



Neighborhoods Community Facilities and Services

SUMMARY

Of the 84 total neighborhoods in the corridor, 47 are in the vicinity of a Red Line alignment. The impacts to neighborhoods were assessed by residential property acquisition, neighborhood cohesion and isolation, neighborhood character and visual environment, and community facilities and services. The No-Build Alternative includes planned and programmed transit and highway projects and no new construction from the Red Line it is anticipated that there would be no property acquisition, no changes in access to neighborhoods, no impacts to parking, would not affect the neighborhood character or visual environment, nor impact community facilities and services.

Residential displacements (a total property take) are not required for any of the Red Line build alternatives. Small amounts or narrow strips of residential property may be required depending on the specific options selected. None of the alternatives are expected to affect neighborhood cohesion or isolation. Visual impacts could occur in neighborhoods near a tunnel headhouse or portal, or near a storage and maintenance facility.

Depending on the option configuration for the selected alternative, any of the build alternatives would result in effects to community facilities and services. These effects could be property impacts, changes in access or parking, visual impacts, and/or noise and vibration impacts.

This discussion presented here in Chapter 4 describes the effects on neighborhoods, community facilities, and services by alternative at a corridor wide level. For specific effects by option refer to Volume II of this AA/DEIS, or by neighborhood in the *Neighborhood Effects Technical Report*.

Overview

The Red Line alternatives were evaluated to assess the potential impacts and benefits each would have on residential neighborhoods in the corridor. Eighty-four individual neighborhoods were identified within the

initial corridor boundaries. As the study progressed, some of the conceptual alignments that were used to define the initial corridor were dropped from consideration. As a result, many of the neighborhoods identified within the corridor are no longer located near the Red Line build alternatives and would not be directly affected. Of the 84 total neighborhoods, 47 are located in the vicinity of the build alternatives and potentially would be affected. These 47 neighborhoods are discussed in this section.

The assessment of potential impacts and benefits of each build alternative to the Red Line neighborhoods considered: property acquisition, neighborhood cohesion, neighborhood character, visual environment, and community facilities. Where particular types of impacts to neighborhoods have been discussed elsewhere in the DEIS, those sections have been referenced.

To facilitate the evaluation, the corridor was divided into nine Geographic Areas and the 47 potentially affected neighborhoods were grouped into those Geographic Areas (see Table 4-1). The Geographic Areas are listed in order from west to east. For more information, please refer to the *Neighborhood Effects Technical Report* on the DVD attached to this document.

Existing Conditions

The environment within the Red Line Corridor has population and housing characteristics consistent with its urban setting.

Population

In 2000, the total population of the Red Line Corridor was 210,341. Of the total population of the corridor, 37,393 people resided in Baltimore County and 172,948 people resided in Baltimore City.

While many ethnicities are represented within the corridor the majority of the population, in 2000, was African-American with 108,408 individuals (63 percent) falling into this category. Over 53,445 individuals (31 percent) were classified as White. The remaining population was classified as American Indian/ Alaskan Native, Asian/ Pacific Islander, Other, or Two or More Races. Hispanic individuals, who can be of any race, totaled 4,515 (3 percent).

Table 4-1: Potentially Affected Neighborhoods

Geographic Area 1	
Chadwick	Rolling Road Farms
Geographic Area 2	
Westview Park	Westview
Westowne	Catonsville Manor
Ridgeway	Little Creek Drive
Colonial Park	Edmonson Heights
West Hills Park	Western Star
Westgate	West Hills
Geographic Area 3	
Ten Hills	Hunting Ridge
Rognel Heights	Uplands
Edmondson Village	Allendale
Carroll-South Hilton	Franklintown Road
Geographic Area 4	
Mosher	Penrose/Fayette Street Outreach
Rosemont Homeowners/Tenants	
Geographic Area 5	
Midtown-Edmondson	Harlem Park
Franklin Square	Poppleton
Heritage Crossing	Hollins Market
Geographic Area 6	
Seton Hill	Washington Hill
University of Maryland	Inner Harbor
Downtown	Jonestown
Pleasant View Gardens	Little Italy
Geographic Area 7	
Fell's Point	Upper Fells Point
Geographic Area 8	
Canton	Highlandtown
Brewers Hill	
Geographic Area 9	
Kresson	Greektown
Hopkins Bayview	

Transit Dependent Populations

In 2000, 13 percent of the people residing in the Red Line Corridor were considered elderly. The elderly population is distributed somewhat evenly throughout the corridor, with no major concentrations of elderly population occurring.

The location of persons residing in the Red Line Corridor that reported having a disability or disabilities are distributed evenly throughout the corridor with no major concentrations. However, disabilities were reported higher in Baltimore City than in Baltimore County portions of the corridor.

There was considerable disparity in the number of low-income families between the Baltimore County and Baltimore City portions of the corridor. Only six percent of the families in the Baltimore County portion of the corridor were considered low-income, as compared to 35 percent of the Baltimore City families.

Housing

The Red Line Corridor is diverse in terms of the type, condition, and age of housing units it contains. Various types of housing including row homes, single-family homes, apartments, and condominiums exist in the corridor.

In 2000, most housing units in the corridor were occupied; however, approximately 15 percent were vacant. The majority of the vacant units were located within the Baltimore City portion of the corridor.

Potential Impacts

As the effects of Alternative 1: No-Build are similar in each Geographical Area, Alternative 1 is discussed separately. Following that, impacts are described for each resource category by alternative and neighborhood.

Alternative 1: No-Build

The Alternative 1: No-Build is the baseline against which the build alternatives (Alternatives 2, 3, and 4) are compared. The No-Build Alternative would provide the transit service levels and highway networks that are assumed in the Baltimore Metropolitan Council's Constrained Long Range Plan (CLRP), which consists of previously planned and programmed improvements as of December 2004.

As this alternative proposes no transportation improvements beyond those already planned and programmed in the CLRP, it would not result in the reduction of vehicular capacity on corridor roadways (i.e., no implementation of dedicated lanes). However, this alternative would not provide any additional transportation options, nor would it provide any means for improving transit travel