LAST MILE AT
N. WOLFE + N. GAY
BROADWAY EAST NEIGHBORHOOD
BALTIMORE, MD

DESIGN PHASE REPORT:
COMMUNITY ENGAGEMENT,
CONCEPT DESIGN + PRICING
NOVEMBER 2018

AMERICAN COMMUNITIES TRUST + MAHAN RYKIEL ASSOCIATES
FOR THE ABELL FOUNDATION
Prepared by:

ACT
AMERICAN COMMUNITIES TRUST

with direction and guidance from
the New Broadway East Community Association.

Thank you to our sponsor:

ABELL FOUNDATION
LAST MILE AT WOLFE & GAY

I PROJECT PROCESS
- Introduction ........................................................................ 4
- Summary ............................................................................. 5
- Goals + Objectives ................................................................. 5
- Partnerships + Public Involvement .......................................... 6
- Consultant Team + Project Phases .......................................... 6
- Design Phase Framework ....................................................... 8
- Implementation Phase Framework .......................................... 9

II PROJECT CONTEXT
- GBC Trestle Park Report ...................................................... 10
- East Baltimore Revitalization Plan + Green Network Plan ....... 11
- Proximity to Eager Park + Baltimore Food Hub ...................... 12

III EXISTING CONDITIONS
- Northern Triangle ................................................................ 15
- Southern Triangle ................................................................ 16
- Site Assessment .................................................................... 17

IV COMMUNITY ENGAGEMENT
- Meetings Summary ............................................................... 18
- Outreach .............................................................................. 20
- Workshop Activities .............................................................. 21
- S.W.O.T. Analysis ................................................................. 22

V DESIGN+PRICING
- Site Opportunities ................................................................. 36
- ‘North of the Tracks’ Concept ............................................... 37
- Phase I Lighting at Underpass ............................................... 38
- Phase II Lighting at Underpass ............................................... 39
- Phase I Concept Plan ........................................................... 40
- Phase II Concept Plan ........................................................... 41
- South Site Perspective ........................................................... 42
- North Site Perspective ........................................................... 43
- Phase I Improvements Estimate .......................................... 44
- Phase II Improvements Estimate .......................................... 45

Design Examples .................................................................... 24
Design Sliders ....................................................................... 29
Community Identity ............................................................... 30
Muralist Review + Selection ................................................. 31
Finalist Megan Lewis ............................................................ 32
Finalist Ernest Shaw .............................................................. 33
Community Survey Results .................................................... 34

AMERICAN COMMUNITIES TRUST | MAHAN RYKIEL | November 2018

Community Engagement, Concept Design + Pricing
November 1, 2018

For too many years, the rail line that runs through East Baltimore has formed a barrier, isolating tremendous wealth and investment to the south.

Today, I am excited to share plans that will transform dark, unwelcoming underpasses into vibrant, green links that connect communities through artistic lighting, landscaping, artwork, and new public space.

As a co-developer with Baltimore Food Hub Inc. and a stakeholder in the Broadway East community, American Communities Trust is proud to help transform the geographical barriers that divide cities and reconnect neighborhoods and families to jobs, capital, and innovation.

This effort is truly community-driven – the result of workshops and community meetings where neighbors took stock of the existing underpasses and shared priorities for transforming these forgotten, but consequential spaces.

I want to thank and acknowledge the leadership of the New Broadway East Community Association for its direction and partnership throughout the planning process.

I am tremendously grateful to the Abell Foundation for providing grant funding to support this planning initiative. Thank you for your vision and for continuing to champion this mission critical work for the City of Baltimore.

Very truly yours,

China Boak Terrell
China Boak Terrell, CEO
PROJECT PROCESS

Summary

The Last Mile Park at the N. Wolfe and N. Gay Streets pilot project site seeks to create a new landmark into the north-of-the-tracks neighborhoods of East Baltimore, while also positively transforming Amtrak’s last mile into Baltimore City. Bold artistic lighting, murals, and newly-painted walls at each underpass will advance a resident-led placemaking strategy by transforming dark, unsafe underpasses into vibrant, welcoming, and safe connectors that link communities north and south of the rail line. An interactive sculptural bus stop and pocket park north of the underpasses will create new public space that engages residents and visitors while serving more than 800 weekly BaltimoreLINK riders. Greening and green infrastructure strategies not only will provide beautification of the site for the benefit of the community, but also will serve to address the environmental and stormwater management needs of the neighborhood’s watershed.

Goals

» Transform Last Mile into Baltimore

» Create a new destination and experience for residents and visitors

» Increase public safety through improved lighting and activation of new public space

» Increase community pride with the installation of under-lighting artwork and sculptural element at a community gateway

Objectives

» Serve as a pilot site for additional Amtrak underpass art installations

» Facilitate a community-centered placemaking process that will create opportunities for resident engagement, leadership, ownership

» Provide a kit-of-parts design for greening the open space and its components based on community feedback and direction

» Develop construction costs for lighting installation, park elements, and green infrastructure
PROJECT PROCESS
PARTNERSHIPS + PUBLIC INVOLVEMENT

» Community partners on the Last Mile: Wolfe & Gay project include The New Broadway East Community Association, The 6th Branch, Mt. Tabor Baptist Church, Southern Baptist Church. Public partners include the Maryland Transit Authority (MTA), Department of Transportation (DOT), and the Baltimore Police Department (BPD).

» Public participation throughout the planning process occurred through:
  » Meetings of a resident-led Steering Committee in March and May 2018. The committee helped to prepare for the planning workshop, reviewed initial renderings, and provided feedback in the selection of mural artists. Steering Committee members were listed as cosponsors on flyers and postcards used to promote the process in the community, as shown on page 20 of this report.
  » Presentation to participants at the East Baltimore Youth Opportunity! Center, located just south of the underpasses. Students were engaged in a discussion about the space and what they wanted to see.
  » Interviews on site at the intersection of Wolfe Street and Gay Street, where Mahan Rykiel staff set up coffee to discuss the needs and priorities of pedestrians and transit riders, as they were using those spaces.
  » A Planning Workshop at City Seeds on the Baltimore Food Hub campus, which drew over 50 residents. Participants assessed Strengths, Weaknesses, Opportunities, and Threats; considered ways in which the spaces should be used; and shared ideas for the themes this new community gateway could convey through design and artwork.
  » Presentation and discussion at the May 2018 meeting of the New Broadway East Community Association, where residents also completed surveys.

» All feedback received was incorporated to the greatest extent possible into the final design. The New Broadway East Community Association also had final review of the final report.
PROJECT PROCESS
CONSULTANT TEAM + PROJECT PHASES

Mahan Rykiel Associates  Community Engagement + Urban Design
Designed 4 Impact (D4i)  Engagement Collaborator
Image Engineering  Lighting Concept Design
DMS Consulting  Cost Estimating
DESIGN PHASE FRAMEWORK (COMPLETED MARCH-SEPTEMBER 2018)

Community Engagement - 3 1/2 months

Kick-off + Planning - 1 month:
• Planning Meetings with ACT + Abell Foundation
• Visioning Meeting w/ Steering Committee
• Outline Objectives + Identify Aspirations
• Define Outreach + Engagement Process

Community Engagement - 2 1/2 months:
• Site User Interviews
• Community Planning/Placemaking Workshop
• East Baltimore Youth Opportunity! Center
• Mural Artist Outreach
• Concept Review w/ Steering Committee
• Community Presentation at New Broadway East Community Association Meeting
• Community Surveys + Muralist Shortlist

Design + Pricing - 3 1/2 months

Design Refinement - 1 month:
• Revise Design based on Community Feedback
• Consultant Coordination
• Outreach to SE CDC, Baltimore City DOT
• Develop Phase I and II Site Plans

Pricing - 1 month:
• Finalize Pricing for Phase I and II

Report + Review - 1 1/2 months:
• Develop Implementation Phase Outline
• Compile Final Report
• Submit to Steering Committee for Review

Note: Refer to pages 18 and 19 for Community Meetings summary.
IMPLEMENTATION PHASE FRAMEWORK (PROPOSED)

Engineering + Documentation - 6 months

Preliminary Construction Documentation (30% + 60% CD) - 4 months:
- NTP, Consultant Team On-Boarding (civil eng., elec. eng.)
- Artist On-Boarding and Preliminary Proposal
- Community meeting/comment period
- Review by UDAAP/SPRC, DPW/DOT, and other relevant agencies
- Amtrak review and approvals
- Issue 30% CD’s; Owner comments

Final Construction Documentation (100% CD) - 2 months:
- Final Proposal from Artist
- Issue Bid/Permit Documents

Developer Agreements:
- Share Drawings with DOT and come to agreement for implementation and maintenance in public ROW
- Baltimore City Forestry to review trees proposed in public ROW and DPW to review watershed planning practices

Bidding + Construction - 9 months

Permitting - 3 months:
- Building Permit

Bidding - 1 month:
- Issue RFP
- Select Contractor
- Notice to Proceed

Mobilization - 1 month:
- Contractor certified to work along tracks.

Construction - 4 months:
- Site Preparation
- Submittal Review and Approval

- Material Fabrication and Delivery
- Construction (weather is important factor for artist and planting)
- Punchlist
- Ribbon Cutting/Block Party

Post Construction:
- Enhanced trash pick-up on site
- Maintenance of custom lighting and bus shelters
- Owner to maintain street trees for three growing seasons, pending developer agreement
PROJECT CONTEXT

GBC Economic Development Committee
Trestle Park Report

In a Fall 2017 report, the Greater Baltimore Committee identified the underpasses at N. Wolfe and N. Gay Streets as the pilot sites for an artful underlighting project along Amtrak’s Last Mile. The underpasses together frame an underutilized triangular open space that is positioned to serve as a gateway park bridging Eager Park and EBDI (East Baltimore Development Inc.) to the south with the neighborhood of Broadway East to the north.
PROJECT CONTEXT

*East Baltimore Revitalization Plan + Green Network Plan*

Last Mile Park at Wolfe and Gay is situated at the intersection of many key open spaces in the Broadway East neighborhood, several of which are geared toward crop cultivation and food production. In addition to the Trestle Park Report, citywide initiatives involving the planning and connection of these open spaces include Green Tracks, The Green Network Plan, and the City Council Open Space Task Force, among others. The East Baltimore Revitalization Project (EBRP) identifies Broadway East as a neighborhood of increasing economic development potential.

**ENVIRONMENTALISM**

+ **WORKFORCE DEVELOPMENT**

+ **FOOD CULTIVATION**
**PROJECT CONTEXT**

*Proximity to Baltimore Food Hub + Eager Park*

“The selected site forms an island bisected by the rail line, creating a north and south area on either side. The triangular area on the north is owned by the City of Baltimore, green, landscaped, and maintained by Civic Works. Amtrak owns the triangular area to the south, which is an unkempt collector of trash. The site in total has four bus stops, is the beginning of the downtown bicycle network, adjacent to the Baltimore Food Hub and recently redeveloped rowhomes by TRF Development Partners. It is the center of major commuting routes to downtown and The Johns Hopkins Hospital and at the heard of the GBC’s Green Tracks initiative.” - 2017 GBC Economic Development Committee Trestle Park Report

The consultant team was tasked with building on the work of the American Communities Trust, the Greater Baltimore Committee, and the stakeholders involved with developing the master plan for the neighborhood. Understanding potential limitations associated with improvements to the Amtrak rail line and bridge structure itself, the team conducted an in-depth assessment of the site area and, in collaboration with community members, developed a series of site-based recommendations for the design of the park.
EXISTING CONDITIONS

(1) Looking North on N. Wolfe Street; (2) Looking South on N. Wolfe Street; (3) Looking South on Gay Street; (4) Looking North on Gay Street; (5) Looking East on E. Preston Street
EXISTING CONDITIONS

NORTHERN TRIANGLE

SOUTHERN TRIANGLE
EXISTING CONDITIONS
NORTHERN TRIANGLE

American Communities Trust’s sister nonprofit, Baltimore Food Hub Inc., has Adopt-A-Lot and Right of Entry agreements on the city-owned triangle to the north of the Amtrak line. ACT and its partners are in continued conversations with Amtrak, which owns the rail trestles and southern triangle. Phase I recommended improvements, as reflected in Section V Design+Pricing beginning on page 36 of this report, can move forward without Amtrak approval.
EXISTING CONDITIONS
SOUTHERN TRIANGLE
EXISTING CONDITIONS
SITE ASSESSMENT

USER SURVEY
14 site users interviewed

SITE INVENTORY
Recent tree plantings
Overgrown weeds
Bus seating, exposed/not shaded
Some waste bins
Sidewalk in various conditions
Amtrak embankments cleared of invasive vegetation

AREAS FOR OPPORTUNITY
Site amenities (e.g. seating, lighting, trash bins, fencing)
Greening, green infrastructure (e.g. trees, rain gardens)
Artful elements (e.g. lighting, community art piece)
Others?
COMMUNITY ENGAGEMENT

MEETINGS SUMMARY

Steering Committee Meeting #1 @ Humanim
03.13.18

ACT, Mahan Rykiel, and D4i introduced the project and design team, and outlined scope, objectives and schedule. Project context and site assessment findings were presented. The group discussed the format for the Community Placemaking Workshop, including agenda and draft presentation, input opportunities, and expectations. The consultants helped to identify project aspirations, confirm objectives, discuss concerns, and define anticipated artist involvement.

Community Placemaking Workshop @ City Seeds
04.14.18

ACT, Mahan Rykiel, and D4i introduced the project and design team to the community and presented existing site conditions, site observations/analysis, project goals, and process for soliciting community direction and feedback. Good elements of design were shared, and opportunities and constraints with regard to park space and underlighting were discussed. The team conducted visioning exercises with community members, including the Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis, and Slider Image Boards. Precedents were presented for various site improvements, including lighting, seating, community art, traffic calming, and landscaping. Small group breakout discussions were facilitated along with additional interactive exercises to gain feedback and identify the community’s aspirational outcomes. The workshop wrapped up with a confirmation of user aspirations and preferences, and thoughts about the design direction.

Feedback from Steering Committee:

Members of the Steering Committee emphasized the importance of site user interviews, and of those who might not be able to attend workshop. The Last Mile project should be presented as a drill-down of the existing East Baltimore Revitalization Project (EBRP), not a repetition of the entire process. With this project there is opportunity to build leadership; the community seeks opportunities to engage neighborhood youth and encourage ownership/accountability via design challenges, committees, advisory board, etc. Traffic calming pedestrian safety, lighting, seating opportunities, site beautification, and bus shelters are priorities, and the site design should be sustainable with regard to maintenance and site longevity.

Feedback from Community Members:

The community engagement workshop revealed the community’s desire for the Last Mile park to represent the historical narratives, contemporary growth, and diverse identity of the neighborhood. The community touts many assets which include residents active in community events, strong relationships with local churches, close proximity to the Amtrak line, and pride in the past businesses and pioneers from the area. While there are many challenges to address, stakeholders prioritized lighting, handicap accessibility, safety and beautification. Stakeholders indicated through the design sliders activity a preference for publicly sanctioned art, preferably that of a mural depicting the narratives and history of the community, as well as additional interactive activities and site elements as opportunities to create areas of interest so that the space transitions from pass-through to destination catering to the community, particularly the youth and elderly. A strong desire for the strengthening of the community by creating overlap between residents, businesses, churches, and a diverse age range of users emerged during the workshop. A key asset of the community is its current activity and enthusiasm for action, and the desire to encourage more community stakeholders to participate in creating spaces “to bring people together.”
COMMUNITY ENGAGEMENT
MEETINGS SUMMARY

Steering Committee Meeting #2 @ Humanim
05.21.18
ACT and Mahan Rykiel shared background information and project updates with the Steering Committee. Concepts for the site design were presented, along with sketches and precedent imagery relative to each scheme. Details about the site ideas were discussed, as well as anticipated cost implications. A grouping of nine artists, based both locally and nationally, were presented to the Committee, and each was evaluated based on style, content, and location. A rough process for artist involvement was outlined and discussed, in addition to a draft of the presentation to be given to the community.

Feedback from Steering Committee:
Members of the Steering Committee discussed the site schemes presented and shared feedback on each. ‘North of the Tracks’ makes a bold symbolic statement about the identity of the community and its position in the larger neighborhood, while ‘Growing Community’ showcases the efforts of its urban farmers and community gardeners. Input on preliminary artist selection indicated that murals should convey messages about community values and trust, and the need to encourage unity, positivity and the challenge for change/prosperity. Styles beyond portraiture to include depictions of landmarks, nature, and spirituality will be considered. The list of nine artists was refined down to five for presentation at the community meeting.

Community Follow-Up Presentation @ Humanim
05.24.18
ACT and Mahan Rykiel attended the May New Broadway East Community Association meeting, and presented a recap of the Community Placemaking Workshop, highlighting the key takeaways from the community feedback shared. A brief recap of the project was given for those who were new to it, and the the two site concepts, along with plan and perspective renderings and precedent imagery were presented. Finally, the artist shortlist was shared, and community members completed surveys indicating their preferences relative to design schemes and proposed muralists. ACT shared plans for Amtrak involvement and review of the project, and a proposed timeline for the Implementation Phase was shared.

Feedback from Community Members:
Wide support for the Last Mile park designs was shared by the community following the presentation. Feedback on prospective muralists included emphasis on representing a multi-cultural, multi-generational neighborhood while portraying the roots of the community. The site in conjunction with the artwork should serve to communicate community values regarding safety, honor and respect for the neighborhood and its history. Community Association representatives vocalized a commitment to long-term maintenance of the park, and reiterated to the community the importance of engaging in this process as putting it back on the path of becoming what it seeks. BPD expressed support of the project and the proposed lighting improvements in improving safety of the area. Two artist finalists were selected, and will be invited for interviews during the Implementation Phase of the project.
COMMUNITY ENGAGEMENT
OUTREACH

CONVERSATIONS + COFFEE

A community conversation to discuss "Last Mile" design opportunities for Amtrak overpass lighting & other improvements between Wolfe + Gay Streets.

POSTCARD/FLIER
04.14.18 Workshop

POSTER
04.14.18 Workshop

POSTCARD/FLIER
05.24.18 Workshop
COMMUNITY ENGAGEMENT
WORKSHOP ACTIVITIES
COMMUNITY ENGAGEMENT
S.W.O.T. ANALYSIS

S TRENTHS
W EAKNESSES
O PPORTUNITIES
T HREATS

ASSETS

CHALLENGES
COMMUNITY ENGAGEMENT
S.W.O.T. ANALYSIS

ASSETS
Active/engaged neighbors who look out for each other
Train
New developments: Food Hub, new school
City investment in blight elimination
Not much crime
Historic
Family-based
Community gardens
Small businesses
Not a drug corner
Family-based
Wall space for art
Potential for added seating, landscaping

CHALLENGES
Boarded up houses
Streets need re-paving
Not enough business involvement in the community
Not a lot of street life, insufficient opportunities for gathering
Few walkable destinations
Lack of amenities (laundromat, bank, dry cleaners)
Litter
Drug activity
Neglected
Pass-through
Too open - Lack of Shade
Traffic (yielding for pedestrians)
Graffiti, vandalism

Noisy
Handicapped accessibility/ADA Concerns
Streets need re-paving
Dark, insufficient lighting
Not a lot of street life, insufficient opportunities for gathering
Few walkable destinations
Lack of seating
COMMUNITY ENGAGEMENT
LIGHTING DESIGN EXAMPLES
COMMUNITY ENGAGEMENT
SEATING DESIGN EXAMPLES
COMMUNITY ENGAGEMENT
COMMUNITY ART EXAMPLES
COMMUNITY ENGAGEMENT
TRAFFIC CALMING EXAMPLES
COMMUNITY ENGAGEMENT
LANDSCAPING EXAMPLES

Image Credit: 2017 GBC Trestle Park Report
COMMUNITY ENGAGEMENT
DESIGN SLIDERS
COMMUNITY ENGAGEMENT

COMMUNITY IDENTITY

“Point of Pride”
“History”
“People doing good work”
“This community is growing and changing in a positive way”
“We are a developing community with lots of talent to give back to the community.”
“Progressive-Minded People”
“Mt. Tabor Baptist Church”
“There are a lot of us in this neighborhood who welcome the revitalization and will help as much as possible.”
“Key/Important People born here”
“Social network wants to be restored”
“A lot of recent housing development”
“Want to bring people together”
“Eager Park”
“Religious community and churches”
“North of the Tracks”
COMMUNITY ENGAGEMENT
MURALIST REVIEW + SELECTION

Community Survey Feedback:

- Ranking of each artist 1 (favorite) to 5 (least favorite)
- In-person experience with some of Ernest’s work
- “I like them all!”
- Megan’s work brings out people that live in the community
- Most drawn to the work that tells a story
- Most drawn to the colorful work
COMMUNITY ENGAGEMENT
MURALIST FINALIST

MEGAN LEWIS, BALTIMORE
PORTRAiture & NARRATIVE THEMES • EXTENSIVE WORK IN BALTIMORE WITH COMMUNITIES
COMMUNITY ENGAGEMENT
MURALIST FINALIST

ERNEST SHAW, BALTIMORE
WORKS IN BALTIMORE • HISTORIC AND NARRATIVE THEMES
### Community Engagement Survey Results

**Last Mile: Wolfe & Gay**

**Presentation Feedback Survey**

Thursday, May 24, 2016

Thank you for sharing your thoughts on this evening’s Last Mile: Wolfe and Gay Street Presentation. As you view the slides, please use this form to select the design themes and artists’ work you like best. Thank you for your candid feedback.

1. Name of your Community/Neighborhood:

2. Please check Age Group
   - [ ] < 18
   - [ ] 18-24
   - [ ] 25-34
   - [ ] 35-44
   - [ ] 45-54
   - [ ] 55+

3. What would you like others to know about your community?

   "It is a hidden gem with lots of distinct history within the city. Our diverse and intact architecture outside authorizes"

4. Please check the Design Theme you like best
   - [ ] 1. North of the Tracks
   - [ ] 2. Growing Community
   - [ ] 3. Cultural Hub
   - [ ] 4. Public Art
   - [ ] 5. Open Space

5. What do you LIKE about the Design Theme you selected?

   "I like the open park idea of the north of the tracks. It also the ecology/gardening essence of the growing community."

6. What do you DISLIKE about the Design Theme not selected?

   "There needs to be a more concrete way for the growing community to capture the essence of open through an aesthetic manner." 

**Community Engagement, Concept Design + Pricing**

**Last Mile at Wolfe + Gay**

**American Communities Trust | Mahan Rykiel | November 2018**

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**Table: Artist Preferences**

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7. Please rank from 1 (favorite) to 5 (least favorite), the mural artist whose work and style you prefer. (The selected artist will work with the community to develop a design specifically for the site.)

8. Use this space to offer suggestions or make comments. Thank you for your feedback!
COMMUNITY ENGAGEMENT

COMMUNITY SURVEY RESULTS

COMMUNITIES REPRESENTED
Broadway East, NBeca, Mt. Tabor Baptist Church

AGE RANGE
18-24, 35-44, 45-54, 55+

WHAT WOULD YOU LIKE PEOPLE TO KNOW ABOUT YOUR COMMUNITY?
We are working together
Progressive responsibility concerning safety, law enforcement, etc.
Multi-cultural artwork - unity of spirit, health and kindness
It’s unique and growing
It’s a hidden gem with lots of distinct history
Diversity and outside amenities

WHAT DO YOU LIKE ABOUT THE DESIGN THEME YOU SELECTED?
Openness of ‘North of the Tracks’
Colorful and Inviting
“It shows life”
Lighting
Growing Trees
The branding associated with both schemes
“We are doing good”
Easy access to fresh fruits and veggies
Teaching children about planting and growing
‘North of the Tracks’ Branding
I prefer the look of the ‘North of the Tracks’ Design
‘North of the Tracks’ Addresses the History
Earth/Gardening
“Renewed Life”
Large Plaza

WHAT DO YOU DISLIKE ABOUT THE DESIGN THEME NOT SELECTED?
Maintenance Responsibility
It’s Bland
“I like them all”
Not in my area
Not Enough Artwork
‘Growing Community’ doesn’t capture the essence/identity of the community in a concrete way
Lacks local “advertisement” on walls

DESIGN SCHEME
North of the Tracks: 27
Growing Community: 30

*Note: Lowest Score Denotes Highest Ranking

ARTIST
Megan Lewis
42
Ernest Shaw
49
Maura Dwyer/Spectrum Studio
63
With community input in hand, the design team analyzed the site for where preferred improvements would provide the greatest benefit. Key findings include:

- Where possible preserve and improve upon existing preferred uses on-site; passive gathering to the north and an open/flexible space to the south.
- Bus stops serve to activate the site throughout the day. They currently lack shelter for riders.
- Retaining walls offer prime public art opportunities as do major intersections.
- Pedestrian scale street lighting is needed to create a complete street.
- Crosswalks are worn and faded. Improvements would offer safety benefits as well as public art opportunities.
DESIGN + PRICING
‘NORTH OF THE TRACKS’ CONCEPT

Phase I Plan
The ‘North of the Tracks’ concept is a statement by the community playing off the geographic identifier used in recent times to paint their community as a place that is separate, lacking, and ultimately undesirable. In the Last Mile Park improvements the community uses the same identifier to share the pride and welcoming attitude of the community. Phase I kicks of the effort with signature lighting at Amtrak underpasses. Where one previously encountered a dark and hostile environment for pedestrians, the visitor is now given the message that something positive and exciting is happening here. General streetscape improvements such as street trees and pedestrian scale lighting along bordering streets help to further convey this message. Additional greening and green infrastructure practices provide environmental benefits for the neighborhood as well as aesthetic improvements of the site.

Phase II Plan
Phase II builds on the positive momentum of improvements in Phase I, resulting in community gathering spaces scaled for both large events and individual benefit. The plaza to the south is aimed at accommodating larger groups and events and remains open and uncluttered for flexibility. The plaza’s hours of use are extended with the addition of overhead catenary lighting to set the mood for nighttime events. The parklet at the intersection of Gay and Wolfe Streets is an extension of the current use of the space as a place of green respite. Benches and tables amongst trees and green are inviting to all. Key to activating both spaces are the existing bus stops on Wolfe and Gay Streets, which should receive custom bus shelters. The shelters will benefit both people waiting for a bus by sheltering them from the elements, as well as acting as community identifiers for people passing by in car or by foot. Stylistically, the form of paving patterns, bus shelters and planting arrangements should play off of the railroad tracks, mimicking linear and repetitious patterns.
Pole Mounted Wall Washing

- Highlights stone walls
- Programmed to change colors throughout the night, from blue to silver to gold or can be bold bright colors, programmable for various events and times of day
- Poles are installed in public ROW
- Requires DOT approval
Abutment Wall Lighting

- Highlights stone walls
- Programmed to change colors throughout the night, from blue to silver to gold or can be bold bright colors, programmable for various events and times of day
- Bridge structure lighting highlights unique architectural features of bridge underside
- Requires cleaning/prep and painting of bridge underside
- Fixtures are fastened with unistrut clamps
- Requires Amtrak approval

Bridge Structure Lighting
LEGEND:

1. NEW STREET TREES AND MICRO-BIoretention TREE PITS
2. PEDESTRIAN SCALE LIGHTING
3. REPAPTED CROSSWALKS
4. REPAIR CONCRETE SIDEWALKS
5. CLEAN-UP OF EXISTING VEGETATION
6. LIGHTING AT UNDERPASS
DESIGN + PRICING
PHASE II CONCEPT PLAN

LEGEND:
1. ARTISTIC CROSSWALK PAINTING
2. ENHANCED PLANTING
3. LIGHTING AT UNDERPASS
4. COMMISSIONED MURAL ON AMTRAK RETAINING WALL
5. CUSTOM WOOD AND STEEL BUS SHELTER
6. CURB EXTENSIONS (BUMP-OUTS) ON WOLFE AND PRESTON STREETS
7. SOUTH PARCEL PERVIOUS PAVEMENT
8. SEATING AREAS AT NORTH PARCEL W/ PERVIOUS PAVEMENT
9. PLAZA FURNISHINGS IN SOUTH PARCEL
10. SITE FURNISHINGS IN NORTH PARCEL
11. ADDITIONAL PEDESTRIAN POLE LIGHTING IN NORTH AND SOUTH PARCELS
12. CATENARY LIGHTING @ SOUTH PARCEL
13. NEIGHBORHOOD SIGNAGE
14. PAINTED AMTRAK BRIDGE
DESIGN + PRICING
SOUTH SITE PERSPECTIVE
LAST MILE AT WOLFE + GAY

DESIGN + PRICING
NORTH SITE PERSPECTIVE
DESIGN + PRICING
PHASE I IMPROVEMENTS ESTIMATE

1. NEW STREET TREES AND MICRO-BIO TREE PITS
   4'x12' w/ 2.5" Cal. Shade Tree
   $23,099

2. PEDESTRIAN SCALE LIGHTING
   Pole mounted lighting by DOT as part of BmoreBright plan
   (DOT)

3. REPAINTED CROSSTRAWS
   Repainting of faded crosswalks by DOT
   $3,641

4. REPAIR CONCRETE SIDEWALKS
   Repair/Re-pave damaged concrete sidewalks to meet ADA
   $44,452

5. CLEAN-UP OF EXISTING VEGETATION
   $8,419

6. LIGHTING AT UNDERPASS
   (Does not require Amtrak review)
   • (10) LED Light Columns
   • Pole mounted Color LED lights inside city ROW and/or,
   • Replacement of existing underpass fixtures w/ Color LED Fixture
   $52,369

PHASE I CONSTRUCTION ESTIMATE:
$131,980

GENERAL CONDITIONS + CONTINGENCY (30%)
$39,594

ENGINEERING + DESIGN DOCUMENTATION:
$20,000

TOTAL PHASE I ESTIMATE:
$191,574
## DESIGN + PRICING
### PHASE II IMPROVEMENTS ESTIMATE

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ARTISTIC CROSSWALK PAINTING</strong></td>
<td>$8,986</td>
</tr>
<tr>
<td>New artist commissioned crosswalks w/ community implementation component</td>
<td></td>
</tr>
<tr>
<td><strong>ENHANCED PLANTING</strong></td>
<td>$77,679</td>
</tr>
<tr>
<td>Planting on Amtrak embankments and ornamental pollinator planting in north parcel:</td>
<td></td>
</tr>
<tr>
<td>a. Trees</td>
<td></td>
</tr>
<tr>
<td>i. 2.5”-3.5” Caliper shade trees</td>
<td></td>
</tr>
<tr>
<td>ii. 12-15’ height ornamental trees</td>
<td></td>
</tr>
<tr>
<td>b. Plantings</td>
<td></td>
</tr>
<tr>
<td>i. 50% Shrubs</td>
<td></td>
</tr>
<tr>
<td>1. 50% = 24” spread, 24” o.c.</td>
<td></td>
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<tr>
<td>2. 50% = 36” spread, 36” o.c.</td>
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<tr>
<td>ii. 50% Groundcover</td>
<td></td>
</tr>
<tr>
<td>1. Sp #4, 12” o.c.</td>
<td></td>
</tr>
<tr>
<td><strong>LIGHTING AT UNDERPASS</strong></td>
<td>$95,237</td>
</tr>
<tr>
<td>(requires Amtrak review)</td>
<td></td>
</tr>
<tr>
<td>Bridge Mounted color LED lighting (see Image Engineering Proposal)</td>
<td></td>
</tr>
<tr>
<td><strong>COMMISSIONED MURAL ON AMTRAK RETAINING WALL</strong></td>
<td>$20,000</td>
</tr>
<tr>
<td>Alternate: Commissioned road bed mural at (3) street intersections w/ community implementation component</td>
<td></td>
</tr>
<tr>
<td><strong>CUSTOM WOOD AND STEEL BUS SHELTER</strong></td>
<td>$61,250</td>
</tr>
<tr>
<td>a. 25’x 5’ on Gay Street</td>
<td></td>
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<tr>
<td>b. 15’x 5’ on Wolfe Street</td>
<td></td>
</tr>
<tr>
<td><strong>CURB EXTENSIONS (BUMP-OUTS) ON WOLFE AND PRESTON STREETS</strong></td>
<td>$13,455</td>
</tr>
<tr>
<td><strong>RE-PAVE SOUTH PARCEL W/ PERVIOUS PAVERS</strong></td>
<td>$124,957</td>
</tr>
<tr>
<td>(see notes below)</td>
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<tr>
<td><strong>PERVIOUS PAVER SEATING AREAS AT NORTH PARCEL</strong></td>
<td>$124,957</td>
</tr>
<tr>
<td>1. Hanover 6”x12”x2” thick Preat Paver</td>
<td></td>
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<tr>
<td>2. Gravel setting bed</td>
<td></td>
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<tr>
<td>3. Geotextile fabric</td>
<td></td>
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<tr>
<td>4. 6” thick CR-6 aggregate base</td>
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<tr>
<td>5. Subgrade</td>
<td></td>
</tr>
<tr>
<td><strong>PLAZA FURNISHINGS IN SOUTH PARCEL</strong></td>
<td>$16,800</td>
</tr>
<tr>
<td>1. Sculptural, surface mounted bench - BOD Landscape Forms Inc. TWIG backed and backless modules</td>
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</tr>
<tr>
<td>2. Litter/Recycling receptacles, BOD Victor Stanley LSD-35, surface mounted</td>
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</tr>
<tr>
<td><strong>SITE FURNISHINGS IN NORTH PARCEL</strong></td>
<td>$20,200</td>
</tr>
<tr>
<td>1. Backed benches - BOD Victor Stanley Lily, Backed w/ Armrests, Steel Slats</td>
<td></td>
</tr>
<tr>
<td>2. Tables and Chairs - BOD Victor Stanley CP-4, include chess/checker game board</td>
<td></td>
</tr>
<tr>
<td>3. Litter/Recycling receptacles, BOD Victor Stanley LSD-35, surface mounted</td>
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</tr>
<tr>
<td><strong>ADDITIONAL PEDESTRIAN POLE LIGHTING IN NORTH AND SOUTH PARCELS</strong></td>
<td>$21,625</td>
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<tr>
<td>Baltimore City Standard LED Acorn</td>
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<tr>
<td><strong>CATEGORICAL LIGHTING @ SOUTH PARCEL</strong></td>
<td>$16,229</td>
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<tr>
<td>(1) 3’ x 4’ metal panel sign on 4” steel posts</td>
<td></td>
</tr>
<tr>
<td><strong>PAINT AMTRAK BRIDGES</strong></td>
<td>$11,136</td>
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<tr>
<td>Site Demo</td>
<td></td>
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<tr>
<td><strong>SIGNAGE</strong></td>
<td>$2,300</td>
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<tr>
<td>(1) 3’ x 4’ metal panel sign on 4” steel posts</td>
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<td><strong>PHASE II CONSTRUCTION ESTIMATE:</strong></td>
<td>$636,417</td>
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<td><strong>GENERAL CONDITIONS + CONTINGENCY (30%)</strong></td>
<td>$190,925</td>
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<tr>
<td><strong>ENGINEERING + DESIGN DOCUMENTATION:</strong></td>
<td>$30,000</td>
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<tr>
<td><strong>TOTAL PHASE II ESTIMATE:</strong></td>
<td>$857,342</td>
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