



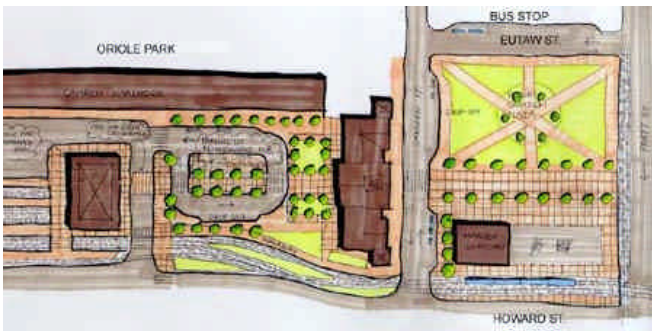
Aerial view

MTA Transit Hubs Baltimore, MD

Camden Yards MARC/LRT:

The current MTA facilities at Camden Yards serve MARC commuter rail and light rail services as well as event buses originating in this area. The station building is a temporary structure, which was erected when the baseball stadium and light rail opened and is in need of being replaced with a permanent facility.

ArchPlan, together with Whitman Requardt Associates, analyzed how the area operates during stadium events and in the everyday setting. From the analysis, a set of objectives and scenarios was developed which included the possibility that this area would become a MagLev station and that the stadium would be hosting parts of the 2012 Olympics with the potential that the Camden area would become a major intermodal transportation center. The study is ongoing and no decisions have been made.



Plan layout sketch showing possible Maglev, MARC and Light Rail integration at Camden Yards with the historic Camden Station building as the central feature

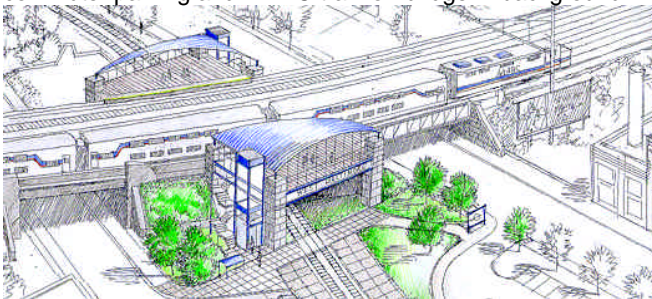
West Baltimore MARC:

ArchPlan worked as a consultant to Whitman, Requardt and Associates, LLP to improve the West Baltimore MARC station. ArchPlan reviewed the site conditions, the past planning materials and the West Baltimore MARC Quality Community Study documentation. ArchPlan developed short, mid and long-term scenarios and a feasibility analysis for improvements for an intermodal transit hub integrating MARC, possible future Light Rail and Bus.



Existing conditions showing abandoned freeway in foreground, commuter parking and MARC train on bridge in background

MARC West Baltimore Station is located at the juncture of several neighborhoods. The location, with its current land use and in its envisioned function as an intermodal transportation center, is suitable to become a community focal point. Additionally, the station is located on an important artery (Route 40) where it leaves the neighborhood and enters a stretch of freeway before entering downtown Baltimore. The City designated this point as a Gateway and designated funds for visual improvements on the west side of the station in the triangular piece of land between the east and westbound lanes of route 40.



ArchPlan rendition of possible intermodal center with Light Rail at grade and Marc above, and existing conditions showing abandoned freeway in foreground, commuter parking and MARC train on bridge in background

Long term improvements to convert this location into a gateway and community focal point include consideration of additional modes serving the station such as Light Rail (Light Rail West is included in the Long Range Transportation Plan of the MPO), bus and neighborhood shuttle, creating better pedestrian and bike access from surrounding communities for reverse commute operation and ensuring increased and improved land use for numerous surrounding large industrial parcels with currently low use.