



Station Area Advisory Committees

# VISION PLAN

## Harbor East



# 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

Harbor East is bounded by water, the Inner Harbor, on its southern and a portion of its western boundary. The Harbor is a natural boundary and major amenity that influenced the design for Harbor East. I-83, a north-south interstate, terminates into President Street, a boulevard. The uses on both sides of President Street also define the western boundary. The SAAC agreed that the downtown stations would service the areas west of President Street. To the north, the catchment area is defined by East Fayette Street, which is expected to be as far as most people would be willing to walk or ride their bikes to access the station. To the east, Bond Street was selected since it became a midpoint of service along the alignment between the proposed stations of Harbor East and Fells Point. *See Figure 1: Station Area.*



Inner Harbor East

#### b) Existing Conditions/Context

Harbor East is a newly developed area of the city. This area continues to enjoy development and overall growth. This new neighborhood has become a 24-7 activity area with a full mixed-use environment, with hotels, restaurants, office, residential, movie theatre, and a whole host of regular entertainment activities. *See Figure 2: Uses.*

Harbor Point, the former Allied industrial site, is also a major redevelopment site. H&S Properties plans to continue to expand its Harbor East development per a master plan established by the approved Harbor Point Planned Unit Development. The plan includes a pedestrian bridge to connect the development to Central Avenue. Central Avenue is to be reconstructed and will provide continued connection to the north.

The established neighborhoods of Little Italy and Jonestown are within this station area.

Little Italy is fully developed and considered to be a stable and safe community. Little Italy remains an ethnic neighborhood characterized by its traditional Baltimore row homes, and its restaurants continue to be a national attraction. Little Italy was invited multiple times to participate as part of the SAAC process and to become involved in the community outreach. Unfortunately, there has been little to no participation or support for the well established Little Italy community members. The SAAC meetings were held in the evening and may have been a conflict for restaurant owners in the community.

Jonestown is an older neighborhood, with businesses along Gay Street and the City’s main Post Office along Fayette Street. Baltimore Street and Lombard Street both have retail niches, which also include public services. There are two HOPE VI projects within this area. HOPE VI projects provided for the demolition of high-rise public housing and replacement with mixed income housing at a lower scale, which also returned the neighborhoods to the former urban grid. Albemarle Square is located just north of Little Italy and Pleasantview Gardens is located just east of the main Post Office. Although Jonestown was defined as being within the area of influence of the Harbor East Station, Jonestown Council representatives have participated in the SAAC for a downtown station.

The area enjoys a series of intermodal connections, such as multiple bus lines (Bus Line 7, 10, 11, 20, 21, 23, and 40), the Charm City Circulator Orange Line and the upcoming Green Line. The Circulator is a free bus with the Orange Line connecting downtown locations and the Green line connecting many East Baltimore locations. This area is also served by the Water Taxi, which serves tourists and commuters.



*Albemarle Square*

There is an existing head house entrance, known as the Shot Tower Station, to the existing Metro line from Owings Mills to Johns Hopkins. This access is situated at the corner of President and East Baltimore Streets.

The land in the Harbor East has been densely redeveloped as a mixed-use area, with further redevelopment opportunities along Central Avenue and Harbor Point. There are also sites between the already developed portions of Harbor East and Fells Point, which are anticipated to be redeveloped for mixed-use at a level that is slightly less dense than Harbor East.

Perkins Homes is an approximately six square block public housing site. The SAAC sees this area of opportunity for future redevelopment and improvement. When Perkins Homes was constructed, portions of the urban grid were blocked. Redevelopment returning the urban grid would be seen as positive. The Perkins Homes is owned by the Housing Authority and at this time there are no plans for redevelopment of this site. The SAAC understands that there are no current plans for this neighborhood, and that any redevelopment ideas for Perkins Homes should, and would, involve the people who currently reside there.

In general, the catchment area is considered to be a very safe community that is fairly active both day and night. The station area has a variety of conditions. There is the older and more established community around Little Italy, the new neighborhoods of Pleasantview Gardens and Albemarle Square, the light industrial context around the H&S factory, and the more dense cosmopolitan atmosphere around the core of Harbor East. There are also significant sustainability efforts in the Harbor East community, with various buildings having achieved LEED certification.

**c) Stabilization Area vs. Redevelopment Area**

As noted previously, the area, especially the residential neighborhoods, is generally considered a stable area. Within the past decade there has been intense redevelopment of Harbor East. Redevelopment is anticipated to continue with the implementation of the Harbor Point master plan, and with the redevelopment of former industrial sites along Central Avenue and between Inner Harbor East and Fells Point. *See Figure 3: Economic Opportunities.*





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

## Values

Currently, the Harbor East community sees itself functioning adequately, with goals to continue to grow in density in the near future. Much of the new growth is anticipated to be mixed-use.

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

### Guiding Principles

The guiding principles for this station have been based on connectivity to the rest of the city. The idea is to attract additional visitors. The desire is to expand the intermodal connections to help facilitate access to the community, and alleviate future traffic problems. In addition to the morning and evening peak hour congestion, this area is also beginning to experience congestion during Friday and Saturday nights.

### Intermodalism

- Identifying the modes of transportation and support facilities (such as parking and bus layover) in the station area and how they are connected: bus, taxi, shuttle, park and ride, kiss and ride, light rail, subway or heavy rail.
- Establish a vision for future connection of intermodalism with the Red Line in place. *See Figure 4: Intermodal Connections.*



*Katyn Memorial*

### Connectivity (Complete Streets)

**Accessibility:** Providing an understanding of the surrounding circulation network for pedestrians, cyclists, patrons with disabilities (ADA) and general traffic circulation routes.

**Service Providers/Users:** Identify the people who will use the station and access the Vision Area (i.e. residents, working commuters, students, patients, visitors, event commuters).

**Areas Served/Anchor Uses:** Identify station area activities and community establishments that will be served by the station, such as institutions, employers and event attractions, and residents.

**Open Space:** Identify existing open space within the Vision Area (parks, trails, historic and wetlands preservation). Establish the community vision for preservation of the existing open space or desire for development/redevelopment. Establish the guiding principles for adding or enhancing open space within the Vision Area and the connection to the station.

**Infrastructure/Streetscape:** Provide a well-maintained aesthetically pleasing streetscape: sidewalks, street lighting, street trees, bus stops, benches, services (garbage/recycling pickup, snow removal, utilities, trash/recycling receptacles, trash pickup). *See Figure 5: Pedestrian Access.*

## Land Use

- Evaluate current and future zoning opportunities for future development in keeping with goals for Transform Baltimore, the City's comprehensive rezoning effort.
- Establish preference and availability for new development and redevelopment in the Vision Area. Principles should include preferred use (i.e. restaurants, shops, retail, etc.), scale, and infrastructure support (i.e. parking). Also, establish what is not preferred.
- Evaluate current housing stock and conditions.
- Establish residential preferences for the Vision Area. For example, stabilizing of a particular housing stock, development of new housing (single-family, multi-family, and/or senior housing).



*Harbor Point*

## Economic Development

- Establish goals for job creation both for construction of the Red Line and with future development.

## Safety and Security

- General lighting, passive surveillance, street activity, traffic calming, way finding signage (both system-wide and community specific).

## Neighborhood Identity

- Evaluate/provide visual connection (corridors) to link and promote activities, neighborhoods and uses.
- Acknowledge physical separations used to set area boundaries and define neighborhoods.
- Establish and celebrate key features of neighborhoods that foster community identity.
- Integrate art and art programs into the station area.
- Develop a marketing slogan, graphic design (signage), and promotion graphics for the neighborhood.

## Sustainability

- Establish and incorporate sustainability goals for the vision area and station design, incorporating system-wide and station specific opportunities (Use/Increase pervious surfaces, use indigenous landscape plants and materials where possible, promote recycling, utilize solar technology where practical, promote car sharing, encourage use of mass transit by providing a safe, aesthetically pleasing and convenient transit system that connects communities).

## Vision Statement

The vision for the Harbor East station is to provide alternate means to access the community for residents, employees, visitors and students. One of the goals is to minimize car traffic.

The area is defined as neighborhood Transit-Oriented Development (TOD) with features of both higher density around Harbor East, and lower density around Little Italy and Jonestown. The station is a walk-up station, although there are sufficient structured parking garages in the community, as well as on-street parallel parking spaces.



*H&S Bakery, Bond and Fleet Streets*



# STATION CONCEPT

## Station Location

### Platform Location/Behavior

The Harbor East station is an underground station that is expected to have a headhouse that will surface somewhere along Fleet Street. The SAAC has identified the importance of Aliceanna Street as the front façade of the community for its retail residential entrances and the various hospitality facilities. In a similar fashion, the approved Planned Unit Development for Harbor Point calls for a pedestrian bridge, which will extend Central Avenue to the Point. This area is expected to be the next wave of development for the community. For this reason, the group would like to see a headhouse entrance as close to Aliceanna Street and Central Avenue as possible. See *Figure 6: Potential Station Access Zones*.

### Platform Type

This is an underground station. A single head house configuration is proposed.

### Alignment Issues

This is an underground station.



Little Italy

## 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.

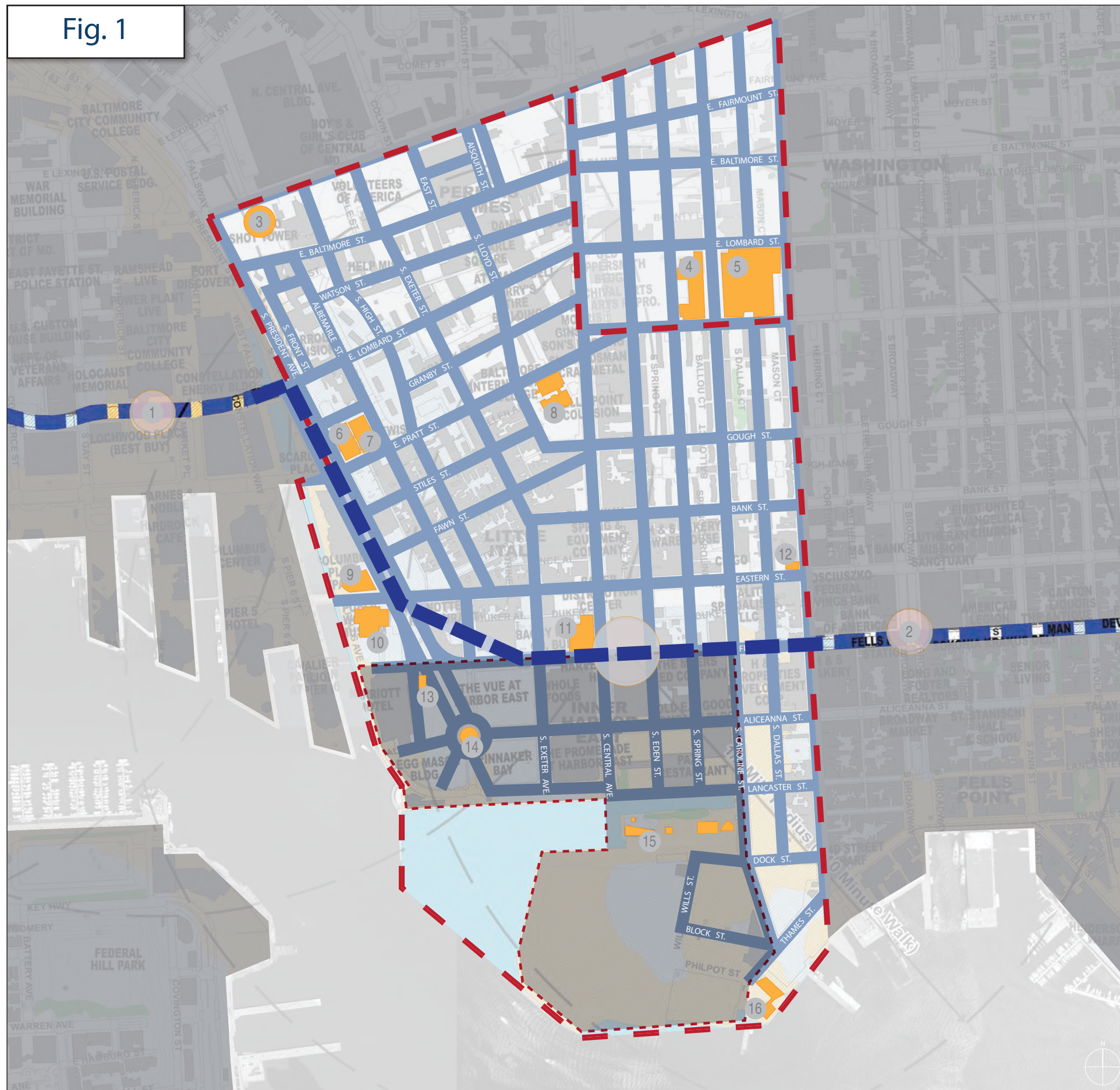
The second phase of the efforts begins in October 2011 and is anticipated to run through early Spring 2012. During this second phase, the SAACs will focus on Station Performance and Station Image. The discussions will include elements such as:

- **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



Harbor East Station #14  
Rail Station Design Open House

- Red Line Surface Alignment
- Red Line Tunnel Alignment
- Approx. Station Location
- - - Station Area Boundary
- Primary Corridors
- Peripheral Station Area
- Harbor East Development

Adjacent Red Line Stations

- 1 Inner Harbor/Gov't Center Station Area
- 2 Fells Point Station Area

Key Landmarks

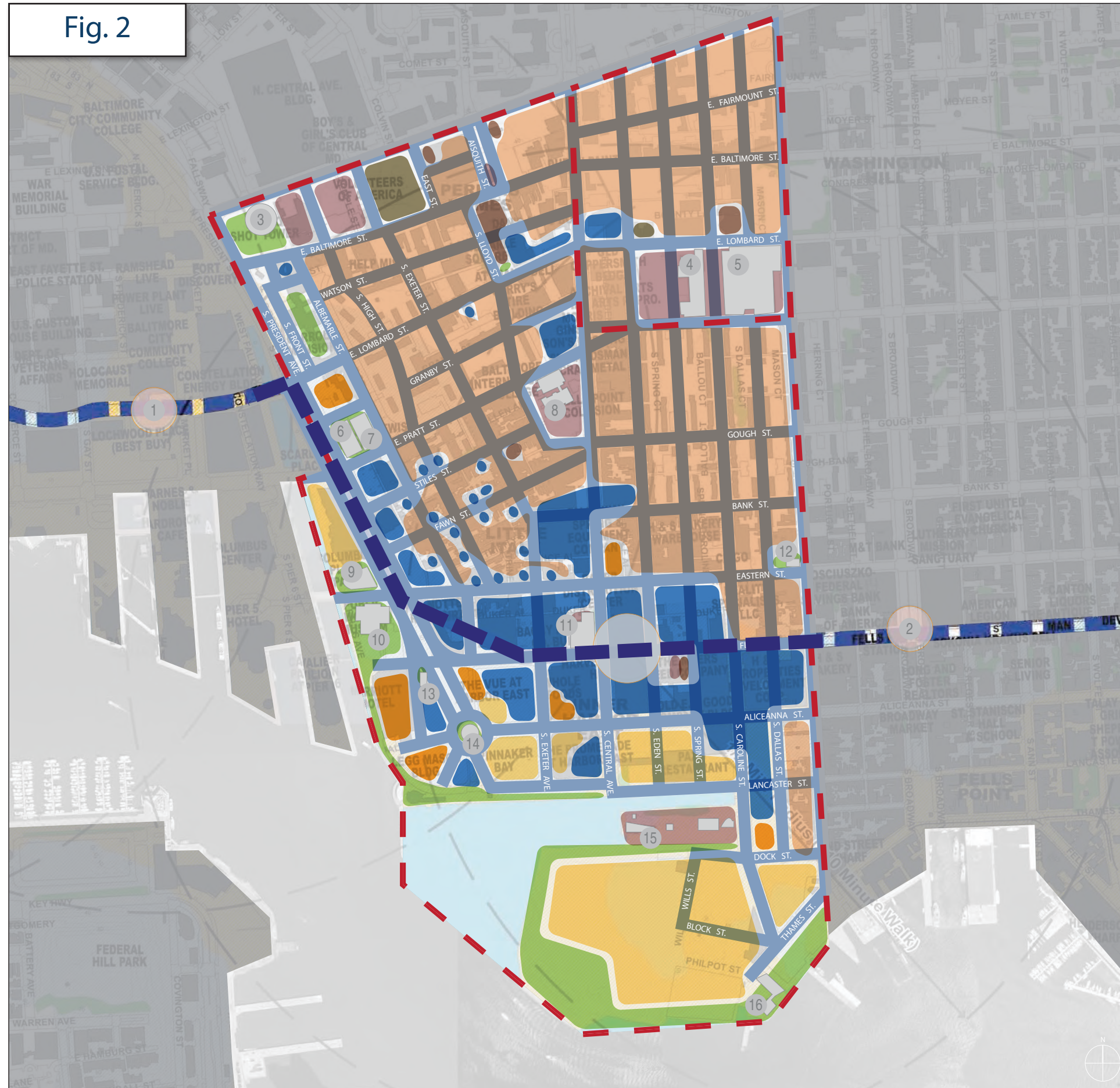
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Harbor East - Station Area





Fig. 2



Harbor East Station #14  
Rail Station Design Open House

- Red Line Surface Alignment
- - - - Red Line Tunnel Alignment
- Approx. Station Location
- - - - Station Area Boundary
- Primary Corridors
- Peripheral Station Area
- Institutional
- Commercial
- Religious
- Civic / Governmental
- Hospitality
- Mixed Use Residential
- Cultural / Entertainment
- Residential

Adjacent Red Line Stations

- 1 Inner Harbor/Gov't Center Station Area
- 2 Fells Point Station Area

Key Landmarks

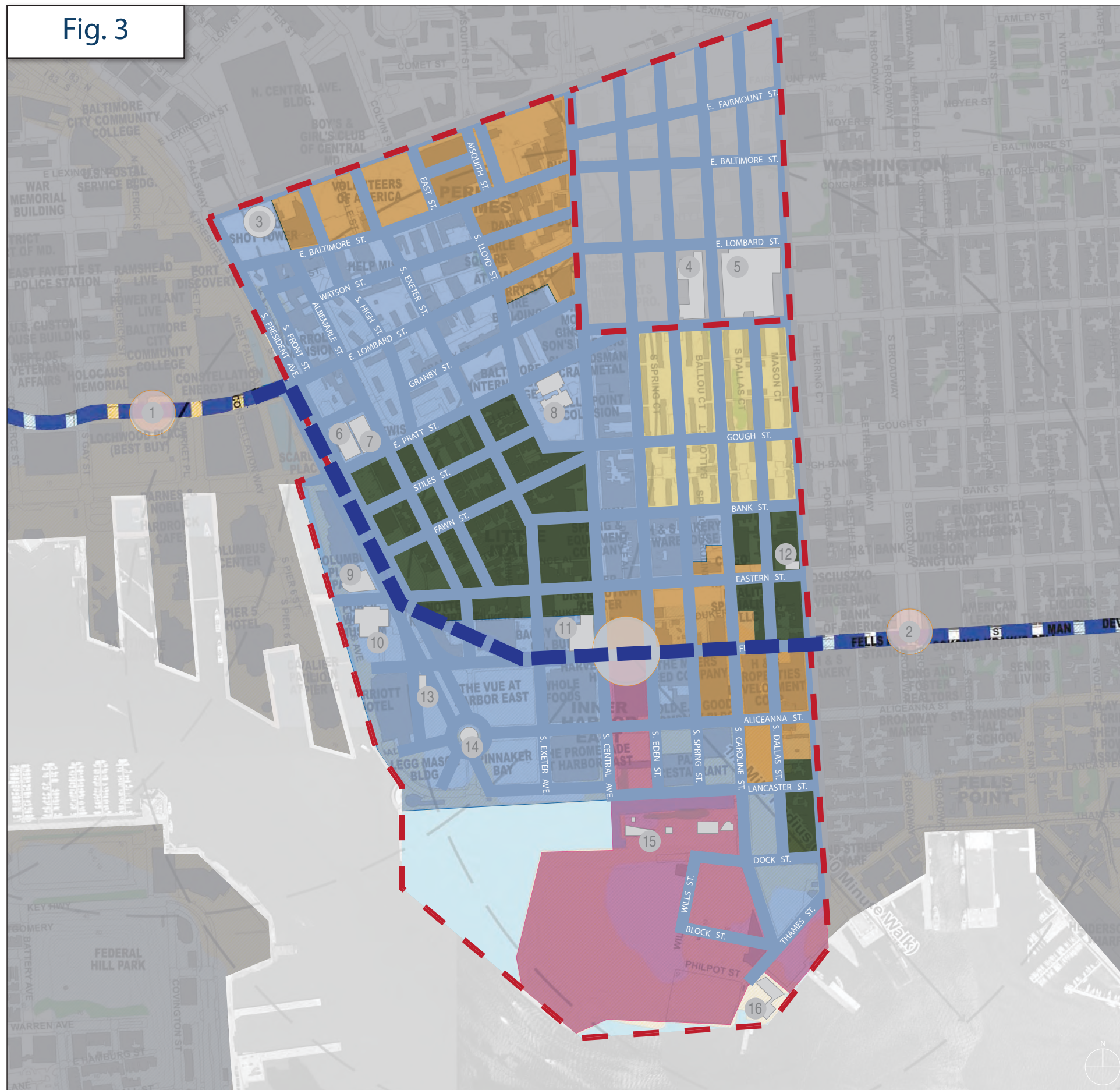
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Harbor East - Uses





Fig. 3



Harbor East Station #14 Rail Station Design Open House

- Red Line Surface Alignment
- Red Line Tunnel Alignment
- Approx. Station Location
- - - Station Area Boundary
- Primary Corridors
- Peripheral Station Area
- Area to Reinforce : enhanced business uses, storefront revitalization, facade improvements
- Area of Stability
- Future Development Opportunities
- Major Development Planned
- Newly Developed

Adjacent Red Line Stations

- 1 Inner Harbor/Gov't Center Station Area
- 2 Fells Point Station Area

Key Landmarks

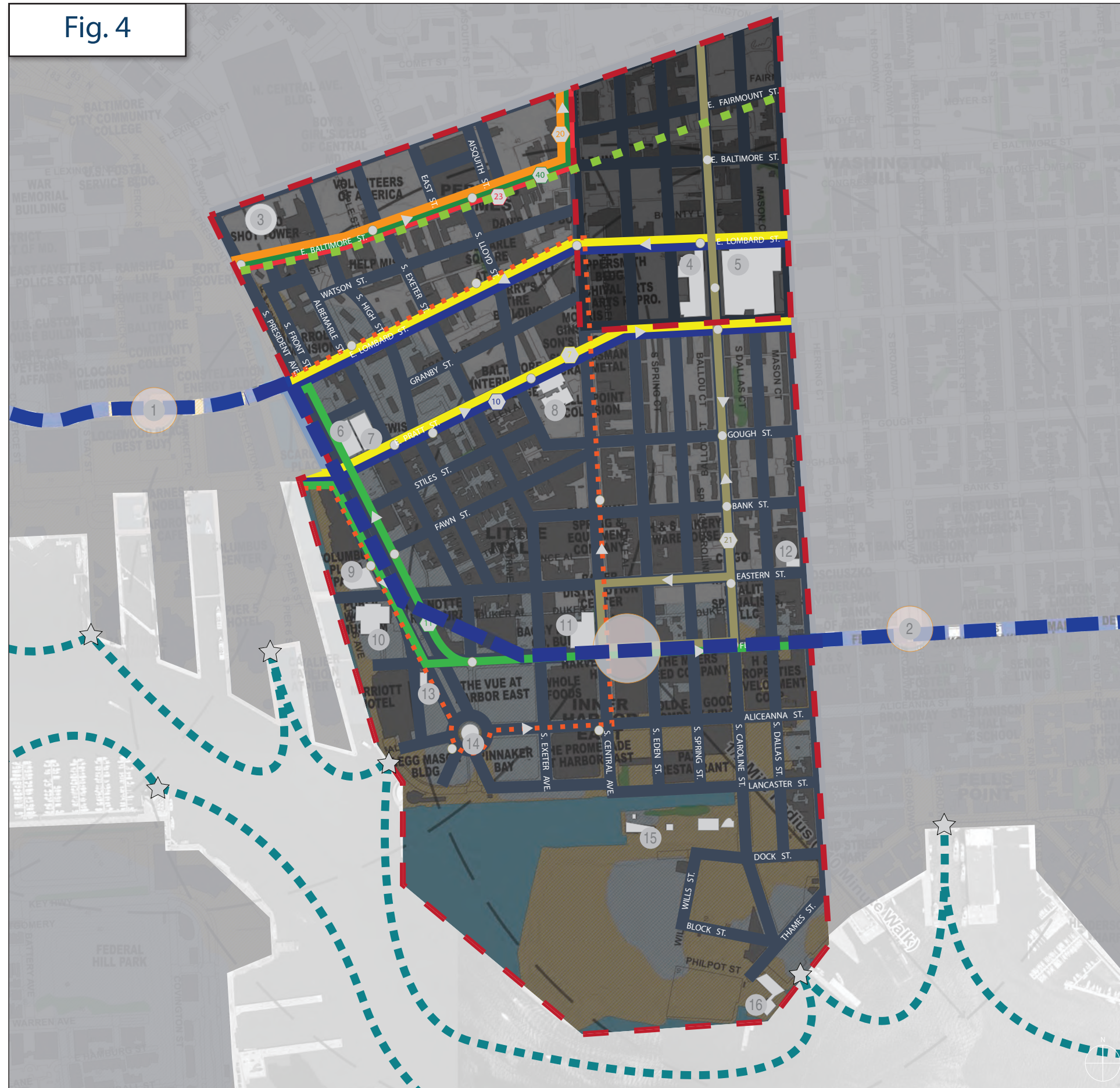
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Harbor East - Economic Opportunities





Fig. 4



Harbor East Station #14  
Rail Station Design Open House

- Red Line Surface Alignment
- Red Line Tunnel Alignment
- Approx. Station Location
- - - Station Area Boundary
- Primary Corridors
- Peripheral Station Area
- MTA Local Bus Route #07
- MTA Local Bus Route #10
- MTA Local Bus Route #11
- MTA Local Bus Route #20
- MTA Local Bus Route #21
- MTA Local Bus Route #23
- MTA Quick Bus Route #40
- - - Metro Owings Mills - Johns Hopkins
- Metro Stop
- - - CCC Orange Route Hollins Market-Harbor East
- - - Water Taxi Route
- ★ Water Taxi Stop
- Bus / LRT Stop
- Bus Number

Adjacent Red Line Stations

- 1 Inner Harbor/Gov't Center Station Area
- 2 Fells Point Station Area

Key Landmarks

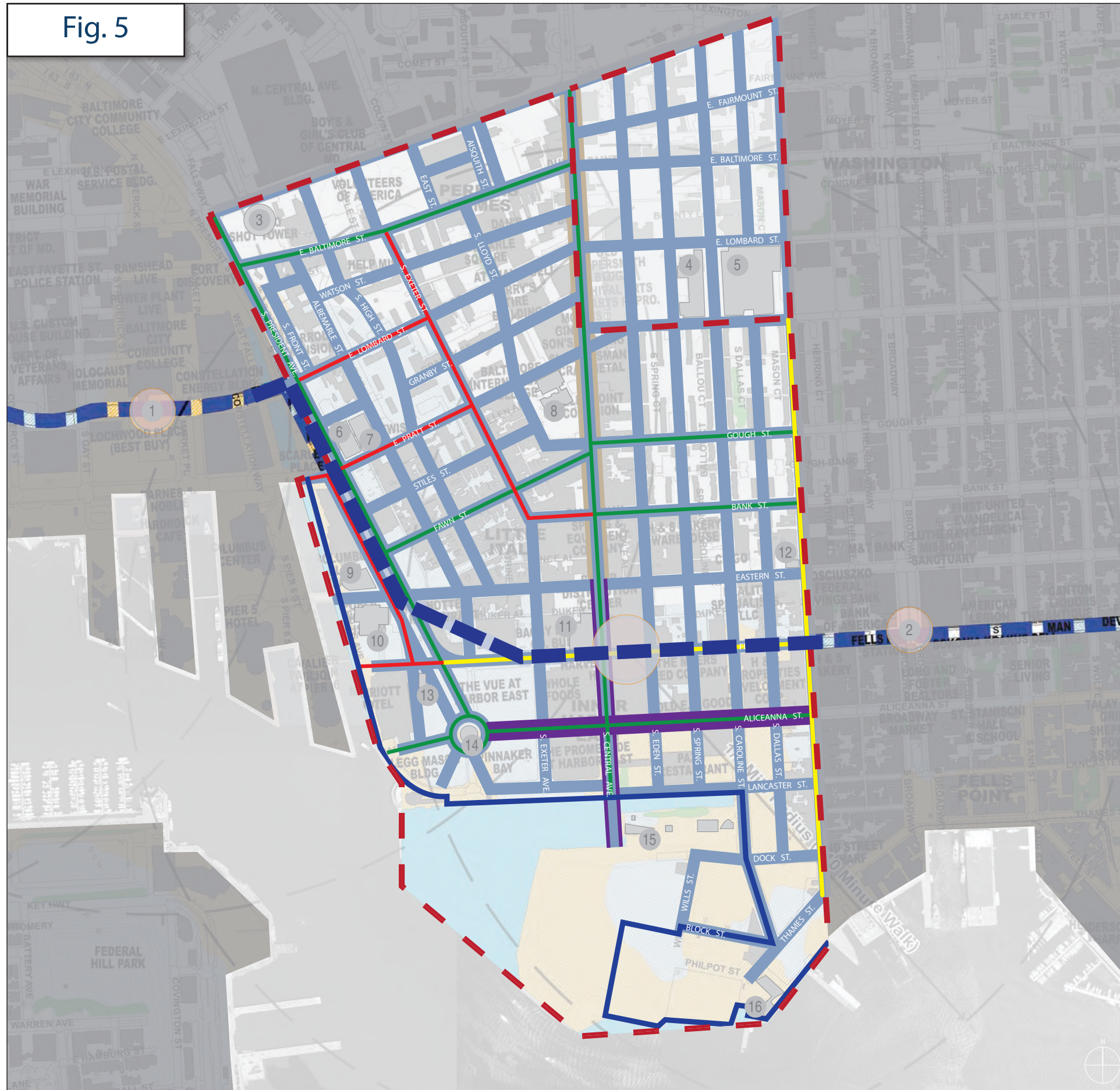
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Harbor East - Intermodal Connections





Fig. 5



Harbor East Station #14  
Rail Station Design Open House

- Red Line Surface Alignment
- - - - Red Line Tunnel Alignment
- Approx. Station Location
- - - - Station Area Boundary
- Primary Corridors
- Peripheral Station Area
- Sidewalk Improvements
- Bikeway Improvements
- On Street Bikeway
- Commonly Used Bikeway
- Future Promenades
- New Pedestrian Enhancements
- Promenade

Adjacent Red Line Stations

- 1 Inner Harbor/Gov't Center Station Area
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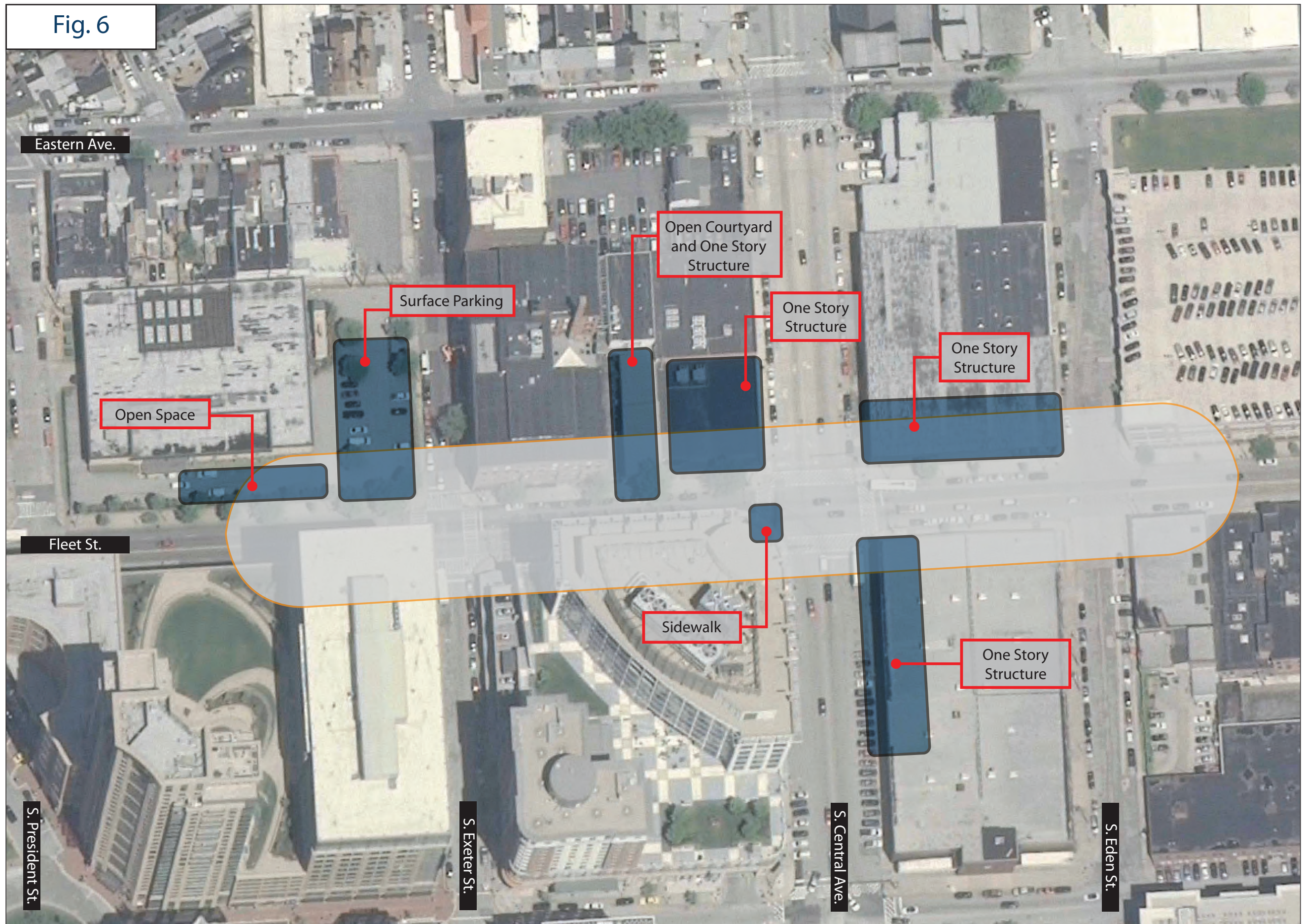
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Harbor East - Pedestrian Access





Fig. 6



# Harbor East - Potential Station Access Zones

