



Station Area Advisory Committees

VISION PLAN

West Baltimore MARC



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.

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.



Light Rail Rendering



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 Vision Plan sits roughly within the half-mile radius of the West Baltimore MARC Station. The area is a collection of distinct communities including Evergreen Terrace, Harlem Park and Pinehurst that are separated into quadrants by the Amtrak/MARC Line, running roughly north/south, and Route 40, running roughly east/west. The West Baltimore MARC Station lies at the intersection of Route 40 and the Amtrak/MARC Line at the center of the planning area.

The planning area boundaries established by the SAAC reflect the outermost boundary of the half-mile radius, but also were drawn to include most or all of the community associations that fell within the radius. The boundaries are:

- **North:** Riggs Avenue;
- **East:** Gilmor Street;
- **South:** Pratt Street and Frederick Road; and
- **West:** Franklintown Road and Ashburton Street.



West Baltimore MARC Station

The primary physical features of the planning area also create internal barriers that divide it into quadrants. The Amtrak/MARC Line runs on top of a berm to the southwest of the station and below the street grid north of the station. Route 40 to the west of the proposed station location is an at-grade, busy three lane street divided by a median. To the east of the proposed Station Location Route 40 becomes a below grade highway contained by high retaining walls. The community is above this highway, and Franklin Street and Mulberry Street duplicate east/west access at the grade of the neighborhoods as one-way pairs. (See Figure 1: Neighborhoods, West Baltimore MARC)

b) Existing Conditions/Context

Transportation/Intermodalism:

The SAAC is concerned that the West Baltimore MARC Station is not a station but merely two platforms with shelters. The SAAC feels that the West Baltimore MARC station is unique because of the intermodal nature of this station, including access to the MARC trains, which service much of the east coast. The SAAC's long-term vision for the West Baltimore MARC Station calls for a regional intermodal transit hub that is the center of a larger Transit Oriented Development (TOD). To foster future market-driven TOD, the SAAC believes that it would be appropriate to design this station as a station, not merely a stop.

The current MARC Station primarily serves commuters who drive to the community from other areas. The station is separated from the community by steep grades and heavy traffic along Franklin and Mulberry Streets.

Multiple bus routes serve the area. Residents are primarily interested in buses as convenient transit and how they serve community residents. The SAAC requested information regarding current and future bus operations, and how the Red Line will impact the bus routes. The SAAC suggested a circulator be established between Mondawmin, Bon Secours Hospital and the West Side Shopping Center. (*See Figure 1: Neighborhoods, West Baltimore MARC*)



West Baltimore MARC Station parking lot

The SAAC requested information on traffic counts and accident rates along some of the major routes. They made observations about certain routes within the planning area, and requested data to confirm or refute their observations. Traffic counts from the Baltimore City Department of Transportation confirmed the following corridors suffer from heavy traffic, excessive speed and frequent accidents: Franklin and Mulberry Streets, Fulton and Monroe Streets. There are also frequent accidents on Edmondson Avenue. 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 is concerned about bicycle and pedestrian connections with the surrounding communities to and from the station. Overall bicycle connectivity should be studied as part of the City's Bike Master Plan to ensure neighborhoods have easy bike access to stations. Bicycle and pedestrian circulation access, safety and amenities should be integrated into the planning and design of the station. The SAAC requested direct bicycle and pedestrian connection between the station and the Gwynns Falls Trail.

The guidelines established in Safe Routes to School Program should be integrated into planned improvements for pedestrian circulation.

Land Use

To the north, east and south of the station, the planning area is mostly residential. Rowhouses are the dominant building type. The houses to the northeast in the Harlem Park and Edmondson neighborhoods are typically three stories and sit adjacent to the sidewalk. The houses to the west and south in Evergreen Terrace and Smallwood communities are typically two stories with front porches and gardens. There are several mid-rise and high-rise senior apartment buildings scattered throughout. (*See Figure 1: Neighborhoods, West Baltimore MARC*)

There is an industrial corridor flanking the Amtrak/MARC Line to the southwest of the station. Most of these industrial uses have little relationship or interaction with the residential communities. The business and retail establishments that line Franklin Street west of the station are either large uses that do not support the needs of the adjacent communities or are auto related uses such as gas stations and fast food establishments. (*See Figure 2: Existing Conditions, Land Use and Zoning*)



To the north of the station, also adjacent to the Amtrak/MARC Line are under-utilized industrial sites, specifically the Ice House and the ACME Warehouse site. The SAAC felt that the Ice House, a nineteenth century structure, should be redeveloped as a focal point for the West Baltimore Station TOD. (*See Figure 2: Existing Conditions, Land Use and Zoning*)

Historic retail districts exist along Edmondson Avenue and West Baltimore Street; however, they are under-utilized. There are larger retail areas established along West Franklin Street west of the station; they do not necessarily serve the immediate needs of the community. (*See Figure 2: Existing Conditions, Land Use and Zoning*)

The largest institutional sites are Bon Secours Hospital on West Baltimore Street in the southern part of the planning area, and the Lutheran Hospital Site northwest of the station. Bon Secours has been a source of stable employment for the community, and active in restoring properties in the community particularly along West Baltimore Street. The Lutheran Site is owned by Coppin State University and is slated for redevelopment. (*See Figure 2: Existing Conditions, Land Use and Zoning*)



Bon Secours Hospital

There are several schools in the planning area: Calverton Middle School, James Mosher, Harlem Park, Lockerman Bundy and the Bentlou Elementary Schools. There are numerous churches in the neighborhood.

The SAAC recognized that there are a number of parks and community gardens throughout the planning area. Many are poorly maintained and under utilized. Union Square is an historic park and district on the southeast boundary at Gilmor and West Lombard Streets. Harlem Park is another historic park in the northeast part of the planning area. It is situated between Calhoun and Carey Streets and is also the site of Harlem Park Elementary School. There are several pocket or inner block parks throughout the Harlem Park community. The inner block parks are isolated from the main streets and poorly maintained. Committee members stated that green space should be increased and located so that the general public could monitor it. Community outdoor space should be programmed for art and cultural events. (*See Figure 1: Neighborhoods, West Baltimore MARC, and Figure 2: Existing Conditions, Land Use and Zoning*)

Economic Development

The community has expressed concern over the lack of job opportunities in the immediate area. Most of the available jobs are temporary or retail, therefore not long term prospects. The community desires more stable full-time employment opportunities. The Red Line and proposed maintenance facility could provide many job opportunities through construction and future operations. Training centers should be established during the planning and development of the Red Line so the local population can acquire the necessary skills required for those jobs. Training opportunities for future jobs created by the Red Line should begin now.

Members expressed a desire for training and access to the health and bio-technology jobs. Partnerships could be established with Bon Secours Hospital. Another partnership could be established with Coppin State University, once their plans for the Lutheran Hospital site come to fruition.

Safety and Security

The planning area is a mix of neighborhoods whose stability is threatened by a growing number of vacant houses and a perceived lack of code enforcement. 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 is in the northeast around Harlem Park. There is also a problem with vacant businesses along Edmondson Avenue and West Baltimore Street. At certain times of day, there is very little activity on the streets. Throughout the planning area, street lighting is poor. SAAC suggested that police and fire stations be relocated closer to the MARC Station. The consultants noted that no plans exist for such a move.



Bentalou Street houses

Connectivity

Vehicular access into and out of the planning area has taken priority over pedestrian and non-motorized transportation, such as walking and bicycling, since the 1950's. This has created significant barriers for the residents in the area and for circulation within the community.

The priority has been providing access to downtown for commuters needing to get to and from work efficiently, and to minimize traffic cutting through neighborhoods. During the early 1970's, Route 40 was constructed east of the proposed station location. Several blocks of historic fabric were removed, and the highway was placed below the street grid creating a chasm between previously contiguous neighborhoods. Route 40 was never finished with a connection to I-70 in the county. Therefore, it simply dead ends at the proposed station. The bridges crossing this divide are a mix of narrow caged pedestrian connections, and bridges that carry vehicles and pedestrian. The lanes on these bridges are wide and the sidewalks narrow.

For the pedestrian, there are many barriers preventing access to different parts of the community. The Amtrak/MARC Line divides the eastern and western portions of the planning area. The West Baltimore MARC Station itself is separated from the surrounding community by steep grades along Franklin and Mulberry Streets. This has the effect of funneling and increasing the speed of traffic as it travels under the railroad. Sited below the street grid, Route 40 creates the worst barrier between the northern and southern neighborhoods. Bridges cross the highway, but their wide travel lanes and narrow sidewalks make the pedestrian experience unpleasant. Crossing Route 40 is exacerbated by the heavy traffic along Franklin and Mulberry Streets.

Heavy traffic was also cited along Route 1 (Fulton Avenue/Monroe Street), Edmondson Avenue and Lafayette Avenue.

Pedestrian and bicycle connections throughout the station planning area are poor and need improvement. The SAAC requested safety improvements such as better lighting and increased sidewalk widths, particularly at the under pass where Franklin and Mulberry Streets travel below the Amtrak/MARC Line.



Neighborhood Identity

The planning area is a mix of stable neighborhoods and neighborhoods in need of revitalization. Some neighborhoods identified by the SAAC as stable, such as the Midtown Edmondson community, actually had high numbers of vacant lots and housing. In these areas, occupied houses tend to be occupied by the property owner. (*See Figure 2: Existing Conditions, Zoning*)

The only national and local historic district within the planning area is Union Square. Old West Baltimore and Franklin Square are listed on the National Register of Historic Places, but are not local districts. Most of the community consists of late 19th century to early 20th century rowhouses and churches. The community is committed to protecting their history by emphasizing that new development should respect the character and scale of the existing fabric. They are also committed to protecting some landmark industrial sites such as the Ice House and ACME Warehouse. The Hebrew Asylum on the Lutheran Hospital site is a City landmark.

Sustainability

The SAAC is committed to rejuvenating West Baltimore into a sustainable green community with the West Baltimore MARC Transit Center at its hub. The SAAC would like to see mix of new green 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.



Old American Ice Company building, "Ice House"

Designating historic districts would aide in renovating older buildings rather than demolishing them. The Ice House and the ACME Building would be good sites for green manufacturing industries to develop; new zoning should not preclude development of green industry. There are several large development sites immediately adjacent to the station where initial development could occur. The further one travels away from the station the scale and size of potential development sites decreases. As development moves away from the station, it should fill in the gaps and respect the fabric of the surrounding communities.

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.

The SAAC also requested information on the light rail trains. Will the trains compromise the quality of life for the residents along the route? The SAAC raised concerns about noise and/or vibrations produced by the light rail trains. These questions will continue to be addressed as the Red Line process continues the station design process and the overall public involvement process.

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

Values

To stimulate the discussion about what should change, what should stay the same and what the community values are, members of the SAAC were asked to complete three exercises. Using colored dots and markers, they recorded information about their community based on the following criteria:

Origins and Destinations

SAAC members placed colored dots on a site plan to represent origins and destinations (green), potential destinations (yellow) and existing barriers (pink). (*See Figure 3: Connections*)



Mary Ann Winterling Elementary School

- **Origins and Destinations:** Examples of origins and destinations included parks, play grounds, schools, churches, daycare and recreation centers, hospitals, parking lots and bus transfer points, MARC Station and farmers' market.
- **Potential Destinations:** Potential destinations included vacant schools, vacant buildings (the Ice House, ACME Building and Lutheran Hospital), vacant lots (the West Baltimore MARC parking lots, and the Route 40 corridor) and the proposed maintenance facility.
- **Barriers:** The SAAC discussed a number of barriers that were both physical and psychological in nature. Examples of physical barriers include traffic, narrow sidewalks, railroad tracks, poor lighting, highways, and topography. Examples of psychological barriers include safety, crime, fear, apathy, unemployment, substance abuse, lack of resources, and a lack of strong political representation.

Stability and Change

SAAC members placed colored dots on a site plan to indicate areas of stability and areas of change. (*See Figure 4: Stability vs. Change*)

- **Areas of Stability:** Neighborhoods that were considered stable include Midtown Edmondson, Evergreen, Bridgeview, and Pinehurst. Other areas of stability included parks such as Harlem and Franklin Square Parks, and institutional landmarks including neighborhood schools, hospitals, and police and fire stations. The Edmondson Avenue Fire Station and Bon Secours Hospital were specifically mentioned. The SAAC also noted the reliability of bus service in the community, and would like it to be maintained.
- **Areas of Change:** Areas of change that were identified by the community could be placed into two categories: areas where there is desired change and areas that are about to change. Specific areas where change is desired include: the MARC parking lots, Ice House, Lutheran Hospital Site, ACME Building and Food City Site, warehouses along West Franklin Street. Pedestrian and vehicular circulation requires improvement throughout the planning area. Heavy traffic and frequent accidents were noted along Edmondson Avenue, Fulton Avenue and Monroe Street. Lighting, safety, and sidewalk widths should be increased. The SAAC also noted that green space should be increased.



Strengths, Weaknesses, Opportunities and Threats

SAAC members placed colored dots on a site plan to indicate strengths, weaknesses and opportunities. (See Figure 5: Strengths, Weaknesses, Opportunities and Threats)

- **Strengths:** Typical strengths included landmarks such as the Ice House and Bon Secours Hospital. Bon Secours is a stable employment center and active in the redevelopment of West Baltimore Street. Evergreen, Smallwood, Bentlou and Midtown Edmondson were considered strong and stable neighborhoods.
- **Weaknesses:** Vacant houses, businesses and land were considered to be the biggest weaknesses. The women's detention center on West Franklin Street was considered a weakness because of the negative perception it creates for the community.
- **Opportunities:** The SAAC noted that the many weaknesses in the community also presented opportunities. Though vacant, the rowhouses in the area have a nice architectural character; the renovated co-ops at 900 Fulton Avenue were mentioned as an example of the redevelopment potential for vacant rowhouses. The Ice House and MARC parking lots are sites that are suitable for TOD. The proposed maintenance facility was listed as a strength, weakness and opportunity. It will provide a stable source of jobs, but there are concerns about the environmental impacts it may have on the community.



Houses on Saratoga Street,
Lexington Neighborhood

Stabilization vs. Redevelopment

Stable neighborhoods like Evergreen and Smallwood should be reinforced by having their weaknesses like vacant houses addressed first. Landmark buildings including the Ice House and ACME Building should be renovated with new uses. Schools, recreation centers and day care centers should remain. Institutions like the police and fire stations should remain in the community. Though there are no plans to do so, some SAAC members suggested relocating the police and fire stations closer to the MARC Station. Existing public parks should be maintained on a regular basis. Buses serve the community well; any changes to existing bus service should be vetted by the community.

Redevelopment focused on the following:

- **Implementation of Planning Efforts:** The zoning and land use regulations/infrastructure need to be set in place to support the development of TOD around the station. The planning area has been the subject of redevelopment strategies in the past, the most recent being the West Baltimore Transit Centered Community Development Plan. The SAAC is aware of the City's Transform Baltimore effort, a comprehensive rezoning for the entire City of Baltimore. Transform Baltimore includes TOD Zoning categories for the rezoning for the West Baltimore MARC Station Area. The SAAC understands much of the redevelopment around this station will be market-driven. The SAAC encourages future efforts that would enhance the viability of this TOD area and encourages public-private partnerships and other tools to encourage TOD redevelopment.
- **Commercial and Retail Development:** Redevelopment of buildings like the Ice House, ACME Site and parcels such as the West Baltimore parking lots should include plans that consider the community as a whole. The areas immediately adjacent to the station could support development that could attract businesses and customers throughout the region and contain mixed uses that incorporate the existing light industrial businesses that exist in the neighborhood. The existing Edmondson Avenue and West Baltimore corridors could be incubators for locally owned small businesses that fulfill the needs of the community.

- **Vacant Houses and Land:** The SAAC suggested the vacant houses in stable neighborhoods such Evergreen and Smallwood should be renovated first. Blocks of vacant houses should be stabilized and contiguous vacant lots should be turned over to developers who are financially equipped to handle redevelopments of that size.
- **Traffic Calming and Pedestrian/Bicycle Circulation:** Traffic calming measures should be implemented along Franklin and Mulberry Streets, Fulton Avenue and Monroe Street, and Edmondson Avenue. Pedestrian and bicycle routes should be safe, clear and direct where they intersect with traffic; they should have priority over vehicular traffic.



Bentalou Rec Center

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

Guiding Principles

Ground Rules

- Retain the key principles from West Baltimore MARC transit-centered community development strategy

Housing

- Avoid displacement
- Increase housing diversity, but maintain housing affordability
- Increase the amount of occupied housing
- Preserve the character of existing viable housing stock

Economic Development

- Cultivate large scale economic development opportunities
- Attract and develop businesses and facilities to serve the local population
- Promote small business development and entrepreneurship
- Enhance local workforce, employment opportunities and local business participation

Transportation

- Use the MARC Station and the Red Line to bring about community improvement
- Make walking and biking - especially to buses and trains - safer and more inviting and convenient
- Be aware of, and sensitive to, existing community transportation plans
- Design streets to tame traffic and make West Baltimore more livable

Using the information from the dot maps and the enhanced graphics, the SAAC identified key areas of potential development. The development opportunities were identified as either large or small scale opportunities.



Large Scale Opportunities - “Game Changers”

(See Figure 6: Vision Plan, Large Scale Development Opportunities)

- Large scale development opportunities are redevelopment sites that occupy one or more city blocks. The SAAC commonly referred to these as ones that required bulldozing.
- 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 were the best uses for TOD.
- Locations for large scale developments include entire blocks and/or large sites such as the Ice House, ACME Warehouse, Lutheran Hospital Site, West Franklin Street Triangle, West Baltimore parking lots, and the Shipley Hill Southwest Town Center.
- Large scale development should focus around the station first. Concentrate high density mixed-use developments that serve the region adjacent to the station, and reduce the scale of development as it moves away from the station into the surrounding neighborhoods. Building height should decrease the further development moves away from the station center, especially towards Edmondson Avenue and to the south along the Amtrak/MARC line. Development should concentrate around the station and create a ripple effect away from it.
- It was suggested that data sets containing information about the large-scale parcels should be created. The sets should include: parcel boundaries, acreage, zoning and current uses, property owners, and type of business.



Payson Street houses

Small Scale Opportunities - “Fabric Improvements”

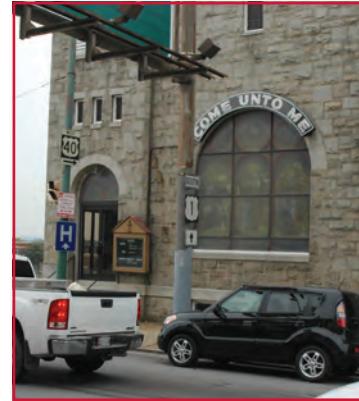
(See Figure 7: Vision Plan, Small Scale Development Opportunities)

- Small scale fabric improvements are small redevelopment sites such as new construction infill or rowhouse renovations. Small scale development should respect and preserve the existing fabric and character of the community. Use the integrity of the existing neighborhood as a foundation upon which to build.
- New developments should diversify housing options to attract new residents and allow seniors to age in place.
- 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.
- Examples of small scale development include block restructuring, new construction infill on vacant parcels, individual rowhouse rehabilitation and turning vacant lots into community gardens.
- Streetscape improvements include street trees, wider sidewalks with pedestrian scaled lighting, clear direct crosswalks at intersections, and curb extensions at intersections to slow vehicular traffic.
- A community priority is to implement streetscape and traffic calming measures in order to create a clearer vision of the community. Could the curb be pulled into the roadway (parking lane bump outs) to create wider sidewalks? This would narrow the carriageway (where vehicles drive) and hopefully calm traffic.

Connections – “Mending the Edges”

(See Figure 3: Vision Plan, Connections)

- 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 green axis from the West Baltimore Transit Centered Community Development Plan connecting the station area 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.



Union Baptist Church

Vision Statement

The West Baltimore MARC SAAC envisions their future Red Line Station to be a regional intermodal transit destination and major TOD opportunity, as well as a commercial center for the surrounding communities. The SAAC is committed to creating a greater sense of place by leveraging the new MARC Station and Red Line to foster new development and create a better community. This vision is in keeping with the previous master planning efforts that include: the West Baltimore MARC Transit Centered Community Development Plan and the West Baltimore MARC Parking Lots Expansion. (See Figure 6: Vision Plan)

STATION CONCEPT

Station Location

MARC and Red Line Station Location

The proposed location of the new MARC platform is a section of the track located south of the existing platform location between Franklin Street and Warwick Avenue. In order to place the platforms along the straightest portion of track closest to the existing location and comply with ADA Guidelines, the southern location was chosen.

The SAAC would prefer the platforms north of the current location for a direct connection with envisioned commercial node at Edmondson Avenue and the Ice House. The Ice House was always thought to be a connector between the Red Line, MARC and Edmondson Avenue retail district.

If the new MARC platforms are to the south, significant future development would be needed to anchor the station there so it is not a station in the “middle of nowhere.”

Future development could help make the MARC Station look like a real station. Future development could include the Bentlou school site and various underutilized factory buildings. A transit hub with mixed-use retail and housing surrounding the new platform locations between Franklin Street and Warwick Avenue would connect with the Red Line at a plaza located on the current MARC parking lot between Franklin, Mulberry and Smallwood Streets. MARC and Red Line platform locations would be driven by a desired direct proximity and connectivity between the modes of transit, including buses.



AMTRAK is currently working on plans for a new MARC Station. This station is anticipated to be open prior to the construction of the Red Line.

Platform Location/Behavior

The SAAC accepted the platform locations being separated by the MARC parking lot after the explanation of engineering constraints regarding bringing the platforms together to form a "station." The SAAC members would have preferred a combined platform location that could be developed into a more station-like facility in the future.

Factors that Impact Red Line Platform Location

- The Red Line needs to fit through the existing roadway underpasses under Amtrak tracks at Franklin and Mulberry Streets. There should be no construction that will interfere with the current Amtrak/MARC service, i.e. no modifications to the bridges. Due to those restrictions the proposed locations of the platforms have shifted from their original positions indicated in the LPA to comply with Red Lines design guidelines for horizontal and vertical tangents at platforms. The westbound platform location has shifted east or away from the MARC Station and partly into the Smallwood Street right-of-way. The eastbound platform has shifted north into a portion of Lot A.
- Changes to the sidewalks and lighting under the bridges are envisioned.

SAAC Comments

- The SAAC desires a genuine MARC Station, not merely two platforms with shelters.
- The engineering limitations for the platform locations for this station prevent a combined (east and west bound train) platform location. In addition, the commitment from the MTA for all at-grade stations is a platform, not a more elaborate station. Therefore, the SAAC would like to station be part of the private redevelopment of TOD at this station. Then do the Silver Spring sentence, add an "as" between discussed and a good.
- The West Baltimore MARC parking lots are not a formal Planned Unit Development (PUD) but over a period of time development will occur there. The Red Line platform locations impact possible development parcels by reducing their size and limiting their access. Master Planning and/or a PUD should be considered at the time of development to ensure a comprehensive approach to development.
- Bike lanes should be considered and be indicated on the maps; they should maintain the connectivity between the West Baltimore MARC Station and the Gwynns Falls Trail.
- The future development of the MARC Station could include an intermodal hub with mixed use retail and housing surrounding the new platform locations between Franklin Street and Warwick Avenue. MTA would have a safe place to operate MARC, light rail and buses in one area. The SAAC did not like the idea of bringing in regional bus service such as Greyhound. The triangle to the west of the station is not the best place for local buses to connect with the Red Line. Access is made difficult because buses will have to turn left from Mulberry and Franklin Streets to access the site. Pedestrian access is also difficult.



Lockerman Bundy Elementary School

Platform Type

Side platforms in promenade alignment are proposed.

Alignment Issues

There are two major categories for alignment issues.

- This station has to be designed to accommodate the existing and proposed conditions of the AMTRAK Line. This includes retaining the railroad bridges in an “as is” configuration, and retaining the elevated condition of the AMTRAK station. These requirements combined with engineering constraints (grade and accessibility) dictated the platform locations.
- Since the platform location options are constrained, it is important that the connectivity to the platforms accommodated bus rider access, neighborhood pedestrian access and bicycle circulation.

Station Performance & Station Image – Neighborhood Identity

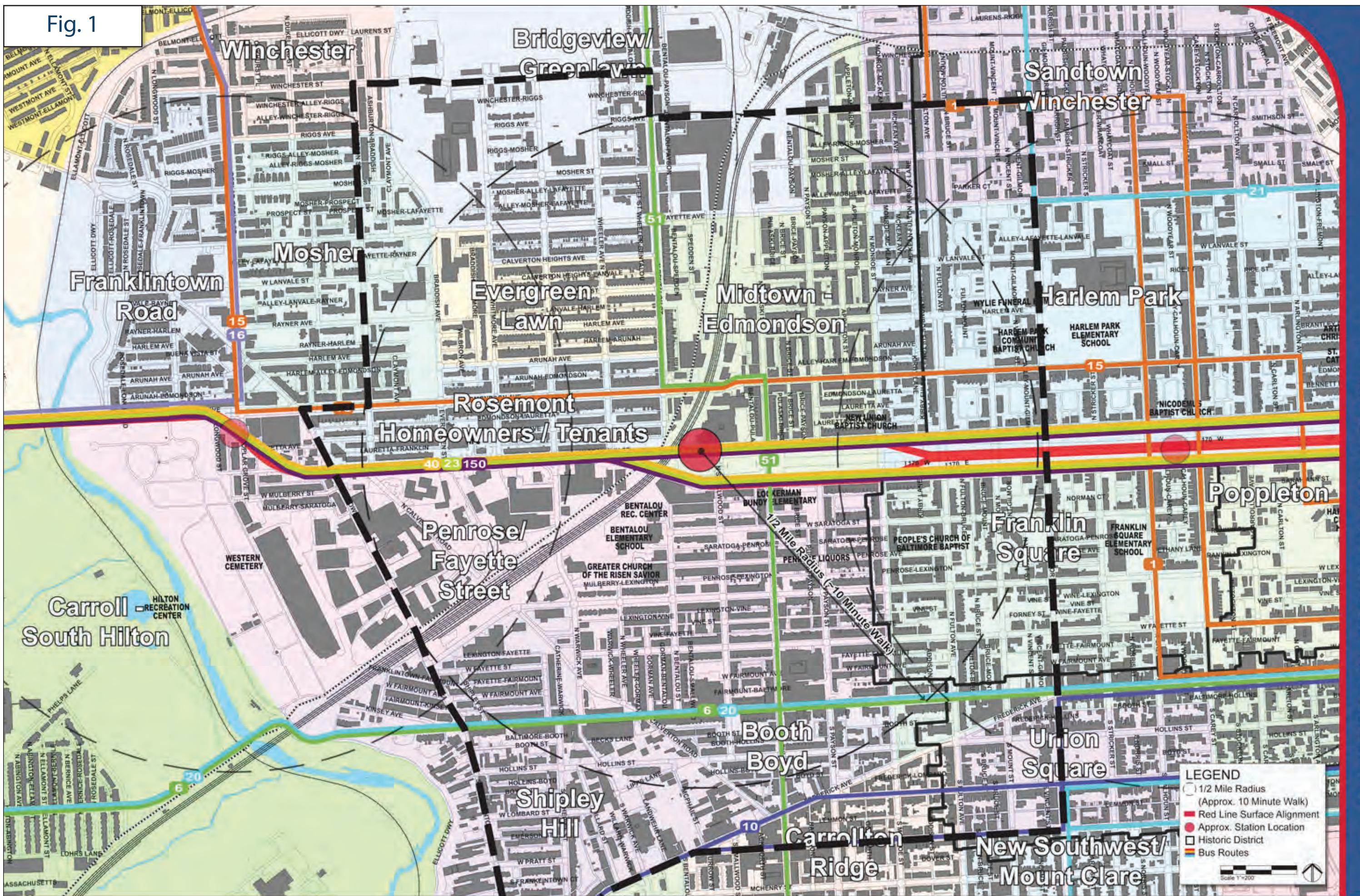
This document summarizes the Vision Plan and Station Location efforts of the SAAC. This concludes the first phase of the SAAC efforts.

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



West Baltimore MARC Station
Figure 1

NEIGHBORHOODS May 7, 2011



Fig. 2

AERIAL VIEW



LAND USE



EXISTING CONDITIONS

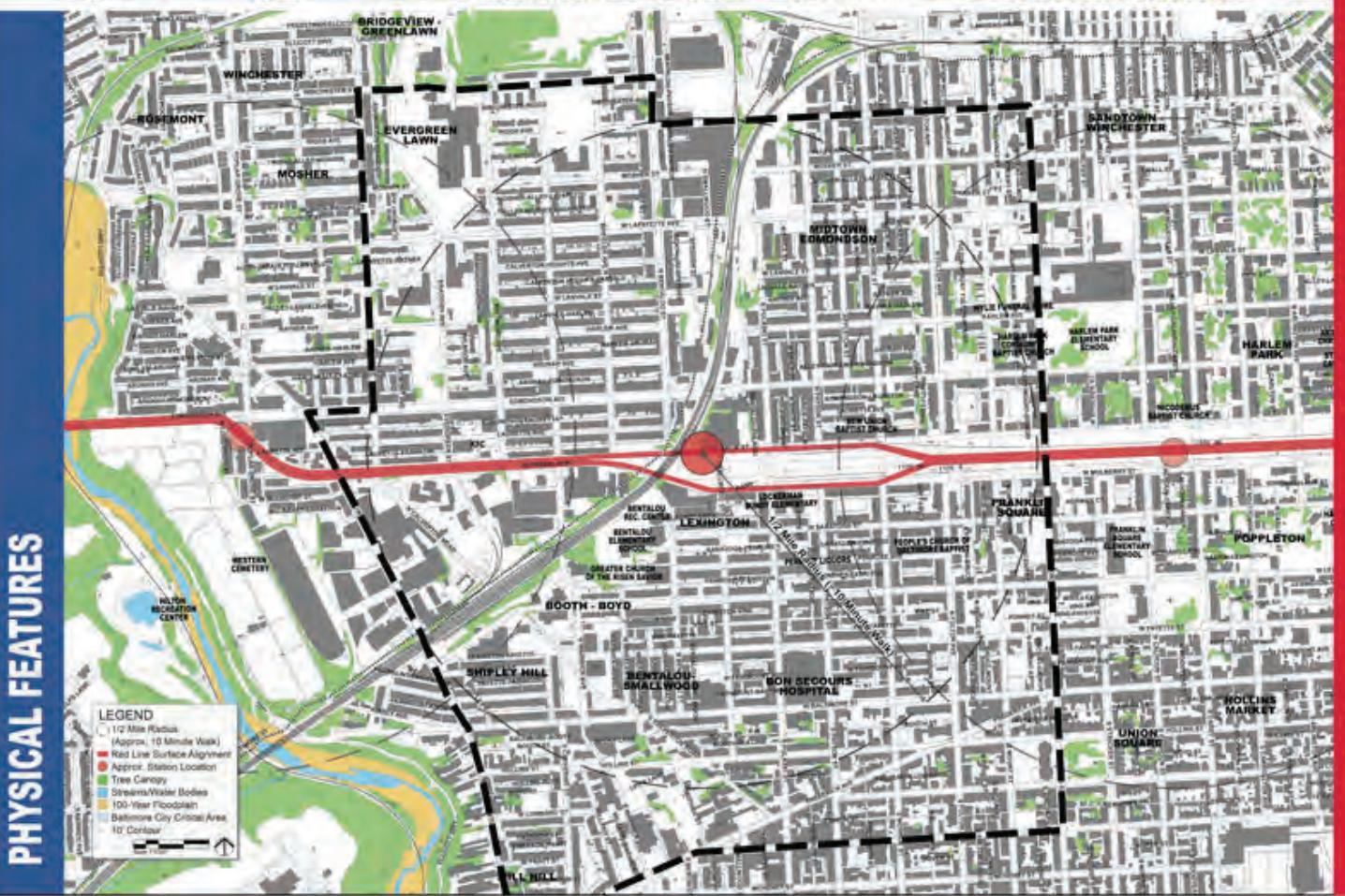
Figure 2

May 7, 2011

ZONING



PHYSICAL FEATURES



West Baltimore MARC Station



Fig. 3

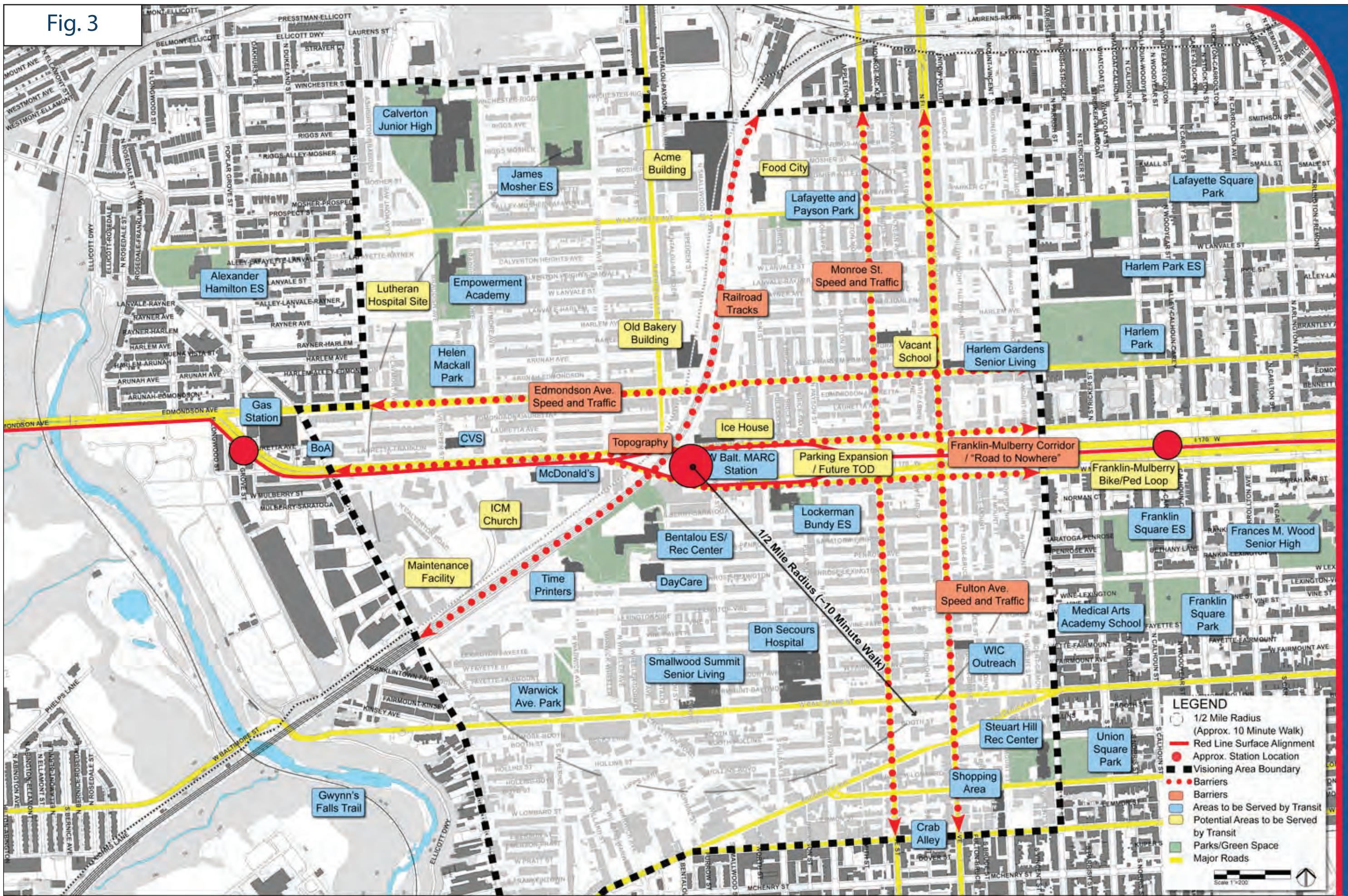


Fig. 4

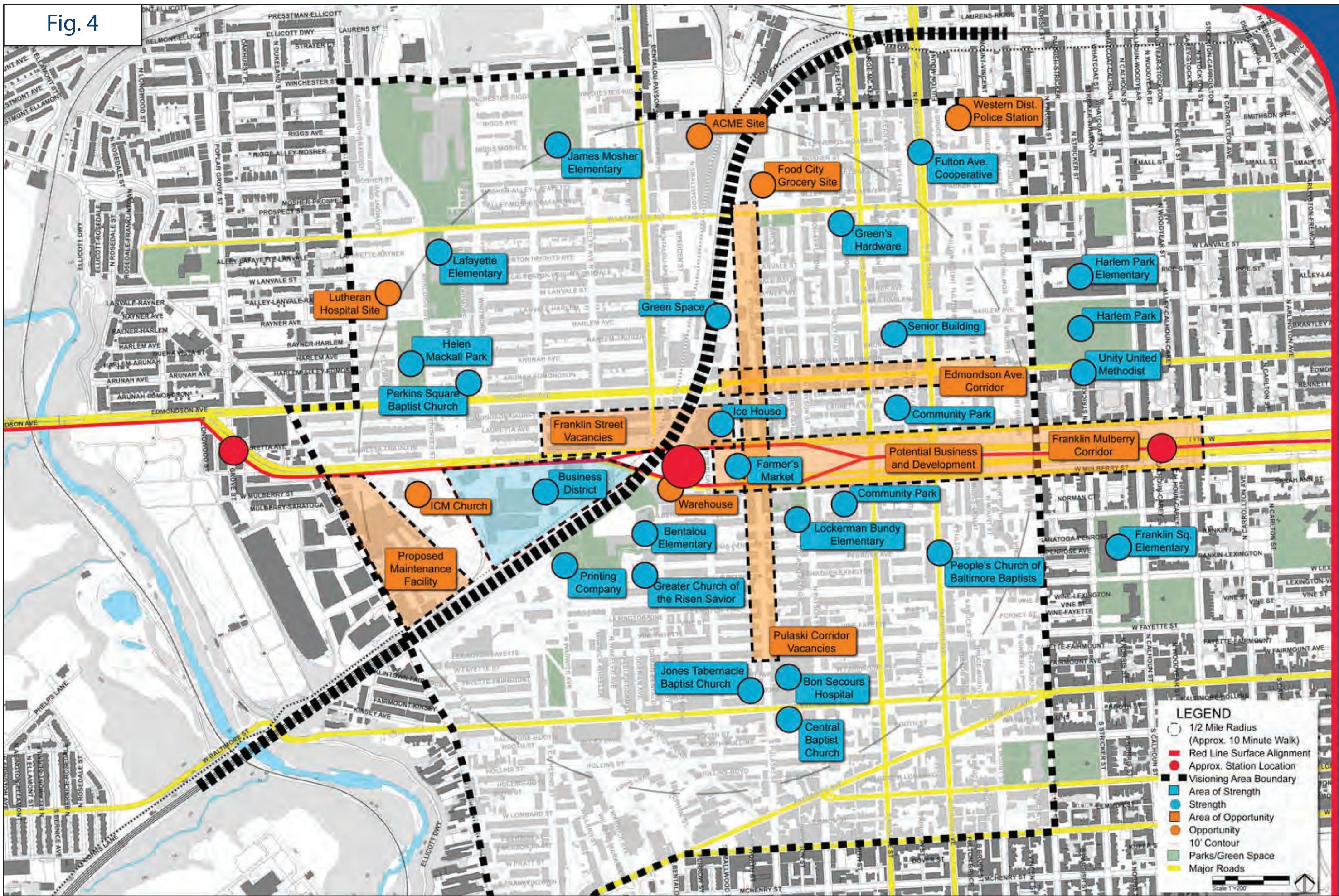


Figure 4
Strengths and Opportunities

December 2010



BALTIMORE REDline

Fig. 5



West Baltimore
MARC Station

Stability vs. Change

December 2010

Figure 5



Fig. 6

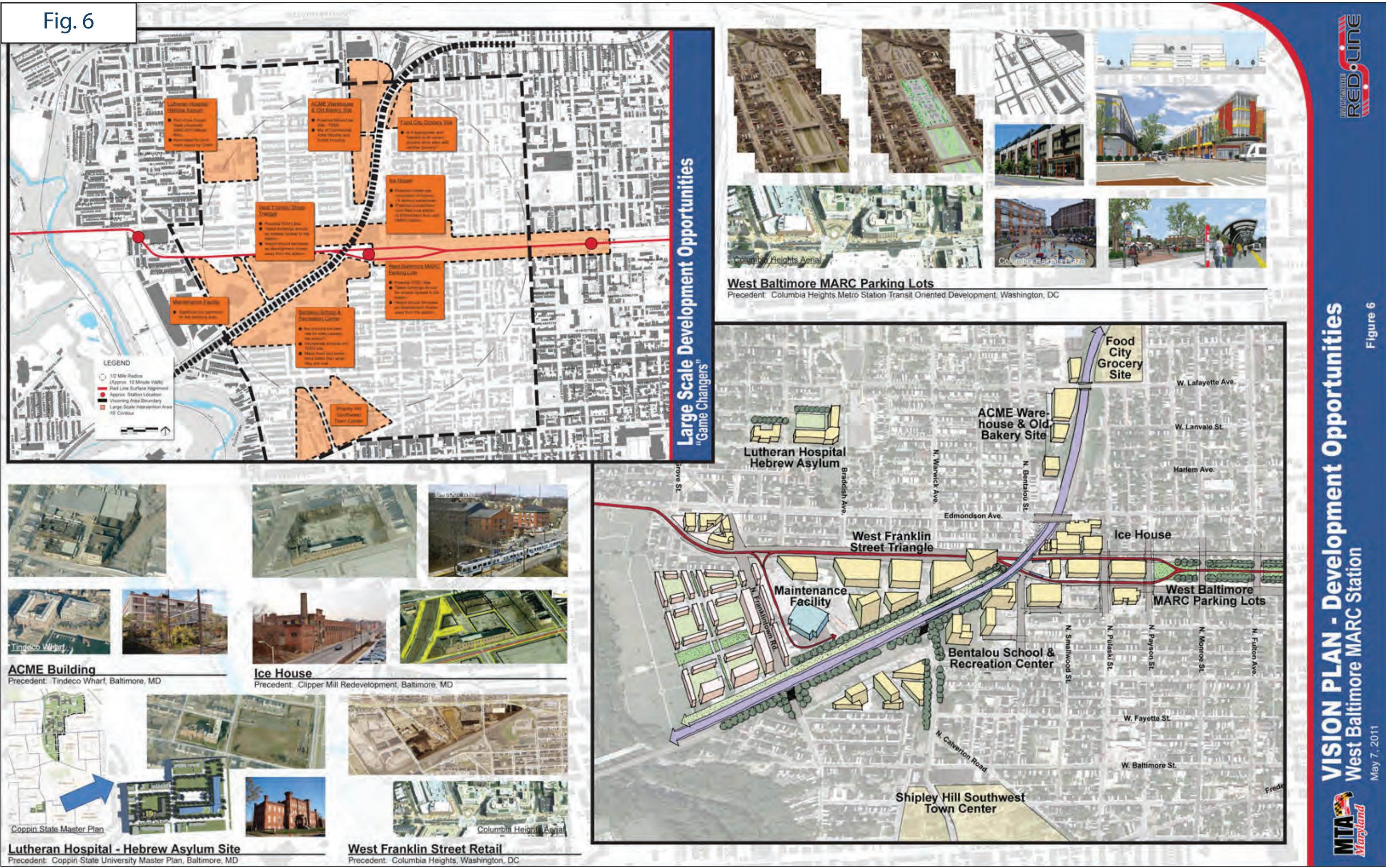


Fig. 7

