

MARYLAND PLANNER



American Planning Association
Maryland Chapter

Making Great Communities Happen

A Publication of the Maryland Chapter of the American Planning Association

Summer 2014

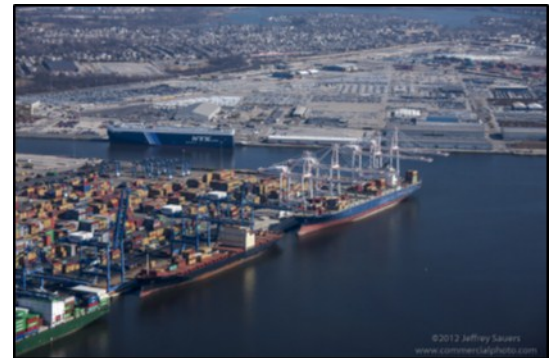
Inside this issue:

- Port of Baltimore Tour & Discussion **1**
- President's Message **2**
- The Video Wall **5**
- Preparing for Multiculturalism **7**
- UMD PALS Program **8**
- Communities and Development **10**
- Awards for Revitalization **11**

The Port of Baltimore – A Tour and Panel Discussion

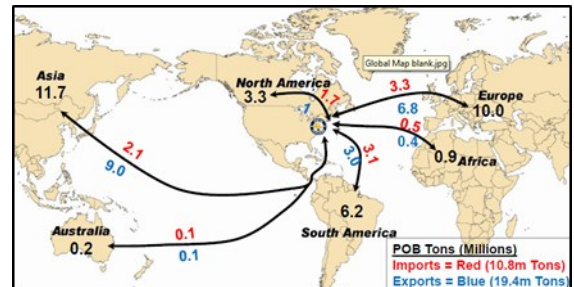
by Rafeq Subhani, Sabra, Wang, & Associates, Inc.

Late this spring, a group of about forty planners attended the Port of Baltimore Tour and Freight Panel Meeting. The tour was organized by the APA Maryland Chapter and coordinated with Shawn Kiernan from Maryland Port Authority (MPA) who is the Manager of Strategic Planning at the Baltimore Port. Kiernan led the tour and provided an extensive information on terminal operations, complexity of logistics, scale and extent of imports and exports, supply chain management, and port infrastructure. Kiernan also gave a detailed presentation about Port operations with particular focus on the cargo and supply chaining, economic impacts to the state and the region, intermodal challenges, and management decisions that facilitate the functioning of this complex logistical operation.



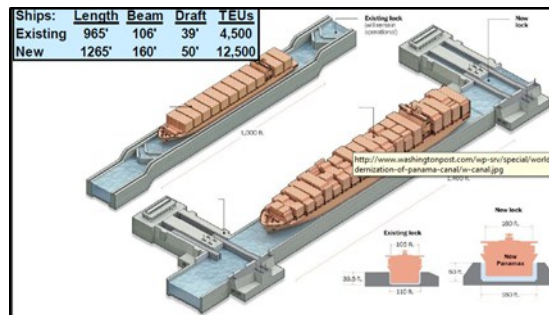
The Seagirt Terminal

The Port of Baltimore, established in 1706, is one of the country's oldest ports. It has developed to be a top-ranked port in the United States in handling autos, roll-on/roll-off heavy equipment, imported sugar, gypsum, and wood products. It is also the second largest exporter of coal since the establishment of the MPA in 1956. It ranks 14th in terms of tonnage of foreign cargo and 9th in terms of dollar value of cargo handled. Being the western-most east coast port, the Port of Baltimore has tremendous inland transportation advantages.



Import and Export Tonnage

The MPA owns six public marine terminals, across an immense 1,100-acre area, including Dundalk and Seagirt terminals and 35 private terminals around the Baltimore Harbor. The complex mix of private and public terminals handles diverse bulk and general cargo ranging from autos and heavy equipment, to sugar and fertilizers. In 2013, the Port's foreign commerce totaled 30.3 million tons with a value of \$52.6 billion, and moved about half a million automobiles through its terminals. The global reach includes exports of 19.4 million tons, almost half of which (9.0 million tons) goes to China, and imports of 10.8 million tons.



New Panamax Ship Capacity - 12,500 TEUs

Don't Miss:

- Mentor Match Deadline on page 5
- MD / DE APA Conference on page 6
- Dates to Remember on page 2

Editors:

Shubha Adhikari
AICP, LEED GA

Holly Tompkins

Kui Zhao
AICP

Continued on page 3

President's Message

by Jackie Seneschal, AICP



September 11, 2014, what a fateful date to be writing to all of you. Even though many of us are not first responders ourselves, we know and meet with those who are as part of our every day work. And they are not simply men and women in uniform to us; they are our colleagues and fellow public servants who dedicate their working hours to making communities safer. Like planners, they are striving to make our communities better places to live. So, the next time you hear a call to “honor our first responders” make it a personal reminder to thank or appreciate the contributions of the very folks in uniform you work with most often.

September brings us other reminders as well as the return to a more normal routine. The month is filled with activities of all sorts, including our own Annual Meeting on September 18. The Activities Committee has lined up 2.75 hours of CM credit in the afternoon. Staff from the Baltimore Metropolitan Council are discussing the new regional transportation plan, *Maximize 2040*, and some of the innovative public participation techniques they are using. Following them is the Maryland Department of Planning with a discussion of what *Infill, Redevelopment and Revitalization (IRR)* can mean for planning professional throughout the State. After these learning sessions are a happy hour reception in the recently renovated drawing room of the Jacob- Garrett Mansion and finally the dinner meeting. The Engineers Club is a great setting for any event and we are making good use of our access to this remarkable space.

For those of you unable to join us for the meeting, there are a couple of announcements. The Board has selected Lauren Good as the new At-large Representative. Lauren has been heading up our Emerging Professionals Group and has handed that baton over to Aviva Brown. Aviva is an Emerging Professional and familiar to the Board. She previously served as President of the University of Maryland Student APA. The newly appointed Southern Maryland Representative is David Jenkins. He has been actively involved in planning for the local government exchanges in Southern Maryland and brings a wealth of contacts with planners from across the state. Our newest appointments are great mix of emerging and experienced planners and bring new ideas and energy to the Board.

Speaking of energy, we all owe a debt of gratitude to the hard-working members of the Activities Committee. Rafey Subhani and Jim Noonan launched our new efforts with a fabulous tour of the Port of Baltimore. Lauren stepped right into her leadership role on the committee as soon as she became an official member of the Board. With considerable help from Rafey, Jim Palma, and others, we have a calendar full of events. In August, the session was about Film in Maryland. September is the Annual Meeting. In October, we are having a tour of urban farms, and lastly in November, we'll have a session on LEED buildings and a tour of the University of Baltimore Law School. Our Holiday Party and a tour of the Horseshoe Casino are already in the works for early 2015. If you have an idea or want to help with this effort, please contact Lauren.

Please join us at the Regional Conference in Newark, DE, as it is always loads of fun and a great time to get together with old and new friends from across the Mid-Atlantic. Stay safe and plan well

Jackie Seneschal
President, APA Maryland Chapter

Coming Up:

- ◆ **October 28–29** — DE / MD APA Regional Conference (early [registration](#) rates end September 21)



Making Great Communities Happen

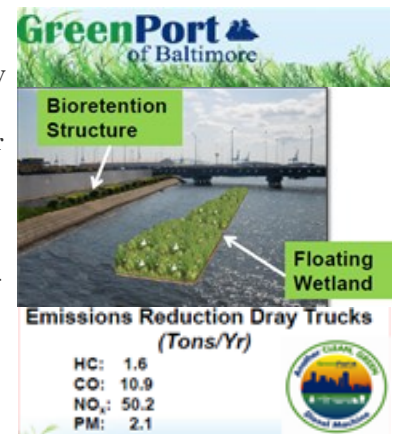
Steady cargo growth in last ten years (2004 to 2013) has contributed to the increase in containers by 30% (6.4 m tons), doubling the number of autos (1.1 m tons), and a 30% increase in heavy equipment (0.9 m tons). There has been a slight decline in forest products and steel/break bulk.

The tour included an up close look at the operations at Dundalk terminal that handles auto and roll-on, roll-off cargos and the operations at Seagirt terminal that handles containers. Post-Panamax cranes were observed in action alongside neatly stacked twenty-foot equivalent (TEU) containers at Seagirt Terminal. These recently installed, high speed, cranes along with a 50-foot deep channel leading up to the Seagirt Marine Terminal, ensure one of the fastest cargo turnaround times, 30 minutes, as compared to as much as three hours at the Port of New York. Great quantities of farm equipment, autos from Europe and South Korea, valued at several billion dollars, move through the terminals, making safety and security a top priority at the Port.



Solar Panels at South Locust Point and Cruise

MPA has initiated several environmental programs to improve local water and air quality. Dredging operations in the Harbor, C&D Canal, and in the Chesapeake Bay channels move nearly 5 million cubic yards of sediment each year. Dredging the bottom of shipping channels is required to accommodate increasingly large cargo vessels. The Port also implements several Water Quality Initiatives such as schoolyard greenings, installing floating wetlands, and integrating water quality projects into terminal improvement projects. The Clean Diesel Program run by MPA has replaced 80 Dray trucks, replaced and retrofitted several harbor crafts, locomotives, and cargo handling equipment to improve local air quality. The Port has also installed solar panels at the Cruise terminal and South Locust Point, completed HVAC upgrades, and upgraded terminal lighting.



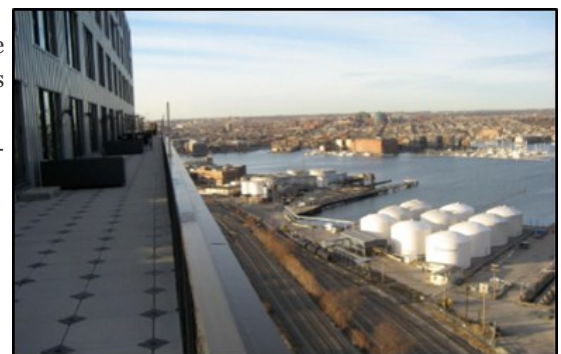
On completion of the tour, a Freight Panel meeting was held at the MPA facility. Freight experts discussed integrating freight movements in the communities. Given the proximity of the Port to downtown Baltimore, the panel also addressed the transportation planning perspective and the economic benefits that the Port brings to the region.



Freight Panel Meeting

Jackie Seneschal, a Strategic Planner at Parsons Brinkerhoff, discussed “Ports, Freight and Neighborhoods”. Seneschal noted the challenges associated with integrating freight corridors in established communities. Growth and development in the vicinity of the Port in past few decades has resulted in unintended encroachment on freight corridors and facilities. At the same time, increase in port, truck, and rail activities in close proximity to residential areas such as Locust Point community, has elevated noise, vibration and safety issues. Seneschal mentioned that the appropriate setback standards incorporated with zoning near freight facilities and corridors can provide a reasonable buffer between conflicting land uses. For example, set-backs for residential properties and schools/hospitals can range between 150 to 250 feet. For commercial uses it can range between 50 to 100 feet, while for industrial uses it can be as small as 10 to 15 feet. Such zoning standards within freight corridors can provide municipalities with useful tools to resolve land use conflict, infill policy debates, along with industrial development opportunities. This can not only solve neighborhood concerns but also increase economic development opportunities in an organized way. A good example of such zoning tools is the Maritime Industrial Zoning Overlay (MIZOD) districts of Baltimore City.

Seneschal mentioned that the appropriate setback standards incorporated with zoning near freight facilities and corridors can provide a reasonable buffer between conflicting land uses. For example, set-backs for residential properties and schools/hospitals can range between 150 to 250 feet. For commercial uses it can range between 50 to 100 feet, while for industrial uses it can be as small as 10 to 15 feet. Such zoning standards within freight corridors can provide municipalities with useful tools to resolve land use conflict, infill policy debates, along with industrial development opportunities. This can not only solve neighborhood concerns but also increase economic development opportunities in an organized way. A good example of such zoning tools is the Maritime Industrial Zoning Overlay (MIZOD) districts of Baltimore City.



Silo Point, Baltimore

Continued on page 4

Valorie LaCour, Chief of Transportation Planning at the Baltimore City Department of Transportation (BCDOT), presented “The City Government Perspective” which discussed a brief history of planning in Baltimore followed by more recent transportation planning challenges. Early growth and prosperity of a colonial port city resulted largely from multi-modal factors such as a natural harbor on the Chesapeake Bay, the eastern terminus of both the National Road (Route 40) and the Baltimore & Ohio Railroad. More contemporary additions to this network brought about by the Eisenhower Interstate System, have led to transportation challenges in the present day. Today, 70% of the commuting workforce are auto-owners and almost 60% of them are driving alone. Another issue is the truck traffic through the city that has strained an already congested roadway system.



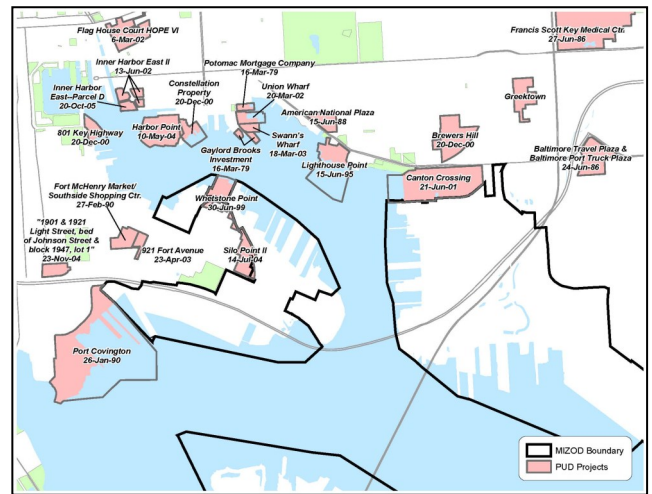
Colonial Baltimore



DOT maintains a system consisting of 5,000 lane-miles, 300 bridges, and almost 3,600 miles of sidewalk and curb. LaCour described planning approaches and lessons learned by the DOT that have led to successful planning outcomes such as the City-Wide Truck Route and Commercial Vehicle Management Plan. These approaches include a clear understanding of key stakeholder involvement, developing relationships with the communities, collaborating planning with neighborhoods and communities, providing opportunities for meaningful participation early at project setup, creating project task forces to lead project strategizing, and conveying clarity of necessary data and information through smart GIS mapping. Other considerations employed have included one-on-one meetings, consensus-building, processing feedback, and establishing precise project timing for federal and state funding.

Baltimore City Official Truck Routes

Jill Lemke, Planning Supervisor and Strategic Planner at the Baltimore City Department of Planning, presented “Planning’s Role in Balancing Growth and Development in Baltimore”. Lemke started with an historical perspective on development in a waterfront city where land uses compete to have control over 60 miles of shoreline. From the Charles Center Redevelopment in the 60s, Inner Harbor Planning in the 70s, Harbor Place Opening in 1980 and Inner Harbor Master Plan in 2000, the city has ushered substantial waterfront growth that continues at a rapid pace. In combination with the benefits from waterfront redevelopment, the Port provides 14,630 direct jobs, 108,000 indirect jobs, almost \$3 billion in wages, \$1.7 billion in business revenue, \$1 billion in local purchases, and over \$300 million in taxes. The existing MIZOD, created in 2008, is set to transition into a permanent underlying Maritime Industrial (MI) Zone



PUD Projects

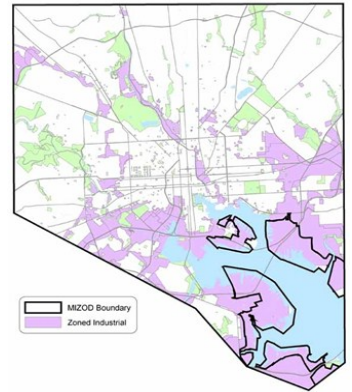
through *Rewrite Baltimore*. This recent zoning code proposal would create new industrial zoning categories and prohibit PUDs in all industrial areas, thereby limiting the loss of industrially zoned land. Continued growth at the Port has also led to proposals as part of a CSX National Gateway Initiative that seeks to build a new Intermodal Facility, which was intended to be operational by spring 2015. This initiative could expand rail capacity by addressing the current Howard Street tunnel limitations to allow double stack rails, and enhance the Port’s capacity at the Seagirt Marine terminal. The expansion of the region’s rail capacity enabling double stacking will ultimately benefit the State of Maryland allowing transfer of goods for “long-haul” to markets outside the region from trucks to trains, and freeing up capacity for “short-haul” truck delivery to local warehouses, retailers and regional businesses.



Waterfront Development

Making Great Communities Happen

The Port of Baltimore is geared to continue growing and remaining the most economically significant port in the Mid-Atlantic region. The Port Tour and Freight Panel Meeting provided the local planning community with a detailed understanding of Port planning and operations, integration of freight with local communities, and economic impacts to businesses and industries both in the Baltimore region and the State of Maryland. The event was attended by planners from Baltimore City, Baltimore County, Calvert County, City of Frederick, City of Laurel, Baltimore Metropolitan Council, Maryland Department of Planning, Maryland Transit Administration, U.S. Department of Transportation, U.S. Department of Housing and Urban Development, U.S. Navy, and Arlington County, VA. The tour and panel discussion received very positive feedback from the attendees. The event was recognized by the American Planning Association for three AICP CM credits. Several Chapter members contributed to the success of this event including Jackie Seneschal, Jim Noonan, Andrew Bernish, Matthew Chambers, and Rafey Subhani.



Maritime Industrial Overlay

The Video Wall: Planning for a Diverse Community

by Alex Chen, Associate Dean/Associate Professor, University of Maryland at College Park

The Urban Studies and Planning Program at the University of Maryland at College Park is delighted to announce that its *Video Wall: Planning for a Diverse Community* is now available for on-line viewing. This website was designed to enable the planning community to share their experiences and insights regarding the challenges and opportunities of an increasingly diverse society. In this essence, faculty and students of the program invited eight planning professionals to express their views on this emerging subject in 2013.

Even though each planning professional involved in the conversation expressed different perspectives depending on whether they pursued their careers in the public, private, or nonprofit sector, they all shared at least three common bonds. First, their stories reflected firsthand experience and practical knowledge of working in diverse communities. Second, their stories highlighted what planners do and how we can make a difference in the community. Third, all speakers held a Master's degree in Planning. We were thrilled that one of our own alumnus, Richard Hall, AICP, secretary of the Maryland Department of Planning, graciously agreed to participate in this project, so did many of our other alumni. The website was developed with support from the Office of Diversity and Inclusion at the University.

The faculty and students hope the [on-line viewing website](#) will be used to educate the public about planning, and to encourage students to consider planning as their future career pursuit.

The faculty and students hope to make this a "living" Video Wall, updated with new videos each year. In 2014, we added two additional videos. Angela Martinez, a student of the program, recently discussed the transportation planning course on the Video Wall. Martinez's discussion was taped and produced in the video by a fellow graduate student, Rebecca Habtour. We also included a link to a video of our alumnae, Tiffany Williams (Master of Community Planning, 2008), who is now the Executive Director of Teach for America - Detroit. So, if someone asks you what do planners do, please refer them to view this innovative Video Wall.

Mentor Match Program at The Delaware-Maryland Regional APA Conference

Lauren Good, AICP, Anne Arundel County Office of Planning and Zoning; Janelle Cornwell, AICP, Kent County Levy Court

The deadline to register for the Mentor Match Program is September 30, 2014. Matches will be announced October 17, 2014. A meet-up will be hosted on the conference's first day between 10:30am and 12:00pm in the Atrium where you will have the chance to meet your mentor/mentee face-to-face.

Lauren Good, AICP, Long Range Planner II
Anne Arundel County, MD
860.461.3938 / laurengood.planning@gmail.com

Janelle Cornwell, AICP, Planner II
Kent County Levy Court
302.744.2471 / janelle.cornwell@co.kent.de.us

PLANNING FOR HEALTHY AND SUSTAINABLE PLACES



REGIONAL CONFERENCE

OCTOBER 28-29, 2014
NEWARK, DELAWARE



Seeking CM approval for all sessions and keynote talks

Join us for this two-day conference showcasing efforts to create healthier and more sustainable



neighborhoods, campuses, towns, cities and regions in Delaware, Maryland and beyond.

Register at www.DelawareAPA.org

Highlights



- ▶ Co-sponsored by Nemours
- ▶ Three tracks: Health, Revitalization, Sustainability
- ▶ Up to 5 simultaneous sessions
- ▶ Daily registration available
- ▶ Discounts for APA members
- ▶ 90-minute sessions
- ▶ Daily mobile workshops (no extra fees)
- ▶ Nationally known keynote speakers
- ▶ Mentor Match program
- ▶ New ethics skit
- ▶ Interactive design workshop



William Anderson, FAICP

President of APA; Co-author, "Sustaining Places: The Role of the Comprehensive Plan;" Wednesday keynote lunch speaker and session presenter



Christopher B. Leinberger

Author, "The Option of Urbanism;" Tuesday keynote lunch speaker and session presenter



June Williamson

Co-author, "Designing Suburban Futures: New Models from Build a Better Burb;" design workshop and session presenter

2014 DELAWARE/MARYLAND AMERICAN PLANNING ASSOCIATION REGIONAL CONFERENCE

**Tuesday, October 28 & Wednesday, October 29, 2014
Embassy Suites Hotel | Newark, Delaware**

Preparing for Multiculturalism and Global Community

by Andrew Bernish, Maryland Department of Planning

In spring 2014, the Urban Studies and Planning Program of the University of Maryland at College Park hosted a panel discussion on *Rising Above: Preparing for Multiculturalism and the Global Community*. The panel included U.S. Congressman John Garamendi (CA-3), Helen Lowman, Associate Director of Peace Corps for the Office of Volunteer Recruitment and Selection and myself.

The panel discussed the Peace Corps experience in the context of a “world that is increasingly interconnected and multicultural.” As a Returned Peace Corps Volunteer (RPCV) myself (South Africa, 2008-2010), I presented how my time in the Peace Corps has shaped my work as a planning professional. I currently work at the Maryland Department of Planning (MDP) and teach Sustainable Urban Planning at George Washington University. I spoke of likening my experiences working on a poultry project in a rural South African village for the income generation to my professional work performed from a 7th floor office building in downtown Baltimore. Surprisingly, it was not difficult. Even though, I have not worked in the planning profession long enough to know all the intricacies involved in different levels of planning, I have been struck by two distinct aspects within the public field of planning.



Phoshiri women crafting handmade brooms

First, there are *community planners*. They are the grassroots planners who conduct the weekly evening community meetings and routinely present community needs and the planning recommendations in front of the Planning Commission, the Architectural Design Committees, and constituents. This is what we had done in Peace Corps. Working in the “Community Development” program in South Africa was “grassroots planning.” Even though stakeholders are different in community planning in Maryland vs South Africa, the roles of planners and goals are similar. Community planners and Peace Corps volunteers strive for consensus, progress, and betterment.

Then there are *policy planners*. They are state planners, regional planners, environmental planners, or other planners responsible for policy articulation working in office buildings in towns or cities. It is a different view from up there; lifted out of the grassroots; out of the triage. The rewards can be more demographically widespread but also can be felt less immediately and less intimately.



Andrew with women at the village day care center

in rural South Africa with only dirt roads, bath and drinking water hauled by donkey carts, and no chance of ever going to college. I asked myself, how could I possibly draft a plan for a life like that without experiencing it. And yet, as planners, we are often tasked with doing just that.

The community planner; in South Africa, this is what I did. The policy planner; at MDP, this is what I do.

Although Peace Corps is more immediately linked with the grassroots community aspect, the experience helped me with both “aspects” of planning. This brings up the adage that the more knowledgeable you are, the more comfortable you become. Imagination isn’t knowledge. And imagination definitely is not a substitute for experience. Peace Corps provided me with the opportunity to experience what I previously could have only, in the crudest way, imagined. I could never have known what living life was like

It does grab hold of me when I work on a policy affecting rural eastern shore farmers or landowners in western Maryland counties. I initially followed the notion that residents could, armed with the right distillation of knowledge, see the logic within nearly every policy, the logic that I have learned in graduate school and on the job. I am nowhere near the experiences of most of Marylanders.

Continued on page 8

I have never even owned any land – let alone relied on multiple acres of it to support my family for the next 10 years ad infinitum. I have never lived amid mountains or in an area where my neighbors and I live on separate 10-acre lots.

There is an instructional takeaway gleaned from a Peace Corps experience applicable to planning. That is, in Peace Corps, as in planning, imagining the situation or focus area beforehand does not always end up being particularly helpful. It did me little good to plan for a rural village before I recognized the people's perspective that live in that village every day. Similarly, it does me little to imagine life on a 10-acre plot in a single-family home. Planning should not just involve imagining a situation, place, or environment, but rather, it should focus more heavily on perspective.

It is not enough to imagine a situation. It is far more useful to imagine the person in that situation. We can't always experience all that we plan for but we can do a better job of adding the human perspective to the focus area for which we plan.

As Peace Corps has recently been in the spotlight for a tragic death of a teacher in China and volunteers pulled for the Ebola outbreak in western Africa, it is worth shining a light on some of the positive takeaways from the program. In my experience it helped me recognize two distinct aspects of planning and prepare for both aspects with an in-depth perspective on the human scale.

UMD Launches New Partnership for Action Learning in Sustainability Program

by Maggie Haslam, University of Maryland at College Park

In a bold, campus-wide community engagement initiative, the University of Maryland's (UMD) new Partnership for Action Learning in Sustainability (PALS) will debut 28 courses geared toward galvanizing sustainable growth in Frederick, Maryland for the 2014-2015 academic year. The course list is twice the number originally imagined for PALS' inaugural year. It draws courses from seven different schools and several specialized university programs, spanning a variety of disciplines across campus. In all, about 50,000 hours of student work and faculty expertise will be dedicated to Frederick over the two semesters.

Developed by the UMD's National Center for Smart Growth (NCSG), PALS is the first initiative of its kind at the University. Its mission is to blend student ingenuity, classroom concepts, and faculty expertise in a meaningful way, leveraging the entire weight of the University's assets to help Maryland communities become leaders in sustainable practices. The coursework customized by PALS faculty targets the goals and projects articulated by Frederick, engaging students directly with the community on real projects. The win-win partnership created through PALS provides faculty an exciting, real-world venue to illustrate curriculum concepts, gives students the opportunity to stretch their critical and creative thinking muscles, and allows Maryland communities unparalleled access to UMD's expertise and energy.

"PALS is a landmark program for the university, in that it will pool the vast resources of faculty and students campus-wide for Maryland communities," says Uri Avin, director of PALS. "Individual schools have provided expertise and outreach assistance to Maryland communities in the past, but these projects have traditionally been isolated. This is an extraordinary example of multiple programs collaborating with one community in mind. We hope the impact will be profound."



2014-2015 Participating UMD Colleges, Schools and Programs:

- ◆ College of Agriculture and Natural Resources
- ◆ School of Architecture, Planning and Preservation
- ◆ College of Arts and Humanities
- ◆ Robert H. Smith Business School
- ◆ College of Computer, Mathematical and Natural Sciences
- ◆ School of Public Policy
- ◆ Phillip Merrill College of Journalism
- ◆ College Park Scholars
- ◆ National Center for Smart Growth
- ◆ Environmental Finance Center

Continued on page 9

Making Great Communities Happen



Planning for the City of Frederick

PALS administrators selected the City of Frederick in western Maryland as its first partner community in March 2014. Administrators worked to match nearly 45 sustainability-oriented projects designated by the city with faculty and courses across campus. Roughly half of the 28 courses -- ranging from real estate development to journalism -- will commence in late August 2014, with the remaining courses running in spring 2015. Among the projects slated for this year, business school students will develop marketing strategies for local businesses; the conservation biology students will map invasive plant species in Frederick's watershed; the College Park Scholars will investigate a municipal composting program; and the landscape

architecture students will offer solutions for ecological challenges in the city's renowned Carroll Creek. Avin estimates that 300 students will participate in PALS coursework this school year.

"What I'm really excited about is the real world experience we'll be offering to our students," said Dr. Keryn Gedan, who will be leading a course on climate change and how it relates to municipal watersheds. "It's much more applied and is truly an active learning experience. In the past, my course has been entirely lecture-based. This is the first time we have ever participated in fieldwork. Not only will the students be able to take classroom concepts on global climate change and apply them on local level, they can share their work with each other, the public and the city, which I think will be much more meaningful."

"I am tremendously impressed with the seriousness and commitment of both the City's staff and UMD to make this pilot a model for Maryland," said Randy Clement, Mayor of the City of Frederick. "This will be a great program and we cannot wait to get started in September!"

Successful Test-Run Sets Program Expectation

A successful beta test of PALS ran this past spring in Salisbury, Maryland, under the guidance of the University's School of Architecture, Planning and Preservation. The project, entitled "[Envision Salisbury](#)," partnered 50 undergraduate and graduate architecture students with Salisbury residents to re-envision a new master plan. Salisbury officials were enthusiastic about the host of design concepts created by the students, which included a plan to mitigate floodwater, developing a vibrant, functional river front design and strengthen the city's identity through gateways. With the help of two UMD students hired by the City for the summer, the City's planning board is integrating several of the ideas into an updated master plan.



"The projects our students will engage in through PALS are the epitome of our mission as a land-grant university, fulfilling a community need while providing unforgettable, and real-world experiences for our students," says David Cronrath, [dean of School of Architecture, Planning and Preservation](#). "Our students and faculty have a lot to offer by working collaboratively with Maryland communities to achieve a more sustainable way of life. This is an incredibly enriching experience for our faculty and students."

PALS hopes to replicate UMD's efforts in Salisbury again in Frederick, where students and faculty are performing a "deep-dive" effort on many levels, from government to homeowners, gauging what ideas and solutions are both novel and attainable. While the results of the student's work will be compiled and presented to the City at the end of each semester, a blog, [debuting in September](#), as well as two journalism classes, will document and report on the various projects throughout the year.

"If Salisbury is any indication of PALS' success, we are on our way to creating an extraordinary program for both the University and the state," says Gerrit Knaap, Director of the university's National Center for Smart Growth. To learn more about PALS, visit the [program website](#) or contact Maggie Haslam, Maggiehaslam6@gmail.com

Engaging Communities in Sustainable Development

by Cheryl Casciani, Chair of the Baltimore Commission on Sustainability

The [Baltimore Commission on Sustainability](#) (“Commission”) was founded in 2009 to assist in writing and monitoring the implementation of City of Baltimore’s first sustainability plan. The Commission is made up of 21 members representing environmental groups, community organizations, labor unions, public health and environmental justice interests, and private industries. One of the Commission’s operating principles is to engage a wide range of the public on sustainability issues, including those who are not normally involved in a traditional environmental agenda. In the past, the Commission meetings took place in downtown Baltimore. This meeting location did not generate the kind of community involvement that we needed to honor our engagement principle, particularly for those who lack access to cars or convenient public transportation.



In collaboration with the Baltimore Office of Sustainability, the Commission took a new approach to community outreach in 2014. Rather than having residents come to meetings in downtown Baltimore, the Commission decided to go out into the neighborhoods to listen to residents and engage them in the City’s two core priority issues: Trash and Climate. This approach ensures that all members of our community have the opportunity to participate in discussing those issues.

Trash

One of the first goals of the City’s Sustainability Plan is to eliminate litter throughout the City. The Commission decided to turn a series of commission meetings into a listening tour where residents have the opportunity to share their ideas on new ways to reduce litter or trash. This outreach effort demonstrates that the Commission values the views of residents and clarifies that the Commission is willing to listen to their community-based solutions and recommendations about what their fellow residents, businesses, and city government can pitch in to make a difference to improve the quality of life.

The highlights of residents’ ideas include:

- ◆ Create a citywide peer-to-peer network of “Clean Captains” who work within their communities to inform neighbors about proper trash and recycling practices; are regularly convened to share challenges and ideas with each other and city agencies; and are honored and recognized by the city government as an official part of the city’s solid waste management system.
- ◆ Install corner trashcans on inner blocks in neighborhoods. To avoid improper use of the cans, integrate the can installation with a community education campaign and establish an agreement between the city and designated community leaders to monitor the cans.
- ◆ Make resources, including proper tools, contact information for key city workers, and recognition, available to people who agree to take responsibility at the neighborhood level for making their communities cleaner.



The Commission continues to collect these creative ideas from residents, which when compiled will be a part of a future citywide Trash Summit in spring 2015. The Commission will then finalize a plan for effectively dealing with trash issues for the City’s cleanliness.

Climate

The Commission collaborates with the [Baltimore Office of Sustainability](#), a city agency committed to improving the long-term environmental, social, and economic viability of Baltimore City. This Office is also committed to reaching out to the communities to listen to residents and provide them with effective tools for making their neighborhoods more livable and sustainable.

Continued on page 11

Making Great Communities Happen

On Earth Day of 2014, the Office of Sustainability, in partnership with commission members, held a large Town Hall meeting in East Baltimore. More than 300 residents attended the Town Hall meeting to learn about the hazards faced by Baltimore, including high heat, flooding, coastal storms, and other natural disasters. To encourage and assist residents to participate in the Town Hall meeting, the City's Office of Sustainability provided free bus transportation for residents who had no personal vehicles. The City also provided dinner for attendees and offered engaging activities for children, freeing up parents to fully participate in the meeting.

The Town Hall meeting was used to launch the "[Make a Plan, Build a Kit, Help Each Other](#)" campaign to provide families hands on experience to develop emergency plans, create emergency kits, and build community adaptive capacity. The Town Hall meeting also encouraged neighbors to identify community assets and opportunities. The Town Hall meeting enabled city residents to work with experts to provide input about their own community's needs and foster the stronger bond with their neighbors. This encouraged community building and collaboration. The participants were upbeat and energetic.



The Commission's Climate Committee, in partnership with the City's Office of Sustainability, is now bringing the "Make a Plan. Build a Kit. Help Each Other" campaign into city neighborhoods, including residents of senior centers and members of neighborhood associations who are eager to learn more about the climate change and prepare for its impacts. This campaign follows the similar community outreach effort that the Baltimore Department of Planning undertook to develop its *Disaster Preparedness Project and Plan* (DP3) in 2013. The DP3 process included holding a dozen meetings of various sizes in the areas that are most vulnerable to impacts from natural hazards.

The Commission's approach to sustainability efforts in Baltimore is designed to better engage people and learn from diverse groups including those who might not be normally involved. The Commission is confident that this approach is effective. The Commission believes that the dedicated engagement with the public will "pay dividends" as it crafts new approaches and strategies for making

Outstanding Examples in Commercial Revitalization

by Troy Leftwich, Baltimore County Department of Planning

Baltimore County continues to strive for strengthening the quality of life of residents throughout its communities. One of the county's objectives is to assure that aging commercial districts remain vibrant and attractive to residents, business and property owners, and visitors. The Baltimore County Department of Planning is the lead that administers a comprehensive program to improve the county's 16 designated Commercial Revitalization Districts ("CRDs"). All the 16 commercial revitalization districts were determined by the County Council Resolutions. They are located within the county's Urban Rural Demarcation Line (URDL), a nationally renowned policy line established in 1967 and effectively maintained since then.

On June 11, 2014, the Department of Planning, in collaboration with a working group of business organizations, held its first [Commercial Revitalization Reception and Awards Ceremony](#) at the Hilton in Pikesville. Sponsored by the Pikesville Chamber of Commerce, this ceremonial event recognized businesses, property owners, volunteers, and organizations that contributed to the achievements of Baltimore County's CRDs. The following award categories were presented at the ceremonial event:

- ◆ **Best Before & After** - Recognizes business and property owners who significantly enhanced their building facade to improve the aesthetic value of the CRD.
- ◆ **Best New Business** - Recognizes new businesses that contributed to the achievement of a CRD in the last two years.
- ◆ **Best Longest Established Business** - Recognizes established businesses that continue to strengthen and serve a CRD.

Continued on page 12

APA Maryland Chapter

- ◆ **Best Window Display** - Recognizes business owners who designed a custom exhibition for their store windows, adding visually aesthetic value to a CRD corridor.
- ◆ **Best Neighborhood Restaurant** - Recognizes a restaurant that continues to provide excellent food and service at a CRD.
- ◆ **Best Neighborhood Service/Retailer** - Recognizes a business in a CDR that continues to provide outstanding services or quality goods.
- ◆ **Outstanding Development Project** - Recognizes a special development project within a CRD that positively affected the CRD during the past two years.
- ◆ **Best Volunteer** - Recognizes the most dedicated volunteer who contributed to achievements of a CRD.
- ◆ **Young Entrepreneur Award** - Recognizes persons who were 35 years old or younger and recently started a business in a CRD.
- ◆ **Best Community Institution** - Recognizes the institutional anchor of the CRD. The awardees provided various services for the CRD, including job creations, fund-raising, or community activities.
- ◆ **Best Community Event** - Recognizes the best fairs held in the CRD hosted by the local business organizations.

The award ceremony was a great success with over 200 people in attendance. The Department kept it fast paced by combining live presentations with an accompanying PowerPoint of scrolling pictures of the nominees and winners. It was a enjoyable and positive opportunity to publicly recognize those who have diligently contributed to the improvement of the business districts. The ceremonial event also showcased revitalization programs offered by the county, state, and not-for-profit partners. The extraordinary examples set by the winners and nominees could be replicated throughout the county. The best part of the ceremonial event was the pride and appreciation felt among the nominees and winners.

The Department has begun planning the next ceremony and would be glad to share some practical insights on reviving the county's commercial districts. The maps and programs of commercial revitalization districts are available for view and reference at the Department's [Neighborhood Response Team website](#).

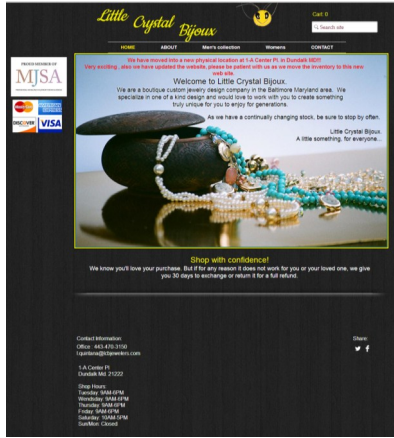


WINNER / PERRY HALL ANIMAL HOSPITAL

BEST BEFORE & AFTER

Perry Hall Animal Hospital
9022 Belair Road, Baltimore, MD 21236

Making Great Communities Happen



WINNER / [LITTLE CRYSTAL BIJOUX](#)

BEST NEW BUSINESS

Laura Quintana, Owner
1-A Center Place, Dundalk, MD 21222



WINNER / SALLY GRACE, [PEACE A PIZZA](#)

15 Mellor Avenue
Catonsville, MD 21228
(410) 925-0757

OUTSTANDING YOUNG ENTREPRENEUR