VISION PLAN
I-70 Park-and-Ride
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.
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 Area for the I-70 Park-and-Ride station extends approximately one mile in radius from the intersection of Ingleside Avenue and I-70 in western Baltimore County. The following geographic barriers roughly define the Vision Area: Windsor Mill Road to the north, Leakin Park to the east, US-40/Baltimore National Pike to the south, and the Social Security Administration Campus to the west. A map of the physical features of the Vision Area is located in Figure 1 of the Appendix.

Due to the proposed function of this station as a regional park-and-ride/commuter facility, the one mile radius was used to define the Vision Area as opposed to the traditional one-half mile radius, which did not fully capture several key areas near the station and important connections to adjacent station areas.

Following meetings with the SAAC and input from the Red Line Engineering Team, an alternative station area was proposed just west of Ingleside Avenue and north of Parallel Drive. This area minimized the grading issues which would have been encountered at the original site and provided an opportunity to reconfigure I-70 as a boulevard roadway, which was a priority for the SAAC members.

A majority of the Station Area Vision Plan section was developed by the SAAC prior to the development of the alternative station location. Therefore, this portion of the text focuses on the effort prior to the alternative being proffered; however, the overarching goals and visioning for the station remain a constant.

b) Existing Conditions/Context

Intermodalism

The existing transportation network in the I-70 Park-and-Ride Station Vision Area includes local, arterial and interstate roadways; which makes this site an excellent location for a regional park-and-ride facility. The major corridors for automobile travel extend from the station area in a radial pattern along I-70, Security Boulevard, Ingleside Avenue, Forest Park Avenue, North Forest Park Avenue, Parallel Drive and Cooks Lane. There are several Maryland Transit Administration (MTA) local bus routes that provide service to destinations within the Vision Area.

The Vision Area also includes an existing park-and-ride facility which is currently used by local and regional commuters.
There is private bus service which departs from the existing park-and-ride to destinations such as Atlantic City and New York City. Hunt Valley Motorcoach offers service to New York City from the park-and-ride on Wednesdays, Fridays, Saturdays and Sundays. The Johnson Transportation Company offers trips to different regional locations on rotating Saturdays. Destinations include Atlantic City, NJ; Woodbury Commons, NY; Pigeon Forge, TN; and Massanutten, VA.

There is a trailhead to the Gwynns Falls Trail located at the existing park-and-ride facility. The Gwynns Falls Trail is part of a fourteen-mile hiker/biker trail system that extends from the western City line to Downtown. The master plan for this trail extends the system to Canton, in East Baltimore; to the Jones Falls Trail; to the Anne Arundel County Trail system; and to the Baltimore City Bicycle Network (a master plan).

**Land Use**

The predominant land use in the I-70 Park-and-Ride Station Vision Area is a mix of low, medium and high density residential. These neighborhoods do not directly abut the station, but are separated by major roadways and greenspace.

There are scattered commercial uses in the immediate station area limited to small convenience stores, with a major commercial corridor to the south along US-40/Baltimore National Pike, including larger shopping centers. The northwestern quadrant of the Vision Area is largely government and institutional uses associated with the Social Security Administration. The existing I-70 transportation right-of-way bisects the western half of the Vision Area and includes a cloverleaf interchange near the center of the Vision Area.

The eastern portion of the Vision Area is City parkland, known as Leakin Park. Leakin Park is part of the Gwynns Falls Watershed and Trail system. This wooded natural environment is part of the character of the surrounding neighborhoods whose tree lined streets and residences nestle within a bucolic wooded environment.

Mapping of the existing land use and zoning of the station area are located in the Appendix as Figure 2 and Figure 3, respectively.

**Economic Development**

The existing surrounding areas look to the proposed station as being an amenity for the already stable community environment.

The new park-and-ride station will create an opportunity for development immediately around the station. It is anticipated that this station will open as a park-and-ride facility, but over time the station could be an enticement for a public-private partnership. A tight mixed-use project could incorporate the station’s parking requirements.
Safety and Security

The area is generally viewed as safe, with established neighborhoods and some activity along the major corridors. Lack of adequate lighting in areas such as the existing park-and-ride create a perceived unsafe atmosphere during the evening hours.

The SAAC members stated that there is a history of illegal drag racing along existing I-70 near the existing park-and-ride.

Connectivity

The existing Vision Area for the I-70 Park-and-Ride Station includes areas of connectivity for potential users, but lacks a continuous pedestrian and bicycle network to the proposed station area. Through the visioning process, areas of incomplete sidewalks have been identified, as well as potential corridors for the implementation of bicycle facilities and wayfinding signage.

Neighborhood Identity

The Vision Area includes a number of well-established stable neighborhoods which are actively involved in the betterment of their communities. A community concern is the loss of local parking due to insufficient parking facilities at the I-70 Park-and-Ride station.

A major geographic feature which unites many of the neighborhoods in the Vision Area is the Gwynns Falls Trail, which begins at the City line and Leakin Park. The preservation of this area has been an overarching theme throughout the visioning process. Preservation of the nearby Franklintown and Dickeyville historic districts is also important.

Sustainability

The existing I-70 Park-and-Ride facility was implemented at the terminus of I-70. The current park-and-ride does not include “green” principles, since it was a retrofit of existing conditions and was implemented prior to the concept of many of the “green” principles that are part of design today.

c) Stabilization Area vs. Redevelopment Area

Throughout the visioning process, the I-70 park-and-ride Vision Area has been identified as having stable neighborhoods. These areas of well-maintained homes on quiet streets make strong residential areas. The SAAC confirmed the desire to retain this character and envision the station as an amenity for residents of the surrounding area as well as for commuters.

The area immediately surrounding the proposed station area has been identified as having the potential to provide for new development. There is potential for Transit-Oriented Development (TOD).
Station Area Vision: What changes? What stays the same? What do we value?

Values

The I-70 Park-and-Ride SAAC values the nearby environmental resources of the Gwynns Falls Trail and Leakin Park. The siting of the station at the Baltimore City/County line and near the Park’s regional amenity creates the opportunity for this station to be a “gateway” station/community between Baltimore County and Baltimore City.

The current configuration of I-70 from Woodlawn Drive to its eastern terminus should be rethought in order to provide a facility which is more appropriate for the needs and safety of the community. While through the SAAC process the location of the proposed station shifted from the interchange loop ramp to west of the intersection of Parallel Drive/Ingleside Avenue, the overall values of the area for the members of the SAAC remained the same.

Strengths

The I-70 Park-and-Ride station is positioned in a prime location for a regional park-and-ride station with access from two major interstates: I-70 and I-695. In addition, there is the potential for local and neighborhood use of the station through Security Boulevard, Ingleside Avenue, Cooks Lane and Forest Park Drive. This location allows for regional access to the station with minimal impact on the surrounding neighborhoods.

The proximity to the Gwynns Falls Trail and Leakin Park creates the opportunity for synergy between the station and the Gwynns Falls Trail. People can also use the park-and-ride to park their cars, and then access the hiker/biker trail system.

Weaknesses

Several barriers were identified in the I-70 Park-and-Ride Vision Area, including a lack of a complete pedestrian network, the I-70 cloverleaf and the existing topography of the area. SAAC members identified the following corridors as lacking in a viable pedestrian route to the proposed station location: North Forest Park Avenue south of Windsor Mill Road and Cooks Lane north of Forest Park Avenue. There is a need for a pedestrian route to the station area from the south (US-40/Baltimore National Pike). The I-70 cloverleaf and I-70 roadway bisects the Vision Area laterally, making connections between the northern and southern portions of the Vision Area problematic and creating an inefficient traffic flow.

In addition to challenges posed by the existing transportation network, the existing topography of the Vision Area includes areas with steep grades including vertical elevation differences of 80 feet. A 3D model of the Vision Area was used to illustrate the existing topography. A photograph of this model is found in Figure 4 of the Appendix.

The existing apartment buildings located adjacent to the I-70 cloverleaf must be maintained.
Opportunities

The Vision Area has been identified as a “gateway” location between Baltimore County and Baltimore City, and to the Gwynns Falls Trail system. SAAC members view the I-70 Park-and-Ride Vision Area as an area suitable for redevelopment of underutilized land uses including potential TOD at the I-70 Park-and-Ride Station. There is potential for the redesign of I-70 east of Woodlawn Drive as a boulevard and the removal of unused pavement, creating additional land for redevelopment. The additional land for redevelopment would be located primarily in Baltimore County. Once the final station location is confirmed, the County Planning Department would look to the community planning process to evaluate the type of redevelopment around the station. This process would include wider community involvement. There is the potential to rezone property based upon this County Community Plan process. The County could then propose the rezoning as part of their four-year rezoning cycle.

Threats

Through the visioning process, several concerns have been identified for the I-70 Park-and-Ride Vision Area. There is concern about the loss of local neighborhood parking near the immediate station area due to insufficient parking at the station for commuters. Extensive earthwork and leveling of the existing topography should be limited to create a parking facility which blends into the existing landscape without creating a “sea of pavement.”

There should be no negative impacts to the Gwynns Falls Trail, Leakin Park or Franklintown Historic District. Development should not encroach upon these areas in a way which would disturb the historic or natural character of these areas. Consideration should be given to minimizing light and noise pollution.

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

Guiding Principles

Intermodalism

• Regional Park-and-Ride
• Bus Transfers
• Kiss-and-Ride
• Pedestrian and Bicycle Access
• [Private] Shuttle Service to nearby employment centers (e.g., Kernan Hospital)

Connectivity (Complete Streets)

• Provide a complete pedestrian and bicycle network for safe, convenient access for neighborhood users to the station area. This should include a direct connection to the Gwynns Falls Trail.
• Remove excess pavement along I-70 to decrease physical barriers to station area or provide a safe crossing of I-70 to the station area.
• Preserve the Gwynns Falls Trail and Leakin Park.
Land Use

- Create TOD area around the station location as well as within the overall area. This is seen as a moderately sized TOD with a building height maximum of 5 to 6 stories.
- Remove excess pavement along I-70 to increase the land available for redevelopment, and/or for the natural stormwater management for the Gwynns Falls Watershed.
- Provide housing stock for affordable senior living.
- Transition from a surface parking to a parking garage whose design should keep it hidden from view.
- Promote the station area as a “gateway.”

Economic Development

- Encourage TOD.
- Encourage infill development.
- Community expressed the need for a supermarket or a coffee shop.

Safety and Security

- Create a station area that has 18 hours of activity.
- Provide ample lighting to improve security using “Nightsky” principles to protect the surrounding natural environment.

Neighborhood Identity

- Preserve the Gwynns Falls Trail, Leakin Park, Dickeyville Historic District and Franklintown Historic District.
- The station area is a gateway between Baltimore County and Baltimore City and should be showcased.
- Integrate local history into station design.

Sustainability

- Implement “green” building practices wherever possible in station area design.
- Earn Total Maximum Daily Load (TDML) credits through pavement removal along I-70.

Vision Statement

The following are the key elements of the I-70 Park-and-Ride Station vision as presented at the May 11, 2011, Open House:

- Pedestrian and bicycle connections to the station area.
- TOD and land use.
- Preserve the Gwynns Falls Trail and Leakin Park.
- Consider the station area a “gateway” from Baltimore County to Baltimore City.
**Visioning Process**

The SAAC visioning process for the I-70 Park-and-Ride Station began in September 2010. A series of bi-monthly meetings were conducted with SAAC committee members, facilitators and government representatives. Meetings were held on the following dates:

- September 21, 2010
- November 17, 2010
- January 19, 2011
- February 23, 2011
- April 6, 2011
- June 29, 2011
- September 21, 2011

In addition to these I-70 Park-and-Ride SAAC meetings, a Community Open House was held on May 11, 2011 to share the visioning process findings with the community and collect community comments. The I-70 Park-and-Ride Station SAAC presented at this meeting in conjunction with SAAC’s from the Centers for Medicare and Medicaid (CMS) Station, the Security Square Mall Station and the Social Security Administration (SSA) Station.

**Steps in Visioning Process**

- Define the Vision Area boundary and identify neighborhoods, employment centers, and other trip generators.
- Develop a preliminary list of ideal station area characteristics.
- Identify opportunities and constraints in the station area.
- Review examples of other park-and-ride transit stations and TOD from across the country. See Figures 5 to 10 in the Appendix.
- Participate in the New Links Baltimore seminar.
- Complete a field trip to the Columbia Heights Metro station in Washington, D.C., a recent urban revitalization and TOD project.
- Develop a “vision for bicycles and pedestrians.”
- Explore the concept of TOD and its potential implementation in the I-70 Park-and-Ride station area. Consider the use of zoning to encourage TOD development. See Figure 11 in the Appendix.
- Evaluate the Red Line Locally Preferred Alternative (LPA) proposed site for the I-70 Park-and-Ride station.
- Participate in a Community Open House with the other SAAC groups from Section A.
- Consider a new site for the station area based on SAAC and community input.
- Recommend the new “Adjacent to Parallel Drive” concept to move forward to the Final Environmental Impact Statement analysis process.

West Cliff Apartments above Ingleside Avenue
The Land Use vision for the I-70 Park-and-Ride Station is a Neighborhood TOD. The Neighborhood TOD Area features components which primarily (but not exclusively) serve the neighborhoods adjacent to the station. It would be kept lower scale, and contain a smaller mixed-use area with retail and residential components. This infrastructure does not currently exist at the I-70 Park-and-Ride station; however, a coordination plan to establish a framework for the potential redevelopment of the land near the station should be developed.

Park-and-ride stations are to include parking facilities primarily for commuter use. While these stations are considered to be park-and-ride stations they are considered to have optimum opportunity for future TOD. While the majority of riders who are planned to use the I-70 Park-and-Ride Station will be commuters driving to the station (65%), there is still a significant planned use for local residents to use the station by walking/bicycling or driving (35%).

**STATION CONCEPT**

**Station Location**

**Platform Location/Behavior**

The I-70 Park-and-Ride SAAC evaluated several locations as potential options for the station platform and associated park-and-ride. Two areas were examined in further detail over the course of several SAAC meetings, and a site was selected to move on to the Final Environmental Impact Statement analysis process.

**Red Line Locally Preferred Alternative (LPA) Station Location Options**

The northwest loop of the I-70 cloverleaf was evaluated as a potential site for the I-70 Park-and-Ride Station. This site is the station location as identified in the Red Line LPA. Roadways which surround this parcel of land include Security Boulevard to the east, I-70 to the south and Ingleside Avenue to the west. There are two existing apartment buildings located adjacent to the cloverleaf loop.

Within this general area a number of different alignment options and station locations were considered:

- Transition Report – Option 4
- Transition Report – Option 5
- Bus Roundabout – Elevated Parking Option
- Aerial Over Ingleside Avenue Option
- Alignment on I-70 Option
Adjacent to Parallel Drive Station Location Option

This option emerged as a response to concerns related to the various LPA options and in conjunction with discussions relating to the redesign of the terminus of I-70. A concept plan for this option is located in Figure 12 of the Appendix. This option positions the station platform area on the parcel of land just west of Ingleside Avenue, north of I-70 and south of existing Parallel Drive. This option involves the rerouting of existing I-70 onto Parallel Drive, with the Red Line transitway running along existing I-70. Additional pavement along I-70 may be used for parking facilities; however, approximately 17 acres of pavement have the potential to be removed with this option.

At the June 29, 2011 SAAC meeting, the “Adjacent to Parallel Drive” option was selected by the SAAC as their preferred option and the SAAC recommended using this option as the designers move into the Preliminary Engineering process and as the Red Line team moves forward with the FEIS process. While the SAAC has agreed upon their preferred station location, the exact location and type of station platforms has not yet been determined.

The September 21, 2011 SAAC meeting addressed outstanding concerns and visioning ideas for the “Adjacent to Parallel Drive” station location as the new location impacted items from earlier in the visioning process.

Proposed updates to the vision for pedestrians and bicycles were presented which would connect the Gwynns Falls Trail to the proposed station location, as well as provide a comprehensive pedestrian and bicycle network spanning a one-mile radius from the new station location. The updated vision for pedestrians and bicycles, illustrated in Figure 13 and Figure 14 of the Appendix, involves three distinct types of facilities: multi-use trail, sidewalks only, and sidewalk with on-road bicycle facility. Typical sections illustrating the proposed pedestrian and bicycle facilities for station area roadways are located in Figures 15 to 20 of the Appendix.

The proposed multi-use trail which begins at Briarclift Road and extends northwest towards the station area would split near Cook’s Lane. The northern leg would connect to the Gwynns Falls Trail near the area of the existing park-and-ride. The western leg would provide a continued multi-use trail connection to the station which could utilize the existing I-70 structure to span Ingleside Avenue. Bicyclists could also choose to leave the trail system at this point and access the station via proposed on-road bicycle lanes along Security Boulevard.

An on-road bicycle facility with sidewalk for pedestrians was proposed for Kent Avenue. At the current northern termini of the roadway a connection for pedestrians and bicycles only would be provided to the multi-use trail leading to the station area.

Proposed land use near the revised station area, including opportunities for TOD, was discussed in greater detail. The images in Figures 21 to 26 illustrate the three main land areas under discussion.

The first area, hatched in blue, was presented as potential mixed-use development. This development would utilize “green” technologies including LEED certified buildings, green roofs, pervious pavements and solar arrays.

The second area, hatched in red, was presented to include trailhead parking (reconfigured from existing), mixed-use development, the “signature building” and open space. While an exact location for the signature building was not determined, general consensus indicated that it should be designed in coordination with the Parks Department and may need to be scaled down in size as it approaches the parkland.

Shell station at Cook’s Lane
The third area, hatched in green, represents the immediate station area. SAAC members indicated they would like to see mixed-use similar to the example images in Figure 8 of mixed-use and TOD examples from Hillsboro, Oregon. The members felt that office space, especially given the proximity for the Social Security Administration and potential need for contract services, would be fitting for this location.

SAAC members indicated their interest in seeing a mix of commercial opportunities and services offered in these development areas. Suggestions included a supermarket, medical facility, daycare center, coffee shop, visitor’s center, restaurant and bicycle shop. There was also an interest in residential development at different densities. SAAC members see the development potential of this station area as a potential influence to the revival of the US-40 corridor.

Traffic patterns along Ingleside Avenue, with specific attention to the intersections with Parallel Drive and Security Boulevard were discussed and with the simulation provided at the September 21, 2011 SAAC meeting, were felt to be adequately handled with the lane configurations provided at that time.

School bus stops along Ingleside Avenue near the proposed station location are a continued concern for members of SAAC and wish to be noted to ensure that they are handled appropriately as the project progresses.

Platform Type

The I-70 Park-and-Ride station SAAC has not yet selected a platform type. Center and side platforms are being considered.

Alignment Issues

Parking

Following the SAAC’s selection of their preferred “Adjacent to Parallel Drive” option to move into the Preliminary Engineering phase of design, different parking configurations will be considered. Each parking option developed will feature a similar sequence of implementation for the parking lots with an initial surface lot which will accommodate 600 to 800 vehicles, with the option to incorporate additional lots for a full build potential of 1,200 to 1,600 surface parking spaces.

The goal is to have the potential to redevelop parking lots for TOD. The required parking for the station would be replaced/incorporated into the TOD, likely in structured parking.

Traffic Patterns

With the selection of the “Adjacent to Parallel Drive” option moving into the Preliminary Engineering phase of design, there will be evaluation of the potential significant changes to the local traffic patterns in the vicinity of the station area. The engineering team will update traffic models for the area based on these changes.

Additionally, the SAAC’s “Vision for Bicycles and Pedestrians” will be revised based on the updated station location. Included in these revisions, consideration will be given to potential bicycle connections from the Social Security Administration (SSA) station area.
Station Performance & Station Image – Neighborhood Identity

This document summarized 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 of 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 (pedestrians, bicycles and autos – 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 neighborhood 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**

**Physical Features**

- I-70 Park-and-Ride Station

The diagram illustrates the I-70 Park-and-Ride Station within the urban context, showing its proximity to major roads and nearby facilities. The map also highlights other transportation routes, such as I-695 and I-40, to provide a comprehensive view of the area's connectivity.
Figure 3: Zoning (NTS)
Fig. 4

3-D MODEL

I-70 PARK AND RIDE

SAAC VISION PLAN NARRATIVE
Park-and-Ride Facilities: Structures

**New Jersey Transit Route 17**
Park-and-Ride, Ramsey NJ
- Garage with Approx. 1,250 Spaces
- Regional Rail Service
- Bike Racks & Lockers

**Charlotte Area Transit System I-495**
South Blvd. Station, Charlotte, NC
- Garage with Approx. 1,120 Spaces
- Light Rail & Bus Service
- Bike Racks
Park-and-Ride Facilities: Surface

**Cromwell Light Rail Station**
Park-and-Ride, Glen Burnie, MD
- Approx. 800 Spaces
- Light Rail Service
- Bus Connections

**Farmington Frontrunner**
Park-and-Ride Lot, Farmington, UT
- Approx. 875 Spaces
- Undergoing 100 Acre Mixed Use Development
- Commuter Rail Service
Fig. 7

**Mixed-Use/TOD: Charlotte, NC**

- Developed Transit Oriented Development Zoning Districts
- Mixed-Use/TOD Development Along Newly Constructed LYNX Light Rail Line
Fig. 8

Mixed-Use/Transit Oriented Development

Austin, Texas
- Saltillo Lofts
- Chestnut Commons Infill Housing
- Aerial View
  - Saltillo Lofts
  - Chestnut Commons

Hillsboro, Oregon
- Orenco Station Town Center Main Street
- Max Light Rail Station
- Aerial View
  - Town Center
Arizona Metro Light Rail: Post Roosevelt Square
Phoenix, AZ

Post Roosevelt Features:
- 404 residential units
- Retail and services
- Dining
- Covered parking
- Many Arts District amenities
- Easy access to I-10

- Mixed-use development along a 20 mile light rail corridor in the Phoenix/Tempe Metro Area
- Transit service began in December 2008
- Area is within a transit-oriented development (TOD) zoning overlay district
Fig. 10

Arizona Metro Light Rail: Grigio Metro
Tempe, AZ

- Mixed-use development along a 20-mile light rail corridor in the Phoenix/Tempe Metro Area
- Transit service began in December 2008
- Grigio Metro Complex built in 2009

Grigio Metro Features:
- 408 residential units
- 16,000 sq. ft. Retail
- 300 spaces reserved for Park-and-Ride in enclosed garage
GENERAL TRANSIT-ORIENTED DEVELOPMENT (TOD) DISTRICT CHARACTERISTICS

- Established for areas around existing and anticipated transit stations
- Main entrances must face the street
- Parking prohibited in front of the building line
- First floor of commercial buildings must have a minimum ceiling height of twelve feet; fourteen feet is encouraged
- Parking structures must include active ground floor uses
- Maximum of one parking space per dwelling unit
- Non-residential uses under 2,000sf are exempt from parking requirements
- Parking lots must be located to the rear of buildings and must not exceed one acre in size
- Bicycle parking must be provided on site at a ratio of one bicycle space for every fifteen parking spaces

**Fig. 11: Transit-Oriented Development (TOD) Character**

**TOD-1**
- Urban Areas
- Minimum building height of 24 feet (or two stories)
- Maximum building height of 100 feet (additional permitted by conditional use)
- Example: State Center, Boston Street Corridor

**TOD-2**
- Suburban & Undeveloped Areas
- Minimum lot size for residential is 1,200 sf/dwelling unit
- Minimum building height of 24 feet (or two stories)
- Maximum building height of 60 feet (or 5 stories)
- Example: Edmondson Village Shopping Center, Clipper Mill

Zoning descriptions based on the Baltimore City Zoning Code - April 2010
Draft, Title 12, Subtitle 4, Transit-Oriented Development Districts

SAAC VISION PLAN NARRATIVE

I-70 PARK AND RIDE FIGURE 11
Fig. 13

**Legend**
- **Bike Path**: Blue
- **Bike Path Shared with Pedestrians**: Green
- **On-Route Bicycle Facility Path**: Orange
- **Multi-Use Trail**: Red

**Average User Traveling Speeds**
- **Bicycle**: 13.1 miles per hour
- **Jogging**: 7.0 miles per hour
- **Walking**: 3.1 miles per hour
- **Wheelchair**: 2.4 miles per hour
Fig. 14: Pedestrian and Bicycle Access Network: One Mile Radius – New Station Location (Zoom)
**Fig. 15**

**Ingleside Avenue: From Security Boulevard to Johnnycake Road**

**EXISTING CROSS SECTION**

**RECOMMENDATION**

Include on-street 6-foot wide bicycle lanes within existing roadway width by:

- Eliminating the parking lane along the eastbound lane of traffic
- Decreasing the parking lane width from 9-feet wide to 8-feet wide along the westbound lane of traffic
- Reducing the width of both travel lanes from 12-feet wide to 11-feet wide
Fig. 16

Security Boulevard: From Ingleside Avenue to Kernan Drive
EXISTING CROSS SECTION

Security Boulevard: From Ingleside Avenue to Kernan Drive
RECOMMENDED CROSS SECTION

RECOMMENDATION

Include on-street 5-foot wide bicycle lanes within existing roadway width by:

- Reducing the existing grass median from 25-feet to 21-feet
- Decreasing the width of the travel lanes from 12-feet wide to 11-feet wide for both directions of travel
Briarcliff Road: From Cooks Lane to Brookwood Road
EXISTING CROSS SECTION

Briarcliff Road: From Cooks Lane to Brookwood Road
RECOMMENDED CROSS SECTION

RECOMMENDATION

Include on-street 5-foot wide bicycle lanes within existing roadway width by:

- Eliminating the parking lane along the eastbound lane of traffic
- Decreasing the parking lane width from 8-feet wide to 7-feet wide along the westbound lane of traffic
- Reducing the width of both travel lanes from 10-feet wide to 9-feet, 6-inches
RECOMMENDATION

Include a shared-use bicycle facility within existing roadway width by:
- Decreasing the parking lane width from 9-feet wide to 7-feet wide along both lanes of traffic
- Reducing the width of both travel lanes from 12-feet wide to 10-feet wide
Fig. 19

Kernan Drive: From Security Boulevard to Windsor Mill Road
EXISTING CROSS SECTION

**RECOMMENDATION**

Include on-street 6-foot wide bicycle lanes within existing roadway width by:

- Eliminating the parking lane along the eastbound lane of traffic
- Decreasing the parking lane width from 9-feet wide to 8-feet wide along the westbound lane of traffic
- Reducing the width of both travel lanes from 12-feet wide to 11-feet wide
Gwynns Falls Trail and Briarcliff Road bicycle connections
EXISTING AND PROPOSED CROSS SECTION

Rail with Trail bicycle connection to station
PROPOSED CROSS SECTION
Fig. 21: I-70 Park-and-Ride Figure 21
Fig. 22: TOD Opportunity – "Blue" Area (Zoom)
Fig. 23

Figure 23: TOD Opportunity – "Red" Area
Fig. 24

- TRAILHEAD PARKING (RECONFIGURE EXISTING)
- SIGNATURE BUILDING
- MIXED USE DEVELOPMENT
- OPEN SPACE
  - RECREATIONAL
  - ENVIRONMENTAL
- MIXED USE DEVELOPMENT
  - "GREEN TECHNOLOGIES:"
  - LEED CERTIFIED BUILDING
  - GREEN ROOF
  - PAVILIONS/FRONTIERS
  - SOLAR ARRAYS
Fig. 25: TOD Opportunity – "Green" Area