



Station Area Advisory Committees

VISION PLAN

CMS



INTRODUCTION

This report summarizes the first phase of the Station Area Advisory Committees (SAAC). The SAAC process is part of the Red Line's public involvement program.

What role did the SAACs fulfill?

SAACs are advisory to the MTA. Each SAAC was extremely helpful and provided input about their community and how the proposed station location would "behave" in their community. The SAACs functioned as a focus group. The SAACs have three major responsibilities:

- Vision Planning
- Station Design and Goals
- Sharing Information

This document summarizes the SAAC's activities regarding Vision Planning and Station Location. The Vision Plans for each SAAC summarize the first half of the SAAC efforts. The second half of the effort will focus on Station Design and Goals. The meetings for this effort started in October of 2010 and concluded in early spring of 2011. The documentation of the Station Design and Goals efforts will be an addendum to the Vision Plans.



Light Rail Rendering

During the Vision Planning process, each SAAC decided on their station area's boundaries; examined the strengths, weaknesses, opportunities and threats for their areas; and reviewed the connectivity elements for the proposed station locations. The SAACs not only examined what existed, but also thought about the potential for their areas. They also reviewed the station locations in relation to the Vision Plan for their station area. In some of the SAAC areas, it was confirmed that the station location was in keeping with the community goals and in other instances station locations were modified. Each Vision Plan explains the elements of the Visioning Process and the Station Location.

Once the SAACs completed their Vision Plan and confirmed their desired Station Location, Open Houses were held for the general public. These Open Houses were extensively advertised and over 400 citizens attended. There were four Open House sessions; each one focused on a different portion of the Red Line corridor. The areas were West – Baltimore County, Route 40 West, Downtown and the Eastside. At these Open Houses, the draft Vision Plans were discussed with the community and feedback was obtained. After this public feedback, the SAAC members revisited their Vision Plans to ensure, "Did we get it right?" The Vision Plans are the result of this effort.

STATION AREA VISION PLAN

Station Area Defined (analysis):

What do we see? What do we know? What is our Vision Area?

Analysis

a) Base Mapping

As planning tools and to assist the SAAC members in familiarizing themselves with the context of the CMS station area, three maps were initially developed for reference. The maps and their intended uses were:

Physical Features were delineated which included roads, parking, and buildings, as well as natural features such as forest cover, streams and flood plains (see Figure 1, Physical Features).

Land Use outlining the existing land uses in the area (see Figure 2, Land Use).

Aerial View which was an aerial photograph of the vicinity (see Figure 3, Aerial View).



Station Location opposite CMS campus on Security Blvd.

The SAAC members used these plans to confirm information about the community, document their observations of the area and to record ideas for inclusion in the Vision Plan.

b) Physical Boundaries

The CMS station is proposed to be located at the western terminus of the Red Line where Security Boulevard comes to a dead end at the entrance to the Centers for Medicare and Medicaid Services (CMS). The Vision Area, as determined by the SAAC, is approximately a 1/2 mile or 10-minute walking distance from the station. The boundary has been adjusted to include residential and commercial areas that are logical extensions of the community and that are within reasonable walking or bicycling distance to the station (see Figure 4, Area of Influence Map.)

The Vision Area is primarily bound by I-70 to the south, Rolling Road to the east, and Dogwood Road to the north. To the west, the Vision Area includes the residential communities along the south side of Johnnycake Road and then turns north along a proposed future road connection extending from Oldstone Road to Dogwood Road. It should be noted that Baltimore County's Urban/Rural Demarcation Line (URDL) runs along Johnnycake Road and turns north along the proposed future road connection mentioned above.

Along the northeast edge of the Vision Area, the boundary extends across Rolling Road to include the Dogwood Station Shopping Center and a portion of the residential Chadwick neighborhood.

c) Existing Conditions/Context

Transportation Network

The Vision Area is largely served by Rolling Road and Security Boulevard which provide vehicular access to and through the community. To the west, Johnnycake Road provides access to Howard County and to US 29. This connection results in significant neighborhood cut-through traffic as people from the west use Johnnycake and then local streets to access CMS.

I-70 runs along the south edge of the Vision Area. There is, however, no direct access to or from the CMS Vision Area onto I-70. Within the area, a network of local streets provides access to the arterial streets.

Cut-through traffic from the west is most problematic on Fairbrook Road and Greengage Road where relatively high speeds and the volume of vehicles are not compatible with the scale and character of the neighborhood streets.

Congestion and wait times at the lighted intersections on Rolling Road and Security Boulevard were identified by all SAAC members as problematic, having continually worsened over the past several years and decades.

Both Rolling Road and Security Boulevard currently accommodate bus lines. There are major stops at the west end of Security Boulevard and at the Security Square Mall (see Figure 5, Neighborhood Map.)

Land Use

The Vision Area is characterized by a mix of suburban land uses (residential, commercial and employment), but is primarily comprised of low-to-medium density residential uses. The Chadwick Manor community, located immediately adjacent to the proposed station, encompasses single-family detached and duplex homes built in the 1960's. To the south and west are a number of garden apartment complexes and townhome communities that have been built in the decades since Chadwick Manor was developed.



Chadwick neighborhood

Civic uses within the Vision Area include two elementary schools; Chadwick Elementary which is centrally located and is adjacent to the proposed station location, and Dogwood Elementary, located off of Dogwood Road to the north. There are three churches in the community; Christ the King Church on the south side of Security Boulevard, Emmarts United Methodist on the northwest corner of Dogwood and Rolling Roads and St. Gabriel's Catholic Church /John Paul School east of Dogwood Station on Dogwood Road.

There are several commercial and/or mixed use developments within the Vision Area. Boulevard Place is located on the southwest corner of Security Boulevard and Rolling Road. It is a relatively new project that includes a mix of office space and retail uses. Several of the uses provide much needed neighborhood serving retail and food service options. Dogwood Station Shopping Center is located on the northwest corner of Dogwood and Rolling Roads and includes a grocery store as well as other neighborhood serving retail uses. There are a number of stand alone retail uses along the west side of Rolling Road, including a drugstore and an auto parts store.

Across Rolling Road to the east are the Security Square Mall and a number of other commercial/retail uses. Because of the regional nature of the mall and the scale of the surrounding parking lots, the CMS SAAC did not feel that this area should be considered part of the CMS Vision Area. This is also true of the uses located across Security Boulevard to the north of the mall. It should be noted that a station is proposed at the Security Square Mall in the vicinity of Security Boulevard and that a separate SAAC is focused on that station and the immediately surrounding issues.

Economic Development

While the Security Square Mall was not included in the CMS Vision Area, the SAAC recognizes that the mall site and its surrounds have great potential for redevelopment and therefore represent the best opportunity for economic development in the immediate area.



Boulevard Place Shopping Center

The SAAC did identify several areas within the Vision Area that had the potential for change over time. These included a couple of older apartment complexes, several under-developed commercial sites, and a couple of undeveloped sites. Mostly located along Rolling Road and Dogwood Road, there was not a preferred use identified for these sites, but it was noted that they may be developed in a manner more appropriately fronting the higher order streets, with the intent of reinforcing a stronger pedestrian environment.

Immediately west of the Vision Area is a parcel of land that may serve as an opportunity for future economic development: the Ribera property. This parcel has been rezoned to BM-IM and DR10.5 which are Business/Industrial and High Density Residential zones. It was noted by the SAAC that development of this parcel should be sure to consider the surrounding context, its proximity to the URDL and the agricultural character of the land to the west.

During the SAAC process, the Federal Center at Woodlawn Enterprise Zone was established. This is a 395 +/- acre area just north and east of the CMS Vision Area. This area will create a local focus on private investment and job creation. It will be important to coordinate area-wide planning initiatives between the CMS Vision Area and this important new center.

Safety

The SAAC identified safety and security as a major concern regarding the Red Line project. There is concern about safety at the station itself; adequate lighting is essential. The potential increase in the number of people from outside the community using the Red Line is of concern to residents, along with the way in which MTA will respond to issues of crime.

In general, the community has experienced an increase in crime over the past several years and is particularly aware of the issue. The SAAC would like to see the MTA and the local police department coordinate in stemming the current trend and proactively addressing possible future issues.

Lighting levels are low throughout the residential neighborhoods currently. The SAAC would like to see adequate lighting extended beyond the station to the local streets, especially those that provide primary pedestrian access.

Pedestrian safety is also important to the community. Currently, there are a number of streets that lack adequate sidewalks. There are also a number of street intersections that are not pedestrian-friendly; the signalized intersections along Rolling Road and Security Boulevard are particularly challenging to pedestrians.



Bicycle facilities are virtually non-existent. The draft *Western Baltimore County Pedestrian and Bicycle Access Plan* calls for bicycle facilities on several of the neighborhood streets. This should be explored as part of a comprehensive study of transportation safety improvements within the Vision Area.

Connectivity

Street connectivity within the Vision Area is generally adequate, but lacking in some instances. Security Boulevard dead-ends at CMS which causes cars coming from the west to cut through residential neighborhoods to access CMS and Rolling Road. The proposed road connection planned from Oldstone Road north to Dogwood Road and beyond, eventually connecting with Rolling Road, would take pressure off of local roads in the Vision Area currently carrying cars from the west.



Dogwood Shopping Center

The CMS facility itself hinders connectivity between the north and south sides of the Vision Area. Because of its secure nature, surrounded by a continuous fence, there are no connections permitted through the facility. Currently, access between Security Boulevard and Dogwood Road can only be made by traveling out onto Rolling Road.

Pedestrian access to the proposed station from the residential neighborhoods to the south, southwest, and northeast is fairly good, utilizing local streets with sidewalks in most instances. Sidewalks are also provided on most of the roads that would accommodate access between residential and commercial/retail areas. As was mentioned above, crossing the major thoroughfares, Security Boulevard and Rolling Road, is particularly challenging (see *Figure 6, Destinations and Connections*).

Neighborhood Identity

Residential communities within the Vision Area have grown over time in a relatively suburban pattern of development. This has resulted in each new development having its own architectural character, often having its own recreational facilities such as pool or playground, creating its own Home Owner's Association (HOA) and therefore developing its own identity to some degree. The Chadwick Manor community represents the most cohesive neighborhood by virtue of its architectural style and its modified grid pattern of streets and short cul-de-sacs. The SAAC, however, was unable to articulate what elements, images or materials represented the neighborhood. That being said, the SAAC members unanimously felt that preserving and enhancing the neighborhoods was of the utmost importance.

It was noted that developing some type of neighborhood signage placed in several key locations would add to the neighborhood identity.

d) Stabilization Area vs. Redevelopment Area

The Vision Area is considered a stable area by SAAC members, in need of little change (see *Figure 7, Stability vs. Change*). The stabilization and enhancement of the residential neighborhoods was mentioned as a priority in a number of discussions and the community values, in particular, its civic uses such as the schools and the churches.

Several properties were identified that may be appropriate for development or redevelopment within the area, but there was not a strong need or desire expressed. Discussion of redevelopment was largely focused on the Security Square Mall site, immediately across Rolling Road. The focus of potential redevelopment at the mall site was under the purview of the Security Square SAAC.

Station Area Vision: What changes? What stays the same? What do we value?

Values

The SAAC held several discussions regarding what the community values and identified elements to be stabilized and reinforced as well as those that should/could be changed. The strengths and weaknesses of the community, opportunities for change, and threats were evaluated and are outlined below (see *Figure 8, Strengths, Weaknesses and Opportunities*).

a) Strengths

The asset that garnered the most comment and support was that of the quality of the residential communities. There are a number of people who have lived in and around the Vision Area for 40+ years. They are committed to the community and care about its assets and its people.

Locating the proposed station adjacent to CMS, a major employer, is seen as a strength in that it is conveniently positioned to serve the largest trip generator in the area.

Boulevard Place, a mixed-use development with 174,000 square feet of office space, and Dogwood Station, a recently-constructed shopping center, are highly used and within walking distance of many of the residents as well as the proposed station.



Christ the King Church

The two elementary schools within the Vision Area, Dogwood and Chadwick Elementary, are cornerstones of community activity and were identified as places to retain and bolster.



Chadwick Elementary School

b) Weaknesses

There are limited Transit-Oriented Development (TOD) opportunities within the Vision Area. Due to the existing land uses, proximity to the station location, and the stable condition of the residential and commercial properties, there is not a lot of opportunity for (re)development.

Access to the station is limited for vehicles arriving from the west as Security Boulevard is a dead-end street. Chadwick Elementary School and CMS are large adjacent land uses that do not afford pedestrian through-traffic to the station. In fact, there is concern that a fence may be needed around the Chadwick Elementary School to deter pedestrian cut-through traffic.

The overall road network is suburban, curvilinear and lacking certain connections. This makes moving through portions of the area difficult for motorists and pedestrians alike.

Traffic congestion at intersections along Security Boulevard and Rolling Road is substantial, causing commuter traffic to cut through neighborhoods, creating an undesirable atmosphere for residents, cyclists, and pedestrians. Sidewalks are missing in a number of areas. There are no bicycle facilities.

c) Opportunities

The Baltimore County Master Plan recommends that Security Boulevard be extended west to Fairbrook Road. This road extension would be an opportunity to enhance connectivity to the proposed station for motorists, bicyclists and pedestrians. It would also reduce the amount of cut-through traffic on residential streets in Chadwick Manor. The right-of-way for this road extension currently exists.



CMS Campus

The County's Bicycle Master Plan calls for an off-road shared use trail to be constructed adjacent to the Red Line corridor. The opportunity exists for the County and MTA to coordinate the design of the alignment to accommodate this facility.

As development on private land has occurred over time, it was noted by the SAAC that the amount of green space in the neighborhood has diminished. As future development is contemplated, there may be an opportunity to include meaningful open space within development sites. Sites that appear to represent an opportunity include:

- The 40-acre Wilson-Ritter and 122-acre Ribera properties, located along the north side of Johnnycake Road to the west of the station area.
- The Adult Day Services site located along Dogwood Road and/or the land immediately to the west.
- The parcels east of Dogwood Elementary School.
- The parcel north of the Maryland Athletic Center on the east side of Rolling Road.
- A portion of the Christ the King Church site, which is currently open space.
- If the Security Square Mall site were to redevelop, there may be an opportunity to include open space as part of that effort. It is recognized that open space may be other than green space, such as plazas or other urban treatments.

There are limited opportunities to consider more TOD types of redevelopment on the "Opportunity for Change" sites that have been identified along the west side of Rolling Road. These are more likely long-term possibilities.

d) Threats

Residents are concerned that placing the light rail facility in the street will result in an increase in traffic congestion, worsening the existing congested condition. This is especially a concern at the intersection of Rolling Road and Security Boulevard.

There is concern that the station will result in an increase in crime in the area as people from outside the community will have greater access to the local neighborhoods.

Residents of the area have noted that the amount of green space in the community has diminished as private development has occurred. There is concern that the Red Line will take away from the limited

open space and buffer areas and may spark increased development that will in turn reduce the open space.

There is concern that people using the CMS station will park in the residential neighborhoods to use the Red Line. Local residents already experience this situation related to the use of the bus stop at the end of Security Boulevard.

Residents are concerned about the noise that will be introduced by the train cars themselves as well as by people at the station.

The existing bus stop generates a significant amount of trash, much of which is blown into residents' yards. There is concern over an increase in trash in and around the Red Line station.

Goals : What are our Vision Area Goals? What do we want to see for the future?

Guiding Principles

The SAAC members have crafted the following goals and principles to guide the future development of the CMS Vision Area:

Land Use/Neighborhood Identity

- Preserve, enhance and respect existing neighborhoods. Put residents first in planning efforts.
- Look for opportunities to provide for open space; both green spaces and urban plazas.
- Preserve the existing rural character to the west to the extent possible.
- Provide high quality landscaping at station and along key streets.



Emmart's United Methodist Church

Safety and Security

- Provide for the safety of residents, school children, and transit riders by ensuring adequate security at and around the Red Line station(s).

Connectivity/Intermodalism

- Maximize potential for all modes of transportation in planning efforts; car, bus, rail, pedestrians and bicycles. Ensure safe, convenient and attractive connections between modes and to nearby uses.
- Improve traffic operations. Maintain existing capacities while ensuring that congestion does not become worse.
- Calm traffic along Security Boulevard and Rolling Road and make them pedestrian-friendly streets.
- Manage parking to ensure no change in character to neighborhood streets.

Economic Development

- Bring more locally serving businesses to the area—e.g., sit down family restaurants.
- Provide more activities and opportunities for senior citizens.
- Provide more activities and opportunities for young people.

Vision Statement

The Chadwick/CMS Vision Area is a stable one and is not seeking to aggressively alter land uses or change the general character of the community. The Chadwick/CMS station is proposed as a walk up station with no plan to provide parking facilities in the immediate area. One of the goals for the location of the station and the track alignment along Security Boulevard is for the facilities to fit into the fabric of the community with minimal impacts to the adjacent residences and other uses.



Chadwick Manor Townhouses

The Red Line in general, and the Chadwick/CMS Station specifically, will bring new opportunities and transportation options to the CMS Vision Area. While the focus of planning and implementation efforts should be on preserving and enhancing the existing residential neighborhoods, opportunities to utilize the Red Line improvements should be leveraged for the benefit of the community. Opportunities to enhance the network of pedestrian, bicycle and some limited street connections should be maximized. Connectivity to the station from surrounding land uses should be a priority. There are also a number of pedestrian and bicycle connections that should be upgraded or implemented throughout the Vision Area that would enhance people's ability to move about the region and access a greater variety of uses (see Figure 9, Draft Vision Plan).

Streetscape improvements should be implemented on a number of key streets to enhance pedestrian and bicycle facilities while also improving the aesthetic of the area and helping to create a sense of place. Rolling Road and Security Boulevard in particular are heavily vehicle-oriented and not pedestrian friendly. Consideration should be given to enhancing pedestrian facilities, including wider sidewalks set back from the street and adequate crossing treatments at key intersections. Implementation of the County's recommended bicycle improvements is encouraged. A program of appropriately scaled street trees and other landscape improvements should be included as part of a comprehensive streetscape upgrade.

The Vision Area has experienced a decrease in open space over time as development in the area has increased. No meaningful dedicated public open space currently exists in the community with the exception of that at the schools. As part of the future planning of the area, identifying possible locations for public open space should be a priority. This could be green space on one of the few undeveloped parcels or could be a more civic space that might be included as part of a redeveloped Security Square Mall.

STATION CONCEPT

Station Location

Platform Location/Behavior

The SAAC determined that the most viable option for the Red Line station location is across from the CMS facility entrance at the terminus of Security Boulevard. Although in close proximity to Chadwick Elementary School, this platform location prevents encroachment into residential properties on Winder Way, which back up to Security Boulevard. This location also maintains the existing wooded buffer between the residences and Security Boulevard as well as to the west of Security Boulevard between the elementary school and CMS facility (see Figure 10, Station Location Map.)

Platform Type

The CMS station is proposed for walk up use and for connectivity to other modes such as bus transfers. No dedicated parking facilities are proposed nor is a kiss & ride function.

Side platforms are proposed at the CMS station (see Figure 11, Station Platform Detail.) On the south side the platform will continue east as a proposed hiker/biker trail running parallel to the rail alignment. A sidewalk connection is proposed extending west from the platform, connecting across the Security Boulevard right-of-way to provide access to the CMS entry gate. The north side platform will allow for buses to pull up and off-load passengers directly onto the platform from the south lane of Security Boulevard. No dedicated bus pull off is proposed at this time.

The CMS Station is a terminal station. Preliminary discussions have occurred between the SAAC and the preliminary engineering team regarding the issue of tail tracks at terminal stations. The option to use crossover tracks to the east of the station, in lieu of tail tracks, is preferred by the SAAC in order to preserve the forested buffer to the west.

Alignment Issues

Working with the SAAC and the preliminary engineering team, a proposed rail alignment shift to the north to avoid impacts to the wooded areas on the south side of Security Boulevard appears to be achievable. This is significant in that it will preserve the small vegetated buffer between the adjacent homes and Security Boulevard.

Traffic signals are proposed at Greengage Road and Brookdale Road on Security Boulevard. This should improve access onto Security Boulevard as it is currently difficult to merge onto Security Boulevard during morning and evening rush hours.

Station Performance & Station Image – Neighborhood Identity

This document summarizes the Vision Plan and Station Location efforts of the SAAC. This concludes the first phase of the SAAC efforts.

The second phase of the efforts begins in October 2011 and is anticipated to run through early Spring 2012. During this second phase, the SAACs will focus on Station Performance and Station Image. The discussions will include elements such as:

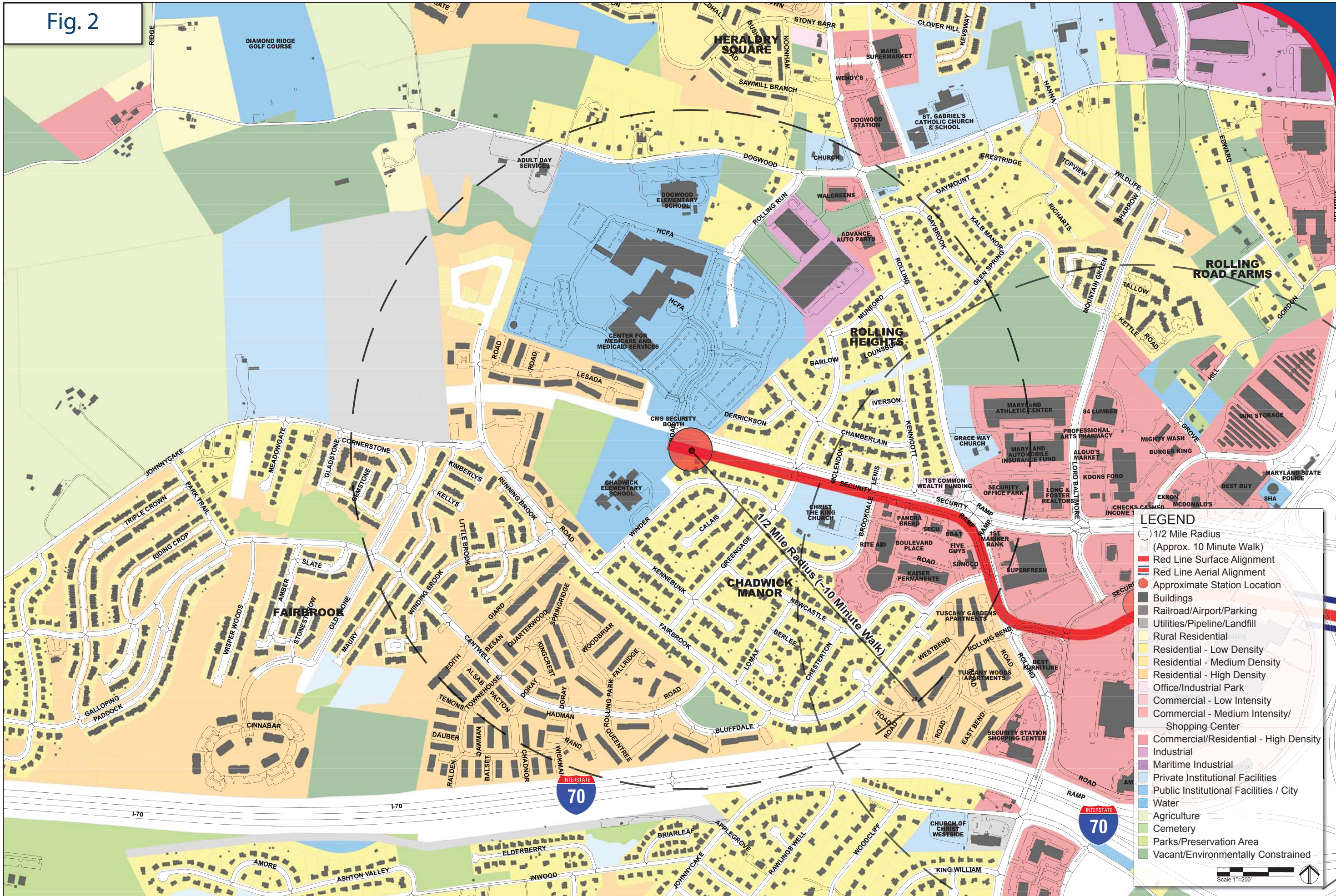
- **Urban Design and Site Planning:** This will cover the functional relationship of the station to the neighborhood. The SAAC will review station orientation, accessibility, landscape/hardscape opportunities, and vision and physical connectivity (pedestrian, bicycle and auto – intermodal).
- **Station Programming:** This will include discussions on system-wide standard elements and elements that may become “customized” per neighborhood station.
- **Station Image-Neighborhood Identity:** The SAAC will discuss special features, art in transit and recommend station names.

The outcome of the second phase of SAAC efforts will be documented as an addendum to the Vision Plan.

Fig. 1



Fig. 2

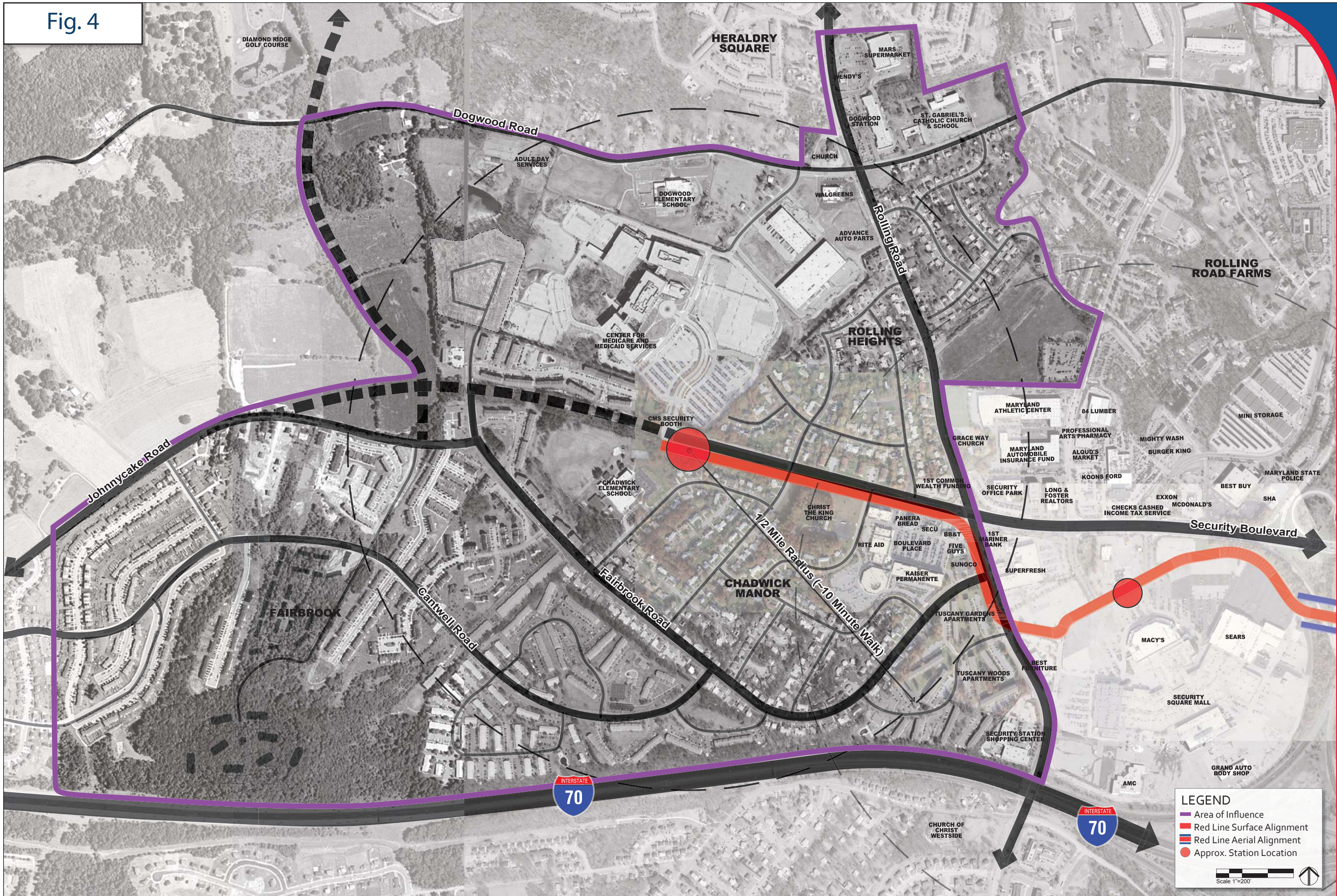


LEGEND

- 1/2 Mile Radius (Approx. 10 Minute Walk)
- Red Line Surface Alignment
- Red Line Aerial Alignment
- Approximate Station Location
- Buildings
- Railroad/Airport/Parking
- Utilities/Pipeline/Landfill
- Rural Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Office/Industrial Park
- Commercial - Low Intensity
- Commercial - Medium Intensity/ Shopping Center
- Commercial/Residential - High Density
- Industrial
- Maritime Industrial
- Private Institutional Facilities
- Public Institutional Facilities / City
- Water
- Agriculture
- Cemetery
- Parks/Preservation Area
- Vacant/Environmentally Constrained

Scale 1"=200'

Fig. 4

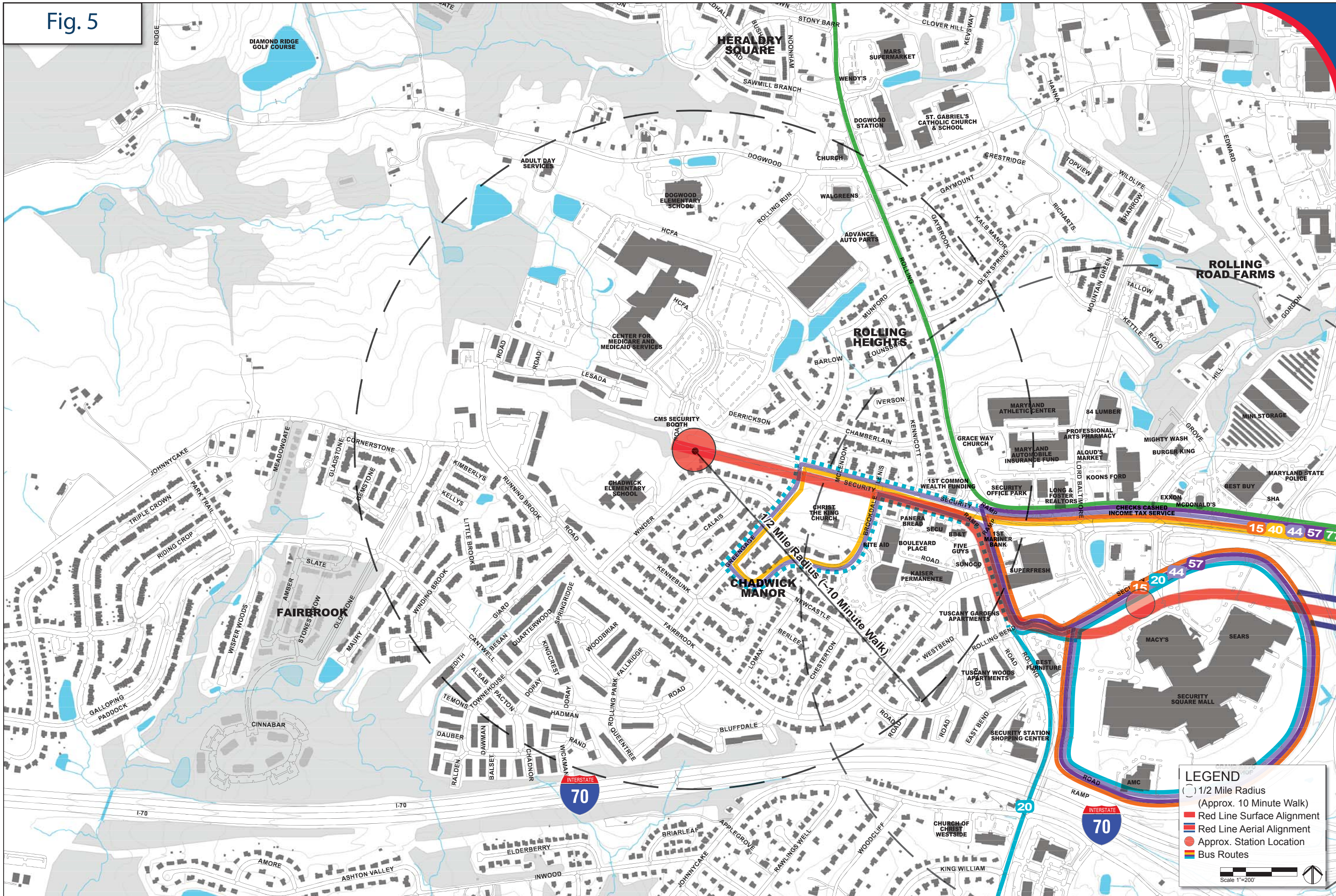


LEGEND

- Area of Influence
- Red Line Surface Alignment
- Red Line Aerial Alignment
- Approx. Station Location

Scale 1"=200'

Fig. 5



LEGEND

- 1/2 Mile Radius (Approx. 10 Minute Walk)
- Red Line Surface Alignment
- Red Line Aerial Alignment
- Approx. Station Location
- Bus Routes

Scale 1"=200'

Fig. 6

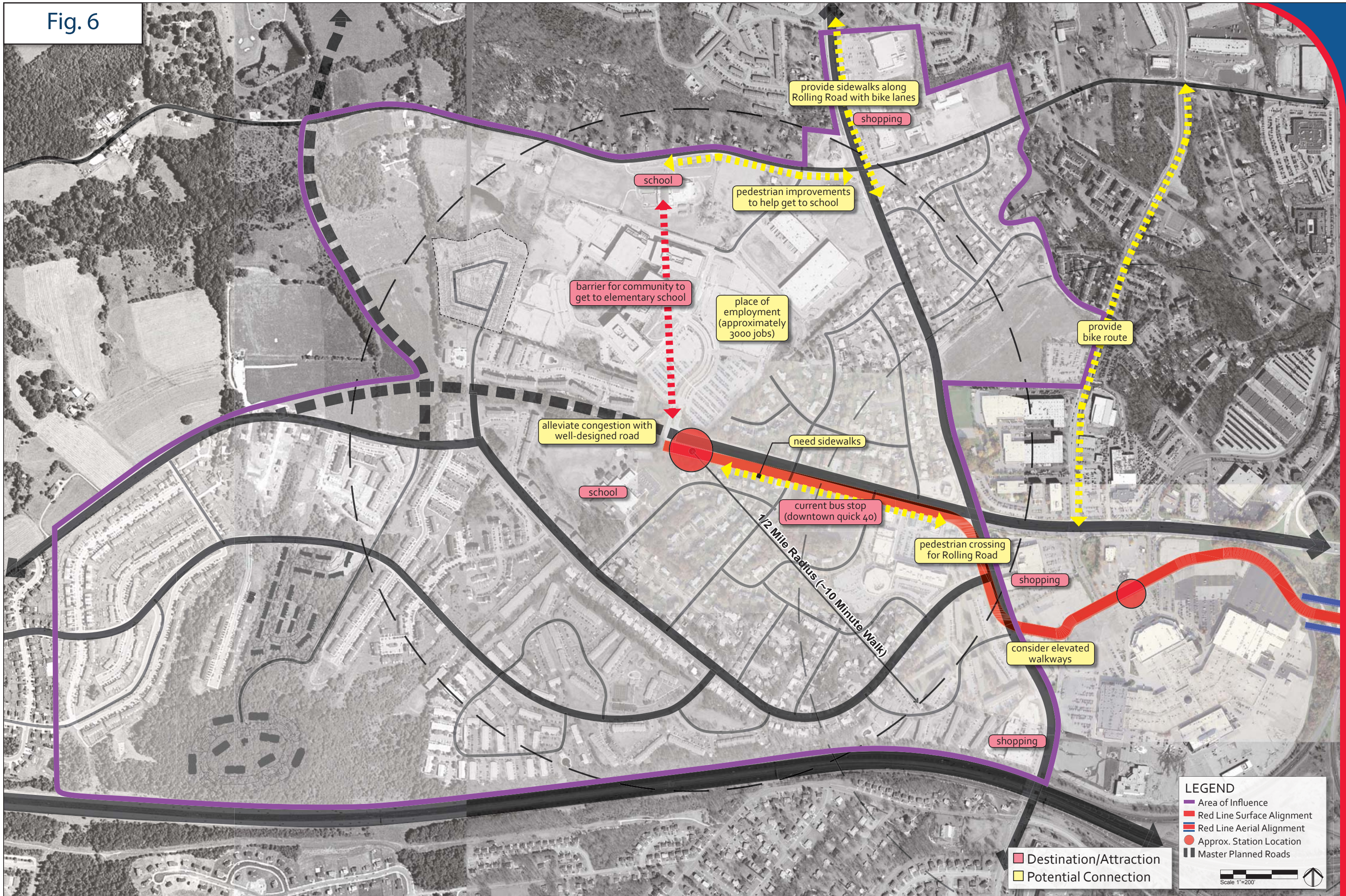


Fig. 7

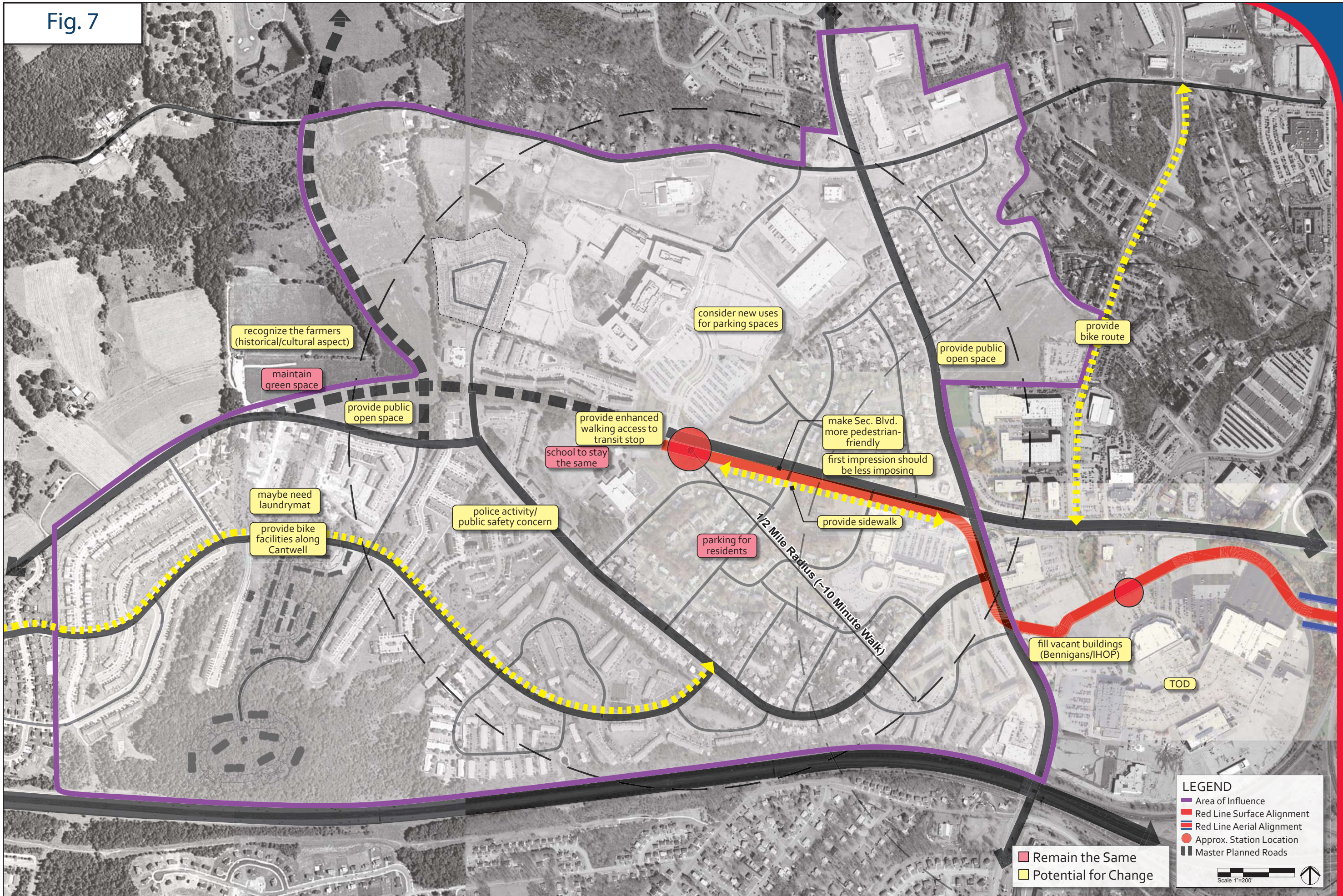
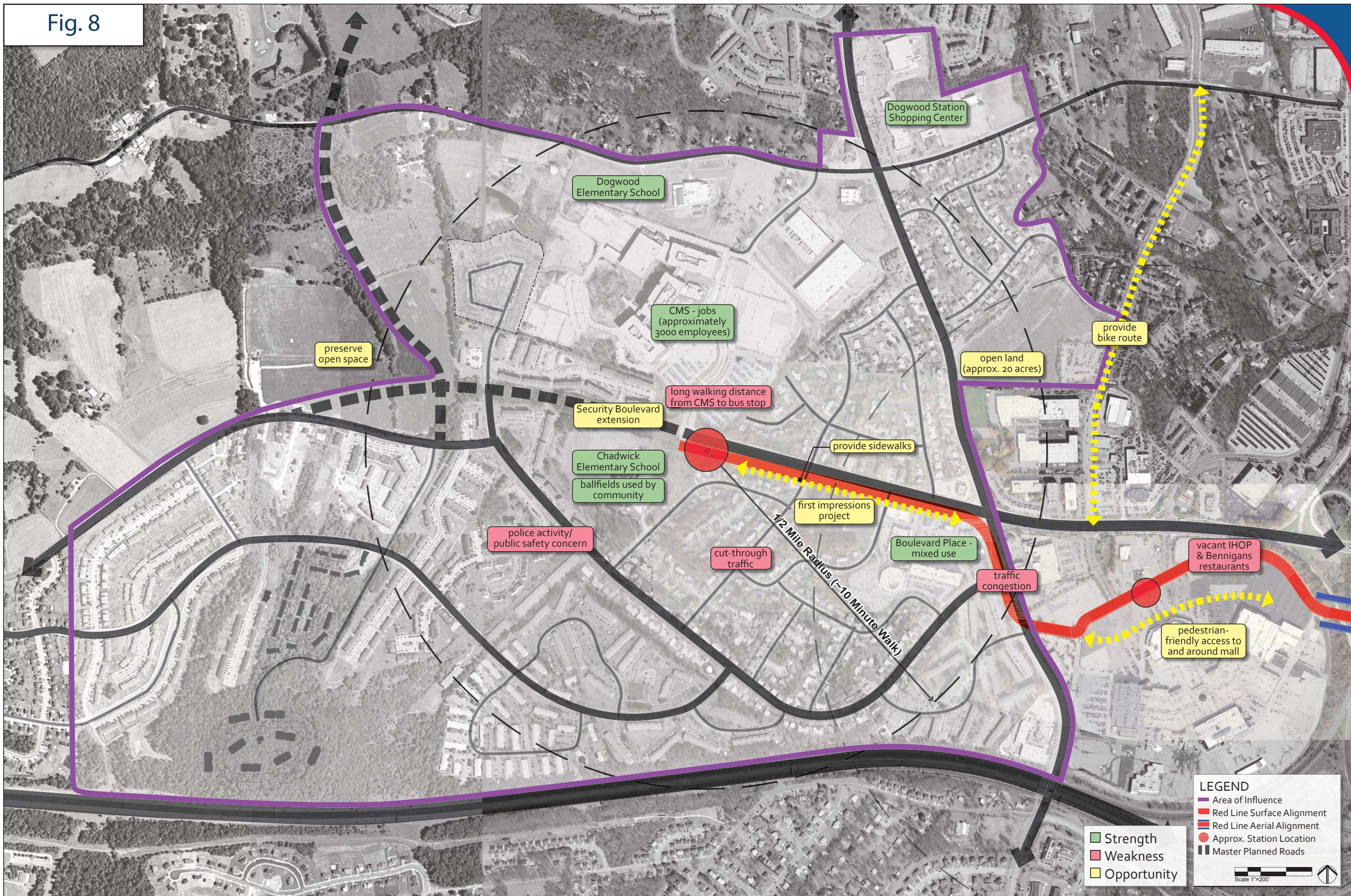


Fig. 8

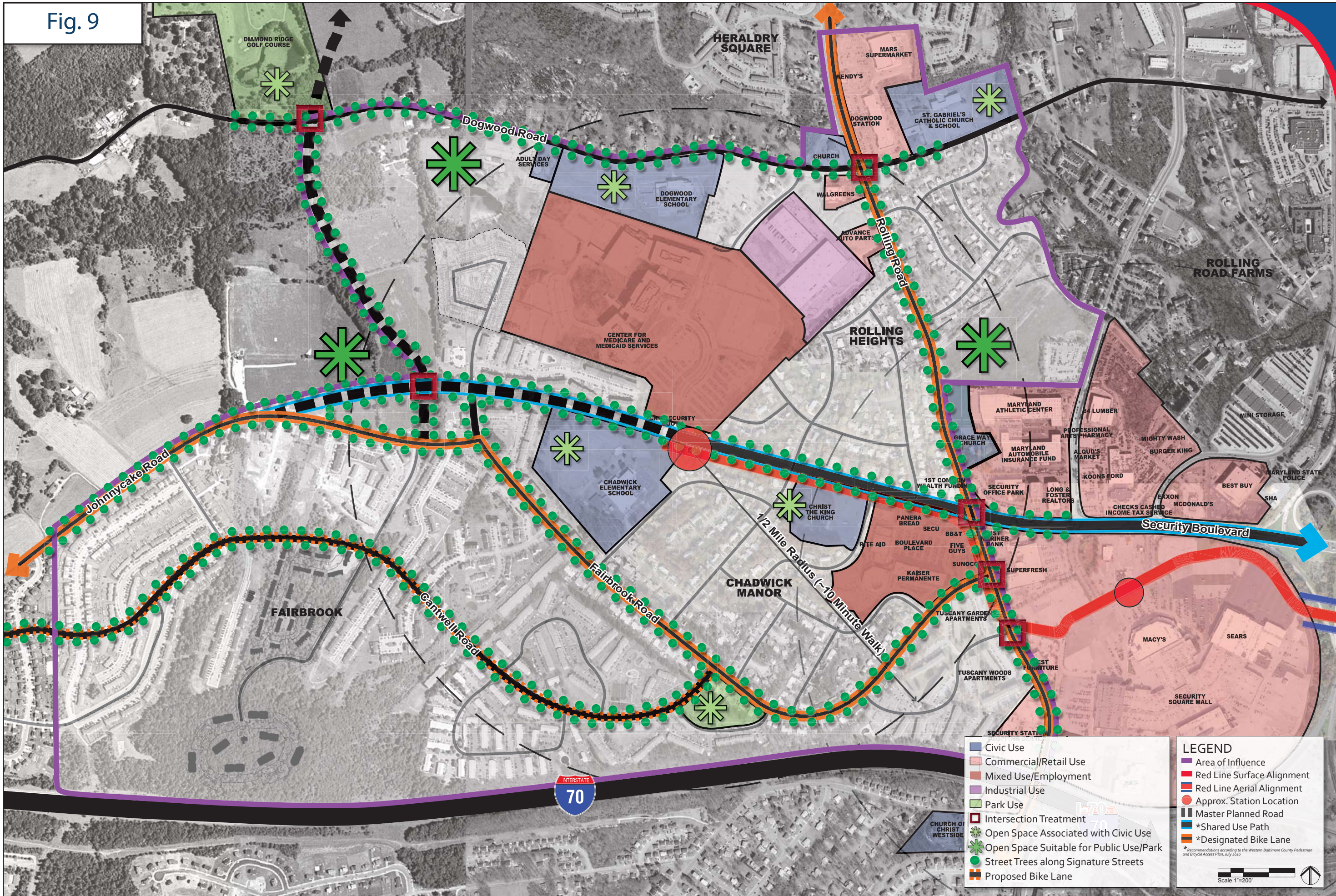


LEGEND

- Strength
- Weakness
- Opportunity
- Area of Influence
- Red Line Surface Alignment
- Red Line Aerial Alignment
- Approx. Station Location
- Master Planned Roads

Scale 1"=200'

Fig. 9



LEGEND	
	Area of Influence
	Red Line Surface Alignment
	Red Line Aerial Alignment
	Approx. Station Location
	Master Planned Road
	*Shared Use Path
	*Designated Bike Lane
	Civic Use
	Commercial/Retail Use
	Mixed Use/Employment
	Industrial Use
	Park Use
	Intersection Treatment
	Open Space Associated with Civic Use
	Open Space Suitable for Public Use/Park
	Street Trees along Signature Streets
	Proposed Bike Lane

Scale 1"=200'

*Recommendations according to the Western Baltimore County Pedestrian and Bicycle Access Plan, July 2010

**DRAFT ANALYSIS & VISION
PLAN RECOMMENDATIONS**

Fig. 10

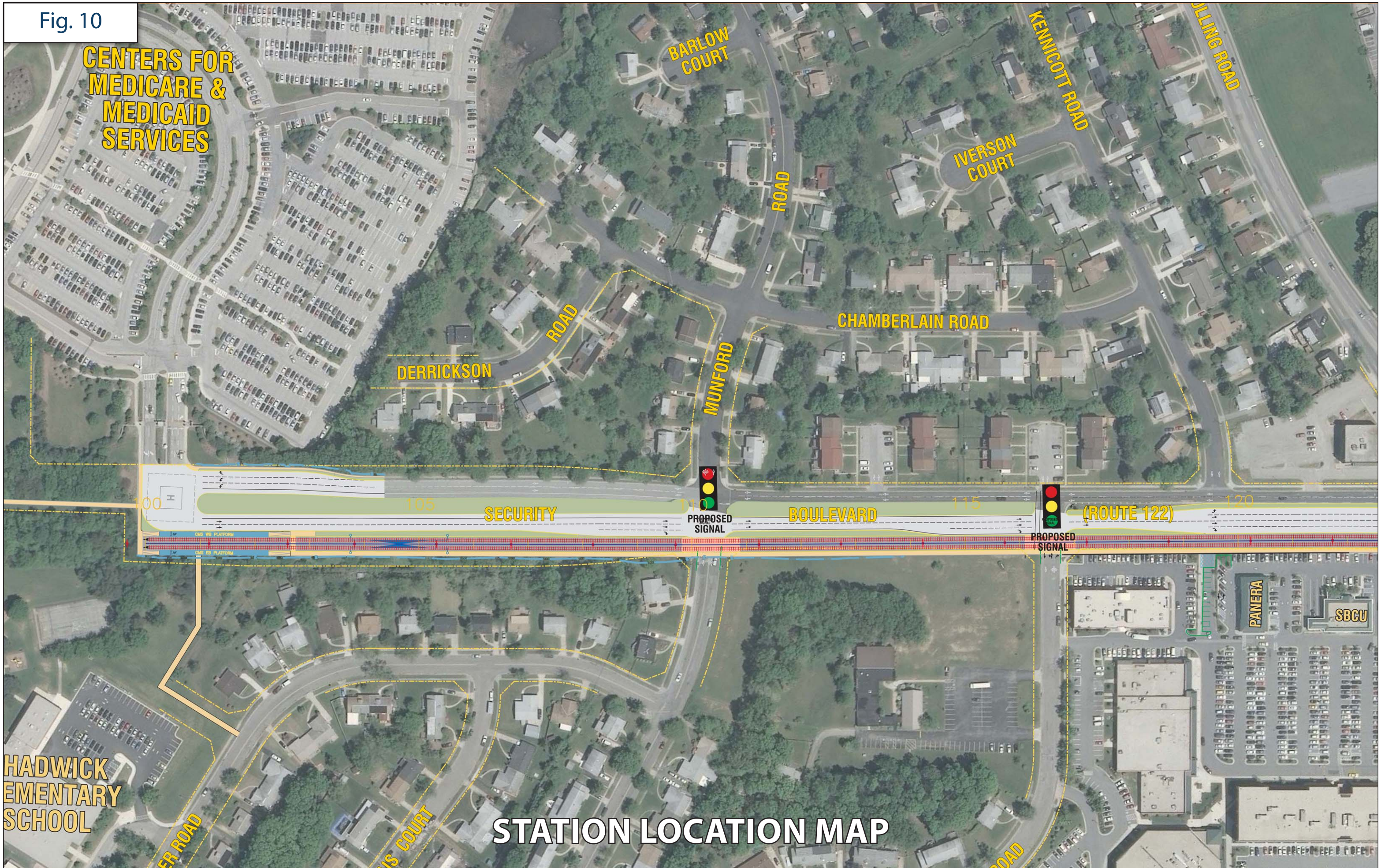
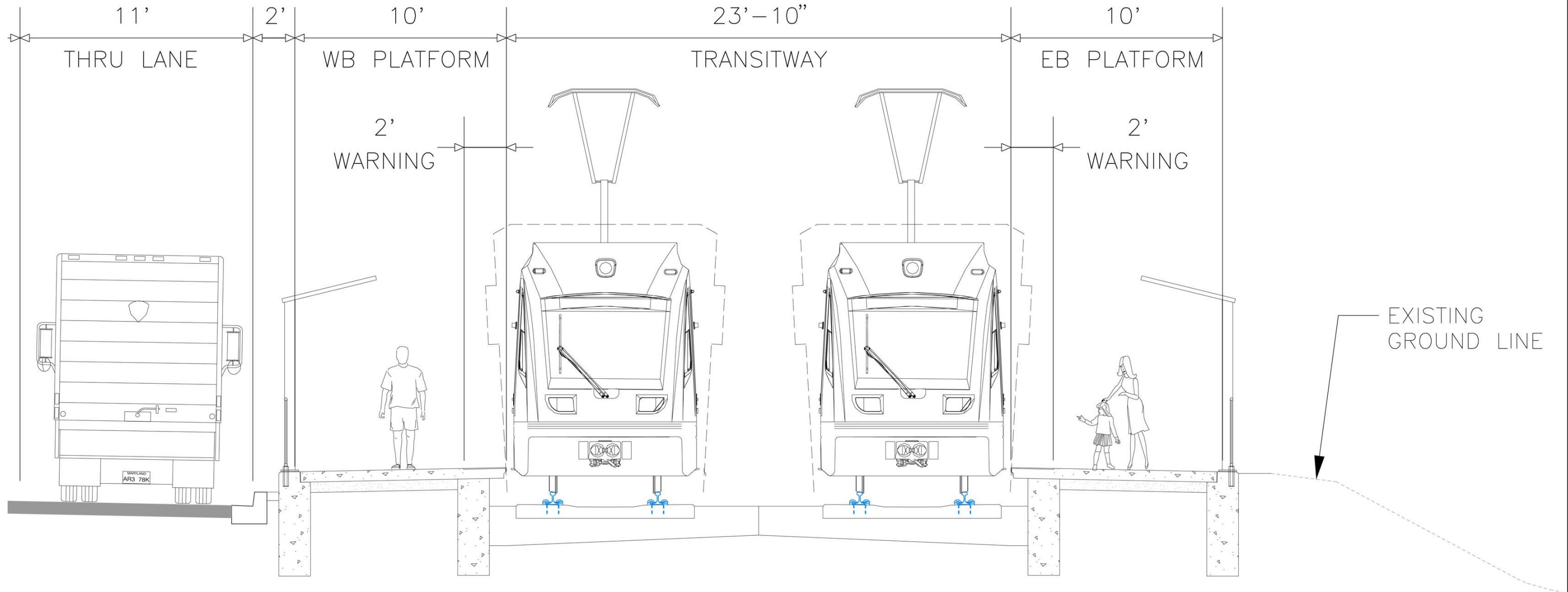


Fig. 11



TYPICAL SECTION - CMS STATION PLATFORM