



Station Area Advisory Committees

VISION PLAN

Harlem Park / Poppleton



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 Harlem Park/Poppleton SAAC includes two stations: the Harlem Park Station is at the grade of the highway (below the grade of the community) between Carey and Calhoun Streets. The Locally Preferred Alternative (LPA) for the Poppleton Station was proposed along Martin Luther King, Jr. Boulevard (MLK Boulevard) at approximately Lexington Street. These two SAACs worked in tandem throughout the SAAC Station Area Vision Plan process and, therefore, have developed a common boundary that encompasses both station areas. The boundary is roughly defined as follows:



US 40 runs below the community grade

- **South Boundary:** Pratt Street is a logical southern boundary for each station as shown on the LPA. An exception to this is the area between Carey Street and Parkin Street where the boundary extends further south to the railroad line. The purpose of this extension is to include the Mt. Clare Junction Shopping Center and the B&O Railroad Museum.
- **North Boundary:** The northern boundary is less regular in its definition. For the SAAC, it was not as easy to define as other boundaries. The SAAC ultimately agreed upon a boundary along Riggs Avenue (starting to the west), then following Myrtle Avenue, Dolphin Street and Druid Hill Avenue.
- **East Boundary:** The eastern boundary is well defined by Eutaw Street, which is in close proximity to the Howard Street/University Center Station on the Central Light Rail Line. The Lexington Street Metro Station is located at Lexington Market and Eutaw Streets. MLK Boulevard was identified as a major barrier between West Baltimore and Downtown, separating the eastern and western halves of the SAAC area, significantly impacting the Poppleton station as defined in the LPA.
- **West Boundary:** The western boundary is defined by Fulton Avenue. The portion of Fulton Avenue south of Edmondson Avenue is the one-way northbound street that is paired with one-way southbound Monroe Street. This pair of one-way streets acts as a conduit for traffic running north-south through the West Baltimore neighborhoods. The heavy traffic volume streets create a significant boundary for communities that lie to the east and west of the corridor. North of Edmondson Avenue, Fulton Avenue is a two-way boulevard with a tree-lined median.

Route 40 consists of Mulberry and Franklin Streets, one-way pairs that carry three to four lanes of traffic, and flank each side of a major six-lane highway that is depressed substantially below the grade of the street grid. This below grade highway creates a significant gap between the neighborhoods, and was characterized as a major barrier separating the northern and southern halves of the station planning area. The Red Line will run within the right-of-way of the highway.

SAAC members represented the breadth of stakeholders throughout the community. The SAAC did recognize that the northeastern portion of the station planning area, Heritage Crossing and Seton Hill in particular, were not well represented on the committee, nor was the portion of downtown that fell within the planning area.

Reference Figure 1 – Harlem Park Neighborhoods, Figure 3 – Poppleton Neighborhoods.

b) Existing Conditions/Context

Transportation Network

The transportation network is a network of one-way streets designed to ease the flow of vehicular traffic into and out of the neighborhood. It is defined by a traditional urban street grid, the Poppleton Grid, that is oriented north-south and east-west. Exceptions to this are:



Heritage Crossing

- **Fremont Avenue:** This historic street runs northwest to southeast on a diagonal to the orthogonal grid, known historically as the Poppleton Grid.
- **Heritage Crossing:** This neighborhood is a mixed income residential community developed through the HOPE VI program. The community plan for this new neighborhood employs an urban oval green as an organizing element that reconciles the intersection of two street grids: the Poppleton Grid and a grid that runs roughly parallel to Fremont Avenue.
- **Madison Park and Seton Hill neighborhoods:** This area is defined by the network that runs diagonal to the Poppleton Grid. Madison Park connects to the station planning area through Heritage Crossing. Seton Hill is isolated from the planning area by MLK Boulevard and St. Mary's Park.
- **The Poppleton Grid is further fragmented by two major roadways:** Route 40, the below grade highway that creates a barrier within the neighborhoods and MLK Boulevard, which creates a barrier between downtown and the neighborhoods.

In addition to the automobile mode of transportation, the station planning area is served by multiple bus lines. Route 40 and Baltimore Streets are the primary streets accommodating east-west bus traffic. Carey, Calhoun, Paca and Greene Streets are the primary streets accommodating north-south bus traffic.

The Central Light Rail and Baltimore Metro run in a north-south direction near the eastern edge of the SAAC boundary. The light rail has multiple stations along Howard Street, just outside of the boundary. The Metro has a significant station at Lexington Market with access from Eutaw Street (at both Lexington and Saratoga Streets). The MARC commuter train (Penn Line) runs to the north and west of the boundary with the West Baltimore MARC Station located along Route 40 approximately ¼ mile from the western boundary.

Reference Figure 1 – Harlem Park Neighborhoods, Figure 3 – Poppleton Neighborhoods.

Land Use

The station planning area west of MLK Boulevard is primarily residential, where mid to late nineteenth century rowhouses dominate. The rowhouses differ in scale style and detail from neighborhood to neighborhood.



The Terraces is a mixed income community consisting of two-story rowhouses that were built in the late 1990's. There is also a senior housing building within the community. The Terraces is a HOPE VI Project.

Built in the early 2000's, Heritage Crossing is another Hope VI project and consists of duplexes and townhouses surrounding an urban green.

Most of the other neighborhoods, including Harlem Park, Upton, Franklin Square, Union Square, Hollins Roundhouse and portions of Poppleton consist of three-story rowhouses constructed during the mid to late nineteenth century. Larger three-story houses typically line the main streets like Hollins, Calhoun and Carey Streets. Two-story rowhouses typically line the smaller streets or alleys, such as Lemmon Street. There are several buildings for senior housing scattered throughout the planning area. They vary in scale from four to ten stories.

Several communities of public housing are scattered throughout the planning area. One of the oldest is the Poe Homes. Built in the 1930's, it is located between Fremont Avenue and Amity Street. Madison Park is another community of garden apartments that was constructed in the 1950's. It is located north of MLK Boulevard at Pennsylvania Avenue.

Within the Poppleton neighborhood, LaCite is developing a mixed-use, mixed income community that will include up to 1600 dwelling units in a variety of housing types that will include town houses, mid-rise and high-rise multi-family apartment buildings. These units will sit within the historic Poppleton Grid of the community.

There are a number of historic districts within this community: Union Square, Old West Baltimore and Seton Hill. While some of the neighborhoods are not designated as historic, many have the same characteristics of the historic districts. The SAAC noted that new development should respect the historic fabric and character of the community.

This same portion of the SAAC area also includes a significant amount of park space in the form of historic squares (Union Square, Lafayette Square, Franklin Square and Harlem Park).

The neighborhoods to the north of Route 40 also include numerous inner block parks, particularly between Fulton and Fremont Avenues. Most of these parks are physically and visually isolated, poorly maintained and under-utilized.

While vacant properties are scattered throughout the area (west of MLK Boulevard), the SAAC identified a significant number of vacant properties to the north of Route 40 in the area between Harlem Park Elementary School and Heritage Crossing. The concentration of vacancies is along Harlem Avenue, Mount Street and Calhoun Street.



Edmondson Avenue rowhouses

Institutional uses in the form of churches and public schools are also located throughout the western portion of the SAAC area. Schools include: Harlem Park Elementary School, Franklin Square Elementary School, the Coleridge-Taylor Elementary School, Francis Wood High School and Harbor City High School.

Commercial uses are concentrated along the Baltimore Street corridor, which was the historic "Main Street" for the neighborhood. In addition, Mount Clare Junction at the southern end of the station planning area is a significant commercial center although it has a high rate of vacancies. Along West

Baltimore Street, just east of the historic retail district, is the University of Maryland Health Science Research Park. To date, two BioPark Research buildings, the State of Maryland Forensics center and a parking garage have been constructed. Additional projects are anticipated to start construction within a year. One is a third research building and the other is the Maryland Proton Therapy Center. The Proton building will be one of only eleven such cancer treatment facilities in the country.



Maryland Forensics Center

Existing zoning for the western portion of the SAAC area is primarily R-8 with some R-9 south of Route 40. Heritage Crossing is zoned R-10. The commercial areas along Baltimore Street and associated with Mount Clare Junction are zoned B-2 and B-3.

The eastern portion of the SAAC area (east of MLK Boulevard) is primarily commercial (downtown central business district) and institutional (University of Maryland Baltimore). The exception to this is the neighborhoods north of Franklin Street, which are mostly residential and are defined by a significant park, St. Mary's Park.

Existing zoning for the eastern portion of the SAAC area is primarily B-5 south of Franklin Street and R-9 to the north of Franklin Street in the Seton Hill neighborhood.

Reference Figure 2 – Harlem Park Existing Conditions, Figure 4 – Poppleton Existing Conditions.

Economic Development

University of Maryland Health Science Research Park is the primary economic catalyst for the SAAC as is University of Maryland Medical Center and professional schools located to the east of MLK Boulevard. The park is an emerging employment center for the community.

The City selected La Cite to be the master developer for a significant part of the Poppleton community north of Baltimore Street and south of Mulberry Street. The La Cite mixed-use development is planned just to the northwest of the UMB BioPark and will be executed in phases. The combination of new employment opportunities, residential redevelopment and the potential revitalization of the West Baltimore Street retail district, will create a synergistic neighborhood where people can live, work, play and learn.

The Downtown West Side redevelopment and the University's campus growth continue to fuel additional economic investment in the eastern portion of the SAAC. Additional opportunities for economic investment exist at the Social Security Administration Building, which will be vacated in the near future. Mount Clare Junction is largely vacant and represents a significant opportunity for investment. Additionally, businesses along Baltimore Street are struggling. It is anticipated that the investment by the Research Park and residential redevelopment by La Cite will bring new customers to the struggling district.

Connectivity

The entire SAAC area is comprised of interconnected "walkable" blocks, most averaging 400' in length. The SAAC identified two major barriers that interrupt the block system: Route 40, which divides the SAAC area north, and south, and MLK Boulevard which separates the eastern third of the SAAC area from the western two-thirds.



While there are vehicular and pedestrian connections across Route 40, the gap in development creates a physical and visual disconnect. Heavy traffic volume along Franklin and Mulberry Streets makes pedestrian crossing difficult. The combination of narrow sidewalks and wide carriageways on the bridges create a miserable experience for pedestrians. The distance between pedestrian crossings is so great between MLK Boulevard and Schroeder Street that pedestrians often illegally cross Route 40 at Fremont Avenue. This has created a particularly hazardous situation for pedestrians and drivers.

Along MLK Boulevard pedestrian crossings occur at-grade. The barrier effect is reinforced by high traffic volumes and speed on three lanes in each direction plus additional turn lanes, making crosswalks very long and difficult to navigate within one signal phase.

Additionally, there are gaps in development along many blocks of MLK Boulevard, particularly at the intersections with Franklin and Mulberry Streets. Originally, development was oriented toward the street. MLK Boulevard broke the grid. In many cases, communities were walled off from the Boulevard at the time of construction. In some cases, new development turned its back to the Boulevard. The design of the boulevard with wide green medians and berms along both sides further breaks down the urban development patterns. SAAC members also stressed that the intersection with Franklin and Mulberry Streets is a dangerous intersection with a high number of accidents. The University of Maryland Research Park shared with the SAAC proposed plans for the intersection of Baltimore Street and MLK Boulevard, with enhanced pedestrian crossings.



University of Maryland BioPark

Safety and Security

The SAAC identified safety and security as a concern throughout the study area. The SAAC identified Pratt and Lombard Streets as the streets that are perceived to be safest to walk along. The SAAC also shared that Baltimore Street feels safe in the vicinity of the BioPark, but not further to the west where there are numerous vacant storefronts and inactivity. The SAAC perceived Lexington Street, to the west of Lexington Terrace, as an unsafe area having a high degree of crime.

Pedestrian safety is a concern along MLK Boulevard because of heavy traffic volume travelling at high speeds. The width of this roadway makes crossing the road in one signal phase difficult. The numerous left turns along the street conflict with pedestrian crossings, and drivers rarely respect the pedestrian's right-of-way. Along both Route 40 and MLK Boulevard there are walls separating the community from the street, gaps in development and buildings that do not front the street. There are fewer "eyes on the street" which contributes to a poor sense of security.

Neighborhood Identity

The neighborhood identities vary widely. Seton Hill, Barre Circle, Union Square, Franklin Square and Old West Baltimore are historic districts and have strong self-identities. The Terraces and Heritage Crossing redevelopments are new and not well represented on the SAAC. The Hollins Roundhouse

and Hollins Market area south of Baltimore Street has for years worked on an image as an arts community (SoWeBo Festival). The area along Baltimore Street is a commercial “Main Street” (although not officially designated as such) with many vacant storefronts.

Reference Figure 1 – Harlem Park Neighborhoods, Figure 2 – Poppleton Neighborhoods.

Sustainability

Sustainability was not a specific topic addressed by the SAAC; however, certain sustainable practices are a natural result of fulfilling other goals. These include:

- An emphasis on preservation of historic resources.
- Improving bus, pedestrian and bicycle facilities as they relate to accommodating transportation needs to the stations and throughout the neighborhood, without having to depend upon the automobile.
- Job creation and economic development and the desire to provide services that are needed on a daily basis within the community.



Harlem Park houses, Edmondson Avenue

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

Values

Strengths, Weaknesses, Opportunities and Threats

The SAAC identified what they value in terms of strengths, weaknesses, opportunities and threats and used this exercise to identify primary areas of stabilization and areas for desired change as described below.

a) Strengths

Typical strengths include the overall historic character of much of the SAAC area, and large and small institutional uses:

Institutional uses include UMB Medical Center and professional schools, the University of Maryland Health Research Park, Enon Baptist Church, Harlem Park Elementary School, St. Peter the Apostle Church and the nearby Bon Secours Hospital.

Historic Squares and parks were identified as strengths, particularly as they relate to adding value and stability to the immediate residential areas around them. They include Union Square, Harlem Park, Lafayette Square, Franklin Square and St. Mary’s (Seton Hill) Park. Other strengths include Lexington Market, Hollins Market and the B&O Railroad Museum.



b) Weaknesses

- Typical weaknesses included large concentrations of vacant homes, which negatively impact the community image. Numerous vacancies are also perceived as locations that provide an environment for criminal activity.
- The SAAC also identified the Route 40 corridor as a major weakness because it divides and separates neighboring communities.
- Specific uses identified as weaknesses include Upton Manor. It is a historic city-owned resource, and the city has not made clear any plans it might have for the building.
- The Mt. Olive Free Will Church experienced a significant fire and has not been rebuilt.
- Harbor City High School does not serve the neighborhood; it serves older students from all parts of the City.
- The Terraces has one remaining undeveloped parcel at a key location along MLK Boulevard. The original plans for The Terraces located a school at this site. The area has no confirmed plans for the site. When the site is developed, the SAAC would like a portion developed into a park.

Other locations the SAAC noted as being under-developed and under-utilized include: Francis Woods High School, Mount Clare Junction, St. Luke's Church, St. Pius V Church and Hollins and Lexington Markets. They also noted a problem with poorly maintained vacant lots and open space.

Some members stated that there is enough open space within the community. It needs proper maintenance and good programming.



The Terraces

c) Opportunities

- Recognizing vacant houses as a historic resource and revitalizing historic commercial districts were opportunities noted by the SAAC.
- Primary opportunities include the Harlem Avenue area where there are a significant number of vacancies. These represent opportunities for rehabilitation and linking Heritage Crossing and Harlem Park.
- The Calhoun and Carey Streets corridor is also an opportunity for rehabilitation as these two streets provide a north-south linkage to the Harlem Park Station.
- The West Baltimore Street corridor presents a significant opportunity to revitalize as the area's "Main Street" and build upon the significant investment along the eastern end of this corridor at the University of Maryland Health Research Park and with the proposed investment in Poppleton.
- Mount Clare Junction also represents a significant opportunity for new mixed-use development as a southern anchor to the Carey/Calhoun Streets Corridor.

Specific uses that present opportunities include the Baltimore Behavioral Health (BBH) Services and the Lexington and Hollins Markets.

- Located at Poppleton and Hollins Streets, BBH provides treatment for drug addiction. They also offer housing to their patients throughout the community. SAAC members complained about a lack of supervision of BBH clients and lack of code enforcement at BBH properties.

- Both Lexington and Hollins Markets are underutilized. Because of the unique character and shopping opportunities Markets have played throughout Baltimore, creating the right mix of uses in the markets has the potential to re-create the markets as the anchors for the surrounding retail areas.

Several intersections along MLK Boulevard were identified as opportunities to both improve pedestrian safety and utilize development to better link downtown with West Baltimore.

Mending the divisions created by MLK Boulevard could be accomplished with improved pedestrian connections, and with new development that is appropriately scaled to the boulevard and creates a street front along its edge. Problematic intersections include: McCulloh Street, Druid Hill Avenue, Pennsylvania Avenue, Baltimore Street and Lombard Street.

- The most significant opportunity along MLK Boulevard is where it exits and meets Route 40. With the addition of the Red Line added to this already problematic intersection, the need to address traffic and pedestrian circulation is critical. The eventual Social Security Administration Redevelopment, and the potentially unnecessary overpasses with the land area that they consume, could remake a significant barrier into a redevelopment node that reconnects adjacent isolated communities.

Reference Figure 5 - Analysis Harlem Park Poppleton Stations – Strengths, Weaknesses and Opportunities
Figure 5 - Analysis Harlem Park Poppleton Stations – Connections and Destinations

Stabilization Area vs. Change Area

While not focusing on every block within the Vision Area, the SAAC members identified primary areas of strength and stability, impending change, and areas where change is desired. In general, the SAAC identified the majority of the western portion of the Vision Area as an area of “small-scale intervention,” where the emphasis should be on rehabilitating existing buildings, adding appropriately-scaled infill development in vacant lots and enhancing the historic squares. On the other hand, the SAAC identified a significant number of areas within the eastern portion of the Vision Area as areas for “large-scale intervention,” where the emphasis should be on a combination of preservation and rehabilitation of existing structures and major mixed-use development. Specific areas of stability and change are described below:

Areas of Strength and Stability

The largest areas of stability are concentrated in the eastern half of the Vision Area and include the University of Maryland Medical Center and professional schools, UMB BioPark, Seton Hill neighborhood and St. Mary’s Park, Heritage Crossing neighborhood, The Terraces neighborhood and the B&O Railroad Museum. Just outside the SAAC area to the south, SAAC members identified the neighborhoods of Barre Circle and Ridgley’s Delight as areas of stability.

Smaller areas of stability were identified in the western portion of the SAAC area and are closely associated with the historic squares and include the immediate neighborhoods surrounding Union Square, Franklin Square, Harlem Park and Lafayette Square. The Fulton Avenue Co-ops along Fulton Avenue were also identified as an area of stability along the western boundary of the SAAC area.



B & O Railroad Museum



Stable landmarks or specific uses were also identified and include Coleridge-Taylor Elementary School, Pennsylvania Avenue AME Zion Church, Resource Center (near Lexington Terrace), Edgar Allen Poe House, Waverly Terrace, Franklin Square Elementary School, H.L. Mencken House, Harlem Park, Edmondson Commons, Fulton Avenue Co-ops, and St. John AME Church. Bon Secours Hospital, just to the west of the SAAC boundary was also identified as a stable landmark.



Harlem Park

Similarly, the largest areas of impending change (redevelopment/reuse already planned or likely at some time) are concentrated in the middle and the eastern portions of the SAAC area. They include the La Cite mixed-use development which will include new rowhouses as well as several mid-rise multi-family residential buildings with first level retail uses. The retail uses will be concentrated along Schroeder Street, near the UMB BioPark. Other areas include the Mount Clare Junction, the West Side “Arts District” and the Social Security Administration. The Social Security Administration building will be vacated in the next several years.

Areas of Desired Change (Redevelopment/Reuse Potential)

The majority of the areas identified for desired change is located within the western portion of the SAAC area and correspond closely with neighborhoods that have a high rate of vacancies/vacant properties. These include the area between Harlem Park and Heritage Crossing, the Calhoun and Carey Streets corridor (which links many of the areas of stability), the Edmondson Avenue corridor and Mount Street and the Baltimore Street commercial corridor, west of the UMB BioPark. SAAC members also identified the entire Route 40 corridor and the majority of the frontage of MLK Boulevard as areas of desired change.

Specific landmarks or uses where change is desired include the Somerset Community Center, St. Pius V Church, Mt. Olive Free Will Church, Harbor City High School, Baltimore Behavioral Health Services, Somerset Community Center and the Western District Police Station.

Areas that Share Multiple Characteristics

Some specific areas, landmarks or uses were identified as both areas of stability and areas where change is desired. These include Lexington Market and Hollins Market. SAAC members recognize these as strong assets for the community but they are in need of change to enhance them to their full potential.

Reference Figure 5 - Analysis Harlem Park Poppleton Stations – Stability vs. Change; Figure 5 - Analysis Harlem Park Poppleton Stations – Composite Summary Diagram

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

Guiding Principles

During several of the SAAC meetings, the SAAC identified and continued to refine the guiding principles for the Vision Area. The guiding principles were divided into four overall classifications as outlined below.

General

- Create communities that are livable and vibrant.

Housing

- Protect the historic residential development patterns as the foundation for the future development of the area.
- Reinforce and enhance the historic squares through proper maintenance, event programming and upgrades as needed.
- Create a mix of affordable housing types.
- Reduce the number of vacant houses and lots.



Enon Baptist Church

Economic Development

- Build upon existing assets and infrastructure.
 - Reinforce Baltimore Street and Edmondson Avenue as the historic commercial “Main Streets” that provide a variety of day-to-day services.
 - Enhance/expand Hollins Market.
 - Focus and build upon streets that currently have a lot of foot traffic.
- Focus larger redevelopment/Transit-Oriented Development (TOD) efforts closer to the Poppleton Station; leverage and maximize opportunities near the station location (as currently shown in the LPA) to realize its highest value. Reference Addendum One.
- Create neighborhood-scaled TOD efforts close to the Harlem Park Station.
- Preserve and enhance positive reuse opportunities for Mount Clare Junction as a southern anchor along Carey Street; potential mixed-use redevelopment site with opportunity for increased density.
- Reinforce Lexington Market as a viable, active destination through higher visibility, effective pedestrian linkages, physical enhancements, etc.

Connections/Transportation

- Develop logical and convenient bus connectivity to the Red Line.
- Enhance both east-west and north-south connections to stations.
 - Reinforce Carey and Calhoun Streets as the primary north-south connections that link multiple destinations.
 - Reinforce Baltimore Street as a link between downtown and points west; improve pedestrian/ bike routes between Baltimore Street and stations.
- Promote safe and attractive pedestrian and bicycle experiences.



- Reinforce visual connections/landmarks.
- Enhance streetscape along key pedestrian routes (with trees, shade, marked crosswalks, sidewalk improvements, public art, proper street lighting, etc.)
- Encourage frontage uses along key pedestrian routes to help activate those routes in a positive manner.
- Key pedestrian routes include, but are not limited to, Lafayette Street, Edmondson Avenue, Baltimore Street, Lombard Street, Pratt Street, Carey Street, Calhoun Street and MLK Boulevard.
- Reinforce the network of amenities along important connections/routes.

Reference Figure 6 – Development Opportunities and Connections

Vision Statement

The Harlem Park/Poppleton SAAC envisions the Harlem Park station area to be a combination of 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.

The SAAC envisions the Poppleton Station area as a Regional TOD where the station is surrounded by higher density mixed-use development, both existing and future. The station is envisioned as a “Campus Station” as it is in close proximity to major employers and development.

Reference Figure 6 – Development Opportunities and Connections



Houses on Harlem Ave., opposite Harriet Tubman Elementary School

STATION CONCEPT

Station Location

Harlem Park Station Location

From the beginning of the process the SAAC was consistently in favor of the Harlem Park Station location at Route 40, between Carey and Calhoun Streets as indicated on the Locally Preferred Alternative.

Poppleton Station Location

The SAAC was consistently dissatisfied with the Poppleton Station location as shown in the LPA in the vicinity of south of Saratoga Street at MLK Boulevard. With one SAAC member recognizing some benefits of the station location in the approximate location of the LPA, the SAAC agreed that a location further south, near Baltimore Street at the UMB BioPark, would better serve the community for the following reasons:

- There currently exists a strong critical mass of development and employment at the BioPark.
- A Baltimore Street location is closer to the neighborhoods within the SAAC area, where DC commuters who desire easy access to the MARC live.
- There is a strong desire to revitalize Baltimore Street as the area’s “Main Street.” The station location at Baltimore Street and MLK Boulevard would strengthen the eastern anchor to the corridor.

The existing LPA location and the transition area from surface to underground cuts off direct pedestrian flow between West Baltimore and downtown at Lexington Street. This is of significant concern to the SAAC as it reinforces the MLK Boulevard barrier effect and limits opportunities to capitalize on the Lexington Market area revitalization. Some preliminary station area designs also showed Fayette Street being cut off for both vehicular and pedestrian circulation. The existing LPA location will present conflicts with turning movements onto Saratoga Street. The existing LPA location places the station directly in front of a row of homes in the Lexington Terrace community.



Harlem Gardens Senior Housing

During the final meeting of the Phase I portion of the SAAC process, the SAAC emphasized that the station needs to be moved to Baltimore Street. When pressed for input related to whether a station needed to remain in the general area of the LPA location, the SAAC emphasized that the station location should not result in any increased barriers along MLK Boulevard, and that direct pedestrian access should be maintained across MLK Boulevard at the Lexington and Fayette Streets intersections, and at all other intersections along the boulevard. The SAAC, therefore, expressed a preference for the station to be located between Saratoga and Mulberry Streets if the Baltimore Street location is not feasible.

Regarding the location of the Poppleton Station, reference Addendum One.

Platform Type

Harlem Park

In terms of platform location, the SAAC believes that the center platform type located between Carey and Calhoun Streets will function well once one of the inbound traffic lanes will be available for widening the station area and a suitable center platform is achieved. While located within the median of Route 40, the platform will have direct pedestrian access from the sidewalks along the Carey and Calhoun Street overpasses, avoiding any traffic conflicts with Route 40 traffic. Streetscape enhancements to the bridge overpasses and surrounding streets will be important, however, to make access to the station more pedestrian-friendly. These enhancements should consider:

- Lane narrowing along Carey and Calhoun Streets, particularly on the overpasses, to allow for expanded sidewalk areas.
- Curb extensions (bump-outs) at Carey and Calhoun Street intersections, with Mulberry and Franklin Streets to shorten pedestrian crossing distances and to help calm traffic.
- Street trees to provide shade for pedestrians accessing the station.
- Public art to enliven the streetscape environment.
- Unique and prominent structures are necessary along the Carey and Calhoun Street entrances to the platform to provide a strong visual connection between the platform (down below) to the surrounding neighborhoods (up above).
- Bicycle accommodations.



Poppleton

In terms of the platform location for the Poppleton Station, the side platform is appropriate whether the station is located to the north (in the vicinity of the LPA location) or to the south near Baltimore Street. Both locations would provide direct access from the sidewalk area on the west side of MLK Boulevard. Because the SAAC discussed multiple alternatives (official and unofficial), the key urban design considerations for each are described below:

Poppleton Station at Baltimore Street

As described earlier, the SAAC feels strongly that the station should be located at or near Baltimore Street rather than the location shown in the LPA. If this becomes an official alternative the following needs to be considered:

- There is an opportunity to integrate the platform into a new building associated with the BioPark.
- The station would serve the BioPark as well as the western edge of the UM campus east of MLK Boulevard and the new La Cite development phase one.

Poppleton Station LPA Location (General)

As described earlier, this location is not preferred by the SAAC for the reasons outlined. However, the SAAC recognizes that the station locations are dependent upon a complex set of variables. Therefore, should a station location at Baltimore Street not be feasible, the following needs to be considered:

- The platform location should not disrupt direct pedestrian flow across existing intersections along MLK Boulevard, particularly at Lexington Street and at Fayette Street. The station itself needs to be at-grade without any portion of it slipping on to the portal “ramp” of the transition into below grade alignment.
- The northern station location, would require and allow for large-scale redevelopment to occur around it, including potentially, the demolition of the freeway overpasses to create an urban environment that connects seamlessly to downtown as envisioned for the Baltimore Street area. Reference Addendum One.

Alignment Issues

The Harlem Park Poppleton Station Area Advisory Committee consistently raised serious concerns about the Locally Preferred Alternative (LPA) regarding its alignment along Route 40, transition to and alignment along MLK Boulevard, the Poppleton Station location and the transition to the Lombard Street tunnel. Concurrent with the SAAC concerns, the engineering team also questioned the LPA between Harlem Park Station and the transition to Lombard Street. The engineers realized there were a number of difficulties associated with the current alignment in the LPA. Given the SAAC comments and the engineering questions, the Red Line team decided to study an alternate alignment along Fremont Avenue.



Augusta Fells Savage Institute for Visual Arts

Problems Associated with the Locally Preferred Alternative

Between the West Baltimore MARC Station and the intersection of MLK Boulevard, the Red Line runs parallel to the depressed portion of US Route 40. As US Route 40 and the Red Line approach the intersection of MLK Boulevard, Route 40 climbs out of the depressed roadway while the Red Line does not. In order to meet MLK Boulevard at-grade, the Red Line will have to be cut through the berm at the intersection of MLK Boulevard and Route 40. Trenches and retaining walls will be required. Once they are on the surface of MLK Boulevard, the Red Line Trains will navigate tight curves at the intersections of MLK Boulevard and Route 40, and MLK Boulevard and Lombard Street. The surface alignment and tunnel transition along MLK Boulevard will require utility relocation and a significant disruption of traffic along MLK Boulevard. The tunnel transition along MLK Boulevard to Lombard Street will require various tunnel construction techniques: cut and cover, mining and boring. The cut and cover and the mining processes will be time consuming and expensive. Maintenance of traffic at MLK Boulevard would be difficult for cut and cover operations. The transition from the surface to the tunnel is further complicated by the placement of a station along MLK Boulevard, and the community's desire to maintain the at-grade road crossings.

Proposed Fremont Avenue Alignment

The engineers studied Fremont Avenue as a potential option for the alignment. With this approach, the tunnel would begin in the median of US Route 40 where it meets Fremont Avenue. This allows a good staging area for tunnel boring. The Red Line continues in a tunnel under Fremont Avenue. All tunneling is proposed to be executed with a tunnel-boring machine. Tunneling under Fremont Avenue will be more cost effective than the multiple tunneling techniques that are required to construct the original alignment, and allow the Red Line to run in a dedicated right-of-way from the West Baltimore MARC Station to Canton. The dedicated right-of-way and the relaxed curves also allow higher speed and increased headway.



Historic fire house near Poppleton station location

Poppleton Station and Entrance Locations

With this new alignment, the Poppleton Station is proposed to be relocated to an underground station at the southern end of Fremont Avenue where it meets West Baltimore Street, and is adjacent to the University of Maryland BioPark. This cost of the underground station was included in the Fremont Avenue tunnel study. The Fremont Avenue tunnel and the new underground Poppleton Station are a cost effective option.

The station access points are currently under study, but the current plans locate the public entrance along West Baltimore Street, between Fremont and MLK Boulevard. Facilitators and engineers encouraged the SAAC to think about where station access would best serve the majority of users in the catchment area for discussion during future meetings. The MTA suggested that the SAAC think about the station entrances because that will dictate how the station is used and identified by the community. The public entrance to the station will contain stairs, escalators and an elevator. Station access points also include two ancillary buildings that will contain ventilation equipment and an emergency exit from the station. No firm decisions have been made regarding the locations of the ancillary buildings. The three locations for consideration include, the west side of Fremont Avenue between Fairmount Avenue and Fayette Street, as well as both the north and south sides of Baltimore Street between Fremont Avenue and MLK Boulevard. The design of the station is still under study and will be presented for discussion at future meetings.



SAAC Comment and Next Steps

SAAC members stated that the Fremont alignment is a preferred solution because it does not reinforce the barrier effect of MLK Boulevard. In general, the SAAC believed the original alignment was a bad idea. From the urban design analysis, the SAAC concluded that the LPA proposed station was miss-located. The land use analysis is still accurate, however that land use study drove the SAAC's preference for an underground station at the new location. The proposed TOD at the Social Security Administration and around the intersection of MLK Boulevard and Route 40 should remain as part of the land use analysis. The report is an accurate description of the SAAC's recommendations to enhance the existing land use patterns and proposed developments.

Because the Poppleton Station is now an underground station and may have more in common with the underground stations downtown, there is some discussion about splitting the current Harlem Park Poppleton SAAC. This issue was addressed to the SAAC directly. When asked whether the SAAC wished to continue to work together, the members stated they preferred to remain as one group. They would like to proceed as usual, but be invited to meetings about tunneling techniques and underground station construction. SAAC members agreed that the Poppleton station is a neighborhood station, whether underground station or on the surface. Both committees wish to remain as one SAAC representing the West Side Neighborhoods. The community has a unique story in that it is an emerging employment center that has more in common with the West Side than it does with the downtown stations.

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

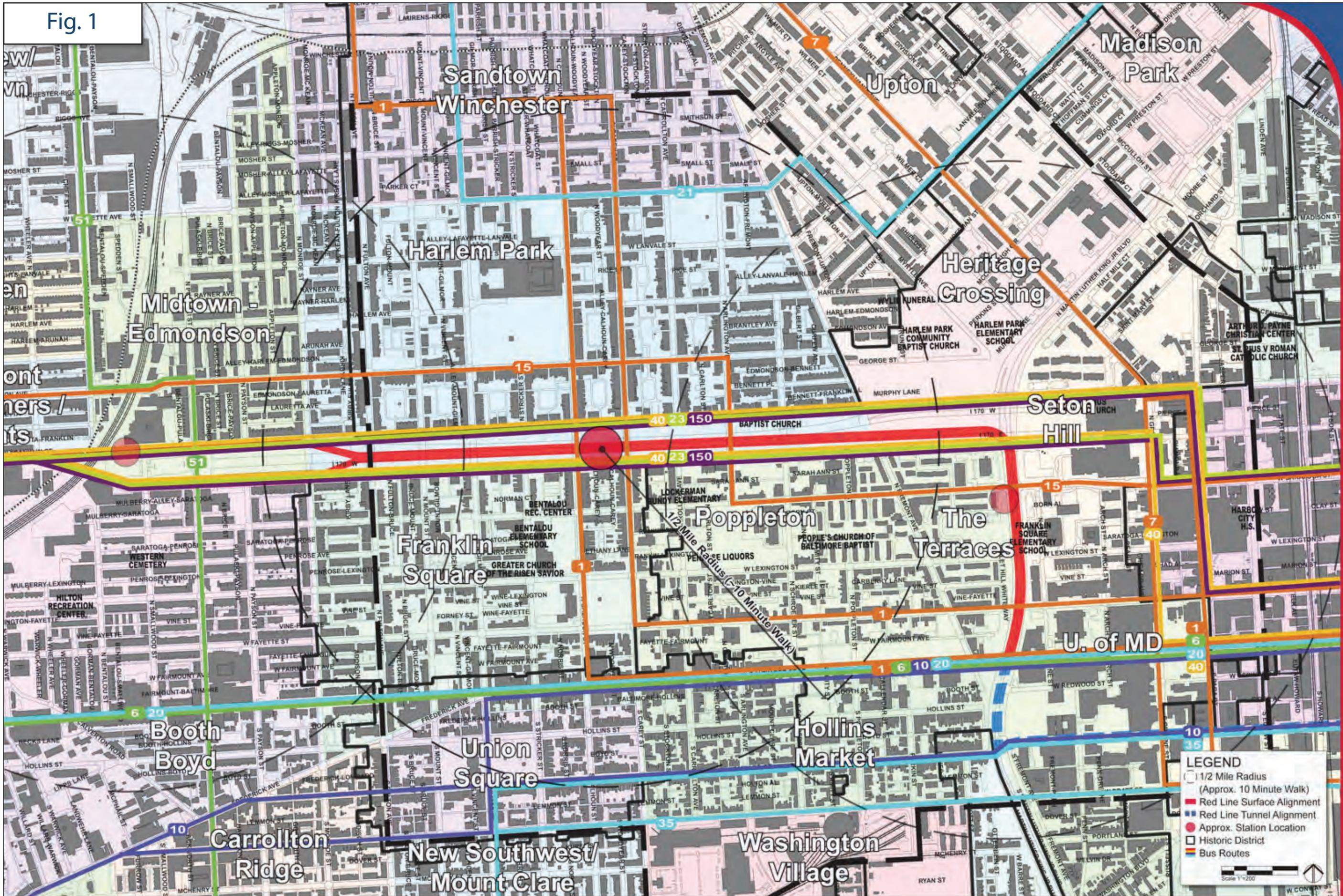


Fig. 2



Fig. 3

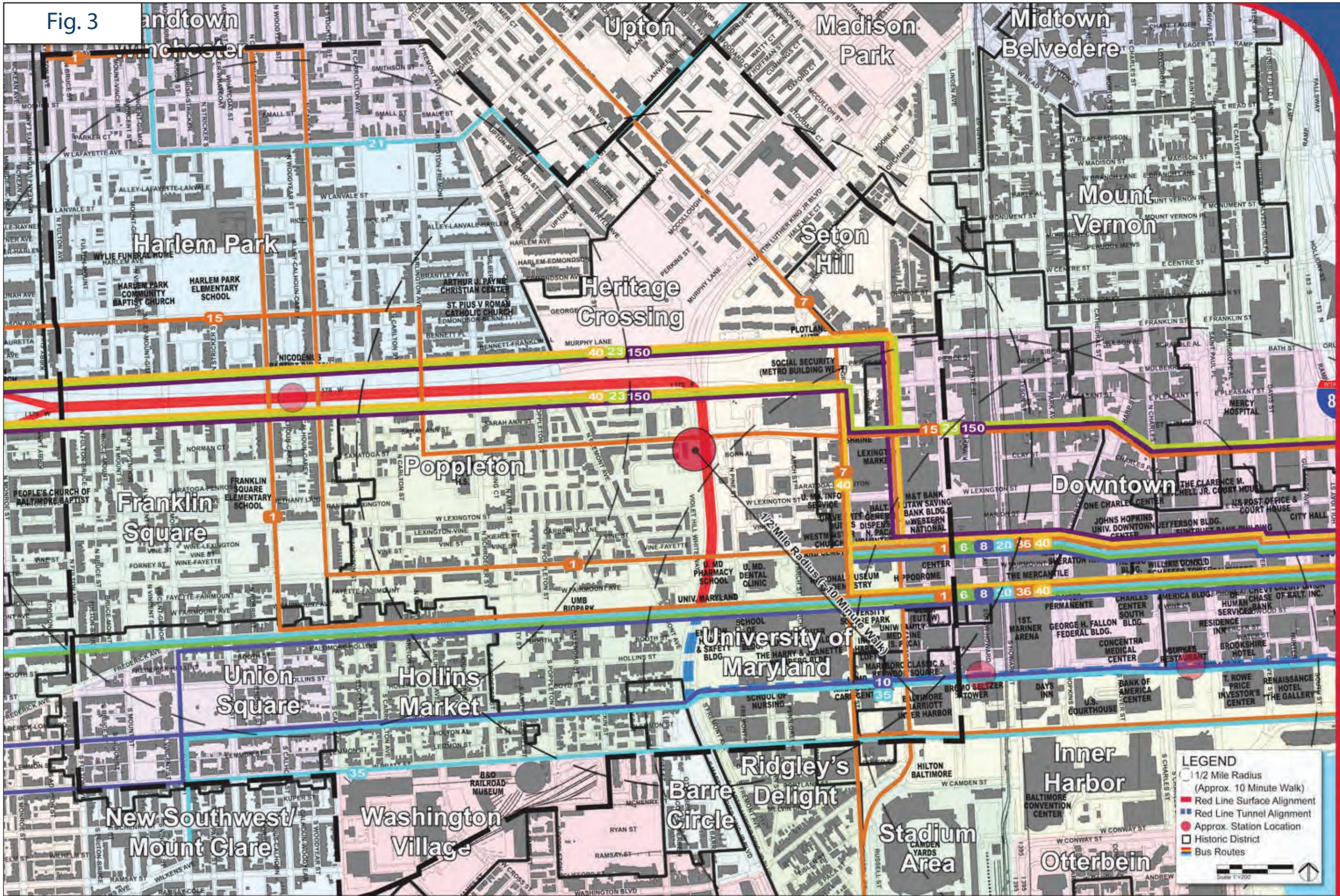


Figure 3

May 7, 2011

Fig. 4

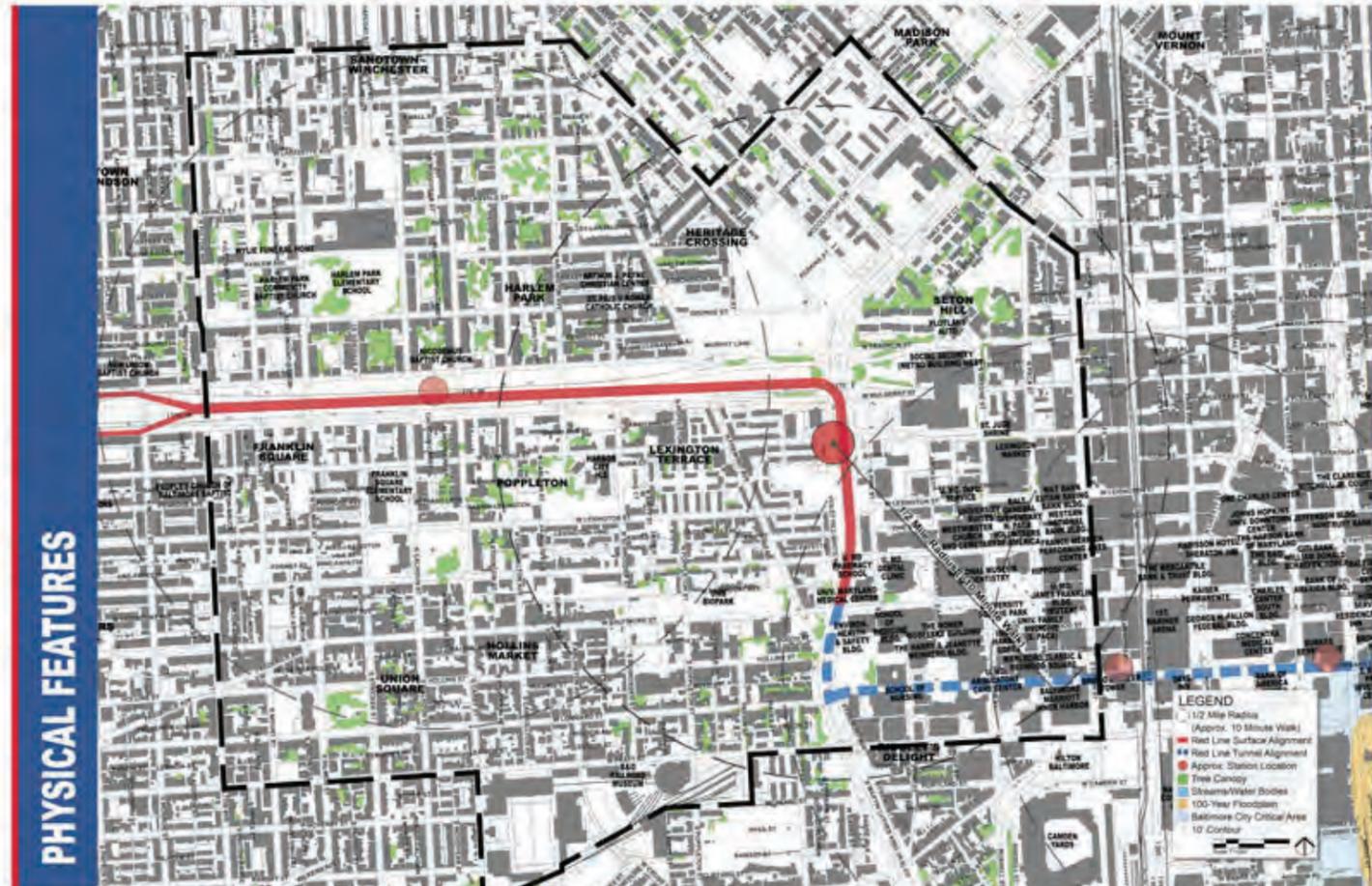
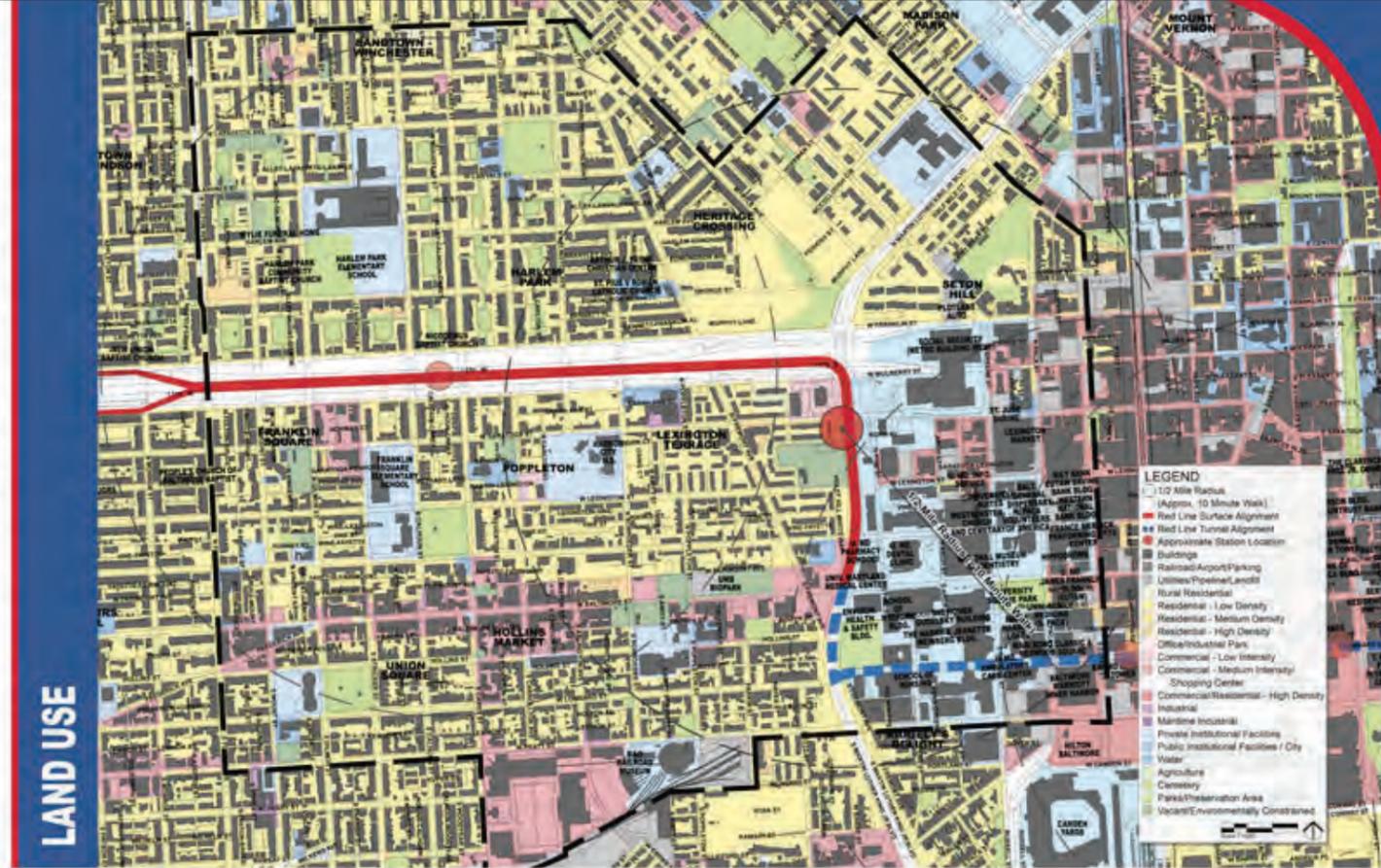


Fig. 5

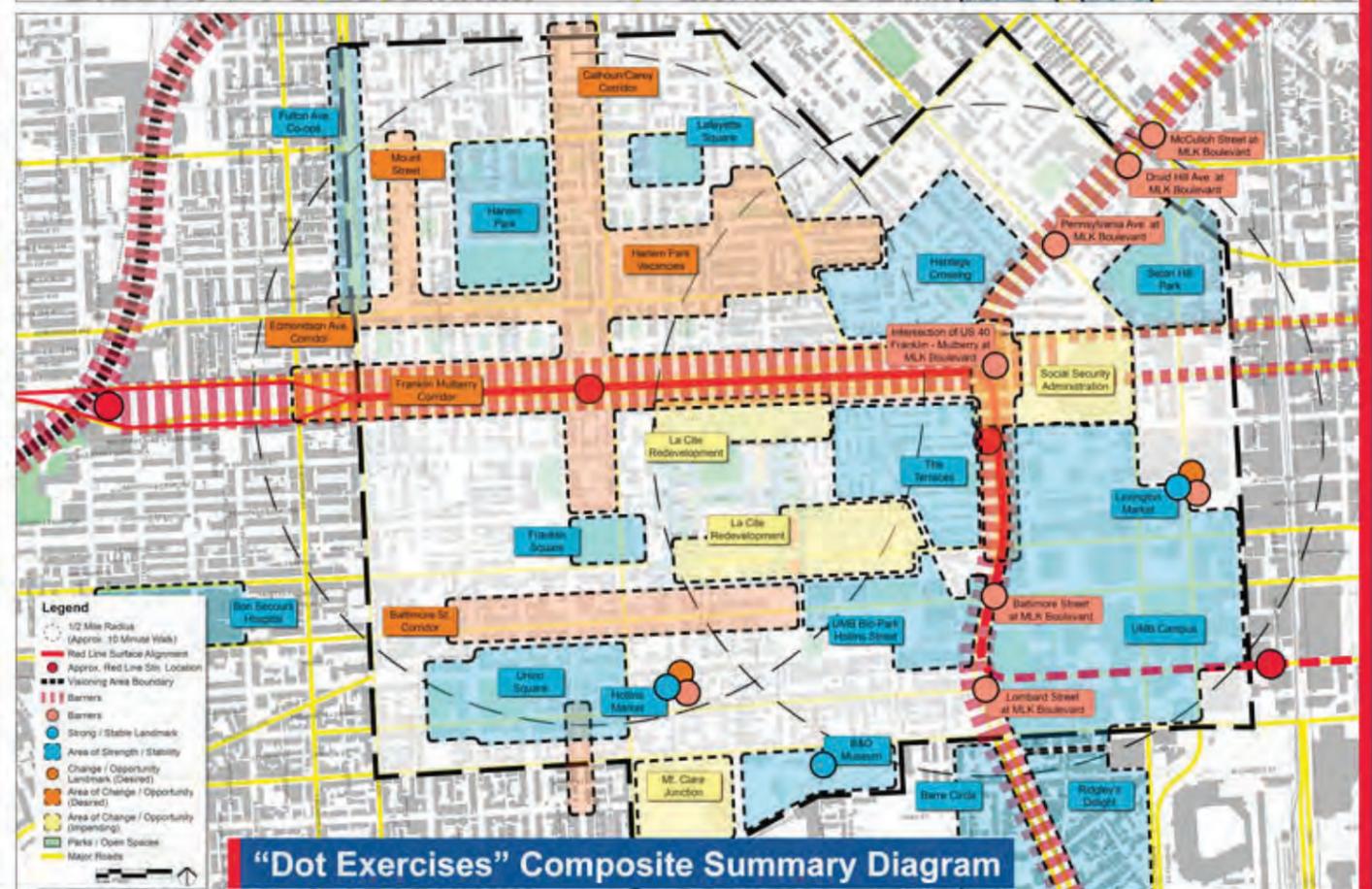
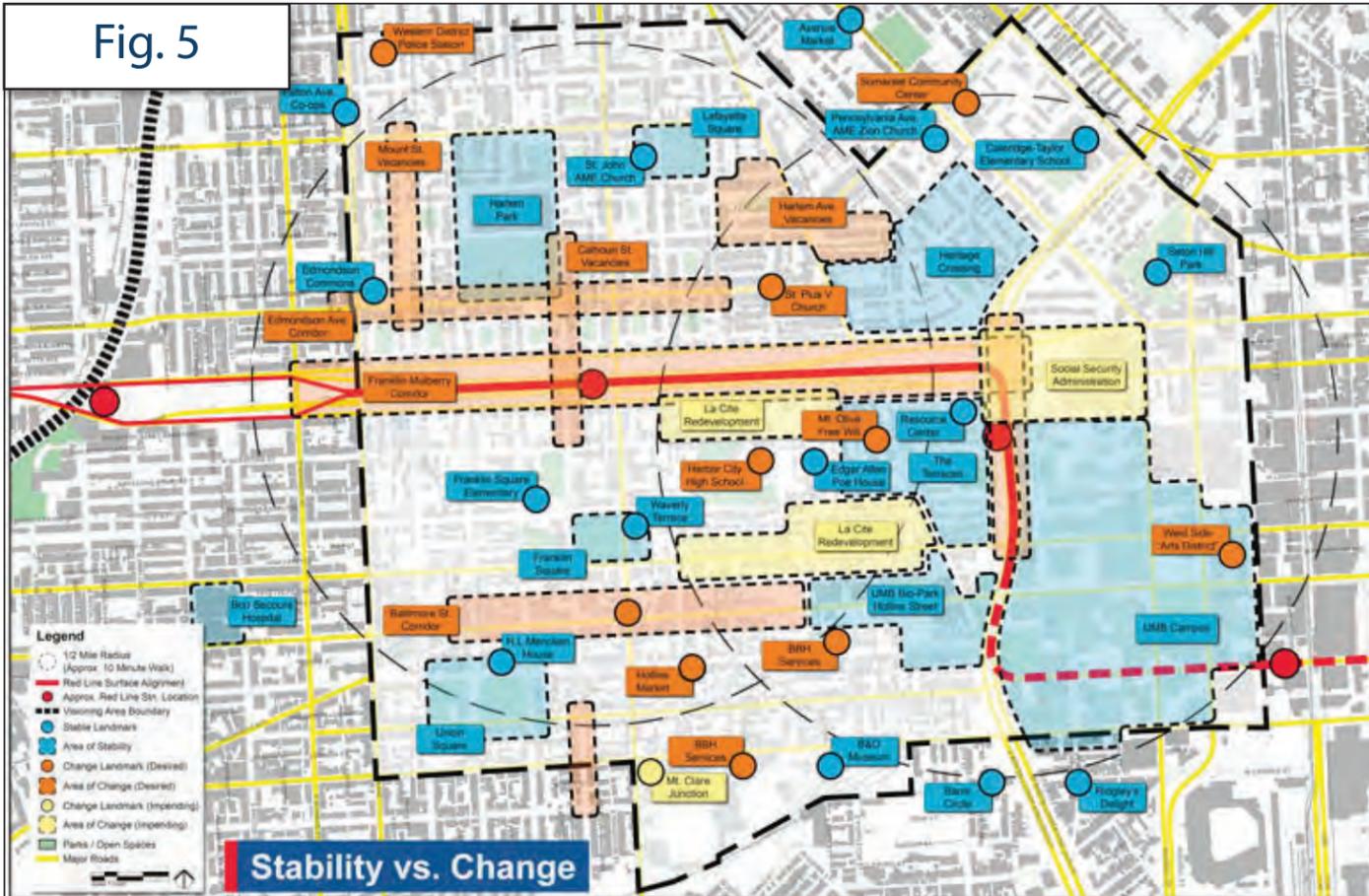


Fig. 6

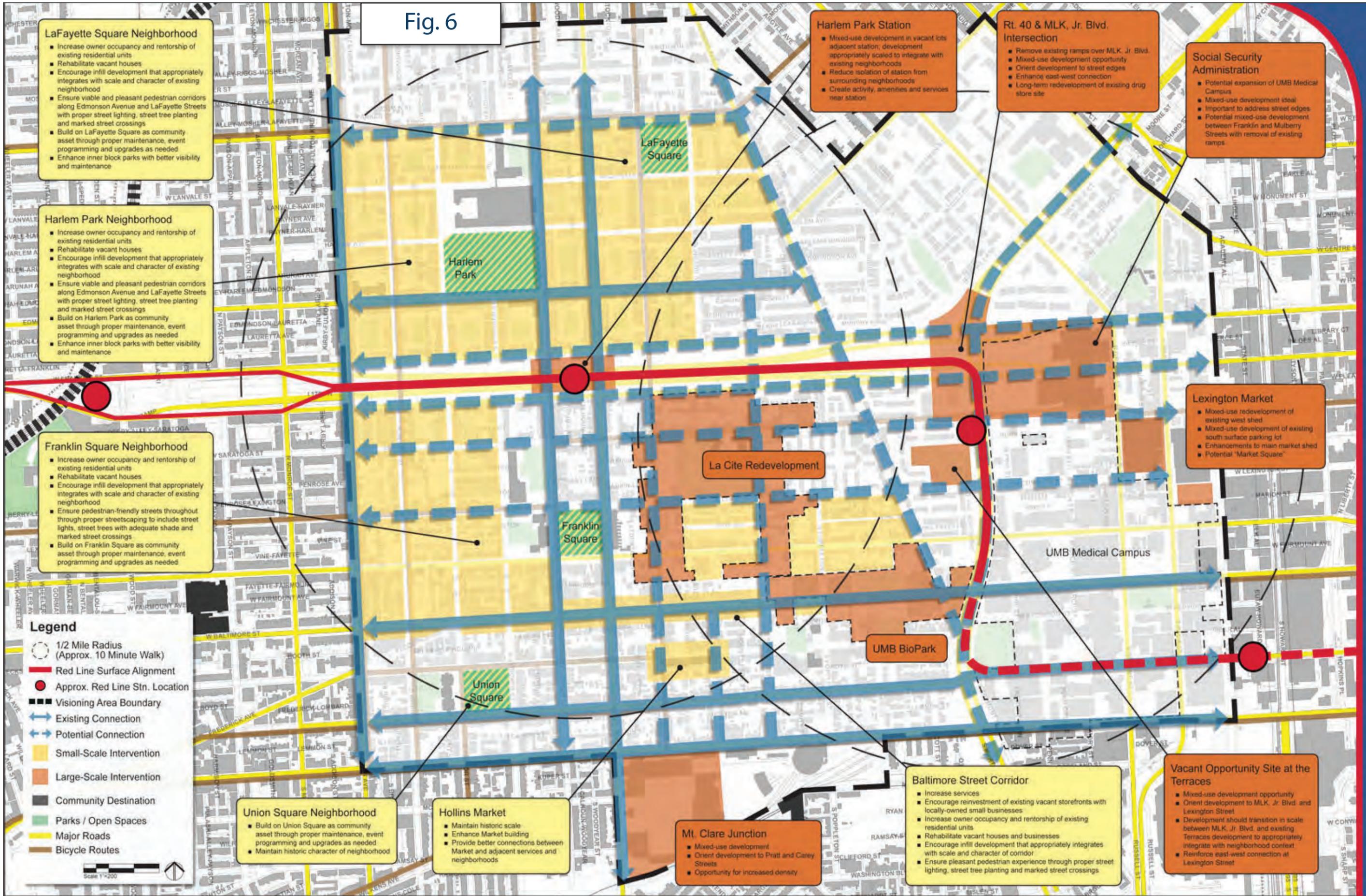
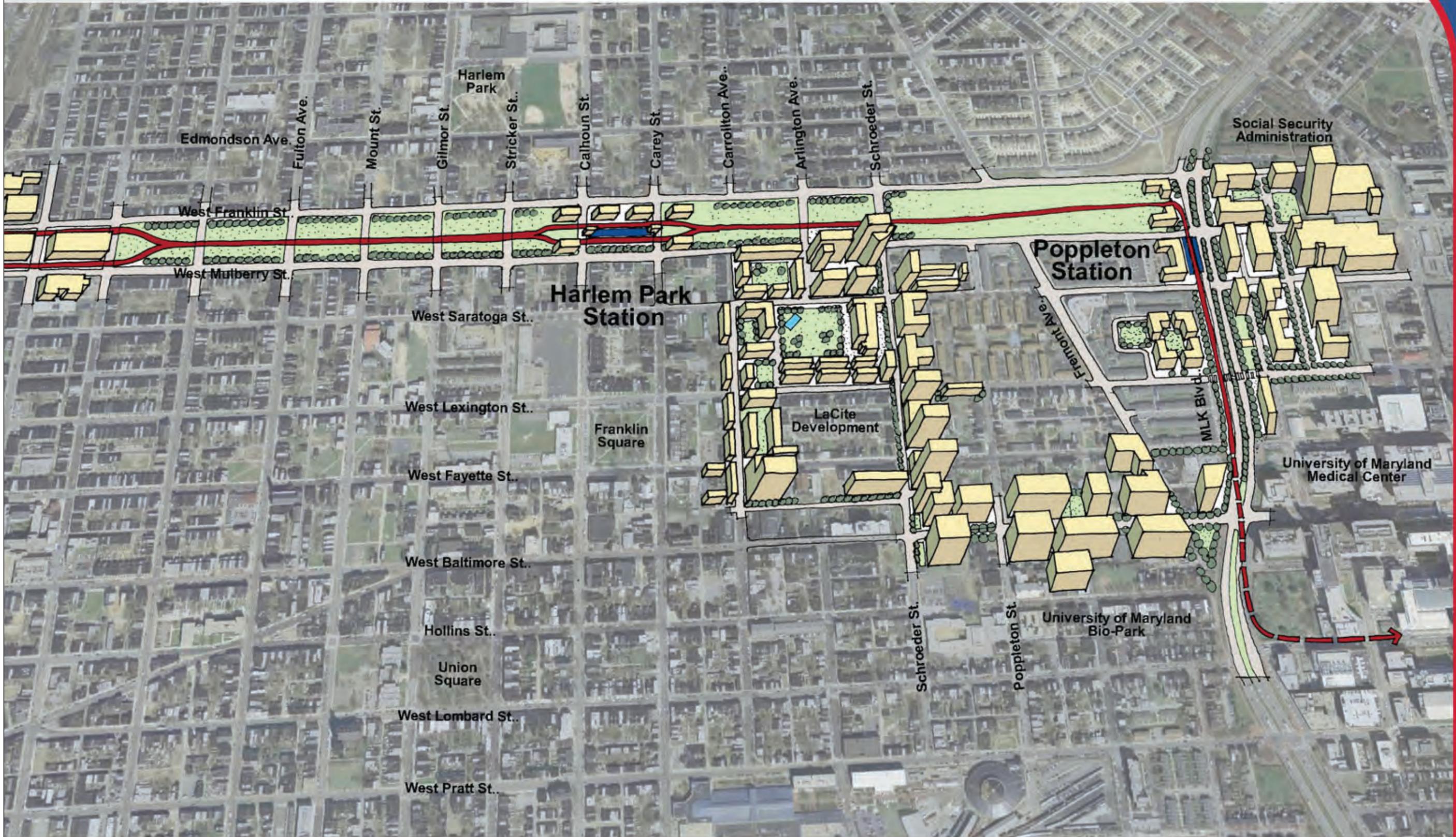
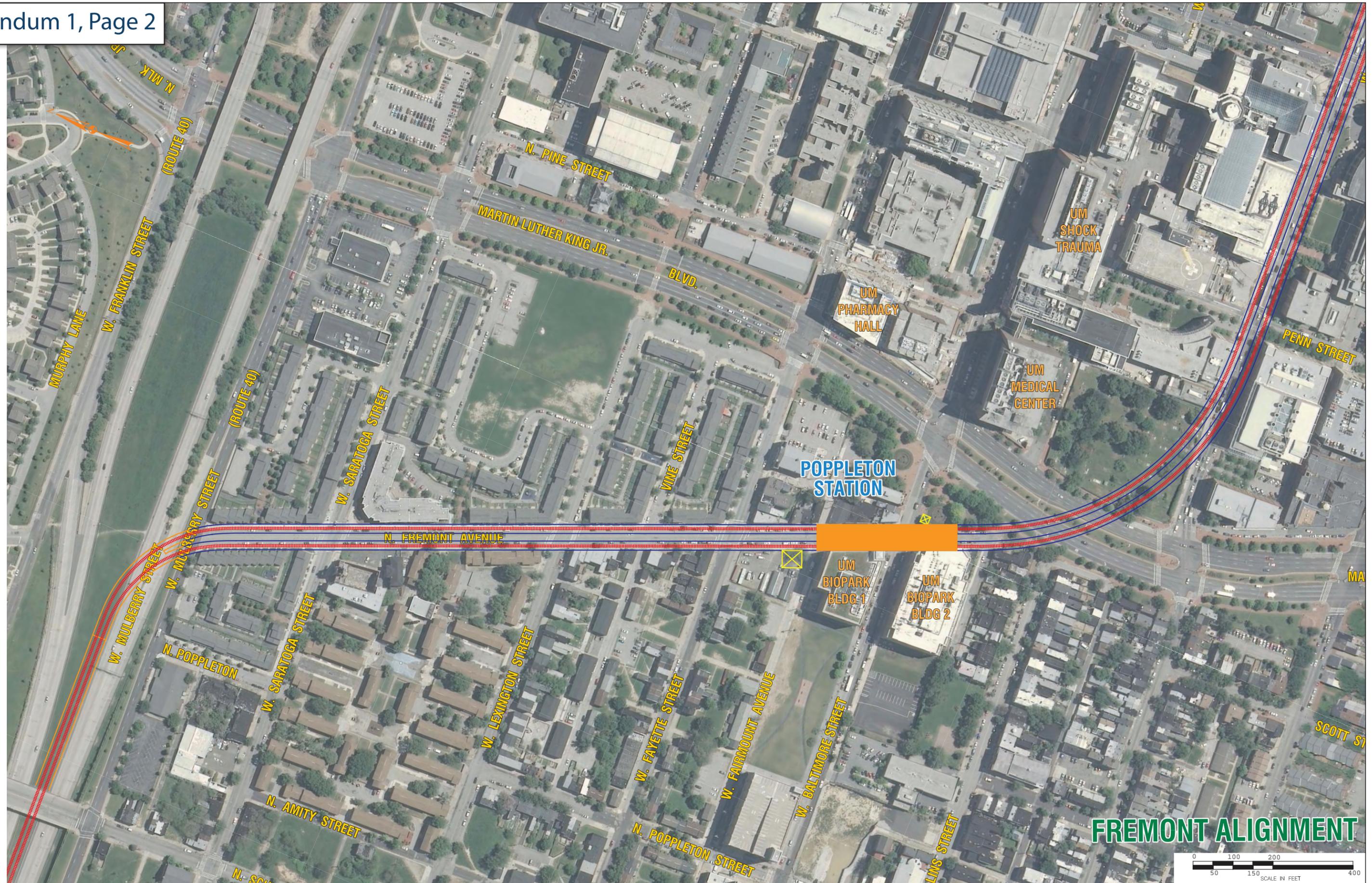
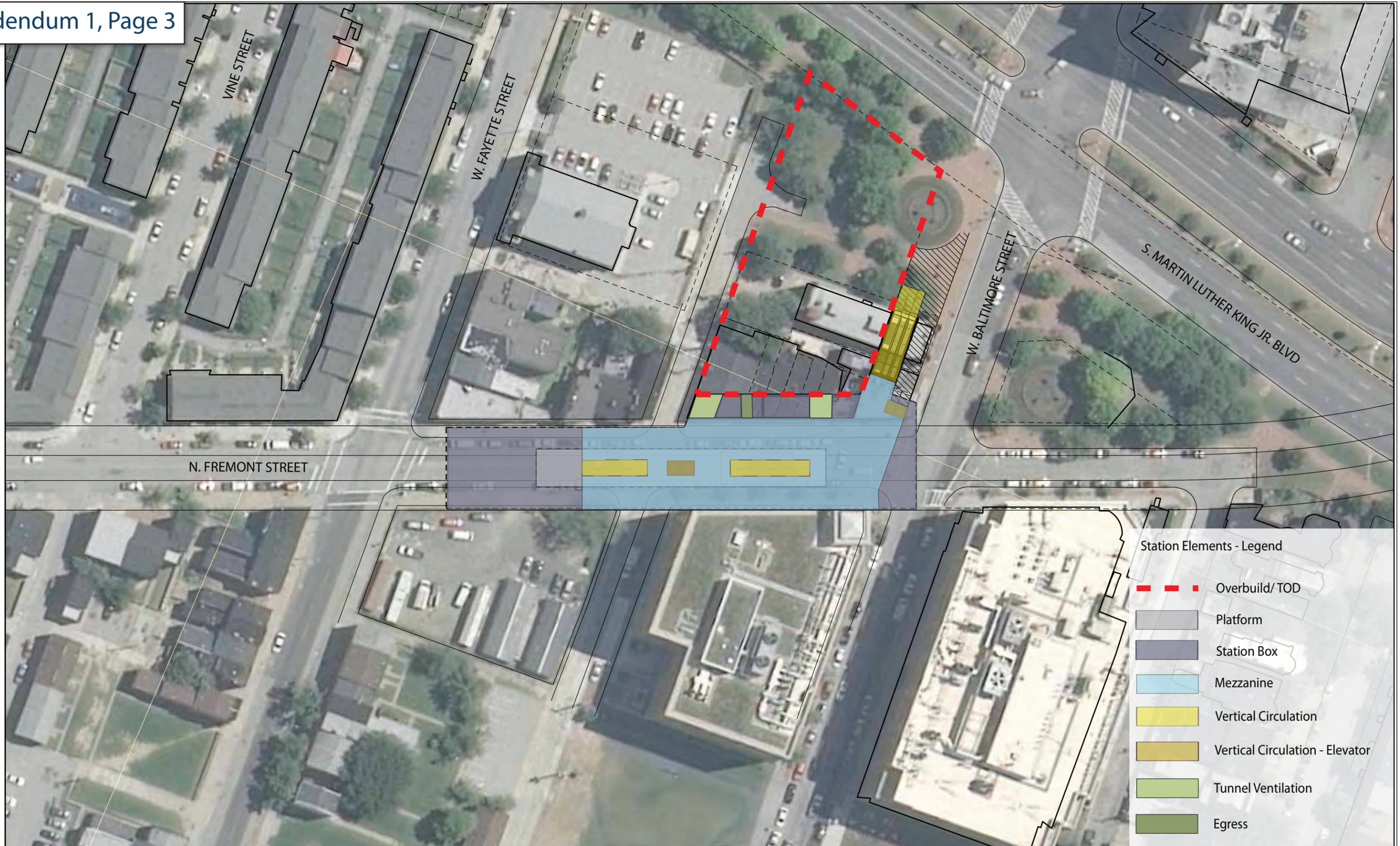


Fig. 7







- Station Elements - Legend
- - - Overbuild/ TOD
 - Platform
 - Station Box
 - Mezzanine
 - Vertical Circulation
 - Vertical Circulation - Elevator
 - Tunnel Ventilation
 - Egress



POPPLTON/ BIOPARK STATION

SITE PLAN - OPTION 6



1" = 64'-0"

08-10-2011

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