Scenario Planning Regional sustainability planning is like sailing a boat. The journey is complex, unpredictable, and fraught with elements beyond the sailor’s control. The successful captain tailors strategies that can be adapted to deal with unpredicted weather they might encounter, rather than insisting upon using a single strategy developed on a single set assumptions. When sustainability planning encounters unpredictable futures, similar to uncertain winds at sea, scenario planning provides a tool to guide land use, transportation, environmental, and energy strategies. Plan for Regional Sustainability Tomorrow, PRESTO, utilizes scenario planning to guide the Baltimore-Washington Region to a more sustainable future.

The PRESTO project, funded by the Town Creek Foundation and the Socio-Environmental Synthesis Center, utilizes exploratory scenarios to analyze the forces driving the future of the region out to 2040. Underlying this approach is the understanding that local, regional, and state policy makers have no control over certain important forces that will change the region. The Baltimore-Washington region will be impacted by social, technological, economic, environmental, and political forces that are national or international in scope.

The Scientific Advisory Committee (SAC) identified the forces impacting the region that are both highly uncertain and potentially impactful. These forces were then grouped by co-variance in order to generate four future scenarios. The scenarios are pushed to the edge of plausibility diverging enough to demonstrate possibility of considerably different futures for the region. Policy makers can implement strategies based on the scenario that becomes reality.

The Baseline and Alternative Scenarios
Before coming up with alternative scenarios, the team developed a baseline scenario. The baseline scenario uses existing Maryland policies and practices. This includes priority funding areas, growth tiers, and the Maryland Climate Action Plan.

Don’t Miss:
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President’s Message

by Patricia Haddon, AICP, President, American Planning Association, Maryland Chapter

Hello to our APA MD Members! Hold the Date! The Maryland/Delaware Regional Conference is going to be held October 15 and 16, 2016 at the Sheraton North Hotel in Towson, Maryland. The theme this year is Change the Mindset – Change the Planning! – Moving our Communities Forward into a Changing World. With three hour and a half concurrent sessions to choose from, addressing the changing face of transportation, the sharing economy, climate change, changing demographics, urbanizing suburbs: this is going to be a very exciting, dynamic conference. We will also offer two ethics sessions and a law session.

We have two very exciting keynote speakers: Bernie Fowler, Jr. founder, Farming 4 Hunger; and Wendy Moeller. Ms. Moeller is Principal and Owner at Compass Point Planning, and is also currently serving on the Board of Directors of APA National and on the Board of Directors for the Signage Foundation, Inc., an organization dedicated to research and education related to signage. She is the author of the recently released Best Practices in Regulating Temporary Signs.

In addition to providing lunch (great food!) for conference attendees each day and many opportunities to network, we are planning a lively dinner event Saturday night – together with a new kind of “Mobile Workshop (!)" where, using any mobile device – phone, tablet, laptop, anything capable of connecting to the internet, you will be able to interact with each other and facilitators and give feedback in ways that will be new to many of you and promise to be a lot of fun - Change the Mindset – Change the Planning! And for once, you get to use your mobile devices at the dinner table! Don’t tell your kids!

Plan to attend the Regional Maryland/Delaware Conference, see planning in whole new ways, through the changes being made because of the circumstances we find ourselves in as the world changes around us. Or the dilemmas we find ourselves in because our Planning Departments are not changing with the times! Save the date!

On-line Registration will open soon. More information to come! Watch your in-box and the APA MD website at www.MarylandAPA.org.

New Director of UMD’s Partnership for Action Learning

-By Uri Avin, FAICP, National Center for Smart Growth, University of Maryland

The University of Maryland’s National Center for Smart Growth has tapped Kimberly Fisher, a veteran of urban and transportation planning, to lead the University’s Partnership for Action Learning in Sustainability—or PALS—Program. An alumna of UMD’s Master of Engineering Program, Fisher brings a long and varied list of experience to the NCSG. Her expertise in working with governments and municipalities, and her success in organizing and managing complex programs will be leveraged by the center to grow university-community partnerships through PALS. Fisher will also collaborate on select transportation related research and projects.

Fisher was most recently the Associate Director of the Technical Activities Division of the Transportation Research Board, part of the National Academy of Sciences, where she staffed approximately 20 standing committees, worked on planning conferences, and provided technical assistance on planning and forecasting issues. Prior to working for TRB, she worked for the Texas Transportation Institute on the Travel Model Improvement Program, the Urban Land Institute, COMSIS Corporation, King County Transportation Planning Department in Seattle, Washington, URS Engineers in Colorado Springs, and the Denver Regional Council of Governments.

The PALS program is currently working with the Howard County Government and Columbia Association on 33 sustainability focused projects that address social, economic and environmental challenges. In January, PALS announced its fourth community partnership, this time with Anne Arundel County and the City of Annapolis, which will begin in August.
Four alternative scenarios were developed as listed below. The alternative scenarios acknowledge numerous forces influencing the future of the region. However the price of fossil fuels, the level of government intervention, and the rate of technological development were identified as three driving forces based on their potential impact on sustainability, their degree of uncertainty, and for the simplicity they lend in developing possible scenarios.

**Scenario 1: Revenge of the Nerds (RON):**

**Revenge of the Nerds:** Technological development drives strong economic growth. However, abundant fossil fuel resources tamp down the price of energy. Communications, 3D printing, autonomous vehicles, and energy extraction lead the economy. Social and environmental sustainability are encouraged through incentives, but the low price of fossil fuels makes environmental goals difficult to achieve. The economy grows quickly but new technology displaces many traditional jobs posing challenges to working class families. Adoption of personally owned autonomous vehicles and lower fuel price encourage growth in medium sized towns away from the urban core while autonomous vehicles connected through ride share services that provide mobility on demand favors dense urban areas, both at the expense of more scattered suburbs.

**Scenario 2-Blue Planet (BP):** Global economic growth drives up demand for energy, and thus, the price of fossil fuels. Green technological development accelerates, precipitating a dramatic drop in the price of renewable energy. The green energy revolution bolsters the U.S. economy. Leaders in green technology work with the federal government to further environmental and social sustainability through incentives. State and local governments orient their policies to maximize the effectiveness of these programs and to capitalize on the green economy.

**Scenario 3 (AD)-Ashes and Diamonds:** Fossil fuel prices remain low without substantial technological development. Business leaders encourage deregulation and additional tax breaks. These efforts align with social values emphasizing autonomy, independence, and anti-federalism. The federal government shrinks, particularly the EPA. Those concerned with sustainability invest in local government, public private partnership, and private foundation efforts to achieve targets. Progress on social and environmental sustainability diverges substantially between jurisdictions with resources to implement actions and those without.

**Scenario 4 (LCO)-Last Call at the Oasis:** Resource scarcity dramatically alters the way we relate to natural and social systems. Fossil fuel, water, and food scarcity events throughout the world encourage tolerance for government intervention and an enhanced sense of stewardship for the natural environment. Resource scarcity, localism oriented behavior change, and government mandates move the region in the direction of sustainability by embracing available technologies, albeit at great cost. Increasingly people think of the economy as a subservient subsystem of the environment and communities.
PRESTO Modeling Suite and Model Inputs
The National Center for Smart Growth (NCSG) developed an integrated modeling suite to understand the possibilities of sustainability planning in the Baltimore-Washington region. At the core of the modeling suite are the Maryland Statewide Transportation Model (MSTM), NCSG’s travel demand model, the Simple Integrated Land Use Orchestrator (SILO), and NCSG’s household allocation model. Additionally, the Building Emissions Model (BEM) projects direct greenhouse gas emissions from all residential and commercial structures in the region, the Mobile Emissions Model (MEM) determines greenhouse gas emissions and local pollutants from transportation vehicles, and finally, the Chesapeake Bay Land Change Land Cover (CBLCM) model translates land use into impacts on farm and forest land.

Once the PRESTO team developed the alternative scenarios, values for model input parameters were estimated. The SAC provided feedback to ensure inputs were consistent with the scenario descriptions. Certain parameters proved critical for modeling the scenarios. These inputs include vehicle characteristics, transportation network characteristics, residential development capacity (zoning), employment growth and location, and building efficiency standards.
Preliminary Conclusions and the Future of PRESTO

Although the PRESTO team continues to refine scenario inputs, some key conclusions have already emerged.

Development capacity: Where development occurs and how much is a key determinant of land use pattern and has impact across all systems. Many inner suburban counties in Maryland do not provide sufficient capacity to absorb growth in many scenarios. Households then migrate to exurban jurisdictions or core urban jurisdictions depending on fuel prices.

- Autonomous vehicles increase highway capacity to great extent. In Scenario RON vehicles miles traveled (VMT) increases more than 10% over the baseline, while vehicle hours traveled (VHT) decreases more than 10% from the baseline. These time savings might disappear if the comfort of autonomous vehicles changes how people value in vehicle time.

- Fuel pricing has a greater impact, than infrastructure, on how people get around. Transit ridership increases most substantially in Scenario LCO, which has the highest fuel prices, even though Scenario BP includes substantially more transit.

- The rate of zero emission vehicle adoption is the dominant factor in greenhouse gas emissions from vehicles. Scenario BP has substantially fewer greenhouse gas emissions and pollutants from vehicles than any other scenarios, despite highest VHT. This is because 95% of the vehicles adopted in model year 2040 are assumed to be zero emission vehicles under this scenario.

- The changes in building efficiency do not have substantial impact on the greenhouse gasses from buildings. Unlike the vehicle fleet, most of the building stock in 2040 already exists in 2015. Emissions reduction from the buildings require aggressive retrofitting of exiting building stock and new standards in order to achieve substantial impact.

- The total state stock of farm and forest land does not vary substantially across scenarios. Much of the developed area predicted in 2040 has already been impacted in 2015. High priority watersheds are, however, better protected under scenario LCO by reducing development capacity outside the priority funding areas. This shows that the targeted interventions can have significant impact on protecting valuable environmental resources.

The development of scenarios only completes the first half of the PRESTO project. Over the next couple of years, the PRESTO team will test policies in each of the scenarios to determine which policies work in all cases and which policies work only when the region moves toward a particular scenario.

People on the Move

For the past two years, Holly A. Tompkins served MD APA as part of the Newsletter editorial team. As of December 2016, she was elected as Secretary of MD APA. Holly works for Queen Anne’s County where she started in September 2005 as a Planner IV and Administrator of the County’s Adequate Public Facilities Ordinance. Through a county reorganization in 2009, she became the Senior Planner working on projects, and held that position until October 2016, when promoted to Development Review Principal Planner in charge of that department, and continues to manage the APFO. As of June 13, the Queen Anne’s County Planning & Zoning offices will be located in their new building, 110 Vincit Street, Centreville, MD. You may reach Holly at 410.758.1255 or htompkins@qac.org.

Another member of our editorial team, Shubha Adhikari, AICP has moved to the private sector to join a prominent engineering, planning, and design firm AECOM. She worked with Baltimore City Department of Transportation as coordinator for the Baltimore Red Line light rail project. Most recently she was project manager with department’s Transit Project Development Office under Transit Bureau. You may reach Shubha at shubha.adhikari@aecom.com or 410.637.1765.

After 36 years of dedication to the Maryland Department of Planning (MDP), Mark Goldstein, economist and State Data Center manager, said farewell to his colleagues of MDP and Cooperative Forecasting Group, a subcommittee of the Baltimore Regional Transportation Board. Goldstein was a pillar to not only MDP but also the Cooperative Forecasting Group, selflessly providing his expertise for extensive and intensive analysis of demographic and economic data for all data users including policy decision makers.
Some of you may remember the formation of the APA Maryland Chapter’s recent Young Planners Group. Organized by Lauren Good (now Chapter Treasurer), this group provided a community for students and recent graduates. In mid-2014, the two graduating student representatives were asked to take the lead—Aviva Brown and I stepped up to re-energize the group.

After a period of brainstorming on rebranding, the YPG became the EPG—Emerging Planners Group. Emerging planners may still be young, but they might also be seasoned—they are students, recent graduates, out-of-state transplants, career changers, and the like.

The newly rebranded Maryland EPG hosted its first happy hour at the White Oak Tavern in Ellicott City last August. At the happy hour, we asked attendees to share what they wanted out of this group. We recognized a strong desire for kinship and identity among emerging planners, and a general need for better resources for new professionals entering the workforce. The Emerging Planners Group hopes to meet those needs. Inspiring the next generation of planners and innovators, the EPG aspires to become Maryland’s leading community for providing emerging planning professionals with guidance, support, and growth opportunities.

In winter 2016, we assembled a Working Group of professionals and students throughout the state to craft and refine committee’s bylaws, vision, and mission. Since then, we’ve established a budget, drafted the guiding language, and have begun to plan for upcoming events. We plan to have a formal kick-off event in July 2016.

Finally, I would like to express my thanks to all the volunteers on the current EPG Working Group. Aviva Brown, Kevin Kask, Jasmine Forbes, Wendy McGee-Preti, and Francelina Kage have offered tremendous assistance. Without them, the effort to reinvigorate the EPG would not be possible.

In the coming months, following the formal adoption of the bylaws, we will be appointing EPG officers and crafting a strategic action plan. If you would like to get involved in EPG’s efforts, either as an officer or a volunteer, please email us at mdapaemergingplanners@gmail.com. You can also keep updated on EPG’s activities by connecting with us on social media.

Greetings from the Maryland APA Emerging Planners Group!

-By Megan Griffith AICP, Emerging Planners Group Chair

WEBSITE: https://emergingplannersmd.wordpress.com
FACEBOOK: www.facebook.com/mdapaemergingplanners
TWITTER: @MDAPA_EPG
INSTAGRAM: @EmergingPlannersGroup

I am very thrilled to be a part of this committee and look forward to opportunities to engage with the Chapter members. Finding a home among other dedicated Maryland APA members deepens my roots in the profession and my community. It is my hope that the EPG can provide the same experience for other emerging planners.
Trinidad, D.C. - Is This Transitional Neighborhood Creating a Sense of Place?

-by Josephine Selvakumar, Baltimore County Department of Planning

People, who are familiar with the Washington, D.C. Neighborhoods, usually refer to Trinidad as a transitional place, undergoing neighborhood revitalization with rising housing prices. For many it is also remembered as a distinct place with police presence, violence, and crime that captured headlines in 2008. Trinidad is located in east D.C., bounded by Mt. Olivet Road to the north, West Virginia Avenue NE to the west, and Florida Avenue NE to the South. It is conveniently located adjacent to the developing H Street Corridor. Many bloggers, real estate agents, and journalists have addressed the area’s rising home values and the tension to maintain the affordable housing market.

In the past years, the D.C. Department of Housing and Community Development (DHCD), American Planning Association (APA), and National Community Reinvestment Coalition (NCRC) funded by U.S. Department of Housing and Urban Development (HUD) had all taken initiatives to retain affordable housing and embrace the economic development in the area. Over the past couple of years, the neighborhood has become a magnet for young professionals.

In December 2014, I got an opportunity to tour this neighborhood with several other professional teams, while attending the Neighborworks America’s training on “Strategies for More Livable Neighborhood.” Having background in Architecture, Urban Planning, and Housing, when I walk around a block, I pay attention to intricate details that contribute to neighborhood design and wonder if there is a potential to develop revitalization strategies to enhance sense of place in Trinidad. Great authors like Jane Jacobs, William Whyte, Grady Clay, and organization like Project for Public Spaces (PPS) have extensively talked about “Placemaking” and “Sense of Place.” Kids playing on the street, mixes of cultures and languages, cared landscape, and vendors out in the streets are few signs of healthy neighborhoods. Originating from physical structures and social make up, every neighborhood has its own particular sense of place.

Touring Trinidad, one would definitely notice the efforts taken to revive the neighborhood. But is this transitional neighborhood creating a sense of place? There are several schools, recreational centers, retail stores, predominantly liquor stores, located in the area. Despite rising home values and the efforts taken by the Trinidad Neighborhood Association and local churches to renovate the place, the neighborhood lacks vitality. A strong place is well defined for its social interaction, which expresses its local culture and values with its strong physical structure. Trinidad has a stellar location and definitely benefits from H Street NE development and Union Market. At the same time, it also has to uplift its neighborhood.
Although developers are interested in this neighborhood, very little attention has been given to how people actually live in the physical and social conditions that exist. Cracked pavements, boarded up windows, trash, brown land, and graffiti do not paint a good picture on the neighborhood. A good community should nurture the people living there. Although there is lack of connectivity between physical and social approaches, there is still hope in this neighborhood. Investors, developers, and locals should focus on creating interesting public spaces to interact, establish a connection with community's past and present, highlight the history of the place, and make a safe environment for children to play outside. Parks should be created that are safe and made comfortable for all users. Individual's lives and culture should be reflected in buildings. Streets should offer amenities for a variety of activities.

A successful community should attract diverse group of people. It is promising that there are efforts taken in the Trinidad neighborhood to retain the affordable housing, invite economic developments, and rehabilitate the vacant homes. Hopefully, in the coming years, there will be progress in transforming and shaping this neighborhood into a community.

References:
Susan J. Harden, AICP, LEED AP, NTI Instructor, Strategies for More Livable Neighborhoods, December, 2014
All pictures are taken by Josephine Visuvasa Selvakumar, December, 2014.

Upcoming Events:

**Bicycle Planning for Health and Safety: Effective Planning Practices and Techniques to Achieve Bicycle Active Communities**
Presented by the Maryland Chapter of the American Planning Association
Wednesday, June 22nd, 6:00 PM to 8:00 PM
Baltimore County Public Library, Arbutus Branch, 855 Sulphur Spring Road, Arbutus, MD 21227

**The Maryland/Delaware Regional Conference**
*Change the Mindset – Change the Planning!*
Saturday, October 15 and Sunday, October 16, 2016
Sheraton North Hotel, Towson, Maryland
Visit [www.MarylandAPA.org](http://www.MarylandAPA.org) for more information
The Role of the Courthouse in Economic Development

-By Trish Lomonosov, Fentress, Inc.

Courthouses have long played an important role as a generator of economic development for the downtowns of larger cities and smaller communities. Federal, state, and local courthouses have traditionally been located in the heart of a town or city. This is due to their symbolic significance and the practical aspect of convenience of access. At its most basic and direct level, the courthouse supports the economic development in a downtown by:

- Bringing judicial staff to the downtown
- Bringing attorneys and litigants to the downtown
- Encouraging the development of nearby law offices
- Supporting patronage of daytime restaurants and other retail
- Supporting patronage of daytime parking facilities

Of course, these direct impacts have positive secondary and tertiary ripple effects throughout the downtown economy. This is true in larger cities like New York City, Chicago, and San Francisco as well as in small communities across the country. The image of vitality and viability that supports the economic development of the big city or small town center is of equal significance. But the continued presence of historic courthouses is especially important in small communities whose commercial activity has gradually migrated to the suburbs.

The historic Virginia courthouse shown in this artist’s sketch is an excellent example of the economic value of the courthouse – both from its direct contribution to the downtown economy and from its role in enhancing image of a viable downtown.

The courthouse was responsible for the presence of the adjacent private law offices and many of the patrons in the nearby restaurants. It also was contributory to the image of this part of downtown where the shops remained occupied and active. Farther away from the courthouse, unfortunately, a greater number of commercial vacancies appeared.

Still, maintaining the judicial functionality of an older courthouse can often be challenging. It is important to explore different ways to extend the useful life of an older courthouse in its existing location, thereby saving a valuable urban resource and its contribution to the downtown economy.

Advertisement for New Member for the Maryland Planner Editorial Team

As Holly Tompkins took new role of Secretary of MD APA, we are looking for a new member for the Maryland Planner editorial team. As our third team member, we are looking for someone who has design skills, experience working in Publisher, enjoys working in a team, is cooperative, sensitive to deadlines, and able to handle the fast pace. We need help mostly with page layout; however the new member is welcomed to be involved in other capacity according to his/her interest, availability, and skill sets.
On a recent Saturday in April, a group of community development professionals, representatives of higher education, community members, public sector representatives, and the general public gathered at the Maryland Institute College of Art (MICA) in the Station North Arts and Entertainment District along West North Avenue in Baltimore City for a panel discussion titled "Leveraging Anchor Institutions for Community Development". This convening was a result of growing role that anchor institutions play in community and economic development across cities, particularly in conjunction with intentional community planning and public engagement processes and strong partnerships with local jurisdictions. Education and Medical Anchor Institutions, or Eds and Meds as they are often referred, are the Baltimore City's largest employers and have the ability to transform neighborhoods through local procurement and capital development projects. Collaborative partnerships offer ideas and best practices for civic leaders, communities, and institutions to learn from and replicate.

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Gone, but not forgotten-ASPO*

*The Author wrote this article as a bit of nostalgia for long time planners and as a bit of history for planners just starting out. The Newsletter Editors saw this article as an opportunity to create a "Blog Corner" that would feature memories and newer planning thought. Given that Columbia is celebrating its 50th anniversary, this seems like a good opportunity for planners to submit short articles on planning topics new and old. You are invited to submit responses to this article, or on planning topics new or past.
The April panel was assembled by the Maryland Department of Housing and Community Development with the help of the University of Maryland at College Park (UMD) Urban Studies and Planning program to discuss how Baltimore-based educational institutions, including Johns Hopkins University, MICA, and Morgan State University, are fostering effective partnerships with communities, City government, and the general public to advance community revitalization strategies across Baltimore. This phenomenon was also evidenced by a similar panel hosted by Urban Land Institute (ULI) Baltimore District Council entitled “Community Redevelopment around Baltimore’s Anchor Institutions” at the Senator Theatre in north Baltimore in November 2015. Attention to this topic has resulted in recent research on Baltimore’s Anchor Institution experience by several entities. The topic has been analyzed by National Resource Network in their Promising Practices Report, by the Roosevelt Institute in their report entitled “Catalyzing an Anchored Economy in D.C.”, and in multiple academic exercises by students and researchers nationwide.

Based on urban planning principles, the Baltimore City Anchor Plan (BCAP) is a place-based economic and community development plan that provides strategies focused on leveraging the resources of City agencies, anchor institutions, non-profit, and community partners to revitalize Baltimore neighborhoods and promote economic opportunity throughout the City. BCAP, first launched in June 2014, is a leading initiative to promote Baltimore Mayor Stephanie-Rawlings Blake’s vision to Grow Baltimore by 10,000 families by 2020. Led by a newly created Anchor Institution Coordinator, BCAP is positioned by a signed, good-faith Pledge of Collaboration between the City and multiple anchor institutions. The main goals of the initiative are intuitive and straightforward advancing the four priority areas: Public Safety, Quality of Life, Local Hiring, and Local Purchasing. These goals are to:

- Promote collaboration between institutions on strategic projects;
- Enhance coordination of City resources in surrounding neighborhoods;
- Streamline city and anchor institution communications;
- Support the creation of lasting partnerships within communities;
- And track and measure outcomes.

The mechanisms to implement the plan include: a regular meeting with City agencies and anchor institutions based on geography; a biennial meeting between the Mayor and Presidents of the anchor institutions including Bon Secours Baltimore Health System, Coppin State University, the University of Maryland at Baltimore, MICA, University of Baltimore (UMD), Johns Hopkins University (JHU), Loyola University of Maryland, Notre Dame of Maryland, and Morgan State University; and an annual City-funded community development grants program. The grant program is created to implement the capital projects and community initiatives outlined in the community university partnership initiatives.

The BCAP, recently recognized by the Community Development Network of Maryland’s 2015 Award of Excellence in Community Collaboration, was first recommended in the 2007 City of Baltimore’s Comprehensive Master Plan: A Business
World Class City. As it nears the 10-year anniversary of its adoption by the Planning Commission and the Mayor and City Council, the current Comprehensive Master Plan: Live Earn Play Learn, serves as a reminder of the importance of urban planning in charting our economic future by setting a vision and establishing community goals and objectives to achieve desired outcomes and attract the necessary resources to revitalize our communities. The plan specifically recommends the creation of a “higher education liaison”, or a coordinator position, to advance economic development priorities between the City and its anchor partners in order to:

- “Capitalize on Untapped Potential of Higher Education Institutions to Attract and Retain College Students & Recent Graduates”
- “Encourage Partnerships between and among Universities and the City”

Anchor institutions and their surrounding communities have sought formally-adopted community planning documents to align with public sector resources such as the Capital Improvement Plan (CIP). In other instances, such plan lay the groundwork for future opportunities. For example, the West North Avenue Streetscape plan, led by the non-profit Neighborhood Design Center was used in recently submitted U.S. DOT TIGER Grant application by MTA and BCDOT with support from Coppin State University, MICA, and JHU. Similarly, the West Baltimore Marc Master Plan and the Greater Rosemont and Mondawmin Plan (GRAMA), laid the foundation for the City’s Promise Zone application to HUD in an attempt to bring new and creative federal resources to Baltimore City’s most poverty-stricken neighborhoods. These collective plans and engagement processes often translate down to individual and transformational real estate development projects.

By connecting all these discrete resources together, community building in Baltimore begins to gain momentum and the other objectives of the Comprehensive Master Plan: Live, Earn, Play also gains strength. While too many to account in detail, some of the participating programs and partners include the Mayor's Office of Employment Development's Youth Works summer employment program, the Baltimore City Department of Planning’s INSPIRE neighborhood planning processes around public school buildings, City’s Live Near Your Work homeownership incentive program, the Baltimore Collegetown Network’s Collegetown Underground student civic experience in West Baltimore, the new MetroLab Network membership to promote research and data strategies, the Innovation Village along West North Avenue, the RISE Zone implementation in collaboration with State of Maryland, the new Seed Community Development Anchor Institution Fund, and the vital partnerships with Baltimore’s philanthropic community through the Baltimore Integration Partnership around economic inclusion.

These types of collaborations between public, private, non-profit, and institutional entities can have significant economic impact in Baltimore neighborhoods and underscore the need for community plans to articulate shared vision and desires. These interactions and relationships have proved even more crucial in the twelve months since the civil unrest that occurred throughout Baltimore last year. Shared intention, shaped by community engagement, allows ideas to take shape and lead to positive outcomes that will help grow our communities in the future. In fact, the success and interest around the Anchor Institution works should come as no surprise since communities, institutions, and politicians, have been articulating, promoting, and realizing shared interests for years.
Commemorating Jane Jacobs

A lifelong campaigner for social equity and city vitality

By Kui Zhao, AICP, Chapter Newsletter Editorial Team

May 4, 2016 marks the 100th birthday of Jane Jacobs who has been well regarded advocate attributable to her influence on city planning and social equality. Jacobs published 11 books in her life, including the most notable, The Death and Life of Great American Cities (1961).

A writer with no formal training in architecture or planning, Jane Jacobs’s monumental work provides an essential framework for assessing vibrancy of all cities. Jacobs was one of the first who pointed out the predicaments of typical urban renewal projects in the 1960s. She attested that aesthetically designed residential developments in a big city had undermined the need for creating supportive communities safe for their inhabitants.

Jacobs used her Manhattan’s Greenwich Village neighborhood, challenging mega-developer Robert Moses who wanted to build a highway right through some neighborhoods in New York City. Jacobs advocated the principles of new urbanism that is dense, mixed-use development and streets designed for pedestrians and bicyclists. She rejected Moses’ vision for cities segregating residential communities that were disaggregated from the workplace and connecting them by car-centric roadways. Because of Jacobs’ persistence and bravery, notorious urban renewal on the grand scale stopped and the building of freeways through cities decelerated.

Jacobs dared to call for new, more humane-scale principles for city planning. She observed what made streets safe or unsafe, what neighborhood characteristics were, and what function a neighborhood served in its city’s fabric. She analyzed why some neighborhoods remained impoverished while others regenerated. In fact, the poignant part of Jacobs’ protest was that cities were designed to increase racial and economic inequality.

Jacobs set a superlative example of how neighborhoods should look, which was her lifelong endeavor. Even though “Death and Life was not a panacea for the vast inequalities of society” as she once said, Jacobs’ ideas contributed to the entire rethinking of the fundamental of contemporary planning. Without Jane Jacobs, it would be hard to renew appreciation of neighborhood life, reject urban renewal and public housing complexes, and promote the new urbanist movement. Planners nowadays have turned to mixed-use projects, flexibility in zoning, redevelopment of underutilized districts, and enhancement of street values. These have all been ardently advocated by Jane Jacobs. Under her influence, words like "neighborhood" and "street" have been reemerging as meaningful concepts in the contemporary planning terminology.

References:
5. University of California at Berkeley Library.
7. Amazon Book Review