul style="list-style-type: none"> • Cluster 8 (PA, AM) • Cluster 21 (PA, AM) • Cluster 22 (D) • Bladensburg (V, N, AM) • Woodlawn (PA, N, V, CC, VQ, AM) • Landover (N, V, VQ, AM) 	<ul style="list-style-type: none"> • Adams Place Emergency Shelter (D) • New York Avenue Playground and Park (PA) • Medmark Treatment Center (D) • Woodland Jobs Corps (D) (J1-01 only) • Montpelier Elementary School (VQ) • Montpelier Post Office (N, VQ) • Brock Bridge Elementary School (N, VQ) • Monarch Global Academy (N, VQ) • Resurrection Church (N, VQ) • Thomas J.S. Waxter Children's Center (N, VQ) (J1-01 only) • New Beginnings Youth Development Center/Maya Angelou Academy (PA [J1-01 only], N, VQ) • Training School Cemetery (N, VQ) (J1-01 only) • Tabernacle Church and Learning Center (VQ) • Westport Elementary School (VQ) • Auburn Cemetery (VQ) • Arundel Elementary School (VQ) • Kingdom Hall of Jehovah's Witnesses (VQ)
J1-02	<ul style="list-style-type: none"> • Glenarden (N, V, VQ, AM) • Summerfield (PA, N, V, VQ, AM) • New Carrollton (V, VQ) • Greenbelt (V) • South Laurel (PA, N, V, VQ, AM, CC) • Konterra (PA, N, V, VQ, AM) • Maryland City (PA, D, N, V, VQ) • Fort Meade (V, VQ) 	
J1-03	<ul style="list-style-type: none"> • Severn (PA, D, N, VQ) • Linthicum (AM) • Baltimore Highlands (N) • Cherry Hill (PA, N, VQ, AM) • Westport (N, VQ) • Lakeland (VQ) 	
J1-04	<ul style="list-style-type: none"> • Cluster 8 (PA, AM) • Cluster 21 (PA, AM) • Cluster 22 (PA, D) • Bladensburg (V, N, AM) • Woodlawn (PA, N, V, CC, VQ, AM) • Landover (N, V, VQ, AM) • Glenarden (N, V, VQ, AM) 	<ul style="list-style-type: none"> • Adams Place Emergency Shelter (D) • New York Avenue Playground and Park (PA) • Woodland Jobs Corps (D) (J1-04 only) • Montpelier Elementary School (VQ) • Montpelier Post Office (N, VQ)

Build Alternatives	Neighborhoods Impacted	Community Facilities Impacted
J1-05	<ul style="list-style-type: none"> • Summerfield (PA, N, V, VQ, AM) • New Carrollton (V, VQ) • Greenbelt (V) • South Laurel (PA, N, V, VQ, AM, CC) • Konterra (PA, N, V, VQ, AM) • Maryland City (PA, D, N, V, VQ) 	<ul style="list-style-type: none"> • Brock Bridge Elementary School (N, VQ) • Monarch Global Academy (V) • Resurrection Church (V) • Thomas J.S. Waxter Children’s Center (N, VQ) (<i>J1-04 only</i>)
J1-06	<ul style="list-style-type: none"> • Fort Meade (V, VQ) • Severn (PA, D, N, VQ, AM) • Linthicum (AM) • Baltimore Highlands (N) • Cherry Hill (PA, N, V, VQ) • Westport (N, VQ) • Downtown West (PA, D, AM) • Otterbein (PA, D, AM) • Stadium Area (PA, N, VQ, AM) 	<ul style="list-style-type: none"> • New Beginnings Youth Development Center/Maya Angelou Academy (PA [<i>J1-04 only</i>], N, VQ) • Training School Cemetery (N, VQ) (<i>J1-04 only</i>) • Tabernacle Church and Learning Center (VQ) • Old Otterbein United Methodist Church (D) • Concentra Urgent Care (D)

Impacts: PA = Property Acquisition; D = Displacement; N = Noise; V = Vibration; VQ = Aesthetics/Visual Quality; AM = Access and Mobility; CC = Community Cohesion
Bolded Text = Permanent impacts; Non-bolded Text = Temporary impacts
 Source: AECOM 2020

An overview of other SCMAGLEV Project impacts to neighborhoods and community facilities is provided below:

- The Build Alternatives could have an adverse impact on community cohesion by displacing residents, businesses, and community facilities; introducing large transportation structures into residential and forested areas; changing residents’ ability to navigate around their community; and disrupting interaction between people and groups within a community. The Build Alternatives could cause community disruption in the following areas due to adverse permanent impacts further described in this section:
 - Riverdale Road, Woodlawn neighborhood in Prince George’s County, north of MD 410 (All Build Alternatives): land located behind homes and currently forested would be used for a fresh air and emergency egress (FA/EE) facility. Prior to construction, the area would be used as a construction laydown area and a launch site for tunnel boring machines (TBM). Temporary use of property would be required from five properties. Permanent property acquisition would be required from four properties for Build Alternatives J-01 thru J-06 and two properties for Build Alternatives J1-01 thru J1-06.
 - Elmshorn Way, Hermosa Drive, and Frensham Court in the Montpelier Hills community, as well as Ivory Fashion Court, Blue Moon Court, Sea Pearl Court, and Sumner Grove Drive, South Laurel neighborhood in Prince George’s County, (Build Alternatives J1-01 thru J1-06).

- The Villages at Montpelier Apartments, Evergreens at Laurel Apartments, the Applewalk Condominiums, and Laurelwood Condominiums, South Laurel neighborhood in Prince George’s County, (Build Alternatives J-01 thru J-06).
- Areas abutting and above the SCMAGLEV Project alignments, Maryland City neighborhood in Anne Arundel County (All Build Alternatives).
- Cherry Hill and Westport neighborhoods in Baltimore City (All Build Alternatives)
- Impacts related to noise, vibration, and visual quality are prevalent throughout the corridor and would occur in neighborhoods and at community facilities within close proximity to the Build Alternatives and ancillary facilities (noise and changes to visual quality) and in areas above tunnel portions (vibration). These impacts could affect community well-being as community members could be exposed to higher than usual noise and vibration levels and notice changes to the visual features in the surrounding environment.
- One residential property in the Severn neighborhood of Anne Arundel County would be displaced under all of the Build Alternatives. However, many residential properties are in close proximity to Project elements or are partially located within the LOD, and partial acquisition may be required.
- Several community facilities would be impacted by the Build Alternatives, including property acquisition, displacements, noise, vibration, and visual quality impacts. Build Alternatives J-01 would impact 17 community facilities; J-02, J-03, J1-01, and J1-04 would impact 16 community facilities; J-04 would impact 15 community facilities; J-05 and J-06 would impact 14, and J1-02, J1-03, J1-05, and J1-06 would impact 13.
 - Cherry Hill Station would require displacement of one community facility (Medmark Treatment Center), while Camden Yards Station would require displacement of at least two (Old Otterbein United Methodist Church and Concentra Urgent Care).
 - The BARC Airstrip and BARC West TMFs would not result in displacement of any community facilities. The MD 198 TMF would displace one (Woodland Jobs Corps) and impact at least two others (Thomas J.S. Waxter Children’s Center and New Beginnings Youth Development Center/Maya Angelou Academy).
- The SCMAGLEV Project would produce electromagnetic fields (EMFs) and has the potential to cause electromagnetic interference (EMI). Impacts to neighborhoods and community facilities due to EMFs and EMI are not anticipated (see Section 4.18 Electromagnetic Fields and Interference for additional details and potential mitigation measures).
- The SCMAGLEV Project has incorporated safety in the planning and design, core systems, facilities, and maintenance practices, including a systemwide state-of-the-art signaling system to avoid collisions, multiple FA/EE facilities,

emergency signage and lighting, and security fencing and monitoring (see Section 4.22 Safety and Security for additional details and potential mitigation measures).

- The SCMAGLEV Project would likely result in an increase to corridor wide criteria pollutant and greenhouse gas emissions, particularly in areas around station locations due to increased traffic, but would reduce overall mobile source emissions regionally. Build Alternatives with the Cherry Hill Station location are predicted to have higher emission increases compared to the No-Build (between 1.5 percent and 1.9 percent increase) than Build Alternatives with the Camden Yards Station location (between 0.6 percent and 0.7 percent) in year 2045 (see Section 4.16 Air Quality for additional details and potential mitigation measures).
- The SCMAGLEV Project could impact resources that have an effect on public health (see Section 4.21 Public Health and Safety). Impacts to groundwater from the Build Alternatives, particularly Build Alternatives J1-01 through J1-06, could occur in locations of tunnel constructed in both the Patapsco aquifer and Patuxent aquifer (i.e., important sources of water supply in Maryland) in Anne Arundel and Prince George's County, particularly in or near wellhead protection areas (WHPA) (see Sections 4.10 Water Resources and 4.13 Geology for additional details and potential mitigation measures). In addition, access to public drinking water could be disrupted if underground public water distribution piping must be re-routed or temporarily shut-off to accommodate construction of the SCMAGLEV Project.
- Health and safety risks from hazardous materials and solid waste could arise as a result of exposure to contaminants and could produce adverse health effects. The quantity and nature of the use and storage of hazardous materials and generation of solid waste during SCMAGLEV Project construction would be greater in areas that require a higher degree of earth-moving, such as tunnel excavation sites, portals, and underground station construction sites. Build Alternatives J1-01 through J1-06 include a longer tunnel portion than Build Alternatives J-01 through J-06. However, excavations conducted for Build Alternatives J may have a slightly greater potential to encounter hazardous materials than Build Alternatives J1 due to the higher number of medium-high risk sites, including National Priority List (NPL) sites, identified along the alignment (see Section 4.15 Hazardous Materials and Solid Waste for additional details and potential mitigation measures).
- The SCMAGLEV Project could spur development and commercial investment in neighborhoods near station locations. This could impact the long-term character of neighborhoods' economic and demographic makeup due to increased property values, changes to commercial and retail offerings, increased employment opportunities, higher wages, and changes to available community facilities. These and other potential indirect effects are discussed in Section 4.23 Indirect and Cumulative Effects.

Alignments

Neighborhood impacts along the Build Alternatives alignments and ancillary facilities are organized and described below by jurisdiction and Build Alternative. Short-term construction effects are discussed in Section 4.4.4.3.

Washington, D.C.

All Build Alternatives would result in the following impact:

- The displacement of the Adam's Place Emergency Shelter in Cluster 22 (Brookland, Brentwood, Langdon) and 17 additional commercial parcels due to the construction of a substation and FA/EE facility. The Adam's Place Emergency Shelter is operated by the Catholic Charities and is a men's emergency shelter open 7pm to 7am that offers a hot dinner, access to case management staff, showers, and a bed on a nightly basis. The New York Avenue Shelter is located approximately a mile away and is the closest men's shelter to Adam's Place Emergency Shelter.
- A public parking lot along New York Avenue, NE would require full property acquisition in Cluster 21 (Edgewood, Bloomingdale, Truxton Circle, Eckington).

Prince George's County

Build Alternatives J-01 through J-06 would result in the following impacts to neighborhoods and communities:

- Multiple residential properties above the tunnel portions of the alignment within and near the Woodlawn, New Carrollton, Greenbelt, and South Laurel neighborhoods would experience vibration impacts. See Section 4.17 Noise and Vibration for additional details and potential mitigation measures.
- A portal location (transition from tunnel to viaduct) would be located approximately 75 feet from the northern most condominium buildings in the Greenbriar Condominiums community in Greenbelt. The tunnel would be as close as 14 feet underground beneath buildings, and residents would experience impacts due to vibration, as well as changes in visual quality with views of the portal and viaduct. In addition, property acquisition from the community would remove portions of a community garden and open space. The removal of the garden and open space would impact views and impact community cohesion as there would be fewer opportunities for community members to gather and use these areas as well as less green space to view.
- A FA/EE north of MD 410 near the Woodlawn neighborhood would require four partial residential property acquisitions. The construction and operation of the FA/EE would introduce a new building and require the removal of trees in a forested area of these properties. This would result in increased noise, changes to aesthetics, and potentially changes to community cohesion for homes on this section of Riverdale Road as the new building may alter how residents interact

and use the land in the area. Impacts due to increased noise and changes to aesthetics would occur at Martins Terrace and impacts due to changes to aesthetics would also occur at Auburn Manor, Lilly Garden, and Chestnut Ridge apartments between Woodlawn and New Carrollton due to construction and operation of the FA/EE facility.

- The viaduct would be located between the BWP and apartment buildings east of the BWP in the Villages at Montpelier Apartments, Evergreens at Laurel Apartments, the Applegrove Condominiums, and Laurelwood Condominiums, all located southeast of the MD 197/BWP interchange in the South Laurel neighborhood. The viaduct would run just west of these communities and as close as 90 feet to apartment buildings in the Villages at Montpelier. The viaduct would require the removal of a forested buffer between these communities and the BWP and would affect the visual quality for the community as it would present a stark change from current views. The viaduct would impact residents due to increased noise and vibration due to proximity to the viaduct.
- Ancillary facilities would be constructed in the South Laurel neighborhood south of the Villages at Montpelier Apartments, Applegrove Condominiums, and Laurelwood Condominiums (systems building) and northwest and adjacent to the Villages at Montpelier Apartment (a substation and systems building). The construction of these buildings would require the use of full permanent acquisition of two commercial parcels and forested areas along BWP. In addition, high tension powerlines would be relocated to accommodate new utilities required for the SCMAGLEV Project. These ancillary facilities and utilities would impact residents of these complexes, as well as the Tabernacle Church and Learning Center, due to acquisition of parking, increased noise and vibration, and changes to visual quality. These impacts, in combination with the impacts associated with the viaduct, could change the community feel and atmosphere.
- Residences west of the BWP on Elmshorn Way, Hermosa Drive, Fairlane Place, and Frensham Court in the Montpelier Hills community in South Laurel would experience impacts due to increased noise from train pass by along the viaduct, as would residences on Ivory Fashion Court, Blue Moon Court, Sea Pearl Court, and Sumner Grove Drive northwest of the BWP/MD 197 interchange.
- Northeast of the BWP/MD 197 interchange, the viaduct would be located between the BWP and the Pheasant Run community in South Laurel. Residences on Pheasant Run Court and Pheasant Run Drive, as well as a church, the New Life Christian Center, would experience impacts due to increased noise and changes to aesthetics due to the presence of the viaduct.

Build Alternatives J1-01 through J1-06 would result in the following impacts to neighborhoods and communities:

- Residential properties above the tunnel portions of the alignment would experience vibration impacts within and near the Bladensburg, Woodlawn, New Carrollton, Greenbelt, and South Laurel neighborhoods.
- A FA/EE directly north of MD 410 near the Woodlawn neighborhood would require two permanent partial residential property acquisitions. The construction and operation of the FA/EE would introduce a new building and require the removal of trees in a forested area of these properties. This would result in increased noise, changes to aesthetics and potentially changes to community cohesion for homes on this section of Riverdale Road as the new building may alter how residents interact and use the land in the area. Impacts due to changes to aesthetics resulting from the construction and operation of the FA/EE would also occur at Auburn Manor, Lilly Garden, Chestnut Ridge apartments and along Martins Terrace between Woodlawn and New Carrollton.
- The viaduct would be located between the BWP and residences west of the BWP on Elmshorn Way, Hermosa Drive, and Frensham Court in the Montpelier Hills community, as well as Ivory Fashion Court, Blue Moon Court, Sea Pearl Court, and Sumner Grove Drive, all located southwest of the BWP/MD 197 interchange in South Laurel. The viaduct would require the removal of a forested buffer between these communities and the BWP and would present a stark change from current views. The viaduct would be as close as 65 feet to residences and would impact residents due to increased noise, vibration, and changes to aesthetics. For Build Alternatives J1-02, J1-03, J1-05, and J1-06, the LOD extends into residential property on Elmshorn Way, Frensham Court, and Ivory Fashion Court and would eliminate parking; alter access to residences from Hermosa Drive and Muirkirk Road; and eliminate open space and picnic tables. Residents in these areas would experience property acquisition, changes to access, and impacts to community cohesion. The Villages at Montpelier Apartments and Evergreens at Laurel Apartments east of the BWP would also experience impacts due to increased noise.
- Under Build Alternatives J1-01 and J1-04, a maintenance of way (MOW) facility would be constructed within 100 feet of residences south of Sumner Grove Drive in South Laurel. The MOW would require the full property acquisition of an area that's currently forested and identified as Springfield Road Park and would result in noise and visual impacts to residents due to loss of trees and the presence of the viaduct and MOW. The loss of Springfield Road Park would reduce community access to green space and preclude the development of recreational facilities in this area. See Section 4.7 Recreational Facilities and Parklands and Appendix F for additional details on potential impacts.
- Three systems buildings would be located off Hermosa Drive in an area currently forested and bordering an electrical powerline right of way. High tension powerlines would be relocated to accommodate new utilities required for the SCMAGLEV Project. Residents along Frensham, Dortmund, and Vanfleet Courts would be within 500 feet of the buildings and would experience increased noise

and changes to aesthetics due to loss of trees and the presence of the viaduct and systems buildings. Montpelier Elementary School would experience changes to views and visual quality due to the presence of the systems buildings. These impacts, in combination with the impacts associated with the viaduct and MOW facility under Build Alternatives J1-01 and J1-04, could change the community feel and atmosphere.

- The viaduct and a system building would be located between the BWP and the Crystal Plaza Shopping Center (north of the BWP/MD 197 interchange). The Crystal Plaza Shopping Center includes multiple retail stores, restaurants, two gas stations, and a hotel. The systems building and viaduct would be as close as 100 feet to a hotel and shopping center stores. The Montpelier Post Office and the businesses within the shopping center would experience increased noise and changes in visual quality.

Anne Arundel County

Neighborhood impacts associated with the Build Alternatives J-01 through J-06 in Anne Arundel County include:

- Two cemeteries would be impacted. The Snowden Cemetery, a private family cemetery, within the Patuxent Research Refuge (PRR), would be acquired and displaced. The cemetery and the remains of those buried there would be relocated outside of the LOD. The Project Sponsor would consult with the Snowden family on the plan for relocation. All state and local laws and applicable United States Fish and Wildlife Service (USFWS) regulations regarding burial transfer would need to be followed. The Training School Cemetery, within the Maryland City neighborhood, is immediately adjacent to the viaduct. The viaduct would impact cemetery visitors due to increased noise and changes to aesthetics.
- The viaduct would impact multiple residences in the Maryland City neighborhood, as well as community facilities including Resurrection Church, Monarch Academy, and Brock Bridge Elementary School, due to increased noise. The New Beginnings Youth Development Center/Maya Angelou Academy, a secure residential treatment facility for young males, would experience increased noise and changes to views and visual quality from the removal of trees and the presence of the viaduct and ancillary facilities.
- A tunnel portal would be located within 250 feet of residences within the Fort Meade neighborhood on Costin Loop. Residents would experience impacts due to changes in visual quality from the removal of trees and presence of the portal. Residences located on Laurel Hill Road, Potters Hill Road, and Baldy Avenue would experience vibration impacts.
- A FA/EE would be located along Harmans Road in the Severn neighborhood. The facility would result in one residential displacement. Residents along Harmans Road, Post Road, Mill Crossing Court, and Harmons Farm Court would

experience increased noise and changes in visual quality due to the presence of the FA/EE and associated removal of trees. Residences on Matthewstown Road, David Victoria Lane, and Hekla Lane would also experience changes in views and visual quality due to the presence of the FA/EE and associated removal of trees.

- A FA/EE would be located in an industrial area between Railroad Avenue and Telegraph Road in the Severn neighborhood. The FA/EE would require the full permanent acquisition of an industrial parcel. The facility would result in noise impacts for residences along Old Coaling Road and to the east of Telegraph Road. However, this would not impact community access as the parcels are zoned for industrial use and not used to gain access to other community features.

Neighborhood impacts associated with the Build Alternatives J1-01 through J1-06 in Anne Arundel County include:

- A viaduct and portal would impact multiple residences in the Maryland City neighborhood, as well as community facilities including Resurrection Church, Monarch Academy, and Brock Bridge Elementary School, due to increased noise and changes in visual quality. The viaduct and portal would require property acquisition from forested areas and portions of Maryland City Park including the removal of two baseball fields, two multi-purpose fields, and a paved trail. Park users would have to access these amenities at Montpelier Park, located a mile away, which includes baseball fields, and Brock Bridge Elementary School, located a mile and a half away, which includes baseball fields, multi-purpose fields, and paved paths and sidewalks.
- Vibration impacts would occur at multiple residential properties above tunnel portions of the alignment within the Maryland City neighborhood and at one residential property in the Fort Meade neighborhood.
- A FA/EE would be located within 500 feet of residences within the Fort Meade neighborhood on Allsworth Court. Residents would experience impacts due to changes to visual quality.
- A FA/EE would be located along Harmans Road in the Severn neighborhood and would result in a residential displacement. In addition, residences to the south along Harmans Road, Post Road, Mill Crossing Court, and Harmons Farm Court would experience noise impacts and changes in visual quality due to the presence of the FA/EE and associated removal of trees. Residences on Matthewstown Road, David Victoria Lane, and Hekla Lane would also experience changes in views and visual quality due to the presence of the FA/EE and associated removal of trees.
- A FA/EE would be sited in an industrial area between Railroad Avenue and Telegraph Road in the Severn neighborhood and would impact residences along Old Coaling Road and to the east of Telegraph Road due to increased noise. The

FA/EE would require the full permanent acquisition of an industrial parcel. However, this would not impact community access as the parcels are zoned for industrial use and not used to gain access to other community features.

Baltimore County

Neighborhood impacts associated with all Build Alternatives in Baltimore County include:

- A FA/EE and two substations in the Baltimore Highlands neighborhood would have noise impacts to residences on Walnut Road, Yarnall Road, and Norten Road. The FA/EE and two substations would require the full permanent property acquisition of four industrial parcels. However, this would not impact community access as the parcels are zoned for industrial use and not used to gain access to other community features.
- There would also be noise impacts resulting from the presence of a tunnel portal to multiple residential properties along Annapolis Road, and Alderwood, Glenrose, Daisy, and Rose Avenues in the Baltimore Highlands neighborhood.

Baltimore City

Neighborhood impacts associated with all Build Alternatives in Baltimore City include:

- A substation would be located within 400 feet of residences along Annapolis Road in the Westport neighborhood. The substation would require the full permanent acquisition of an industrial parcel. Residents along Annapolis Road south of the substation would have increased noise and changes to views and visual quality due to the presence of the substation.
- A MOW facility would be located in the Westport neighborhood as part of Build Alternatives J-04, J-05, J-06, J1-04, J1-05, and J1-06. The MOW facility would require the full permanent property acquisition of two industrial parcels and be located in an open space area north of Middle Branch Park, east of the Westport Light Rail station and west of the Patapsco River. Residents along Cedley, Sidney, Maisel, and Annapolis Roads would experience increased noise and changes in views and visual quality due to the presence of the MOW in an area that is currently open space and offers water views to the Middle Branch of the Patapsco River.

Stations

Neighborhood impacts along the Build Alternatives stations are described below. Short-term construction effects are discussed in Section 4.4.4.3.

The Mount Vernon Square East Station (all Build Alternatives) is located along New York Avenue in Cluster 8 (Downtown, Chinatown, Penn Quarter, Mount Vernon Square, North Capitol Street) and Cluster 21 (Edgewood, Bloomingdale, Truxton Circle,

Eckington) neighborhoods. Mount Vernon Square East Station access points would be southwest and northeast of the 6th Street NW and New York Avenue NW intersection, northeast of the 4th Street NW and New York Avenue NW intersection, and northwest of the 1st Street NW and New York Avenue NW intersection within the New York Avenue Playground and Park. A portion of the park (0.16 acres) that borders New York Avenue would be acquired. The entrance would be located in an area of lawn and trees adjacent to the south side of the outfield of a baseball diamond. The Kennedy Recreation Center, approximately 2,200 feet northwest at 6th and O Streets NW, offers similar space of lawn and trees adjacent to a baseball diamond and other ballfields/courts. The Mount Vernon Square East Station would result in property acquisition of two public parking lots located between 6th and 5th Streets NW and west of 6th Street. These parking lots offer public parking and would be replaced by the Mount Vernon Square East Station Headhouse and Parking Garage. Additional parking lots and garages are located within a two-block radius. The SCMAGLEV Project would increase vehicular traffic at intersections and pedestrian traffic on sidewalks in proximity to the Mount Vernon Square East Station access locations.

The BWI Marshall Airport Station (all Build Alternatives) would be located on BWI Marshall Airport property and would not directly impact neighborhoods; however, it could result in increased traffic in the BWI Marshall Airport vicinity, specifically at the MD 170 and I-195 WB ramps which would affect the Linthicum neighborhood located adjacent to BWI.

The Cherry Hill Station (Build Alternatives J-01, J-02, J-03, J1-01, J-02, and J1-03) would include a viaduct in the Cherry Hill and Westport neighborhoods for that would cause noise and visual impacts for residents in these neighborhoods. There would also be visual impacts to residents in the Lakeland neighborhood, Arundel Elementary School, and the Kingdom Hall of Jehovah Witnesses in Cherry Hill and to Westport Elementary School and Auburn Cemetery in the Westport neighborhood. The Cherry Hill Station would include a parking structure southeast of the Waterview Avenue and Cherry Hill Road intersection and in the area between MD 295 and Annapolis Road. The MedMark Treatment Center would be displaced. The MedMark Treatment Center is an addiction treatment facility that helps people overcome opioid addiction with comprehensive medication-assisted treatment (MAT) programs. The University of Maryland Addiction Treatment Center and the Kolmac Outpatient Recovery are the next closest addiction treatment facilities and are located approximately 3 miles away.

The Cherry Hill Station would require the acquisitions of multiple commercial and industrial properties along Annapolis Road, Patapsco Avenue, Waterview Avenue, and Cherry Hill Road resulting in the displacement of multiple businesses including commercial properties offering groceries and other retail services along Patapsco Avenue. This could impact community cohesion and would reduce the services available to community residents as well as disrupt local businesses. Residents close to this area in the Cherry Hill, Lakeland, Westport, and Baltimore Highlands

neighborhoods would have to find alternative shopping locations. Traffic would increase in the Cherry Hill Station vicinity.

The Camden Yards Station (Build Alternatives J-04, J-05, J-06, J1-04, J1-05, and J1-06) would require the temporary use of property and demolition of multiple buildings in the Downtown West and Otterbein neighborhoods. The Old Otterbein United Methodist Church would require acquisition and demolition which would impact community cohesion and reduce the number of services available to community members. Additionally, the Baltimore Convention Center and the Federal Reserve Bank building on Sharpe Street would also require the temporary use of property and demolition and would disrupt businesses located within these buildings. Access points to the underground station would be on Howard Street near the intersections at Conway Street, and from Conway Street and Pratt Street, Sharpe Street and west of the Sheraton Inner Harbor Hotel in the Downtown West neighborhood.

Parking structures for the station would require the removal of two buildings, one a Federal courthouse and the other an office building, north of Pratt Street on both sides of Hanover in the Downtown West neighborhood. One community facility, Concentra Urgent Care, is located in the office building and would be displaced, reducing the community services available to local residents. These property displacements would disrupt businesses in the area. Additionally, property acquisition would be required from industrial parcels for the MOW and public right of way around the proposed parking garages and station access areas. Traffic would increase in the Camden Yards Station vicinity.

TMFs

Neighborhood impacts along the Build Alternatives TMFs are described below. Short-term construction effects are discussed in Section 4.4.4.3.

Build Alternatives J-01, J-04, J1-01, and J1-04 include the MD 198 TMF, located in the Maryland City neighborhood in Anne Arundel County. The MD 198 TMF would require the acquisition and displacement of the Woodlands Job Corps. This community facility provides a residential career training program and job placement program for low-income individuals. During ongoing outreach with impacted agencies, the US Department of Labor (DOL), which manages and oversees the Woodlands Job Corps facility and program, expressed opposition to any Build Alternatives that would remove the facility. According to DOL, the Woodlands Job Corps facility is only one of two of the kind in the DC area and that relocating the center would be extremely costly. The Potomac Job Corps Center, located in Washington, DC and the Woodstock Job Corps Center located in Woodstock, MD in Baltimore County are the next closest facilities.

Partial property acquisition would also be required from the New Beginnings Youth Development Center/Maya Angelou Academy; however, the property acquisition would occur more about 1,000 feet south of the building in an area that currently contains buildings in ruins and tree cover and therefore, is not anticipated to impact the function

of the New Beginnings Youth Development Center/Maya Angelou Academy. Additionally, there would be increased noise and changes to visual quality in the vicinity of the New Beginnings Youth Development Center/Maya Angelou Academy.

Build Alternatives J1-01 and J1-04 include elevated ramps to access the MD 198 TMF within the Maryland City neighborhood. The ramps would be located just west of the BWP within 150 feet of the Thomas J.S. Waxter Children's Center, residences on Sudlersville Street, and apartments on Andrew Court within the Ashley Apartments complex. The viaduct would require the removal of a forested buffer that currently exists between the BWP and these communities, including the Thomas J.S. Waxter Children's Center, and would present a stark change from current views. These residents and the Thomas J.S. Waxter Children's Center would experience impacts due to increased noise and changes to visual quality. Residents on Bushy Ridge Road, Carriage Walk Court, Carriage Walk Lane, and Sagewood Road would also experience noise impacts.

The BARC West TMF (Build Alternatives J-03, J-06, J1-03, and J1-06) would be located on BARC property but in close proximity to residents along Gross Lane and Odell Road in South Laurel and would require partial property acquisition from a residential yard, as well as result in noise and visual impacts. Residents along Ellington Land would experience impacts due to changes in aesthetics.

Residential areas and community facilities are not present in the general vicinity of the BARC Airstrip TMF. Therefore, impacts associated with the BARC Airstrip TMF are not anticipated to have an effect on neighborhoods and community facilities.

4.4.4.3 Short-term Construction Effects

Construction of the SCMAGLEV Project would include activities such as digging and tunneling using multiple tunnel boring machines, ground clearing, pile driving, excavating, grading, and the stockpiling of soil, muck, and materials. The SCMAGLEV Project could cause potential short-term impacts to air quality (fugitive dust and construction equipment exhaust), noise and vibration (construction equipment and activities), and transportation (work vehicles, increased congestion, detours, and road closures), the impacts to these resource areas are more fully discussed in the individual resource chapters (Section 4.2 Transportation, 4.16 Air Quality, and 4.17 Noise and Vibration). Powder Mill Road, MD 197, MD 198, and MD 32 are potential construction access points during viaduct construction. In some cases, local roads may serve as access points to construction areas. Where possible, haul routes would use public roads in non-residential areas to minimize potential for traffic, noise, and vibration impacts from construction vehicles.

The tunnel portions of the SCMAGLEV Project would be achieved using tunnel boring machine (TBM) technology. The Project Sponsor would require the construction contractor to conduct existing foundation evaluations and implement tunnel vibration and settlement monitoring during construction. The exact TBM type and tunneling plan

and construction sequence would be developed during final design. See Appendix G.7 (Baltimore Washington SCMAGLEV Project Construction Planning Memorandum) for additional details.

Construction of the SCMAGLEV Project would result in short-term adverse impacts to neighborhoods due to temporary use of property, increased noise and vibration, air quality/emissions which may impact community health and well-being, changes in aesthetics and visual quality, changes to access and mobility due to construction and construction staging, and the use of community facilities. Neighborhoods subject to these impacts may also experience community disruption, a population's ability to navigate their way around their community, and adverse effects to community cohesion, the disruption of interaction between people and groups within a community. Community disruption would be due to temporary impacts to traffic, pedestrian access, and neighborhood access during construction. These impacts would disrupt community cohesion and wayfinding by creating longer travel times and rerouting travel pattern. These effects, however, would be temporary and would cease upon Project completion.

Temporary adverse direct impacts would occur at varying locations and for varying durations during the construction period. Temporary construction impacts that would occur in neighborhoods in close proximity to SCMAGLEV Project alignments, ancillary facilities, TMF, and stations. Construction would occur simultaneously at different locations. FRA anticipates construction impacts to be short-term in duration and to cease upon completion of construction. Construction activity would occur up to 24 hours a day at some locations and could last up to three years. See Section 4.1 and Appendix G.7 for additional details.

Construction laydown areas would be required in multiple locations throughout the SCMAGLEV Project corridor. Four long-term laydown areas include:

- Landover Mall Site – in the Summerfield neighborhood in Prince George's County and adjacent to the Landover and Glenarden neighborhoods. The Maple Ridge Apartment Community is across Brightseat Road from and within 225 feet of the Landover Mall Site. Residents would be temporarily impacted due to increased noise, vibration, and changes to aesthetics.
- Konterra Site – in the Konterra neighborhood in Prince George's County and adjacent to the Laurel neighborhood. The Avalon Laurel Apartment community is within 450 feet of the Konterra Site. Residents would be temporarily impacted by to noise, vibration, and changes to aesthetics during construction.
- Suburban Airport Site – in the Maryland City neighborhood in Anne Arundel County. No impacts to neighborhoods or community facilities are anticipated because residential areas and community facilities are not present in the general vicinity.

- Patapsco Avenue Site – in the Cherry Hill neighborhood in Baltimore City. Residences along Round Road, Spelman Road, and Bethune Road north of Patapsco Avenue and existing railroad tracks are as close as 150 feet from the Patapsco Avenue site and would be temporarily impacted due to increased noise and changes to aesthetics.

Other temporary impacts that could impact residents in neighborhoods and communities in the vicinity of the SCMAGLEV Project are discussed in Section 4.2 Transportation, Section 4.5 Environmental Justice, and Section 4.6 Economic Resources

4.4.5 Mitigation Strategies

4.4.5.1 Long-term Operational Strategies

The Build Alternatives are being designed to avoid or minimize impacts to neighborhoods and community facilities by maximizing the use of underground tunnels where practicable and elevating the above-ground alignment above existing transportation corridors to maintain access and mobility.

Examples of design minimization techniques are consolidating temporary TBM launch sites, storage, and staging areas with permanent fresh air and emergency egress facilities or substations. Noise and vibration impacts would be minimized or eliminated through design changes and mitigation features such as canopies, noise barriers, and vibration remediation measures. The Project Sponsor, in coordination with FRA, will determine the feasibility and reasonableness of such measures where noise and vibration thresholds would be exceeded.

As part of the design process, the Project Sponsor will continue to coordinate with local governments and residents regarding the location, positioning, and exterior design of Build Alternatives including the stations, selected TBM site, and ancillary facilities like the fresh air and emergency egress facilities and substations.

As part of the design process, the Project Sponsor will examine ways to reduce or eliminate property acquisitions where feasible. The Project Sponsor will coordinate with the affected property owners. As previously stated, if the construction of the SCMAGLEV Project receives Federal funding, all activities related to acquisitions and displacements would be conducted in conformance with the Uniform Act. If the SCMAGLEV Project is fully privately funded, the Project Sponsor will be responsible for compensating property owners impacted by property acquisitions. It is anticipated that at least one residential displacement would occur under all the Build Alternatives. The Washington, DC and Baltimore, MD areas single family (detached, attached and condo) housing markets are robust; the historical performance of the housing market suggests that the mix of new and existing homes on the market would allow homeowners to find a replacement dwelling in the same MSA. Additionally, the overall rental vacancy rate, which includes single-family homes and apartments, in Washington, D.C. and Baltimore

City were 7.5 percent and 13.5 percent respectively. Therefore, relocation housing should be available within the SCMAGLEV Project area. See 4.06 Economics for more details on the housing market.

The Project Sponsor will coordinate with Federal (PRR/USFWS), state (Maryland Historical Trust) and local (Anne Arundel County) agencies if impacts to Snowden Cemetery cannot be avoided and graves would need to be relocated. All applicable laws and regulations, including Maryland Burial Law, would be followed.

The Project Sponsor will continue to coordinate with local jurisdictions on forecasted vehicular and pedestrian traffic volumes, predicted level of service at intersections, and mitigation of traffic increases near station locations.

4.4.5.2 Short-term Construction Strategies

Mitigation during construction would include the development and implementation of a construction plan. The plan would consist of an environmental plan for the protection of the natural and human environment that would include a combination of the following measures, the details of which would be determined during construction planning later in design:

- Developing a construction mitigation and public outreach plan with community input to address construction impacts on neighborhoods and community facilities. The plan would detail public construction schedules, road and sidewalk closures, detours, and public notification procedures. Coordinating with local communities during preparation of traffic management plans to minimize potential construction impacts to community resources and special events. Considering limiting construction activities during special events.
- Develop truck hauling routes and schedules that would minimize impacts on sensitive uses in all parts of the SCMAGLEV Project area.
- Develop, fund, and maintain a telephone hotline during construction and one or more SCMAGLEV Field Offices with staff to address community issues and concerns as they arise. Offices could be open from 9am-5pm weekdays and any weekends when work occurs. The full schedule would be developed prior to construction. The office would provide a physical location where information pertaining to construction can be exchanged. As part of this effort, the Project Sponsor would ensure that all potentially affected persons know the name and telephone number(s) of public affairs staff that they can contact if needed.
- Whenever possible, develop detours for any road or sidewalks to be closed during construction. Posting signs (in appropriate languages) alerting pedestrians, bicycles, and vehicles of road and sidewalk closures and detours. Ensuring pedestrian detours are accessible to seniors and disabled persons. Develop Worksite Traffic Control Plans in conjunction with the county and municipal departments of transportation to accommodate automobile and pedestrian traffic.

- Maintain access to residences, businesses, and community facilities including community parks affected by construction activities.
- Provide early notification to emergency service providers of any road closures or detours.
- During construction, provide temporary replacement or shared parking as needed to absorb the loss of parking due to acquisitions. Temporary parking could be added by constructing surface lots on nearby vacant parcel or restriping nearby streets to allow diagonal curb parking.
- Remove construction equipment, excess materials, and debris from construction staging and work areas prior to the end of construction.
- Restore temporarily disturbed areas prior to the end of the construction period.