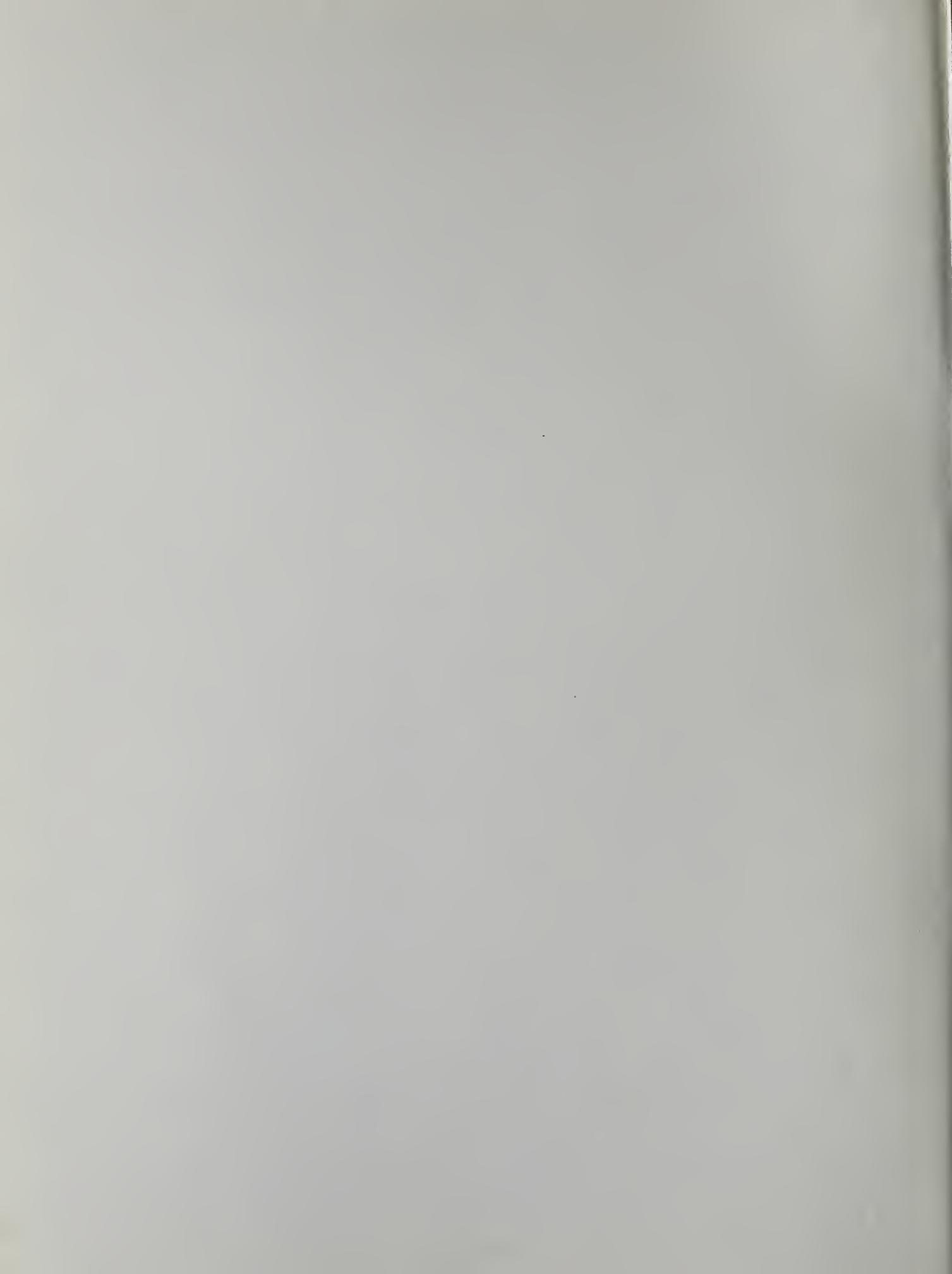


RPC report



APPENDICES TO
TRANSPORTATION TECHNICAL MEMORANDUM 51

Regional Planning Council
2225 N. Charles Street Baltimore, Maryland 21210



APPENDIX A

PLANNING FOR RAPID TRANSIT IN THE BALTIMORE REGION

Initial Studies

Significant transportation planning for Baltimore was begun in the early 1960's with an analysis of the long range and specific urban transportation requirements for the region. During the late 1960's and early 1970's major transportation planning and design efforts continued through a series of studies and conceptual and preliminary engineering design projects, which resulted in the formulation of a Phase I Plan for rapid transit development as well as detailed preliminary engineering designs, cost estimates and implementation schedules for the Phase I rapid transit system. This long term planning and preliminary design process was accomplished between 1962 and the end of 1973, and was made possible by continuous leadership, encouragement, financing, and action by State, Local and Federal governments, and by public support through the Public Hearing process.

During the years of 1964 through late 1966 a series of four planning studies were completed in an effort to assess the need and desirability to develop a regional rapid transit system for the Baltimore area, in concert with the continuing highway development program, and thus provided the region with a trunkline, fixed guideway rapid transit system to the region, and also recommended a phasing plan for development.

Beginning in June 1967, more intense planning, and conceptual and preliminary engineering work was done on rapid transit development, with emphasis directed toward the proposed Phase I system.

Between 1967 and 1973 several projects were undertaken to study the feasibility and master planning for a regional rapid transit system with emphasis on the Phase I system serving the Northwest and South corridors.

The initial project known as T9-1 was a feasibility and conceptual engineering study which confirmed the need for rapid transit and provided further definition of the basic area sectors and corridors to be served.

Vehicle and guideway systems were analyzed and recommendations were made for the most feasible combinations of the various systems available, or identified as future possibilities. Initial line structure and station concepts were developed and locations were identified. Patronage studies were prepared and a broad and comprehensive operating plan was investigated.

Studies for the various system features including electrifications, fare collection, ventilation and control systems were included along with basic recommendations. A cost estimate was prepared and a schedule was presented for the regional system. Financing was analyzed and the feasibility of the program was documented along with a method of revenue source and collection for both operation and capital cost recovery. This project was done between June 1967 and July 1968.

The T9-2 project was basically a station area impact and urban design study which resulted in certain suggested changes in the T9-1 routing, station locations and line structure configurations. In addition, this study addressed the subject of the regional and jurisdictional planning process in an effort to implement planning action which would be more responsive to the more concentrated corridor travel patterns resulting from the construction and operation of the Phase I rapid transit system.

This project was done in the 1968 to 1970 time period and was performed principally by public agencies, with some assistance from consultants.

The T9-3 project assessed and established certain proposed changes in the Phase I system, and provided necessary analyses, documents, conceptual engineering, adjusted cost estimates, and schedules for the adoption of an official Phase I Plan. In addition, this project provided assistance for the first Public Hearings, which were a prerequisite to the Phase I Plan adoption. The T9-3 project also was the start of more detailed preliminary engineering for a short urban core segment of the Phase I system.

More specifically, the scope of the T9-3 project included the following major work elements, which were performed by the General Consultant and a group of other consultants serving the MTA directly, or serving the General Consultant on a subcontract basis:

- o Assistance in Finalizing the Phase I Plan (and Report)
- o Route Alignment and Control Surveys
- o Station Site Planning
- o Topographic Mapping
- o Soils and Geology Investigations
- o Right-of-Way and Impact Planning
- o Utility Relocation Planning
- o Patronage Studies
- o Financing Studies

The work completed in these tasks resulted in the accomplishment of the two principal objectives of the T9-3 project:

- o Refinement and adjustment of earlier planning and design in accordance with policy, and the further development of the Phase I rapid transit features to present at the December 1970 Public Hearing, and to form a basis for adoption of the official Phase I Plan.

- o Continuation of Phase I preliminary engineering to form a basis for the T9-6 project, and to allow the start of final designs at the earliest date.

Route alignment and station planning work in T9-3 was carried out at two levels of detail. Conceptual alignment and station work were performed for conformance with the adopted Phase I Plan, and more detailed design was performed for an 8500' downtown line segment between the Lexington Market and Laurens Street (Upton) stations.

In addition, alternative route studies were performed for the future crosstown (regional system) routing, an alternative configuration for Anne Arundel County, and a route along the Western Maryland Railroad as an alternative to the Northwest Expressway portion of the Northwest Line. As a result of these alternative studies the crosstown route concept was adopted and a greater portion of aerial line structure was established for the South Line.

Projects T9-4 and T9-5 do not have any relationship to the Baltimore regional rapid transit system.

T9-6 Project Details Northwest and South Corridors

The T9-6 study was the turning point in the planning process; it was this study that set the stage for the construction of the Northwest Line.

The scope of the T9-6 project, as performed by the General Consultant, is broadly described in the following paragraphs taken directly from the General Consultant's contract with the Mass Transit Administration (MTA):

"General Consultant's Scope of Work as described herein is a part of Project T9-6 in the continuing rapid transit development program for the Baltimore Region, administered and supervised by the MTA. General Consultant shall accomplish certain preliminary engineering tasks for the Phase I rapid transit system in the T9-6 project. The Phase I system includes the Northwest and South Lines, as described in the MTA's Phase I Plan Report, dated January 1971, and includes about 28 miles of line structure and 20 stations."

"General Consultant shall develop general plans, criteria, and other preliminary engineering tasks for the Phase I system which will be the basis for final designs to be done in subsequent work programs. These preliminary engineering tasks shall be completed in varying levels of detail, depending on the complexity of the existing conditions and the facilities to be ultimately constructed."

"General Consultant shall also assist MTA in the overall program coordination of the current program, including the work of other consultants, and shall assist in the definition and scheduling of future rapid transit development programs."

"Final Design is not included in this project. It is anticipated, however, that final design for the Phase I system will proceed in subsequent work programs, and will be based upon the guidelines and criteria established by the General Consultant."

More specific work elements, as described in the General Consultant's contract, included:

- o General Plans
- o Definitive Plans
- o Design Criteria
- o Guide Specifications
- o Cost Estimates and Schedules
- o Security and Surveillance Studies
- o Noise and Vibrations Studies
- o Fare Collection Study
- o Right-of-Way Definition
- o Train Operations, Yards and Shops
- o Land Surveys and Aerial Mapping
- o Northwest Expressway Study

As the T9-6 project progressed, changing conditions, the need to assess certain alternative routes, and the need for other technical information required additional services. These additional services were added to the General Consultant's contract by amendments. The more significant additional work elements are summarized as follows:

- o Evaluation of vehicle aesthetics and preparation of renderings and models, and studies of alternative vehicle concepts and materials.
- o Addition of station site plans for Milford Mill Road, Old Court Road and McDonogh Road Stations.
- o Expansion of the "Traffic Studies" task to add more detailed station site analyses of aerial and at-grade stations, including internal vehicle and pedestrian movements.
- o Expansion of "Traffic Studies" task to include assistance in preparing revised travel forecasting.
- o Assessment of through routing at Baltimore-Washington International Airport, rather than spur routing.
- o South Baltimore Alternative route study including soils investigations.
- o Adjustment in plan, profile and station location in the Mondawmin area.

Summary of T9-6 Project Results

The more significant direct results of the T9-6 project included:

- o Completion of preliminary designs, with emphasis on structural elements, in the form of General Plans and Definitive Plans to provide a basis for final designs to be done in the subsequent MD-3-4 project.
- o Completion of basic Design Criteria and Guide Specifications to provide guidelines for the Final Design process.
- o Preparation of more detailed and refined program master schedule in conformance with better defined final design program, public agency approvals, public hearings, financing, and significant interface factors between various construction elements.

- o Preparation of more detailed and refined program cost estimates in conformance with further developed design features, schedule, and escalation.
- o Further assessment of noise and vibration and security and surveillance problems, with corresponding development of design solutions to these problems.
- o Development of more defined concepts and preliminary designs for operating systems such as train control and communications, traction power and environmental control systems.
- o Development of a more defined operating plan, in conformance with MTA policy, and development of physical features to accommodate train movements required by the plan.
- o Development of more defined yards and shops facilities for both service and inspection and major repair functions.
- o Development of more defined transit vehicle designs to provide a basis for final design.
- o Collection and evaluation of more detailed technical information on subsurface conditions and existing locational control information on existing physical features affecting rapid transit construction.
- o Collection and evaluation of more detailed information on right-of-way requirements, land ownership, and other factors affecting right-of-way acquisition.
- o Further assessment and development of design patronage information affecting near term and long term development of rapid transit facilities.
- o Evaluation of major new urban development plans and development of compatible and complementary rapid transit plans.

- o Continued assessment of the alternative routing and station location problems along the Northwest Expressway resulting in a narrowing of solutions.
- o Continued assessment of other significant alternative route segments and station location alternatives resulting in the probable adoption of the BWI Airport through route, and the possible adoption of the South Baltimore alternative.

Maryland Legislative Approval for Northwest Line

In 1971, during the administration of Governor Marvin Mandel, the Maryland State Legislature approved the 28-mile Phase I project. This project included the present 8-mile Section A, plus the Section B extension to Owings Mills, plus a southern branch to Baltimore-Washington International Airport and Glen Burnie. This south line was later deleted in favor of the Section A and Section B alignment.

Urban Mass Transportation Administration (UMTA)

Supports Final Design of Northwest Line

In 1972, the Federal UMTA approved the project and issued a \$22.5 million grant for final design of the project. That same year, the Maryland General Assembly approved construction and made the commitment to use local matching funds. Construction of Section A of Phase I from Charles Center northwest to Reisterstown Plaza began in October 1974.

Phase II Study - To Determine Future Transit Corridors

The Phase II Study was formed on July 1, 1974 to determine whether, where, and when additional transit service beyond Phase I and the existing local bus

system would be needed. Twenty-five systems were studied to determine patronage, operating, maintenance, and capital costs, and environmental impacts. In addition, eleven other systems were studied for patronage, operating and maintenance costs only.

During F.Y. 1974, the MTA initiated a preliminary feasibility analysis of the Northern Central rail line to provide service to the region's northern corridor. This study was undertaken because of the high potential of this lightly used rail line for quick implementation of rail transit service.

In October 1975 a decision was made to restudy the Phase I South Line then under design, because of public concern and because of unsureness about funding sources. The analysis of this line became part of the Phase II Study. When the reanalysis of the South Sector was completed, four new proposed alignments resulted. These, together with the alignments chosen for long range service in other sectors, constituted the long range plan element.

This long range planning process resulted in a set of proposed fixed-guideway transit facilities to meet projected 1995 needs. The process also resulted in identification of potential routes for application of Transportation Systems Management (TSM) plans. During increment planning, the fixed-guideway facilities proposed as long range plan elements were further examined to select from among them minimum viable segments (MVS) to be candidates for implementation in the next five to fifteen years.

Decisions made during long range planning included: the selection of four modes (light rail, rail rapid transit, commuter rail, and reserved bus lanes) from among the nine studied; definition of sectors of the region as transit service areas; selection of the most cost-effective fixed-guideway transit lines within each sector and definition of a maximum service area for new fixed-guideway transit facility construction.

In early 1976, new Federal guidelines were proposed which restructured the way transit planning was to be conducted in metropolitan areas. The Phase II study's work program was modified at that time to take into account these new Federal guidelines including alternative analysis of candidate lines. In late 1976, a further major change in Federal policy was announced, calling for the incorporation of environmental impact statements into the alternatives analysis process. By this time, however, the study was too far along to adjust to this second set of Federal policy changes. Consequently, although the study findings include substantial attention to environmental matters, they do not carry these analyses to the point of a formal environmental impact statement for any candidate line.

In 1977, the results and findings of the Phase II Study were presented to the Transportation Steering Committee (TSC) which is the transit policy and advisory body for the Baltimore Region Metropolitan Planning Organization (MPO). The TSC established priorities for project planning on the Phase II lines, as follows:

Northwest Extension (Section B of the Phase I Line) - rail rapid transit

North Line - light rail

South Line - light rail

West Line - light rail

East/Southeast Line - light rail

Northeast Extension (of Phase I Line) - rail rapid transit

All of these lines were included in the 1977 Baltimore Region General Development Plan (GDP) and have been retained in the updated 1982 GDP.

Study Bus Options for all Corridors

Upon completion of the technical work of the Phase II Study in 1977, a draft of the final report was reviewed and revised by the Study's Project Management Committee. The revised draft was then submitted to the UMTA in December of 1977 for review and approval. Early in 1978, UMTA requested that an additional analysis of bus operations in the priority corridors be completed by the Maryland Department of Transportation (MDOT). This additional work, a bus/rail evaluation of the North and South Corridors, was completed in the fall of 1978 in compliance with the UMTA request.

In May, 1979, UMTA accepted the bus/rail evaluation and gave MDOT permission to initiate alternatives analysis for the North Line. However, UMTA refused to fund a similar study for the South Line, citing the preliminary findings as indicating that improved bus and TSM solutions would provide the level of service needed in that corridor. Even though these and other changes have transpired since the technical work was completed in 1977, the technical assumptions and findings remain valid.

After several meetings with UMTA officials, it was determined that the Phase II Study would constitute a first phase alternatives analysis and that a second phase analysis, including an environmental impact statement, would be required before a project would be considered for construction funding. It was also determined that the Northwest Extension (Section B) would be exempt from additional planning requirements because an environmental impact statement had previously been completed. (Final design and engineering has since been completed and construction was initiated in 1982 on the Section B extension.)

During 1982 and 1983, bus and rail alternatives were studied in the remaining corridors: West, Northeast and East/Southeast. In July, 1983 the

Regional Planning Council cleared the way for the Baltimore Region to receive \$863 million in Federal funds for highway and transit projects. At that time, RPC approved the withdrawal of unbuilt segments of I-83 and I-595 from the Interstate system in Baltimore City and endorsed a Concept Program of substitute transit and highway projects to be funded through the withdrawal.

Two major transit related projects in the Baltimore Region's Concept Program which will be advanced because of the transferring of Interstate monies are: the Baltimore Metro extension from its present terminus at Charles Center eastward to the Johns Hopkins Hospital complex in East Baltimore with possible extensions to Clifton Park or Memorial Stadium, and a busway for express bus traffic only, built adjacent to the Jones Falls Expressway from Penn Station downtown to a park-and-ride lot at Bare Hills near the city/county line.

Present Studies

The North Central busway project is presently under design and construction should begin by 1985 and open by 1987.

The Northeast extension of Metro Section A and B is presently being studied in a Northeast Alternatives Analysis to study mode, alignment, and destination choice. This study will also define preliminary engineering designs and gather environmental information for future decision making.

APPENDIX **B**

SECTION A METRO IMPACT
TRAFFIC COUNT DATA

<u>Location</u>	<u>Count</u>	<u>Date</u>
<u>Northern Parkway Screenline</u>		
1. Wabash Avenue, N. of Northern Pkwy.	NB-10,194	6/1/83
	SB- 9,880	6/1/83
2. Reisterstown Road, N. of Northern Pkwy.	25,633	6/1/83
3. Park Heights Ave., N. of Northern Pkwy.	21,162	6/1/83
4. Pimlico, N. of Northern Pkwy.	4,933	6/1/83
5. Greenspring Ave., S. of Rogers Avenue	10,811	6/1/83
<u>Cold Spring Lane Screenline</u>		
	NB 13,763	
6. Liberty Rd., NW of Callaway Avenue	SB 13,124	9/27/83
7. Dolfield Ave., N. of Cold Spring Lane	4,506	6/15/83
8. Wabash Avenue. N. of Cold Spring Lane	NB- 6,400	
	SB- 7,060	6/15/83
9. Reisterstown Rd., N. of Cold Spring Lane	16,403	6/15/83
10. Park Heights, N. of Cold Spring Lane	NB-10,446	6/29/83
	SB-10,135	6/15/83
11. Greenspring Ave., N. of Cold Spring Lane	9,240	6/15/83
12. I-83, N. of Cold Spring Lane	NB-42,213	6/15/83
	SB-40,874	6/29/83
<u>Druid Park Drive Screenline</u>		
13. Gwynns Falls Parkway, W. of Tioga Pkwy.	EB-15,507	6/29/83
	WB-14,590	6/29/83
14. Liberty Road, N. of Druid Park Drive	NB-16,088	6/22/83
	SB-17,238	6/22/83
15. Reisterstown Rd., N. of Druid Park Drive	16,264	6/22/83
16. Park Heights Ave., N. of Druid Park Drive	NB-10,407	6/15/83
	SB- 9,982	6/15/83
17. Greenspring Ave., N. of Druid Park Drive	11,213	6/15/83
18. I-83, S. of Cold Spring Lane	NB-42,448	6/15/83
	SB-42,697	6/15/83
<u>Northwest City Line Screenline</u>		
19. Liberty Rd., N. of Northern Pkwy.	31,619	6/20/83
20. Patterson Ave., at City Line	13,658	6/22/83
21. Reisterstown Rd., at City Line	25,663	6/22/83
22. Park Heights, S. of Slade Avenue	20,057	6/22/83
23. Seven Mile Lane, at City Line	3,239	6/22/83
24. Labyrinth, at City Line	861	6/22/83
25. Clarks Lane, at City Line	8,084	6/22/83
26. Greenspring Ave., at City Line	11,000	6/22/83
27. I-83, at City Line	NB-33,047	6/22/83
	SB-39,216	6/22/83

<u>Location</u>	<u>I-695 SCREENLINE</u>	<u>Count</u>	<u>Date</u>
28.	Windsor Mill Road, W. of I-695	12,327	5/25/83
29.	Liberty Road (Md. 26), W. of I-695	48,324	5/25/83
30.	Milford Mill Road, W. of I-695	15,727	5/25/83
31.	Old Court Road, W. of I-695	17,241	5/25/83
32.	Reisterstown Road (Md. 140), NW of I-695	45,324	8/30/83
33.	Park Heights Ave. (Md. 129), N. of I-695	14,465	5/25/83
34.	Stevenson Road, N. of I-695	8,209	8/30/83
35.	Greenspring Ave., N. of I-695	5,052	5/25/83
36.	Jones Falls Expressway I-83, N. of I-695 (NB)	16,500	5/25/83
37.	Jones Falls Expressway I-83, N. of I-695 (SB)	12,708	5/25/83

<u>Location</u>	<u>Count</u>	<u>Date</u>	
<u>Additional Portable Counts (Not at Screenlines)</u>			
38.	Wabash Ave., S. of Northern Pkwy.		
	NB-10,548	6/1/83	
	SB-10,674	6/1/83	
39.	Reisterstown Rd., S. of Northern Pkwy.	19,760	6/29/83
40.	Wabash Ave., S. of Cold Spring Lane	11,472	6/1/83
41.	Reisterstown Rd., N. of Gwynns Falls Pkwy.	21,488	6/1/83

1983 AUTO OCCUPANCY DATA
 AT DRUID PARK DRIVE SCREENLINE

<u>Location</u>	<u>Inbound (I) Outbound (O)</u>	<u>Drive Alone</u>	<u>Driver + 1</u>	<u>Driver + 2 or More</u>
Gwynns Falls Parkway W. of Tioga Parkway	(I)	1,087	333	38
Gwynns Falls Parkway W. of Tioga Parkway	(O)	728	124	17
Liberty Road N. of Druid Park Drive	(I)	2,519	774	127
Liberty Road N. of Druid Park Drive	(O)	908	204	29
Reisterstown Road N. of Druid Park Drive	(I)	788	299	77
Reisterstown Road N. of Druid Park Drive	(O)	345	86	31
Park Heights Ave. N. of Druid Park Drive	(I)	815	294	60
Park Heights Ave. N. of Druid Park Drive	(O)	409	132	12
Greenspring Ave. N. of Druid Park Drive	(I)	749	190	39
Greenspring Ave. N. of Druid Park Drive	(O)	348	121	31
I-83 S. of Cold Spring Lane	(I)	5,569	730	157
I-83 S. of Cold Spring Lane	(O)	2,226	359	99
	Total (I)	11,527	2,620	498
	Percentage	78.7%	17.9%	3.4%
	Total (O)	4,964	1,026	219
	Percentage	80.0%	16.5%	3.5%

1983 AUTO OCCUPANCY DATA
AT COLD SPRING LANE SCREENLINE

<u>Location</u>	<u>Inbound (I) Outbound (O)</u>	<u>Drive Alone</u>	<u>Driver + 1</u>	<u>Driver + 2 or More</u>
Liberty Road NW of Callaway Avenue	(I)	1,776	563	66
Liberty Road NW of Callaway Avenue	(O)	654	161	79
Dolfield Ave. N. of Cold Spring Lane	(I)	138	42	3
Dolfield Ave. N. of Cold Spring Lane	(O)	155	42	7
Wabash Ave. N. of Cold Spring Lane	(I)	327	90	15
Wabash Ave. N. of Cold Spring Lane	(O)	337	84	13
Reisterstown Rd. N. of Cold Spring Lane	(I)	819	260	55
Reisterstown Rd. N. of Cold Spring Lane	(O)	341	112	17
Park Heights N. of Cold Spring Lane	(I)	828	216	31
Park Heights N. of Cold Spring Lane	(O)	498	237	82
Greenspring Ave. N. of Cold Spring Lane	(I)	894	252	25
Greenspring Ave. N. of Cold Spring Lane	(O)	346	112	36
I-83 N. of Cold Spring Lane	(I)	9,199	1,572	85
I-83 N. of Cold Spring Lane	(O)	2,636	556	125
	Total (I)	13,981	2,995	280
	Percentage	81.0%	17.4%	1.6%
	Total (O)	4,967	1,304	359
	Percentage	74.9%	19.7%	5.4%

1983 AUTO OCCUPANCY DATA
 AT NORTHERN PARKWAY SCREENLINE

<u>Location</u>	<u>Inbound (I) Outbound (O)</u>	<u>Drive Alone</u>	<u>Driver + 1</u>	<u>Driver + 2 or More</u>
Wabash Ave. N. of Northern Parkway	(I)	397	68	3
Wabash Ave. N. of Northern Parkway	(O)	443	113	19
Reisterstown Rd. N. of Northern Parkway	(I)	924	237	35
Reisterstown Rd. N. of Northern Parkway	(O)	650	172	30
Park Heights Ave. N. of Northern Parkway	(I)	1,576	369	45
Park Heights Ave. N. of Northern Parkway	(O)	803	278	47
Pimlico Rd. N. of Northern Parkway	(I)	458	87	13
Pimlico Rd. N. of Northern Parkway	(O)	112	41	13
Greenspring Ave. S. of Rogers Avenue	(I)	1,139	137	22
Greenspring Ave. S. of Rogers Avenue	(O)	208	44	7
	Total (I)	4,494	898	118
	Percentage	81.6%	16.3%	2.1%
	Total (O)	2,216	648	116
	Percentage	74.4%	21.7%	3.9%

P.

1983 AUTO OCCUPANCY DATA
AT NORTHWEST CITY LINE SCREENLINE

<u>Location</u>	<u>Inbound (I) Outbound (O)</u>	<u>Drive Alone</u>	<u>Driver + 1</u>	<u>Driver + 2 or More</u>
Liberty Road N. of Northern Parkway	(I)	2,211	496	98
Liberty Road N. of Northern Parkway	(O)	1,224	238	54
Patterson Ave. at City Line	(I)	794	161	22
Patterson Ave. at City Line	(O)	378	78	21
Reisterstown Road at City Line	(I)	1,239	191	45
Reisterstown Road at City Line	(O)	580	162	36
Park Heights S. of Slade Avenue	(I)	859	170	34
Park Heights S. of Slade Avenue	(O)	553	135	47
Seven Mile Lane at City Line	(I)	163	16	4
Seven Mile Lane at City Line	(O)	96	41	7
Labyrinth Road at City Line	(I)	22	21	8
Labyrinth Road at City Line	(O)	11	7	1
Clarks Lane at City Line	(I)	287	44	6
Clarks Lane at City Line	(O)	271	51	10
Greenspring Avenue at City Line	(I)	839	129	23
Greenspring Avenue at City Line	(O)	364	82	13
I-83 at City Line	(I)	5,154	567	56
I-83 at City Line	(O)	2,091	332	70
	TOTAL (I)	11,568	1,795	296
	Percentage	84.7%	13.1%	2.2%
	TOTAL (O)	5,568	1,126	259
	Percentage	80.1%	16.2%	3.7%

1983 AUTO OCCUPANCY DATA
AT I-695 NORTHWEST SCREENLINE

<u>Location</u>	<u>Inbound (I)</u> <u>Outbound (O)</u>	<u>Drive</u> <u>Alone</u>	<u>Driver + 1</u>	<u>Driver +</u> <u>2 or More</u>
Windsor Mill Road, W. of I-695	I	457	119	8
Windsor Mill Road, W. of I-695	O	405	76	8
Liberty Road, W. of I-695	I	3,277	583	168
Liberty Road, W. of I-695	O	1,217	188	22
Milford Mill Road, W. of I-695	I	675	158	16
Milford Mill Road, W. of I-695	O	418	88	8
Old Court Road, W. of I-695	I	1,164	194	39
Old Court Road, W. of I-695	O	277	48	9
Md. 140, North of I-695	I	N/A	N/A	N/A
Md. 140, North of I-695	O	1,364	199	23
Park Heights Avenue, N. of I-695	I	637	113	33
Park Heights Avenue, N. of I-695	O	209	39	6
Stevenson Road, N. of I-695	I	187	27	14
Stevenson Road, N. of I-695	O	77	19	8
Greenspring Avenue, N. of I-695	I	238	83	29
Greenspring Avenue, N. of I-695	O	39	9	1
Falls Road, North of I-695	I	388	51	13
Falls Road, North of I-695	O	193	28	8
JFX, North of I-695	I	1,818	288	96
JFX, North of I-695	O	756	115	22
Total (I)		8,841	1,616	416
Percentage		81.3%	14.9%	3.8%
Total (O)		4,955	809	115
Percentage		84.2%	13.8%	2.0%

APPENDIX **D**

Turning Movement Locations
Fall-1982

<u>Location</u>	<u>12 Hour Count (7 am - 7 pm)</u>	<u>Date</u>
1. <u>Liberty Heights and Reisterstown Road</u>		
Reisterstown Rd. from North	11,236	11/9/82
" " from South	17,765	"
Liberty Heights from East	14,920	"
" " from West	20,695	"
2. <u>Reisterstown Road (MD 140) and Rogers Ave.</u>		
Rogers Ave. from North	4,803	11/10-12/82
" " from South	5,718	"
Reisterstown Road from East	13,678	"
" " from West	14,007	"
3. <u>Northern Parkway and Reisterstown Road</u>		
Reisterstown Road from North	18,172	11/10/82
" " from South	12,560	"
Northern Parkway from East	24,411	"
" " from West	19,735	"
4. <u>Park Heights Avenue and Northern Parkway</u>		
Park Heights Avenue from North	17,844	11/18/82
" " from South	14,925	"
Northern Parkway from East	30,057	"
" " from West	27,786	"
5. <u>Wabash Avenue and Northern Parkway</u>		
Wabash Avenue from North	15,615	11/19-22/82
" " from South	15,666	"
Northern Parkway from East	22,669	"
" " from West	16,460	"
6. <u>MD 26 and Essex Road</u>		
Essex Road from North	4,135	11/5/82
" " from South	4,932	"
MD 26 from East	22,083	"
" " from West	24,070	"

<u>Location</u>	<u>12 Hour Count (7 am - 7 pm)</u>	<u>Date</u>
7. <u>MD 26 and Northern Parkway</u>		
MD 26 from North	27,004	11/24/82
" " from South	18,661	"
Northern Parkway from East	17,595	"
8. <u>Wabash Avenue and Rogers Avenue</u>		
Wabash Avenue from North	14,967	10/28/82
" " from South	14,129	
Rogers Avenue from East	5,345	
" " from West	6,229	
9. <u>Campfield Road and Alter Street</u>		
Campfield Road from North	2,911	11/9/82
" " from South	3,043	
Alter Street from East	3,610	
10. <u>Gwynns Falls Pkwy. and Tioga Pkwy.</u>		
Tioga Parkway from North	4,124	11/29 and 12/3/82
" " from South	243	"
Gwynns Falls Parkway from East	19,907	"
" " from West	21,266	"
11. <u>Patterson Avenue and Alter Street</u>		
Alter Street from North	3,488	10/27/82
Patterson Avenue from East	9,946	"
" " from West	7,244	"

APPENDIX D (CONTINUED)

Turning Movement Locations
June-1983

<u>Location</u>	<u>12 Hour Count (7 am - 7 pm)</u>	<u>Date</u>
1. <u>Liberty Heights and Rogers Avenue</u>		
Rogers Avenue from North	5,898	6/1/83
" " from South	5,874	"
Liberty Heights from East	14,080	"
" " from West	15,108	"
2. <u>Gwynns Falls Pkwy. and Reisterstown Rd.</u>		
Reisterstown Road from West	12,735	6/1/83
" " from East	13,393	"
Gwynns Falls Parkway from North	13,723	"
" " from South	14,723	"
3. <u>Liberty Road and Patterson Avenue</u>		
Patterson Avenue from North	6,493	6/1/83
MD 26 from East	24,675	"
" " from West	28,824	"
4. <u>Patterson Avenue and Wabash Avenue</u>		
Wabash Avenue from North	163	6/13/83
" " from South	11,126	"
Patterson Avenue from East	12,848	"
" " from West	9,813	"
5. <u>Reisterstown Rd. and Patterson Avenue</u>		
Patterson Avenue from North	1,200	6/1/83
" " from South	7,763	"
Reisterstown Road from East	12,009	"
" " from West	12,050	"
6. <u>Hayward/Eldorado and Wabash Avenue</u>		
Hayward Avenue from North	2,461	6/1/83
Eldorado Avenue from South	947	"
Wabash Avenue from East	12,069	"
" " from West	13,029	"
7. <u>Wabash Avenue and Belvedere Avenue</u>		
Wabash Avenue from North	12,140	6/7/83
" " from South	11,763	"
Belvedere Avenue from East	4,593	"
" " from West	1,698	"

<u>Location</u>	<u>12 Hour Count (7 am - 7 pm)</u>	<u>Date</u>
<u>8. Wabash Avenue and Garrison Boulevard</u>		
Garrison Boulevard from North	6,133	6/1/83
" " from South	6,648	"
Wabash Avenue from East	9,676	"
" " from West	11,973	"
<u>9. Hayward Road and Reisterstown Road</u>		
Reisterstown Road from North	12,636	6/1/83
" " from South	12,802	"
Hayward Avenue from East	3,752	"
" " from West	3,200	"
<u>10. Wabash Avenue and Cold Spring Lane</u>		
Wabash Avenue from North	9,318	6/1/83
" " from South	7,718	"
Cold Spring Lane from East	10,329	"
" " from West	8,483	"
<u>11. Cold Spring Lane and Park Heights Avenue</u>		
Cold Spring Lane from North	13,778	6/1/83
" " from South	13,217	"
Park Heights Avenue from East	9,409	"
" " from West	9,634	"
<u>12. Cold Spring Lane and Reisterstown Road</u>		
Reisterstown Road from North	10,379	6/1/83
" " from South	11,392	"
Cold Spring Lane from East	8,862	"
" " from West	9,121	"
<u>15. Liberty Road and St. Lukes Lane</u>		
St. Lukes Lane from North	799	5/31-6/2/83
" " from South	4,806	"
Liberty Road from East	26,441	"
" " from West	23,182	"

Identify and measure the parking impact around the station areas.

26P

Parking studies were conducted at all the non-Metrocenter stations (i.e. all but Charles Center, Lexington Market, and State Center). The methodology employed in the studies analyzed both the utilization and the observed demand of the parking facilities. Three surveys supplied the data base:

1. An inventory of all curb facilities in the study area;
 2. An all-day (9 a.m. to 5 p.m.) hourly turnover survey; and
 3. A license plate verification to distinguish resident from non-resident vehicles, supplied by the State Motor Vehicle Administration.
- The surveys were conducted in the Fall of 1982 and the Spring of 1983.

In the entire corridor, there were approximately 4,000 curb spaces identified and during a one hour period between 2 p.m. and 3 p.m. on the day of the study, approximately 1,400 cars were observed parked in those spaces. This represents an average utilization of approximately 35%. Utilization ranged from a low of 19% at the Reisterstown Plaza Station to a high of 75% at the Penn-North Station. It is at the latter station where potential problems may be experienced by residents when Metro is in operation. Baltimore City has a residential permit parking program for neighborhoods who are substantially impacted by commuter parkers. Commuters are defined as non-resident motorists who park for a minimum of two hours. One criterion for

eligibility in the permit parking program is that at least 80% of the curb parking spaces in an adjacent 10 block face area (or both sides of five blocks) are occupied during peak periods of the day. Of those 80%, 25% must be non-residents parked over two hours.

SUMMARIES OF STATION PARKING STUDIES

Note that the utilization rate was determined during the one hour period from 2 to 3 p.m. This time was chosen because it was felt that, when Metro was in operation, this would be a period of maximum transit utilization including shopper and other non-work trips.

SUB. TASK 2.1

PARKING DATA

REISTERSTOWN PLAZA TRANSIT AREA STUDY

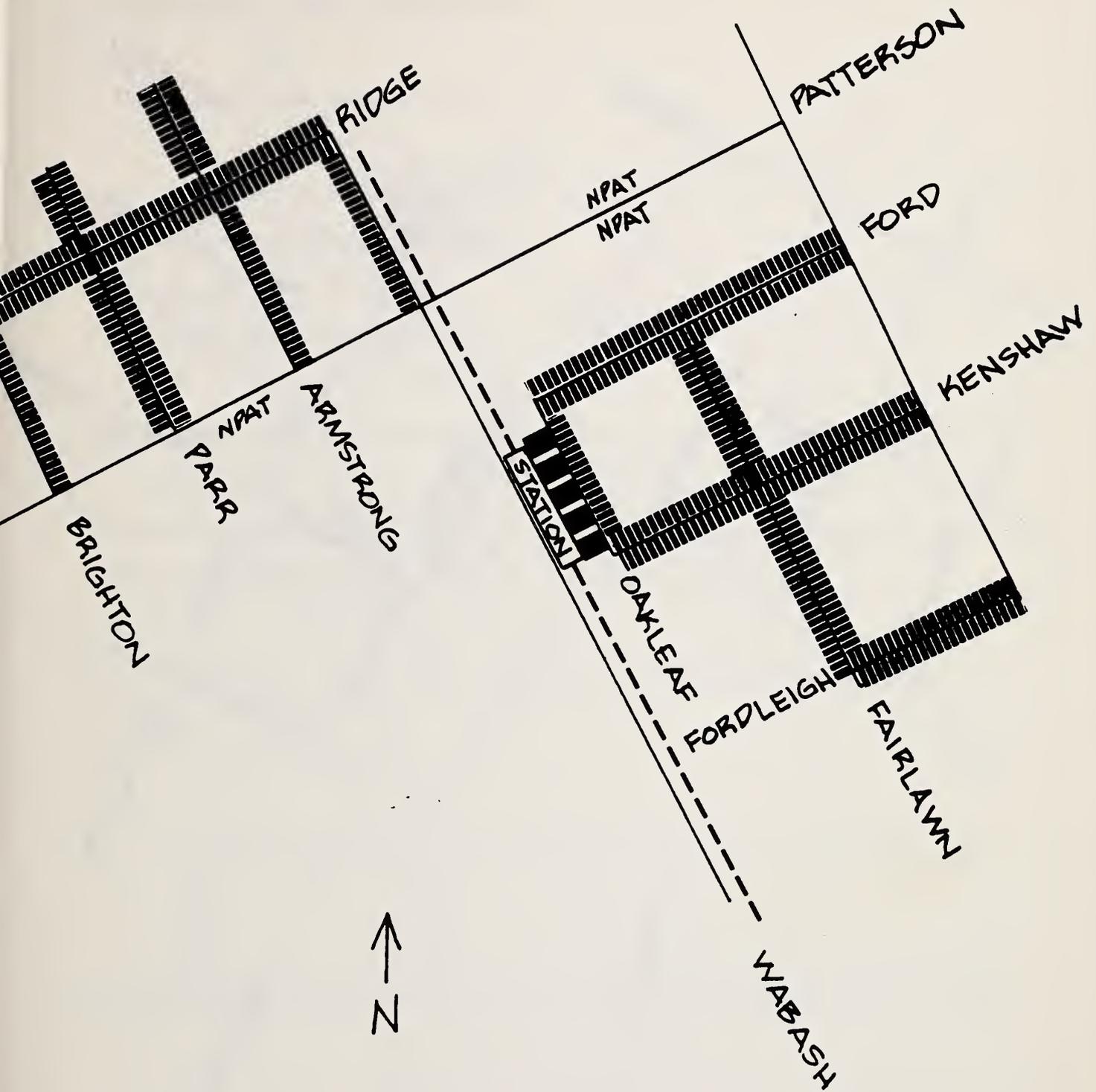
The parking study boundaries are:

- a. Ridge Avenue on the north,
- b. Fordleigh Avenue on the south,
- c. Brighton Avenue on the west and,
- d. Reisterstown Road on the east.

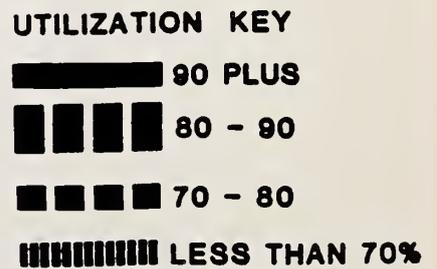
Within this area there are approximately 504 legal curb parking spaces.

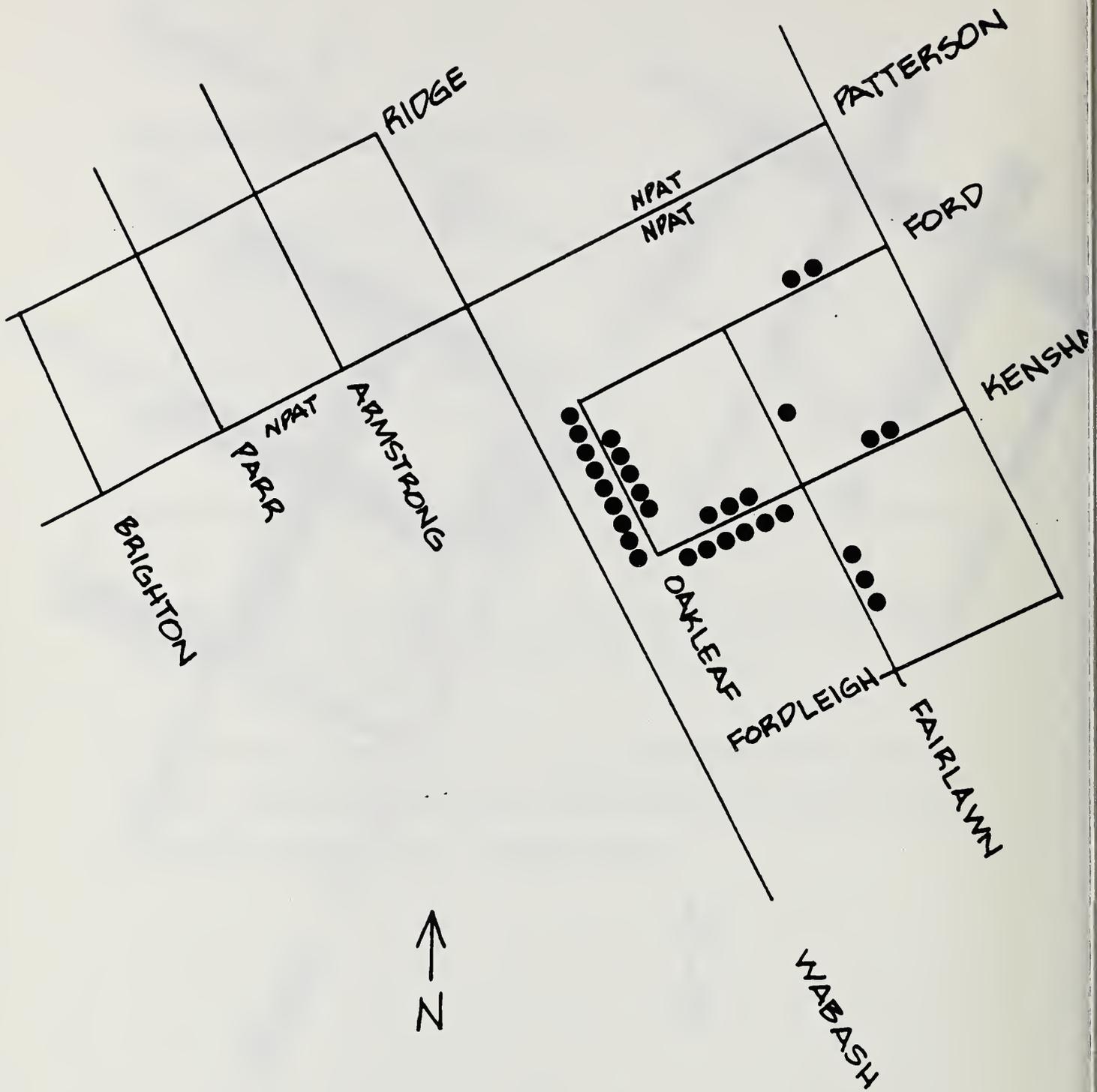
Between the hour of 2 and 3 p.m. on the day of the study there were 94 cars observed parked. This represents 19% utilization.

Of the 94 cars parked, 31 (Or 33%) were non-residents parked more than 4 hours. The highest percentage of these non-residents parked worked at the H.R. Nicholson, Co., on Oakleaf Avenue.



REISTERSTOWN PLAZA





NON-RESIDENT

ROGERS AVENUE TRANSIT STATION AREA

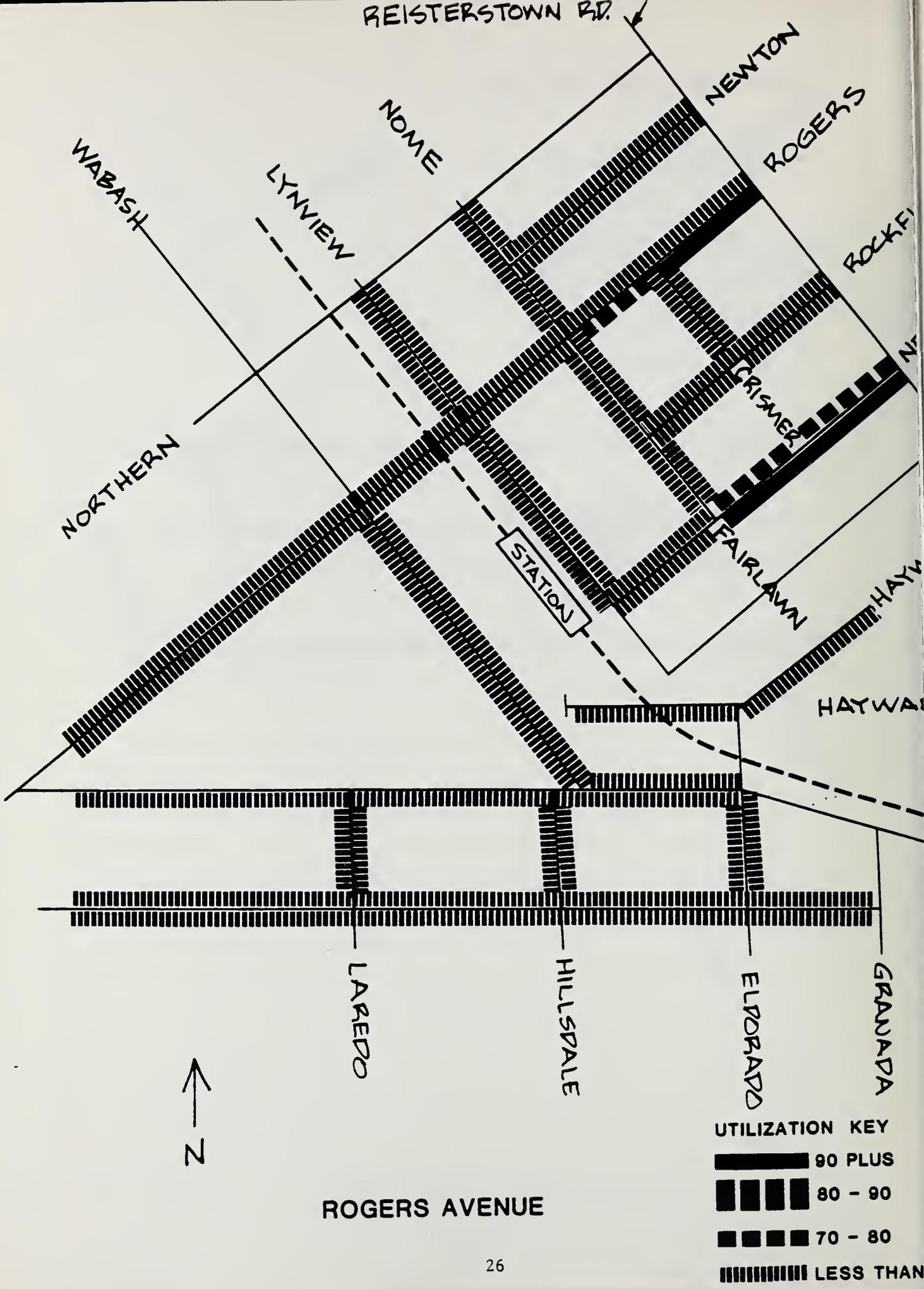
The parking study boundaries are:

- a. Northern Parkway on the north,
- b. Elderon/Hayward on the south
- c. Reisterstown on the east
- d. Wabash Avenue on the west.

Within this area there are approximately 600 legal curb parking spaces.

Between the hour of 2 and 3 p.m. on the day of the study there were 290 cars observed parked. This represents 48% utilization.

Of the 290 cars parked, 27 (or 9%) were non-residents parked more than 4 hours.



REISTERSTOWN RD.

NEWTON

ROGERS

WABASH

LYNVIEW

NDOME

ROCKFELLER

NORTHERN

GRISMER

STATION

FAIRLAWN

HAYWARD

HAYWAI

LAREDO

HILLSPALE

ELPORADO

GRANADA



ROGERS AVENUE

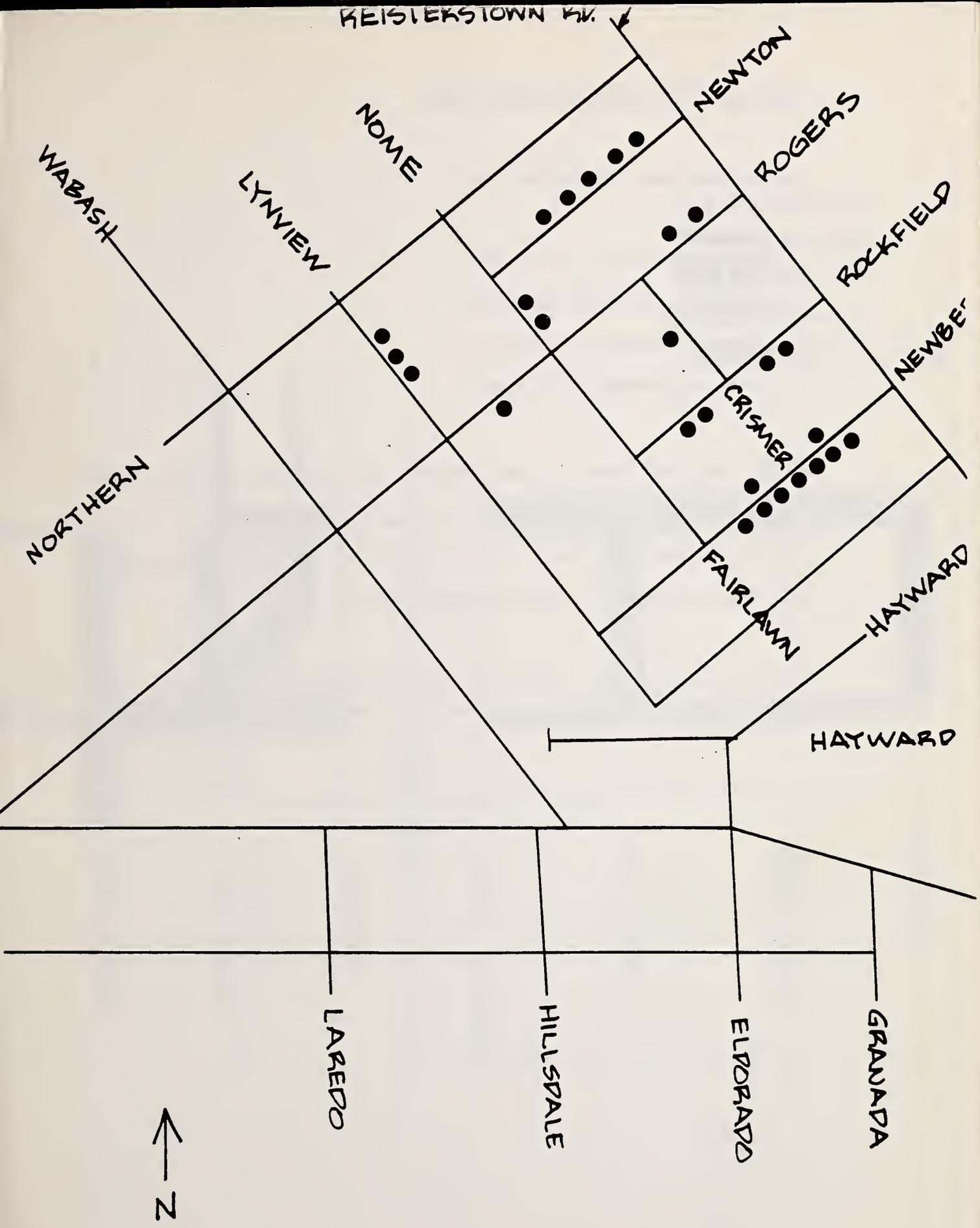
UTILIZATION KEY

90 PLUS

80 - 90

70 - 80

LESS THAN



NON-RESIDENT PARKERS 2-3PM

WEST COLD SPRING TRANSIT STATION AREA

The parking study boundaries are:

- a. Ridgewood Avenue on the north,
- b. Grantley Avenue on the south,
- c. Towanda Avenue on the east and
- d. Callaway Avenue on the west.

Within this area there are approximately 700 legal curb parking spaces.

Between the hour of 2 and 3 p.m. on the day of the study there were 211 cars observed parked. This represents 30% utilization.

Of the 211 cars parked, 18 (or 9%) were non-residents parked more than 4 hours.

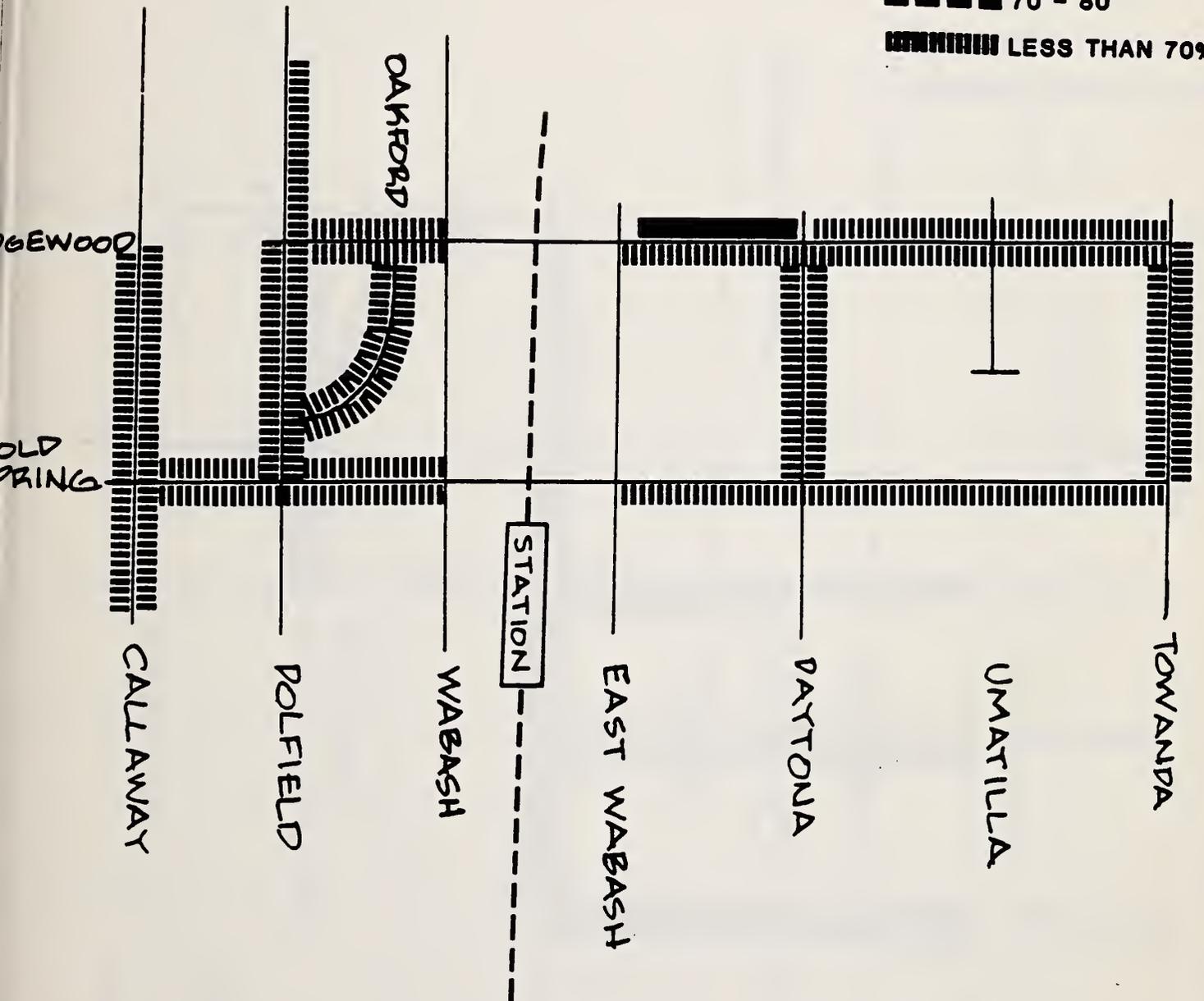
UTILIZATION KEY

90 PLUS

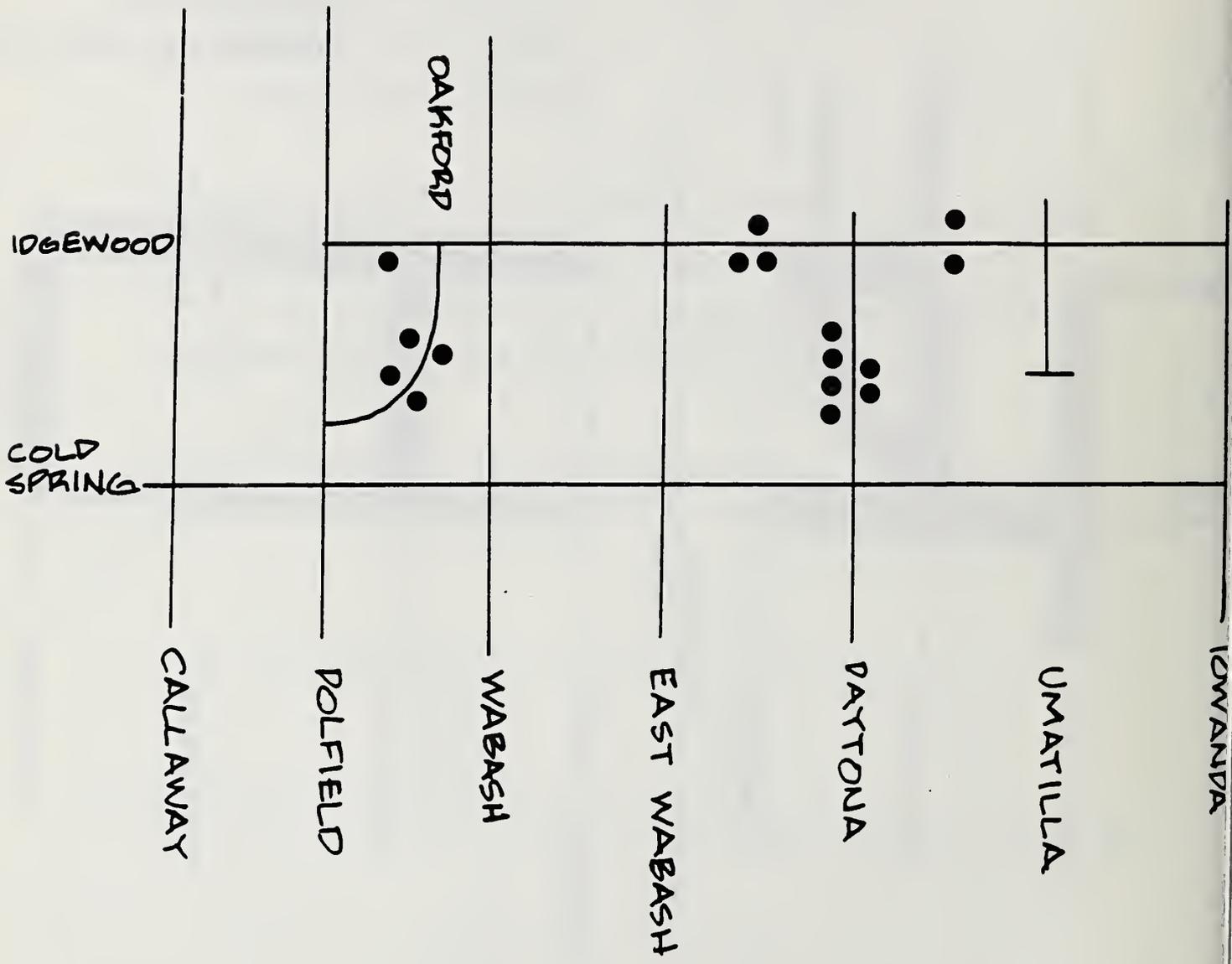
80 - 90

70 - 80

LESS THAN 70%



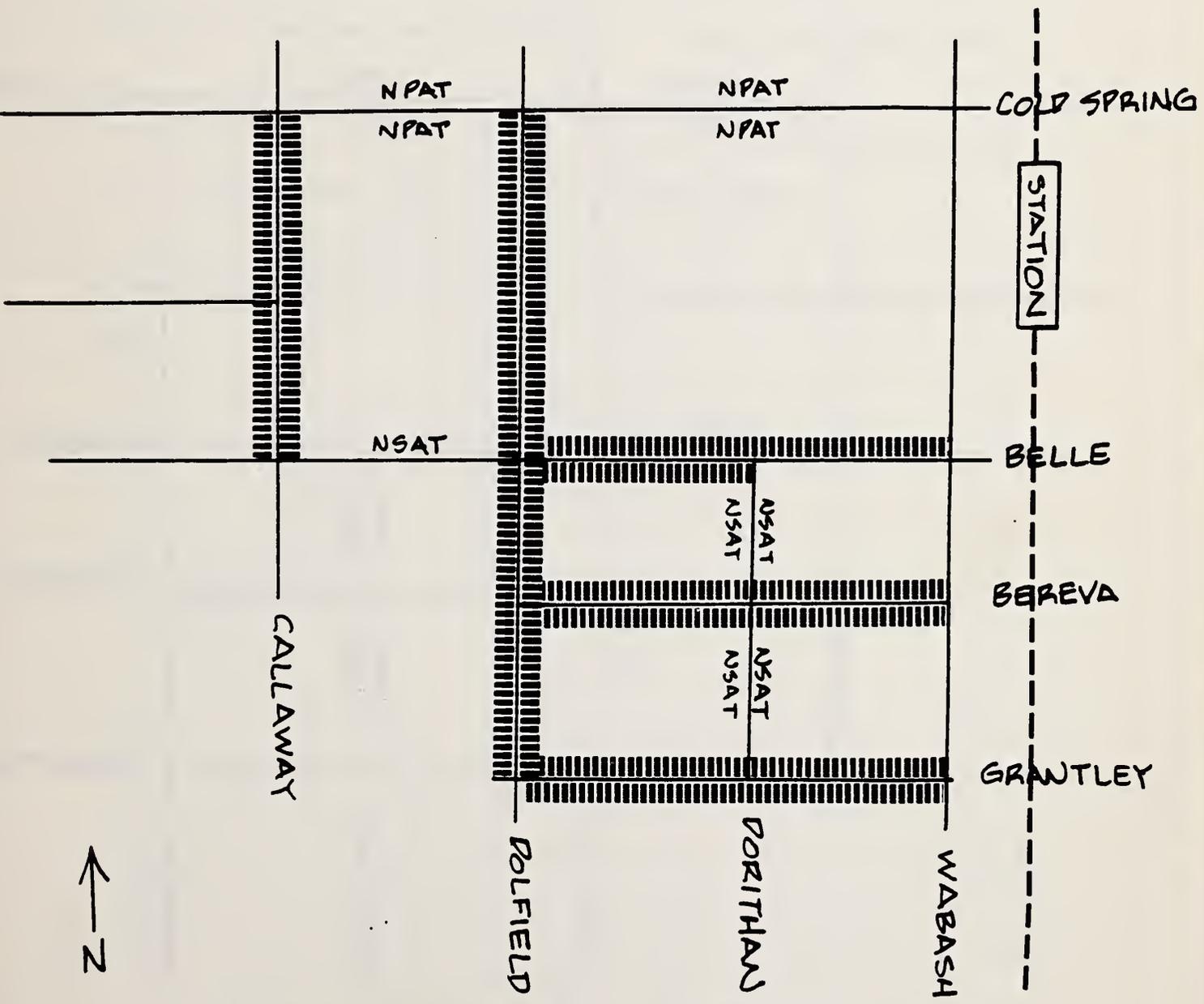
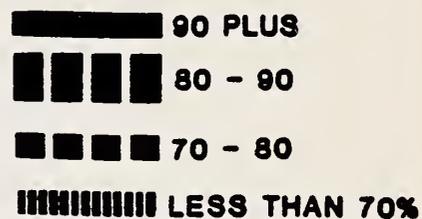
W. COLDSRING (Part 1)
ACCUMULATION



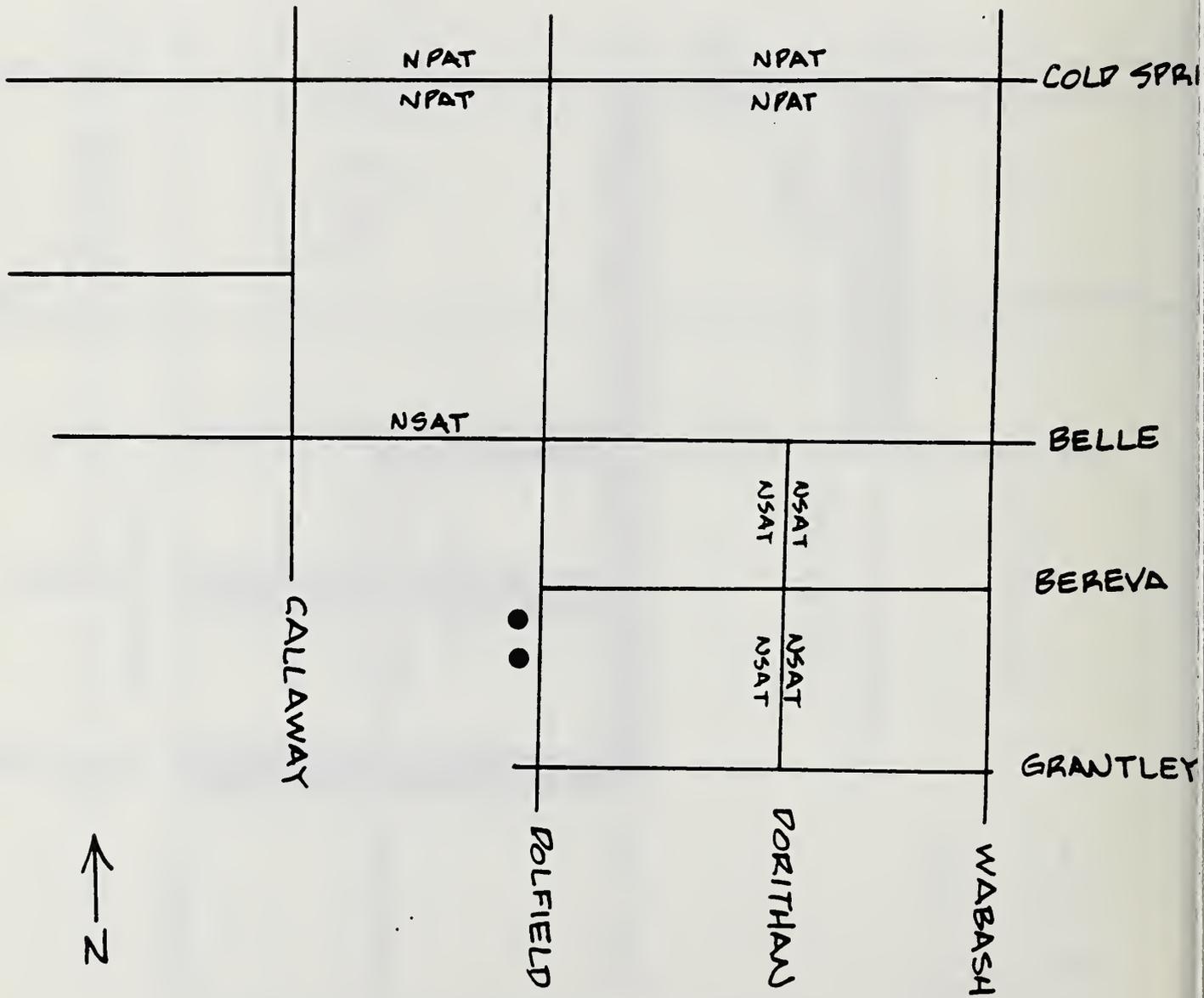
NON-RESIDENT PARKERS 2-3PM



UTILIZATION KEY



W. COLDSRING (Part 2)
ACCUMULATION



NON-RESIDENT PARKERS 2-3PM

MONDAWMIN TRANSIT STATION AREA

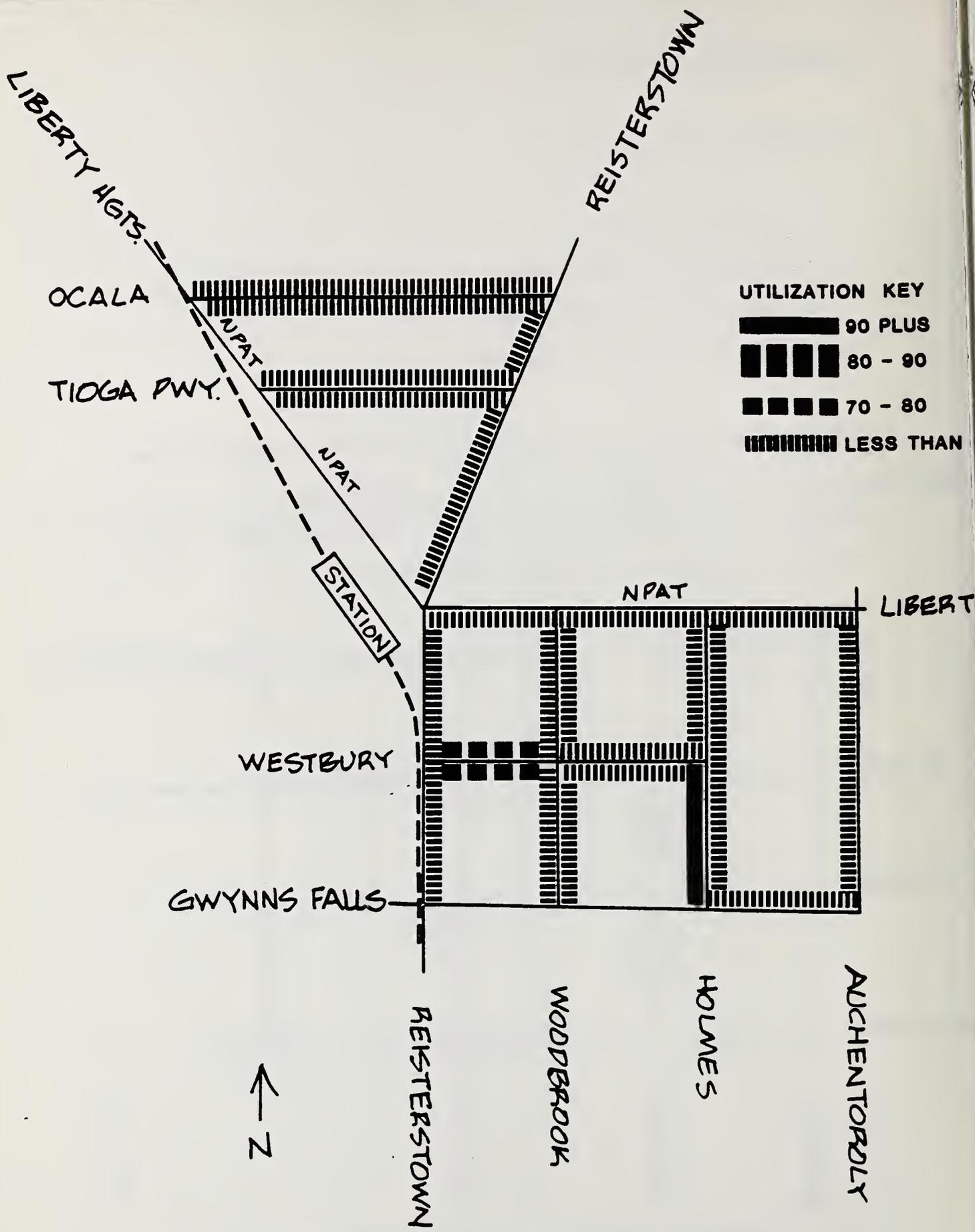
The parking study boundaries are:

- a. Ocala Avenue on the north,
- b. Whittier Avenue on the south,
- c. Pulaski Street on the west, and
- d. Auchentoroly Terrace on the east

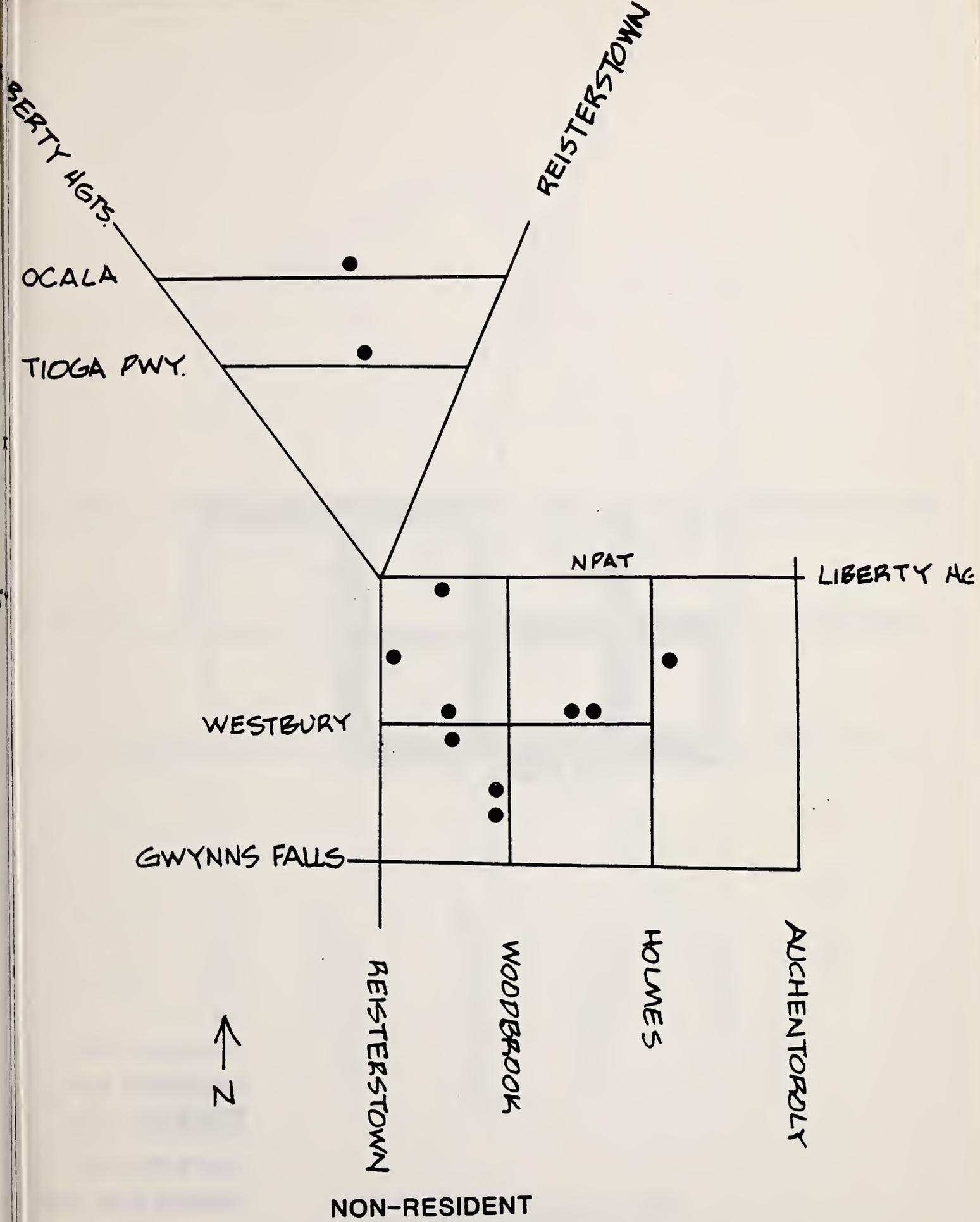
Within this area there are approximately 700 legal curb parking spaces.

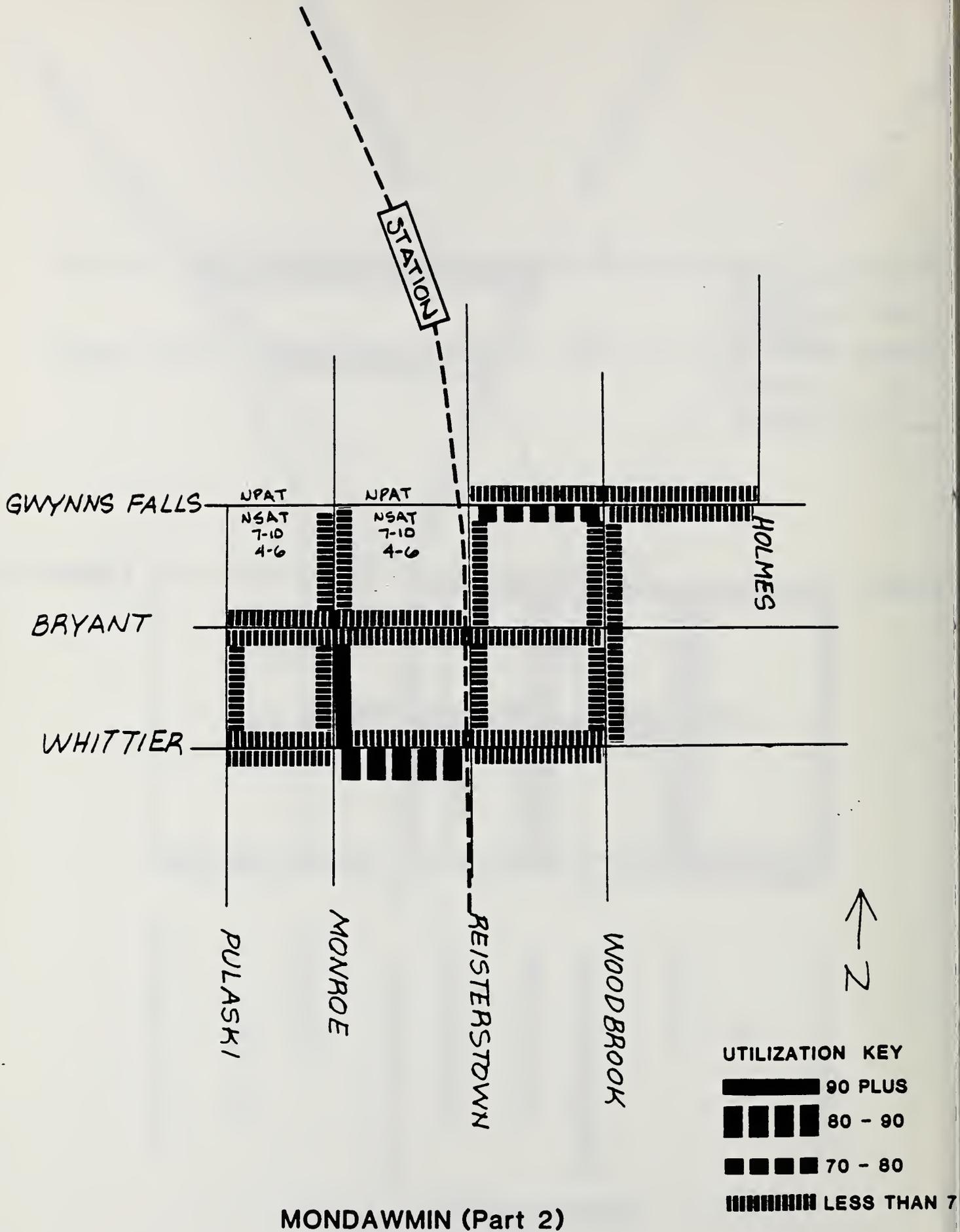
Between the hour of 2 and 3 p.m. on the day of the study there were 252 cars observed parked. This represents 36% utilization.

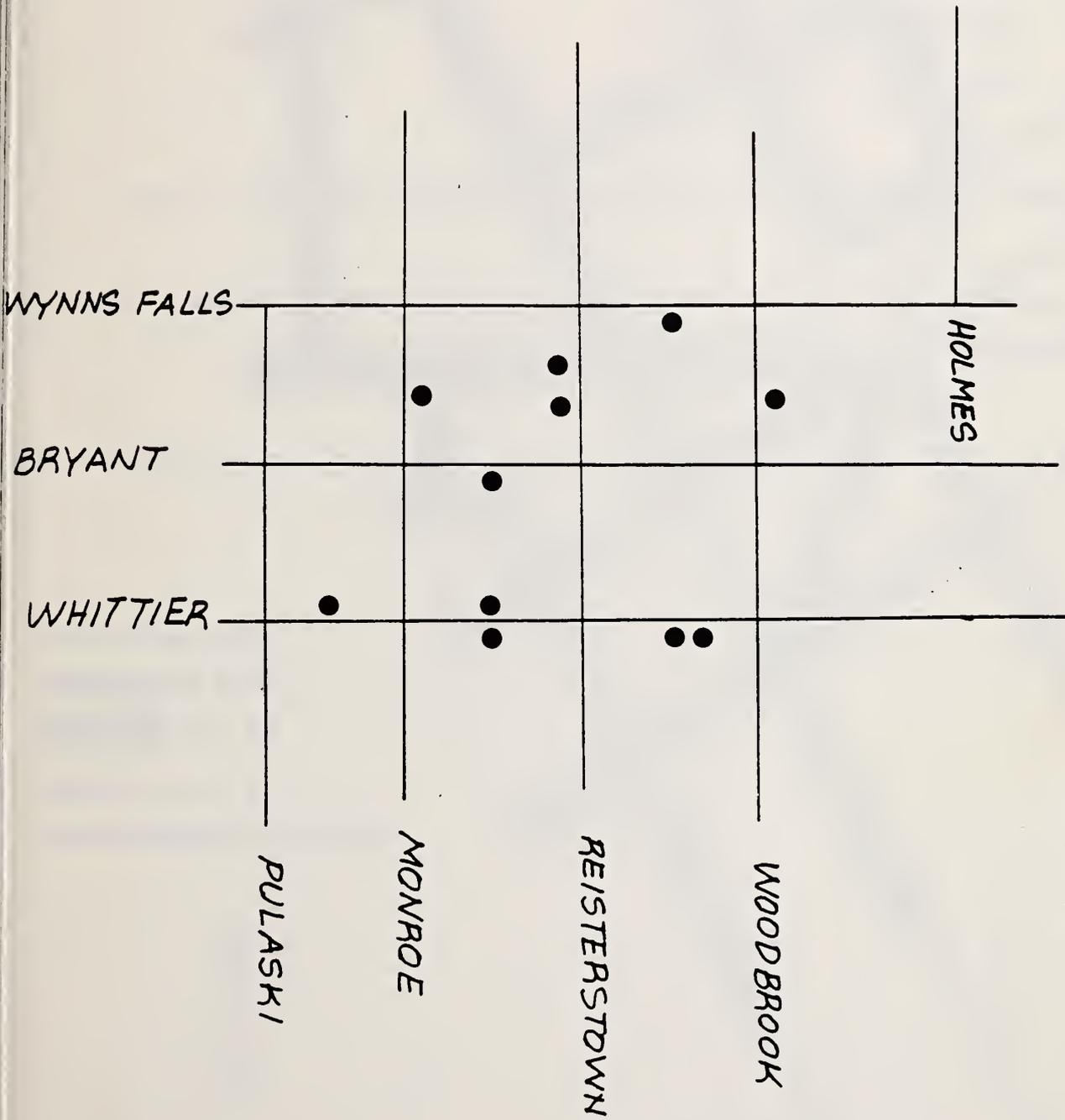
Of the 252 cars parked, 22 (or 9%) were non-residents parked more than 4 hours.



MONDAWMIN (Part 1)
ACCUMULATION







← 2

NON-RESIDENT

PENN-NORTH TRANSIT STATION AREA

The parking study boundaries are:

- a. Clifton Avenue on the north,
- b. Baker Avenue on the south,
- c. Fulton/Mount on the west and
- d. Druid Hill on the east.

Within this area there are approximately 600 legal curb parking spaces.

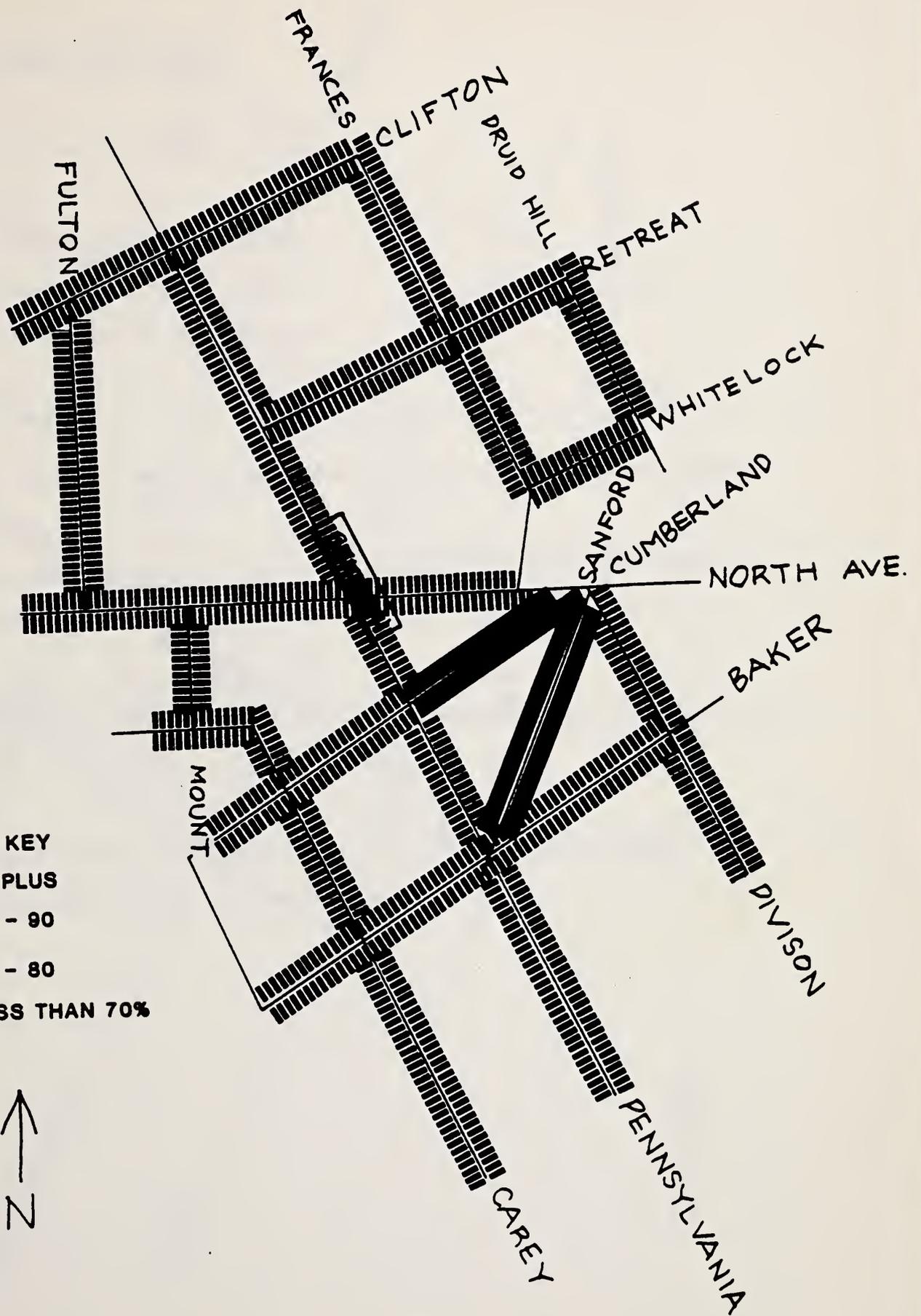
Between the hours of 2 and 3 p.m. on the day of the study there were 450 cars observed parked. This represents 75% utilization.

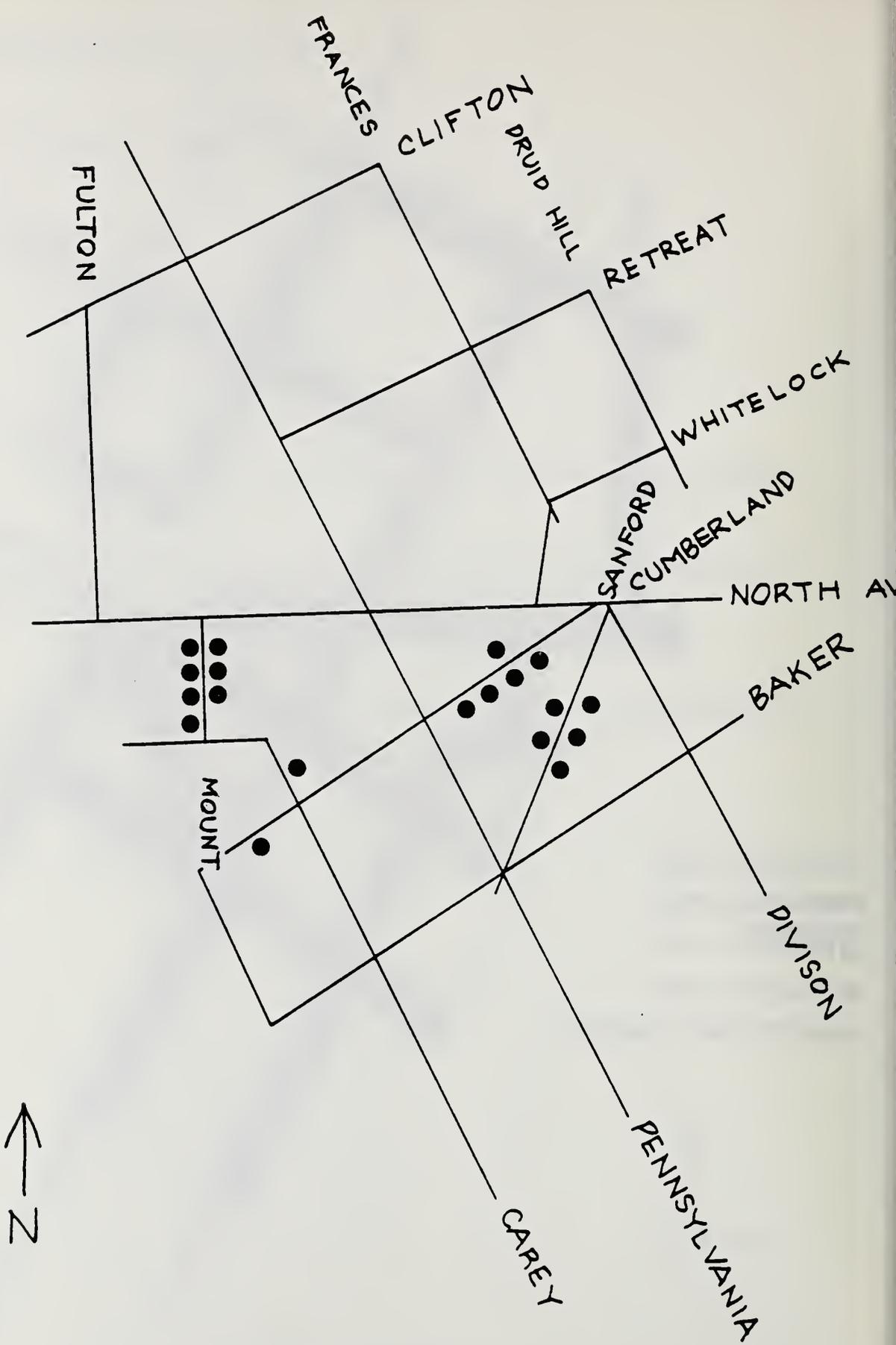
Of the 420 cars parked, 19 (or 22%) were non-residents parked more than 4 hours.

PENN-NORTH ACCUMULATION

UTILIZATION KEY

-  90 PLUS
-  80 - 90
-  70 - 80
-  LESS THAN 70%





NON-RESIDENT

UPTON TRANSIT STATION AREA

The parking study boundaries are:

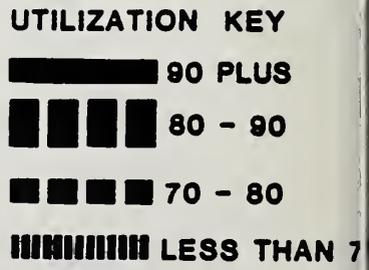
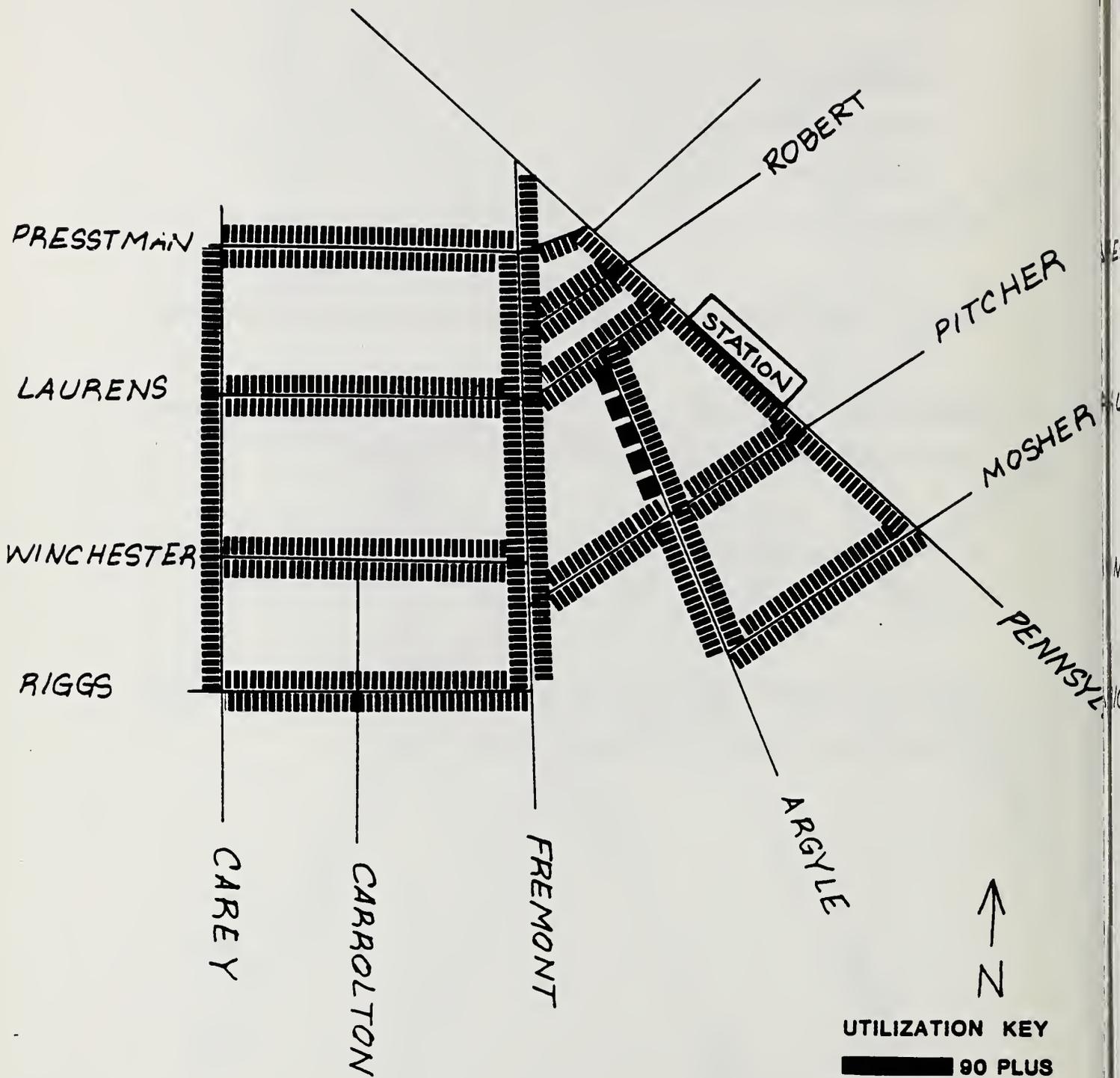
- a. Presstman Street on the north,
- b. Mosher Street on the south,
- c. Carey Street on the west, and
- d. Druid Hill on the east.

Within this area there are approximately 900 legal curb parking spaces.

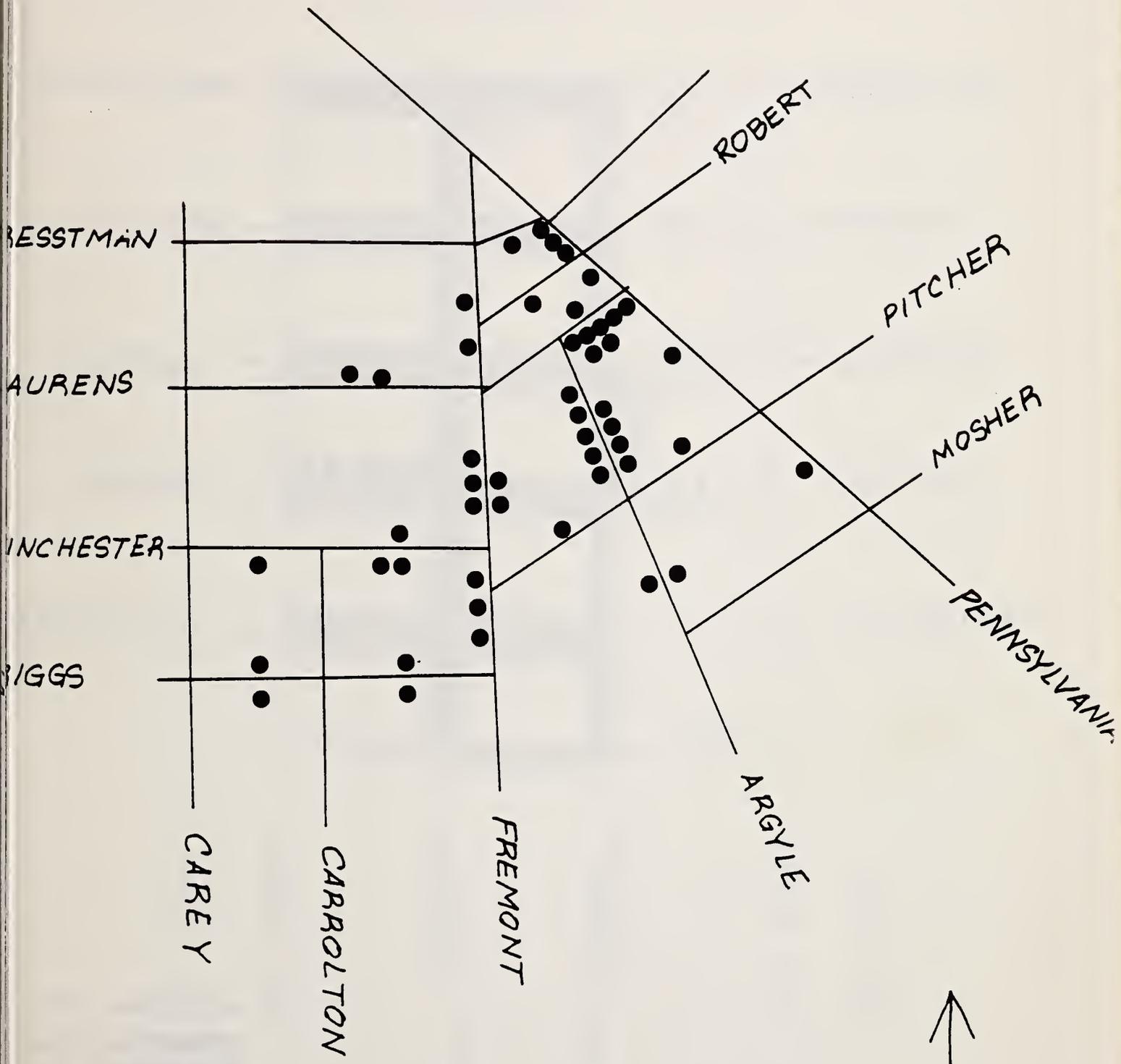
Between the hour of 2 and 3 p.m. on the day of the study there were 384 cars observed parked. This represents 43% utilization.

Of the 384 cars parked, 98 (or 26%) were non-residents parked more than 4 hours.

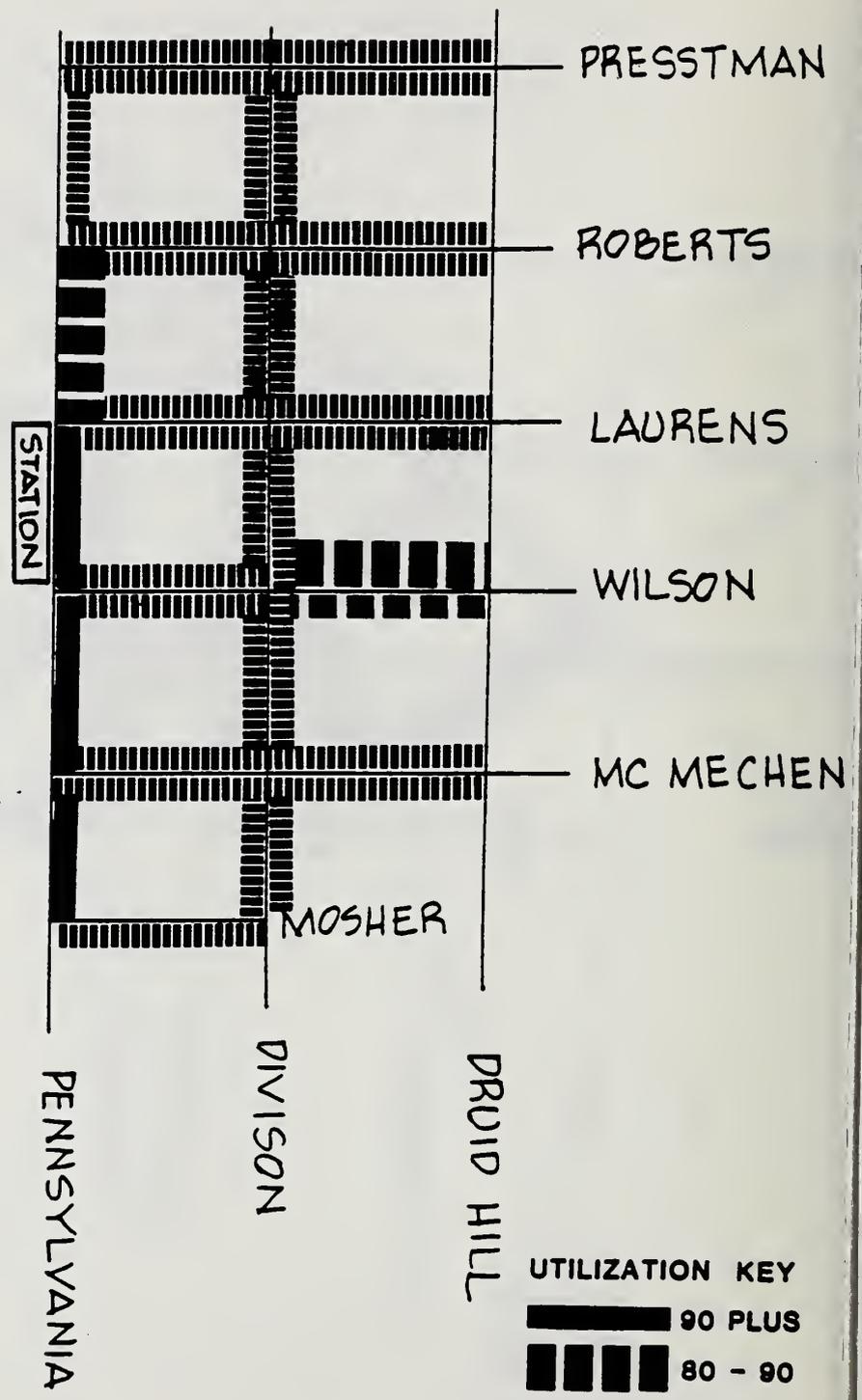
The area of highest utilization was along the eastside of Pennsylvania Avenue between Roberts and Mosher Streets.



**UPTON (Part 1)
ACCUMULATION**

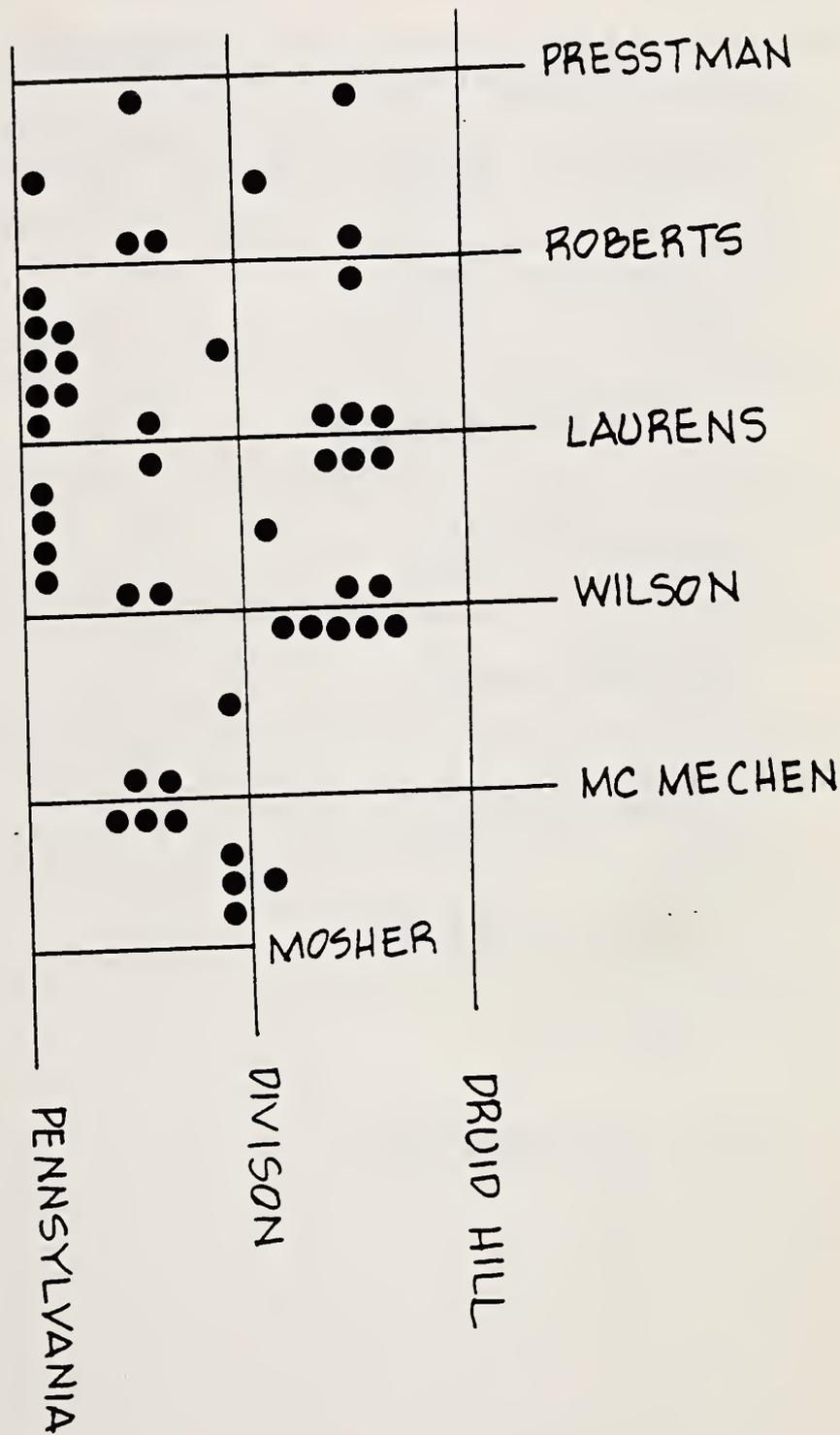


NON-RESIDENT



UPTON (Part 2)
ACCUMULATION

←
—
N



NON-RESIDENT

TABLE
 METRO IMPACT STUDY
 TASK 7

RESIDENTIAL LAND ACTIVITY
 1970 DATA SUMMARY

<u>AREA</u> (Station Area/Control Area)	<u>TRANSACTIONS</u>	<u>TOTAL SALES</u>	<u>MEAN VALUE</u>
1-A Reisterstown Plaza A - Number of homeowners in area is statistically insignificant Cheswolde A - Number of homeowners in area is statistically insignificant.			
1-B Reisterstown Plaza B	7	\$ 89,600	\$12,800
West Hills	13	118,770	9,136
2. Rogers Avenue	172	\$1,840,700	\$10,702
New Northwood/Perring Loch	84	955,429	11,374
3. West Cold Spring	86	\$ 676,735	\$ 7,869
Uplands/Edmondson	57	416,950	7,315
4. Mondawmin	19	\$ 162,500	\$ 8,553
Walbrook/Rosemont	13	77,920	5,994
5. Penn-North	29	\$ 110,290	\$ 3,803
Oliver/Gay/South Clifton Park	78	218,520	2,802
6. Upton	20	\$ 61,300	\$ 3,065
Oliver/Johnson Square	83	206,793	2,492
7. State Center	9	\$ 256,620	\$28,513

Source: 1970 Lusk's Reports

TABLE

P. 2 of 3

1975 DATA SUMMARY

<u>AREA</u> (Station Area/Control Area)	<u>TRANSACTIONS</u>	<u>TOTAL SALES</u>	<u>MEAN VALUE</u>
1-A Reisterstown Plaza A - Number of homeowners in area is statistically insignificant. Cheswolde - Number of homeowners in area is statistically insignificant.			
1-B Reisterstown Plaza B	8	\$ 177,660	\$22,208
West Hills	10	198,500	19,850
2. Rogers Avenue	84	\$1,484,635	\$17,674
New Northwood/Perring Loch	55	\$1,144,120	20,802
3. West Cold Spring	85	\$ 799,590	\$ 9,407
Uplands/Edmondson	101	1,376,350	13,627
4. Mondawmin	22	\$ 144,575	\$ 6,572
Walbrook/Rosemont	22	230,700	10,486
5. Penn-North	45	\$ 137,670	\$ 3,059
Oliver/Gay/South Clifton Park	57	214,435	3,762
6. Upton	49	\$ 178,770	\$ 3,648
Oliver/Johnson Square	51	183,955	3,607
7. State Center	13	\$ 603,800	\$46,369

Source: 1975 Lusk's Reports

TABLE

P.

1980 DATA SUMMARY

<u>AREA</u> (Station Area/Control Area)	<u>TRANSACTIONS</u>	<u>TOTAL SALES</u>	<u>MEAN VALUE</u>
1-A Reisterstown Plaza A - Number of homeowners in area is statistically insignificant Cheswolde - Number of homeowners in area is statistically insignificant.			
1-B Reisterstown Plaza B	4	\$ 162,800	\$40,700
West Hills	7	182,220	26,031
2. Rogers Avenue	42	\$1,273,660	\$30,325
New Northwood/Perring Loch	59	1,944,520	32,958
3. West Cold Spring	73	\$1,141,740	\$15,640
Uplands/Edmondson	94	1,983,123	21,097
4. Mondawmin	10	\$ 174,550	\$17,455
Walbrook/Rosemont	37	717,816	19,400
5. Penn-North	52	\$ 357,101	\$ 6,878
Oliver/Gay/South Clifton Park	117	968,532	8,278
6. Upton	56	\$ 539,409	\$ 9,632
Oliver/Johnson Square	117	732,201	6,258
7. State Center	15	\$ 892,225	\$59,482

Source: 1980 Lusk's Reports

Metro Section A Impact Study
Summation of Rent Surveys

Transit Area				Control Area			
		1983	1980			1983	1980
Apartment		Mean	Census	Apartment		Mean	Census
Type		Mean	Mean	Type		Mean	Mean
(utilities)*	Listings	Rent	Rent	(utilities)*	Listings	Rent	Rent
Reisterstown				Cheswold/West Hills			
bedroom (part)				1 bedroom (part) 2		\$277.50(a)	
bedroom (plus)		\$350(b)		1 bedroom (plus) 2		\$277.50(a)	
						\$350.00(b)	
bedroom (part)				2 bedroom (part) 2		\$312.00(a)	
bedroom (plus)		\$375.00(b)		2 bedroom (plus) 2		\$312.00(a)	
						\$344.50(b)	
bedroom (plus)		\$432.50(b)		3 bedroom (plus)			
ALL UNITS		\$386.00(b)	Reis. A-252 Reis. B-224	ALL UNITS 8		\$294.75(a) Ches.-252 \$324.75(b) W.Hill-202	
Rogers Avenue				New Northwood/Perring Loch.			
Efficiency				Efficiency		\$229.00(b)	
bedroom 2		\$205.00(a)		1 bedroom		\$274.00(b)	
bedroom 1		\$275.00(a)		2 bedroom		\$304.00(b)	
bedroom (plus) 2		\$307.50(a)		2 bedroom (plus) 1		\$354.00(a)	
bedroom 1		\$300.00(a)		3 bedroom 1		\$469.00(a)	
bedroom (plus) 1		\$286.00(a)		3 bedroom (plus)			
ALL UNITS 7		\$296.00	\$187.00	ALL UNITS 2		\$411.50(s) \$207.00 \$269.00(b)	
West Cold Spring				Uplands/Edmondson			
bedroom				1 bedroom 1		\$383.00(a)	
bedroom (part) 1		\$233.00(a)		1 bedroom (part)		\$236.00(b)	
bedroom (part)				2 bedroom (part)		\$258.00(b)	
bedroom 6		\$292.00(a)		3 bedroom			
bedroom (part)				3 bedroom (part)		\$284.00(b)	
bedroom (plus) 1		\$270.00(a)		3 bedroom (plus)			
bedroom 2		\$274.00(a)		4 bedroom 2		\$319.00(a)	
bedroom 1		\$300.00(a)		5 bedroom			
ALL UNITS 11		\$282.00	\$172.00	ALL UNITS 3		\$337.00(a) \$155.00 \$259.00(b)	

Transit Area				Control Area			
		1983	1980			1983	1980
Apartment Type (utilities)*	Listings	Mean Rent	Census Mean Rent	Apartment Type (utilities)*	Listings	Mean Rent	Census Mean Rent
Mondawmin				Walbrook/Rosemont			
1 bedroom	2	\$177.00(a)		1 bedroom			
1 bedroom (plus)	1	\$210.00(a)		1 bedroom (plus)			
2 bedroom	3	\$220.00(a)		2 bedroom			
3 bedroom	1	\$200.00(a)		3 bedroom	1	\$325.00(a)	
3 bedroom (plus)				3 bedroom (plus)	1	\$290.00(a)	
4 bedroom	1	\$225.00(a)		4 bedroom			
ALL UNITS	8	\$206.00	\$154.00	ALL UNITS	2	\$307.50	\$152.00
Penn-North				Oliver/Gay/South Clifton			
1 bedroom	8	\$149.25(a)		1 bedroom	5	\$152.80(a)	
1 bedroom (plus)	1	\$185.00(a)		1 bedroom (plus)			
2 bedroom	2	\$170.00(a)		2 bedroom			
3 bedroom	12	\$194.83(a)		3 bedroom	6	\$182.33(a)	
ALL UNITS	23	\$170.00	\$118.00	ALL UNITS	11	\$169.00	\$124.00
Upton				Oliver/Johnson Square			
1 bedroom	5	\$188.00(a)		1 bedroom	3	\$167.33(a)	
		\$269.00(b)					
1 bedroom (part)	3	\$190.00(a)		1 bedroom (part)			
2 bedroom	2	\$137.50(a)		2 bedroom			
2 bedroom (part)	2	\$193.00(a)		2 bedroom (part)			
3 bedroom	4	\$193.50(a)		3 bedroom	7	\$188.29(a)	
3 bedroom (part)	1	\$180.00(a)		3 bedroom (part)			
5 bedroom				5 bedroom	2	\$185.00(a)	
efficiency		\$244.00(b)		efficiency	1	\$115.00(a)	
ALL UNITS	17	\$184.00(a)	\$122.00	ALL UNITS	13	\$177.00	\$104.00
State Center				<p>*Utilities: (plus) - all utilities are included (part) - only some utilities are included blank - utilities</p> <hr/> <p>Source: a) HCD Survey April 1983 b) Planning Dept. Contacts Oct., 1983</p>			
efficiency	2	\$132.50(a)					
efficiency (part)		\$240.00(b)					
bedroom	2	\$227.50(a)					
bedroom (part)	2	\$280.00(a)					
		\$300.00(b)					
bedroom (plus)	4	\$320.00(a)					
bedroom	1	\$400.00(a)					
bedroom (part)	1	\$420.00(a)					
		\$395.99(b)					
bedroom (plus)	4	\$375.00(a)					
bedroom (part)		\$452.50(b)					
ALL UNITS	16	\$305.00(a)	\$157.00				

SUB-TASK 7.3 HOUSING SUPPLY 1980 CENSUS

METRO IMPACT STUDY
Transit Station Planning Study Areas and Control Areas

STUDY AREA Station Area/ Control Area (Census Tracts and Blocks)	POPULATION (#)			House- holds	TENURE (#)		Mean Home- owners	INCOME (\$)		(\$) Mean House Value	(\$) Mean Rent
	Total	White	Black		Other	Renters		Home- owners	Home- owners		
Reisterstown Plaza - A	906	721 (79.6%)	175 (19.3%)	10 (1.1%)	487	487 (100.0%)	0 (0.0%)	\$14,119	\$14,119	-	\$252
<u>2715.01</u> 521,523 524	799	609 (76.2%)	158 (19.8%)	36 (4.5%)	440	420 (95.6%)	20 (4.4%)	18,190	18,190	-	252
Reisterstown Plaza - B	406	225 (55.4%)	176 (43.3%)	5 (1.2%)	156	27 (17.3%)	129 (82.7%)	19,338	\$20,534	\$29,761	224
<u>2804.01</u> 504 505	318	162 (50.9%)	155 (48.7%)	1 (.3%)	93	13 (14.0%)	80 (86.0%)	18,097	18,761	33,336	202
Rogers Avenue	6,352	575 (9.1%)	5,724 (90.1%)	53 (.8%)	2,167	554 (25.6%)	1,613 (74.4%)	19,461	22,132	33,041	187
<u>2709.01</u> BG 2 BG 3 <u>2709.02</u> 203, 204 205, 206 207, BG 3	6,659	1,079 (16.2%)	5,520 (83.0%)	52 (.8%)	2,115	581 (27.5%)	1,534 (72.5%)	21,319	24,585	33,980	207

APPENDIX F
(PART OF BALTIMORE
CITY TASK REPORT)

Housing Supply (Continued)

METRO IMPACT STUDY

Transit Station Planning Study Areas and Control Areas

STUDY AREA Station Area/ Control Area (Census Tracts and Blocks)	POPULATION (#)			TENURE (#)			INCOME (\$)		(\$) Mean House Value	(\$) Mean Rent	
	Total	White	Black	Other	House- holds	Renters	Home- owners	Home- owners			Renters
W. Cold Spring	12,858	261 (2.1%)	12,511 (97.3%)	78 (.6%)	3,629	2,135 (59.7%)	1,454 (40.1%)	\$20,979	\$11,868	\$29,868	\$176
2007.01 2804.04 1608.02 112,113 126,127 501 1607 407,413 704	12,141	755 (6.2%)	11,342 (93.4%)	44 (.4%)	4,010	2,173 (54.2%)	1,837 (45.8%)	20,816	11,896	25,778	155
Mondawmin	5,852	56 (1.0%)	5,726 (97.8%)	70 (1.2%)	2,178	1,326 (60.9%)	852 (39.1%)	18,807	8,693	24,985	154
1607 BG 3 BG 4 BG 5 1506 703 705 BG 8 1509 512	4,124	15 (.3%)	4,090 (99.2%)	19 (.5%)	1,350	745 (55.2%)	605 (44.8%)	17,883	12,237	21,629	152

Housing Supply (Continued)

METRO IMPACT STUDY

Transit Station Planning Study Areas and Control Areas

STUDY AREA Station Area/ Control Area (Census Tracts and Blocks)	POPULATION (#)			House- holds	TENURE (#)		INCOME (\$)		(\$) Mean House Value	(\$) Mean Rent	
	Total	White	Black		Other	Renters	Home- owners	Home- owners			Renters
Penn- North	10,090	51 (.5%)	9,984 (98.9%)	55 (.5%)	3,421	2,659 (77.7%)	762 (22.3%)	\$ 9,745	\$11,450	\$9,270	\$118
806 807 909 101 102 103	10,230	59 (.6%)	10,104 (98.8%)	67 (.7%)	3,150	2,136 (67.8%)	1,014 (32.2%)	11,440	14,740	9,730	\$124
Upton	8,824	50 (.6%)	8,714 (98.8%)	33 (.4%)	3,133	2,585 (82.5%)	548 (17.5%)	9,830	16,223	7,786	122
908 BG 1 BG 2 BG 3 909 1001	8,938	94 (1.1%)	8,803 (98.5%)	41 (.5%)	2,894	2,384 (82.3%)	512 (17.7%)	9,357	15,822	7,786	104
State Center	7,284	2,449 (33.6%)	4,738 (65.0%)	97 (1.3%)	3,895	3,515 (90.2%)	380 (9.8%)	11,036	35,296	9,713	151

1980 CHARLES CENTER STATION OFFICE INVENTORY

BUILDING NAME	BUILDING ADDRESS	MARKET TIER	LEVELS	TOTAL SQ. FT.	OFFICE SQ. FT.	DATE OF CONSTR.	RATE/ SQ. FT.
10 SOUTH BUILDING	10 SOUTH STREET	C	6	28800	28800	1928	N.A.
100 ST. PAUL PLACE	100 ST. PAUL	B	6	24000	24000		6.50
101-111 REDWOOD BUILDING (2 BUILDS)	101-111 REDWOOD ST.	B	6	42200	42200	1916	7.00
131 E. REDWOOD BUILDING	131 E. REDWOOD ST.	B	7	65000	65000	1905	8.50
17 LIGHT STREET BUILDING	17 LIGHT STREET		4	20000	20000		N.A.
210 BUILDING	210 CALVERT ST.		5	20000	20000		7.00
217-225 E. REDWOOD ST. BUILDING	217-225 E. REDWOOD	C	4	16000	12000	1920	N.A.
222 EAST REDWOOD BUILDING	222 EAST REDWOOD	B	7	28000	24000	1928	N.A.
31 SOUTH CALVERT BUILDING	31 SOUTH CALVERT BUILDING	C	7	21000	18000	1930	N.A.
32 SOUTH STREET BUILDING	200-202 E. LOMBARD ST.	B	5	26775	25000	1905	N.A.
5 LIGHT STREET BUILDING	30 SOUTH ST.	B	11	66000	60000	1978	N.A.
ALEXANDER BROWN BUILDING	5 LIGHT STREET	B	3	50000	50000	1920	N.A.
AMERICAN BUILDING	135 E. BALTIMORE ST.	B	15	80000	69000	1905	7.00
ARLINGTON FEDERAL BUILDING	231 E. BALTIMORE STREET	B	27	255000	245000	1969	10.25
8 & O BUILDING	201 N. CHARLES STREET	B	13	203811	203811	1906	N.A.
BALTIMORE FEDERAL BUILDINGS	211-221 WEST LOMBARD STREET	B	8	115084	115084	1906	N.A.
BALTIMORE GAS & ELECTRIC	19 E. FAYETTE ST.	B	4	65000	58000	1960	N.A.
BLAUSTEIN BUILDING	CHARLES CENTER	A	16	367000	350000	1970	N.A.
C&P TELEPHONE BUILDING	1 NORTH CHARLES STREET	B	25	288000	282000	1963	12.00
CAP TELEPHONE BUILDING (CONST. PLAZA)	316-20 ST. PAUL PLACE	B	12	250000	250000	1970	N.A.
CAVALIER BUILDING	1 EAST PRATT STREET	A	B	320000	290000	1977	N.A.
CHAMBER OF COMMERCE	26-28 SOUTH CALVERT	B	12	60000	60000		8.00
CHAMBER OF COMMERCE BUILDING	22 LIGHT ST.	B	4	70000	70000	1910	N.A.
CHARLES CENTER SOUTH	22 LIGHT STREET	B	6	51000	44555	1924	7.00
COMMERCIAL CREDIT BUILDING	36 S. CHARLES STREET	A	25	300000	292000	1975	13.00
COURT SQUARE BUILDING	301 N. CHARLES ST.	B	18	330000	325000	1950	N.A.
EQUITABLE BANK CENTER	200 E. LEXINGTON ST.	B	17	90000	85000	1929	7.00
EQUITABLE BUILDING	100 S. CHARLES ST.	A	17	430000	350000	1980	12.50
FEDERAL RESERVE/PROVIDENT BANK	B N. CALVERT ST.	B	9	160000	145000	1950	7.00
FIDELITY DEPOSIT & ANNEX	114 E. LEXINGTON	B	9	90000	90000	1920	N.A.
FIDELITY FEDERAL BUILDING	210 N. CHARLES ST.	B	16	200000	200000	1969	8.00
FIRST MARYLAND BUILDING	200 N. CHARLES ST.	B	4	20000	16000	1981	N.A.
FIRST NATIONAL ANNEX	25 SOUTH CHARLES ST.	A	22	350000	318200	1972	11.00
FIRST NATIONAL BANK	19-21 SOUTH CHARLES ST.	B	22	35000	35000	1968	N.A.
FRIENDSHIP SQUARE (HARBORS VIEW)	14 LIGHT STREET	B	20	146000	146000	1928	N.A.
GARRET BUILDING	31-35 GRANT ST.	C	9	46800	46800	1909	8.00
I.B.M. BUILDING	237 EAST REDWOOD ST.	B	11	55000	55000	1913	7.50
INSURANCE COMP. OF N. AMERICA	100 PRATT BOULEVARD	A	10	277000	267700	1975	12.50
JEFFERSON BUILDING	301 E. FAYETTE ST.	B	8	60000	60000	1967	8.50
KATZ BUILDING	2 E. FAYETTE ST.	B	13	48000	48000	1973	7.50
KEYSER BUILDING	111 N. CHARLES ST	B	B	24000	21000	1980	6.50
	207 EAST REDWOOD ST.	B	10	58000	58000	1905	8.50

1980 CHARLES CENTER STATION OFFICE INVENTORY

BUILDING NAME	BUILDING ADDRESS	MARKET TIER	LEVELS	TOTAL SQ.FT.	OFFICE SQ.FT.	DATE OF CONSTR.	RATE/SQ.FT.
KNICKERBOCKER BUILDING	218-220 E. LEXINGTON ST.		7	16000	16000		N.A.
MARYLAND NATIONAL BANK BUILDING	10 LIGHT ST.	A	33	337462	333440	1929	9.00
MARYLAND NATIONAL BANK-OPERATIONS	225 N. CALVERT ST.	B	12	154000	154000	1968	N.A.
MARYLAND NATIONAL BUILDING	29 SOUTH GAY ST.	B	4	27000	27000	1896	N.A.
MARYLAND TRUST	14-18 S. CALVERT ST.	B	10	60000	60000	1905	9.00
MERCANTILE BUILDING	111 W. BALTIMORE ST.	A	21	389000	370000	1969	10.50
MUNSEY BUILDING	7 NORTH CALVERT STREET	B	17	175000	145000	1912	8.00
ONE CHARLES CENTER BUILDING	100 N. CHARLES ST.	A	21	300000	276000	1964	N.A.
ONE EAST LEXINGTON BUILDING	1 E. LEXINGTON	B	5	22000	19000		N.A.
ONE EAST REDWOOD BUILDING	15 S. CHARLES ST.	B	5	27500	22000	1935	N.A.
ONE SOUTH CALVERT BUILDING	201 E. BALTIMORE ST.	C	16	110179	109000	1900	N.A.
PROFESSIONAL BUILDING	330 N. CHARLES ST.	B	6	27000	22500	1910	7.25
S.M. NYMAN BUILDING	300-308 N. CHARLES ST.	B	5	42000	33900	1973	8.00
SAVINGS BANK OF BALT. ANNEX BUILD.	32 SOUTH STREET	B	6	35000	35000	1968	N.A.
SAVINGS BANK OF BALTIMORE	1 EAST BALTIMORE ST.	B	4	60000	60000	1920	N.A.
STANDARD OIL BUILDING	501 ST. PAUL PLACE	C	15	140000	134000	1921	6.50
SUBURBAN TRUST BUILDING	31 LIGHT ST.	B	6	22500	22500	1972	7.00
SUN LIFE BUILDING	20 S. CHARLES ST.	A	12	123800	123800	1966	10.75
TITLE GUARANTEE BUILDING	222 ST. PAUL PLACE	B	37	70000	62000	1940	N.A.
TOVER BUILDING	106 ST. PAUL STREET	B	7	46700	46700	1915	N.A.
TWO CHARLES CENTER	222 EAST BALTIMORE ST.	C	17	84000	84000	1910	6.75
U.S.F.&G.	8415 CHARLES PLAZA	B	30	85000	35000	1968	8.00
UNION TRUST BANK-OPERATIONS	100 E. LOMBARD ST.	A	34	460000	460000	1974	11.50
UNION TRUST BUILDING	100-02 E. BALTIMORE ST.	B	5	42680	42680	1968	N.A.
VERMONT FEDERAL BUILDING	210 GUILFORD	B	4	40000	40000	1963	N.A.
W.R.GRACE BUILDING	25 W. FAYETTE ST.	A	7	44000	44000	1967	N.A.
WORLD TRADE CENTER	10 EAST BALTIMORE ST.	A	16	168000	158000	1972	12.00
	401 E. PRATT ST.	A	28	280000	270000	1976	12.00

TOTALS 8641299 8181678

TOTALS

1980 LEXINGTON MARKET STATION OFFICE INVENTORY

BUILDING NAME	BUILDING ADDRESS	MARKET TIER	LEVELS	TOTAL SQ. FT.	OFFICE SQ. FT.	DATE OF CONSTR.	RATE/ SQ. FT.
412-420 W. REDWOOD ST.	412-420 W. REDWOOD ST.	B	5	45000	45000		N.A.
AMERICAN NATIONAL BUILDING	100 W. LEXINGTON ST.	B	5	30500	30500	1925	6.00
CATHOLIC ARCHDIOCESE BUILDING	320 CATHEDRAL STREET	B	8	69600	69600	1965	N.A.
CIVIC PLAZA	200 W. BALTIMORE ST.	B	11	201000	185500	1913	N.A.
DROVERS & MECHANIC BUILDING	100 N. EUTAW ST.	B	5	30000	30000		6.50
ODDFELLOW BUILDING	100 W. SARATOGA ST.	B	4	55000	55000	1974	7.50
TOTALS				431100	415600		

1980 STATE CENTER STATION OFFICE INVENTORY

BUILDING NAME	BUILDING ADDRESS	MARKET TIER	LEVELS	TOTAL SQ. FT.	OFFICE SQ. FT.	DATE OF CONSTR.	RATE/ SQ. FT.
11 E. CHASE BUILDING	11 EAST CHASE ST.	B	10	50000	50000	1983	6.00
BALTIMORE LIFE BUILDING	901 H. HOWARD STREET	B	16	200000	200000	1969	M.A.
MEDICAL ARTS BUILDING	101 WEST MEAD ST.	B	8	71321	71321	1928	M.A.
MONUMENTAL LIFE	1101 N. CHARLES ST.	B	5	55000	55000	1968	9.00
PARK PLAZA BUILDING	800 N. CHARLES ST.	B	5	47000	30000	1972	6.75
TOTALS				423321	406321		

1980 REISTERSTOWN RD. STATION OFFICE INVENTORY

BUILDING NAME	BUILDING ADDRESS	MARKET TIER	LEVELS	TOTAL SQ.FT.	OFFICE SQ.FT.	DATE OF CONSTR.	RATE/ SQ.FT.
6609-15 BUILDINGS	6609-15 REISTERSTOWN RD.		3	40000	40000		8.70
TOTALS				40000	40000		

APPENDIX I

(CONTINUED)

(PART OF BALTO. CITY TASK REPORT)

Metro Center Station

New Construction Within 1000' Since 1980

P. 6 OF 6

<u>Map Key/Building</u>	<u>Year</u>	<u>Size (Sq. Ft.)</u>
1) Equitable Bank Center	1980	432,000
2) MTA Operations Center	1981	17,000
3) Lexington Market Expansion	1981	50,000
4) Savings Bank of Baltimore	1983	50,000
5) Area 5 Charles Center	1984	150,000
6) Murdoch (Value Capture)	U/C	100,000
7) Merritt Savings & Loan	U/C	150,000
8) Union Trust	U/C	350,000
9) Charles Center Tower	U/C	244 Units

Metro Center Station

Major Rehabilitation Within 1000' Since 1980

10) Equitable Building	1980	153,000
11) Munsey Building	1980	145,000
12) Suburban Trust	1983	23,500
13) Stewart Building	1983	204,000
14) Hecht's Tower Suites	1983	90,000
15) Provident Savings Loan	1983	90,000
16) Hutzler Building (Value Capture)	U/C	100,000
17) 1 South Center	U/C	110,000
18) B & O Building	U/C	204,000

APPENDIX PROPERTY VAL

PROPERTY VALUES - CHARLES CENTER STATION IMPACT AREA
(MILLIONS OF DOLLARS)

BUILDING NAME	BUILDING ADDRESS	W. S. B. I. *	CURRENT FULL CASH VALUE	BASE FULL CASH VALUE	CHANGE	GROUP
10 SOUTH BUILDING	10 SOUTH STREET	0411065014	.399	.312	.087	1.0
100 ST. PAUL PLACE	100 ST. PAUL	0401062307	.809	.652	.157	1.0
101-111 REDWOOD BUILDING (2 BUILDS)	101-111 REDWOOD ST.	0411066116A	.640	.639	.001	1.0
131 E. REDWOOD BUILDING	131 E. REDWOOD ST.	0411066101	1.987	.892	1.095	1.0
17 LIGHT STREET BUILDING	17 LIGHT STREET	0411066116	.538	.404	.134	1.0
210 BUILDING	210 CALVERT ST.	0401061006	.215	.233	-.018	1.0
217-225 E. REDWOOD ST. BUILDING	217-225 E. REDWOOD	0411066210.11	.998	.805	.193	1.0
222 EAST REDWOOD BUILDING	222 EAST REDWOOD	0411065015	.768	.571	.197	1.0
31 SOUTH CALVERT BUILDING	200-202 E. LOMBARD ST.	0411066201	.565	.232	.333	1.0
32 SOUTH STREET BUILDING	30 SOUTH ST.	0411066207	1.068	.531	.537	1.0
5 LIGHT STREET BUILDING	5 LIGHT STREET	0411064902	1.900	1.005	.895	1.0
ALEXANDER BROWN BUILDING	135 E. BALTIMORE ST.	0411064912	.585	.430	.155	1.0
AMERICAN BUILDING	231 E. BALTIMORE STREET	0411065013	2.121	1.819	.302	1.0
ARLINGTON FEDERAL BUILDING	201 N. CHARLES STREET	0401060803A	10.571	7.300	3.271	1.0
B & O BUILDING	2 NORTH CHARLES STREET	0410060101	3.659	3.400	.259	1.0
BALTIMORE FEDERAL BUILDINGS	211-221 WEST LOMBARD STREET	0410066825	N.A.	N.A.	N.A.	1.0
BLAUSTEIN GAS & ELECTRIC	19 E. FAYETTE ST.	0411063504	2.427	2.329	.098	1.0
C&P TELEPHONE BUILDING	CHARLES CENTER	1111053228	.503	.370	.133	2.0
C&P TELEPHONE BUILDING (CONST. PLAZA)	1 NORTH CHARLES STREET	0411063501	14.533	9.980	4.553	1.0
CHAMBER OF COMMERCE BUILDING	316-20 ST. PAUL PLACE	0401060314	2.898	2.108	.790	1.0
CHARLES CENTER SOUTH BUILDING	1 EAST PRATT STREET	2201068302	5.676	3.676	2.000	3.0
COMMERCIAL CREDIT BUILDING	26-28 SOUTH CALVERT	0411066102	1.932	.896	1.036	1.0
COURT SQUARE BUILDING	22 LIGHT ST.	0411066004	.962	.721	.241	1.0
EQUITABLE BANK CENTER	22 LIGHT STREET	0411066004	1.926	1.219	.707	1.0
EQUITABLE BUILDING	36 S. CHARLES STREET	0410060118	1.313	4.014	-2.701	1.0
FEDERAL RESERVE/PROVIDENT BANK	301 N. CHARLES ST.	0401060307	1.906	1.989	-.083	1.0
FIDELITY DEPOSIT & ANNEX	200 E. LEXINGTON ST.	0412061101	1.497	1.287	.210	1.0
FIDELITY FEDERAL BUILDING	100 S. CHARLES ST.	0410067001	32.000	29.000	3.000	1.0
FIRST MARYLAND BUILDING	8 N. CALVERT ST.	0411063602	1.312	1.063	.249	1.0
FIRST NATIONAL ANNEX	114 E. LEXINGTON	0401061008	2.551	3.801	-1.250	1.0
FIRST NATIONAL BANK	210 N. CHARLES ST.	0410060104	4.340	3.540	.792	1.0
FRIENDSHIP SQUARE (HARBORS VIEW)	200 N. CHARLES ST.	0410060104	4.440	3.540	.892	1.0
GARRETT BUILDING	25 SOUTH CHARLES ST.	0411066020	20.348	14.245	6.103	1.0
I.B.M. BUILDING	19-21 SOUTH CHARLES ST.	0411066023	1.911	1.252	.659	1.0
INSURANCE CORP. OF N. AMERICA	14 LIGHT STREET	0411066023	4.947	3.688	1.259	1.0
	31-35 GRANT ST.	0411066001	.499	.564	-.065	1.0
	237 EAST REDWOOD ST.	0411066209	1.838	1.233	.605	1.0
	100 PRATT BOULEVARD	0411067201	22.273	15.828	6.445	1.0
	301 E. FAYETTE ST.	0411133007	3.046	2.235	.811	1.0

PROPERTY VALUES - CHARLES CENTER STATION IMPACT AREA
(MILLIONS OF DOLLARS)

BUILDING NAME	BUILDING ADDRESS	W.S.B.L.*	CURRENT FULL CASH VALUE	BASE FULL CASH VALUE	CHANGE	GROUP
JEFFERSON BUILDING	2 E. FAYETTE ST.	0401062312	1.337	1.171	.166	1.0
KATZ BUILDING	111 N. CHARLES ST	0401062313	.627	.505	.122	1.0
KEYSER BUILDING	207 EAST REDWOOD ST.	0411066212	2.038	1.066	.968	1.0
KNICKERBOCKER BUILDING	218-220 E. LEXINGTON ST.	0412061201	.228	.193	.035	1.0
MARYLAND NATIONAL BANK BUILDING	10 LIGHT ST.	0411064805	11.587	9.461	2.126	1.0
MARYLAND NATIONAL BANK-OPERATIONS	225 N. CALVERT ST.	0412061105.5A	16.236	15.798	.438	1.0
MARYLAND NATIONAL BUILDING	29 SOUTH GAY ST.	0411135118	.813	.476	.337	1.0
MARYLAND TRUST	14-18 S. CALVERT ST.	0411064916	1.500	.900	.600	1.0
MERCANTILE BUILDING	111 W. BALTIMORE ST.	0410060122	22.884	15.894	6.990	1.0
MUNSEY BUILDING	7 NORTH CALVERT STREET	0411063714	4.573	2.633	1.940	1.0
ONE CHARLES CENTER BUILDING	100 N. CHARLES ST.	0410060103	19.648	13.434	6.214	1.0
ONE EAST LEXINGTON BUILDING	1 E. LEXINGTON	0401062301	.630	.447	.183	1.0
ONE EAST REDWOOD BUILDING	15 S. CHARLES ST.	0411066026	.639	.419	.220	1.0
ONE SOUTH CALVERT BUILDING	201 E. BALTIMORE ST.	0411065004	1.994	1.941	.053	1.0
PROFESSIONAL BUILDING	330 N. CHARLES ST.	0402058012	.822	.682	.140	1.0
S.M. NYMAN BUILDING	300-308 N. CHARLES ST.	0403058021	1.224	.946	.278	1.0
SAVINGS BANK OF BALT. ANNEX BUILD.	32 SOUTH STREET	9999999999	N.A.	N.A.	N.A.	1.0
SAVINGS BANK OF BALTIMORE	1 EAST BALTIMORE ST.	0411064801	1.752	1.535	.217	1.0
STANDARD OIL BUILDING	501 ST. PAUL PLACE	0401061017	.591	.473	.118	1.0
SUBURBAN TRUST BUILDING	31 LIGHT ST.	0411066113	1.462	.918	.544	1.0
SUN LIFE BUILDING	20 S. CHARLES ST.	0410060118	1.313	4.014	-2.701	1.0
TNE ST. PAUL	222 ST. PAUL PLACE	0401060809	5.502	3.230	2.272	1.0
TITLE GUARANTEE BUILDING	106 ST. PAUL STREET	0401062306	1.076	.585	.491	1.0
TOWER BUILDING	222 EAST BALTIMORE ST.	0411063705	1.766	1.065	.701	1.0
TWO CHARLES CENTER	8&15 CHARLES PLAZA	9999999999	N.A.	N.A.	N.A.	1.0
U.S.F.A.G.	100 E. LOMBARD ST.	0411067101	46.164	39.500	6.664	1.0
UNION TRUST BANK-OPERATIONS	100-02 E. BALTIMORE ST.	0411063609	.713	.696	.017	1.0
UNION TRUST BUILDING	210 GUILFORD	0412061213	4.684	3.728	.956	1.0
VERMONT FEDERAL BUILDING	25 W. FAYETTE ST.	0412060112	2.600	1.874	.726	1.0
W.R.GRACE BUILDING	10 EAST BALTIMORE ST.	0411063523	7.486	5.795	1.691	1.0
WORLD TRADE CENTER	401 E. PRATT ST.	2201089004	30.593	28.367	2.226	3.0
TOTALS			354.379	285.565	68.814	

* WARD, SECTION, BLOCK AND LOT; '9999999999' = N.A.

PROPERTY VALUES - LEXINGTON MK. STATION IMPACT AREA
(MILLIONS OF DOLLARS)

BUILDING NAME	BUILDING ADDRESS	U. S. B. L. #	CURRENT FULL CASH VALUE	BASE FULL CASH VALUE,	CHANGE	GROUP
412-420 W. REDWOOD ST.	412-420 W. REDWOOD ST.	0408064206	.487	.403	.084	1.0
AMERICAN NATIONAL BUILDING	100 W. LEXINGTON ST.	0410060001	.918	.834	.084	1.0
CATHOLIC ARCHDIOCESE BUILDING	320 CATHEDRAL STREET	0402057913	5.502	4.985	.517	1.0
CIVIC PLAZA	200 W. BALTIMORE ST.	0410063312	3.733	2.097	1.636	1.0
DROVERS & MECHANIC BUILDING	100 N. EUTAW ST.	0407061833	.593	.656	-.063	1.0
ODDFELLOW BUILDING	100 W. SARATOGA ST.	0402057915	1.696	1.393	.303	1.0
TOTALS			12.929	10.368	2.561	

* WARD, SECTION, BLOCK AND LOT; '999999999' = N.A.

PROPERTY VALUES - STATE CENTER STATION IMPACT AREA
(MILLIONS OF DOLLARS)

BUILDING NAME	BUILDING ADDRESS	W.S.B.L.*	CURRENT FULL CASH VALUE	BASE FULL CASH VALUE	CHANGE	GROUP
11 E. CHASE BUILDING	11 EAST CHASE ST.	1112050617	.610	.600	.010	2.0
BALTIMORE LIFE BUILDING	901 N. HOWARD STREET	1104048001	3.189	2.632	.557	2.0
MEDICAL ARTS BUILDING	101 WEST READ ST.	1109051525	.974	.516	.458	2.0
MONUMENTAL LIFE	1101 N. CHARLES ST.	1112049601	6.656	6.988	-.332	2.0
PARK PLAZA BUILDING	800 N. CHARLES ST.	1109051607	.725	.690	.035	2.0
TOTALS			12.154	11.426	.728	

* WARD, SECTION, BLOCK AND LOT; '999999999' = N.A.

TABLE 8-10

PROPERTY VALUES - REISTERSTOWN STATION IMPACT AREA
(MILLIONS OF DOLLARS)

BUILDING NAME	BUILDING ADDRESS	W.S.B.L.*	CURRENT FULL CASH VALUE	BASE FULL CASH VALUE	CHANGE	GROUP
6609-15 BUILDINGS	6609-15 REISTERSTOWN RD.	2723429314	1.147	.940	.207	1.0
TOTALS			1.147	.940	.207	

* WARD, SECTION, BLOCK AND LOT; '999999999' = N.A.

APPENDIX K

P. 1 of 5

EMPLOYMENT BY METRO STATION AREA

ANALYSIS OF 1970, 1975 AND 1980 DATA FOR RETAIL, SERVICE AND OFFICE EMPLOYMENT

Reisterstown Road. Total employment at the Reisterstown Road Station increased at a much faster rate (32 percent) than overall city employment over the 1970 to 1980 period, despite a nine percent decline between 1975 and 1980. The station impact area includes the Reisterstown Road Plaza Shopping Center, a regional facility containing 700,000 square feet of retail space that was remodeled and enclosed in 1976, and other auto-oriented commercial development along Reisterstown Road. These two areas account for the large increase in retail employment (31 percent) over the 1970 to 1980 period compared to the decline in retail employment citywide. Service (287 percent) and office (58 percent) employment also showed substantial increases over the decade, although both employment categories did exhibit modest declines between 1975 and 1980.

Rogers Avenue. Total employment in the Rogers Avenue Station impact area increased about 21 percent between 1970 and 1980, exceeding the citywide growth rate. Of the three relevant employment categories, however, only service employment showed an increase (150 percent) as both retail (-35 percent) and office (-48 percent) employment showed declines. The drop in office employment, small in number to begin with, occurred during the 1975 to 1980 period. The decline in retail and office employment is mainly due

employment, however, increased from 53 to 56 percent of total office employment, a not very surprising trend considering that the Baltimore Metrocenter is included in the impact areas. Individual station impact areas, of course, show deviations from these average trends. Discussed below are the employment changes surrounding each station area.

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to the deterioration of the automobile-oriented strip development along Reisterstown Road. It was during this time that service employment increased substantially.

West Cold Spring. Total employment in the West Cold Spring Station area shows a drop in the 1970 to 1975 period, but an offsetting increase in the following five years so that 1980 total employment is virtually identical to 1970 total employment. Retail employment was the only category showing an increase over the ten year time period (9 percent). Service employment declined from 1970 totals but increased over 1975 levels. Office employment, small in number, showed a steady decline over the ten year period.

Mondawmin. The Mondawmin Station impact area experienced a 23 percent increase during the 1970 to 1980 time period, far exceeding the overall city employment growth rate. However, retail employment, mostly associated with Mondawmin Mall showed a steady decline, losing over 70 percent of the 1970 total by 1980. The closing of the Sears Department Store in the Mall, along with the general decline in retail activity in the area was responsible for this sharp decrease. Service and office employment exhibited good percentage gains (272 and 70 percent, respectively), but the totals in both categories are relatively small in number.

Penn North. Total employment in the Penn North Station impact area declined just over four percent over the 1970 to 1980 period. However, retail (-30 percent), service (-36 percent) and office (-56 percent) employment all

P.

showed steady declines throughout the decade as the impact area along North and Pennsylvania Avenue had deteriorated during this time span. Overall, the combined total of these three employment categories decreased from 30 to 21 percent of total employment in this impact area.

Upton. Total employment in the Upton Station area decreased substantially over the 1970 to 1980 period, dropping 44 percent. Retail (-5 percent), service (-90 percent) and office (-50 percent) employment all declined at an even greater rate than total employment. These declines, for the most part, were taking place throughout the decade.

State Center. Total employment in the State Center impact area nearly doubled between 1970 and 1980 (an increase of some 14,350 jobs) due mostly to the growth in state employment at the State Office Complex. Retail employment on the other hand, showed a 16 percent decline between 1970 and 1980, (after gaining in the first half of the decade, it decreased 33 percent between 1975 and 1980). Service employment also declined from 1970 totals (-13 percent) after having increased in the 1970 to 1975 period. Only office employment categories showed an increase, going from 550 in 1970 to 1,970 in 1980, a 225 percent increase.

Lexington Market. Total employment in the Lexington Market Station impact area dropped ten percent from 1970 levels, 25 percent from 1975 totals. Although home of Lexington Market and the Howard Street Retail District, retail employment declined throughout the ten-year period, dropping a total of 62 percent as several large department stores closed during this

period. Service employment showed an increase of nearly 1,000 (61 percent) between 1970 and 1975, but dropped drastically the latter part of the decade, losing 1,975 jobs. Office employment declined by 47 percent between 1970 and 1980, but did exhibit a slight increase between 1975 and 1980.

Charles Center. The Charles Center Station impact area, which includes the heart of the Baltimore Metrocenter, showed an overall increase in total employment of six percent over the 1970 level. This overall increase was composed of a ten percent decline between 1970 and 1975, and a 17 percent increase between 1975 and 1980. Conversely, retail employment declined 17 percent between 1970 and 1980, somewhat less than citywide retail employment losses. Service employment declined between 1970 and 1975 (-18 percent) but grew between 1975 and 1980 (+28 percent) for an overall increase of five percent. Office employment increased throughout the decade, particularly over the last five years as the pace of revitalization of the Inner Harbor area increased markedly. Overall, over the ten-year period office employment increased by 4,840, or 40 percent.

EMPLOYMENT ANALYSIS FOR METRO STATION AREAS

METRO STATION AREA 'BEFORE' EMPLOYMENT

STATION AREA	TZ	1970				1975				1980			
		TOTAL EMP	RET EMP	SERV EMP	OFF EMP	TOTAL EMP	RET EMP	SERV EMP	OFF EMP	TOTAL EMP	RET EMP	SERV EMP	OFF EMP
REISTERTOWN ROAD	38 41	3249 738	2165 69	251 51	68 14	5875 0	2700 0	1230 0	145 0	5280 40	2980 30	1160 10	130 0
TOTALS		3987	2234	302	82	5875	2700	1230	145	5320	2930	1170	130
ROGERS AVENUE	3 39 48 48	987 1791 527 2296	283 443 0 1022	111 411 79 395	55 46 33 78	1570 745 710 1640	155 70 78 835	215 148 85 385	55 5 78 80	1890 1970 728 2190	220 130 90 640	530 1330 58 580	50 10 10 40
TOTALS		5681	1668	996	212	4665	1130	825	210	6770	1880	2490	110
WEST COLD SPRING	37 44 45 46	513 478 2143 523	158 191 720 62	60 58 260 46	25 1 99 9	518 440 1640 425	188 250 430 35	38 35 145 0	35 5 28 5	888 418 1150 1238	388 38 168 668	88 88 198 28	8 8 8 8
TOTALS		3657	1131	416	134	3015	895	210	65	3678	1238	318	38
MONDAMIN	49 51	675 3918	111 1798	34 44	15 97	968 4100	85 578	35 75	5 58	588 5538	38 538	48 258	8 198
TOTALS		4585	1989	78	112	5868	655	118	55	5628	568	298	198
PEHH NORTH	58 95 99 188 181	2994 1394 662 894 638	155 198 226 112 239	385 421 86 51 45	27 68 44 38 22	3628 995 545 438 418	138 188 188 98 158	445 165 85 35 25	58 28 45 38 28	3888 1498 718 548 558	138 128 148 188 168	98 258 198 38 28	28 8 38 28 18
TOTALS		6582	922	988	183	6888	738	755	165	6298	658	588	88
UPTON	98 182 183 185 186	795 965 662 1229 553	319 126 57 34 78	138 198 489 46 285	33 8 1 16 2	758 618 318 1658 138	325 115 98 38 38	55 45 138 18 8	48 18 8 18 18	418 338 238 1868 338	138 88 28 28 18	48 28 8 38 18	18 18 8 18 8
TOTALS		4284	614	988	68	3458	598	248	78	2368	268	188	38

METRO STATION AREA 'BEFORE' EMPLOYMENT

STATION AREA	TZ	1970					1975					1980				
		TOTAL EMP	RET EMP	SERV EMP	OFF EMP	TOTAL EMP	RET EMP	SERV EMP	OFF EMP	TOTAL EMP	RET EMP	SERV EMP	OFF EMP			
OTATE CENTER	96	1036	79	211	96	2010	60	115	60	2280	230	180	160			
	97	4753	30	104	30	3700	30	180	20	7040	0	10	10			
	131	2017	393	588	124	2160	270	700	210	2170	80	590	410			
	132	2286	345	598	137	3310	400	525	1040	7980	290	470	1010			
	133	2518	255	523	147	3210	535	700	205	4120	300	710	290			
	134	1252	39	423	21	3295	135	345	0	5420	60	200	90			
TOTALS		14662	1141	2497	555	17685	1430	2565	1535	29010	960	2160	1970			
LEXINGTON MARKET	123	2049	980	192	802	1465	535	355	415	4940	290	200	430			
	126	7470	2163	1391	1504	6335	1195	2270	625	4670	700	430	780			
	127	2835	36	45	0	8000	0	0	0	2230	220	20	0			
TOTALS		13154	3179	1628	2306	15800	1730	2625	1040	11040	1210	650	1210			
CHARLES CENTER	114	8594	135	1110	521	7045	130	700	1455	7600	110	920	2190			
	116	11173	222	171	222	2685	135	175	205	5410	210	580	300			
	117	13586	372	3688	4199	12635	530	2795	4160	11680	350	2070	4100			
	118	11898	723	1999	6084	12815	670	1570	6825	10330	900	2070	8560			
	119	5290	596	199	989	5440	270	180	205	5340	160	80	240			
	121	1510	328	49	12	6430	135	525	1040	6610	240	1070	1400			
TOTALS		52043	2376	7216	12027	47050	1070	5945	13090	54970	1970	7590	16870			
BALTIMORE CITY	0	447303	67041	47269	29685	420780	60735	41140	30150	458600	53800	50300	36600			

Standard Industrial Classification Codes and Descriptions of
Major Employment Categories

<u>I. Retail Employment</u>	<u>SIC</u>
Building Materials and Hardware	52
General Merchandise	53
Food Stores	54
Auto Dealers and Service Stations	55
Apparel and Accessories	56
Furniture and Furnishings	57
Food Services	58
Miscellaneous	59
<u>II. Service Employment</u>	
Hotels and other Lodging	70
Personal Services	72
Business Services	73
Auto Repairs and Service	75
Miscellaneous Repair Services	76
Motion Pictures	78
Amusements and Recreation	79
Legal Services	81
Private Household Services	88
Miscellaneous Professional Services	89
<u>III. Office Employment</u>	
Banking	60
Credit Agencies	61
Security Broking and Services	62
Insurance Carriers	63
Insurance Agents and Services	64
Real Estate Services	65
Combined Financial Services	66
Holding and Investment Services	67

TSADAS PLANS

(PART OF BALTIMORE CITY)
TASK REPORT

15 PAGES

SUB TASK 10. 3

Analysis of TSADAS plans and actual development.

Reisterstown Plaza

Public improvements:

1. Intersection widening at Patterson Avenue and Reisterstown Road.
2. Sidewalks on Patterson Avenue.
3. Initial road construction on Seton property.

Private Investment:

1. 50,000 sq. ft. addition to Reisterstown Road Plaza.

2. Initial development on Seton property.
 - a. Katalistiks; 30,000 sq. ft. office and research laboratory.
 - b. Construction of Leroy Merritt building - 55,000 sq. ft.
 - c. Construction of Advanced Packaging building - 10,000 sq. ft.

2. Exclusive negotiating agreement with developer on Value Capture site at Patterson Avenue. (Proposal for 63,000 sq. ft. office and retail building).

Rogers Avenue

1. Public Improvements: Intersection improvement at Reisterstown Road and Hayward Avenue.
2. Neighborhood infrastructure upgrading (curbs, street resurfacing, etc.)
3. Sidewalk construction on Hayward Avenue.
4. Widening of Eldorado Avenue adjacent to station.

Private Development: None

West Cold Spring

1. Public Improvements: Widening of Cold Spring Lane from Wabash Avenue to Park Heights Avenue.
2. Reconstruction and re-orientation of Wabash Avenue/Dorithan Road/Belle Avenue intersection (adjacent to station entrance)
3. Acquisition of two lots west of Wabash Avenue.

1. Private Development: Housing for the elderly (non-profit) - 99 units on Callaway Avenue south of Cold Spring Lane.
2. Commercial development on block west of Wabash Avenue.
 - a. Deal lost with developer for new retail center when major tenant (large supermarket) pulled out of project. Proposal was for 70,000 sq. ft. of new retail.
 - b. Proposals now include a funeral home and a new Post Office.

Mondawmin

Public Improvements

- 1) Open space development at corner of Gwynns Falls Parkway and Reisterstown Road: A front piece for the Shopping Center and neighborhood.
- 2) Rehabilitation of two houses in 3100 block of Reisterstown Road.
- 2) Design and program of intersection reconstruction at Liberty Heights Avenue and Reisterstown Road.
- 3) Renovation of Douglass Senior High School.
- 4) Construction of a new State Motor Vehicle Administration building, freeing up space adjacent to Metro station for retail development.

Private development:

- 1) Upgrading of Mondawmin Shopping Center
 - a. Interior improvements
 - b. New lease arrangements
 - c. Exterior facade improvements
 - d. New entranceways

Penn-North

Public Improvements:

- 1) Resurfacing and widening of North Avenue at Pennsylvania Avenue
- 2) Intersection improvements at North Avenue/Division Street/
Cumberland Street
- 3) Acquisition of Value Capture site (northeast corner
of Pennsylvania and North Avenues)
- 4) Construction by MTA of public plaza around station entrances.
- 5) Acquisition and/or renovation of nine houses southwest of the
station.
- 6) Continued public support of redevelopment and upgrading in
other nearby residential areas.

Private Investment: None

Upton

Public Improvements:

- 1) Rehabilitation and/or construction of 1,000 subsidized housing units.
- 2) Street reconstruction and repair on Pennsylvania Avenue and Laurens Street
- 3) Sidewalk curb repair, Pennsylvania Avenue

Private Investment:

- 1) Recreation Center (Bowling, Skating, etc.) approximately 50,000 sq. ft.
- 2) Replacement retail on Pennsylvania Avenue—approximately 20,000 sq. ft.
- 3) Private investment as related to residential rehabilitation, renovation, and reconstruction as described above.

State Center

Public Improvements:

- 1) Street reconstruction/rehabilitation Eutaw Street
- 2) Landscaping and internal pedestrian circulation throughout State Office Complex
- 3) Development of Martin Luther King Boulevard
- 4) Townhouse and apartment construction in the Orchard-Biddle urban renewal area to the southeast of the station - approximately 150 subsidized rental units.
- 5) Expansion of State Office Building Complex

Private Investment:

- 1) Development as related to subsidized new construction detailed above
- 2) Continued residential investment in Bolton Hill neighborhood north of station

**Estimated 1975 - 1995 Station Area Development Potential
with a Comprehensive City Development Program***

STATION	OFFICE (SQ. FT.)	RETAIL (SQ. FT.)	HOUSING (UNITS)
Reisterstown Pl.	600,000 - 750,000 ¹⁾	50,000 - 100,000	2,500 - 3,600
Rogers Avenue	- 0 -	- 0 -	- 0 -
W. Cold Spring	30,000 - 50,000 ²⁾	30,000 - 50,000 ³⁾	300 - 500
Mondawmin	100,000	5,000 - 10,000	300 - 1,500
Penn-North	40,000 - 50,000 ⁴⁾	10,000 ⁴⁾	100 - 200
Upton	- 0 -	30,000 - 50,000 ⁵⁾	300 - 600 ⁵⁾
State Center	500,000 ⁶⁾	- 0 -	- 0 -
TOTALS	1,000,000 - 1,400,000	110,000 - 210,000	3,400 - 6,200

- 1) Assumes 100,000-150,000 sq.ft. of public office space.
- 2) Assumes 20,000-30,000 sq.ft. of public office space.
- 3) Primarily replacement of existing retail.
- 4) Represents rehabilitation of existing structures surrounding the station.
- 5) Primarily replacement of existing retail and public housing.
- 6) State office complex of 5,000,000 sq.ft. total of which 2,000,000 is due to rapid transit construction. 500,000 of this is dependent upon public policy.

* TSADAS
N.W. Transit Corridor Policy Report: Summary of Findings, Baltimore City
Department of Planning, 1976

REISTERSTOWN PLAZA

- I. Classification: Regional
- II. Urban Framework/Setting: The immediate station area contains a full scale regional complex, Reisterstown Road Plaza, and a large undeveloped tract, i.e. Seton (approx. 200 acres). Industrial uses are located directly adjacent to the station along the Western Maryland Railroad tracks, with the largest concentration located within the Menlo Industrial Park. Residential areas exist primarily due east and, to a lesser degree, northwest of the station site.
- III. Primary Development Objectives: The long term development objective for the Reisterstown Plaza area is to create a functionally independent and economically viable activity center including higher density residential, commercial office, and expanded retail development. Short-term public policy decisions should involve efforts to enhance and preserve the area's long-term development potential.
- IV. Major Implementation Policy Issue/Constraints: The most critical implementation policy issues relating to the Reisterstown Plaza station area include:
 - Scale of parking facilities and location of station entrances;
 - The encouragement of air rights development over the parking; facilities by appropriate location and structural design decisions;
 - Purchase or control of development on Seton and other land parcels;
 - Internal access systems, i.e. pedestrian linkages and planning for possible future mini-bus or people mover;
- V. Public Investment/Program Needs: The major public investment requirements involve (1) the widening of Patterson Avenue to improve access, (2) utility and new road improvements to serve the Seton tract and the expansion of Reisterstown Plaza, and (3) pedestrian linkages (access under the Western Maryland Railroad tracks). Any public development program must ensure that a comprehensive approach be made to encourage large scale, relatively intense development.
- VI. Private Development Opportunities: The private development opportunities at this station are large scale and long term in nature. It is now envisioned that, depending on the level of public investment support, there could be a supportable market base between 1975 and 1995 for 1400 to 2500 townhouse, garden and highrise residential units; 100,000 to 700,000 square feet (3 to 4 structures) of office space; and 20,000 to 100,000 square feet of retail space.

Most of this demand potential represents a net new growth opportunities created by the combination of a strategic location, improved accessibility and an innovative public investment program. It is estimated that 15 to 25% of the residential demand stems from the replacement of units that would be naturally withdrawn from the housing supply.

- I. Classification: Neighborhood
- II. Urban Framework/Setting: The immediate station area is primarily a well kept, low density residential area that has been relatively stable. Industrial uses are located to the north and south along the Western Maryland Railroad track. The largest concentration of commercial development occurs along Reisterstown Road and at the new Northwest Plaza shopping center.
- III. Primary Development Objectives: In the foreseeable future, it would be most desirable to maintain and, where possible, enhance the predominant residential character of this area. Convenience retail is the only type of new development that would be appropriate.
- IV. Major Implementation Policy Issues: The most critical implementation policy issues relating to the Rogers station area include:
 - The location, size and access plans for the transit parking facilities;
 - Ensuring that appropriate landscaping is provided by the MTA during station construction to buffer nearby residential areas.
- V. Public Investment/Program Needs: At the present time no additional infrastructure (utilities, roads, etc.) investment needs are now envisioned. Public program plans should emphasize (1) building code enforcement, (2) availability of home improvement loans, (3) encouragement of convenience retail development, and (4) retention of existing market values.
- VI. Private Development Opportunities: None beyond neighborhood convenience outlets.
- VII. Socio-Economic Returns:
 - Preservation of the quality and economic vitality of the existing neighborhood;
 - Maintain retail market base for future Reisterstown Plaza development;
 - Reinforce residential neighborhood improvements planned for the Cold Spring station area.

- I. Classification: Community
- II. Urban Framework/Setting: The area immediately adjacent to the station is comprised of an unrelated mixture of heavy industrial plants, abandoned industrial property, auto-oriented commercial uses, and a small number of residential units. Due west and southwest of the station area across Wabash Avenue is a well maintained residential neighborhood. This sector also includes several small commercial areas and a large tract of vacant land which contains a rehabilitated supermarket. To the northeast there is a new concrete plant product company and a church related educational facility.
- III. Primary Development Objectives: In the long term the most important development objectives for the Cold Spring Lane station involve the (1) development of the vacant parcels (primarily medium density residential), (2) discouragement of any additional heavy industrial development, (3) redevelopment of auto-oriented commercial areas to townhouse or village professional office centers, and (4) high density residential development along Wabash Avenue. Given the incompatible land use mix and general low level of market pressure, major public support will be needed to achieve these objectives.
- IV. Major Implementation Policy Issues/Constraints: The implementation of the long-range development program will be encumbered by the conflict between short-term industrial development demand and the long-term need to encourage compatible transit station area development. In addition, it will be very difficult to preserve, let alone enhance, the residential areas to the east of Wabash now surrounded by industrial uses. Finally, relief is needed from existing high level truck, auto, and bus traffic congestion.
- V. Public Investment/Program Needs: The primary infrastructure investment need for the Cold Spring Lane station area is the widening of Cold Spring Lane itself. In particular, a comprehensive development program that should involve public land acquisition is needed to carry out the development program envisioned for the area west of Wabash Avenue. Finally, there is an immediate need for a program to protect and, to the extent possible, upgrade the residential area east of Wabash as is indicated in the Park Heights Urban Renewal Plan.
- VI. Private Development Opportunities: The major private development opportunities include: 300-500 units of medium to high density residential and 20,000 square feet of low density commercial office development.

A substantial portion (50-75%) of the residential demand may represent replacement of units removed from the housing stock within the corridor. Commercial office stems primarily from an unmet demand to provide space for community-oriented service facilities (i.e. legal, medical).

- I. Classification: Regional
- II. Urban Framework/Setting: The immediate station vicinity is dominated by the Mondawmin Shopping Mall. It now serves as a community shopping center and a focal point for many black community activities. The mall and immediate station vicinity is ringed by several major institutional uses which include, (1) the Provident Hospital and the Community College of Baltimore to the north; (2) Coppin State College to the southwest (3) three secondary schools to the south; and, (4) Druid Hill Park to the east. Higher density residential development is located along Reisterstown Road and to the southeast of the station. Primarily the residential communities surrounding the station are of rowhouse, medium density nature.
- III. Primary Development Objectives: The short-term station area development objectives involve (1) the commercial redevelopment (primarily office) of certain designated portions of the shopping center, and (2) redevelopment of the residential community along Reisterstown Road. In addition, the future expansion and circulation planning for the existing institutional centers should be coordinated with both the redevelopment and station area access plans.
- IV. Major Implementation Policy Issues/Constraints: The most important implementation policy issues are the (1) internal pedestrian and bus circulation plan and (2) intrusion of traffic and speculator development activity in nearby residential neighborhoods. A secondary issue is the type of facility development that will occur on the City Parks and Recreation Department property located directly adjacent to the station.
- V. Public Investment/Program Needs: The requirements for public investment include infrastructure, land acquisition, and office commercial market support. Infrastructure needs are accompanied by utility and road improvements to support redevelopment. Public employment locations or expansion decisions should be heavily weighted to station area sites. In the case of Mondawmin, commercial office development should be supported.
- VI. Private Development Opportunities: Currently it is estimated that there is a long-term commercial office potential of approximately 100,000 square feet. In addition between 1975 and 1995 it is anticipated that there will be a private demand for 300-1500 units of middle income housing. Office potential results almost entirely from net new demand encouraged by the regional focus of the Mondawmin Mall. A substantial portion of the residential potential stems from replacement demand (50-75%). At least half of this replacement demand is a direct result of the redevelopment of areas near the station which consist of rapidly deteriorating residential structures.

- I. Classification: Community
- II. Urban Framework/Setting: The immediate station vicinity is comprised of a mixture of warehouse buildings and a theater to the northeast, institutional uses (health clinic and library) to the southeast, an office building/training center to the west, the small Etting Cemetery to the east, residential uses to the north and south and mixed commercial uses along Pennsylvania Avenue. The largest vacant property is a large MTA bus storage facility. Beyond the mix of commercial/industrial land uses located along North Avenue at Pennsylvania, the predominant land use in the remainder station area is residential.
- III. Primary Development Objectives: The primary development objectives for the North Avenue station area include:
- Redevelopment of the warehouse properties to commercial/retail uses, at least on the ground floor;
 - Development of sites adjacent to the station into (subsidized) residential;
 - Preservation of the Etting Cemetery property (historical site);
 - Well-coordinated residential development of the MTA property (bus storage);
 - Increased utilization of existing commercial retail facilities, particularly immediately around the station entrances for community/social service facilities.
- IV. Major Implementation Policy Issues/Constraints: The major implementation issues or conflicts relating to these development objectives are:
- Infusion of an additional employment base into the area;
 - Preservation of the historic Etting Cemetery property;
 - Lack of latent private market demand;
 - Incompatible or underutilized properties adjacent of the station entrance;
 - The development of a plaza around the station entrances.
- V. Public Investment/Program Needs: In order to achieve these North Avenue station area development plans, it will be necessary to invest public capital dollars in (1) land acquisition (MTA and warehouse properties), (2) construct a public plaza area around the station entrances, (3) to continue to support general redevelopment and upgrading of nearby residential areas, e.g. Reservoir Hill and Madison Park.
- VI. Private Development Opportunities: The most attractive private development opportunities include (1) the modernization of existing office and commercial facilities, (2) residential construction of 150 to 200 units and (3) commercial redevelopment of the warehouse properties (40,000 to 100,000 square feet).

- I. Classification: Community
- II. Urban Framework/Setting: The immediate station vicinity is physically comprised of (1) a city-owned produce market (Lafayette) on the south, (2) a proposed post office site to the north, (3) a low density declining strip commercial development along Pennsylvania Avenue. The remainder of the station area primarily includes medium to high density rowhouse development. Urban renewal related housing development (related to the Upton Renewal Project) and institutional uses (three new schools and stonefront churches) are the only new land uses in the station area. In general, high vacancy rates and declining economic conditions prevail throughout the area.
- III. Primary Development Objectives: Primary development objectives for the Laurens Street station involve:
- Infusion of employment through public sector sponsored office/light industrial development;
 - Full commercial development of the Lafayette Market site;
 - Continued residential redevelopment in accordance with the Upton Renewal Project.
- IV. Major Implementation Policy Issues/Constraints: The most critical policy issues or constraints related to the Laurens Street station area development objectives are:
- Determination of a means to economically link the area to Bolton Hill in order to establish another source of public "seed" employment support for the area;
 - Generally countering the problem of physical/economic deterioration;
 - Attracting retail shopping facilities to a predominantly low income neighborhood.
- V. Public Investment/Program Needs: In order to achieve these development objectives, the Laurens Street station area two development program activities must be continued or undertaken. These would include a commitment to utilize city-wide financial leverage to encourage commercial/industrial involvement in the Laurens Street area and continue to financially support the Upton Renewal Project. All needed infrastructure facilities are stated in the renewal master plan document.
- VI. Private Development Opportunities: There are no apparent outstanding private development opportunities in the Laurens Street station area. The labor force potential is available to support light industrial (i.e. printing) and the public improvements to the Lafayette Market could eventually result in an attractive site for office/light industrial development. Public support is the key to both of these types of projects. Replacement and/or consolidation of existing retail facilities in the market area (105,000 square feet) could possibly lead to the construction of up to 50,000 square feet of new retail space leaving sites for possible employment generating light industrial/office uses.

- I. Classification: Regional
- II. Urban Framework/Setting: The immediate station area is surrounded by the State office complex. To the northeast are several institutional complexes, including the Maryland Institute of Art, the University of Baltimore and Lyric Theater. Southeast of the station is Maryland General Hospital and a retail center located around Howard and Read Streets. A high to medium density residential community comprises most of the area north of the station.
- III. Primary Development Objectives: The most important development objectives relating to the Bolton Hill stations are:
 - A coordinated development of functionally self-sufficient activity center;
 - Where possible, a transfer of future State Employment expansion to one or two of the other station areas;
 - Maximization of pedestrian circulation and open space development opportunities.
- IV. Major Implementation Policy Issues: Close coordination between the Bolton Hill Master Planning and the station facility development is the major development issue. Landscaping and internal circulation are major aspects of the development plan that are our primary concern. Future employment facility spin-off to Lavrens Street is another important consideration.
- V. Public Investment/Program Needs: None beyond the landscaping and internal circulation program which are now in the final stages of implementation.
- VI. Private Development Opportunities: All private and public land holdings located within the designated Bolton Hill station area have either recently been developed or are committed to improvement or major redevelopment.
- VII. Socio-Economic Return: The successful coordination of the existing development plan for the Bolton Hill station will maximize system utilization while enhancing the economic vitality of this portion of the transit corridor.

Sub. Task 10.2

Additional Public Improvements Identified by TSADAS Plans

REISTERSTOWN PLAZA

- . intersection widening: Patterson Avenue/Reisterstown Road
- . pedestrian sidewalks on Patterson Avenue
- . joint development project: Patterson Avenue/WMRR: Acquisition

ROGERS AVENUE

- . intersection widening: Haywood Avenue Reisterstown Road

W. COLD SPRING

- . intersection realignment: Wabash Ave/Belle Ave/Dorithan Road
- . land bank: acquisition 3620 Dolfield Avenue

MONDAWMIN

- . intersection realignment: Liberty Heights Avenue/Reisterstown Road
- . park construction: NW corridor, Liberty Heights/Reisterstown Road

PENN NORTH

- . widening/resurfacing North Avenue
- . intersection improvements: North Avenue/Division St/Cumberland Street

If you took the bus today:

- (A) Was an automobile available for this trip (46)
 1. Yes 2. No
- (B) Do you drive? (47)
 1. Yes 2. No
- (C) Do you have an MTA bus pass? (48)
 1. Yes 2. No
- (D) What bus line(s) did you take to get here?
 First bus # and if necessary, (49-50)
 Transfer to # (51-52)

- (A) What time did you begin work today?
 Circle A.M. or P.M. : A.M. (53-56)
 P.M.
- (B) What time will you end work today?
 Circle A.M. or P.M. : A.M. (57-60)
 P.M.

For Office Use Only

How many days per week do you normally work at this location? (one-half day per week equals one day; 3 1/2 days equals 4 days, etc.) (61)

How long does it usually take you to travel:
 Check one box in each column.

	From home to work (62)	From work to home (63)
0-10 minutes	<input type="checkbox"/>	<input type="checkbox"/>
11-20 minutes	<input type="checkbox"/>	<input type="checkbox"/>
21-30 minutes	<input type="checkbox"/>	<input type="checkbox"/>
31-40 minutes	<input type="checkbox"/>	<input type="checkbox"/>
over 40 minutes	<input type="checkbox"/>	<input type="checkbox"/>

What is your approximate annual household income?

less than \$10,000	1	<input type="checkbox"/>	(64)
\$10,000 - \$19,999	2	<input type="checkbox"/>	
\$20,000 - \$29,999	3	<input type="checkbox"/>	
\$30,000 - \$50,000	4	<input type="checkbox"/>	
Over \$50,000	5	<input type="checkbox"/>	

What is your occupational category? Select one.

sales	1	<input type="checkbox"/>	(65)
managerial/administrative	2	<input type="checkbox"/>	
labor	3	<input type="checkbox"/>	
clerical	4	<input type="checkbox"/>	
professional	5	<input type="checkbox"/>	
technical	6	<input type="checkbox"/>	
service	7	<input type="checkbox"/>	

Registerstown Placa - Employee Survey TABULATIONS

Surveys Distributed - 948
 Surveys Returned - 347
 Response Rate - 35.8%

1. Residence (Responded 99.7%)

21215 (Arlington)	-24.5%	}	67.7
21207 (Oryun Oak)	-14.4%		
21208 (Pikeville)	- 8.9%		
21133 (Randallstown)	- 7.5%		
21209 (Mount Washington)	- 5.2%		
21216 (Walbrook)	- 4.5%		
21136 (Registerstown)	- 2.9%		
Other Areas	- 12.3%		

2. Transportation to and from work

	To Work (Responded 99.7%)	From Work (Responded 94.5%)
Walk	7.8%	4.0%
Bus	16.2%	14.6%
Drive to Bus	0.6%	0.6%
Taxi	2.0%	2.1%
Bicycle	0.6%	0.6%
Drive Alone	57.5%	57.5%
Drive - Passengers	6.4%	6.4%
Passenger in Car	8.4%	13.4%
Other	0.6%	0.9%

3. Do you ever use the bus to work? (Responded 85.6%)

Yes - 22.8%
 No - 77.2%

4. Reason for not using bus

	% (Responded-77.5%)	Cumulative using 3 reasons (Responded 77.5, 42.4% & 33.4%)
Route too far from house	27.5%	14.7%
Bus crowded	7.5%	5.9%
Short service hours	5.4%	5.2%
Unreliable service	12.0%	14.4%
High fares	4.5%	7.8%
Slow trip	4.1%	8.7%
Carry bundles	0.4%	1.5%
Long wait time	2.6%	14.4%
Too hot	0	1.7%
Too cold	0	0.2%
Other	38.3%	27.6%

5. Use a car available? (Responded - 30%)

Yes - 52.3%
 No - 47.7%

6. Do you drive? (Responded 42.9%)

Yes - 71.1%
 No - 28.9%

7. Do you have an MTA Bus Pass? (Responded - 36.9%)

Yes 19.5%
 No 80.5%

8. What bus did you use to get here (Responded 21%)

7 - 45.8%
 #19 - 12.3%
 #28 - 12.3%
 #15 - 5.5%
 #44 - 5.5%
 # 5 - 4.1%
 #22 - 4.1%
 Other - 12.4%

Transferred To:
 (Responded - 10.1%)
 #7 - 88.6%
 #44 - 5.7%
 #13 - 2.9%

9. What time did you work?

Start (Responded 89.3%)	End (Responded - 95.9%)
10:00 a.m. - 20.6%	9:00 p.m. - 30.4%
9:00 a.m. - 12.3%	5:00 p.m. - 13.3%
8:00 a.m. - 8.7%	6:00 p.m. - 13.3%
8:00 a.m. - 6.1%	5:30 p.m. - 5.5%
1:00 p.m. - 6.1%	5:00 p.m. - 4.5%
9:45 a.m. - 5.5%	4:30 p.m. - 4.3%
8:30 a.m. - 5.2%	4:00 p.m. - 5.9%
12:00 noon - 5.2%	5:30 p.m. - 3.3%
6:00 p.m. - 5.9%	Other - 21.7%
5:00 p.m. - 5.2%	
Other - 23.2%	

10. How many days per week do you work? (Responded 93.9%)

1 - 0.9%
2 - 5.2%
3 - 12.3%
4 - 15.6%
5 - 55.5%
6 - 10.4%
7 - 0.0%

11. Work Travel Time

	To Work (Responded - 93.9%)	From Work (Responded 90.8%)
0-10 minutes	28.8%	30.5%
11-20 minutes	32.8%	29.2%
21-30 minutes	19.3%	21.0%
31-40 minutes	8.3%	8.6%
Over 40 minutes	10.7%	10.8%

12. Approximate Household Income (Responded 81.3%)

Less than \$10,000	- 30.5%
\$10,000 - \$19,000	- 28.0%
\$20,000 - \$29,000	- 16.7%
\$30,000 - \$39,000	- 17.4%
Over \$50,000	- 7.4%

13. Occupational Category (Responded - 95.4%)

Sales	- 54.2%
Managerial	- 21.5%
Labour	- 2.1%
Clerical	- 10.0%
Professional	- 4.8%
Technical	- 0.3%
Service	- 5.1%

MONDAVIA

Mondavina - Employee Survey TABULATIONS

Surveys Distributed - 1200
 Surveys Returned - 471
 Response Rate - 39.3%

7. Do you have an MTA Bus Pass? (Responded 44.4%)
 Yes - 21.1%
 No - 78.9%

1. Residence (Responded - 99.4%)

21215 (Arlington)	- 15.6%
21217 (Druid Park)	- 13.7%
21207 (Owynn Oak)	- 10.7%
21216 (Walbrook)	- 10.3%
21229 (Edmonson/Irvington)	- 4.9%
21218 (Naverly)	- 4.7%
21223 (Franklin)	- 3.0%
21206 (Cedonia)	- 2.8%
21208 (Pikeville)	- 2.6%
21133 (Randallstown)	- 2.4%
21239 (Northwood)	- 2.4%
sub total	- 73.1%
Other Areas	- 26.9%

8. What bus did you use to get here? (Responded - 34.6%)

Ø 28 -	28.2%	TRANSFER TO: (Responded - 11.7%)	
Ø 5 -	15.3%	Ø 28 -	30.9%
Ø 51 -	13.5%	Ø 51 -	27.3%
Ø 7 -	8.6%	Ø 5 -	18.2%
Ø 23 -	6.7%	Ø 22 -	10.9%
Ø 13 -	4.9%	Ø 3 -	3.6%
Ø 22 -	4.3%	Ø 7 -	3.6%
Ø 15 -	3.7%	Ø 19 -	3.6%
Ø 19 -	3.7%	Ø 20 -	1.8%
Other -	11.1%		

2. Transportation to and from Work

	To Work (Responded-99.6%)	From Work (Responded-95.8%)
Walk	8.1%	5.1%
Bus	24.7%	23.3%
Drive to Bus	0.4%	0.4%
Taxi	1.5%	1.3%
Bicycle	2.1%	2.7%
Drive Alone	49.9%	49.0%
Drive-Passenger	5.8%	8.4%
Passenger in Car	6.6%	8.9%
Other	0.9%	0.9%

9. What time did you work?

Begin - (Responded - 88.5%)	End - (Responded - 86.8%)		
8:30 a.m. -	31.7%	4:30 p.m. -	30.3%
10:00 a.m. -	14.6%	5:00 p.m. -	13.2%
8:00 a.m. -	11.0%	9:00 p.m. -	13.0%
9:00 a.m. -	7.9%	6:00 p.m. -	7.3%
9:30 a.m. -	5.8%	4:00 p.m. -	7.1%
5:00 p.m. -	2.9%	5:30 p.m. -	5.1%
7:00 a.m. -	2.4%	7:00 p.m. -	4.9%
Other -	23.7%	8:00 p.m. -	4.2%
		Other -	14.9%

3. Do you ever use the bus to work? (Responded - 74.1%)
 Yes - 37.5%
 No - 62.5%

10. How many days per week do you work? - (Responded - 91.9%)

1 -	0.0%
2 -	2.8%
3 -	3.2%
4 -	7.6%
5 -	69.7%
6 -	16.0%
7 -	0.7%

4. Reason for not using bus

	1st (Responded 68.8%)	Cumulative-using 3 responses (Responded 68.8%, 43.1%, 6 38.6%)
Route too far from house	25.9%	13.0%
Bus crowded	12.7%	7.6%
Short service hours	1.5%	2.7%
Unreliable Service	11.7%	13.1%
High fares	6.5%	8.7%
Slow trip	6.5%	11.8%
Carry bundles	0.6%	1.7%
Long waiting time	1.9%	16.8%
Too hot	0.3%	1.8%
Too cold	0.0%	0.3%
Other	32.4%	22.4%

11. Work Travel Time

To Work (Responded - 97.0%)	From Work (Responded - 93.1%)	
0 - 10 Minutes	20.4%	18.2%
11 - 20 Minutes	35.4%	30.5%
21 - 30 Minutes	22.8%	22.8%
31 - 40 Minutes	11.2%	12.1%
OVER 40 Minutes	10.3%	16.4%

5. Was a car available? (Responded - 39.7%)
 Yes - 44.4%
 No - 55.6%

12. Approximate Household Income (Responded - 84.5%)

Less than \$10,000 -	26.9%
\$10,000 - \$19,000 -	30.2%
\$20,000 - 29,000 -	22.1%
\$30,000 - \$50,000 -	3.5%

6. Do you drive? (Responded - 48.6%)
 Yes - 65.1%
 No - 34.9%

13. Occupational Category (Responded - 96.4%)

Sales	- 24.0%
Managerial	- 17.8%
Labor	- 5.1%
Clerical	- 15.9%
Professional	- 23.1%
Technical	- 1.8%
Service	- 12.3%

Metro Section A Impact Study
Shopper Survey AND TABULATIONS

I.D.# (1-4)
Mall (5)
Date 83 (6-9)
Time 00 (10-11)

- 1. Reisterstown Road Plaza
- 2. Mondawmin

1) Do you work here? 1. Yes 2. No (12)

(If "no" continue questionnaire, if "yes" terminate)

2) a. In what zip code do you live (13-17)
b. On what hundred block and street do you live?

Block (18-22) (23) Street (24-43)

3) Where did you begin the trip that brought you to this mall?
Zip code (44-48)

(If zip code not known indicate place _____)

4) What is the reason that you are here today? (49-50)

- 1. Shopping
- 2. Recreation
- 3. Medical
- 4. Company Business
- 5. Education
- 6. MVA
- 7. Employment Security
- 8. B. G & E.
- 9. Bank
- 10. C & P Telephone
- 11. Other (specify) _____

5) EMPLOYMT. STATUS

6) How often do you come here? (51)
1. Several days week 3. 2-3 times month
2. Once week 4. Once month
5. A few times year

7) a. What type of transportation did you use to get here today?
b. How will you leave?
To Mall (53-54)
Leave Mall (55-56)

- 1. Walk
- 2. Bus
- 3. Drive to Bus
- 4. Taxi
- 5. Bicycle
- 6. Drive alone
- 7. Drive with other passenger
- 8. Passenger in car
- 9. Other (specify) _____

If person indicated "Bus" or "Drive to Bus" skip to Q. #10

- 8) Do you ever use the bus to come here? 1. Yes 2. No (57)
- 9) Why did you decide not to take the bus? (Accept up to 3 responses)
- | | | |
|----------------------------------|-----------------------|---------|
| 1. route too far from house | 6. trip too slow | (58-59) |
| 2. too crowded | 7. carry packages | |
| 3. service hours not long enough | 8. buses are too hot | (60-61) |
| 4. unreliable service | 9. buses are too cold | |
| 5. fares too high | 10. long waiting time | (62-63) |
| | 11. other (specify) | |
-

(If person did not answer "Bus" or "Drive to Bus" on Q #7 skip to Q # 14)

- 10) Was an automobile available for this trip? 1. Yes 2. No (64)
- 11) Do you drive? 1. Yes 2. No (65)
- 12) Do you have an MTA bus pass? 1. Yes 2. No (66)
- 13) What bus line(s) did you take to get here?
- | | | |
|--|-----------|-------------|
| | (67-68) | (69-70) |
| | First Bus | Transfer To |
- 14) Hold age card and ask to select appropriate number. (71)
- 15) Hold income card and ask to select appropriate number. (72)
-

Observation

- 16) Race
- | | | | |
|----------|----------|----------|------|
| 1. White | 2. Black | 3. Other | (73) |
|----------|----------|----------|------|
- 17) Sex
- | | | |
|---------|-----------|------|
| 1. Male | 2. Female | (74) |
|---------|-----------|------|

METRO IMPACT STUDY

SHOPPERS SURVEY

REISTERSTOWN - KEY FACTS

<u>Conducted:</u>	Thurs 6/2/83	10 a.m. - 6 p.m.	280 responses
	Sat 6/4/83	1 p.m. - 5 p.m.	<u>115</u> responses
			385
			<u>-27</u> workers
			368 shoppers

Home Zip Code:

<u>Zip</u>	<u># respondent</u>	<u>%</u>
21215	(167) Upper Park Heights, Park Hts., Ashburton	45.3
21209	(37) Mt. Washington	10.0
21207	(37) Randallstown, Forest Park, Gwynn Oak	10.0
21208	(25) Pikesville	6.8
21216	(16) Harlem Park	4.3
21217	(14) Mondawmin, Druid Hill	3.8
21218	(10) Charles Village, Waverly	2.7
21217	<u>(9)</u> Owings Mills	<u>2.4</u>
	(315)	85.3

<u>Trip Origin Zip</u>	21202	5	1.3
Where greater than home zip code	21215	175	48.2

21201

+

21202 8 MetroCenter 2.2

21211 4 Hampden-Woodberry-Reming 1.1

<u>Trip Purpose</u>	Shopping	284	77.0
	Recreation	27	7.3
	Bank	19	5.1
	Comp. Bus	8	2.2
	Other	<u>31</u>	<u>8.4</u>
(dining, pick-up)		369	100.0

Employment Status:	Full-Time	167	45.4
	Retired	54	14.7
	Student	44	12.0
	Part-Time	43	11.7
	Homemaker	37	10.1
	Unemployed	<u>23</u>	<u>6.3</u>
		368	100.0

<u>Frequency of visit:</u>	Several days/ week	128	35.0
	2-3 times/ month	84	23.0
	Once/weekh	61	16.7
	Once/month	47	12.8

"security"

"lack of knowledge"

"other errands"

99.9%

100.0%

100.1%

Age:

	<u>#</u>	<u>%</u>
Less than 16	12	3.3
16 - 30	137	37.6
31 - 40	67	18.4
41 - 50	49	13.5
51 - 60	45	12.4
over 60	<u>54</u>	<u>14.8</u>
	364	100.0

Income:

	<u>#</u>	<u>%</u>
Less than \$10,000	67	19.9
10,000 - 19,999	113	33.5
20,000 - 29,999	64	19.0
30,000 - 50,000	69	20.5
over 50,000	<u>24</u>	<u>7.1</u>
	337	100.0

Race:

	<u>#</u>	<u>%</u>
White	154	41.2
Black	217	58.0
Other	<u>3</u>	<u>.8</u>
	374	100.0

Sex:

	<u>#</u>	<u>%</u>
Male	146	38.9
Female	<u>229</u>	<u>61.1</u>
	375	100.0

METRO IMPACT STUDY

SHOPPERS SURVEY

MONDAWMIN - Key Facts

<u>Conducted:</u>	Thurs 6/2/83	10 a.m. - 6 p.m.	284 responses
	Sat 6/4/83	1 p.m. - 5 p.m.	<u>154</u> responses
			438
			- <u>5</u> workers
			433 shoppers

<u>Home zip code:</u>	<u>Zip</u>	<u># respondents</u>	<u>%</u>
	21215	126 Park Hgts, Upper P.H., Ashburton	29.2
	21217	6 Mondawmin, Penn North, Druid Hill	17.6
	21216	65 Hanlon Park, Forest Park	15.1
	21207	44 Gwynn Oak, Randallstown	10.2
	21218	15 Charles Village, Waverly, CHM	3.5
	21223	12 Poppleton, COIL	2.8
	21239	11 Northwood	2.6
	21201 + 21202	<u>10</u> MetroCenter	<u>2.4</u>
		359	83.3%

<u>Mode of Transportation:</u>	<u>Automobile</u>	<u>#</u>	<u>%</u>
	Drive alone	132	30.9
	w/passenger	86	20.1
	as passenger	<u>43</u>	<u>10.1</u>
	TOTAL AUTO	261	61.1
	Bus	90	21.1
	Walk Taxi	60	14.1
	Taxi	<u>14</u>	<u>3.3</u>
		425	99.6%

		A.	B.
		3 choices	1st
		<u>combined</u>	<u>choice</u>
<u>Why bus not used?</u>	Trip too slow	21.5%	24.6%
A. 3 choices allowed;	Long wait	9.8	5.7
percentage of all	Fares too high	8.8	6.8
responses	Too crowded	6.8	8.5
	Rte. too far from house	6.6	6.0
B. 1st choice	No direct service	5.6	6.0
responses; percen-	Unrelated service	5.3	3.2
tage of responses	Other (not identified on survey form)	31.3	37.0
	"walking distance"		
	"has car"		
	"security"		
	"lack of knowledge"		
	"other errands"		
	Carry packages	2.5	1.4
	Buses too hot	1.5	.4
	Buses too cold	.3	.4

<u>Age:</u>	<u>#</u>	<u>%</u>
less than 16	20	4.8
16 - 30	213	50.8
31 - 40	94	22.4
41 - 50	40	9.5
51 - 60	30	7.2
over 60	<u>22</u>	<u>5.3</u>
	419	100.0

<u>Income:</u>	<u>#</u>	<u>%</u>
Less than \$10,000	161	38.9
10,000 - 19,999	128	30.9
20,000 - 29,999	73	17.6
30,000 - 50,000	42	10.0

<u>Race:</u>	<u>#</u>	<u>%</u>
Black	17	95.8
White	<u>408</u>	<u>4.0</u>
	425	99.8

<u>Sex:</u>	<u>#</u>	<u>%</u>
Male	188	44.1
Female	<u>238</u>	<u>55.9</u>
	426	100.0

ACTIVITY CENTER ANALYSIS

At the Reisterstown Road Plaza, shoppers tended to have higher incomes than workers; with 47% of the shoppers indicating an income over \$20,000 per year, while 40% of workers had incomes over \$20,000. Over 30% of the workers indicated incomes under \$10,000 per year while only 20% of all shoppers had incomes under \$10,000 per year. At Mondawmin, however, workers tended to have substantially higher incomes than shoppers; 43% of all workers had incomes over \$20,000 while only 30% of shoppers had similar incomes; and 21% of the workers had incomes over \$30,000, while only 13% of shoppers indicate that income. When comparing incomes between the two shopping centers it is apparent that among shoppers, Mondawmin had a substantially lower average annual income, with twice as many shoppers indicating incomes under \$10,000 at Mondawmin than at Reisterstown Road Plaza (40% to 20%). Forty-seven percent indicated annual incomes over \$20,000 at the Plaza while only 30% indicated the same at Mondawmin. Workers, however, had relatively similar incomes at both shopping centers; \$20,000 annual income for 40% of the Reisterstown Plaza Workers and 43% at Mondawmin.

Transit utilization by both shoppers and workers at Mondawmin was substantially higher than at the Reisterstown Road Plaza. Fifty percent more people use transit to get to Mondawmin than did to the Plaza (21% to 14% shoppers; 25% to 17% workers). This is most likely a combination of three factors: 1) Level of transit service available; 2) Automobile availability; and 3) Driving ability.

Mondawmin is much more accessible to more people by direct bus service than is the Reisterstown Road Plaza.

Prior to Metro operation, Mondawmin was serviced by six bus lines, while Reisterstown Plaza had only two bus lines providing service to it.

For shoppers who did use the bus, automobile availability was much higher at Reisterstown Road Plaza than at Mondawmin: 45% to 17%. Of workers who took the bus at Reisterstown Plaza, 52% indicated that an automobile was available for the trip, while at Mondawmin only 44% indicated so.

The ability to drive is also a factor in transit use. At Reisterstown Plaza 49% of bus users said they did drive, while at Mondawmin only 35% said they drove. Among workers who took the bus, 71% indicated that they could drive at Reisterstown Road Plaza, while at Mondawmin slightly less (65%) said they could drive.

TRAVEL CHARACTERISTICS OF DOWNTOWN

APPENDIX P

BALTIMORE METROCENTER WORKERS RESIDING IN N.W. TRANSIT CORRIDOR

P. 1 OF 5

(PART OF BALTIMORE CITY TASK REPORT)

Adjusted Sample: 4519

<u>By Zip Code/origin</u>	<u>%</u>	<u>Inside Beltway</u>
21117	146	3.2
21133	300	6.6
21136	196	4.3
21207	961	21.3
		647 (67.3%)
21208	284	6.5
		243 (85.6%)
21209	365	8.1
		365 (100.0%)
21215	1059	23.4
		1059 (100.0%)
21216	614	13.6
		614 (100.0%)
<u>21217</u>	<u>594</u>	<u>13.1</u>
		<u>594 (100.0%)</u>
Total	4519	99.9%
		3522 (77.9%)

<u>Mode of Access to Work, NW Area</u>			<u>Total MetroCenter Employee Sample</u>
Drove alone	1698	37.6%	34.8%
Drove w/pass.	570	12.6	14.5
Auto pass.	<u>764</u>	<u>16.9</u>	<u>15.8</u>
Sub-total	3032	67.1	65.1
Bus	1361	30.0	30.3
Walked/Other	<u>127</u>	<u>2.8</u>	<u>4.5</u>
	4520	99.9%	99.9%

Average #Block Walk to Job

Bus user	1.9 blocks
Auto User	1.5 blocks

<u>Mode of Access/Bus By Zip Origin</u>			<u>%Zip that Use Bus</u>
21217	25	1.8%	16.6
21133	36	2.6	12.0
21136	36	2.6	18.4
21207	208	15.3	21.6
21208	69	5.1	24.3
21209	81	5.9	22.2
21215	396	29.1	37.4
21216	240	17.6	39.1
21217	<u>270</u>	<u>19.8</u>	<u>45.5</u>
	1361	99.8%	30.0

Driver's Parking Charge

Free (employer)	40.3%	
Free (other)	27.4	
Less than \$1.00/day	3.5	
\$1.00 - \$2.45/day	11.5	(46.3% of paying commuters)
\$2.50 - \$4.00/day	12.5	(38.6% of paying commuters)
More than \$4.00/day	<u>4.9</u>	(<u>15.1%</u> of paying commuters)
	100.1%	(100.0% of paying commuters)

<u>AVERAGE ANNUAL FAMILY INCOME</u>		<u>NW CORRIDOR</u>
Under \$10,000	284	7.1%
\$10,000-14,999	820	20.5
\$15,000-19,999	551	13.8
\$20,000-24,999	728	18.2
\$25,000-34,999	747	18.7
\$35,000 and over	<u>870</u>	<u>21.7</u>
	4000	100.0%

BUS ROUTES UTILIZED (1ST BUS)Bus Route #

28	18.8%
7	13.4
19	13.2
5	12.3
15	10.8
47	7.7
24	6.6
51	3.1
1	2.9
13	1.6
23 others	<u>9.6</u>
	100.0%

WORK START TIME

By 7:00 a.m.	20.4%
7:00 - 8:00 a.m.	24.3
8:00 - 9:00 a.m.	41.5
9:00 - 10:00 a.m.	6.9
8:00 p.m. - MIDNIGHT	4.5
Other	<u>2.4</u>
	100.0%

WORK DEPARTURE TIME

9 a.m. - 3 p.m.	10.8%
3 p.m. - 3:30 p.m.	.9
3:30 - 4:00 p.m.	16.0
4:00 - 4:15 p.m.	.2
4:15 - 4:30 p.m.	4.7
4:30 - 4:45 p.m.	1.0
4:45 - 5:00 p.m.	43.7
5:00 - 5:15 p.m.	.1
5:15 - 5:30 p.m.	.9
5:30 - 6:00 p.m.	7.6
6:00 - 7:00 p.m.	1.3
7:00 - 8:00 p.m.	1.0
8:00 p.m. - MIDNIGHT	4.3
After MIDNIGHT	<u>6.7</u>
	100.0%

MODE OF ACCESS BY INCOME (%)

	Drive Alone	Drive w/Pass	Auto Pass	Total Auto	Bus	Walked/ Other	Total
Under \$10,000	22.2%	5.3%	10.2	(37.7%)	53.3%	6.0%	100.0%
10-14,999	24.2	9.3	16.0	(49.5%)	48.5	2.0	100.0
15-19,999	36.2	10.8	15.9	(62.7%)	35.1	2.2	100.0
20-24999	45.8	14.3	15.8	(75.9%)	21.7	2.4	100.0
25-34,999	42.9	16.5	17.6	(77.0%)	19.8	3.2	100.0
35,000 and over	48.8	13.3	17.7	(79.8%)	16.3	3.8	100.0

DISTANCE BY MODE (%)

Miles	Dr. Alone	Dr. w/Pass	Auto Pass	Total Auto	Bus	Walked/ Other	Total
2	25.2%	4.5%	13.1%	(42.8%)	45.4%	11.7%	100.0
4	34.2	9.8	16.0	(60.0)	39.1	1.0	100.0
5	34.5	10.7	16.2	(61.4)	37.4	1.2	100.0
7	43.7	15.2	17.8	(76.7)	21.8	1.5	100.0
9	41.8	16.8	16.5	(75.1)	24.2	.7	100.0
12	45.0	17.9	21.9	(84.8)	13.4	1.8	100.0
17	37.8	20.9	17.9	(76.6)	18.4	5.1	100.0

APPENDIX Q

RESIDENTIAL ATTITUDE SURVEY AND RESULTS
— BALTIMORE METRO IMPACT SURVEY —

PLEASE CHECK THE ANSWER THAT BEST DESCRIBES HOW YOU FEEL:

1. BUILDING THE BALTIMORE METRO (ALSO KNOWN AS THE SUBWAY) WAS A GOOD IDEA.

<u>144</u>	STRONGLY AGREE	25.5%
<u>252</u>	AGREE	44.7%
<u>65</u>	DISAGREE	11.5%
<u>45</u>	STRONGLY DISAGREE	8.0%
<u>42</u>	NO OPINION	7.4%
<u>16</u>	NO RESPONSE	2.8%
<u>564</u>	TOTAL	100.0%

2. METRO WILL CAUSE HOMES LOCATED NEAR IT TO INCREASE IN VALUE.

<u>59</u>	STRONGLY AGREE	10.5%
<u>150</u>	AGREE	26.6%
<u>178</u>	DISAGREE	31.6%
<u>49</u>	STRONGLY DISAGREE	8.7%
<u>111</u>	NO OPINION	19.7%
<u>17</u>	NO RESPONSE	3.0%
<u>564</u>	TOTAL	100.0%

3. METRO WAS DESIGNED PRIMARILY TO SERVE SUBURBAN COMMUTERS.

<u>131</u>	STRONGLY AGREE	23.2%
<u>184</u>	AGREE	32.6%
<u>156</u>	DISAGREE	27.7%
<u>21</u>	STRONGLY DISAGREE	3.7%
<u>55</u>	NO OPINION	9.8%
<u>17</u>	NO RESPONSE	3.0%
<u>564</u>	TOTAL	100.0%

4. NOW THAT THE FIRST LINE OF THE METRO IS COMPLETE, THE MTA SHOULD CONSTRUCT OTHER LINES.

<u>191</u>	STRONGLY AGREE	33.9%
<u>207</u>	AGREE	36.7%
<u>62</u>	DISAGREE	11.0%
<u>30</u>	STRONGLY DISAGREE	5.3%
<u>57</u>	NO OPINION	10.1%
<u>17</u>	NO RESPONSE	3.0%
<u>564</u>	TOTAL	100.0%

5. IF ANOTHER METRO LINE IS BUILT, IT SHOULD START IN DOWNTOWN AND RUN TO:
(PLEASE CHECK ONLY ONE.)

<u>114</u>	TOWSON/HUNT VALLEY (NORTH)	20.2%	<u>131</u>	WOODLAWN/SOCIAL SECURITY (WEST)	23.2%
<u>132</u>	GLEN BURNIE/BWI AIRPORT (SOUTH)	23.4%	<u>70</u>	NORTHEAST BALTIMORE	12.4%
<u>25</u>	ESSEX/DUNDALK (EAST)	4.4%	<u>46</u>	OTHER:	8.2%
				NO RESPONSE:	8.2%

6. BUILDING THE METRO SHOWS THAT THE CITY IS PROGRESSING.

<u>184</u>	STRONGLY AGREE	32.6%
<u>268</u>	AGREE	47.5%
<u>40</u>	DISAGREE	7.1%
<u>18</u>	STRONGLY DISAGREE	3.2%
<u>37</u>	NO OPINION	6.6%
<u>17</u>	NO RESPONSE	3.0%
<u>564</u>	TOTAL	100.0%

YOUR ANSWERS WILL BE HELD
STRICTLY CONFIDENTIAL

HAVING THE METRO IN YOUR NEIGHBORHOOD WILL MAKE IT A BETTER PLACE TO LIVE.

<u>45</u>	STRONGLY AGREE	8.0%
<u>129</u>	AGREE	22.9%
<u>195</u>	DISAGREE	34.6%
<u>70</u>	STRONGLY DISAGREE	12.4%
<u>110</u>	NO OPINION	19.5%
<u>15</u>	NO RESPONSE	2.7%
<u>564</u>	TOTAL	100.0%

MY NEIGHBORHOOD HAS GOOD BUS SERVICE.

<u>91</u>	STRONGLY AGREE	16.1%
<u>245</u>	AGREE	43.4%
<u>102</u>	DISAGREE	18.1%
<u>67</u>	STRONGLY DISAGREE	11.9%
<u>42</u>	NO OPINION	7.4%
<u>17</u>	NO RESPONSE	3.0%
<u>564</u>	TOTAL	100.0%

MY NEIGHBORHOOD IS A NICE PLACE TO LIVE.

<u>169</u>	STRONGLY AGREE	30.0%
<u>288</u>	AGREE	51.1%
<u>61</u>	DISAGREE	10.8%
<u>17</u>	STRONGLY DISAGREE	3.0%
<u>19</u>	NO OPINION	3.4%
<u>10</u>	NO RESPONSE	1.8%
<u>564</u>	TOTAL	100.0%

0-1	16	(2.8%)
2-5	126	(22.3%)
6-10	73	(12.9%)
11-15	60	(10.6%)
16-20	81	(14.3%)
21-25	72	(12.8%)
26-30	55	(9.7%)
31-35	29	(5.1%)
36-40	18	(3.1%)
41-98	20	(3.5%)
NO RESPONSE	14	(2.4%)

HOW LONG HAVE YOU LIVED IN THIS NEIGHBORHOOD?

10A.. HOW HAS THE AREA CHANGED DURING THIS TIME?

<u>56</u>	MUCH BETTER	9.9%	<u>151</u>	SOMEWHAT WORSE	26.8%	<u>125</u>	NO CHANGE	22.2%
<u>158</u>	SOMEWHAT BETTER	28%	<u>53</u>	MUCH WORSE	9.4%	<u>20</u>	NO RESPONSE	3.5%

THE CITY HAS MADE ADEQUATE PLANS TO HANDLE THE EXTRA TRAFFIC THAT METRO WILL GENERATE.

<u>28</u>	STRONGLY AGREE	5.0%
<u>149</u>	AGREE	26.4%
<u>96</u>	DISAGREE	17.0%
<u>44</u>	STRONGLY DISAGREE	7.3%
<u>226</u>	NO OPINION	40.1%
<u>24</u>	NO RESPONSE	4.3%
<u>564</u>	TOTAL	100.0%

ABOUT HOW OFTEN DO YOU USE MTA BUSES NOW?

<u>120</u>	NEARLY EVERY DAY	21.3%	<u>60</u>	ONE OR TWO DAYS A MONTH	10.6%
<u>44</u>	THREE OR FOUR DAYS A WEEK	7.8%	<u>174</u>	A FEW DAYS A YEAR	30.9%
<u>57</u>	ONE OR TWO DAYS A WEEK	10.1%	<u>99</u>	NEVER	17.6%
				NO RESPONSE	1.8%

12A. WHICH NUMBER BUS DO YOU USE MOST OFTEN? 7, 5, 28 (127, 67, 66)

12B. ABOUT HOW MANY BLOCKS DO YOU HAVE TO WALK FROM YOUR HOUSE TO THE BUS LINE? _____ BLOCKS

1 block:	266 (47.2%)	2 blocks:	135 (23.9%)	3 blocks:	55 (9.8%)
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ABOUT HOW MANY BLOCKS DO YOU LIVE FROM THE METRO LINE? _____ BLOCKS

2 blocks:	127 (22.5%)	5-7 blocks:	99 (17.6%)	3 blocks:	93 (16.5%)
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14. WHICH STATION DO YOU LIVE CLOSEST TO?

<u>67</u>	STATE CENTER (PRESTON/EUTAW)	11.9%	<u>124</u>	COLDSRING LANE	22.0%
<u>67</u>	UPTON (PENNSYLVANIA/LAURENS)	11.9%	<u>46</u>	ROGERS AVENUE	8.2%
<u>76</u>	PENN-NORTH (PENNSYLVANIA/NORTH)	13.5%	<u>72</u>	REISTERSTOWN PLAZA	12.8%
<u>100</u>	MONDAWMIN	17.8%	<u>11</u>	NO RESPONSE	2.0%

15. THE MTA IS CURRENTLY LOSING MONEY EACH YEAR TO RUN THE BUS SYSTEM. HOW WOULD YOU REDUCE THE AMOUNT OF MONEY THAT MTA IS LOSING? (PLEASE CHECK ONLY ONE.)

<u>83</u>	REDUCE EVENING SERVICE (AFTER 7 P.M.)	14.8%	<u>25</u>	RAISE FARES	4.5%
<u>109</u>	RUN FEWER EXPRESS BUSES	19.5%	<u>12</u>	RUN FEWER LOCAL BUSES	
<u>15</u>	REDUCE WEEKEND SERVICE	2.7%	<u>20</u>	INCREASE TAXES	3.6%
<u>50</u>	REDUCE PARK-N-RIDE SERVICE	8.9%	<u>56</u>	REDUCE MIDDAY SERVICE	
<u>125</u>	OTHER:	22.3%	<u>65</u>	NO RESPONSE	11.6%

16. DO YOU PLAN TO USE THE METRO?

<u>345</u>	YES → PLEASE ANSWER QUESTIONS 16A AND 16B	61%
<u>193</u>	NO → PLEASE ANSWER QUESTION 16C	34%

16A. IF YES, WHY DO YOU PLAN TO USE THE METRO? (PLEASE CHECK ONLY ONE.)

<u>43</u>	CHEAPER THAN DRIVING	11.6%	<u>111</u>	TO AVOID PARKING PROBLEMS	30.1%
<u>27</u>	FASTER THAN DRIVING	7.3%	<u>36</u>	TO AVOID TRAFFIC CONGESTION	9.7%
<u>96</u>	FASTER THAN THE BUS	26.0%	<u>29</u>	OTHER:	7.8%
			<u>26</u>	NO RESPONSE	7.0%

16B. HOW DO YOU PLAN TO GET TO THE METRO STATION?

<u>287</u>	WALK	80.6%	<u>42</u>	DRIVE	11.8%
<u>18</u>	BUS	5.0%	<u>5</u>	OTHER:	1.4%
<u>4</u>	TAXI	1.1%			(PLEASE SPECIFY.)

16C. IF NO, WHY DON'T YOU PLAN TO USE THE METRO? (PLEASE CHECK ONLY ONE.)

<u>38</u>	PREFER TO DRIVE	17.2%	<u>2</u>	TAKES TOO MUCH TIME	.9%
<u>88</u>	DOESN'T GO WHERE I WANT TO GO	40.0%	<u>6</u>	METRO TRAINS NOT SAFE	2.7%
<u>33</u>	PREFER BUSES	15.0%	<u>17</u>	METRO STATIONS NOT SAFE	7.7%
			<u>17</u>	OTHER:	7.7%
			<u>19</u>	NO RESPONSE	8.6%

17. WILL CRIME INCREASE OR DECREASE IN NEIGHBORHOODS NEAR THE METRO STATIONS?

<u>10</u>	DECREASE GREATLY	1.8%
<u>24</u>	DECREASE SOME	4.3%
<u>159</u>	WILL MAKE NO DIFFERENCE	28.2%
<u>258</u>	INCREASE SOME	45.7%
<u>77</u>	INCREASE GREATLY	13.7%
<u>36</u>	NO RESPONSE	6.4%
<u>564</u>	TOTAL	100.0%

18. HOW WOULD YOU RATE THE AIR QUALITY IN YOUR NEIGHBORHOOD?

<u>16</u>	EXCELLENT	2.8%	<u>148</u>	GOOD	26.3%	<u>228</u>	FAIR	40.5%	<u>109</u>	POOR	19.4%	<u>49</u>	UNSURE	8.7%	<u>13</u>	NO RESPONSE	2.3%
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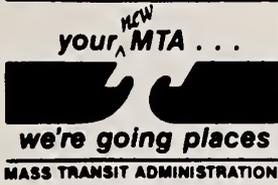
METRO SECTION A IMPACT STUDY
Proposed F.Y. 1985 Budget by Task and Subtask

	Principal Participating Agency	Task	City Plg. A*	MTA A*	RPC A*	RPC B*
Transit Survey	RPC	1.1			35,200	14,500
Employer-Based CBD	City	1.2	11,000			4,000
Employer-Based Reisterstown Road Plaza and Mondawmin	City	1.3	5,000			1,500
Analysis and Report on Surveys		1.5	2,000		5,000	
Parking	City	2	4,000			
MTA Operations	MTA/RPC	3		3,000	3,000	
Traffic Counts	RPC	4			12,000	3,550
Travel Times	RPC	5			10,900	2,450
Environmental Impact Studies	RPC	6		500	9,700	
Residential Land Activity	City	7	10,700			
Commercial Land Activity	RPC	8			13,500	
Activity Center Analysis	City	9	12,300			
TSADAS Imple- mentation	City	10	5,500			
Attitudes and Perceptions	RPC	11			21,000	
CBD Analysis	RPC	12		1,300	1,500	
Coordinate	RPC	13			20,400	4,000
Sec. B Work Plan	RPC	14				5,000
TOTAL			50,500	4,800	182,200	35,000
			237,500			

* NOTE: A - Sec. A Study
B - Sec. B Study

COMPREHENSIVE OPERATIONAL ANALYSIS - SURVEY FOR

MTA TRANSIT STUDY



DEAR RIDER: Please help the MTA improve your service by answering the questions about the trip you are now making. Information is for statistical use only and will be kept confidential. THANK YOU.

(1-6)

If you have already filled out a card today, do not complete. Return to driver.

1. Where did you COME FROM before you got on THIS BUS OR METRO TRAIN? (Check one) 1 Home 2 Work 3 Shopping 4 School 5 Other (8)

2. What is the ADDRESS of the place you came from? Number Street (or name of building or intersection) Zip Code (9-42)

3. WHERE did you board the FIRST BUS OR METRO TRAIN on this trip? Corner of First Street Name and Second Street Name OR METRO Station Name (43-50)

4. Approximately what TIME did you board THAT BUS OR METRO TRAIN? Time a.m. p.m. (check a.m. or p.m.) (51-55)

5. How did you board THAT BUS OR METRO TRAIN? (Check one) 1 Walked blocks 2 Drove alone 3 Drove with passenger 4 Auto passenger 5 Transferred from another bus 6 Transferred from the Metro train 7 Other (56-58)

6. List each BUS ROUTE NUMBER or METRO STATION you are using on this trip. First, I take the Bus Route Station, then I take the Bus Route Station then I take the Bus Route Station (59-67)

7. After you get OFF the last BUS OR METRO TRAIN where are you GOING? (Check one) 1 Work 2 Shopping 3 School 4 Home 5 Other (68)

8. What is the ADDRESS of the place you are going to? Number Street (or name of building or intersection) Zip Code (69-102)

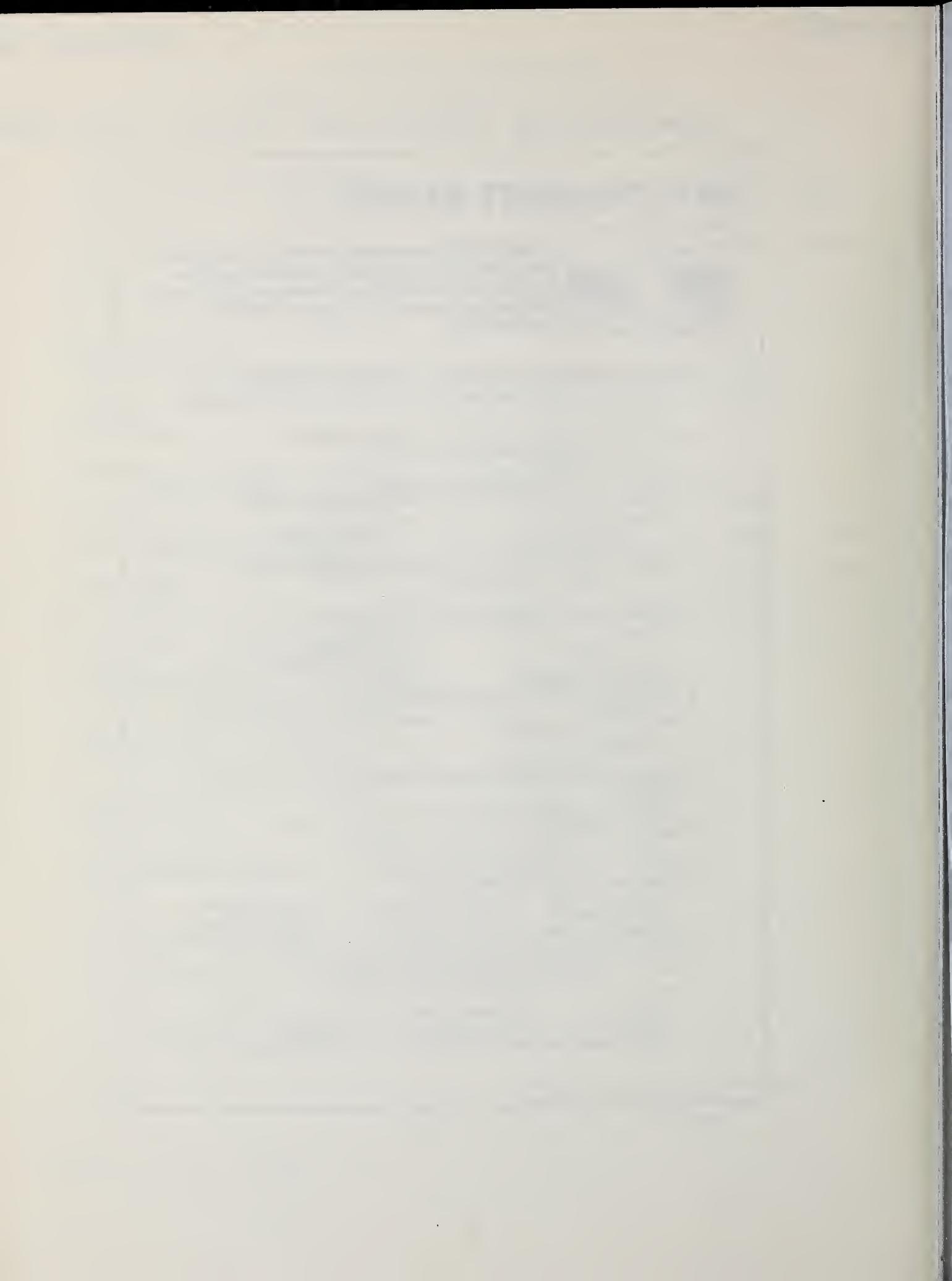
9. What type of FARE DID YOU PAY for this trip? 1 regular cash fare 2 express cash fare 3 premium cash fare 4 regular monthly pass 5 express monthly pass 6 premium monthly pass 7 senior citizen token 8 handicapped token 9 student 10 free (103-104)

10. Did you have an AUTOMOBILE AVAILABLE for this trip? 1 Yes 2 No (105)

QUESTION FOR METRO TRAIN RIDERS ONLY

11. How did you make this trip BEFORE METRO OPENED? 1 By bus 2 Drove alone 3 Drove with passenger 4 Auto passenger 5 Did not make this trip 6 Other (107)

PLEASE RETURN THIS CARD TO THE BUS DRIVER OR BY POSTAGE-FREE MAIL.





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