

Plan meeting – 01.17.08

-like narrowing of streets, but skeptical of the extra loads that new development will bring

-straightening Bolton Street: concerned about speed of traffic close to Dolphin

-Bolton Street configuration: should focus on this to help solve problem

-scale of blocks between Eutaw and Madison—pedestrian access through

-top of parking garage: concern about appearance

-State Center should be pilot project for city for travel demand management

-what types of retail to expect? Per parking counts.

-MLK-Howard—crossing light rail twice?

-Eutaw Street: difficult to cross North Avenue on a bicycle-consider in planning

-human capital: employment & training: how far along are we in these conversations?

-public school is “grand idea”—great source of activity

- parking garages in open lots now:
where would entrances be?
- where would school be located?
- will PDP include construction vehicle route?
- how does the plan incorporate considerations for disabled persons?
(wheelchair, blind)
- linking transit stations: concern about Howard Street width-pedestrian access
- what percentage of State employees will remain?
- Preston Street plaza: what's the area?
What will it support? And who will manage it?
- eutaw & preston: double parking (deliveries, etc) is ok because streets are overbuilt—concern of narrowing of streets & whether that can continue to be accommodated
- giving feedback: online forums are available.
- make sure parking is studied; think about differently from city code. Would

like to minimize parking while suiting need. Transit focus is good.

- parking for superfresh downtown (base our numbers on situations that work)

- tribute to Samuel Coleridge Taylor— State Center school would collaborate with existing schools

- leisure/entertainment—Y or similar community center – Y of Central Baltimore (love it.)

- missing the word “bus” in the conversation

- great opportunity for Y to partner with community

- would like meeting with development team about Bolton Street connection/realignment

- Read Street connection scheme good

- minimizing attention to cars

- maximize density

- state center can be a focus for the surrounding neighborhoods

- human capital: be sure to consider severe disabilities

- like Read Street and MLK treatments

- Preston Street is a great opportunity
- don't let this opportunity to think outside of the box pass by—pedestrian as king/queen
- Madison Ave—don't create lines between community and new development. Interweave community, consider past in implementation of plan
- excited about bicycle opportunities/bike depot
- outward looking development at property boundaries
- plan for future
- Madison is an important street
- school for public policy
- safety.
- would like dog park
- green aspect: LEED-ND (Neighborhood Development)
- these proposed connections will make a difference
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