

A. INTRODUCTION

This chapter inventories existing and future land uses within the study area and discusses potential long-term environmental impacts that could result from the implementation of the Susquehanna River Rail Bridge Project as compared with the No Action Alternative. The Proposed Project is located primarily in the City of Havre de Grace in Harford County, Maryland and the Town of Perryville in Cecil County, Maryland. Resources were identified within the 1,000-foot buffer study area surrounding the current rail right-of-way, as depicted on **Figure 4-1**. As discussed in Chapter 2, “Project Alternatives,” this Environmental Assessment (EA) evaluates two Build Alternatives: Alternative 9A and Alternative 9B. FRA selected Alternative 9A as the Preferred Alternative.

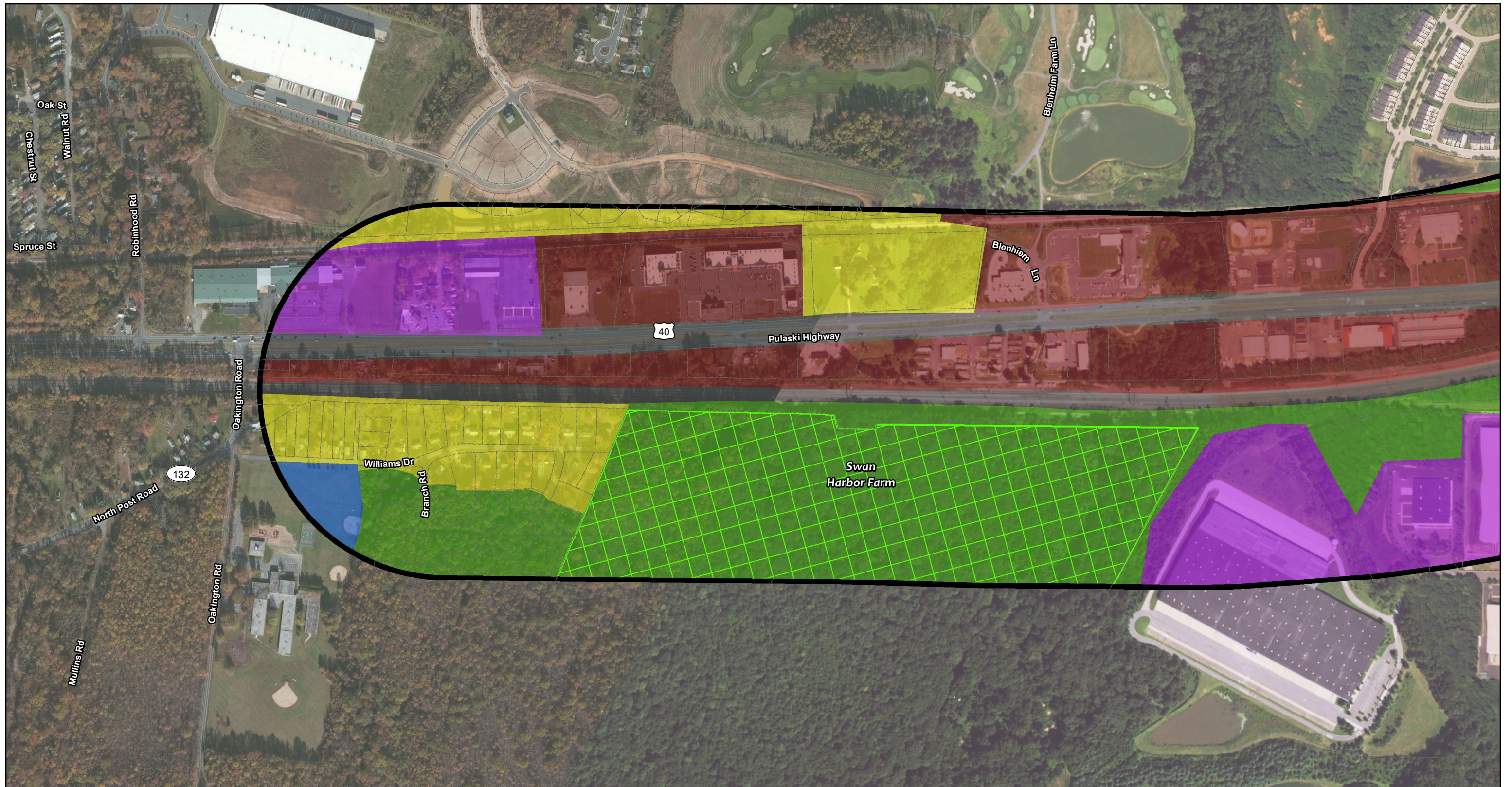
B. REGULATORY CONTEXT AND METHODOLOGY**REGULATORY CONTEXT**

Transportation projects often require property acquisition and relocation. A federally funded project must adhere to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, as codified in Title 42, Section 4601 et seq. of the United States Code, and the applicable implementing regulations set forth in Title 49, Part 24 of the Code of Federal Regulations (collectively, “the Uniform Act”) with regard to relocation services, moving payments, replacement housing payments, and other allowable payments related to commercial and residential moving costs and displacement. The Uniform Act protects the rights of owners and tenants of real property acquired to implement a project; the Act provides for fair uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs. It also recognizes that displacement of businesses often results in their closure, and aims to minimize the adverse impact of displacement to maintain the economic and social well-being of communities. The Uniform Act is designed to ensure that individuals do not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole, and to minimize the hardship of displacement on such persons.

In Maryland, project-required displacements and relocation must adhere to the Real Property Article of the Annotated Code of Maryland, Title 2, Section 2-112 and Titles 12, Subtitle 2, Sections 12-201 to 12-212, which govern relocation and assistance for displacements associated with state actions.

METHODOLOGY AND BACKGROUND

The Project Team identified land uses and community facilities within the study area using available planning documents, Geographic Information System mapping layers, Maryland

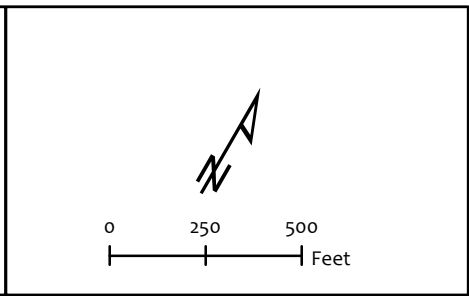


Legend		
1,000 ft Study Area	Residential	Institutional
Parks	Commercial	Open Urban Land
	Industrial	Agriculture
	Forest	Wetlands
		Transportation

Data Sources

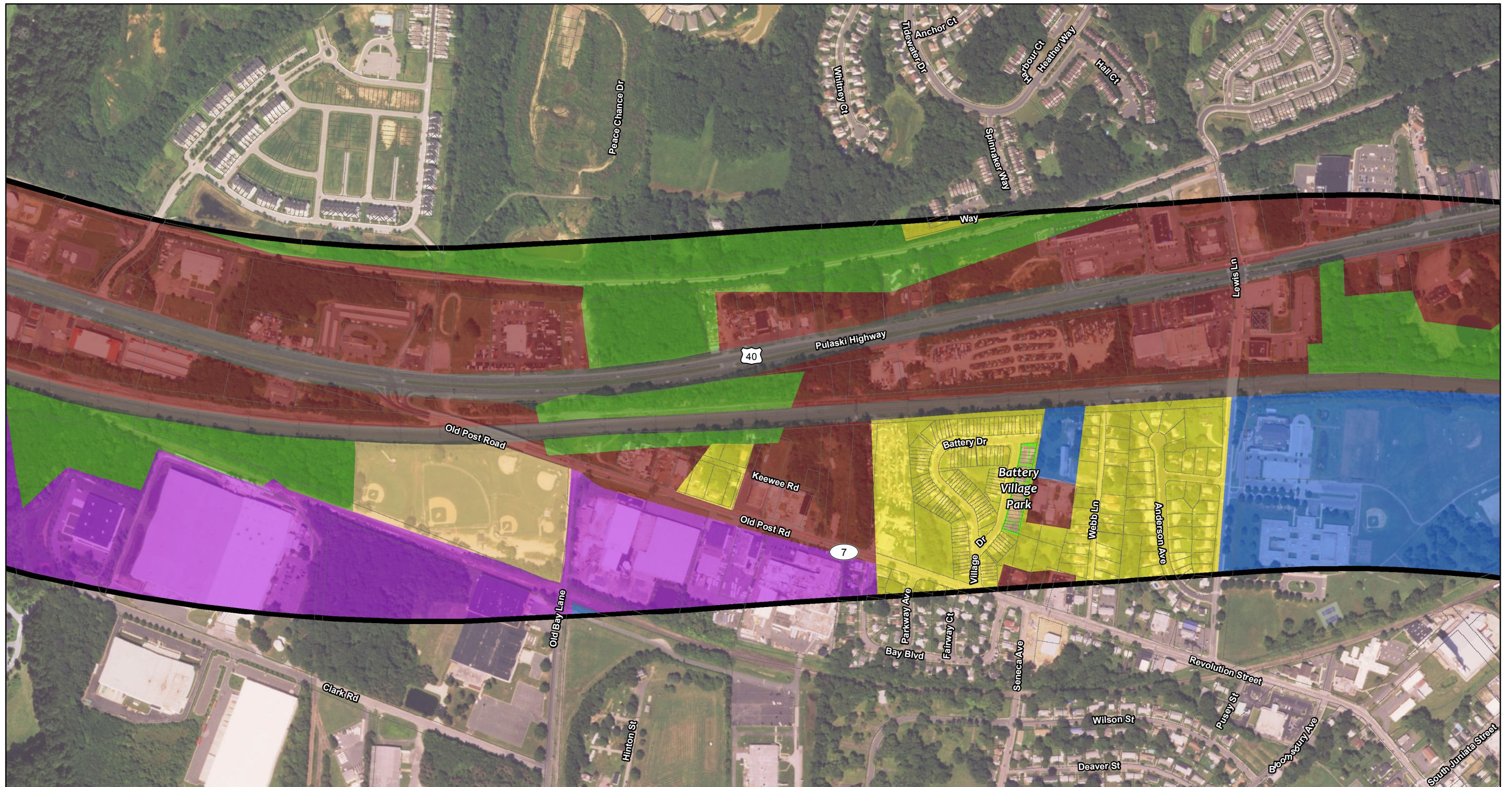
Land Use:
 Maryland Department of Planning, 2010;
 MD SDAT, 2014

Parks:
 Harford County Government, 2013;
 MD SDAT, 2014



**Susquehanna River
 Rail Bridge Project**

Figure 4-1
 Existing Land Use Mapping
 Page 1 of 5

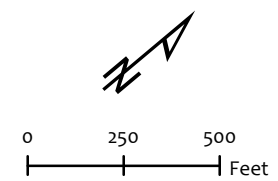


- Legend**
- 1,000 ft Study Area
 - Parks
 - Residential
 - Commercial
 - Industrial
 - Institutional
 - Open Urban Land
 - Agriculture
 - Forest
 - Wetlands
 - Transportation

Data Sources

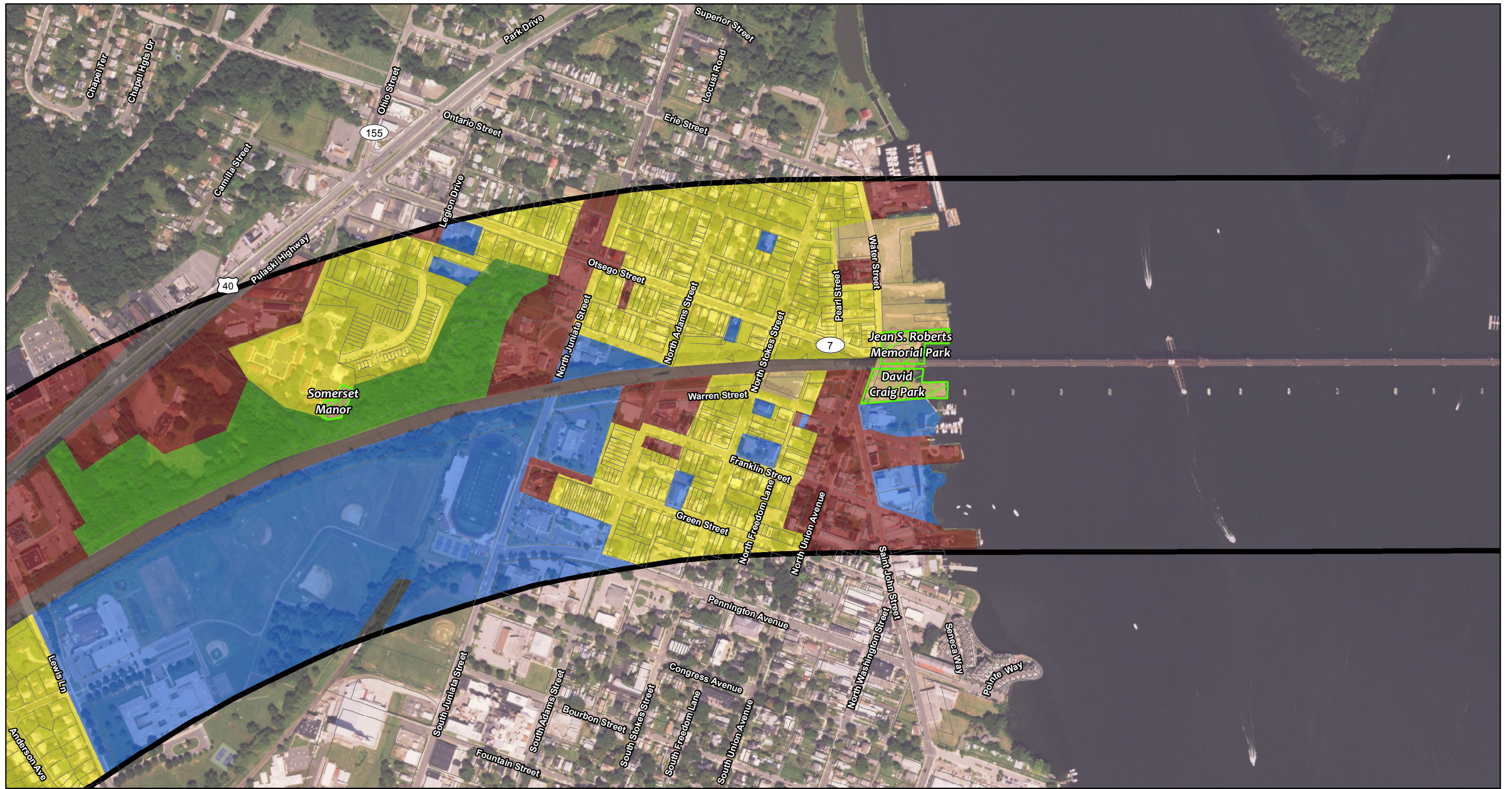
Land Use:
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**Susquehanna River
 Rail Bridge Project**

Figure 4-1
 Existing Land Use Mapping
 Page 2 of 5

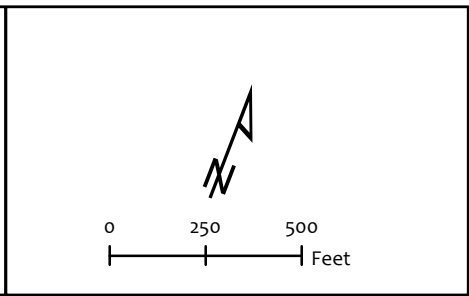


Legend			
1,000 ft Study Area	Residential	Institutional	Forest
Parks	Commercial	Open Urban Land	Wetlands
	Industrial	Agriculture	Transportation

Data Sources

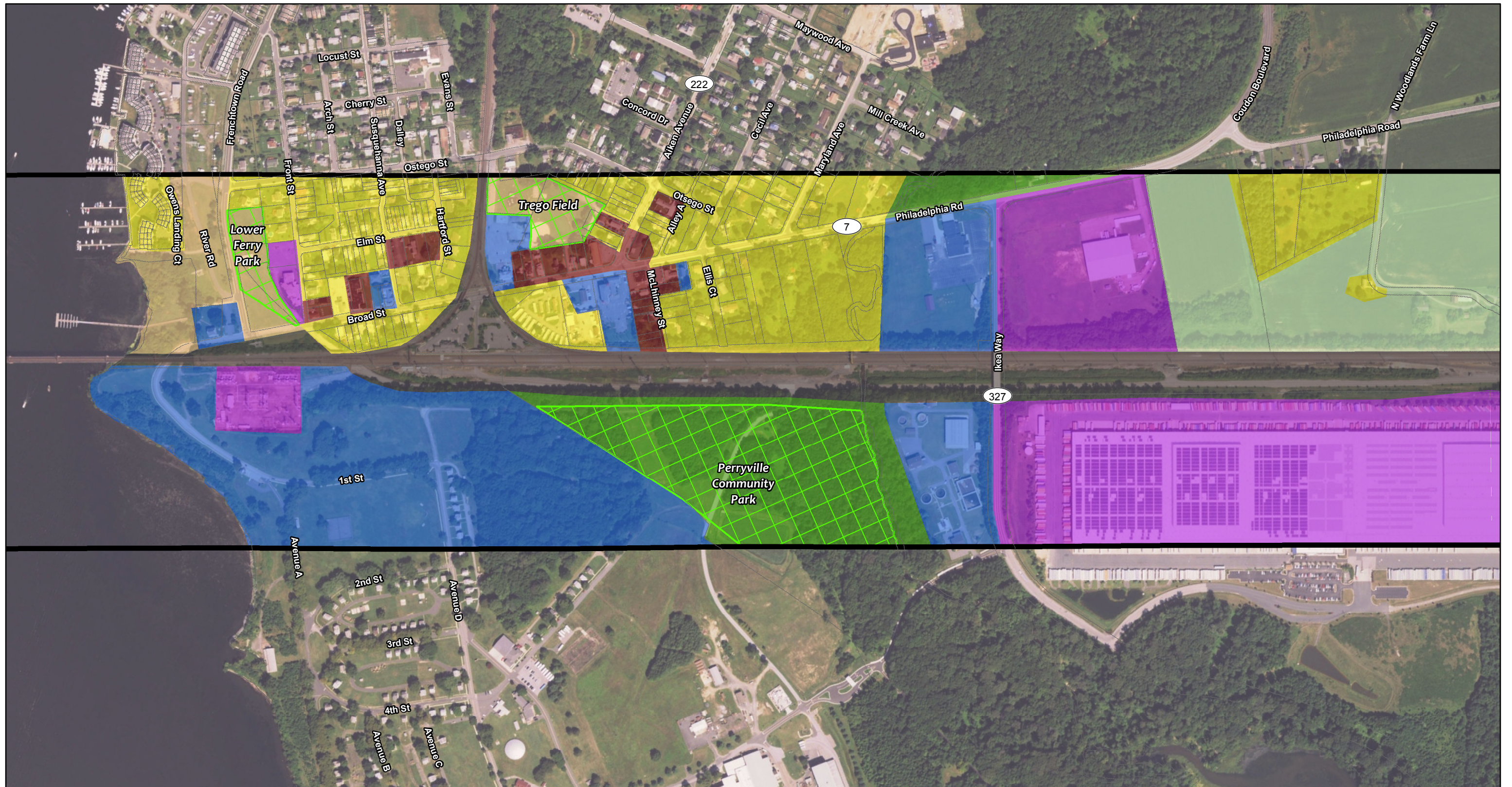
Land Use:
Maryland Department of Planning, 2010;
MD SDAT, 2014












Parks:
Harford County Government, 2013;
MD SDAT, 2014



Susquehanna River Rail Bridge Project

Figure 4-1
Existing Land Use Mapping
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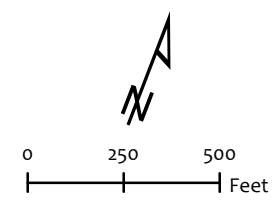


Legend			
	1,000 ft Study Area		Residential
	Parks		Commercial
			Institutional
			Agriculture
			Wetlands
			Industrial
			Open Urban Land
			Forest
			Transportation

Data Sources

Land Use:
 Maryland Department of Planning, 2010;
 MD SDAT, 2014

Parks:
 Harford County Government, 2013;
 MD SDAT, 2014



**Susquehanna River
 Rail Bridge Project**

Figure 4-1
 Existing Land Use Mapping
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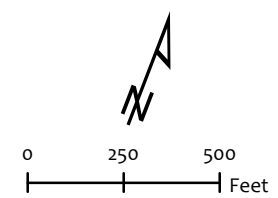


- Legend**
- 1,000 ft Study Area
 - Residential
 - Institutional
 - Forest
 - Parks
 - Commercial
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Data Sources

Land Use:
 Maryland Department of Planning, 2010;
 MD SDAT, 2014

Parks:
 Harford County Government, 2013;
 MD SDAT, 2014



**Susquehanna River
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Figure 4-1
 Existing Land Use Mapping
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Susquehanna River Rail Bridge Project

Department of Planning (MDP) land use mapping, site visits and coordination with the local jurisdictions. These are the reports used in the development of this chapter:

- MDP Smart Growth <http://www.mdp.state.md.us/OurWork/smartgrowth.shtml>)
- Harford County *2012 Master Plan and Land Use Element Plan*
- City of Havre de Grace *Comprehensive Plan, March 2004 (and Municipal Growth Element and Water Resources Amendments, 2010)*
- Cecil County *2010 Comprehensive Plan*
- Town of Perryville *2010 Comprehensive Plan*
- Town of Perryville *2012 Transit-Oriented Development Plan*
- Lower Susquehanna Heritage Greenway (LSHG) *2000 Management Plan*

STATE OF MARYLAND

SMART GROWTH INITIATIVE

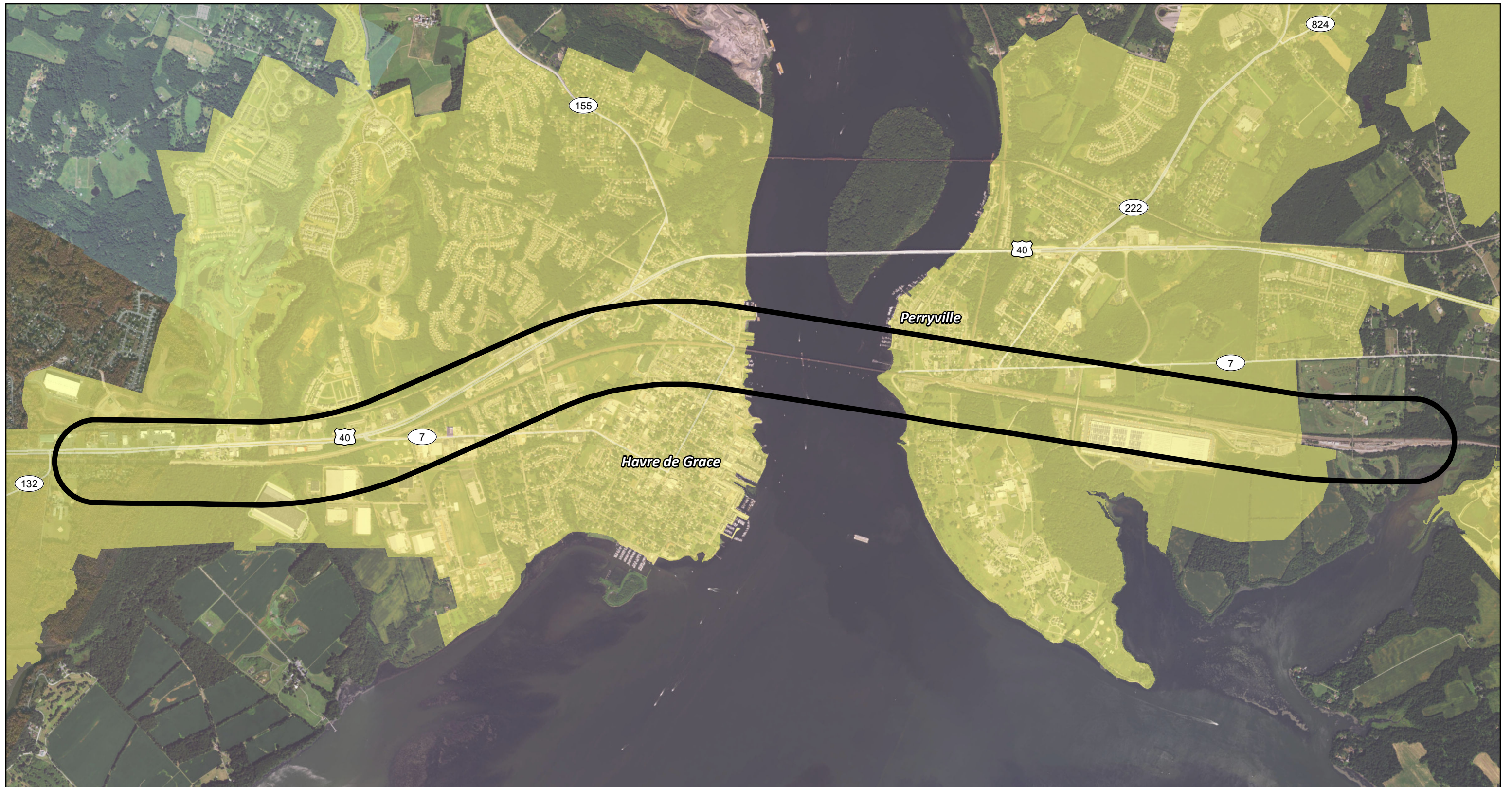
MDP emphasizes the importance of smart growth throughout the State. Smart growth has four overarching goals: (1) supporting development in areas where infrastructure already exists, (2) protecting valuable natural resources, (3) avoiding the high costs associated with building new infrastructure, and (4) providing a high quality of life. The 2009 Smart, Green, and Growing Legislation established 12 planning visions for sustainable growth in the State of Maryland. Through these goals and visions, MDP promotes high-density, mixed-use developments in areas that already have existing infrastructure to avoid urban sprawl into rural areas. Priority Funding Areas emphasize state funding for future growth in locations with existing infrastructure. The project study area is almost entirely within Priority Funding Areas (see **Figure 4-2**). MDP's Smart Growth Initiative serves as guiding principles for local comprehensive plans.

HARFORD COUNTY


2012 MASTER PLAN AND LAND USE ELEMENT PLAN


The Harford County *2012 Master Plan* includes the *Land Use Element Plan* and a series of functional element plans. The *Land Use Element Plan* is the core of the document, since it provides primary direction for achieving its goal and guiding principles. The *Land Use Element Plan* stresses the importance of maintaining rural areas, while concentrating development within its designated growth areas, which is consistent with the State of Maryland's Smart Growth Initiative. These designated growth areas generally contain the MD Route 24/924 corridors west to MD Route 23, U.S. 1 west of Bel Air, and the areas east of I-95 as well as designated rural villages, the Higher Education Conference Center at Higher Education Applied Technology (HEAT), Harford Community College and the municipalities of Bel Air, Aberdeen, and Havre de Grace. The master plan also incorporates Harford County's "Visions," which emphasize growth management, preservation, and sustainability.

A component *Transportation Element Plan* details the relationship between land use and transportation decisions. The primary objective of this plan is to provide for the safe, efficient, and fiscally responsible movement of people and goods through a variety of travel choices that support environmental sustainability. The plan emphasizes establishing a multi-modal transportation system that will help improve the level of service on existing roadways and



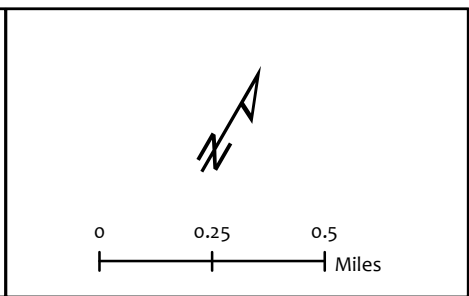
Legend

 1,000 ft Study Area

 Priority Funding Areas

Data Sources

Priority Funding Areas:
MD Dept. of Planning, 2006



**Susquehanna River
Rail Bridge Project**

Figure 4-2
Priority Funding Areas

emphasizes increasing transit, rail, and non-motorized transportation options. Pertaining to transit and commuter rail, the *Transportation Element Plan* aims to provide efficient and convenient transit and rail services that address local and regional needs. This includes the need to expand MARC services and facilities, and support the development of land use patterns that facilitate transit and rail use.

HARFORDNEXT: A MASTER PLAN FOR THE NEXT GENERATION—DRAFT MAY 3, 2016

The Department of Planning and Zoning has recently drafted *HarfordNEXT: A Master Plan for the Next Generation* to update and streamline the various elements of the *2012 Master Plan* and *Land Use Element Plan* into one cohesive document. One of the key concepts that *HarfordNEXT* emphasizes is the importance of holistic transportation planning through promoting an efficient, multi-modal transportation system sensitive to community character. *HarfordNEXT* is supportive of investment in transit, rail, and freight facilities in order to remain competitive in the regional economy. Some of *HarfordNEXT*'s relevant goals for improving mobility and connectivity include reducing congestion on roadways, allowing for the efficient movement of freight and agriculture equipment, incorporating multimodal options and connectivity into new projects, and expanding commuter train and bus service along the Northeast Corridor (NEC) to help meet the demand projected by the MARC Growth and Investment Plan.

CITY OF HAVRE DE GRACE

COMPREHENSIVE PLAN, THE CITY OF HAVRE DE GRACE, MARCH 2004 (AND MUNICIPAL GROWTH ELEMENT AND WATER RESOURCES AMENDMENTS, 2010)

The City of Havre de Grace *2004 Comprehensive Plan* (including 2010 updates) emphasizes the need to retain the municipality's historic and small-town feel, while maintaining interconnections between older and newer areas. Key revitalization areas noted in the plan include older neighborhoods, the downtown and waterfront, properties along U.S. 40 within the City limits, major street corridors within the City, and industrial areas. Revitalization of the waterfront includes plans to improve the connection of waterfront with the downtown area as well as the construction of a signature sidewalk along the waterfront connecting public attractions between Tydings Park and North Park.

The transportation section of the comprehensive plan emphasizes the need to plan for safe, efficient, and convenient multi-modal transportation for existing and future needs of the community, while supporting compatible land uses within Havre de Grace. The transportation section discusses the existing street system, rail service (including the National Railroad Passenger Corporation [Amtrak], MARC, and Norfolk Southern), bus service, bicycle/pedestrian facilities, aviation facilities, and water transport, and lists recommendations for each of these areas.

Rail service recommendations include coordinating with MTA to publicize the availability of MARC commuter train service at the Aberdeen station, supporting the City of Aberdeen in strengthening the Aberdeen station as an Amtrak and MARC transit hub, and encouraging the use of multi-modal mass transit as opposed to commuting in individual automobiles.

CECIL COUNTY

2010 COMPREHENSIVE PLAN

The Cecil County *2010 Comprehensive Plan* highlights key growth and development issues that the county must address in the future, such as incentivizing high-density, mixed-use development within growth areas, while reducing pressures on rural areas; retaining the county's rural character and supporting agricultural industry; promoting job creation, economic development, and tourism; and providing public services and facilities to support current and future community needs. In Cecil County, growth areas are generally in the center of the county, located along I-95 and U.S. 40, adjacent to the towns of Elkton, North East, and Perryville. In addition, the comprehensive plan also establishes goals to protect environmentally sensitive resources and encourage a multi-modal public transportation system that will create options for commuters and residents within the area.

TOWN OF PERRYVILLE

2010 COMPREHENSIVE PLAN

The Town of Perryville *2010 Comprehensive Plan* promotes the consideration of Perryville as a growth center for Cecil County, the creation of an attractive and healthy community, and the protection of the natural environment. In addition, the comprehensive plan incorporates goals that include the preservation of land use character and environment with an increasing population, and the maintenance of transportation facilities as well as the promotion of all modes of transportation. The plan stresses the importance of promoting economic development, improving tourism, and revitalizing a downtown area inspired by its railroad history. Perryville contains four key revitalization areas: Rodgers Tavern–waterfront area; MARC station and trailer park area (an adjacent neighborhood of mobile structures); Town Hall and municipal area; and U.S. 40 corridor area. Three of the four revitalization areas are within the study area. The Rodgers Tavern waterfront area revitalization efforts propose connecting the Susquehanna River, historic Rodgers Tavern, a new open space park, and the old Muller-Thym Milk Plant with each other and the town. Plans near the MARC station and trailer park include converting the former adjacent trailer park into a mixed-use area that would provide housing and commercial areas. Plans near the Town Hall and the municipal area include demolishing the old town hall and replacing it with a new police and public safety building and Town Hall Community Center. The U.S. 40 corridor revitalization area is outside of the study area.

2012 TRANSIT-ORIENTED DEVELOPMENT PLAN

The Town of Perryville *2012 Transit-Oriented Development Plan* highlights the importance of transit-oriented development (TOD) in order to enhance the community character of the Town of Perryville, while promoting transit redevelopment. The TOD Plan focuses on three areas within the Town of Perryville: the downtown/Town Hall area, the Amtrak/MARC train station area, and the waterfront. Although there is no specific time frame for the implementation of the TOD Plan, several elements of the plan are currently being implemented, including the Elm Street Road and Storm Drain Reconstruction Project; improvement of a Cecil and Harford county bus link.

LOWER SUSQUEHANNA HERITAGE GREENWAY

LOWER SUSQUEHANNA HERITAGE GREENWAY MANAGEMENT PLAN

The *Lower Susquehanna Heritage Greenway Management Plan* is a blueprint for expansion of heritage tourism and greenway development. The *Management Plan* also provides an inventory of key heritage resources, including historical, architectural, cultural, archaeological, natural, and recreation resources. The key heritage resources within the Proposed Project study area are discussed throughout this Environmental Assessment. According to the *Management Plan*, rail connections in Perryville are a key to furthering the LSHG's ability to attract hiking and bicycling visitors and other outdoor enthusiasts.¹ MARC and Amtrak rail service are also listed as important "physical linkages" that support the growth of heritage tourism.

C. AFFECTED ENVIRONMENT

LAND USE

CITY OF HAVRE DE GRACE AND PORTIONS OF HARFORD COUNTY

The southern half of the study area is located within the City of Havre de Grace and Harford County, at the mouth of the Susquehanna River on the Chesapeake Bay. The study area within the City of Havre de Grace and Harford County contains revitalization areas, newer developing areas, and growth areas. Within the revitalization areas of City of Havre de Grace, the waterfront area consists of approximately three and a half miles of shoreline with land uses including parks and recreational areas, marinas, historic buildings, businesses, and residential uses. South of the City's shoreline and waterfront, and within the study area, is the downtown business district, which is the central hub of Havre de Grace. Land use in this downtown area consists predominately of commercial/retail shops, restaurants, financial institutions, and mixed-use residential/commercial properties. The Old Town portion of the City, which partially overlaps with the downtown business district, is where the majority of historic residences of the City are located. This area consists mostly of residential homes blended with commercial and institutional uses and community facilities. The newer portions of the study area within Havre de Grace are generally located at the southernmost limits, and include many recent residential areas and planned communities, as well as forested areas, parks, industrial, and commercial uses.

TOWN OF PERRYVILLE AND PORTIONS OF CECIL COUNTY

The study area south of the Susquehanna River includes the Town of Perryville and portions of Cecil County. Perryville city limits within the study area include areas along the shoreline of the Susquehanna and portions of the "downtown" or town center area. Within the study area, waterfront areas along the Susquehanna River include the historic Rodgers Tavern, open space uses (e.g., Lower Ferry Park and Pier), residential uses, and institutional uses. The town center of Perryville includes a mix of existing residential, commercial, parkland, and public facility uses. Other land uses on the outskirts of downtown include open space, industrial, and agricultural uses. Areas within the northernmost portion of the study area outside of the Town of

¹ Lower Susquehanna Heritage Greenway Management Plan, 2000,
http://www.hitourtrails.com/PDF/LSHG_ManagementPlan_2009.pdf

Susquehanna River Rail Bridge Project

Perryville in Cecil County are largely agricultural, open space, and forested areas interspersed with some industrial use.

ZONING

While Maryland Department of Transportation (MDOT) and Amtrak are exempt from local regulations, including zoning, each locality in the study area maintains and enforces zoning codes and designations. More restrictive zoning protects agricultural, forested and environmental sensitive lands in the area. Study area zoning designations are listed in **Table 4-1**.

Table 4-1
Zoning Designations within the Study Area

City of Havre de Grace/Harford County	
RO –Residential Office District	R – Residential District
RB – Residential Business District	R2 - Residential District
C – Commercial District	
Town of Perryville/Cecil County	
I – Industrial	R1 – Single Family Residential
TC – Town Center Mixed Use	R2 – Single Family Residential
RM – Residential Marine	R3 – Multi-Family Residential

COMMUNITY FACILITIES

Table 4-2 lists community facilities found within the study area boundary. Note that parks and recreational resources, as well as impacts to these resources, are discussed separately in Chapter 6, “Parks, Trails, and Recreational Resources.”

Table 4-2
Community Facilities within the Study Area

Community Facilities	
City of Havre de Grace/Harford County	
Schools	Havre de Grace Middle School Havre de Grace High School Roye-Williams Elementary School
Religious Institutions	Christ the King Church Room at The Cross Mission Church Havre de Grace Presbyterian Church St. James African Methodist Episcopal Church Restore Church New Beginnings Christian Church Lutheran Mission Society Compassion Center Zion Temple Church
Study Area Emergency Service Providers	Harford County Department of Emergency Services
Community Recreation Centers	Havre de Grace Activity Center (includes Boys & Girls Club of Havre de Grace) Joseph L Davis American Legion Post #47 Havre de Grace Elks Lodge
Health Care Facilities	N/A
Government Buildings	Havre de Grace City Hall Havre de Grace Housing Authority Havre de Grace Police Department Havre de Grace Post Office Susquehanna Hose Company Division 1 Havre de Grace Water Treatment Plant
Town of Perryville/Cecil County	
Schools	High Road School of Perryville
Religious Institutions	Perryville United Methodist Church Perryville Presbyterian Church
Study Area Emergency Service Providers	Cecil County Department of Emergency Services
Community Recreation Centers	N/A
Health Care Facilities	Perry Point Veterans Administration (VA) Medical Center
Government Buildings	Perryville Community Fire Company Perryville Town Hall Perryville Post Office Perryville Police Department Historic Rodgers Tavern Perryville Train Station Perryville Wastewater Treatment Plant

D. NO ACTION ALTERNATIVE

The No Action Alternative assumes the Susquehanna River Rail Bridge would remain in service as in existing conditions, with no intervention besides minimal repairs and continuation of the current maintenance regime. The No Action Alternative will not include any changes to the existing track configuration. Service over the bridge would be already speed-restricted to 90 mph due to the age and deteriorated condition of the bridge, and would continue to worsen in the future and the bridge would continue to age, potentially requiring stricter speed and weight restrictions that will further impact the movement of passengers and freight. Cost associated with bridge maintenance would continue to increase over time. Maintenance problems would occur more frequently, and the bridge would remain as a bottleneck; it would eventually need to be taken out of service. Without the bridge, local, regional and national rail networks would be disrupted with resultant detrimental effects on the economic activity, including those in Havre de Grace and Perryville to some extent. The analysis measures the potential project impacts against the No Action Alternative, which is used as a baseline scenario. The following projects are expected to be completed by the Susquehanna River Rail Bridge Project build year of 2025, and are therefore included in the No Action Alternative.

CITY OF HAVRE DE GRACE

- Proposed Havre de Grace Middle School/High School Replacement Project—Located immediately east of the Amtrak right-of-way on Lewis Lane, this planned project intends to replace the aging schools with a new facility that will serve grades six through 12. Harford County Board of Education has approved an architectural and engineering contract, initiating the design phases of the project.²
- Proposed Waterfront Heritage Park—Havre de Grace has approved the purchase of 3.2 acres of property along Water Street, located approximately 150 feet from the closest Build Alternative right-of-way, as part of a proposed plan to develop a new park along the waterfront (see Figure 6-2).³ Conceptual artist renderings show that plans for Waterfront Heritage Park include a plaza, kayak and boat launch, gateway to the Captain John Smith Chesapeake National Historic Trail,⁴ restrooms, amphitheater, lawn, benches, promenade, and fishing pier.⁵
- Residential Infill Projects—Various residential infill projects are being developed in Havre de Grace, including Otsego Street townhouses that are currently under construction and Ivy Hills townhouse development. Located along Legion Drive, Ivy Hills is expected to include approximately 43 townhomes once complete.⁶
- Bulle Rock—Bulle Rock is a large planned residential community within the City of Havre de Grace that is roughly located east of I-95 and west of the historic downtown of the City of Havre de Grace. The community also features a limited amount of commercial and retail as

² Consultation letter from Department of Planning City of Havre de Grace, June 20, 2014.

³ “Havre de Grace Voters Approve Spending \$1.1 Million to Buy Water Street Properties,” *The Aegis*, December 28, 2016, accessed December 28, 2016.

⁴ See **Appendix D**, “Cultural Resources,” for an analysis of the trail resources with respect to the Proposed Project.

⁵ Consultation letter from Department of Planning City of Havre de Grace, June 20, 2014.

⁶ *Ibid.*

well as a golf course built in 1998, which has hosted LPGA events in the past. 1,000 homes currently exist at Bulle Rock with plans for the development of 1,000 more homes.⁷

TOWN OF PERRYVILLE

- **MARC Northeast Maintenance Facility**—The MARC Northeast Maintenance Facility would entail construction of a new operation, maintenance, and storage facility located on a 115-acre site in Perryville, adjacent to the NEC. The Federal Transit Administration (FTA) issued a Finding of No Significant Impact to conclude the NEPA review for this project, but MTA currently lacks funding for final design, right-of-way acquisition or construction. This EA nevertheless assumes that the project would be completed by 2040.
- **Perryville Municipal Complex**—Located behind the current Town Hall at 515 Broad Street, Perryville, plans for a new development will occur in three separate phases. Phase I is currently being designed and includes the construction of a new police department. Phase II will include the construction of a new town hall, while Phase III consists of the construction of a new little league baseball field. Overall, the development will result in a new police department, town hall, mini-park, and little league field along with parking and improved pedestrian access.⁸
- **Lower Ferry Park and Pier**—Located at Broad Street and Roundhouse Drive, Perryville, the plans for the park include the construction of a comfort station, a band shell, playground equipment, walking paths, landscaping, bio-retention areas, and some supportive parking.⁹
- **631 Broad Street**—This mixed-use residential building with commercial uses below, has conceptual plans for improvements that have been partially funded by the town’s Revitalization and Façade Grants. These improvements include the replacement of the roof, the installation of new lighting, the expansion of the outdoor dining area, and the potential to expand the surrounding pedestrian area.¹⁰
- **950 Principio Furnace Road**—Located at the intersection of Principio Furnace Road and IKEA Way, plans have been submitted for the construction of a new warehouse.¹¹
- **Town of Perryville Transit-Oriented Development**—Several elements of the plan are being implemented, including the Elm Street Road and Storm Drain Reconstruction Project; improvement of the Teal Line Bus linking Cecil and Harford Counties; and new warning devices, crosswalks, and lighting projects.

E. POTENTIAL IMPACTS OF THE BUILD ALTERNATIVES

As described in Chapter 2, “Project Alternatives,” this EA evaluates two Build Alternatives: Alternative 9A and Alternative 9B.

⁷ “Bulle Rock,” <http://www.lennar.com/New-Homes/Maryland/Baltimore/Havre-De-Grace/Bulle-Rock>, accessed October 24, 2014.

⁸ Consultation letter from Town Commissioners of Perryville, June 30, 2014.

⁹ Consultation letter from Town Commissioners of Perryville, June 30, 2014.

¹⁰ Ibid.

¹¹ Ibid.

PROPERTY ACQUISITIONS AND DISPLACEMENTS

Either Build Alternative would require the acquisition of all or a portion of several properties located immediately adjacent to the existing right-of-way. Property acquisitions and displacements do not include properties that are encroaching upon Amtrak’s existing right-of-way.

POSSIBLE PROPERTY ACQUISITION

The properties that may need to be acquired for the construction of the Build Alternatives are listed in **Table 4-3** and shown in **Figure 4-3**. Property acquisitions and displacements have been determined based on conceptual engineering (see **Appendix A**, “Alternatives Screening Report and Bridge Types”). As shown in the table and the figure, most of the acquisition required would constitute only a small portion of each affected property. Alternative 9A would require an acquisition of 2.84 acres, and Alternative 9B an acquisition of 0.35 acre. These acquisitions include the area required for embankments, retaining walls, and a 10-foot extension of the right-of-way beyond the face of retaining wall (and beyond toe-of-slope). As project designs move forward, additional properties may need to be acquired. Such additional acquisitions would need to be considered in future environmental review. The Project Team will coordinate with the potentially affected property owners to ensure that the schedule for land acquisition is consistent with the overall project schedule.

**Table 4-3
Potential Land Acquisitions by Build Alternative**

Property Name / Owner	Map-Grid-Parcel	Lot Number	Use	Property Size (Acres)	Acreage to be Acquired by Build Alternative	
					9A	9B
Properties in City of Havre de Grace						
Board of Education Harford County	0602-0000-0792	80/80A	Track and Athletic Fields	57.64	1.50	—
T&D Enterprises, LLC	0601-0000-0591-635-1A	82	Private Commercial Driveway	0.50	0.50	0.24
T&D Enterprises, LLC	0601-0000-0990-635-1	83	Commercial Use	0.64	0.64	0.06
Lafayette Limited Partnership	0601-0000-1580	91	Undeveloped Land—Residential	0.40	0.05	—
Mayor and City Council	0601-0000-0473	95	Jean S. Roberts Memorial Park	0.61	0.01	0.01
Warren Street			Public ROW	N/A	0.10	—
Otsego Street			Public ROW	N/A	0.004	0.004
Properties in Town of Perryville						
Private Residence	0801-0020-0157	226	Residential	0.15	0.008	0.008
Broad Street			Public ROW	N/A	0.03	0.03
Total Potential Property Acquisition					2.84	0.35
Note: See Figure 4-3.						



HAVRE DE GRACE PROPERTY IMPACTS FROM OPTION 9A: TWO DOUBLE-TRACK BRIDGES

RAILROAD SOUTH TO BALTIMORE

RAILROAD NORTH TO WILMINGTON



HAVRE DE GRACE PROPERTY IMPACTS FROM OPTION 9B: TWO DOUBLE-TRACK BRIDGES

Legend

- EXISTING RIGHT-OF-WAY
- EXISTING RAILROAD LIMITS
- IMPACTS OUTSIDE AMTRAK RIGHT-OF-WAY
- NEW RIVER BRIDGE LIMITS

* Since alternate access due to the loss of the driveway cannot be provided to this business, the acquisition would affect the business's ability to function as it currently does; therefore, displacement of the entire commercial parcel would be required.



not to scale

**Susquehanna River
Rail Bridge Project**

Figure 4-3
Potential Property Impacts
from Alternatives 9A and 9B

← RAILROAD SOUTH TO BALTIMORE

RAILROAD NORTH TO WILMINGTON →



PERRYVILLE PROPERTY IMPACTS FROM OPTIONS 9A AND 9B: TWO DOUBLE-TRACK BRIDGES

Legend

- - - - - EXISTING RIGHT-OF-WAY
- IMPACTS OUTSIDE AMTRAK RIGHT-OF-WAY
- NEW RIVER BRIDGE LIMITS
- EXISTING RAILROAD LIMITS



not to scale

Susquehanna River Rail Bridge Project

Figure 4-3
Potential Property Impacts
from Alternatives 9A and 9B

Alternative 9A

The 2.84 acres needed under Alternative 9A includes portions of public school parcels, one private commercial driveway, one commercial parcel, one undeveloped parcel (zoned residential), one city park parcel, right-of-way of public streets in Havre de Grace, one residential parcel, and one public street right-of-way in Perryville.

Alternative 9A would require the acquisition of a portion (1.50 acres or 2.6 percent) of the Havre de Grace Middle/High School athletic fields located along the eastern side of the right-of-way, south of Juniata Street. At its widest point, the proposed acquisition extends 35 feet outside Amtrak's right-of-way. This width includes allowance for the track bed, overhead contact system structures, and a retaining wall. Alternative 9A may require an additional temporary construction easement to build the retaining wall. Alternative 9A would also require a 30-foot-wide maintenance easement for the Harford County Department of Public Works. Ten feet of that maintenance easement will be within the proposed acquisition. The remaining 20 feet of the needed maintenance easement (1.13 acres) will be within the school property.

Alternative 9A would require the full acquisition of the private commercial driveway associated with the National Tire & Glass Sales Inc. (T&D Enterprises, LLC), in Havre de Grace as well as a portion of the commercial parcel itself. Since alternate access due to the loss of the driveway cannot be provided to the business, the acquisition would affect the business's ability to function as it currently does; therefore, displacement of the entire commercial parcel would be required (0.50 acre associated with the commercial driveway and 0.64 acre associated with the commercial use). A narrow strip (0.05 acre or 12.6 percent) of undeveloped land along Warren Street in Havre de Grace that is zoned residential would need to be acquired.

Approximately 0.26 acre of Jean S. Roberts Memorial Park is owned by Amtrak and leased to the City of Have de Grace. The remainder of the park (0.61 acre) is owned by the City. Because Alternative 9A would construct a new bridge on an elevated structure above Jean S. Roberts Memorial Park, the existing lease agreement of the Amtrak-owned parcel and modification of the park infrastructure would likely need to be modified. Alternative 9A would require the acquisition of a narrow strip (0.01 acre or 2.26 percent) of the City-owned portion of Jean S. Roberts Memorial Park, which would no longer be publicly accessible.

A small portion (0.10 acre) of the public street right-of-way associated with Warren Street would also need to be acquired. To address the City's request to realign the intersection located at Otsego, Union, and Water Streets, the Proposed Project would extend the Havre de Grace abutment south towards Freedom Lane, which would require the acquisition of an additional portion of a public-street right-of-way along Otsego Street (0.004 acre).

A small portion (0.008 acre or 5.2 percent) of a private residential property in Perryville would need to be acquired. This residential acquisition would result in permanent impacts to the vegetated embankment; it would not require demolition or full acquisition of the residence. A portion of Broad Street in Perryville would also need to be acquired (0.03 acre).

In Perryville, the waterfront land at the existing bridge is owned by Amtrak, but leased to the Federal Government as part of the Veteran's Administration (VA) hospital access road. Modifications to the existing easement would be required for the new Access Road in Perryville.

Alternative 9B

Alternative 9B would require the acquisition of approximately 0.35 acre, which include portions of one private commercial driveway, one commercial parcel, one city park parcel, one public

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street right-of-way in Havre de Grace, one residential parcel, and one public street right-of-way in Perryville.

Alternative 9B would require the acquisition of a portion (0.24 acre or 47.76 percent) of the private commercial driveway and 0.06 acre of the commercial use associated with the National Tire & Glass Sales Inc. (T&D Enterprises, LLC) in Havre de Grace; the private commercial driveway would be maintained and full acquisition of the property is not required.

As with Alternative 9A, Alternative 9B would construct a new bridge above Jean S. Roberts Memorial Park on an elevated structure, which would likely require the modification of the existing lease agreement on the Amtrak-owned parcel and modification of the park infrastructure. Alternative 9B would construct a new bridge west of the existing bridge, requiring modifications to the existing easement for the new west bridge in Perryville and a retaining wall. Alternative 9B would require the acquisition of a narrow strip (0.01 acre) of the City-owned portion Jean S. Roberts Memorial Park, which would no longer be accessible to the public.

To address the City's request to realign the intersection located at Otsego, Union, and Water Streets, the Proposed Project would extend the Havre de Grace abutment south towards Freedom Lane, which would require the acquisition of an additional portion of a public-street right-of-way along Otsego Street (0.004 acre).

A narrow strip (0.008 acre) of a private residential property adjacent to the railroad right-of-way along Broad Street in Perryville would need to be acquired. This acquisition would result in permanent impacts to the vegetated embankment; it would not require demolition or full acquisition of the residence. A small portion (0.03 acre) of the Broad Street public-street right-of-way would need to be acquired.

Alternative 9B may require a temporary construction easement at the Havre de Grace Middle/High School athletic fields to build a retaining wall. However, the Project Team will determine the need for this easement as project design develops.

LAND USE

Overall, the Build Alternatives would continue to use the NEC for transportation use. They would also require some widening of the right-of-way and construction of new bridges and other rail infrastructure. The land acquired for the Build Alternatives would be converted to transportation use, which would remain a compatible land use with the surrounding area. With the exception of the commercial property discussed above under Alternative 9A, any property acquisition that is required for either Build Alternative would not adversely affect the ability of remaining existing land uses to continue in their current use. Overall, the Build Alternatives would be located on or just beyond the existing right-of-way; therefore, the Build Alternatives are not expected to substantially change current land uses within the study area.

ZONING

As noted earlier, MDOT and Amtrak are not subject to local zoning regulations and no zoning designations are mapped on the existing rail right-of-way through the study area. The properties that would be acquired for each of the Build Alternatives have designated zoning under the City of Havre de Grace or the Town of Perryville that would be removed from the affected portions of the property where the land acquisitions are required.

PUBLIC POLICY

The Build Alternatives would be consistent with local, regional, and statewide planning. The Susquehanna River Rail Bridge is generally consistent with Maryland's Smart Growth Initiative, as the Proposed Project would improve mobility and minimize adverse land use impacts. As discussed above, the vast majority of the study area is within Priority Funding Areas (PFA). However, any proposed project with greater than five percent located outside of the PFA boundary requires a project exception from MDP. The Project Team met with the Smart Growth and Neighborhood Conservation Coordinating Committee on March 9, 2016. Based on this meeting, the Committee voted to approve this exception to the PFA requirements due to it being a growth-related project involving a commercial or industrial activity, which, due to its operational or physical characteristic, must be located away from development (per §5-7B-06(a)(iii)3.).

The Build Alternatives are also generally consistent with the Harford County *2012 Master Plan and Land Use Element Plan*, the City of Havre de Grace *2004 Comprehensive Plan*, the Cecil County *2010 Comprehensive Plan*, the Town of Perryville *2010 Comprehensive Plan*, the Town of Perryville *2012 Transit-Oriented Development Plan*, and the *2000 Lower Susquehanna Heritage Greenway Management Plan* through promoting environmental sustainability and providing a safe and efficient transportation system that will improve mobility for freight rail users, commuter rail users, and marine navigation as well as provide for future travel demand. Therefore, the Proposed Project would be compatible and consistent with current policies that govern the project site and study area.

COMMUNITY FACILITIES

ALTERNATIVE 9A

Alternative 9A would require the acquisition of a narrow strip of the Havre de Grace Middle/High School athletic fields. The Havre de Grace Middle/High School athletic fields are a part of a larger community facility complex, including the Havre de Grace Middle School, High School, track and athletic fields, and activity center. Impacts to this location are discussed in Chapter 6, "Parks, Trails, and Recreational Resources."

ALTERNATIVE 9B

Alternative 9B would not require the acquisition of the Havre de Grace Middle/High School athletic fields and would not result in adverse effects on community facilities.

F. MINIMIZATION AND MITIGATION OF IMPACTS

PROPERTY ACQUISITIONS AND DISPLACEMENTS

The Project Team has begun outreach to affected owners and businesses and will continue to coordinate with the affected property owners and tenants to avoid or minimize property acquisitions and displacements. The public, including property owners, has been provided opportunities to offer input on alignment of the Proposed Project through the Project's extensive public involvement program. This participation led to the elimination of certain alignment alternatives that required greater property acquisition. Property acquisitions and displacements will adhere with the Uniform Act and all applicable Maryland State laws. Where full property

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acquisition is required, Amtrak and MDOT will fairly compensate the owners of properties for the land acquired and will provide relocation assistance to businesses to facilitate their reestablishment elsewhere, should this be necessary.

LAND USE, ZONING, PUBLIC POLICY, AND COMMUNITY FACILITIES

The Project Team worked throughout the alternatives development process to address public input by refining the alignment alternatives. Alternatives 9A and Alternative 9B incorporate measures to minimize impacts to land use, zoning, public policy, and community facilities and generally follow the existing transportation corridor, thereby avoiding any substantial changes to existing land use. The Project Team will continue to ensure the Proposed Project's compatibility with other planned developments and continue to coordinate with the communities and stakeholders to avoid or minimize negative land use effects.

Overall, no long-term significant adverse impacts to land use, zoning, public policy, or community facilities are expected from the Proposed Project. *