



Security Square Mall • Social Security • Edmondson Village • West Baltimore MARC

# baltimore tod

transit oriented development

sketch plans

redline

maryland department of transportation  
maryland department of planning  
maryland transit administration  
baltimore county office of planning  
baltimore city department of planning



Canton Crossing

*Draft - April '05*

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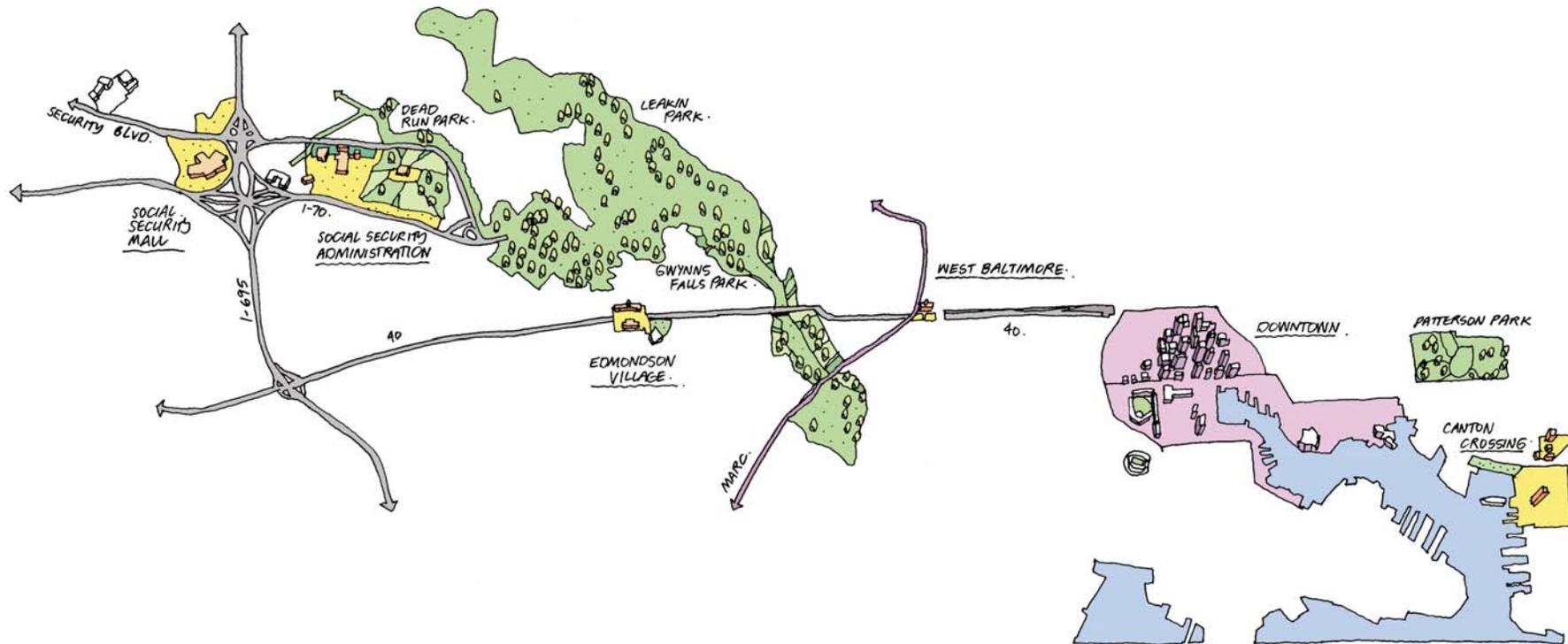
**Appendix** *(to be included in next draft)*

Workshop Summary

- Collection of Workshop Sketches
- Workshop Notes

*Draft - April '05*

## The Red Line Corridor and Potential TOD Station Areas



This document provides a summary of the TOD Sketch Plan workshops held in the beginning of March with State, County, and City officials and selected public stakeholders.

Five Station Areas were selected by planning officials from the County (2 areas) and City (3 areas) to investigate how transit and development may influence each other. The five sites were selected to provide a broad range of development types and include:

- Security Square Mall
- Social Security Administration
- Edmondson Village
- West Baltimore MARC
- Canton Crossing.

The Station Area Sketch Plans are intended to be used as a starting point and framework for more detailed dialogue between public officials, vested stakeholders and community members which will occur over the next several years.

A chapter for each station area is provided and includes the following:

- Existing land use, market summary, Red Line alignment and station location alternatives
- Existing Issues and Potential Opportunities
- Potential Schemes
- Potential “before” and “after” illustrations
- An outline for coordinating activities.



## Security Square Mall - A Revitalized Mixed-Use Regional Center

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*Security Square Mall*

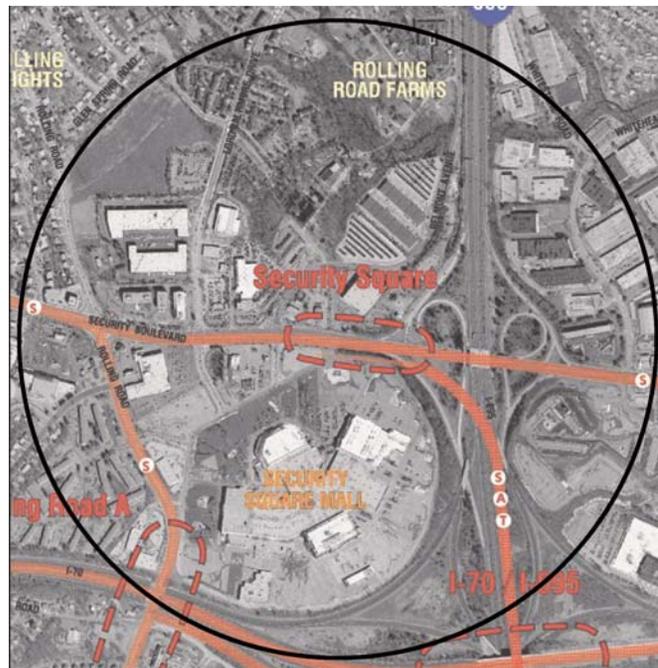
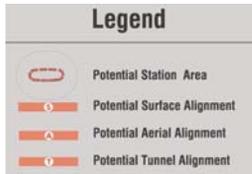
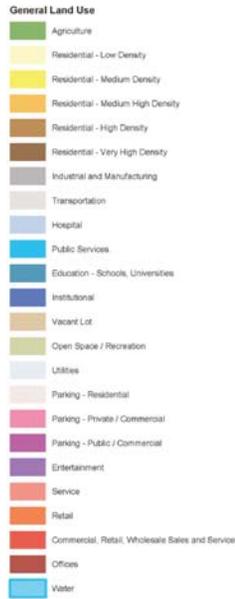


*Security Blvd / Belmont Ave - View West*



*Security Blvd / Belmont Ave - View East*

**Legend**



# Security Square Mall Station Area

## The Context:

### Existing Land Use within 1/2 Mile Walking Distance

- Primarily large-scale retail
- Industrial /storage to the north of Security Boulevard
- Multi- and family residential to the west

### Market Environment

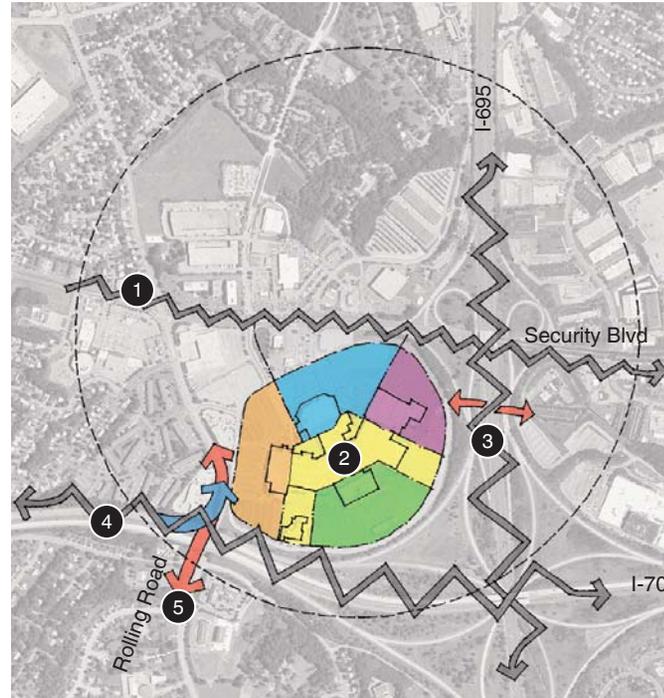
The station area can be redeveloped as a mixed use site, adding high density residential to existing retail uses. Additional employment opportunities can be added on-site and nearby, taking full advantage of easy transit connections to the east. The site's inherent value at the intersection of I-70 and I-695 will be enhanced by easing congestion through those interchanges.

### Red Line Transit Corridor Alignments and Station Areas

- Potential alignments include Security Boulevard, I-70/I-695, and Rolling Road
- Potential Alignments connect to CMS
- Potential Station Areas are adjacent to north and southwest of Mall Property

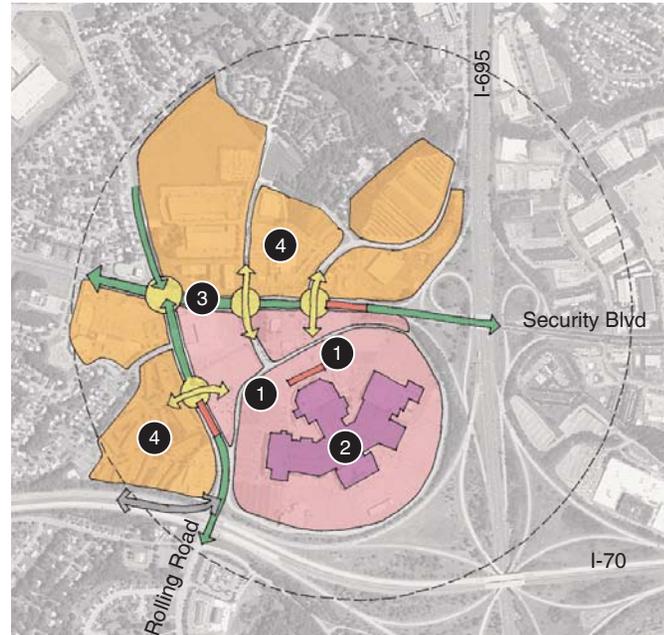
## Existing Issues:

1. Security Boulevard poses a barrier to pedestrian connectivity
2. The Mall property includes multiple ownerships which complicates redevelopment strategies
3. I-695 poses a barrier to connections with Social Security
4. I-70 is a barrier and does not provide convenient access to the Mall from the west
5. Congestion on Rolling Road is a problem for the adjoining neighborhoods and businesses

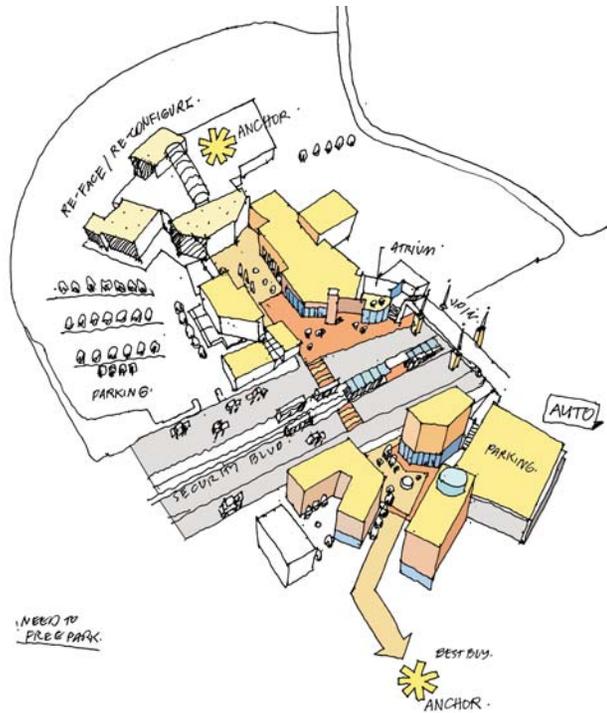


## Opportunities / Potential Goals:

1. The location of the Red Line stop, whether on Security Boulevard, Rolling Road or Mall Property should provide an “inviting front door” to the Mall
2. Redevelop the Shopping Center as a mixed-use district with urban street frontage along Security Boulevard and Rolling Road
3. Improve streetscape quality and pedestrian connectivity along Security Boulevard and Rolling Road
4. Redevelop adjacent under-utilized property

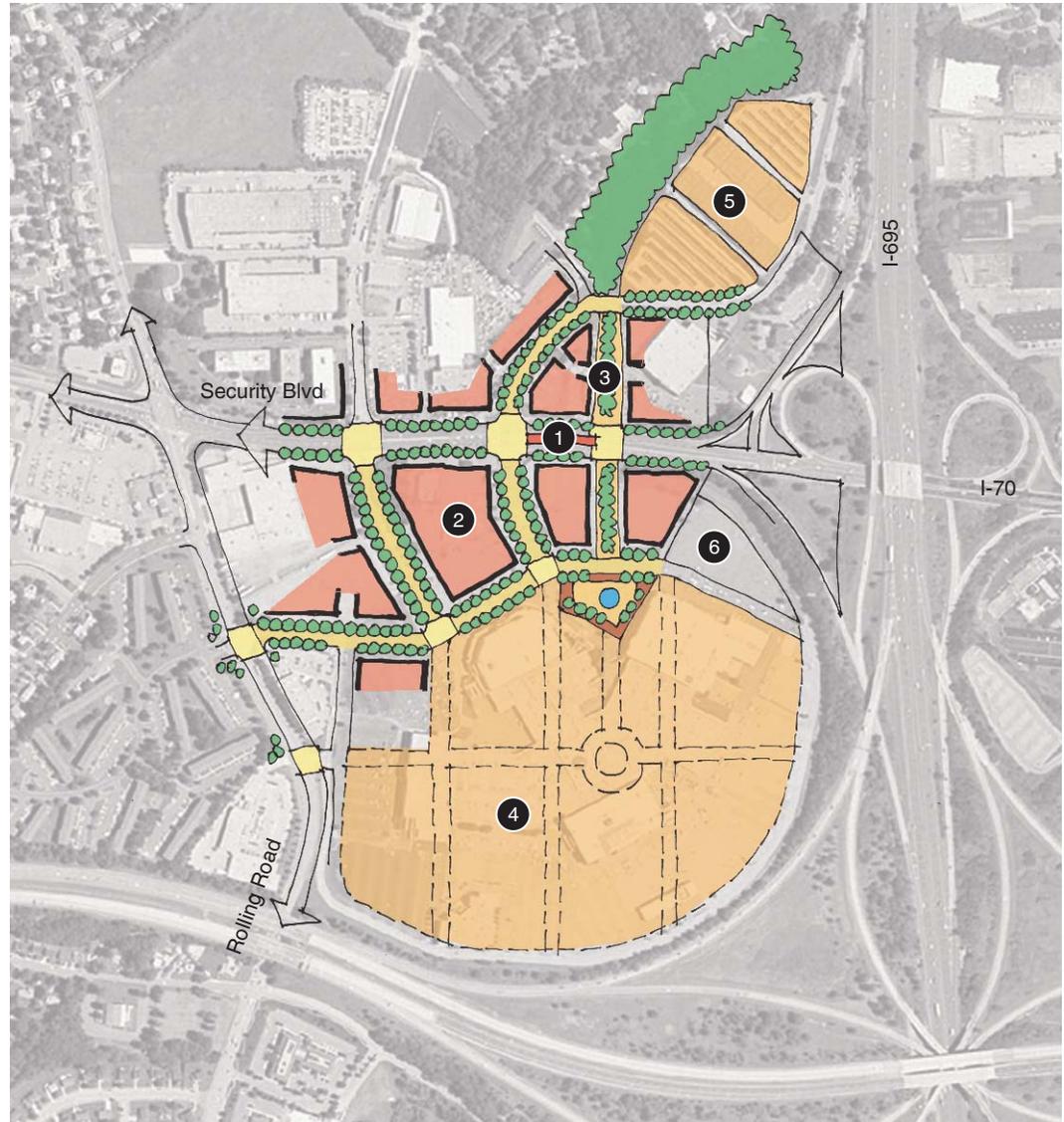


## Scheme 1 - Station along Security Boulevard / Mall Redevelopment

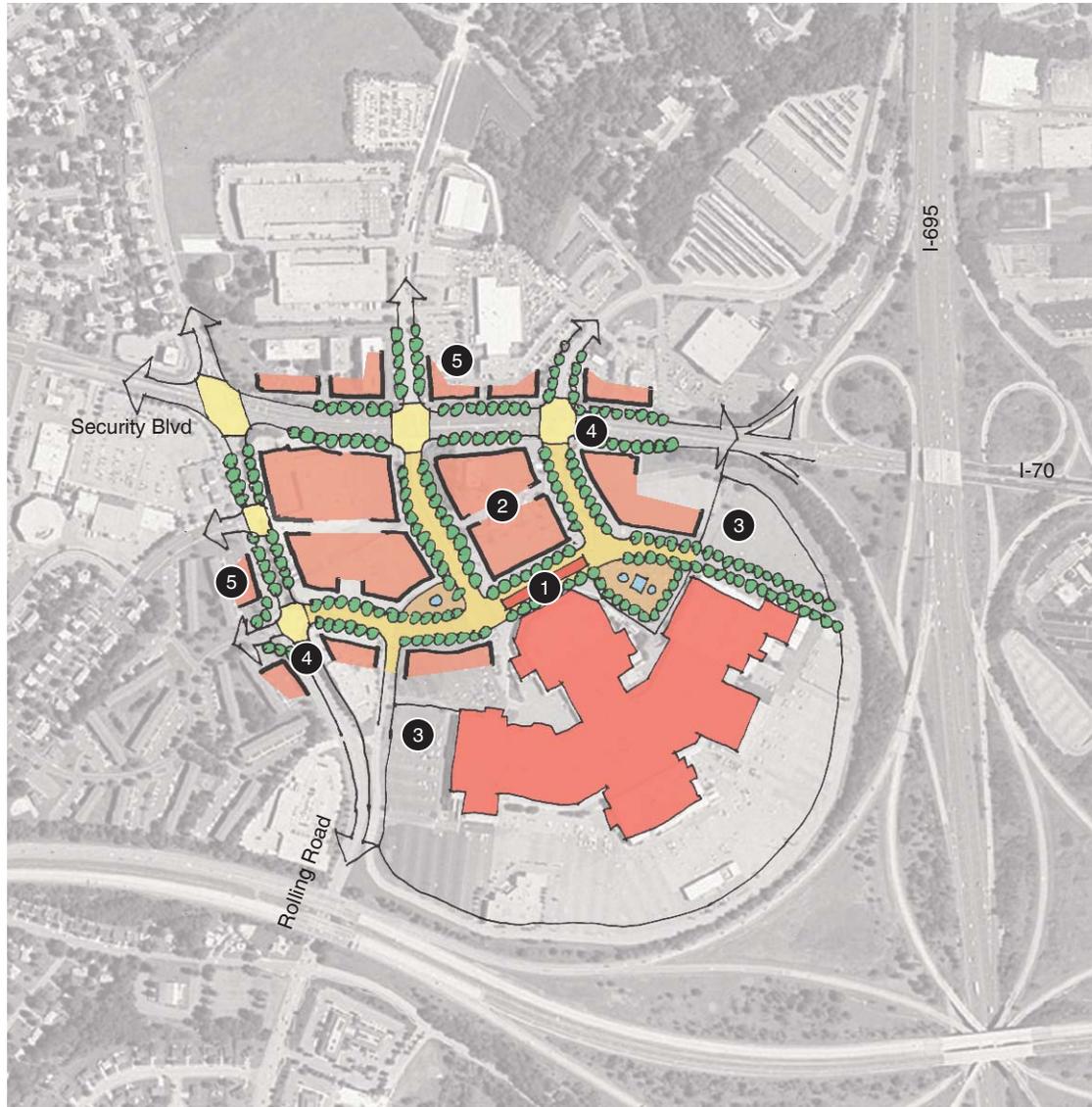


### Summary:

1. Station is located on Security Boulevard
2. Front edge of Mall property is redeveloped with a finer grain of mixed use buildings
3. Improved pedestrian connections connect public spaces on each side of Security Boulevard
4. Potential long-term redevelopment of Mall property
5. Potential housing redevelopment of under-utilized storage facilities
6. Parking for Mall is consolidated at edges of new development



## Scheme 2 - Bring the Transit onto Mall Property



### Summary:

1. Station is located on Mall property at new “front door” and flanked by new public plazas.
2. Front edge of Mall property is redeveloped with a finer grain of mixed use buildings
3. Mall parking is consolidated at edges of new development
4. Improved intersections provide enhanced pedestrian connections across Security Boulevard and Rolling Road
5. Potential mixed-use redevelopment north of Security Boulevard and west of Rolling Road is oriented toward the street rather than built with setbacks

## Security Square Station Area - Extending the "Front Door"

### More of a good thing

The opportunity to enhance a community gathering place like a shopping mall with a component of housing, commercial and a wider retail presence provides the fertile ground to create a real "town center" linked by public transportation to a greater context.



### A promenade

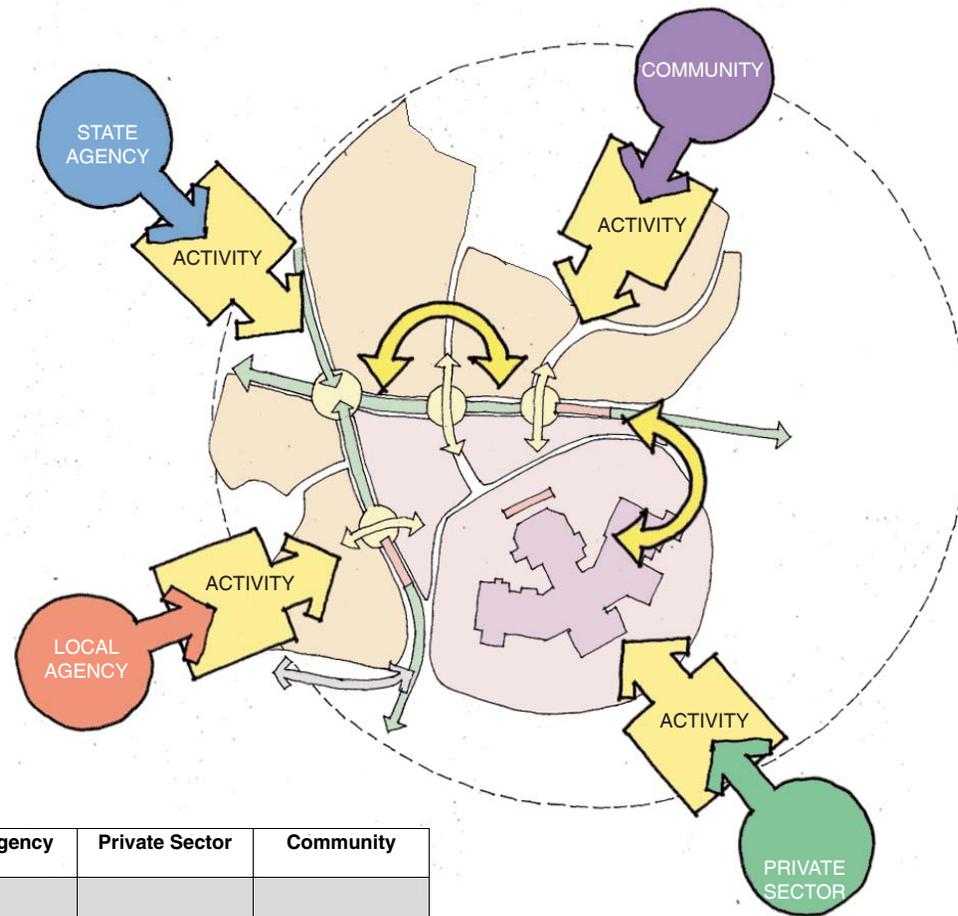
Create multiple gateways to strengthen the vitality and success of Security Mall by introducing a public transportation linkage/plaza surrounded by housing, commercial and retail. Take advantage of the outdoor experience by extending the mall concourse to an open air promenade punctuated by terraces, fountains, theaters, bookstores and other dynamic entertainment venues.



**An Outline for Coordinating Activities:**

The proactive transportation and land use plan guides the development of desirable projects which should, in turn, stimulate more to follow. Thus, a sequence of contingent and complementary relationships is established and implementation can be more clearly defined.

The diagram and matrix provide a preliminary framework to organize the dialogue and necessary actions to ensure high-quality, transit-oriented development.



	State Agency	Local Agency	Private Sector	Community
<b>Activity:</b>				
<b>Planning / Policy Actions:</b> <i>Zoning and Land Use, Transportation</i>				
<b>Public Improvements:</b> <i>Transportation, Open Space, Institutional</i>				
<b>Development Activity</b>				
<b>Other?</b>				



# Social Security Administration - A Secure Campus

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*Security Boulevard / Woodlawn - View East*



*Security Boulevard / Woodlawn - View South*



*Security Boulevard / Woodlawn - View West*

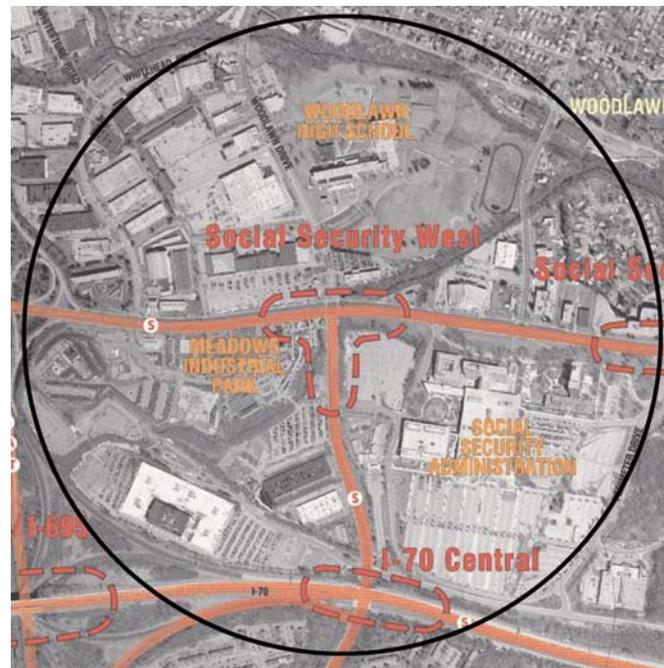
**Legend**

General Land Use	
	Agriculture
	Residential - Low Density
	Residential - Medium Density
	Residential - Medium High Density
	Residential - High Density
	Residential - Very High Density
	Industrial and Manufacturing
	Transportation
	Hospital
	Public Services
	Education - Schools, Universities
	Institutional
	Vacant Lot
	Open Space / Recreation
	Utilities
	Parking - Residential
	Parking - Private / Commercial
	Parking - Public / Commercial
	Entertainment
	Service
	Retail
	Commercial, Retail, Wholesale Sales and Service
	Offices
	Water



**Legend**

	Potential Station Area
	Potential Surface Alignment
	Potential Aerial Alignment
	Potential Tunnel Alignment



## Social Security Station Area

### The Context:

#### Existing Land Use within 1/2 Mile Walking Distance

- Primarily Government uses to the south of Security Boulevard
- Commercial and Industrial to the west of Woodlawn Drive
- Woodlawn High School to the north

### Market Environment

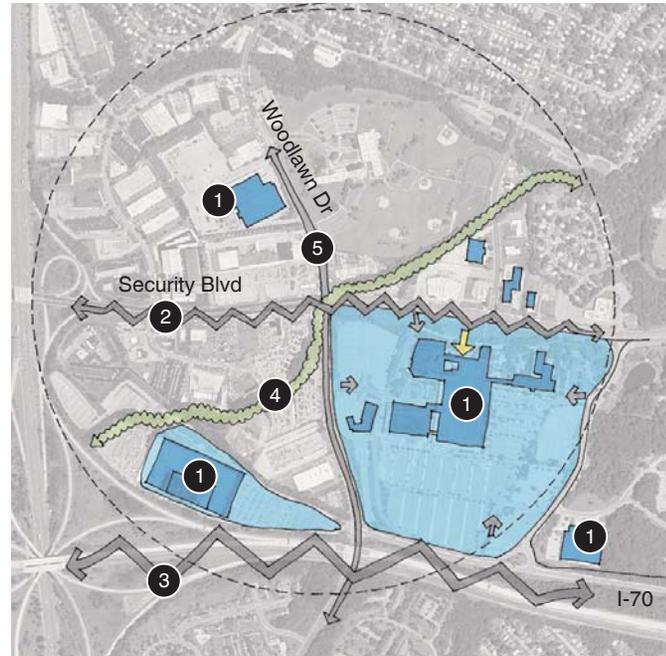
The station area will serve one of the major employment concentrations in Baltimore County. TOD can be accomplished along Security Boulevard across from the Social Security Administration. Aging commercial centers offer significant redevelopment opportunities in proximity to the station area, adding greater support to commercial uses at the station and generating ridership above and beyond SSA employees.

### Red Line Transit Corridor Alignments and Station Locations

- Potential alignments include Security Boulevard, I-70, and Woodlawn
- Preliminary Station Areas locations include Woodlawn/Security Boulevard intersection, I-70/Woodlawn intersection and Security Boulevard in front of Social Security campus

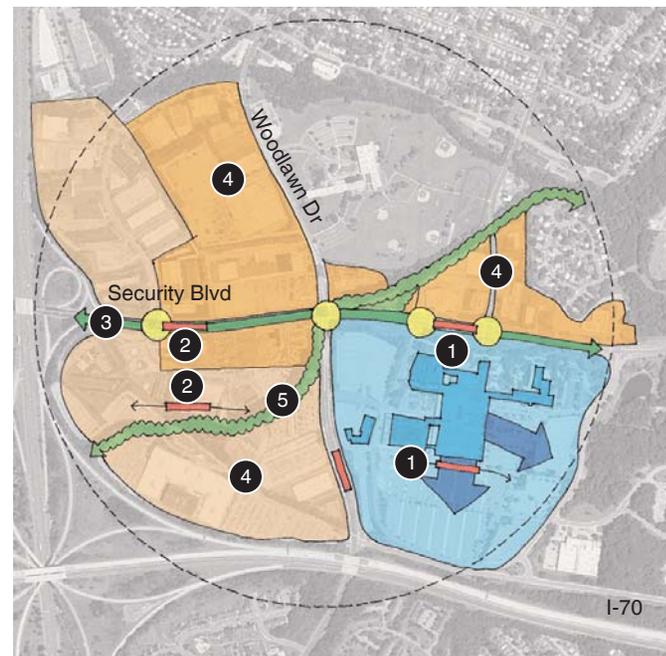
**Existing Issues:**

1. Social Security facilities are located in multiple buildings and include leased properties off the campus
2. Security Boulevard poses a barrier to pedestrians
3. I-70 is a physical barrier to the south
4. Dead Run creek does not provide any landscape amenity to the area
5. Woodlawn Drive functions as an arterial and lacks pedestrian amenities

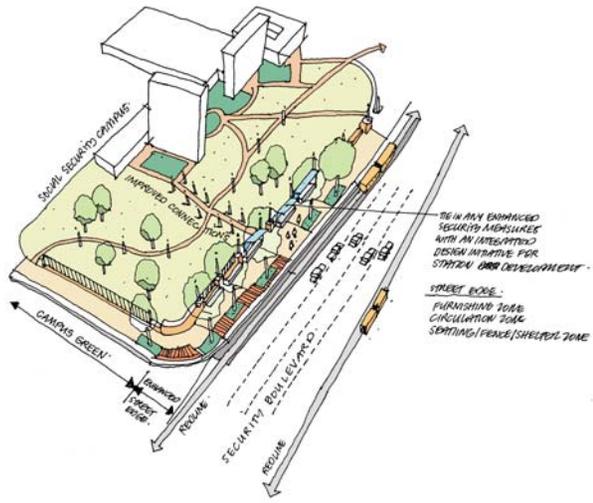


**Opportunities / Potential Goals:**

1. Locate a Red Line stop to provide a focus for future growth of Social Security facilities
2. Locate a Red Line stop to provide a focus for new development west of Woodlawn Drive
3. Improve the streetscape quality and pedestrian connectivity of Security Boulevard
4. Consider mixed-use redevelopment opportunities west of Woodlawn and north of Security Boulevard
5. Enhance the landscape quality of the creek as an open space amenity



### Scheme 1 - Stations are along Security Boulevard



**Summary:**

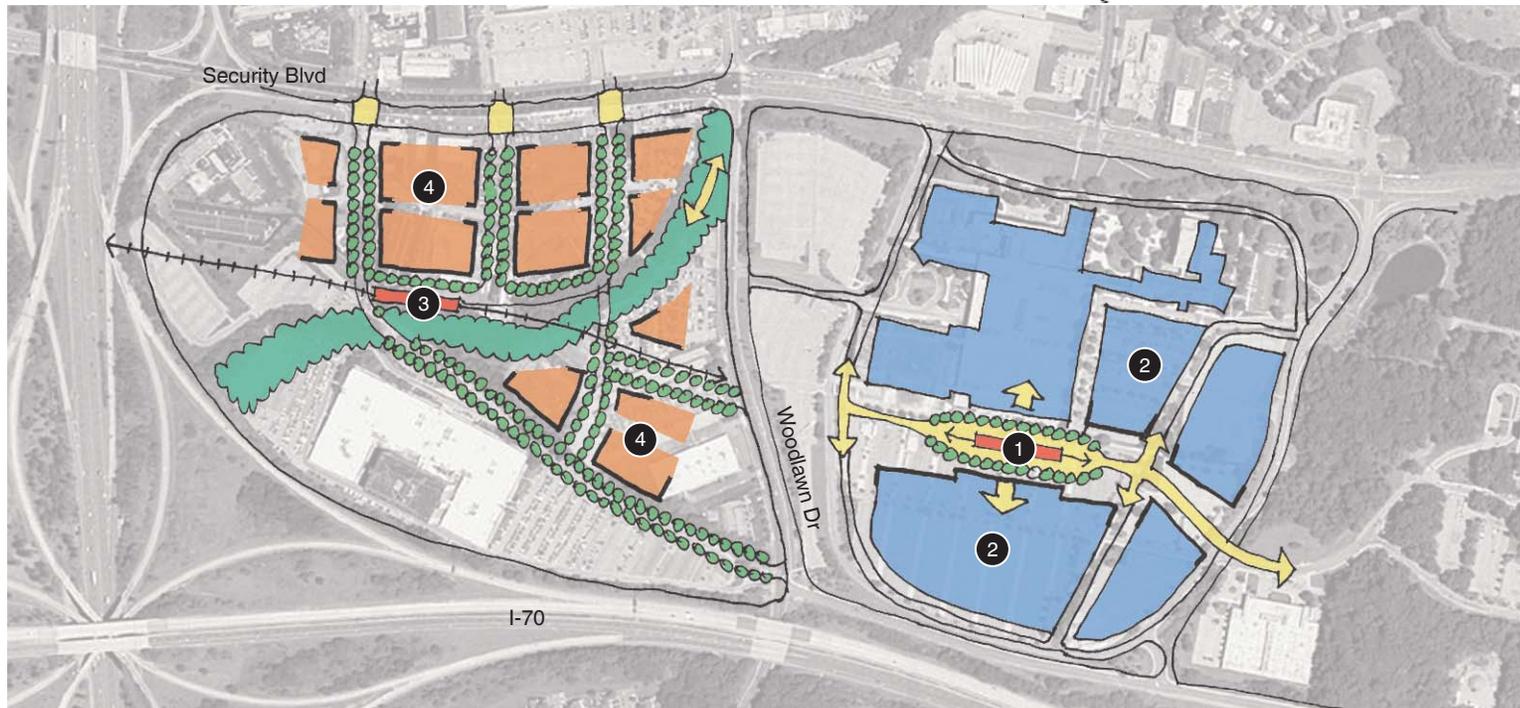
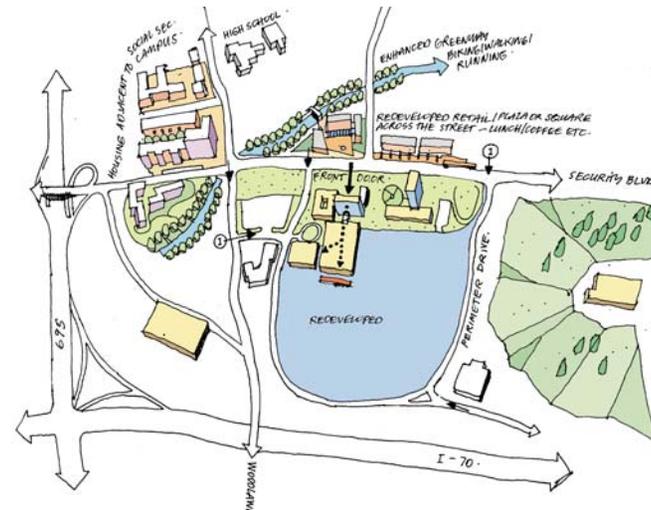
1. Stations are located on Security Boulevard
2. Enhanced streetscaping and intersections improve the pedestrian quality of Security Boulevard
3. Mixed-use / commercial redevelopment
4. Higher density residential redevelopment
5. Medium density residential redevelopment
6. Enhanced landscaping along Dead Run Creek



## Scheme 2 - Station is on the Social Security Campus

### Summary:

1. A secure station, potentially an open tunnel station, is located on the Social Security Administration campus. A bus shuttle plaza may also be developed to provide easy connections to an campus shuttle system
2. New Social Security development is consolidated on the campus and oriented to the new station
3. New station west of Woodlawn provides catalyst for redevelopment of existing industrial property
4. Potential redevelopment may include employment, commercial or higher density residential



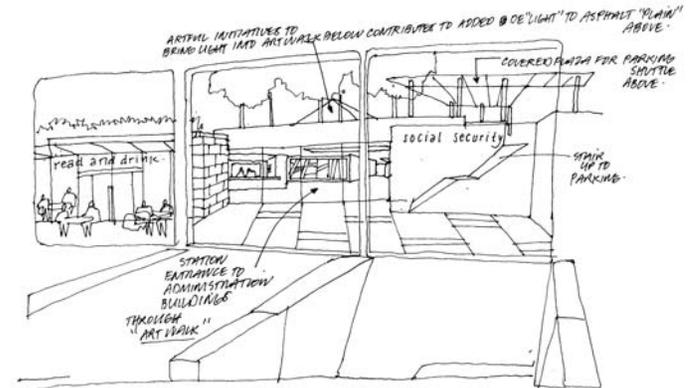
## Social Security Administration - A Secure Campus



### Station on Security Blvd.

Front Yard - Give recognition to the "Front Lawn" of the Social Security Administration by making it the address to "public transportation"

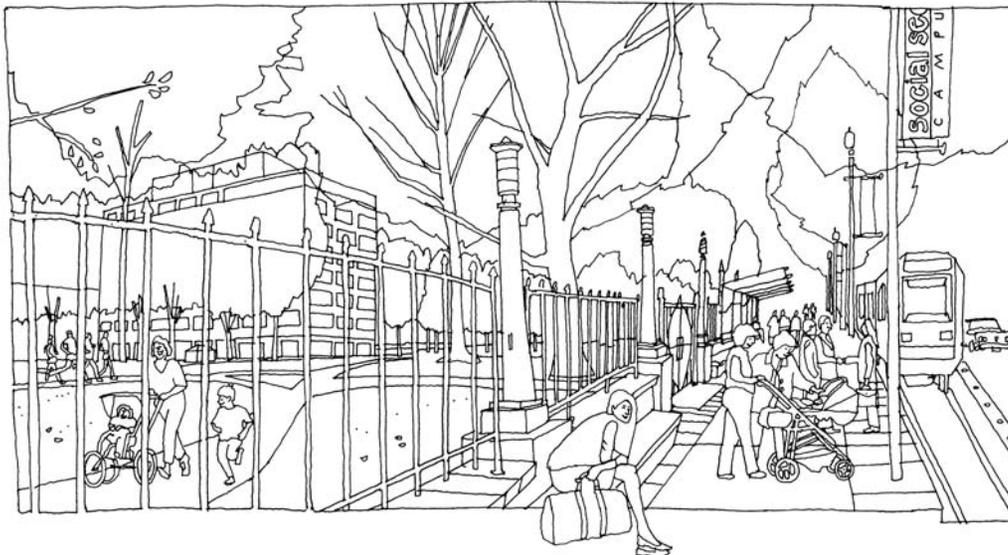
Gateway - Enhance the sidewalk along Security Blvd. Integrate any future barrier concerns with a transparent notion and the use of quality materials to create an edge that becomes part of the campus and provides areas of repose and rain/sun protection for commuters.



### Station On-Campus

Vastness - Parking for a huge employment base that comprises the social security administration will always be a central planning issue for this campus. The ability to provide parking for those who drive, those who commute and the quality of the journey to the front door to where they work is an important issue.

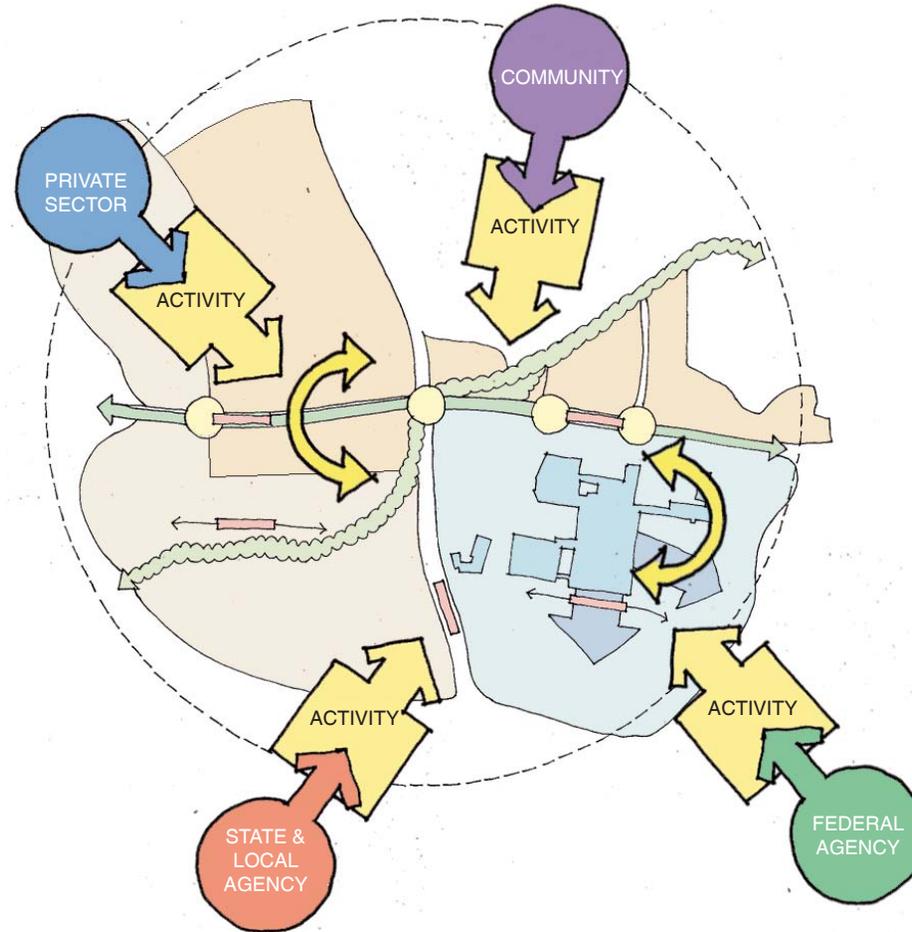
Arrival - The location of a public transportation destination central to surface parking deep into the campus has the potential to integrate walking, shuttles, and a pleasant arrival or departure that would be quick and unencumbered for some or a place to grab a coffee or conversation for others. A controlled access plaza will ensure the safety and security for those who work on the campus. A stroll through a sunlit gallery to the central campus or a walk up the stairs to the glass canopy in the shuttle "pocket park" for both drivers and riders will make coming and going effortless.



**An Outline for Coordinating Activities:**

The proactive transportation and land use plan guides the development of desirable projects which should, in turn, stimulate more to follow. Thus, a sequence of contingent and complementary relationships is established and implementation can be more clearly defined.

The diagram and matrix provide a preliminary framework to organize the dialogue and necessary actions to ensure high-quality, transit-oriented development.



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<b>Public Improvements:</b> <i>Transportation, Open Space, Institutional</i>				
<b>Development Activity</b>				
<b>Other?</b>				



## Edmondson Village - A Renewed Neighborhood Core

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*Edmondson Village Shopping Center*



*Edmondson Avenue and Swann Intersection*



*Existing Uplands Development*

# Edmondson Village Station Area

## The Context:

### Existing Land Use within 1/2 Mile Walking Distance

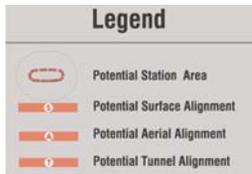
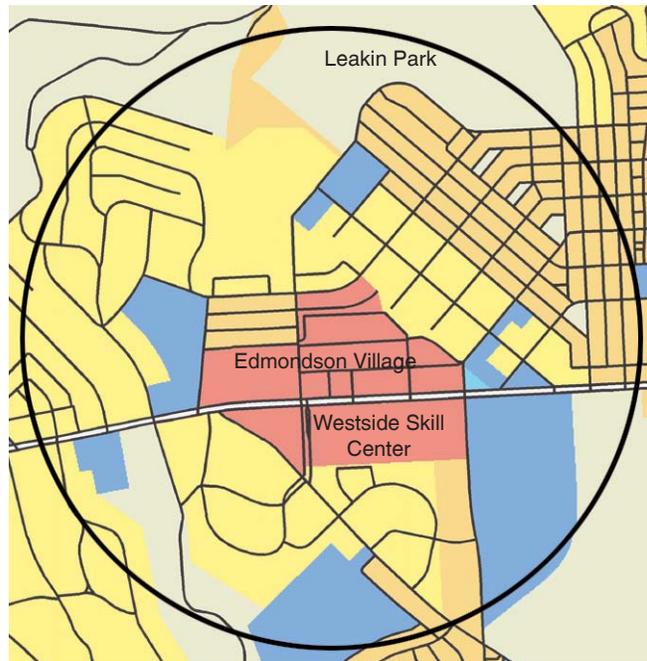
- Auto-oriented retail at core
- Institutional/educational facilities to the south
- Multi and single-family residential in all directions

## Market Environment

The station area benefits from high quality existing housing stock and solid residential communities nearby, to be augmented by the new Uplands redevelopment efforts. In the short- to mid-term TOD can generate greater value for Edmondson Village Shopping Center and encourage reinvestment in residential communities to the east. The scale of public-owned lands (including Leakin Park) offers the City significant leverage in effecting redevelopment efforts.

## Red Line Transit Corridor Alignments and Station Areas

- Potential Surface and Tunnel alignments are along Edmondson Avenue, surface alignment along North Athol
- Preliminary station area is along Edmondson between Swann and Athol



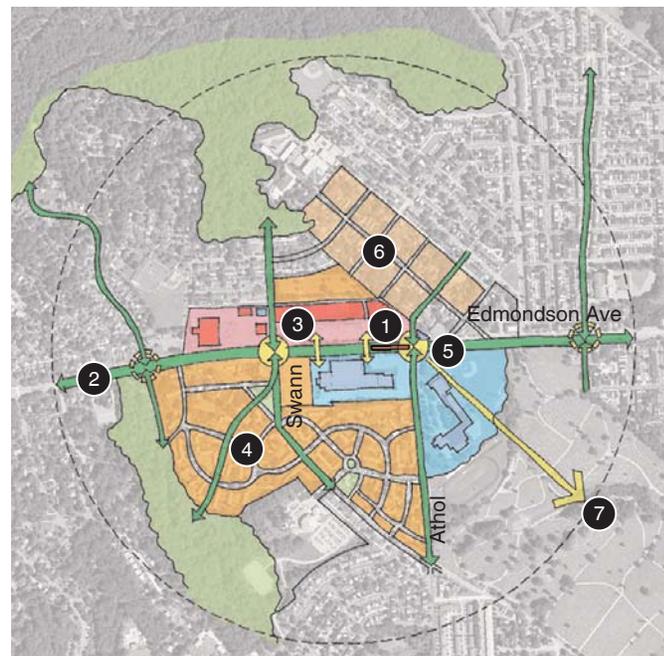
## Existing Issues:

1. Edmondson Avenue poses a barrier to pedestrians and has seen an increase in vehicular traffic over the last five years
2. Edmondson Village Shopping Center needs to be revitalized, the surface parking is unattractive, and there should be a dialogue with the existing property owners to upgrade the property
3. The plan for Uplands and the senior housing should be implemented
4. The Skills Center should be enhanced
5. There are vacant and abandoned properties in the neighborhood which should be addressed

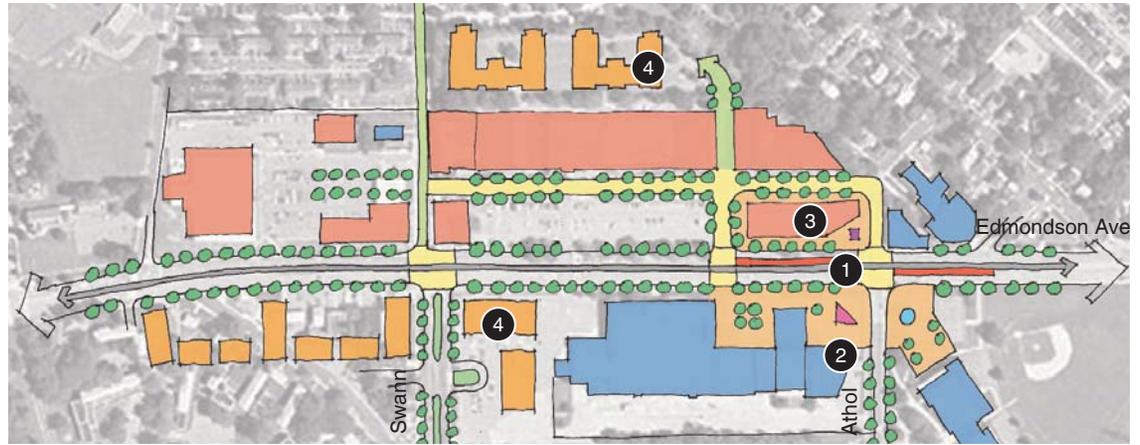
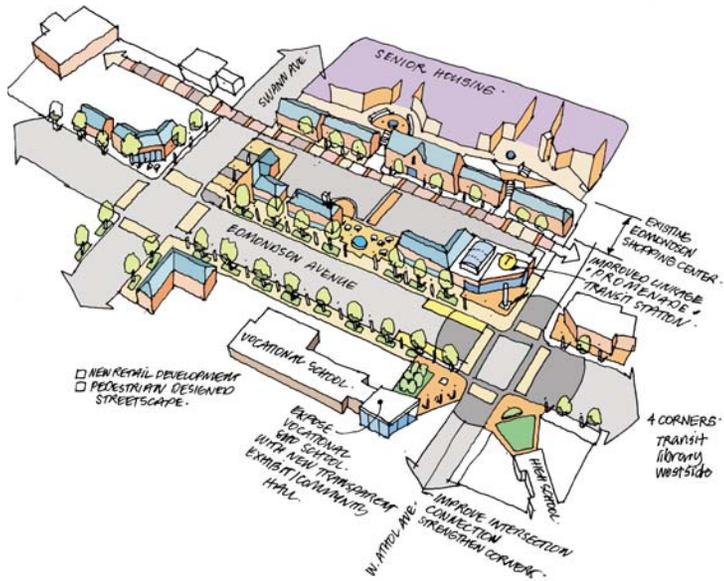


## Opportunities / Potential Goals:

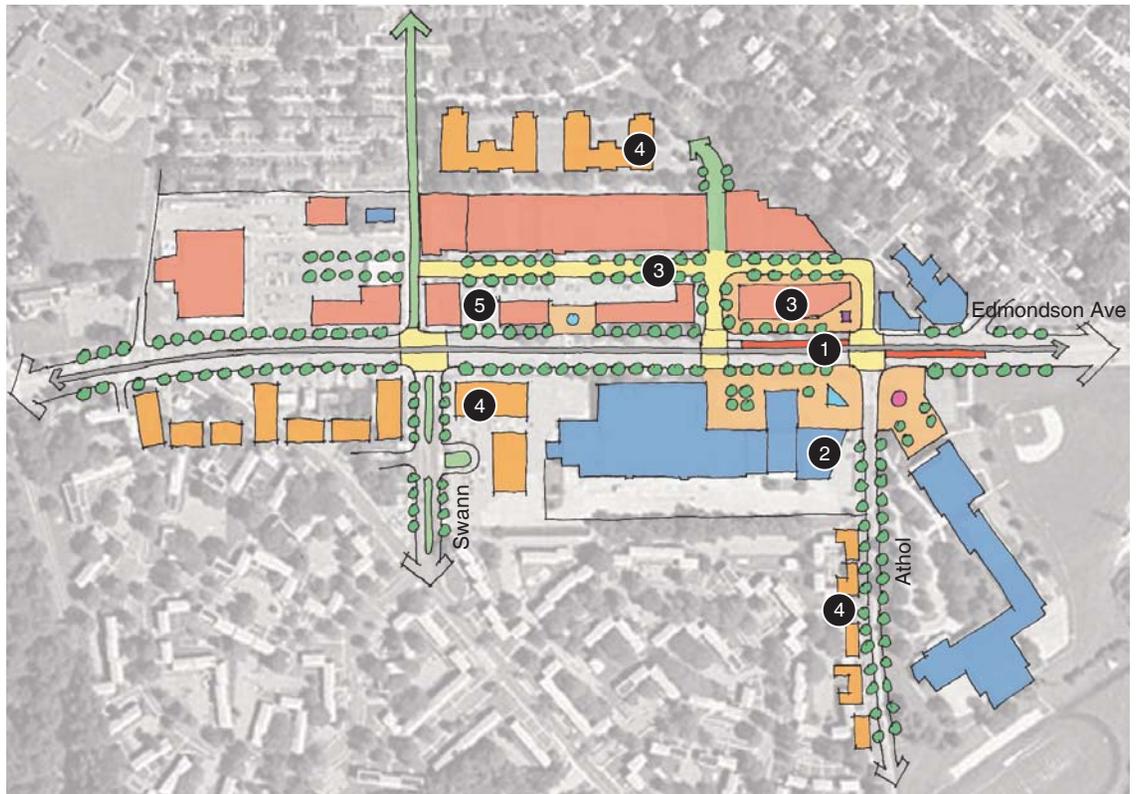
1. Locate the Station nearer to Athol Avenue
2. Make Edmondson a “Great Street” with enhanced intersections, trees, gateways and connections to the regional open space system
3. Redevelop the Shopping Center to include a greater selection of services such as sit-down restaurants, entertainment, and sidewalk cafes
4. Implement the Uplands development plans and create quality pedestrian connections to the neighborhood core
5. Enhance the schools and library to create a civic core at the Athol intersection
6. Develop an infill and revitalization strategy for underutilized housing in the neighborhood
7. Provide an overlook to the city



## Scheme 1 - Edmondson Village Shopping Center "Infill"



Low-intensity Redevelopment - Focus on Athol intersection

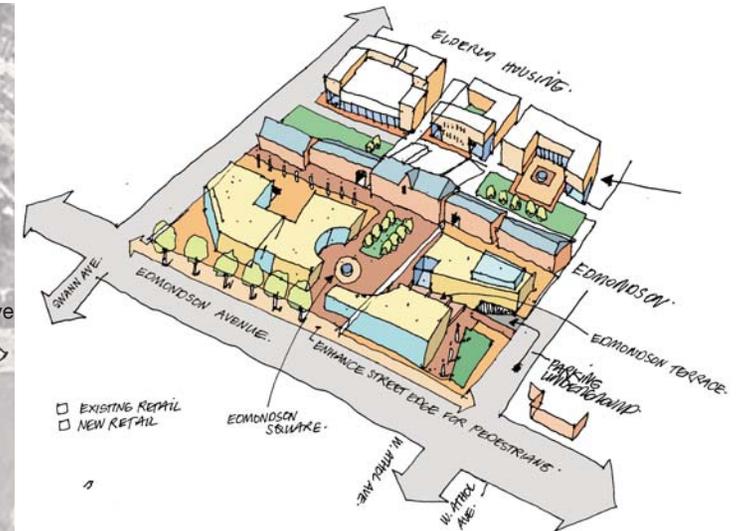
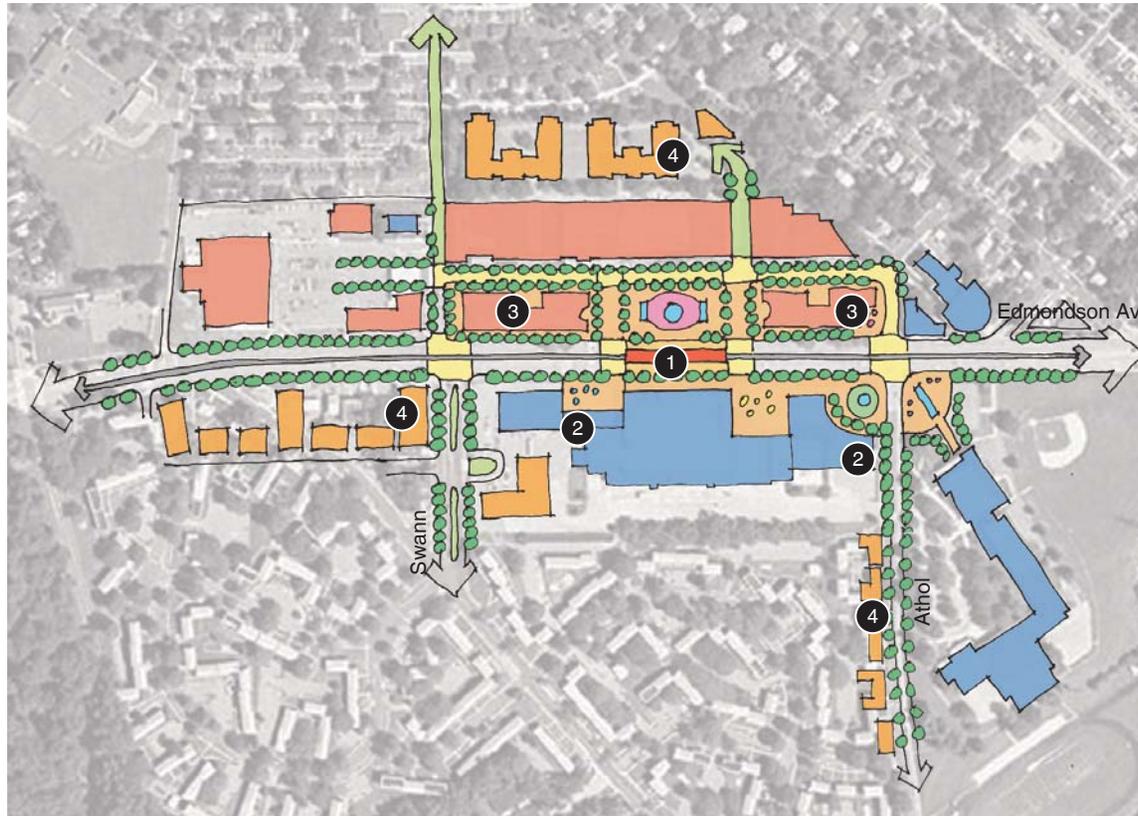


Mid-intensity Redevelopment - Focus development along Edmondson Avenue

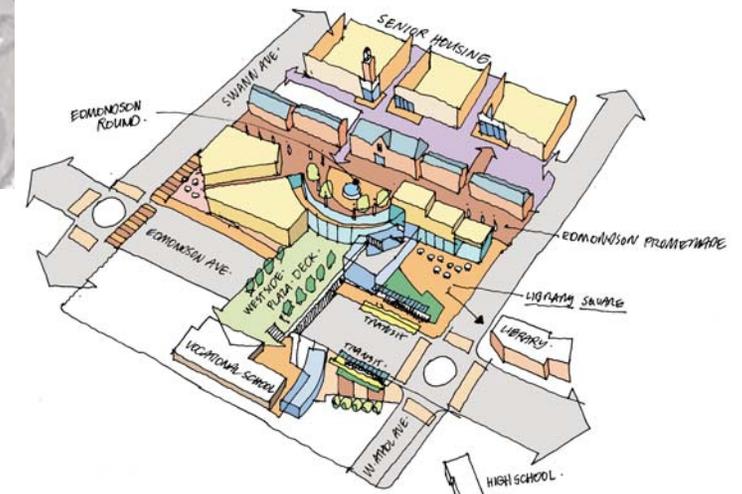
### Summary:

1. Station is located near Athol intersection. Streetscape and intersection improvements along Edmondson provide an enhanced pedestrian environment
2. The Athol intersection is anchored with educational facility redevelopment
3. New retail which supports active streetlife, such as sidewalk cafes, is developed across from the Library A pedestrian promenade, or "Main Street", is developed along the front of the existing shopping center
4. Uplands Plans are realized - Densities may be increased at sites closest to transit
5. Additional redevelopment along Edmondson preserves views of Shopping Center while eliminating the image of parking as the "front door" of the neighborhood

## Scheme 2 - Edmondson Village Shopping Center "Restructuring"



**High-intensity Redevelopment - Develop structured parking at Edmondson Village for new retail**



**High-intensity Redevelopment - Depress Edmondson Ave to create continuous plaza between the Shopping Center and the Westside Skills Center**

### Summary:

1. Station is located between Athol and Swann intersections. Streetscape and intersection improvements along Edmondson provide an enhanced pedestrian environment
2. The Athol intersection is anchored with educational facility redevelopment. New civic facilities are developed near the Swann intersection
3. Edmondson Village is redeveloped with underground parking to support the new retail growth. New retail with sidewalk cafes is developed across from Library and a civic plaza is created at the core of the neighborhood
4. Uplands Plans are realized - Densities may be increased at sites closest to transit

## Edmondson Village - a Renewed Neighborhood Core



### Edmondson Ave - A Great Street

Reduce the dominance of the automobile over the pedestrian and enhance the street by using public transportation to introduce a new scale of detail. This may include widened sidewalks, new pedestrian scaled street lighting and special paving at the intersection crossings. Consider lighting the street from the median with signage that promotes and expresses the special place that Edmondson Village is becoming. Integrate pavers and landscape landscaping that promotes bio-filtration of rainwater. This will bring color and variation to an otherwise busy and dangerous street.

### A Promenade

Focus on a pedestrian oriented environment as a place where you can stroll, sit or stop to have a cup of coffee or sandwich. Promote new development to bring a variety of retailers and open spaces to the existing village.

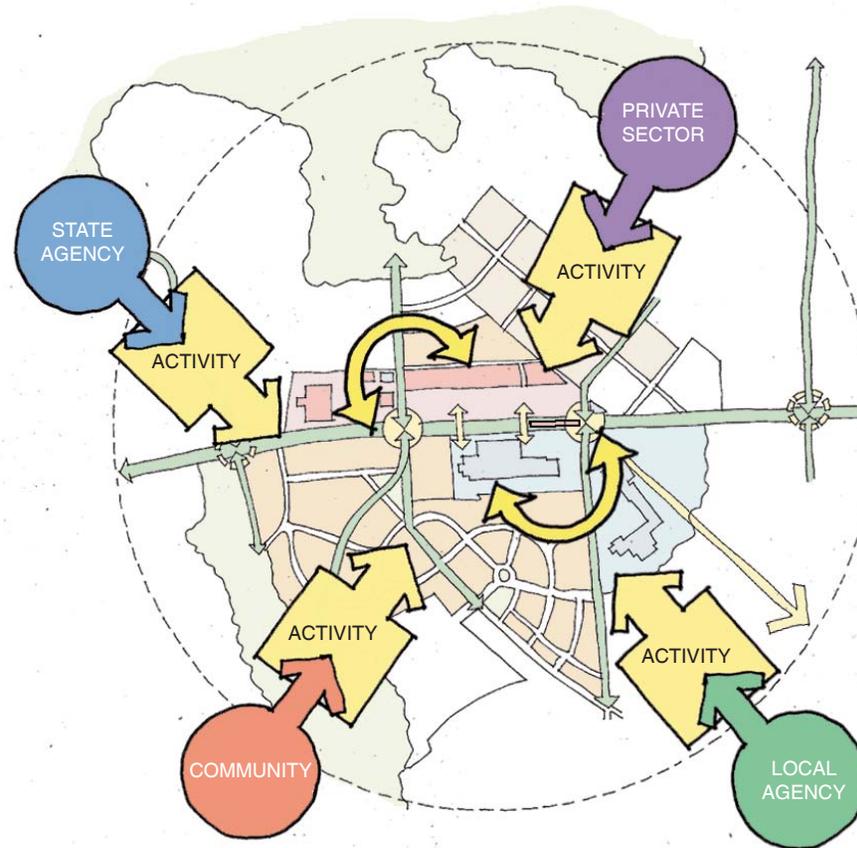
### New Senior Housing and Connectivity

Develop and reconfigure environments for both people and cars around the "town center" that promotes pedestrian continuity. Create a vital center between the community and mass transit.

**An Outline for Coordinating Activities:**

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<b>Development Activity</b>				
<b>Other?</b>				



## West Baltimore MARC - An Intermodal Center

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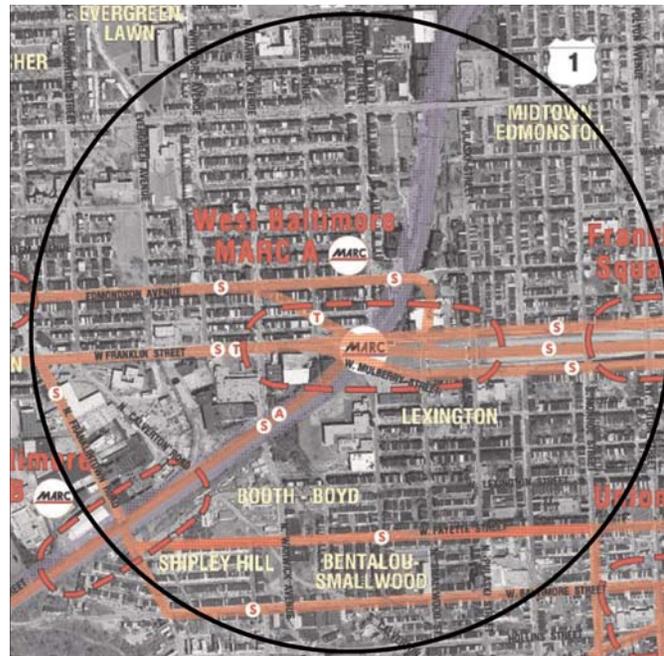
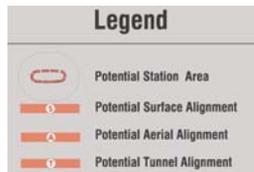
*Existing Park & Ride East of Station*



*Existing MARC Platforms*



*West Franklin - West of Station*



## W. Baltimore MARC Station Area

### The Context:

#### Existing Land Use within 1/2 Mile Walking Distance

- Industrial to the southwest and along the rail corridor
- Medium density residential in all direction

#### Market Summary - TO BE INSERTED

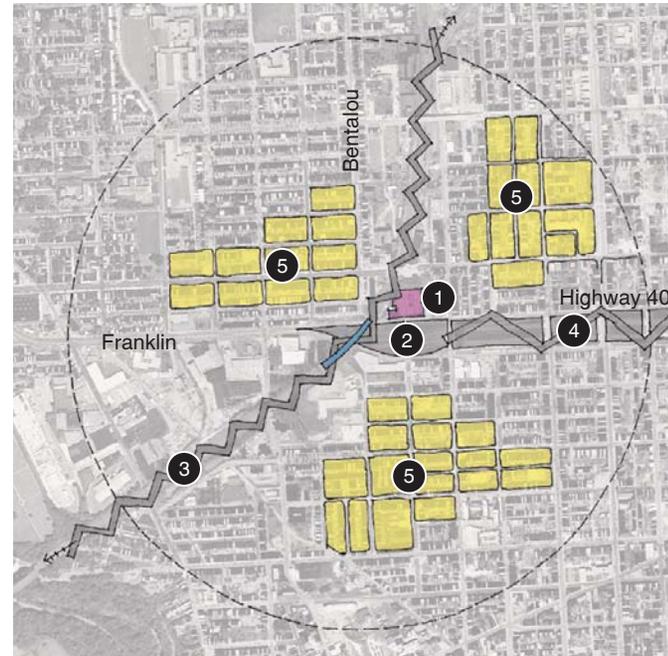
The station area benefits from linkages to the MARC commuter line, making it attractive to households relocating from the Washington DC metropolitan area. High density homeownership housing units and supportive mixed use commercial development near the inter-modal station are possible, with linkages to existing surrounding neighborhoods with solid and moderately priced housing stock advised. High current usage of the MARC parking lot demonstrates attractiveness of the location.

#### Red Line Transit Corridor Alignments and Station Locations

- Potential surface alignments include Edmondson Avenue, Franklin Street, Mulberry Street and Highway 40
- Franklin is a potential tunnel alignment.
- Potential Station area is located for direct access to MARC station; MARC station may be moved along alignment

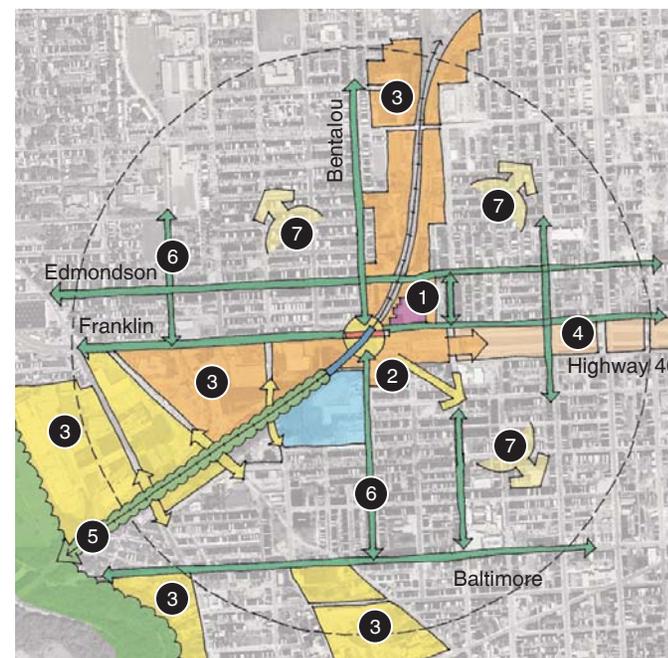
## Existing Issues:

1. The Ice House should be revitalized
2. The MARC surface parking lots are well used. Parking for MARC will need to be integrated into redevelopment plans
3. The Rail alignment is a barrier to neighborhood connectivity
4. The “Road to No-where” is a barrier and a historical “wound” to the neighborhood
5. The adjacent neighborhoods have a strong perceptual connection to the MARC station but poor physical connections



## Opportunities / Potential Goals:

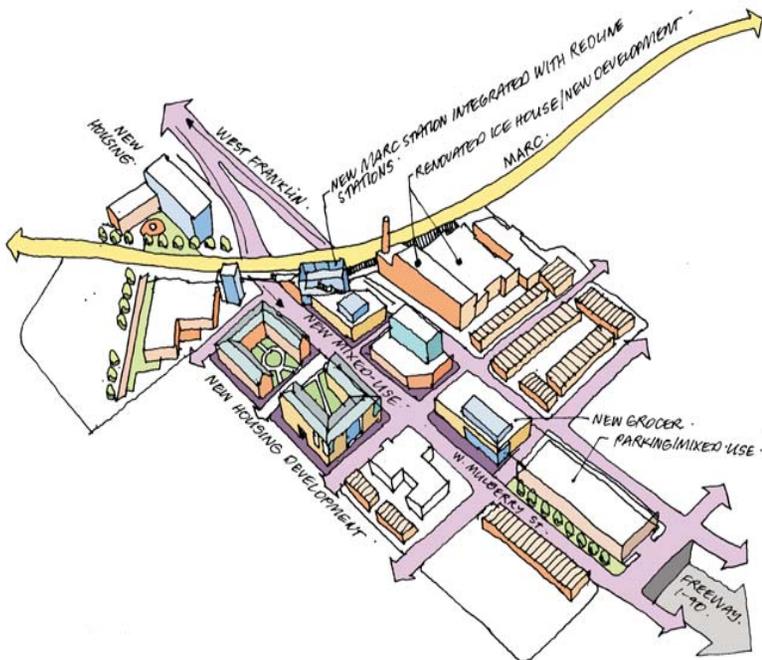
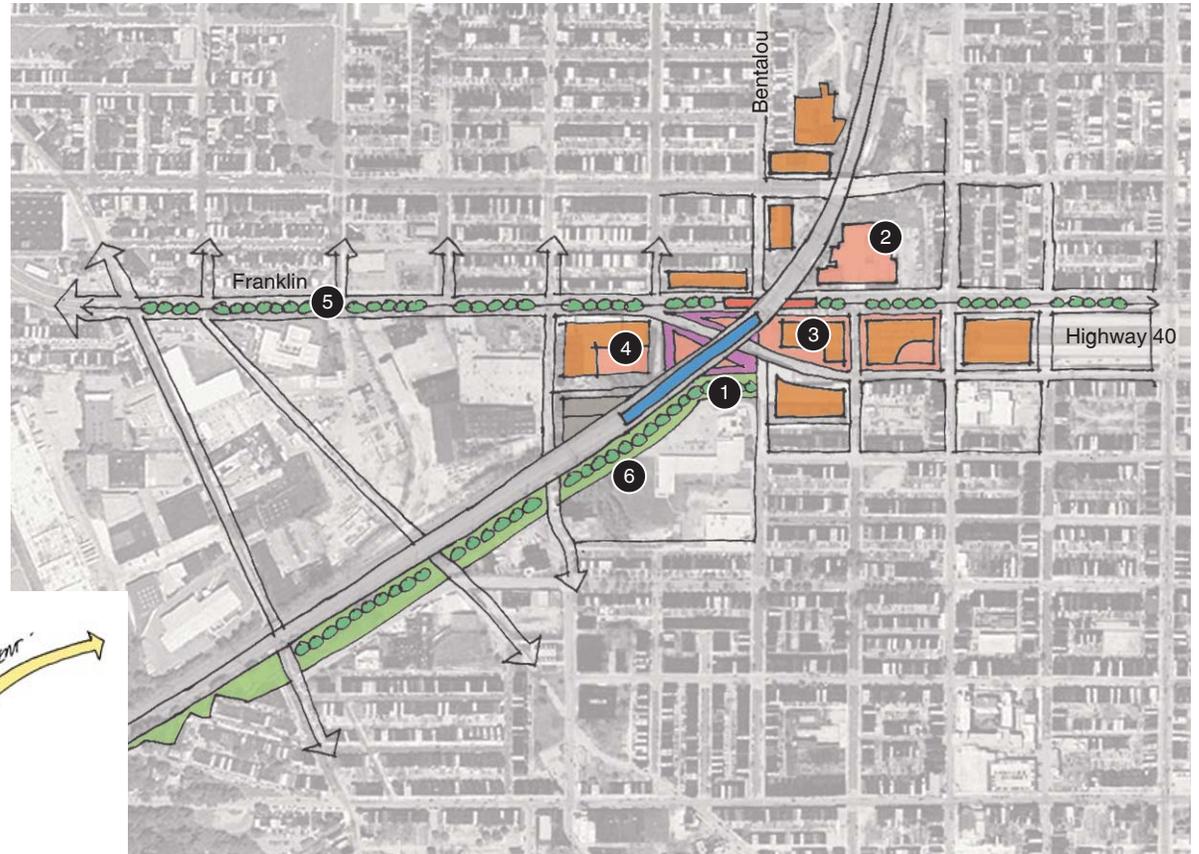
1. Develop an intermodal center with the Ice House as a focal point
2. Redevelop the parking lots with mixed-uses as the core of the neighborhoods that take advantage of the view to the City
3. Consider various redevelopment sites in neighborhood as “catalyst” sites for organizing neighborhood improvements
4. Consider opportunities to correct the “Road to Nowhere”
5. Improve trail connections along the rail alignment and provide better pedestrian connectivity with underpasses
6. Develop “green streets” to enhance pedestrian connections to the station
7. Coordinate neighborhood revitalization strategies with development of the station area



## Scheme 1 - Redevelopment at the Core

### Summary:

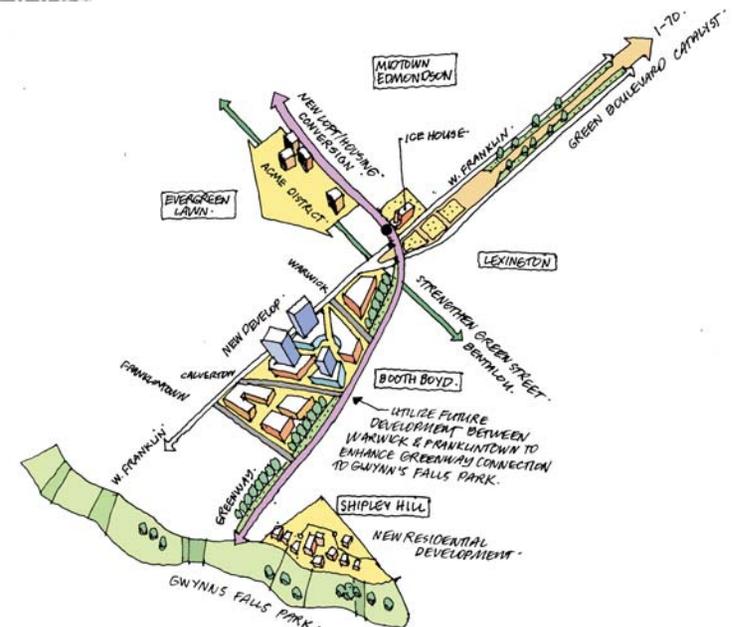
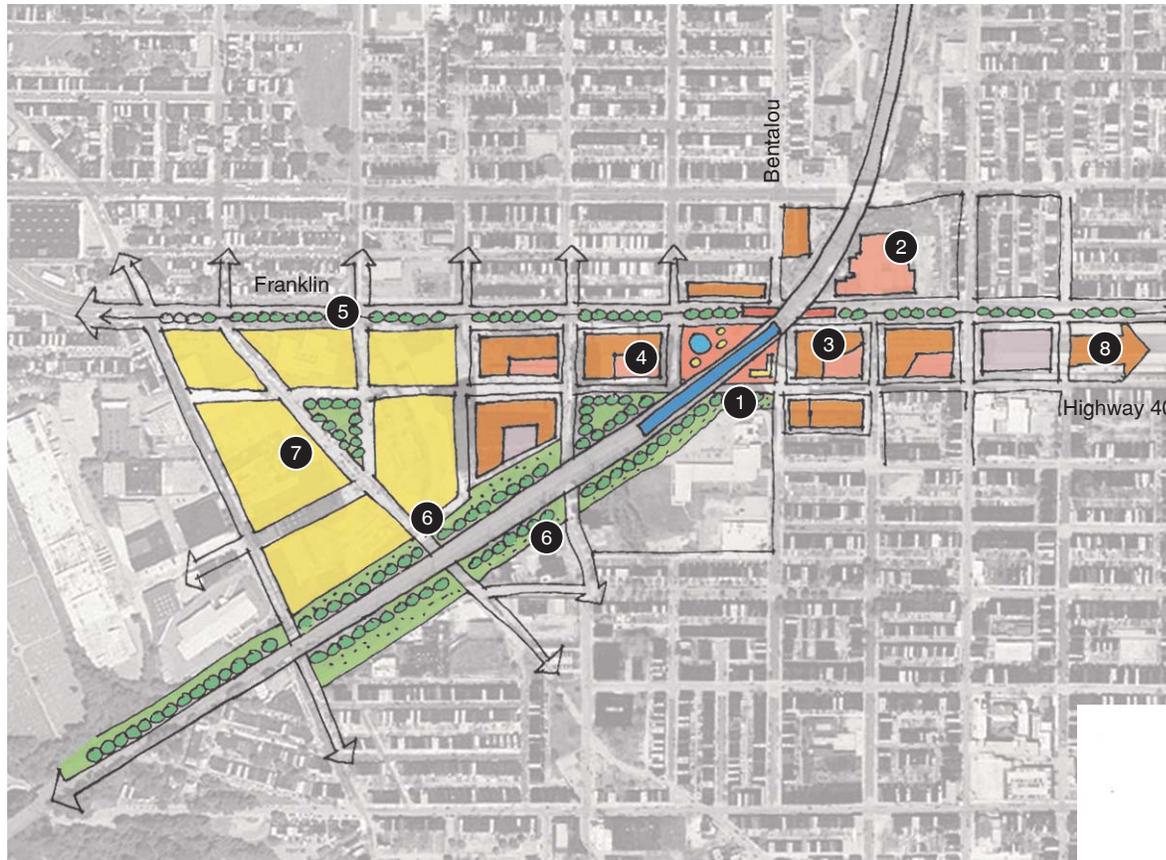
1. Station is developed as plazas at Franklin and Mulberry triangles
2. Ice House is revitalized
3. MARC parking lots are developed with high density residential over structured parking and street level retail
4. Industrial parcel west of station is developed with commuter parking and high density residential over streetfront retail
5. Streetscaping along Franklin Street is enhanced to provide a green boulevard and better pedestrian connectivity
6. Trail connections to the regional park system are developed along the rail corridor



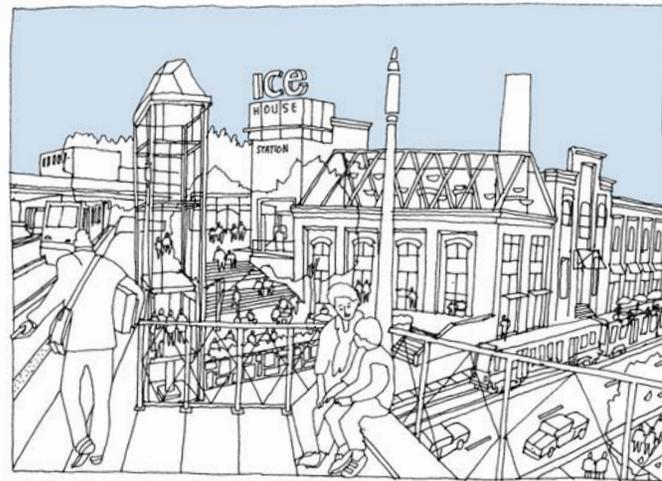
## Scheme 2 - Redevelopment Extends West and East

### Summary:

1. Mulberry is reconfigured to eliminate triangle parcel. Station is developed as plazas between Franklin and Mulberry
2. Ice House is revitalized
3. MARC parking lots are developed with high density residential over structured parking and street level retail
4. Industrial parcel west of station is developed with commuter parking and high density residential over streetfront retail
5. Streetscaping along Franklin Street is enhanced to provide a green boulevard and better pedestrian connectivity
6. Trail connections to the regional park system are developed along the rail corridor
7. Industrial property to the west is redeveloped for residential
8. Redevelopment moves eastward as the "Road to Nowhere" provides land for new residential growth



## An Intermodal Center a catalyst for change



**Ice House Station**

Capitalize - Take advantage of existing infrastructure to revitalize a train stop, street and neighborhood.

Use the Ice House to bring commercial and retail interests directly to a station. Provide an active and well-lit destination that promotes vitality 18 hours a day. The opportunity exist to energize the linkage between future light rail along W. Franklin and MARC.



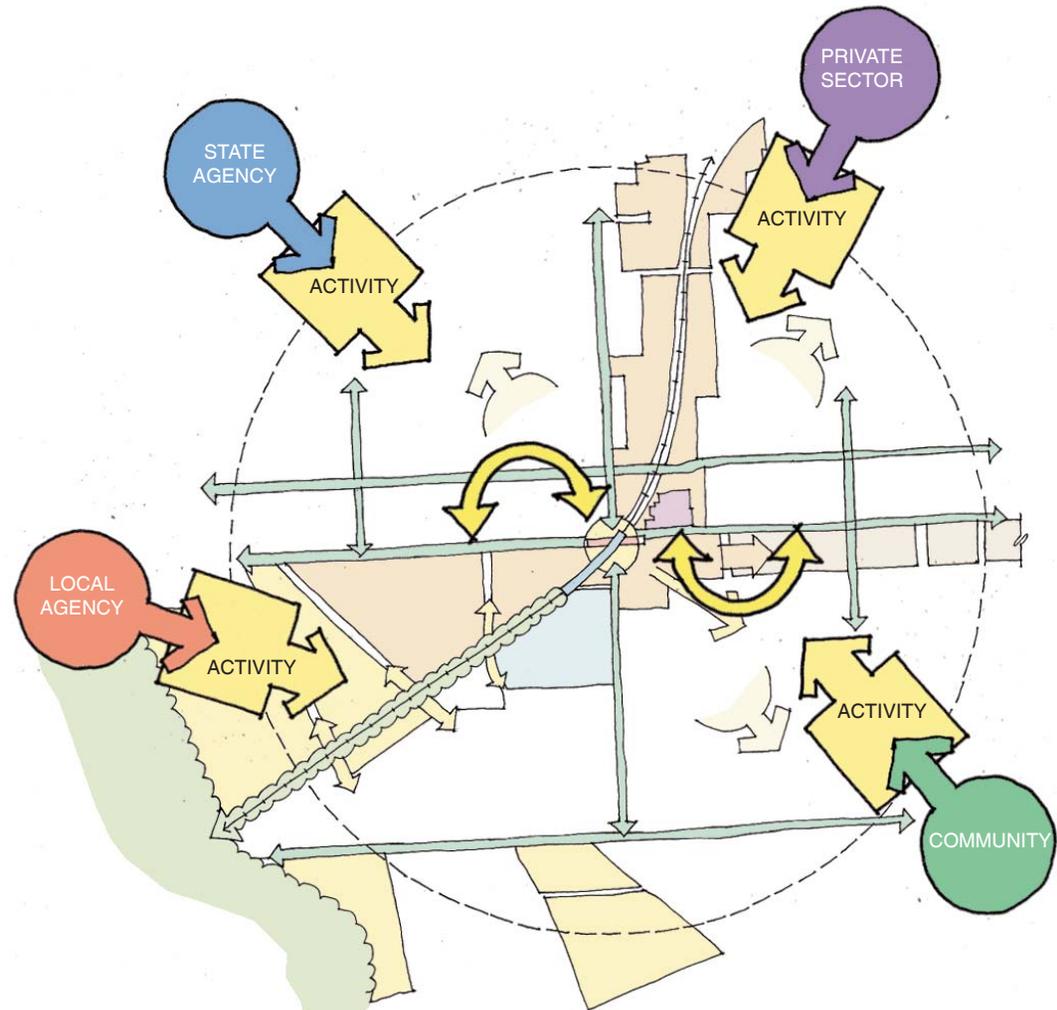
**West Franklin**

Passing through and Participating - Pursue development opportunities along light rail and around the MARC station for mixed-use and also addresses parking for both commuters and the neighborhood. The emergence of new uses like a grocery store, a restaurant in a converted warehouse or housing will benefit the neighborhood and provide additional opportunities for the commuter to grab a bite to eat, buy groceries or find housing near transportation and closer to work.

### An Outline for Coordinating Activities:

The proactive transportation and land use plan guides the development of desirable projects which should, in turn, stimulate more to follow. Thus, a sequence of contingent and complementary relationships is established and implementation can be more clearly defined.

The diagram and matrix provide a preliminary framework to organize the dialogue and necessary actions to ensure high-quality, transit-oriented development.



	State Agency	Local Agency	Private Sector	Community
<b>Activity:</b>				
<b>Planning / Policy Actions:</b> <i>Zoning and Land Use, Transportation</i>				
<b>Public Improvements:</b> <i>Transportation, Open Space, Institutional</i>				
<b>Development Activity</b>				
<b>Other?</b>				



# Canton Crossing - A Redeveloping Industrial Waterfront

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*Brewers Hill*

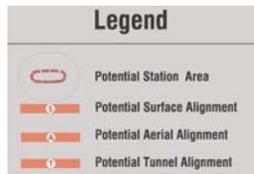
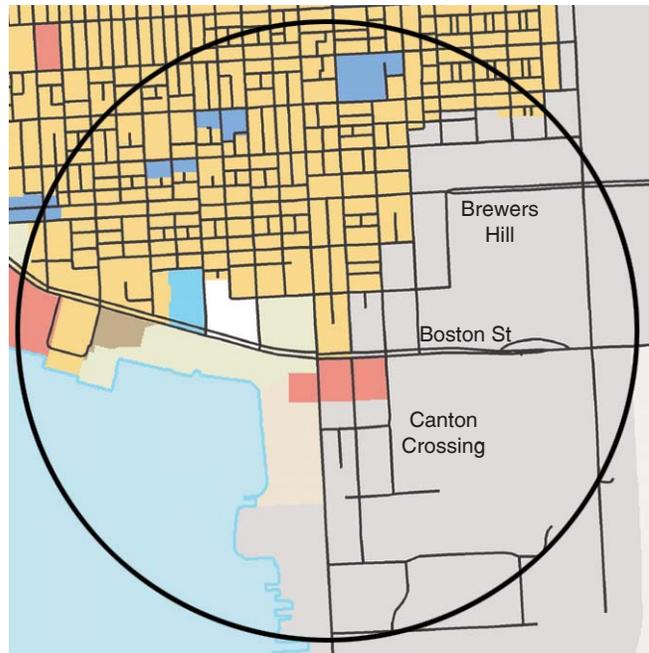


*Boston Street*



*Canton Crossing*

# Canton Crossing Station Area



## The Context:

### Existing Land Use within 1/2 Mile Walking Distance

- Industrial to the south and east
- Medium density residential to the west and north
- Focus of waterfront redevelopment

### Market Environment

The station area is favored by the market-driven redevelopment of the Baltimore waterfront and the Canton neighborhood generally, as well as of two major Planned Unit Developments: Canton Crossing and Brewers Hill. Links to the downtown employment concentration from I-95 and Baltimore County to the east are important, with additional economic development potential being released by extending the line to Johns Hopkins Bayview Campus or Dundalk.

### Red Line Transit Corridor Alignments and Station Locations

- Potential surface alignments include Boston, Clinton and Conkling Streets
- Potential Station Area is along Boston Street near Clinton intersection

## Existing Issues:

1. The existing neighborhood is strong and should be preserved
2. The boundary defining the marine industry zone should be preserved
3. There are several points of access to/from the Interstate through the neighborhood
4. The Canton Crossing development plan has been approved and construction has begun
5. The tank fields have been decommissioned
6. The Natty Bo Brewery complex has opened, but did not anticipate transit so a significant amount of surface parking is provided



## Opportunities / Potential Goals:

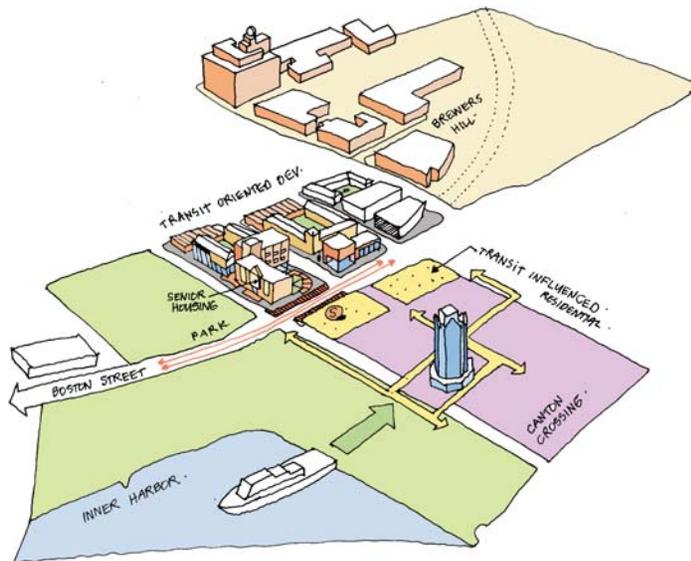
1. Determine alignment for long-term extension and extend this phase of the Red Line to locate commuter parking facilities closer to the Interstate
2. Consider revising plans for Canton Crossing to include housing and retail uses along Boston Street. Provide appropriate buffer uses adjacent to industrial land.
3. Improve streetscape quality and provide active frontage along Boston Street
4. New station may be catalyst for development of housing at the Natty Bo complex and the tank fields



## Scheme 1 - Station on Boston Street near Clinton

### Summary:

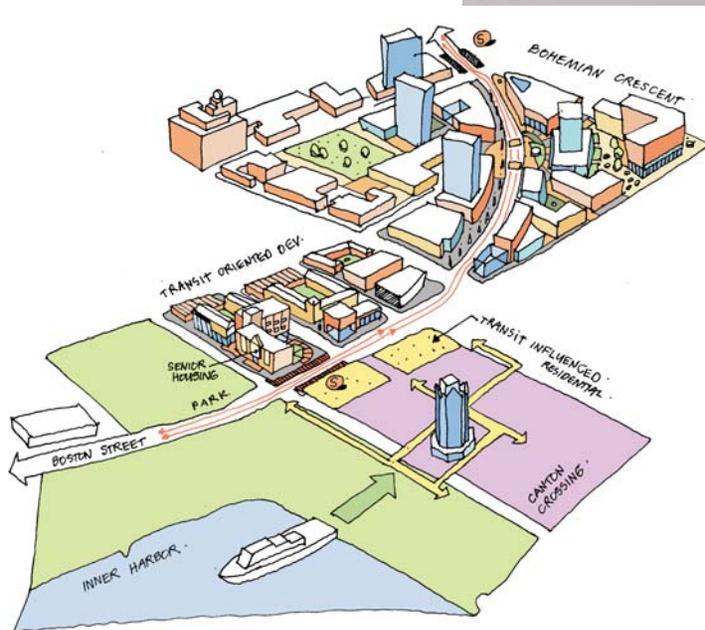
1. Station is located on Boston Street near Clinton
2. Enhanced streetscaping and intersections improve the pedestrian quality along Boston Street
3. New gateway buildings are developed on the eastern approach to the neighborhood
4. The Canton Crossing plan is revised to provide higher density housing near the station and provide compatible uses adjacent to the marine industry zone
5. Higher density mixed-use is developed near the station
6. Commuter parking is provided at the decommissioned tank farm.



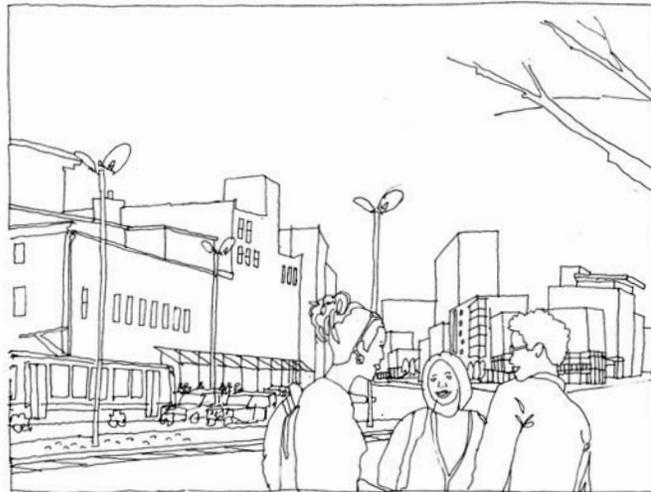
## Scheme 2 - Red Line extended to provide station at Natty Bo development

### Summary:

1. Stations are located along the existing vacant rail alignment near Conkling Street and O'Donnell Street and provide a landscaped trail connection to the waterfront
2. The Natty Bo property and the tank farm site are redeveloped with higher density residential uses
3. The Canton Crossing plan is revised to provide higher density housing near the station and provide compatible uses adjacent to the marine industry zone
4. Commuter parking is provided off O'Donnell Street

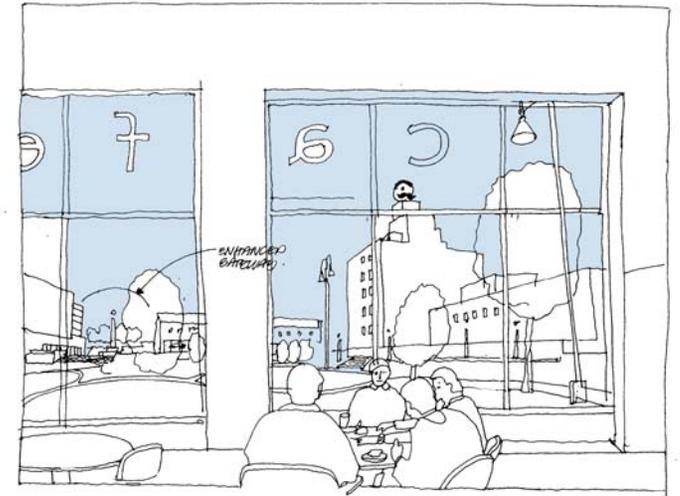


## Canton Crossing - a Redeveloping Industrial Waterfront



**Boston Street**

Fixed transit anchors housing opportunity and developer confidence that can bring more people to a neighborhood and enhance it's vitality.



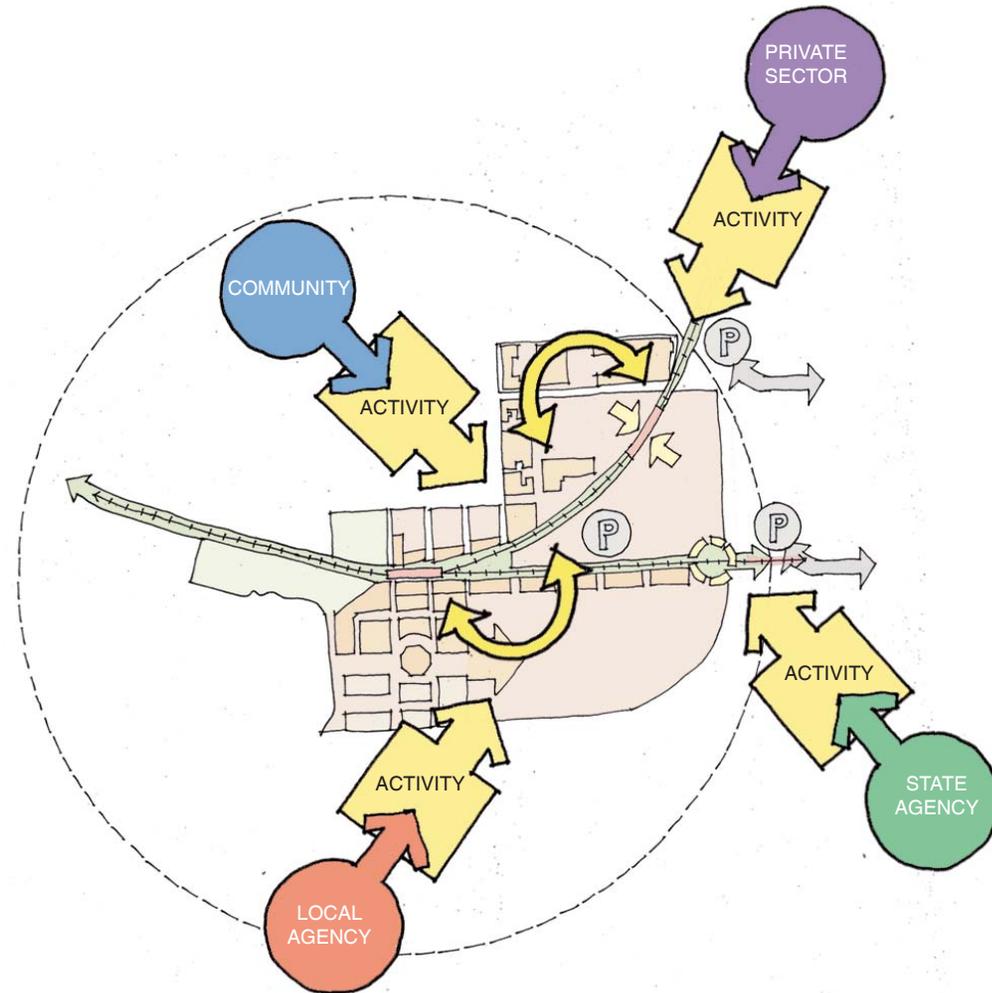
**The Natty Crescent**

Extending the Red Line creates new opportunities for development in the area surrounding the National Bohemian Brewery and it's environ's.

## An Outline for Coordinating Activities:

The proactive transportation and land use plan guides the development of desirable projects which should, in turn, stimulate more to follow. Thus, a sequence of contingent and complementary relationships is established and implementation can be more clearly defined.

The diagram and matrix provide a preliminary framework to organize the dialogue and necessary actions to ensure high-quality, transit-oriented development.



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