



Station Area Advisory Committees

VISION PLAN

Rosemont



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) Physical Boundaries

The area within the half-mile radius of the Rosemont Station is a collection of residential, commercial and industrial areas. The majority of the residential areas are north and east of the proposed station location. These residential neighborhoods include Evergreen Terrace, Mosher and Franklinton, which lie to the north of West Franklin Street; and the Rosemont Homeowners and Tenants Association which is northeast of the station.

An historic retail district lies along Edmondson Avenue. This area extends south along Franklinton Road to West Franklin Street. This district was a viable area prior to the redirection of commuter traffic route from Edmondson Avenue to the Franklin/Mulberry corridor. Along Edmondson Avenue are local retailers. Along West Franklin Street are auto-oriented retail uses including service stations, convenient stores and fast food outlets.

To the south of West Franklin Street is an old industrial area with one story buildings housing a variety of industrial uses including storage, repair facilities and manufacturing.

To the south of West Franklin Street and west of Franklinton Road is a residential area consisting of two-story rowhomes and corner retail.

Western Cemetery forms its western border.

The SAAC reviewed a map showing the half-mile radius around the proposed station location. The SAAC amended those boundaries to accommodate most or all of the community associations that fell within the radius. The boundaries are:

- **North:** Laurens Street/CSX Tracks;
- **East:** Warwick Avenue;
- **South:** West Baltimore Street; and
- **West:** Gwynns Falls Park.

The primary non-residential physical features of the planning area are the Western Cemetery and Gwynns Falls Park. Gwynns Falls Park separates the West Baltimore neighborhoods from the neighborhoods surrounding Edmondson Village. West Baltimore Street and Edmondson Avenue are the only streets that cross over the Gwynns Falls stream and park. (See Figure 1: Neighborhoods, Rosemont Station)



Rosemont, Edmondson Avenue houses

b) Existing Conditions/Context

Transportation Network/Intermodalism

The SAAC started with the Locally Preferred Alternative (LPA), which shows the Rosemont Station located on a median in West Franklin Street between Edmondson Avenue and Franklinton Road. This station is proposed to primarily serve community residents.



North Franklinton Road

The SAAC believes the LPA location should be modified because it is too isolated from the neighborhoods to the north where the majority of users live. They also expressed concerns about pedestrian access to the proposed median on West Franklin Street, especially for seniors. West Franklin Street carries a high volume of traffic, especially during the morning and evening rush hours. Vehicles regularly travel at rates of speed that are much higher than the posted limit. The wide travel lanes make crossing the street an intimidating experience. Waiting for the Red Line on a platform between lanes of heavy traffic could make riders uncomfortable. In addition, there would be little spin-off of economic redevelopment potential with a station separated from the existing retail by a heavy traveled road.

The SAAC requested the engineering team consider another option they believe would better serve the community. The SAAC suggested placing the station on Edmondson Avenue between West Franklin Street and Franklinton Road.

The SAAC raised questions, which will continue to be discussed and studied as the SAAC and public involvement process for the Red Line continues.

Multiple bus routes serve the area, and they primarily serve community residents. The SAAC requested information regarding current and future bus operations, and how the Red Line will impact the bus routes. Bus service should not be diminished because of the Red Line. The main travel route for many is to and from downtown; however, there is also significant travel between areas on the west side. The Red Line team noted that bus lines running north/south or perpendicular to the Red Line would feed into the light rail system. Lines running east/west or parallel to the light rail system might be diminished or altered as more riders are accommodated by the Red Line service. (See *Figure 1: Neighborhoods, Rosemont Station*)

The SAAC requested information about traffic counts and accident rates along some of the major routes. They made observations about certain routes within the planning area, and requested the information to confirm or refute their observations. The data confirmed the West Franklin Street corridor suffers from heavy traffic, excessive speed and frequent accidents. The Red Line design team is working closely with the City's Department of Transportation, as traffic studies are an integral part of the overall Red Line design program.

The SAAC expressed concern about bicycle and pedestrian safety. Specifically, concern focused on the proposed bicycle lanes across the Edmondson Avenue Bridge. Bike lane and pedestrian elements should be considered during the Red Line planning and the Edmondson Avenue bridge design and reconstruction. Bicycle and pedestrian circulation should be safely integrated into the planning and design of the station.



The Guidelines established in the Safe Routes to School Program and the Baltimore Bike Plan should be integrated into the planning for improved bicycle and pedestrian circulation throughout the planning area.

Land Use

The northern two-thirds of the planning area is primarily residential. The neighborhoods are dominated by two-story rowhouses. There are several mid-rise and high-rise senior apartment buildings scattered throughout the planning area. Seniors comprise a significant portion of the planning area's population. (See Figure 2: Existing Conditions: Land Use and Zoning)

There is a large industrial area south of West Franklin Street and to the east of Franklintown Road. It consists primarily of one story industrial buildings used for storage, auto repair and light manufacturing. The proposed Red Line Maintenance Yard and Shop will sit within this district. The area is referred to as the "West Franklin Triangle."

The historic retail district still exists along Edmondson Avenue; however, there are a number vacant storefronts. There is a cluster of gas stations and convenience stores in the block bound by Edmondson Avenue, Franklin Street and Franklintown Road. There are larger retail establishments along West Franklin Street east of the station. In general, the retail within the planning area does not support the needs of the community. There is a strong desire for retailers that will fulfill the needs of the community such as grocers, banks, and cleaners. (See Figure 2: Existing Conditions: Land Use and Zoning)



Rosemont Townhouses, Laretta Ave.

The former Lutheran Hospital site is located northeast of the station. Coppin State University owns the site and the adjacent historic Hebrew Orphan Asylum. Coppin State University has slated this area for redevelopment and intends to create a satellite campus for the School of Nursing. Employees and students of this proposed facility are potential Red Line riders.

Calverton Middle School and James Mosher Elementary School are the only schools in the immediate planning area. There are several churches in the neighborhood.

The SAAC recognized a number of parks throughout the planning area. Gwynns Falls Park is a large regional park that forms the western boundary of the planning area and provides a fourteen mile hiking and biking trail that connects the western edge of the City to downtown. Leon Day Park, named after a famous Baltimore Negro League Ballplayer and Hellen Mackall Park are other large parks. There are a number of small parks that are poorly maintained and underutilized. In general, SAAC members felt that the pedestrian connections to and from the parks need to be improved. SAAC members also believe that green space should be increased, and that more community outdoor space should be developed for art and culture. (See Figure 2: Existing Conditions: Physical Features)

Economic Development

The SAAC stated that communities in this area have long expressed concern over the lack of job opportunities in the immediate area. Most of the available jobs are temporary or retail, and are not long-term prospects. The community desires more stable full-time employment opportunities. The Red Line Maintenance Shop and Yard is seen as an overall positive development for the community. It has the potential to provide job opportunities through construction and operation of the line, and spur future retail and support businesses. It was suggested that the MTA not provide an on-site cafeteria so workers at the yard could support nearby restaurants. Training centers should be established during the planning phases of the Red Line so the local population can acquire the necessary skills required for those jobs.



7-11, future location of shop and yard

The SAAC members expressed a desire to establish a partnership with Coppin State University, to develop jobs related to the proposed satellite nursing school on the Lutheran Hospital Site. Jobs could be created to fulfill the needs of the seniors in the community. The SAAC envisions an Elderly Village within the community with support facilities where the elderly and pre-schoolers would interact.

Verizon operates a switching center in an historic building located at Edmondson Avenue and West Franklin Street. It's an automated facility that employs very few people. The SAAC suggested redeveloping all or a portion of this facility to help activate the area around the station, provide services and employment opportunities to the community.

Safety and Security

To varying degrees, vacant housing and abandoned lots are a problem throughout the planning area. Though vacant houses exist in all of the communities, the highest concentration of vacancies exists along a portion of Harlem Avenue and Lanvale Street. There is also a problem with vacant businesses along Edmondson Avenue. At certain times of day, there is very little activity on the streets.

Throughout the planning area street lighting is poor and sidewalks are narrow and in disrepair. (See *Figure 2: Existing Conditions: Land Use and Zoning* and *Figure 4: Romont Housing View*)

The SAAC would prefer the installation of blue light cameras be stopped. It is perceived the cameras have had an adverse impact on property values. Resources should be used for improved lighting.

Connectivity

Vehicular access in and out of the planning area has created significant barriers for circulation within the community. The width and volume of traffic on West Franklin Street divides the neighborhoods to the north from the commercial and industrial area to the south. For drivers, the network of one-way streets creates a circuitous traffic pattern. For the pedestrian, there are many barriers preventing access to different parts of the community. Edmondson Avenue and West Franklin Street carry a significant volume of traffic that makes circulation for pedestrians difficult. Sidewalks are narrow and close to traffic lanes, particularly on West Franklin Street. Crosswalks are not clearly marked, and often do not provide direct connections across intersections and at bus transfer points. This is a significant problem where Edmondson Avenue, West Franklin Street and Poplar Grove Street intersect.



Pedestrian and bicycle connections throughout the station planning area are poor and need improvement. Direct pedestrian and bicycle access to Gwynns Falls Park is desired. The SAAC requested improved safety, lighting, and wider sidewalks. Traffic calming measures such as increased sidewalk widths, curb extensions at intersections and narrow traffic lanes are desired.

Neighborhood Identity

The planning area is a mix of neighborhoods whose stability is threatened by a growing number of vacant houses and perceived lack of code enforcement. Evergreen Lawn and Mosher are stable neighborhoods that lay to the north of the planning area above Edmondson Avenue. Both neighborhoods have high owner occupancy rates and low numbers of vacant houses. The Rosemont Homeowners and Tenants Association sits between Edmondson Avenue and West Franklin Street east of Franklinton Road. The highest numbers of vacant houses exists in the areas in between these three neighborhoods. (See Figure 4: Rosemont Housing View)

Though there are no historic districts in the community, the SAAC is committed to the idea of historic district designation as a strategy for supporting neighborhood revitalization. The Hebrew Orphan Asylum is one of the community's landmarks eligible for designation. The Verizon Building is another landmark that should be preserved, and eventually rehabilitated for more active uses. (See Figure 3: Station Area)



Mosher residential

Sustainability

The SAAC is committed to rejuvenating Rosemont into a sustainable green community with a mix of new development integrated with the historic fabric and character of the surrounding communities. Sustainable green design principles should be included as an integral part of the rejuvenation. The City's new green building code will ensure that new development conforms to green design principles. Designating historic districts will aide in renovating older buildings rather than demolishing them. The SAAC encourages development of green industries that will support the community.

There are environmental concerns about the proposed maintenance facility and the current condition of the site. There are concerns about lead and other contaminants being released into the environment during demolition and construction. About the facility itself, the SAAC requested more information regarding building aesthetics, hours of operation, noise and possible emissions from the site.

c) *Stabilization Area vs. Redevelopment Area*

The SAAC sees this area as a Stabilization Area. The stability of the area is currently being threatened by the number of vacant and deteriorating homes. There is also the potential for neighborhood Transit-Oriented Development (TOD) within the “West Franklin Triangle” as well as along the traditional Edmondson Avenue retail area. The relocation of the Red Line station has the potential to provide more clientele to the local merchants and to help support a convenience retail node.



Retail along Edmondson Avenue

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

Values

The SAAC discussed the long term needs of the community. Those needs include economic development assistance for small businesses that would hire from the local community, including small manufacturing, technical and retail businesses. Several potential sites for a grocery store were discussed. (See *Figure 5: Opportunities for Change*)

The desire is for future development to create a senior and family friendly community with improved access to services. The goal is to have improved community recreation centers that will serve both the senior and youth populations.

Community based businesses including restaurants, entertainment venues and retail that supports community needs should be established along Edmondson Avenue.

The desire is to have a mix of new and improved public outdoor spaces with new sidewalks, lighting and landscaping. Outdoor events, like movies in the park, could be held.

The desire is to have increased housing options to allow seniors to age in place with supportive healthcare and adult day care nearby. A senior housing and services core or campus could be developed along with community based businesses in the “West Franklin Triangle.”

The Yard and Shop facility will create jobs and will hopefully foster the development of new businesses in the area around the “West Franklin Triangle.”

The community’s local heritage should be preserved.



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

Guiding Principles

Preamble

By focusing not only on where the Red Line will run and where the stations will be located, the success of the Red Line will be defined by what it contributes to the surrounding communities. The Red Line investment has the potential to generate jobs, and present economic opportunities. The Red Line has the potential to attract new residents to the area and in turn help address housing blight. There is also the desire to increase housing choices. This should be done in a context of enhancing our urban environmental infrastructure, neighborhoods and historic districts.

The SAACs Guiding Principles to help achieve these goals are as follows:

Transportation

- Maintain and/or re-establish emergency access to all residential area.
- Re-establish bicycle access to Gwynns Falls /Leakin Park.

Walkability

- Consider a station location that minimizes pedestrians crossing vehicular traffic.
- Enhance ability for pedestrians south of Franklin Street to cross vehicular traffic.
- Enhance walkability to shopping and other community services.

Economic Development/Redevelopment

- Enhance opportunities to maximize the potential of unused and underutilized properties adjacent to the station.
- Consider TOD development at the station.
- Consider station as the center of the community, the front door.
- Plan facilities (housing & services) for the aging residents, and promote aging in place.
- Promote adaptive re-use of the Lutheran Hospital site.

Housing

- Provide for a variety of affordable housing types.
- Re-use and or redevelop vacant housing.
- Promote home ownership.

Historic Preservation

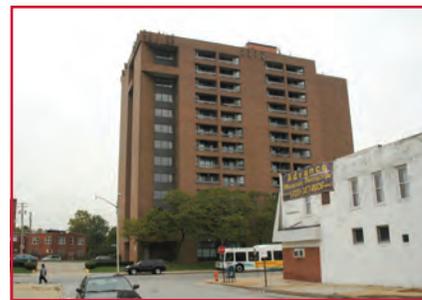
- Support the redevelopment of the Lutheran Hospital Site and the Hebrew Asylum Building.



Hebrew Orphan Asylum

Infrastructure, Safety and Security

- Implement standards that provide generous sidewalks separating the pedestrians from vehicular traffic with landscaping.
- Provide a variety of lighting levels that ensure aesthetics, safety and sustainability.



Poplar Grove Senior building

The SAAC sees the Red Line as an opportunity for Large Scale - “Game Changers.”

- Large scale “game changers” would develop entire blocks or large sites. As the sites around the station are developed, the best possible uses for TOD sites should be considered. The SAAC and design consultants consistently asked if the existing uses around the station are the best uses for TOD districts. *(See Figure 6: Development Opportunities)*
- The Rosemont Station should be a neighborhood node with retail that supports the needs the community and provides housing for seniors. The triangular block bound by Edmondson Avenue, Franklin Street, and Franklinton Road is a potential mixed-use site. The SAAC envisions a senior campus that would include senior housing, assisted living and elderly daycare. A program should be established where elderly residents would be able to trade-in their homes for residence in the new Senior Campus. The Verizon Building, which sits in this block, should be preserved; it could be included in the senior campus for the future. *(See Figure 6: Development Opportunities)*
- West Franklin Street TOD: The site referred to as the “West Franklin Triangle” is bounded by West Franklin Street on the north, Warwick Avenue on the west and Amtrak on the south. The proposed Red Line Shop and Yard would be just south of the “Triangle.” The challenge for the surrounding area is to encourage development along Franklin Street that respects the rowhouses on the north side of the street. The goal will be finding the best use for privately developed sites that enhance the public investment of the Red Line. *(See Figure 6: Development Opportunities)*
- Lutheran Hospital Site and Old Hebrew Asylum: The Hebrew Asylum is an historic resource; the rest of the site has been cleared. The site is currently owned by Coppin State University, and a satellite campus for the entire site is proposed in the current 2009-2019 master plan. The SAAC questioned if part of the site might be offered to the community. The entire site is programmed for the Nursing School and research related functions. This information was relayed to the consultants upon inquiry. No representative from Coppin State University has presented at any meeting.

There are also medium and small scale opportunities - “Fabric Improvements.” The SAAC would like to see many small-scale fabric improvements throughout their planning area. This small-scale development should respect and preserve the existing fabric and character of the community. The SAAC aims to use the integrity of the existing neighborhoods as a foundation upon which to build. Examples of small scale improvements include block restructuring, new construction infill on vacant parcels, individual rowhouse rehabilitation and turning vacant lots into community gardens.

- Streetscape improvements could include increasing street trees and creating wider sidewalks with pedestrian scaled lighting, clear direct crosswalks at intersections, and curb extensions at intersections to slow vehicular traffic. *(See Figure 6: Development Opportunities)*
- The SAAC desires the wise use limited resources; low vacancy rates in stable neighborhoods should be addressed first. The Evergreen neighborhood was used as an example of a neighborhood with high ownership rates and a low number of vacancies. Neighborhoods with higher vacancy rates should be stabilized and developed later.



- New developments should diversify housing options to attract new residents and allow seniors to age in place. Vacant lots in rowhouse neighborhoods could be developed into scattered site housing for seniors, but the developments should be coordinated.
- New development should create economic opportunities for community residents. The Edmondson Avenue commercial district should be redeveloped into a district for locally owned businesses that support the neighborhood.

The SAAC discussed Connections – “Mending the Edges.” One of the SAAC’s aims is to use new development to eliminate barriers, mend the edges and create connections between the station and surrounding neighborhood assets. Development and streetscape improvements should create safe pedestrian and bicycle connections, and they should reduce the impact of vehicular traffic. The following improvements are desired throughout the planning area.

- Sidewalks need to be repaired and widened, especially in areas that serve seniors.
- Neighborhoods need better lighting for streets and parks, especially Helen Mackall Park. Trees should be planted along all streets and replaced where they are missing. Designated area for dog runs should be established in neighborhood parks.
- The green axis identified in the West Baltimore Transit Centered Community Development Plan that runs through the center of the West Franklin Triangle connecting the West Baltimore MARC Station with Gwynns Falls Park should be maintained. The proposed location of the maintenance facility would disrupt this connection, but there is no reason the axis could not run along the north and south boundaries of the West Franklin Street Triangle.



The Empowerment Academy

Vision Statement

The Rosemont SAAC envisions the station area to be a combination of both the *Neighborhood TOD* and *Stabilization* area types in terms of land use vision. Lower scale, smaller mixed-use and TOD is desired for the area immediately adjacent to the station, however, stabilization and preservation is desired for the majority of the Vision Area with the station serving as an incentive for additional investment. The station is envisioned as a *Walk-Up Station* with an emphasis on enhanced pedestrian and bus connections to the station. (See Figure 7: *Vision Plan*)

STATION CONCEPT

Station Location

According to the Locally Preferred Alternative (LPA), the Rosemont Station was proposed to be located on the median of West Franklin Street between Edmondson Avenue and Franklintown Road. The SAAC believes the location is too isolated from the neighborhoods to the north from where the majority of users live. The SAAC was also concerned about access to the proposed median on West Franklin Street. The committee noted that access would be difficult for pedestrians, particularly for seniors. The high volume and speed of traffic along the Route 40 corridor conflicts with this goal of this station being a walk to station for the neighborhood. Ensuring stronger pedestrian connectivity at intersection was discussed.

The SAAC proposed a second location along Edmondson Avenue between Franklin Street and Franklinton Road. This site has numerous advantages. It pulls the station into the communities and allows easier pedestrian access. This station also returns a major transportation focus to the historic Edmondson Avenue retail area.

The SAAC members were initially evenly split on their station location preference, but eventually preferred the station location on Edmondson Avenue. (See Figures 8 & 9: Station Location Alternatives)

The discussions regarding the two alternatives included the following:

Franklin Street Location

The Franklin Street Station was to have been located on Franklin Street between two lanes of eastbound and westbound traffic. The eastbound lanes separate the Verizon Building and the potential TOD site from the station. The station location closes the length of Poplar Grove Street between Franklin Street and Edmondson Avenue to accommodate bus stops and green space. A new pedestrian crosswalk and signal would be installed at Poplar Grove and Franklin Streets. The SAAC commented that the pedestrian crossing at Poplar Grove Street from the north side of Edmondson Avenue to the station platform is much easier and safer compared to the Locally Preferred Alternative “LPA” solution. (See Figure 8: Station Location Alternative 2A)



Verizon building

Edmondson Avenue Location

Placing the station on Edmondson Avenue, where there is less traffic is an attractive option because it is considerably safer for pedestrians than the Franklin Street location. The station location closes the length of Poplar Grove Street between Franklin Street and Edmondson Avenue to accommodate bus stops and green space. A landscaped median is added to Franklin Street. The heavier volume of traffic is maintained on Franklin Street. (See Figure 9: Station Location Alternative 4B)

The platform location for Edmondson Avenue was discussed in more detail.

- In order to accommodate two traffic lanes in each direction, the Red Line right-of-way and the station platform, the sidewalks on both sides of Edmondson Avenue will be reduced from their current width of almost 20'. In this scheme, the sidewalks are approximately 12' wide on the north side of Edmondson Avenue and a minimum of 5' wide on the south side adjacent to the Verizon Building. They could be widened on the south side by taking private land from the adjacent property as it develops. A minimum suggested sidewalk width of 15' is recommended for mixed-use TOD corridor.
- Along Franklinton Road, the Red Line right-of-way was shown aligned along the east side, and two-way traffic (one lane each way) along the west. Access to and from Laretta Avenue east of Franklinton Road is eliminated to avoid track crossings. The 2700 block of Laretta Avenue east of Franklinton Road would become two-way without parking. Replacement parking was shown in a proposed lot at the end of Laretta Avenue; the parking would eliminate the existing corner businesses at Franklinton Road and Franklin Street. This alignment allows better traffic flow (moving in a straight line) for northbound traffic traversing the US 40 intersection.

SAAC members expressed concerns about the safety of the lot and the security of not being able to park in



front of their houses. SAAC members expressed concerns about the need to acquire businesses for the parking lot. The Edmondson Avenue Station location could also work with alternative alignment layouts on Franklinton Road (keeping Laretta Avenue open and running the tracks in the center). Tracks in the center would require that northbound traffic shift to the east, north of the intersection with US 40, unless the south side curbs are also moved as part of the yard and shop design and layout.



Rosemont wall mural, off Poplar Grove

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



Figure 1

May 7, 2011

Fig. 2

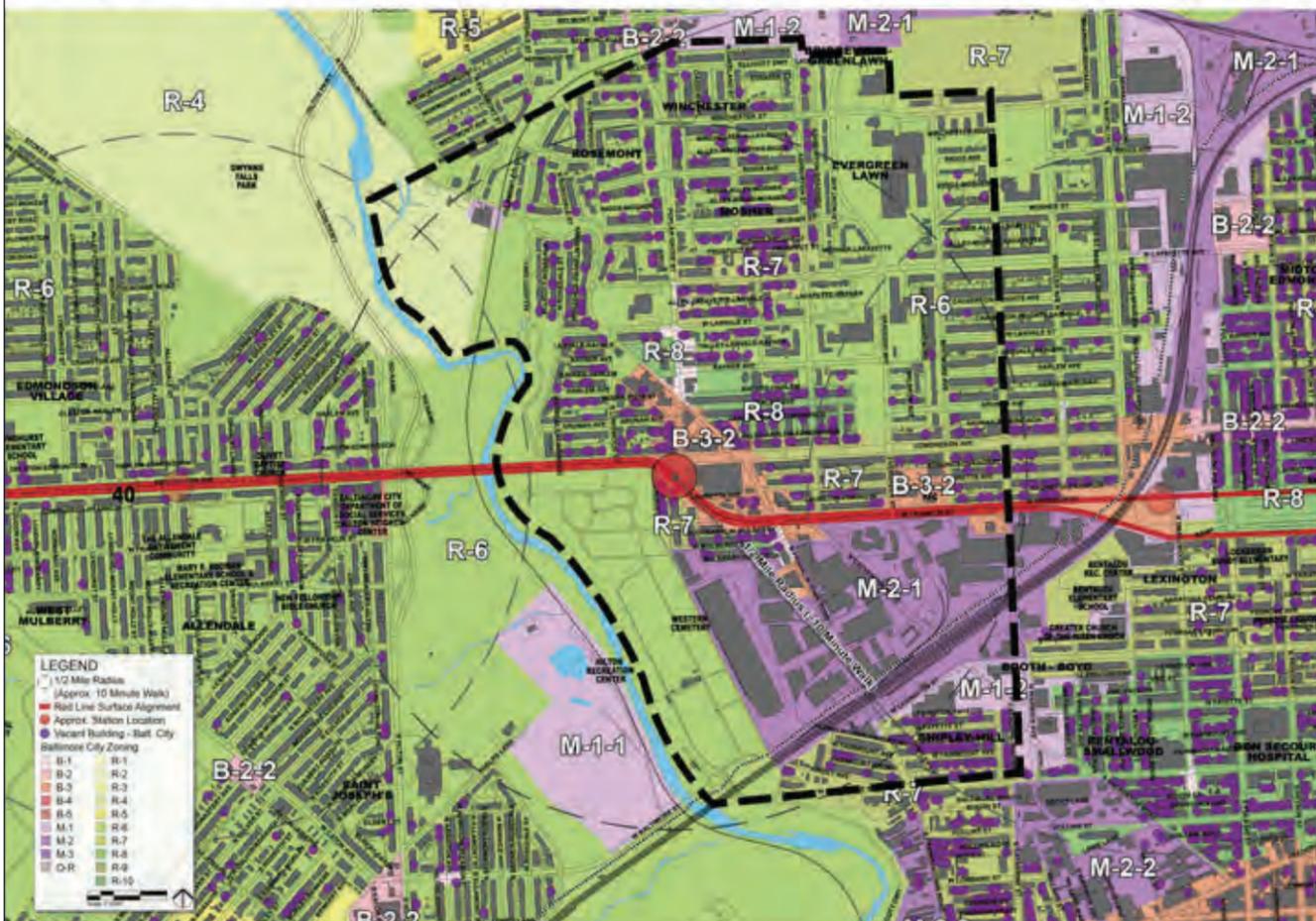


Fig. 3

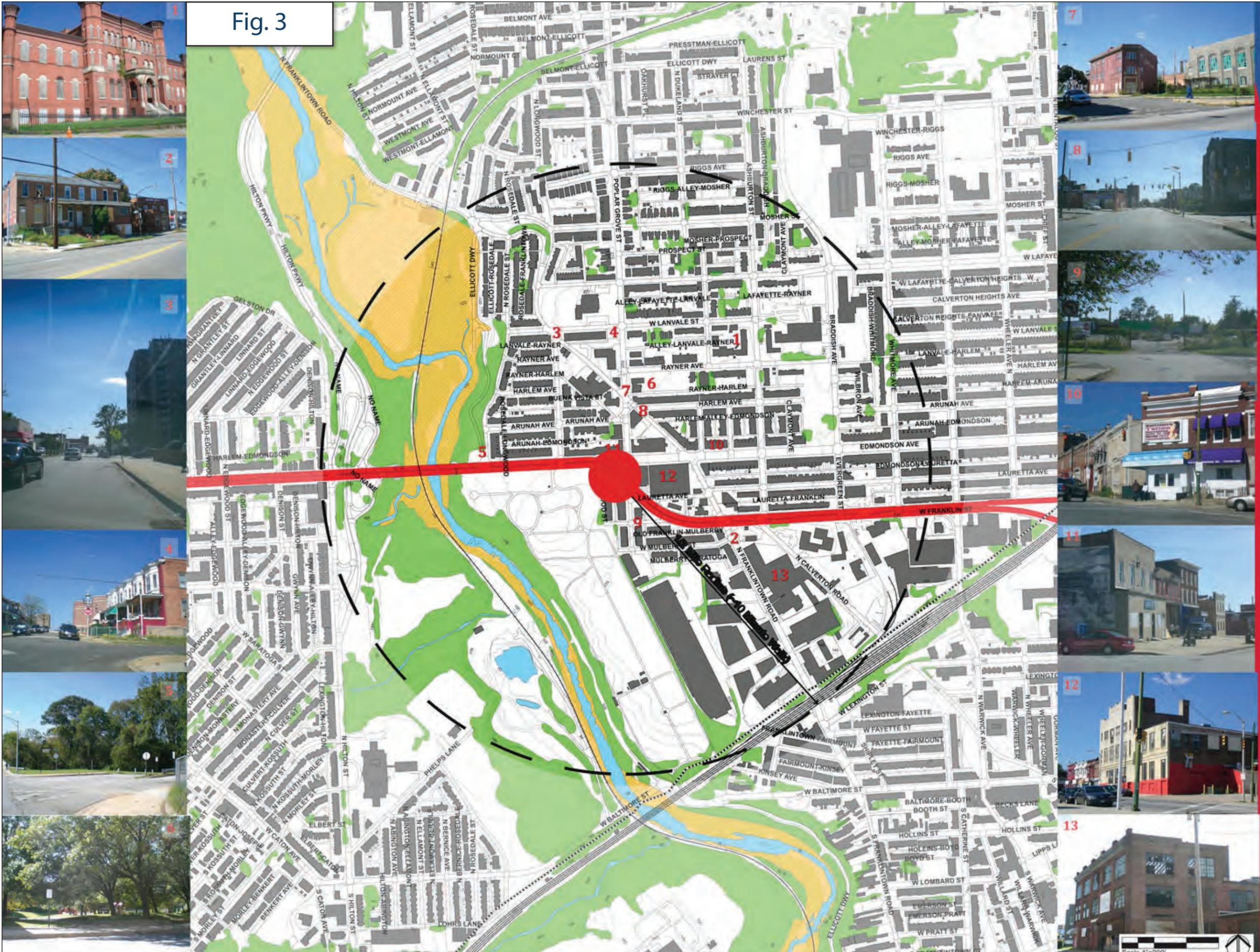


Figure 3

December 2010

Fig. 5

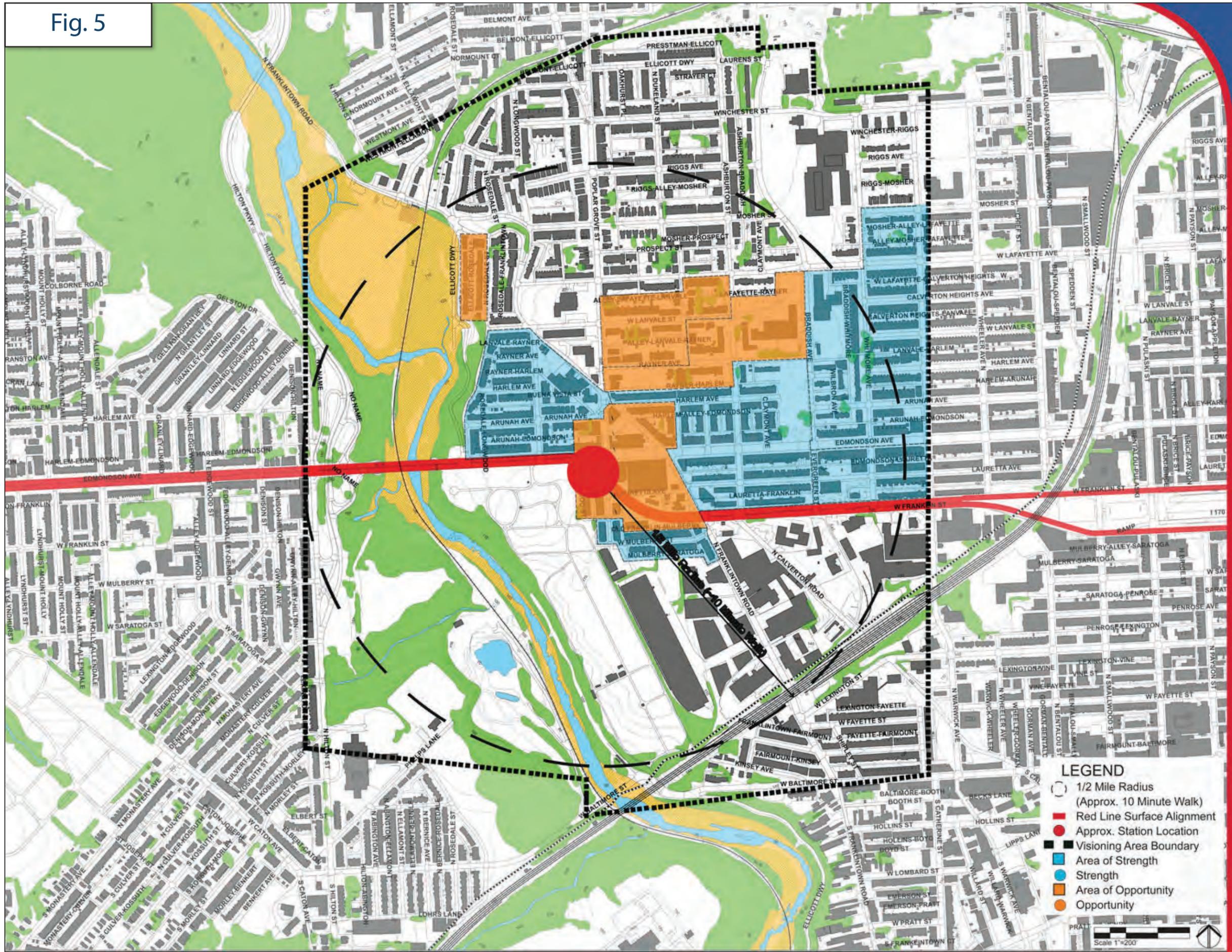


Figure 5

Fig. 6

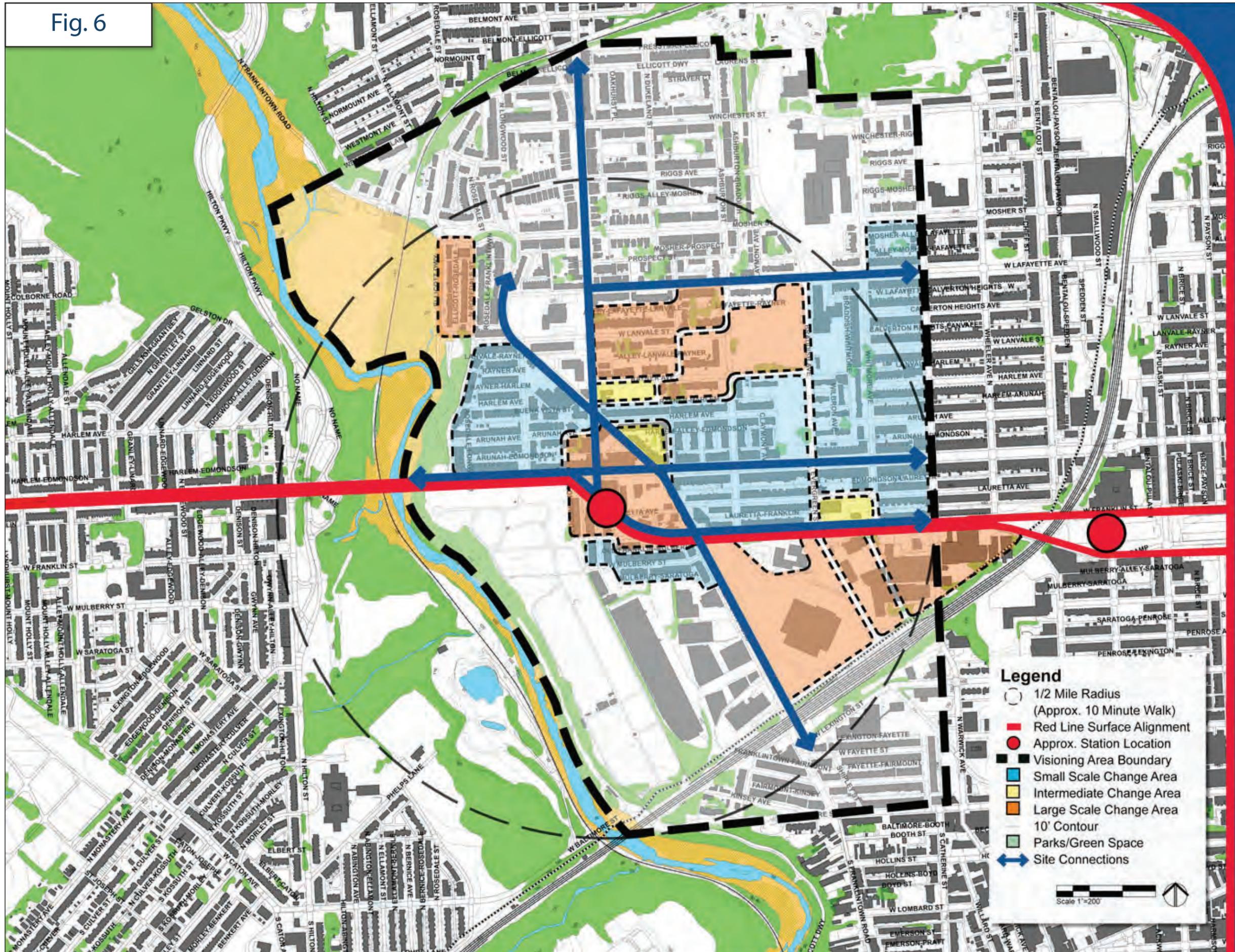


Fig. 7

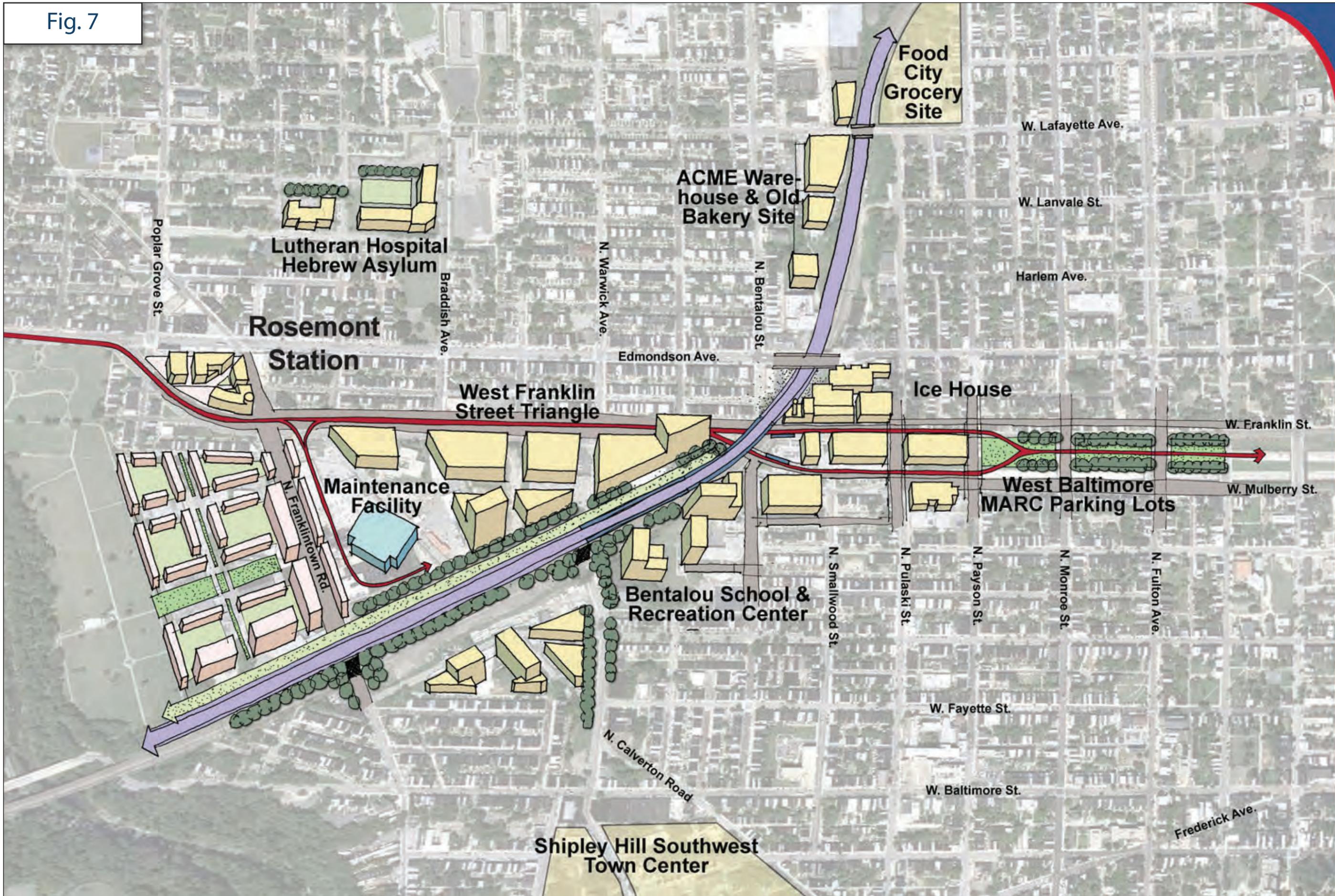
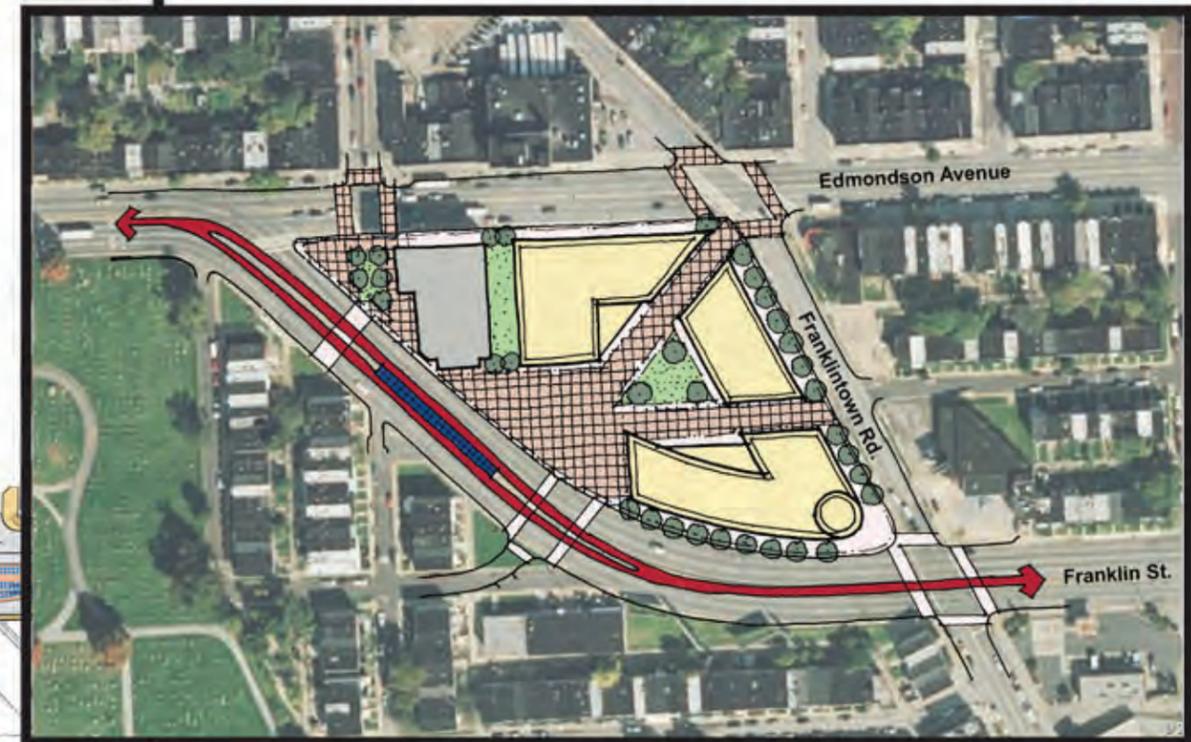
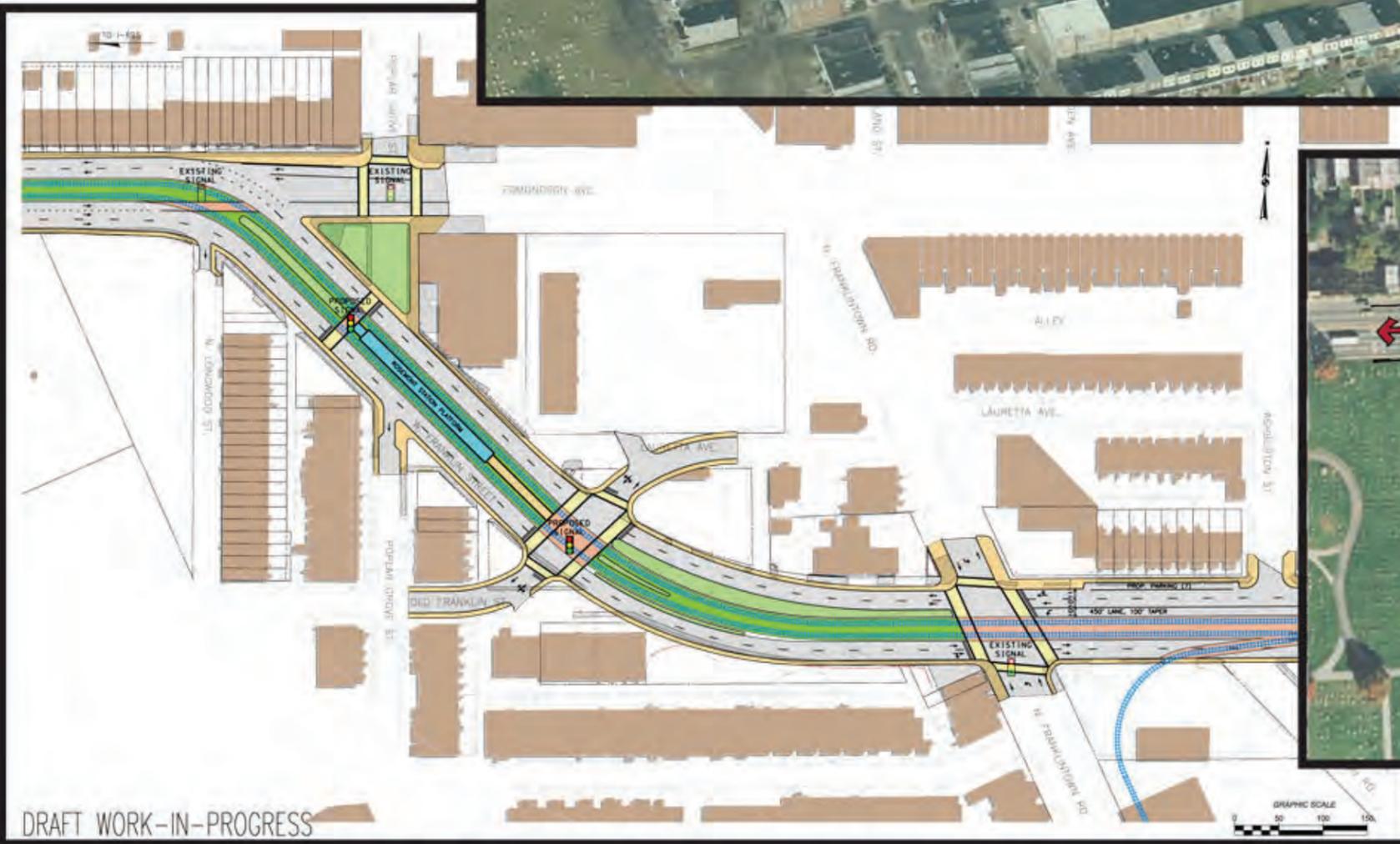
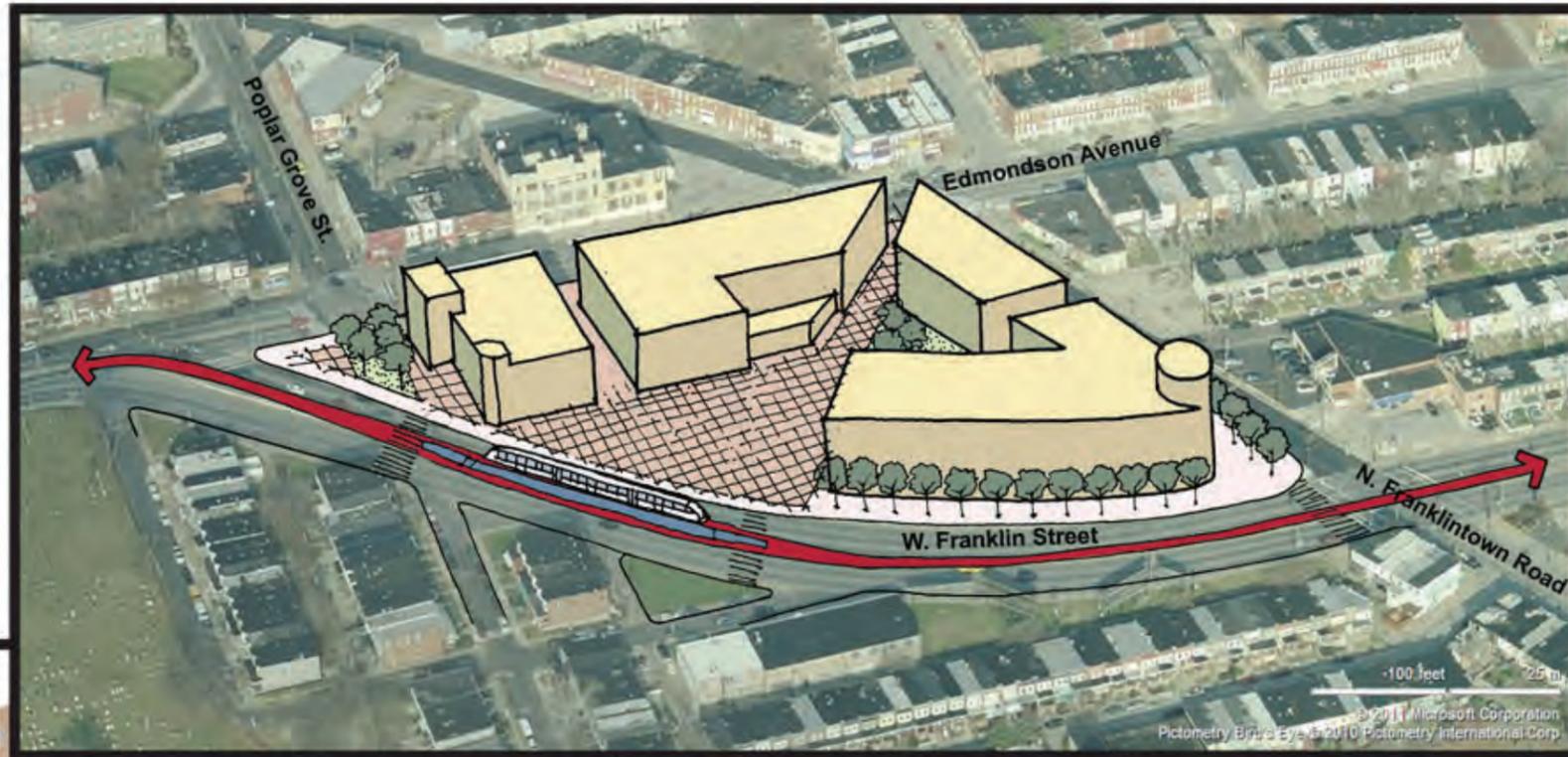
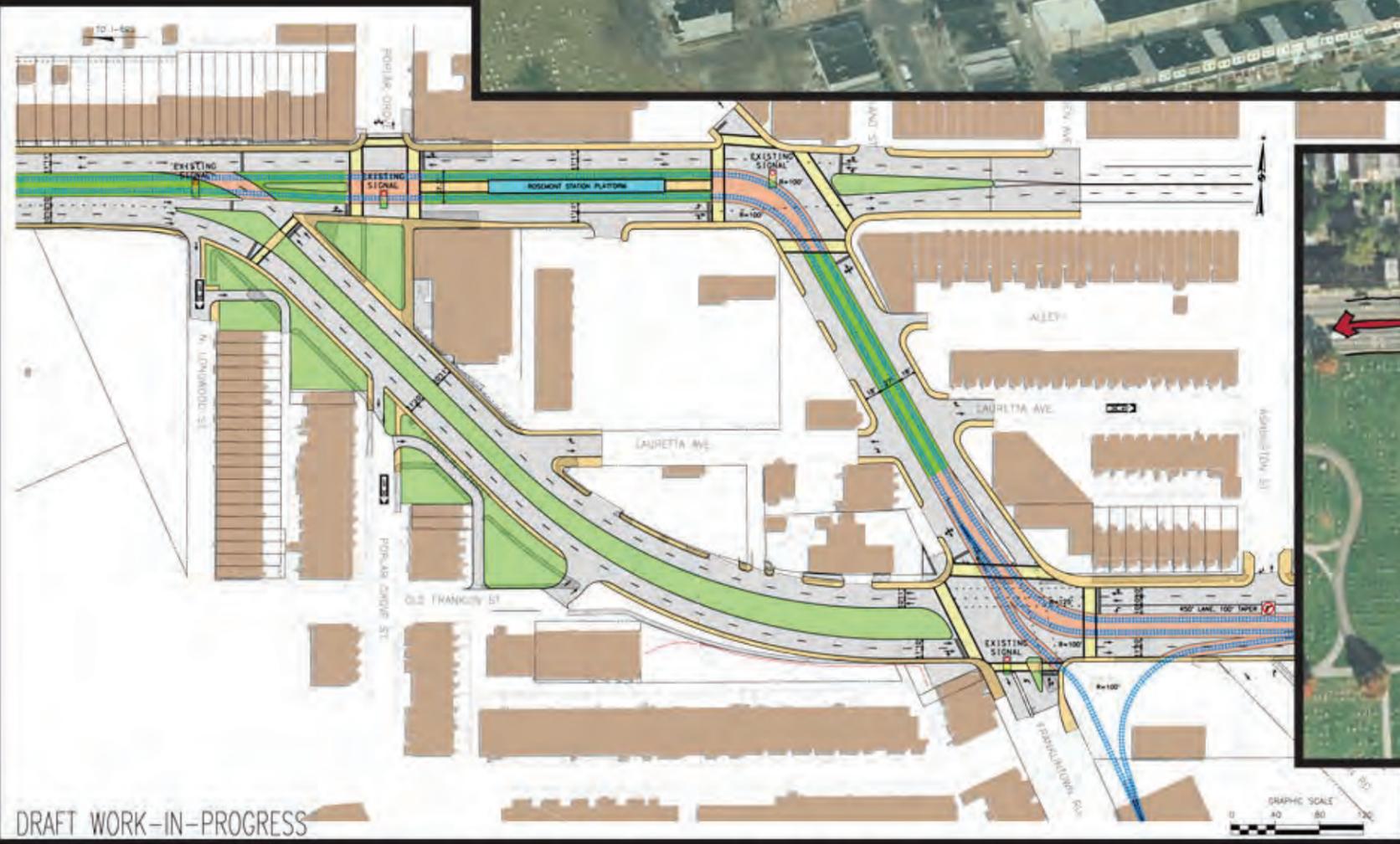
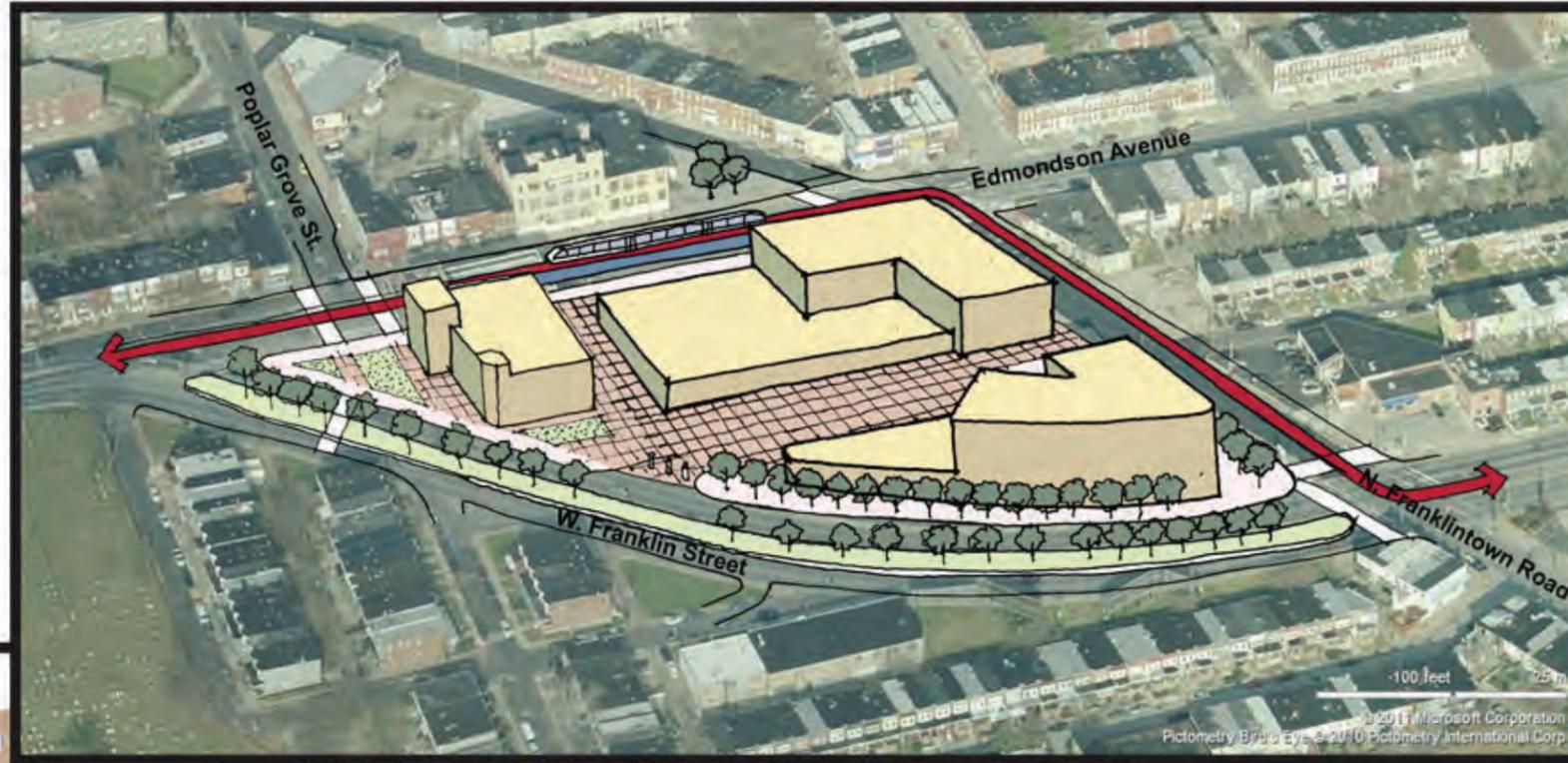


Fig. 8



Rosemont Station - Station Location Alternative 2A
Station Located on Franklin Street with Center Platform

Fig. 9



Rosemont Station - Station Location Alternative 4B
Station Located on Edmondson Avenue with Center Platform