A Strategy for Transit Centered Community Development

Maryland Department of Transportation
Transit Centered Community Development means:

- Creating unique partnership to create healthier, more competitive neighborhoods around significant transit hubs;

- Building the capacity of existing residents to influence and benefit from the planning, policy, and development decisions for their communities;

- Offering quality affordable housing alternatives that prevent displacement of existing residents and offer opportunities to increase wealth and home equity while attracting new residents;

- Growing strong retail and service nodes serving both residents and commuters;

- Increasing access for entry level workers to the regional job market;
neighborhoods
challenges

• intense poverty
  - 55% HH income less than $25K
• high crime
• addiction
  - 1788 juveniles arrested in 2003 (10%)
  - 78% for drugs

• 96% minority
• high unemployment
  - 19% for area
  - MD =~4%
  - City = 11%
• neglect & little new investment
neighborhoods
HBO infamous

NOW AN HBO MINISERIES

A New York
Timer Notable
Book of
the Year

the CORNER

A year in the Life of an
Inner-City Neighborhood

David Simon and Edward Burns

THE WIRE

THE COMPLETE THIRD SEASON

"ONE OF THE SMARTEST, MOST AMBITIOUS SHOWS
ON TELEVISION..." - THE NEW YORK TIMES
MANY OF BALTIMORE’S SLUM STREETS LOOK LIKE THIS —
— BUT THEY COULD BE LIKE THIS.
In December of 1968, the City adopted the above Interstate Highway System, referred to as the 3-A System. A month later the Federal Highway Administration officially approved the 3-A System. Segment 10 of the system, known as I-170, followed the Franklin Street corridor and would have connected the Central Business District to I-70.
The blank area represents the constructed portion of the I-170 corridor. The development of the highway included the demolition of 20 city blocks, destroying 970 dwelling units.
The demolition of 970 dwelling units fractured a community and destroyed many architecturally significant rowhouses.
The original 1970 I-170 plan anticipated future development along the corridor, including constructing transit stations, schools, recreation centers, and commercial structures.
The original 1970 plan recommended constructing community-oriented structures over I-170.
West Baltimore

current context
Looking east on Edmondson Avenue

West Baltimore
The Bridge Movie Theater, built in 1930, replaced two smaller theaters.

By the early 1970s, a church tore off the marquee and remodeled the structure.
Formally this was the Pennsylvania Railroad Station built between 1906 and 1914.
West Baltimore
West Baltimore

Restoring Safe Streets
West Baltimore