

## **They did it. So can we. Atlanta's BeltLine Partnership**

The BeltLine Partnership (BLP) is a non-profit organization committed to raising funds from private and philanthropic sources to support the BeltLine, a circular transit-way around the entire city of Atlanta. Established by the Mayor in 2005, they work with neighborhoods, businesses, community and faith organizations to raise general awareness and broad-based support for the BeltLine through fostering advocacy and coordinating private-sector engagement. Through regular outreach, they also serve to mobilize resources to address the social concerns raised about new development around the BeltLine.

## **Community-Centered Station Design, Development & Stewardship**

Long after the Red Line is constructed and each day after the trains stop running, communities – and the people who live and work in them – will continue to be the backbone of our City. Capturing the economic and social benefits of the Red Line requires that communities must be involved now, during construction, and once the Red Line is operating, with strong support from their government and active participation by the private-sector.

**As MTA and local governments decide on a Red Line Alignment, Baltimore City will develop and fund a Red Line neighborhood investment strategy to enhance the quality of life in Red Line station communities, including as many of the following actions as possible:**

- Work with local foundations and other partners to create a public-private entity similar to Atlanta's "BeltLine Partnership" to raise funds and mobilize resources towards community revitalization on the scale of Baltimore's commitment to the East Baltimore Development, Inc., Park Heights Development Authority and the Westside Renaissance.
- Target City programs such as Healthy Neighborhoods, Main Streets, Heritage Area Grants, 1% for Art and other neighborhood investments in order to help Red Line station communities realize the benefits of improved transportation access.
- Commit capital improvement projects such as street resurfacing, alley and sidewalk repair, street lighting, etc. to Red Line station communities once construction is completed.
- Begin now to assemble land through the City's Land Bank, targeted acquisition strategies, etc. to make redevelopment possibilities more readily achievable.
- Implement non-traditional funding strategies for public/private partnerships to stimulate growth and development for Red Line station communities in order to achieve public amenities which may not normally be considered part and parcel of Red Line project costs.
- Prioritize City requests for Transportation Enhancement funds to Red Line station communities in order to implement landscaping and streetscape improvements, historic preservation activities, bike/pedestrian facilities; etc.
- Work with station area communities to seek grant opportunities for State, federal and private funding sources which can be used for public and private projects which may not normally be considered part and parcel of Red Line project costs.
- Identify and advocate transportation-related community enhancement projects which can be included in the reauthorization of SAFETEA-LU.
- Use data collected from the Red Line Draft Environmental Impact Statement as the basis for historic district designations.

**MTA will work with the City to create a community-centered process for outreach and involvement in station design and development planning:**

- Establish ongoing Station Area Advisory Committees (SAACs) in each station area with representatives from the communities, businesses, city government and MTA. Together with MTA, SAACs will develop outreach and education campaigns through churches, schools, libraries, dedicated station websites, etc. that target unique/specific population.
- Provide a process for community review of publicly-sponsored development solicitations for transit-oriented development.
- Plans and designs for Red Line stations should focus not only on the transit stop itself but also the surrounding area to enhance existing development and encourage future development.
- Future development will further the goal of creating and sustaining mixed-income communities by enhancing the opportunities for individuals and families to have decent, safe, and affordable housing in Baltimore City, consistent with the requirements of the Inclusionary Housing Ordinance.

**Through the community-centered station planning process, MTA and the City will use good urban design to align community identity with stations and make stations attractive, safe, accessible, convenient and environmentally sustainable, including the following:**

- A system of safe, well-maintained connections for pedestrians and bicycles to and from surrounding communities.
- Aesthetically, historically and contextually-sensitive stations that complement the built environment in existing communities.
- Parking management strategies at each station area with such provisions that limit parking intrusion on adjacent communities.
- A full bicycle-integration policy that incorporates amenities for storage, use and accessibility.
- Attractive, adequate lighting and security at, to and from each transit station.
- Way-finding signage to and from community assets such as retail business districts, historic landmarks, parks, cultural institutions, etc.

**The City and MTA will Work Together to Foster Long-Term Community Engagement and Stewardship of Red Line Stations through the Following Actions:**

- Establish a partner-based entity for maintaining and providing security at each transit station, such as community benefits districts or “Adopt-a-Station” programs.
- Evolve Station Area Advisory Committees into Community Development Corporations (CDCs), as appropriate. Provide new CDCs and existing community-based development organizations with resources to build capacity and strength to achieve revitalization plans.
- Encourage sustainable design elements (low energy consumption, low impact design, etc.) in and around station areas.
- The City of Baltimore will require the establishment of community benefits agreements for any City-financed transit-oriented development projects.
- Involve communities in recruitment of retailers and employers in order to demonstrate community commitment to business success.