West Baltimore MARC Station

TODs & Responsible Development in Lower Income Communities

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Senior Urban Designer
PB PlaceMaking
Rail~Volution/ Miami 2007
“The people who make the difference are not the ones with the credentials, but the ones with the concern.”
Explore how existing commuter rail station and a proposed future transit line can benefit the community.

**Client:** State Department of Transportation

**Team:** Planner, Architect, Market/Economic Consultant
45 Minutes by Train

10 Minutes
“The Wire” and “The Corner”

HBO Television Shows

Crime ● Drugs ● Struggle
Population

- Has been declining
  - 1950 = 949,708
  - 2006 = 640,961
- Predominantly African American
  - 64% Black / 32% White
- High unemployment = 19%
- 22.9% Baltimorians live in poverty
  - 30.6% age <18
  - 18.0% age 65+
  - Median household income = $30,078
  - Median income family = $35,438
- 4 times more likely to be a crime victim
  - 1 in 10 juveniles arrested in 2003
Challenges

- Population loss
  - Suburban flight
- Aging, dated housing stock
- Crime
- Lack of leadership
  - Diversity of interests, concerns
- “Highway to Nowhere”
Opportunities

- Existing MARC Penn Line Commuter Rail Station
- Proximity to Washington DC
- Affordable housing
- Available land
- Historic structures
- Agency support
- Proposed Red Line Transit
Week Long Charrette
“Friday Night Lights”

- Small group of vocal dissenters
  - Complaints about notice
  - Perceived as consultant/agency lead, not community lead
  - Anger, fear, anxiety, frustration
- Not able to get final “confirmation”
West Baltimore Coalition

“We Bring Change”

Housing ● Economic Development ● Transportation

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Slow Down!

- More Outreach
  - Newsletters
- More Listening
  - Monthly Meetings
  - Three subcommittees
- Meetings with agencies
  - State, City, MTA, etc.
West Baltimore Coalition

“We Bring Change”

Housing ● Economic Development ● Transportation
Responsible Development

- It is only fair that everyone has a safe, decent place to live.
- Housing gives people an opportunity to build better lives. To succeed, you need a place to call home.
- Hardworking people (includes seniors, disabled, and single parents) should be able to afford housing and still have enough money for groceries and other basic necessities.
- Children deserve an opportunity to succeed in school and life, which is tied to having a stable home.

- Community Development Network
Reinvest in the neighborhood
Create a Station Center
Restore Safe Streets
Strengthen Retail on Corners
Focused Infill and Redevelopment
Community Workshop #2

- Community lead!
  - Short, focused event
- Emphasized their issues:
  - Housing
  - Economic Development
  - Transportation
- Consultant team as “resources”
Some Lessons Learned

- Their speed is better than our speed
- Reach out early, thoroughly
- Identify & support community leaders
- Focus on their issues - not “planner issues”
- Gender & ethnicity matter
- To build a place, you have to build trust
“The people who make the difference are not the ones with the credentials, but the ones with the concern.”
Case Study: Opa-locka, FL
Opa-locka case study

- TOD as part of a comprehensive strategy of community rebuilding
  - Make a difference in peoples lives
  - Make transit more effective
  - Rebuild and repair a community

Ali Baba Station neighbor
Opa-locka

- Historic African-American community
  - 77% non-white
- Arabian-nights themed
  - Moorish architecture
- 1 of 7 stations on North Corridor
  - Metrorail extension
- Existing TriRail station

Opa Locka City Hall
Challenges

- Area of high violent crime
  - violent crime rate 41.5 per 1,000
- Entire city is a brownfield
- Lowest level of home-ownership in Miami
- Highest concentration of poverty in Miami

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<thead>
<tr>
<th></th>
<th>Median Household Income</th>
<th>Home Ownership Rate</th>
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<tbody>
<tr>
<td>Opa Locka</td>
<td>$19,631</td>
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<tr>
<td>Miami-Dade</td>
<td>$35,966</td>
<td>86%</td>
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<td>United States</td>
<td>$41,944</td>
<td>100%</td>
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Linking Metrorail to the community's vision

6-day community charrette

Public Vision  Public Input  Public Review  Public Confirmation

Alternative Plans  Refined Plans  Final Plans
Charrette Results

- Plan for Ali Baba Station:
  - Station area plan & vision
  - Sketch illustrations
  - New zoning
  - Circulation Plan
  - Urban Design Plan
  - Schedule & strategy
Key Physical Interventions

- Ali Baba Boulevard
- Rotary @ SR 9
- Calm 27th Avenue
- Mixed Income Community
- Station Village
- Civic Complex
- School Play Area
Ali Baba Concept Diagram

- Creating a Main Street
- Housing Reinvestment
- Transit Village Around Station
- Major Retail Near Rotary
Transportation Reform

• Transformation of 27th Ave
  ▶ From separator to connector
• Implement in pieces
  ▶ New cross section
  ▶ New intersections
  ▶ New rotary at 27th & SR-5
  ▶ New traffic signals
• Link to opening of Metrorail
• Critical to success of Metrorail
Capacity building – government + community

- Government:
  - Planning assistance
  - Implementation support
  - Targeted assistance

- Community:
  - Education
  - Foundation support

Ali Baba Station Village
Using TOD to strengthen the community

- Community goals framework for TOD Strategy
- First time homeownership & affordable housing
- Business assistance to strengthen, retain existing firms
- New supermarket & other retail choices
- Employment, contracting opportunities for local residents, firms

TriRail Corridor Rowhouses
# Development Program

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<th>Details</th>
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<td>1,100 units Market-Rate</td>
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<tr>
<td>Housing:</td>
<td>700+ units Affordable</td>
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<tr>
<td>Retail</td>
<td>300,000 sf</td>
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<tr>
<td>Office</td>
<td>200,000 sf</td>
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<tr>
<td>Institutional</td>
<td>63,000 sf</td>
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<td>Parks</td>
<td>6.6 acres</td>
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<td>Industrial:</td>
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Implementation

• Local government, citizens lead
• Use public finance tools, obtain grants
• Community-based organizations provide programs
• Agreements with for-profit, non-profit developers to fulfill goals
• Phased approach 20+ years - create, build on success
# Master Plan Implementation

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<th>Developer (s)</th>
<th>Opa Locka</th>
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