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

This station area includes the area surrounding two stations: Bayview Campus and Bayview MARC. The Johns Hopkins Bayview Campus is the location of one station, and the proposed intermodal station is located to the north along the Amtrack line. The Bayview Campus station area is primarily located on the eastern side of Baltimore City along the Eastern Avenue corridor. It includes the neighborhoods that surround the Campus, including Greektown and Joseph Lee.

The Bayview MARC station is to be designed as an intermodal commuter station with parking. The area served by this commuter station is a much larger catchment area. The SAAC noted that many residents would be willing to drive to the MARC station and park, as opposed to traversing the hilly terrain of the Johns Hopkins Bayview campus. The SAAC also decided to include adjacent industrial areas because it was determined that the workers would have the option to use the stations.

As a result, the SAAC determined that the physical boundaries are defined in the west by South Haven Street; to the north by the railway right-of-way and East Lombard Street; to the east by Kane Street; and in the south by I-95 and Hudson Street. The boundaries have been extended past the ½-mile radius to include neighborhoods in their entirety. See Figure 1: Station Area.

b) Existing Conditions/Context

This station area has many key characteristics.

To the east of the station location is the Joseph Lee neighborhood, which is primarily of residential character. This is a residential neighborhood of mainly two-story rowhouses. Population and housing densities in this neighborhood are low to medium density.

To the southwest of the station location is the Greektown neighborhood. This neighborhood is primarily residential in character with two-story rowhomes, and low to medium population and housing densities. The neighborhood is also home to a high concentration of restaurants primarily located along the Eastern Avenue corridor. Restaurant options range from the typical Greek restaurant to more recently added Hispanic fare.

Johns Hopkins Bayview Medical Center
To the southeast of the station location is the Bayview business district. This district is characterized by a mix of small stores located in rowhomes, big box chain stores, and suburban style drive-up stores primarily located along the Eastern and Dundalk Avenues. The SAAC group has identified this commercial area as centered around the intersection of Eastern Avenue and Dundalk Avenue. Also along Eastern Avenue, next to the Bayview Campus, are a City Fire Department and the Eastern District Police Station.

The Johns Hopkins Bayview Campus consists of the medical center, which includes the region's burn center; National Institute of Health facilities, health and research specialty facilities, such as the Asthma Center; and research and development facilities. The master plan for this campus allows for substantial additional growth. The site is located on a hill, which allows for visibility from a distance. The Campus includes open space and a wet pond (stormwater management) along Eastern Avenue that provides for open space amenity for the campus and surrounding communities. The terrain of the campus is hilly, which has been identified as a barrier by many of the residents that would use the potential Red Line station.

The community as a whole is somewhat connected. The community residents have identified that they would like to have better direct connections from the Bayview Campus to the residential areas. In addition, there are many underutilized and/or abandoned industrial and commercial facilities that create barriers between the individual neighborhoods. The Pemco Site and the Crown Industrial Park are a few of the larger abandoned developments that the SAAC has identified.

The community has acknowledged that they would like to have a more pedestrian-friendly connection between the neighborhoods. Eastern Avenue has been identified for key pedestrian and bikeway improvements. It is the SAAC’s goal that Eastern Avenue becomes the much needed pedestrian connection between the distinct neighborhoods.

c) Stabilization Area vs. Redevelopment Area

This station area is considered to be stable, with the established residential neighborhoods of Joseph Lee and Greektown. Most residences are well-maintained and have low vacancy rates. The community is made up of people who have long been established in the area, as well as people who have recently moved into the area.

Additionally, the Johns Hopkins Bayview Campus has significant growth potential. The campus master plan identifies planned future expansion of up to 5.5 million square feet. The campus is divided into three general areas: the medical facility, National Institute of Health facilities and business
and research development areas. Adjacent properties have also been identified as opportunities for similar uses, such as biomedical research. The addition of the Red Line station would only strengthen the already strong campus.

The Bayview business district has been identified as a stable area that is in need of infill development. The Pemco Site is a major property that the community has identified for redevelopment opportunities. Additionally, the SAAC has shown a preference to upgrade the existing storefronts and drive-up suburban style stores.

The SAAC group has identified areas for future development opportunities at the north and west extremities of the station area. These areas are adjacent to existing rail rights-of-way and underutilized industrial land and warehouses. This area is seen as a physical barrier between Bayview and the Highlandtown neighborhood. The SAAC desires to see residential and business uses at a similar density to what is existing. In particular, the SAAC has identified the northern area for potential Transit-Oriented Development (TOD) surrounding the Bayview MARC station. This station is seen as a key intermodal station with direct access to downtown Baltimore and Washington D.C.

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

**Values**

The individual neighborhoods and campus each have an established character that is of great importance to community stability. The neighborhood residents have made it clear that their preference is for a station located closer to Eastern Avenue. They have also expressed a preference to minimize the impact on the existing established neighborhoods. The campus has expressed the desire to locate the station location on the campus. The hospital has expressed that they will update their master plan to reflect the potential station location. Existing structures located on the campus should not be affected by the Red Line alignment.

In order to help establish the Vision Plan for their area, the SAAC identified what they felt were the areas Strengths, Weaknesses, Opportunities and Threats.

**Strengths**

The SAAC identified the following as the strengths of their Vision Plan Area; the stability of the Joseph Lee and Greektown Neighborhoods, and the Greektown Restaurant Promenade; the services and employment of the Bayview Campus; and the convenient access to I-895 and I-95. Other strengths include the multitude of religious facilities and neighborhood schools.
Weaknesses and Threats

Many of the businesses along Eastern Avenue are “run-down” and in need of rehabilitation. Sites such as the Pemco Site and Crown Industrial Park are vacant and potential sites for redevelopment. Eastern and Dundalk Avenues are heavily trafficked vehicular streets with relatively narrow sidewalks; this makes them uncomfortable for pedestrians. Some perceive this as unsafe for pedestrians.

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

Guiding Principles

Based upon analysis and goals/values exercise, the SAAC establish Guiding Principles for the Vision Area to help guide the Red Line process and future development of the Vision Area:

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

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, etc.)

Land Use

- Evaluate current and future zoning opportunities for future development
- Establish preference and availability for new development and redevelopment in the Vision Area. Principles should include preferred uses (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 senior)

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 and 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 in Transit and art programs into station area
• Develop a marketing slogan, graphic design (signage), and promotional 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 Bayview Campus station will primarily service the growing campus. The station will provide direct access for patients, employees and visitors of the Johns Hopkins Bayview Medical Center, the National Institute of Health facilities and the research and development facilities. The master plan for this campus provides for substantial development opportunities of up to 5.5 million square feet.

The connections to the surrounding neighborhoods should be enhanced by additional walkways and access points through the campus. The SAAC has voiced a preference for a shuttle that would connect local bus routes from Eastern Avenue to the campus station. In addition, the residents have noted a preference for additional measures to be taken to connect the neighborhoods more efficiently.

The Bayview MARC station is planned as a park & ride intermodal station. Potential users include local residents, commuters from the suburbs, and Red Line transfers. The SAAC group has also voiced a preference for a TOD on the adjacent properties. Because the station is also a transfer station to the MARC system, the TOD will connect directly to Penn Station, BWI airport, and Downtown Washington D.C.
**Station Location**

**Platform Location/Behavior**

The Bayview Campus station is designed as a center platform located just west of the intersection of Bayview Boulevard and Alpha Commons Drive. The alignment and station will run parallel to the north of Alpha Commons Drive. The SAAC group has been presented with various other alignment options and station locations located throughout the Bayview Campus.

The Bayview MARC Station is designed as a center platform located south of the existing MARC right-of-way. The station will serve as a commuter station with on site parking and a direct connection to a proposed MARC station. The station is planned to become one of several intermodal stations of the system.

**Platform Type**

- Center platforms

**Alignment Issues**

- The Bayview Campus Station location needed to be coordinated with the master plan for the Hopkins Bayview Campus. This was a major component of the station location and Hopkins-Bayview will be updating their master plan to include the station.
- The Bayview MARC Station will be an intermodal station; therefore, connection to a future MARC Station and the provision of commuter parking impacted station location.

**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.
Adjacent Red Line Stations

Highlandtown / Greektown Station Area

Proposed Red Line Stations

Potential Station Location - Blue Option

Potential Station Location - Green Option

LPA Station Location

LPA Bayview MARC Station Location

Key Landmarks

1. BRC Building
2. Distribution Center
3. NIA/GRC Building
4. Utility Plant
5. Patterson Park H.S.
6. Mason F. Lord Building
8. Police Station
9. Fire Station
10. Crown Industrial Park
11. PEMCO Site

Bayview MARC / Bayview Campus Station Area
Bayview MARC / Bayview Campus - Uses

Primary Corridors
Approx. Station Location
Station Area Boundary
Red Line Tunnel Alignment
Red Line Surface Alignment

Bayview MARC / Bayview Hospital Station #19 & #20
Rail Station Design Open House

Adjacent Red Line Stations
Highlandtown / Greektown Station Area

Proposed Red Line Stations
Potential Station Location - Blue Option
Potential Station Location - Green Option
LPA Station Location
MARC LPA Bayview MARC Station Location

Key Landmarks
1. BRC Building
2. Distribution Center
3. NIA/GRC Building
4. Utility Plant
5. Patterson Park H.S.
6. Mason F. Lord Building
8. Police Station
9. Fire Station
10. Crown Industrial Park
11. PEMCO Site
Bayview MARC / Bayview Hospital Station #19 & #20 Rail Station Design Open House

Fig. 3

Bayview MARC / Bayview Campus Station - Economic Opportunities

Key Landmarks
1. BRC Building
2. Distribution Center
3. NIA/GRC Building
4. Utility Plant
5. Patterson Park H.S.
6. Mason F. Lord Building
8. Police Station
9. Fire Station
10. Crown Industrial Park
11. PEMCO Site

Adjacent Red Line Stations
H/G Highlandtown / Greektown Station Area

Proposed Red Line Stations
BLUE Potential Station Location - Blue Option
GREEN Potential Station Location - Green Option
LPA LPA Station Location
MARC LPA Bayview MARC Station Location

Area to Reinforce: enhanced uses, pedestrian connectivity, property rehabilitation and upgrade, visual screening, lighting upgrades

Area of Stability

Future Development Opportunities

Bayview Campus Masterplan

Primary Corridors

Red Line Surface Alignment
Red Line Tunnel Alignment
Approx. Station Location
Station Area Boundary
Primary Corridors
Peripheral Station Area

Bayview MARC / Bayview Hospital Station - Economic Opportunities

SAAC VISION PLAN NARRATIVE
Fig. 4

Bayview MARC / Bayview Campus - Intermodal Connections

- **Red Line Surface Alignment**
- **Red Line Tunnel Alignment**
- **Approx. Station Location**
- **Station Area Boundary**
- **Primary Corridors**
- **Peripheral Station Area**
- **MTA Local Bus Route #22**
- **MTA Local Bus Route #10**
- **MTA Local Bus Route #13**
- **MTA Local Bus Route #23**
- **MTA Quick Bus Route #40**
- **Bus Stop**
- **Bus Number**

### Adjacent Red Line Stations
- H/G Highlandtown / Greektown Station Area
- Proposed Red Line Stations
  - **BLUE** Potential Station Location - Blue Option
  - **GREEN** Potential Station Location - Green Option
  - **LPA** LPA Station Location
  - **MARC** LPA Bayview MARC Station Location

### Key Landmarks
- **1. BRC Building**
- **2. Distribution Center**
- **3. NIA/GRC Building**
- **4. Utility Plant**
- **5. Patterson Park H.S.**
- **6. Mason F. Lord Building**
- **7. Johns Hopkins Bayview Med.**
- **8. Police Station**
- **9. Fire Station**
- **10. Crown Industrial Park**
- **11. PEMCO Site**