

WEST BALTIMORE MARC STATION: TRANSIT CENTERED COMMUNITY DEVELOPMENT

WHERE WE GO FROM HERE

Next Steps

The final product of the October and November community planning sessions is a Transit Oriented Community Development Strategy for the West Baltimore MARC station area. The document, to be finalized in March/April 2008, will discuss ways the community, the City, the State, and private individuals can implement the vision. The strategy will be given to the City, and the City will refine the recommendations in coordination with the community to create a document that can be adopted by the City's Planning Commission. With Planning Commission adoption, the City can begin planning capital resources for strategy implementation. The Strategy will also lay out some very short term (within one year) action items that the community and different City and State agencies can take to set West Baltimore's revitalization in motion.

How to get involved

Come to a West Baltimore Coalition meeting! The WBC meets on the first Tuesday of the month from 6:30pm to 8:00pm at 2114 Edmondson Ave. For more information contact Zelda Robinson, Chair of the West Baltimore Coalition, at zelda888@msn.com or (410) 566-1615



UPDATE FROM THE WEST BALTIMORE COALITION Winter 2008

Happy New Year and Congratulations West Baltimore -

"Community Participation from the Bottom-Up" revolutionized and began the healing process for West Baltimore residents.

We have accomplished much but the best is still ahead. WBC's platform mandate of "One Voice" will continue as we galvanize our future direction with development and revitalization in and around West Baltimore. Affordable Inclusionary Housing (home ownership and rentals), Economic Development/Education, and Transportation our major goals and additional benefits with community amenities are looming on the horizon.

2008, is the year of galvanizing our communities and strengthening our "One Voice". A positive sustainable future growth will result from a well thought out planned process and implementation.

Future items that need our input are: the creation of a community benefits agreement (a work in progress), the City's adoption of a community driven plan that compliments the City's Comprehensive Master Plan, a

guide for the Department of Transportation's expenditure of \$900,000 pledged to the area, participation in the City Zoning Code Rewrite - TransformBaltimore - that will reshape West Baltimore using our vision.

We do not expect to see another "Road to No Where". We will see a "Road that Goes Somewhere".

Our economic life goes beyond the multiplying of goods and profits. Public dollars and public resources must be used for the good of the public within frameworks of community redevelopment, education, and economic empowerment.

We support development-planning processes that are inclusive and heed the voices of those impacted economically and socially.

Become a part of this historical event that is taking place right before our very eyes. Come to a West Baltimore Coalition meeting at 2114 Edmondson Ave., 6:30pm on February 5, March 4 and April 1. We need to be a collective voice of victory.

Zelda Robinson, Chair, West Baltimore Coalition



West Baltimore MARC station vision discussed at November 30, 2007 Report-Out Meeting

For more information you can also contact your Baltimore City Comprehensive District Planner.

- North of Route 40 and Mulberry Street, contact Andrea Limauro at: (410) 396-5934 or Andrea.Limauro@BaltimoreCity.gov
- South of Route 40 and Mulberry Street, contact Brent Flickinger at: (410) 396-5936 or Brenton.Flickinger@BaltimoreCity.gov

For Red Line project information, visit www.baltimoreredline.com or contact the MTA's project manger, Lorenzo Bryant, at (410) 767-3754.



Maryland Department of Transportation



West Baltimore Coalition



City of Baltimore



November 30th Report-Out Workshop

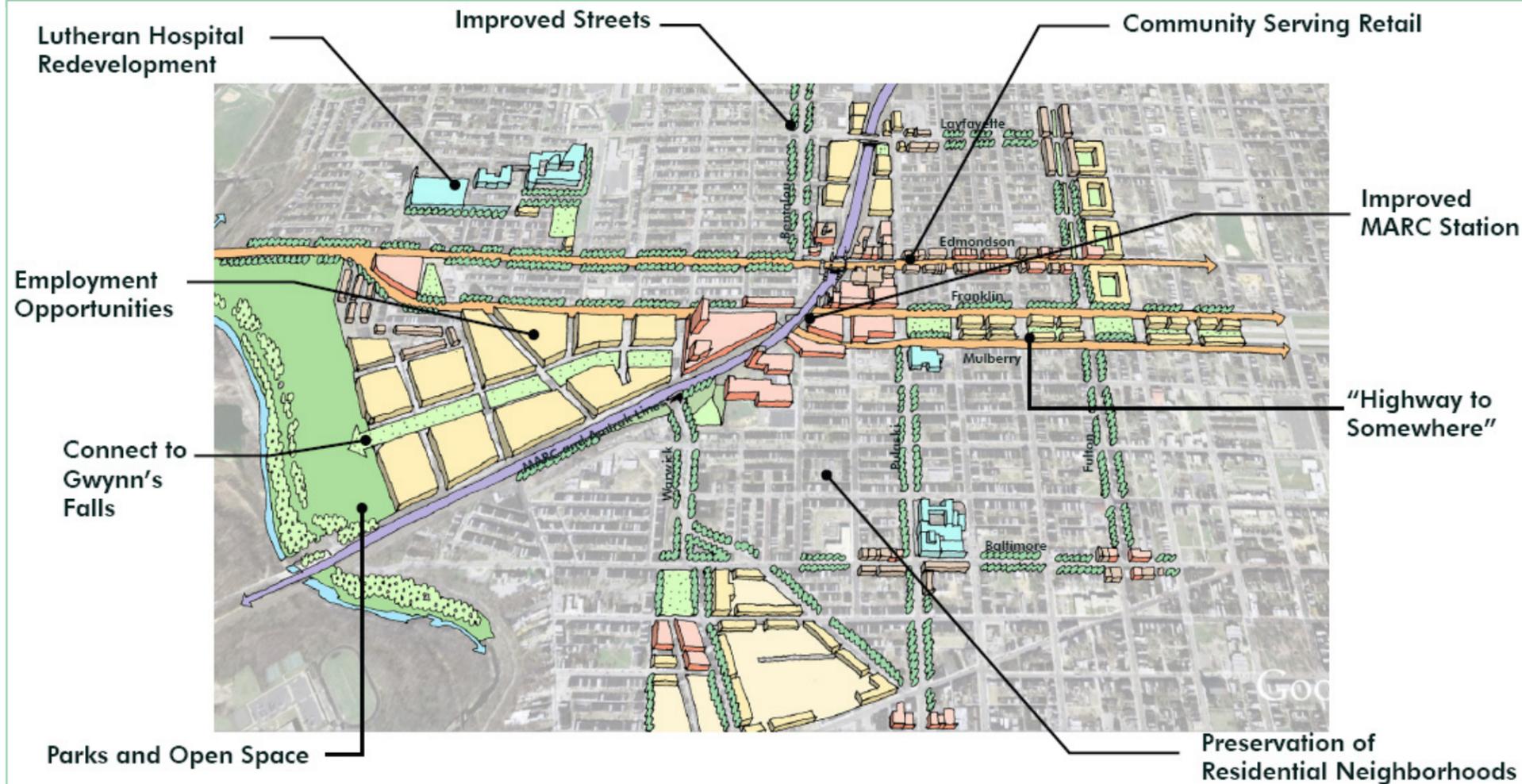
The residents of West Baltimore had a very busy Fall! On October 12 and 13, 2007, residents filled the Lockerman Bundy Elementary School gymnasium to hear about community efforts to create a development and revitalization strategy for the MARC station area and to provide their ideas about what should be included. The two-day event provided time to talk about what works, what doesn't, and to offer suggestions about how to make needed improvements. The sessions also provided opportunities for long-time and newly-arrived residents to sit together and share their visions for the future. In most cases, everyone had the same goal for West Baltimore: use the MARC station and other transportation improvements to create an affordable neighborhood that is full of shops, restaurants, residents, and families.

Continued on page 3:

Transit Centered-Community Development Strategy

In the future, West Baltimore will grow and redevelop. It has many assets to build upon – its stable, owner-occupied neighborhoods; its proximity to downtown Baltimore; the MARC station and the access it provides to job centers in Aberdeen, BWI Airport, and Washington, DC; and its nearness to Gwynns Falls.

What is uncertain is how West Baltimore’s future development will look and behave. The Concept Diagram identifies important features that future West Baltimore development should work toward – community-serving retail along Edmondson Avenue, improvements to the MARC station and surrounding area, a connection to Gwynns Falls, increased employment opportunities in the area, and preserving residential neighborhoods. But what specific projects occur on which parcels is something that the community, the City, and developers will need to continue to address as development occurs. The Concept Diagram is one tool that will help them when reviewing proposals.

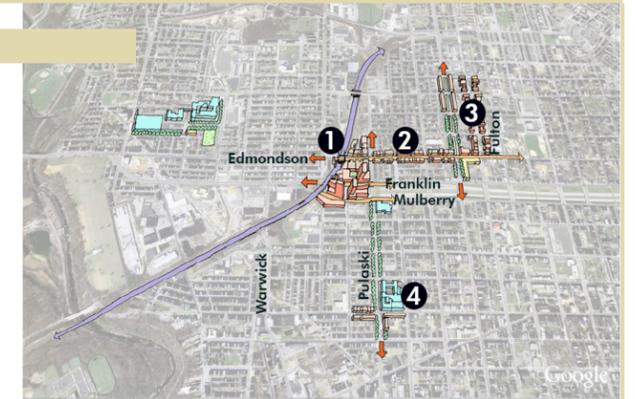


Phasing

Initially, development and redevelopment will occur as individuals rehabilitate and renovate single properties and the public sector takes steps to redevelop strategic properties under its control. Future phases of development (5 to 10 years or more) will continue to see individual property rehabilitation and renovation. In addition, the market will respond to the positive changes in West Baltimore as well as to the potential availability of financing for various aspects of proposed projects. Large-scale development could involve the provision of job opportunities within “the triangle” of properties southwest of the MARC station, the creation of a formal connection to the Gwynns Falls Trail, and the construction of new development on unused portions of US 40 to make the Highway to “Nowhere” begin to go “Somewhere”.

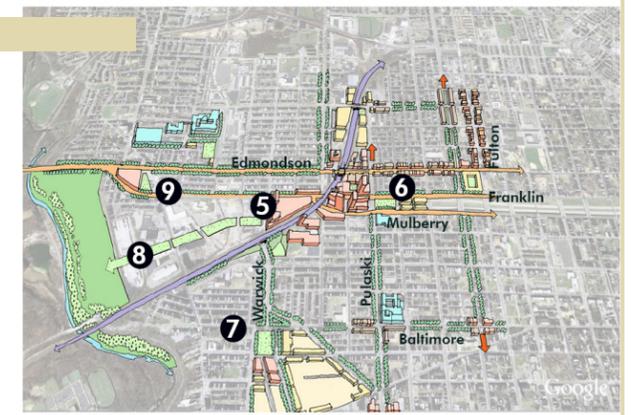
Phase 1

- 1 West Baltimore MARC
- 2 Edmondson
- 3 Mount St. Housing
- 4 Institutions, Bon Secours



Phase 2

- 5 West Side MARC Station & North/South along alignment
- 6 First 2 blocks of “Highway to Somewhere”
- 7 Shipley Hill
- 8 Green Connections through industrial property
- 9 Franklin Mulberry (Red Line)



Phase 3

- 10 Industrial property
- 11 “Highway to Somewhere”



November 30th Report-Out Workshop: Continued from Page 1

On Friday November 30, residents again filled Lockerman Bundy’s gymnasium to see preliminary land use concepts and implementation strategies developed from the October work sessions. The meeting began with a presentation of overall concepts, and the bulk of the time was spent with people gathered around posters showing the concepts and talking about the concepts with their neighbors. Agency representatives and members of the consultant team were available to answer questions, provide clarification, or take note of any concerns. The residents’ resounding response: “This process has captured our vision, now let’s make it happen.”

The West Baltimore Coalition Meets the First Tuesday of Every Month... PLEASE COME!