

Plan meeting – 01.23.08

-like density. How likely is it that our consensus in this room will be built?

- timeline? When does the development team hope to start construction? (1st bldg 2011, 7-10 year buildout)

-economic justification: want to see market study—judging from surrounding areas, skeptical of market need at state center.

-traffic: crossing light rail twice in bold solution? How will this affect light rail circulation/how will light rail affect this traffic?

-metro station: as it exists, there is only one entrance. Is there an opportunity to add an entrance?

-will people be displaced from west of property? How are the impoverished going to economically support program?

-connections among metro, light rail and Marc/Amtrak? How do we accomplish? Shuttle? Signage?

-wind tunnel concern

- crosswalk or walkway from state buildings across MLK—access to restaurants/amenities on opposite side
- retail down in subway station?
- retail in Armory
- like idea of reusing Armory
- traffic: John Street is cut-through to I-83; what are impacts on Bolton Hill? Make sure to address unintended traffic impacts off of Howard, and throughout network
- Chase-Biddle-Charles route to 83—this is where cars are going. Consider.
- Bolton Street one way south: concern about traffic type and volume through residential street
- Dolphin Street: is it difficult to cross, or not?
- traffic patterns seem to be drawn by people who haven't been on streets: to have best solutions, designers need to know streets—be sure to also address where traffic will be ending up. Know whole network.
- Dolphin Street: too wide and unattractive: with Plan

solution/additional open space, how do we get eyes on the street? Potentially more dangerous.

-McCulloh homes: not included in this development. Is there future development for McCulloh?

-mixed use, mixed income vision: what are factors driving the housing mix?

-housing mix: reestablish boarding houses? Employment possibility, healthcare, training... 3-4 story range

-giving driving directions: street connections don't make sense, as far as street names.

-dolphin street median: is there so that Bolton street traffic doesn't come into state center. Maintain that disconnect, and bring green strip to center of street

-elderly population: important aspect of market (permanent)—grocery store

-like idea of realigning Bolton street

-want to keep Bolton street character residential

- idea out of visioning:
interconnectedness of various neighborhoods
- wonderful urbanism
- bike lanes good.
- dolphin street: state center site is on south side. What is the vision for this frontage? Parking lot remaining is disservice to overall vision.
- human capital goals seem on task—need more emphasis for buy in, to right people
- connection between light rail and metro
- McCulloh homes: interested stakeholder, participant, and hope for future development
- process: continue community involvement and outreach
- national guard: armory: agency will be relocating
- can't solve mlk-howard-chase-read intersection without consideration of JFX access
- thanks for saving armory
- great urban pedestrian project

- safety and security: intelligent video system (midtown is researching, Hopkins uses) would like to work together to include state center
- MLK-howard intersection is very difficult in present state—impacts on travel times from major arterials.
- concern with outreach—affordability, need to let community at a wider scale know about project
- concern/desire for adult daycare
- we have one shot. Let's make it right.
- excited about narrowing of streets from pedestrian point of view
- parking phasing and accommodation?
- most residents on 1200 block of Bolton street are not in favor of straightening street, or of removing old growth trees
- concern about economics, national economy, state budget, and if this is appropriate time
- would like attractive destination retail
- don't like to see Bolton street realignment appearing on the majority of presented plans.

-if Bolton street were in fact to be realigned, concerned about future—concern that there will not be enough boundary, limitation, law set about to maintain the one way circulation

-there is light rail connection to penn station.

-moderate solutions seem to be better

-current plan not to demolish current buildings? Communicate intent to state employees (current tenants)

-add FAQs to website

-state employees will sustain new development, want to have a safe atmosphere, want to stay on site after work.

-need economic data