

CHAPTER 3

DEVELOPMENT CONCEPTS





Opportunity Is Coming To West Baltimore

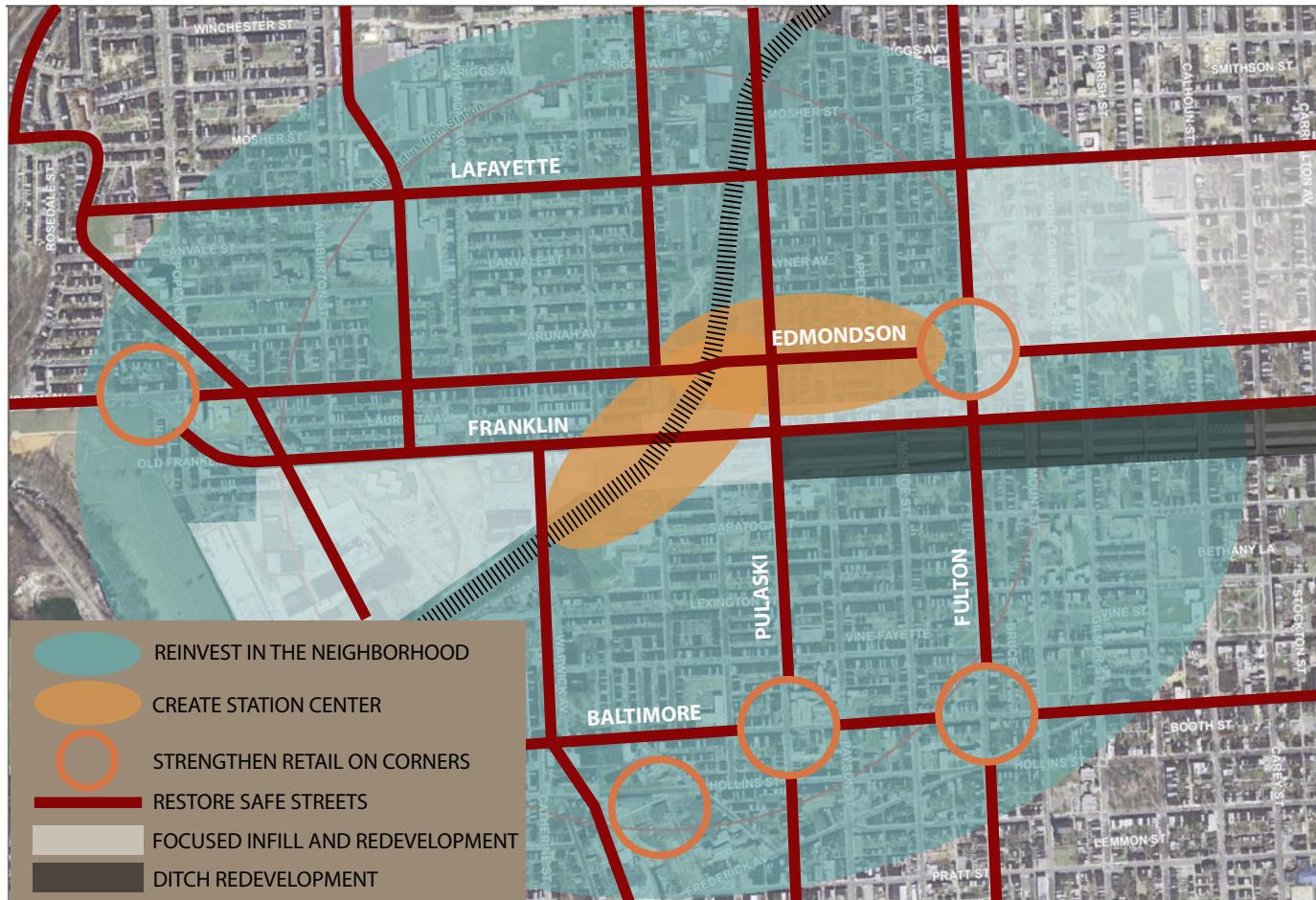
West Baltimore residents have signaled that they are ready for change in their neighborhoods. The key question, however, is what form the change will take. There are many “unknowns” facing the area, and every possibility holds major land use implications. Where will the Red Line go? How will the need for additional MARC parking be accommodated? What will happen to the industrial land southwest of the MARC station? What will happen to the Highway to Somewhere?

So that the community can be prepared for a range of possible futures, the West Baltimore MARC Transit-Centered Community Development Strategy is intended to provide guidance as to how the community can work toward their vision as these questions are answered, rather than try to predict a specific future. It outlines different methods for achieving community goals and principles in key areas and reflects residents’ input on how development should “behave” and strengthen the community.

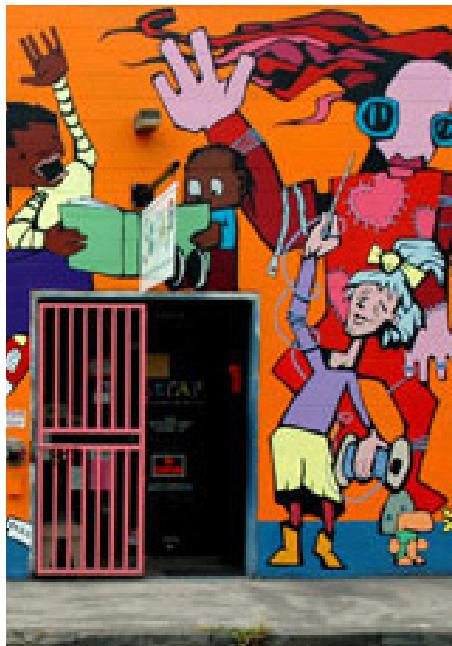
CONCEPT DIAGRAM

The Concept Diagram identifies important features that future West Baltimore development should work toward – community-serving retail along Edmondson Avenue, improvements to the MARC station and surrounding area, a connection to the Gwynns Falls, increased employment opportunities in the area, and preservation of residential neighborhoods. But what specific projects occur on which parcels is something that the community, the City, and developers will need to continue to address as development occurs. The Concept Diagram is one tool that will help them when reviewing proposals.

Large-scale opportunities exist with availability of large sites, good land configuration, and adjacency to prime neighborhood assets. If redeveloped, these areas could trigger additional investment, providing a ripple effect through West Baltimore. Unfortunately, most of these sites are not ready for redevelopment at this time as current market conditions do not support necessary investment from the private sector. It is important, however, that planning for these sites reflect their ability to impact the future of the West Baltimore neighborhoods in the near- and long-term.

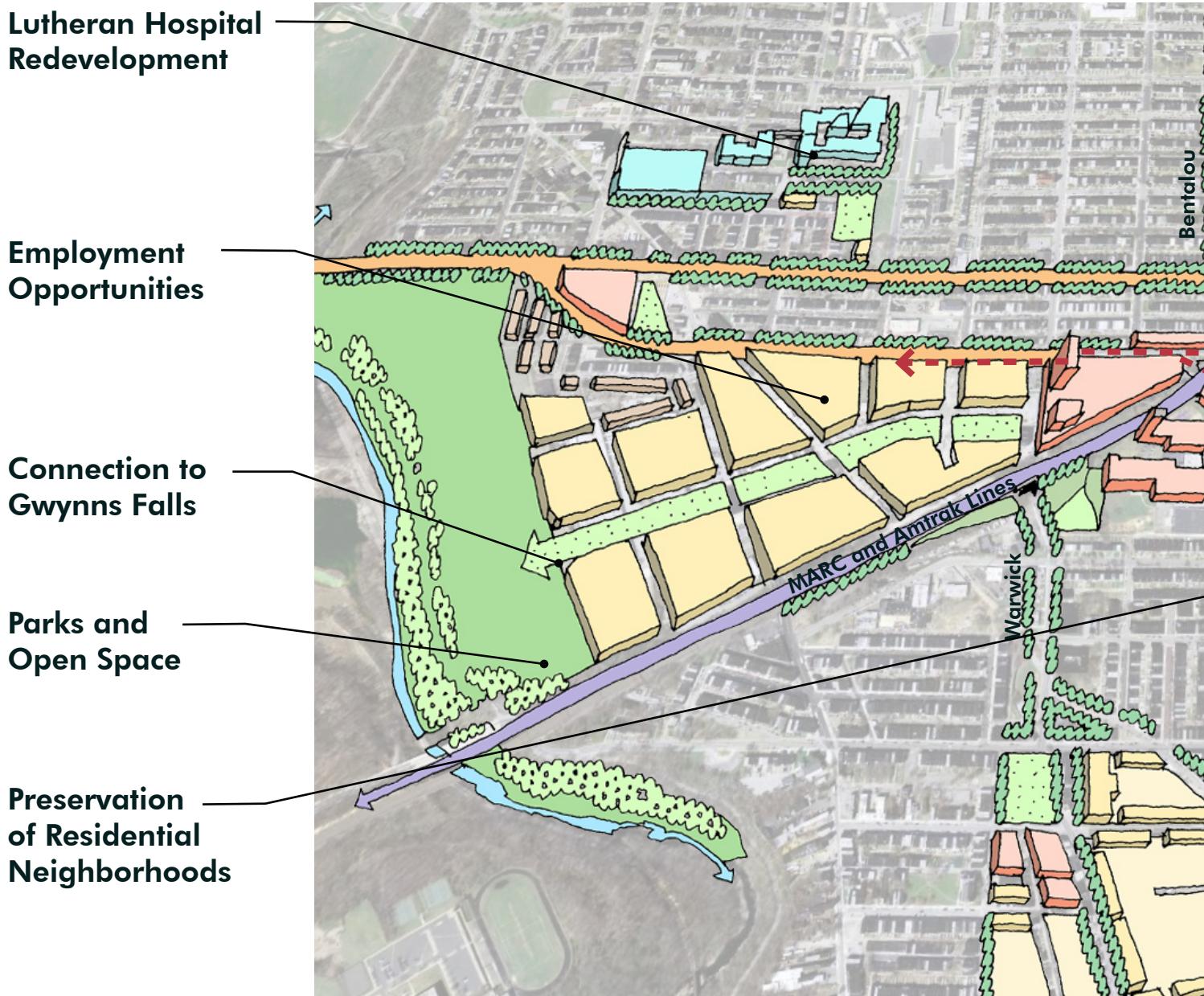


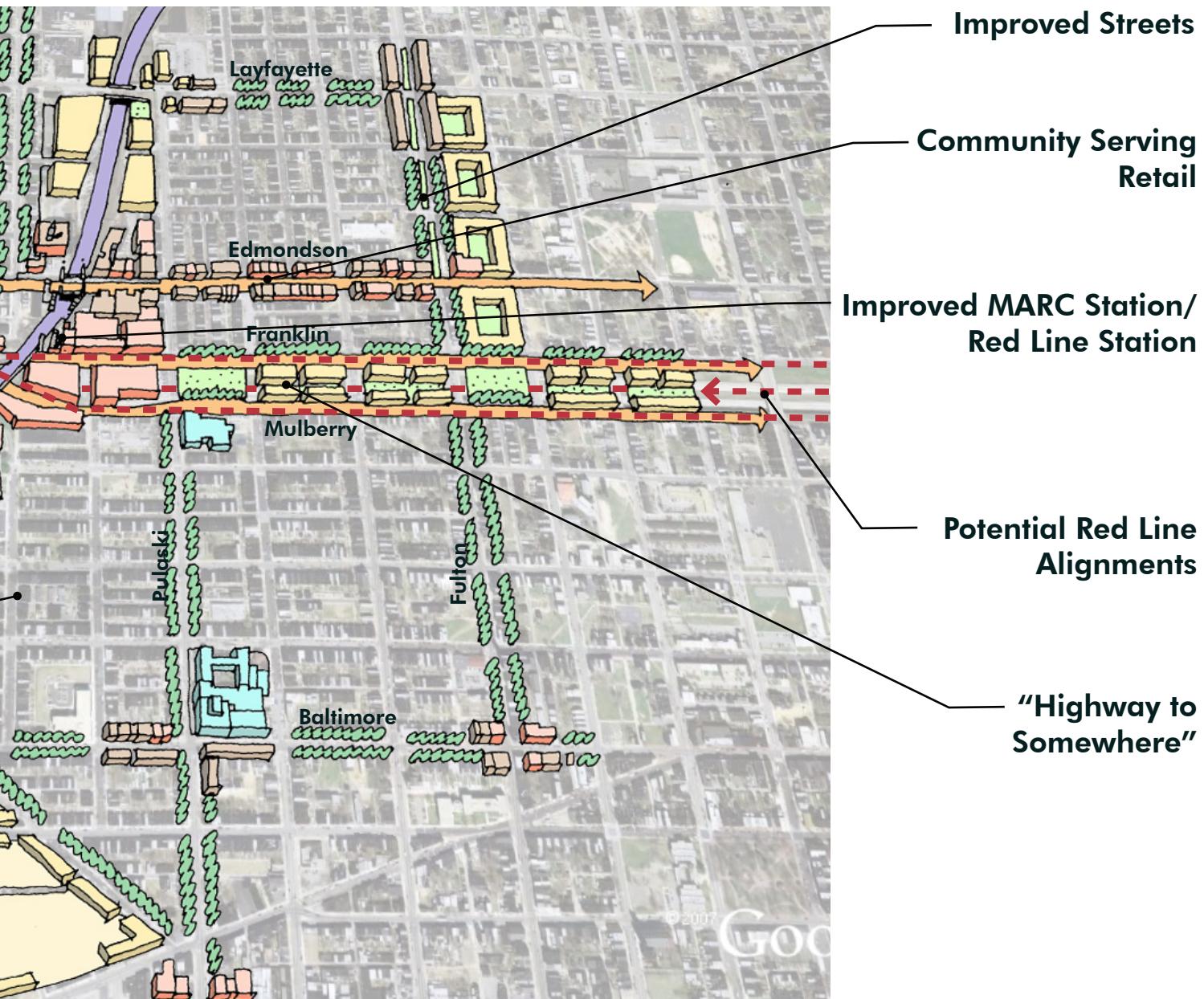
Smaller scale opportunities also exist, such as infill projects and streetscape / infrastructure improvements. These projects will be equally important in igniting and furthering development momentum throughout West Baltimore. These smaller-scale projects should lay the foundation for investment (e.g., road improvements, site preparation, bike trails) while creating an opportunity for smaller investors and business owners to be notable players in the area's revitalization.



CONCEPT DIAGRAM

Over time, redevelopment and infill projects will strengthen and preserve the best areas of West Baltimore. Housing and good jobs will be available to everyone who wants to live and work here. Transportation facilities and transit systems will serve the community – not sever it.





WEST BALTIMORE MARC STATION/ICE HOUSE

The West Baltimore MARC station will continue to provide commuter rail transit access and could grow in importance by serving as a key connection point to the future Red Line. However, it should also evolve into a community activity center. The character of the station is envisioned as improving aesthetically and in terms of safety with the development of adjacent, active, complementary uses and station-focused renovations.

Land Use: Although the existing station is currently transportation focused, over time mutually-supportive uses such as retail or office should be incorporated. These may be as simple as the short-term addition of a newsstand and/or food cart vendors or the longer-term pursuit of redevelopment of the MARC station surface parking lots into mixed-use buildings. Based on input received at the October 12-13, 2007 public workshops, additional uses that may fit well with station improvements could include:

Business Services

- Dry cleaner/tailor/seamstress
- Bank/ATM
- Café/ coffee shop
- Convenience market

Public Services

- Child care
- Small police substation
- Civic space/library
- Small post office

Circulation: The existing station provides commuter rail patrons with minimal amenities aside from parking and rail transit access. There are a number of circulation improvements that would be of benefit:

- Pedestrian and handicapped access improvements including an elevator and accessible paths.
- Street crossing improvements including signage and crosswalk striping.
- Measures to calm traffic on Franklin and Mulberry.
- Bus transit improvements including additions of shelters, signage, lighting, and pedestrian paving.
- Platform improvements including signage, lighting, seating and weather protection.
- Incorporation of bicycle facilities including: striped on-street lanes and/or off street paths connecting the station to the adjacent neighborhoods; and ample, secure, covered bicycle parking at the station.
- Visual and functional integration with any future Red Line transit project, facilitating seamless pedestrian connectivity.

Parking: Station area parking needs to be more effectively managed. Some parking related improvements include:

- Adding parking area aesthetic improvements including decorative paving, landscaping, signing, and lighting.
- Providing parking area functional improvements including signage, lighting, seating, and weather protection.
- Addressing short-and longer-term parking needs through limited expansion/extension of existing lots that will ultimately be replaced by parking garages as part of larger redevelopment program.
- Institute a residential parking permit and enforcement program (for example, free on-street parking for neighborhood residents, metered or time-limited for non-residents).

Urban Design: The existing station is aging, unattractive, and functionally inadequate. The station could be remade as a more positive addition to the public realm, supporting the creation of great station area neighborhoods. There are many potential improvements that would be of benefit:

- Renovation of platform and adjacent structures with an eye toward their roles as “civic infrastructure” and the scale and aesthetic experience of pedestrians.
- Architectural improvements (site and structure design, material selection, colors) that elevate the station’s status to that of a community landmark.
- Incorporation of public art.
- Incorporation of activating, supportive mixed uses.
- Strengthening pedestrian connections to adjacent neighborhoods.

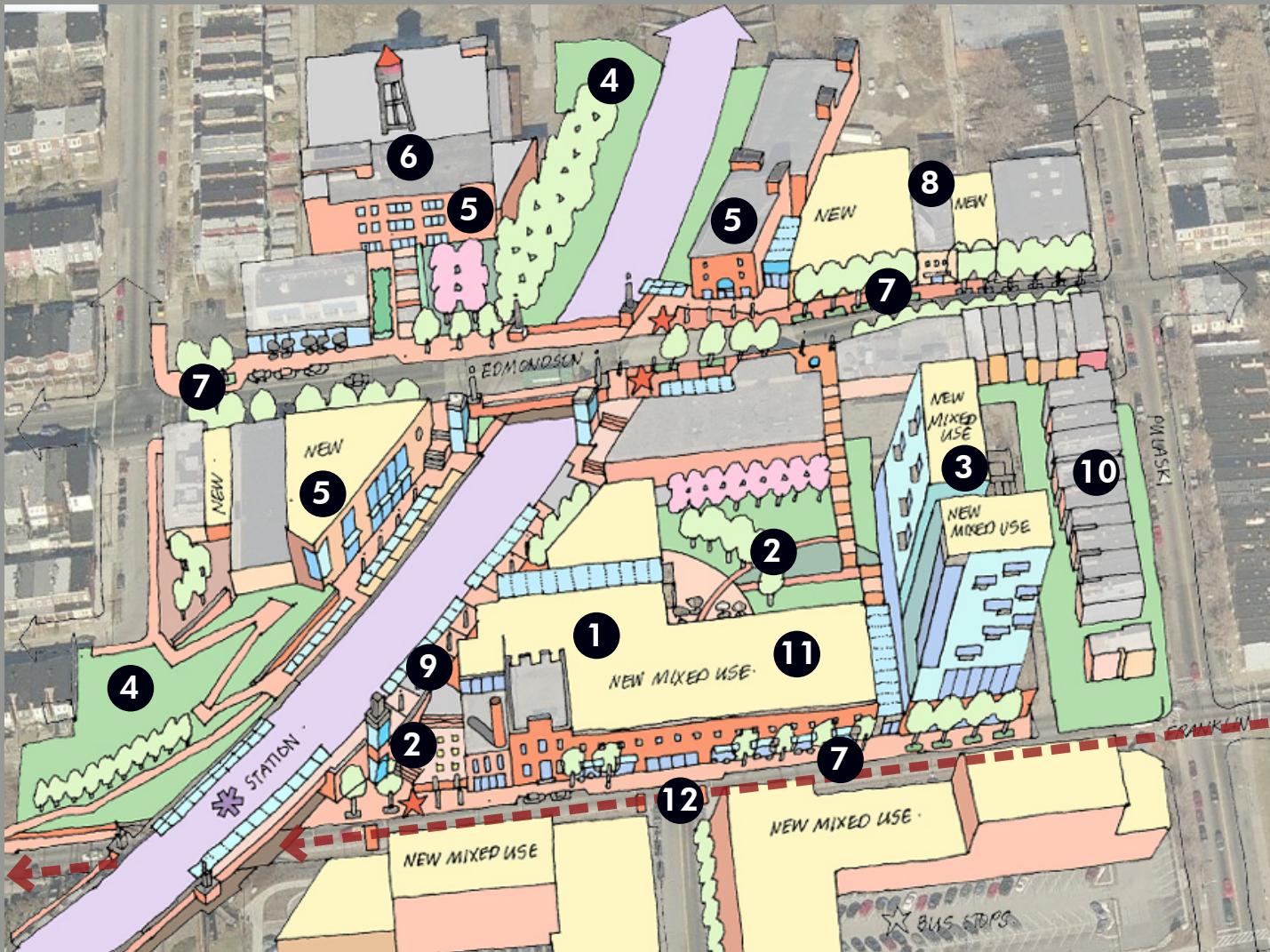
Parks and Open Space: Since the station functions as a place for people to gather, the opportunity exists to provide a small plaza near the station entry. This could serve multiple functions in terms of providing a gateway for West Baltimore, aesthetic improvements, waiting areas for transit patrons, a community recreational asset, and/or a stormwater management device.

Ice House History

The American Ice Company, Franklin Street Plant, is one of two surviving artificial ice manufacturing plants in Baltimore. From the mid-19th century to WWII, businesses and households relied on ice to prevent foods from spoiling. With the technological ability to produce ice, the American Ice Company of New York built at least five plants in Baltimore. The Franklin Street Plant, built in 1911 by New York architects, Mortimer and Company, cost \$225,000. It was the largest ice manufacturing plant in Baltimore and consisted of a boiler room, engine room, tank house, and warehouse. A large two-story stable (now demolished) was built across Franklin Street from the plant, and a two-story office building (now demolished) sat directly east of the plant. This complex produced approximately 40 tons of ice annually. Between 1914 and 1951, the American Ice Company modernized the plant. Sometime after the 1960s, the American Ice Company sold the property to the Baltimore American Ice Company which manufactured ice until a devastating fire in 2004.

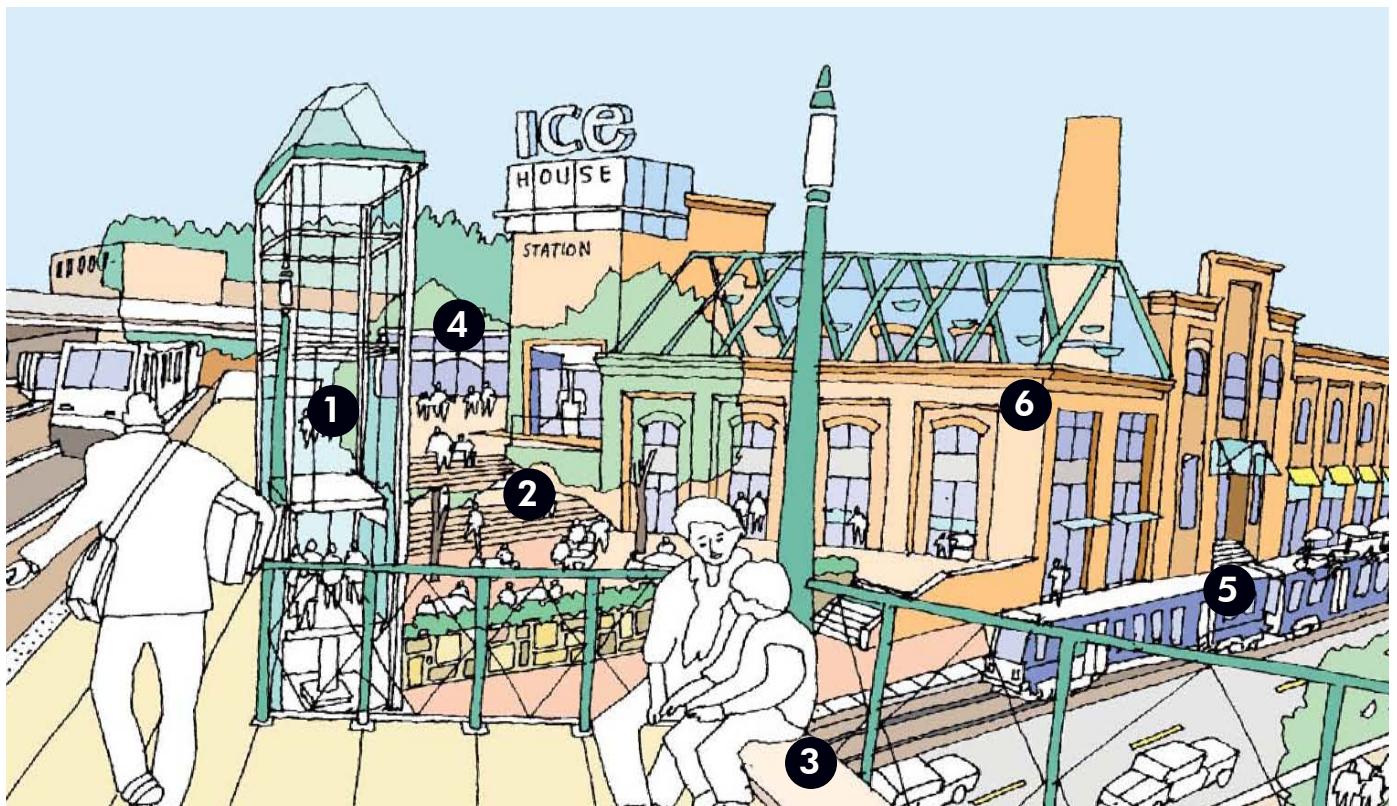
STATION / ICE HOUSE / EDMONDSON AVE. SKETCH

- 1** Ice House redeveloped as a community-serving mixed use retail center.
- 2** Public Park / Plaza provides open space for adjacent residents and community members.
- 3** New Mixed-Use Development with Residential Towers with views to park or plaza.
- 4** Public Open Space provides visual relief and environmental benefits.
- 5** New Office or Commercial Development with close proximity to MARC station.
- 6** Preserve Water Tower as Landmark to reflect the area's history and character.
- 7** Streetscape Improvements including street trees, benches, paving, and bus shelters.
- 8** Preserve Viable Businesses. New infill should not displace existing businesses.
- 9** Improve Pedestrian Connections to Station Platform including handicapped access.
- 10** Preserve Occupied Residential. New infill development should not displace current homeowners.
- 11** Community Center. Civic space for recreational activities, day care, etc.
- 12** Red Line Alignment. Consultnat-recommended preferred alignment.



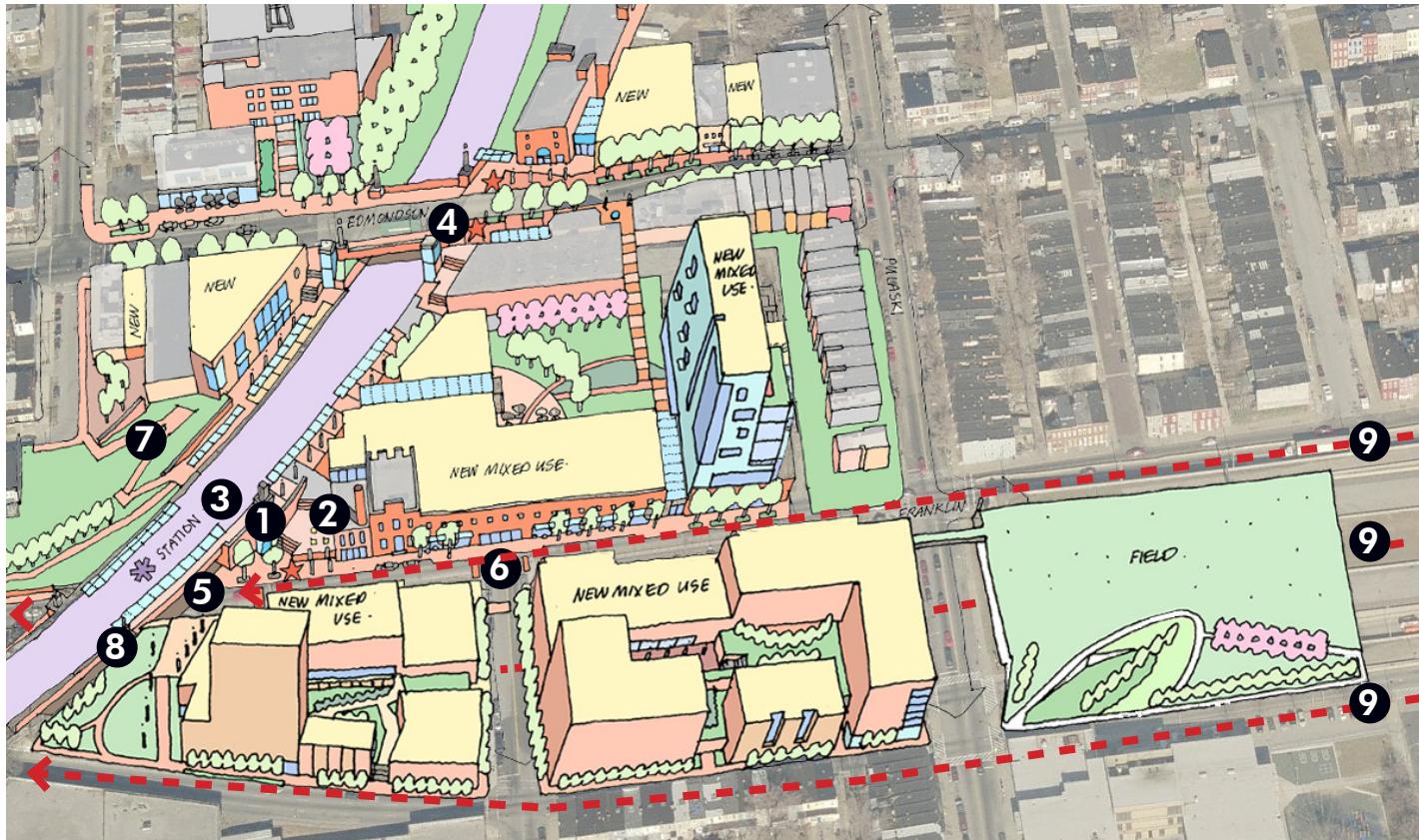
PEDESTRIAN IMPROVEMENTS AT MARC STATION- SKETCH

- ① Elevator with ADA access and direct connection to future Red Line.
- ② Pedestrian plaza with connection to platform and community open space.
- ③ Improve station platform with shelters and seating.
- ④ Direct pedestrian connection to Edmondson Avenue.
- ⑤ Potential Red Line location.
- ⑥ Ice House redevelopment with façade preserved.



PEDESTRIAN IMPROVEMENTS AT MARC STATION

- ① Elevator with ADA access and direct connection to future Red Line.
- ② Pedestrian plaza with connection to platform and community open space.
- ③ Improve station platform with shelters and seating.
- ④ Direct pedestrian connection to Edmondson Ave.
- ⑤ Improve pedestrian underpass with wider sidewalks and better lighting.
- ⑥ Marked street crossings for pedestrians.
- ⑦ Improve pedestrian connections to surrounding neighborhoods.
- ⑧ South Platform Pedestrian Connection.
- ⑨ Potential Red Line Alignments.



HIGHWAY TO SOMEWHERE

The primary function of the existing Route 40 freeway should, over time, be transformed from providing high speed auto access between the West Baltimore MARC station and the edge of downtown Baltimore to providing an area for infill development. Secondary functions could include the incorporation of a future Red Line alignment, calmed traffic flow on Franklin and Mulberry, and restoring connections or the “community fabric” between the neighborhoods north and south of Franklin and Mulberry. The character of this area should evolve from an underutilized, grade-separated freeway to a livable, urban, neighborhood street grid providing a variety of uses such as mixed-use development, housing, parks and open space. Some continued flow of traffic on Route 40 may be acceptable in the future, but this is not envisioned as the main purpose of this area.

Land Use: Although the existing Route 40 freeway is currently an incomplete highway project, bounded on the north and south by Franklin and Mulberry Streets, it is envisioned as supporting new land uses such as office, retail, housing, and/or parks and open space. Based on input received at the October 12-13, 2007 public workshops, specific uses mentioned by the community include:

- Grocery store
- Library
- Mixed use commercial development
- Retail
- Housing
- Community center
- Public art
- Greenway
- Water feature

Circulation: The Highway to Somewhere currently bisects the community. There are a number of opportunities for circulation improvements that would be of benefit:

- Extend Payson Street across Highway to Somewhere corridor.
- Make street crossing improvements including signage and crosswalk striping.
- Take measures to green and calm traffic on Franklin Street and Mulberry Street including landscaping and trees.
- Improve Monroe Street and Fulton Avenue with lighting, pedestrian amenities such as artwork and benches, and bicycle facilities.
- Incorporate bicycle facilities and connections including striped on-street bicycle lanes; off-street paths in open spaces and greenways; and ample, secure, covered bicycle parking at the new developments.
- Improve and widen the sidewalks on streets that go over the corridor.

Parking: As the Route 40 corridor is redeveloped, parking for the new uses is envisioned as being accommodated in a combination of on-site and on-street facilities. Since this corridor will likely contain the future Red Line transit project, parking ratios should be kept as low as possible (such as one space per dwelling unit or lower) to support walking and transit use. In response to immediate community concerns about MARC commuters parking in the neighborhood the MTA is currently looking at different short-term and longer-term parking solutions. Appendix D provides information about the different sites the MTA is considering. The MTA should work with the community to evaluate the alternatives to ensure that parking investments further the community's longer term goal of creating active, mixed-use development around the station area.

Other recommended best management practices for parking include:

- Put parking behind, above, or to the side of buildings.
- Divide large parking areas and design them as an integral part of the community. Avoid large continuous lots of parking that make areas less appealing for pedestrians.
- Share surface parking areas between uses, and manage them communally.
- Promote on-street parking for visitors and short-term users.
- Charge visitors/non-residents for on-street parking and invest the returns into the neighborhood.
- Keep unsecured parking in clear view of active, adjacent uses.
- Soften, screen, and/or provide active uses along ground floor frontages of multistory parking structures.
- Locate single-family home parking at the side or service from rear alleys – driveways and garage doors should not be allowed in front of single-family homes.

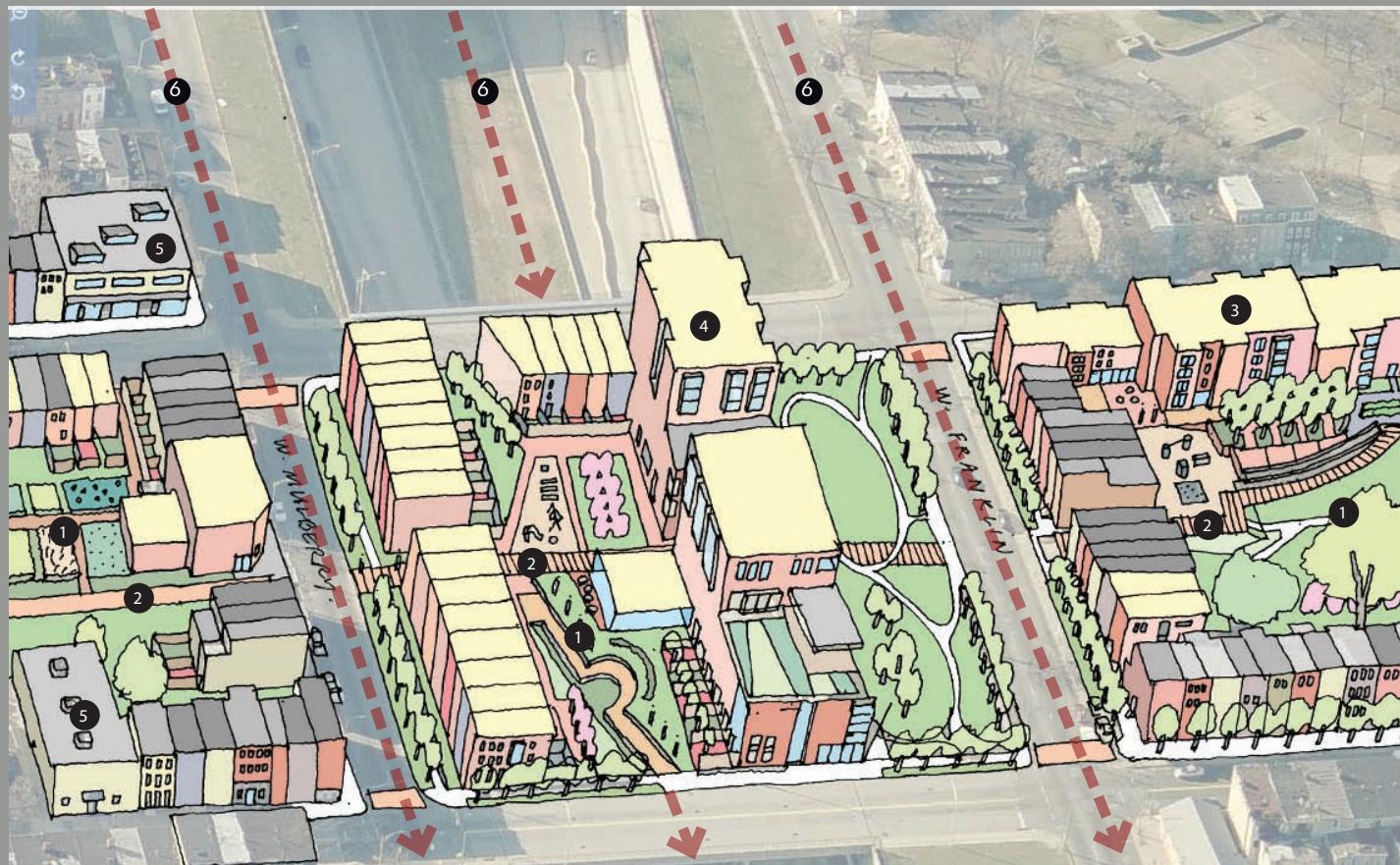
Urban Design: In addition to being functionally incomplete, the existing Route 40 freeway is an unattractive “no man’s land” for pedestrians and adjacent properties. The opportunity exists to remake this area into a more positive element relating to the adjacent neighborhoods. There are many potential improvements that could have benefit, including:

- Incorporate a large-scale (temporary or permanent) public art project.
- Take advantage of investment opportunities connected to the Red Line project to redefine the highway into blocks ready for new neighborhood infill development.
- Break down the overwhelming scale of the right-of-way by small, coordinated interventions that work toward achieving a larger, complete redevelopment vision.

Parks and Open Space: As part of the plan for reclaiming the Route 40 right of way for infill development, locations for parks and open spaces should be identified to provide recreational opportunities and visual relief.

"HIGHWAY TO SOMEWHERE" SKETCH

- 1** Improve Open Space on the inside of blocks that complement new buildings and existing housing.
- 2** Pedestrian Connections. Recognize existing connections through blocks and enhance continuity for a quality pedestrian network.
- 3** Transitional Scale of New Buildings. New buildings should match or scale down to match the scale and quality of surrounding neighborhood.
- 4** New Housing over Highway with reclaimed open space.
- 5** Renovate and Restore Existing non-housing buildings for new retail space, live/work, and small business.
- 6** Potential Red Line Alignments



SOUTHWEST INDUSTRIAL AREA (“WARWICK TRIANGLE”)

The triangular piece of land bounded by Franklin Street to the north, the railroad tracks to the south, and the cemetery and Gwynns Falls to the west is currently low-density industrial uses. Because of the area’s proximity to the MARC Station (which is located in the northeast corner of the triangle) and the Gwynns Falls, the long-term function of The Warwick Triangle area should transition from primarily industrial to more mixed-use in nature, with higher intensity uses closest to the station. The character of The Triangle will be enhanced by creating an internal street network, providing a linear path or greenway connection to the Gwynns Fall Trail, and providing personal safety enhancements.

As part of the Red Line project, the MTA is currently considering the area closest to the station for a yard and shop facility. The yard and shop facility is where the Red Line vehicles would be stored, maintained, and repaired. A potential benefit of the facility is that it could provide West Baltimore residents with skilled jobs close to home and provide the area with an increased number of employees who may take advantage of local services. A potential disadvantage of the facility is that it may not maximize the development potential presented by the MARC station. However, it may be possible to locate and design the facility so that there is still development potential in addition to providing the MTA with its needed facility. It is important to note that a final yard and shop location decision has not been made, and the City and other interested stakeholders need to weigh in with their opinions about what is best for the neighborhood, the City, and the operation of the Red Line.

Land Use: The site is zoned for, and occupied by, low-density industrial uses. However, given the proximity to the station area, this not the highest and best use for the land. The area should have a mix of uses including those that provide more jobs for area residents. Redevelopment of the Triangle should include a focus on uses that create as many jobs as possible. With more efficient use of land, there is an opportunity to introduce additional uses, including commercial, residential, and public space with access to both the MARC station and Gwynns Falls. The area should be rezoned to reflect these goals.

Circulation:

- Large site redevelopment will provide opportunities to re-configure the existing large blocks (blocks with perimeters greater than 1600 feet) with the addition of more local streets to improve access and pedestrian connectivity.
- Street crossing improvements including signage and crosswalk striping.
- Improved pedestrian crossings with pavers and cobblestones at intersection of Franklin Street at Mulberry Street.
- Improved (widened) sidewalks along Franklin Street and Mulberry Street.
- Measures to calm and green Franklin Street and Mulberry Street, including landscaping and trees.
- Intersection improvements along Franklin Street, including traffic signal timing improvements. Potential roundabout at the intersection of Franklin Street at Franklintown Road.
- Bus transit improvements including addition of shelters, signage, lighting, and pedestrian paving.
- Incorporation of bicycle facilities including: striped on-street bicycle lanes and/or off-street paths connecting the station to the adjacent neighborhoods and the Gwynns Falls Trail; and ample, secure, covered bicycle parking at the station.

Parking: The land at the northeast of the Triangle, adjacent to the MARC station, is a potential location for surface commuter parking in the short term or in a parking garage as part of a mixed use redevelopment program in the long-term. For the rest of the Triangle, some parking “best management” practices are recommended:

- Put parking behind, above, or to the side of buildings.
- Divide up large parking areas and design them as an integral part of the community.
- Share surface parking areas among uses, and manage them communally.
- Promote on-street parking for visitors and short-term users.
- Charge visitors/non-residents for on-street parking – invest returns in the neighborhood.
- Keep unsecured parking areas in clear view of active, adjacent uses.
- Soften, screen, and/or provide active uses along ground floor frontages of multistory parking structures.
- Prohibit driveways/garage doors allowed in front of single family homes – parking should be to the side or serviced from rear alleys.

Urban Design:

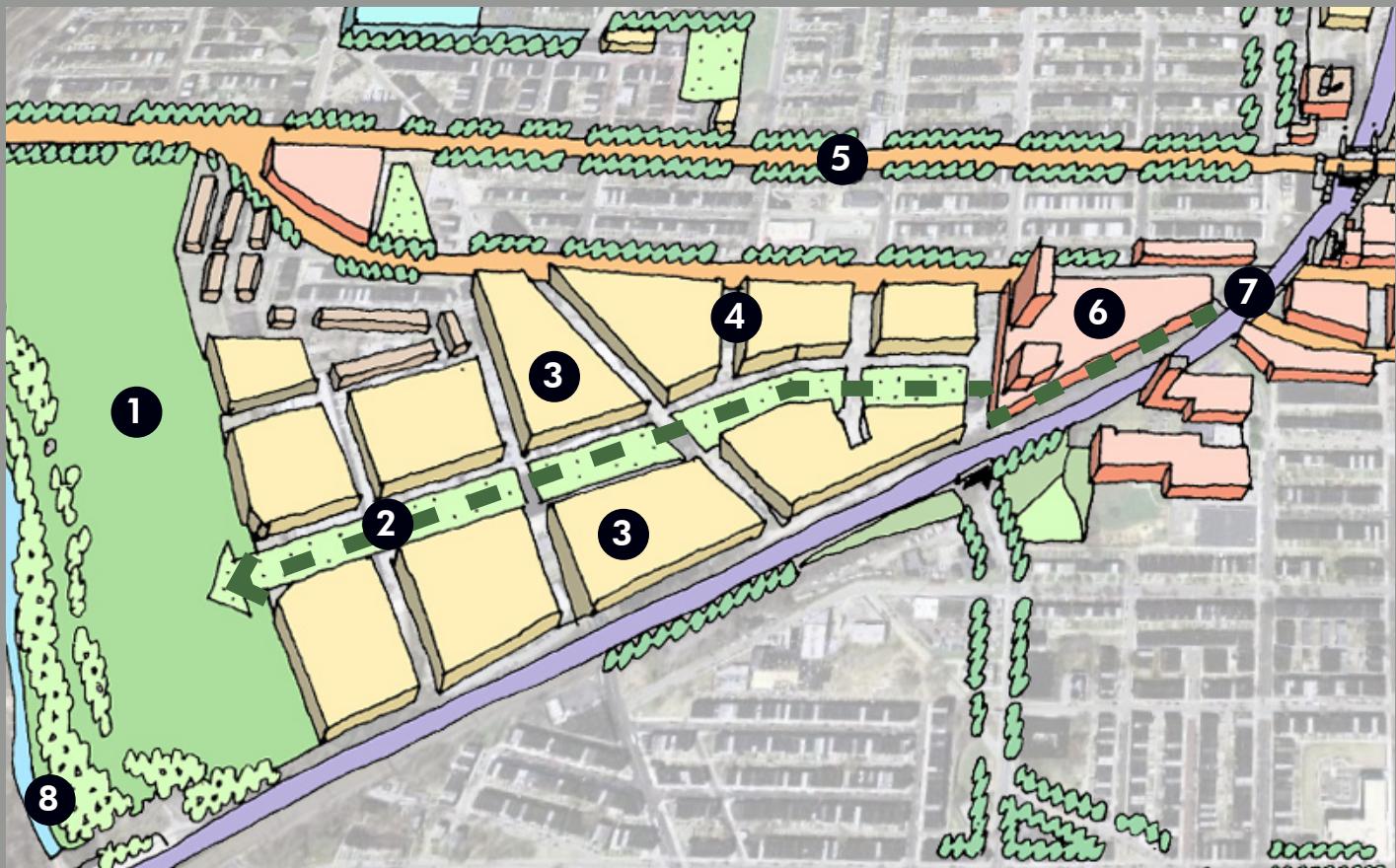
- The revitalization of the existing industrial area into a mixed-use district provides an excellent opportunity to create a unique neighborhood in West Baltimore.
- The buildings should orient toward public open space.
- Higher density, taller buildings should be sited closest to the MARC/transit station.
- Building height and density may “step down” away from the station to be in context with adjacent neighborhoods.

Parks and Open Space:

- A significant park with connections between the Gwynns Fall Trail and the MARC station can become the organizing “identity” for the revitalization of the Triangle.

WARWICK / TRIANGLE AREA SKETCH

- ① **Open Space** provides opportunity for passive and active recreation.
- ② **Linear Park or Trail Connection** to the Gwynns Falls.
- ③ **Light Industrial or Office Space** provides employment opportunities, including a potential yard and shop facility.
- ④ **Integrated Street Network** to connect to other parts of the neighborhood and reflect the existing street grid.
- ⑤ **Streetscape Improvements** could include street trees, benches, paving, and bus shelters.
- ⑥ **Higher Intensity Development Near Station** promotes transit ridership and offers employment, retail, and housing opportunities.
- ⑦ **Refurbished MARC Station.**
- ⑧ **Gwynns Falls.**



EDMONDSON AVENUE

Edmondson Avenue has served as a neighborhood "Main Street" which supported vibrant community activity. The character and function of Edmondson Avenue will, over time, be revitalized with mixed-use/retail development, similar to its function in the past.

Land Use: Edmondson Avenue will be an area where infill development, building renovations, and occupation of ground floor retail uses and services will be welcome and encouraged. Based on input received at the October 12-13, 2007 public workshops, specific uses desired by the community include:

- Ground floor retail or services such as:

<ul style="list-style-type: none"> ○ Restaurants ○ Ice cream parlor ○ Florist ○ Bakery ○ Hardware store ○ Doctor office ○ Pharmacy ○ Pet shop ○ Bank 	<ul style="list-style-type: none"> ○ Café/coffee shop ○ Dry cleaner ○ Tailor/seamstress ○ Convenience market ○ Small post office ○ Child care ○ Small police substation ○ Housing ○ Neighborhood-serving offices
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Circulation:

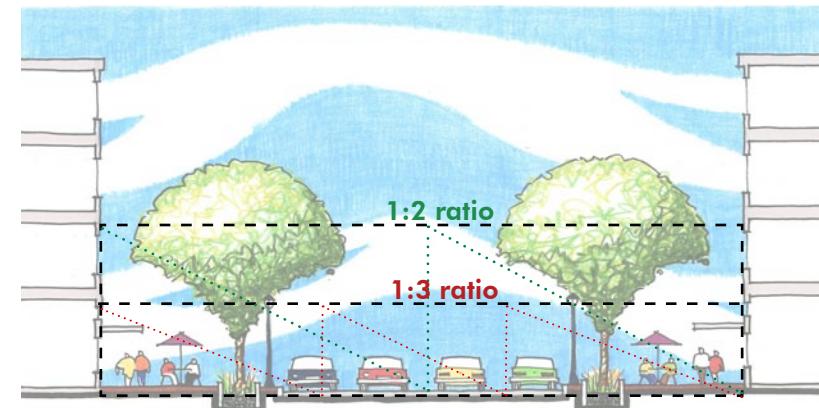
- Speed limit posting should not exceed 25 mph.
- Accept traffic congestion in this area – it will be an indication of its desirability!
- Invest in streetscape improvements to Edmonson Avenue, including street trees, benches, paving, and bus shelters.
- Improve pedestrian crossing including signage, crosswalk striping, lighting and pedestrian space for walking, etc
- Specific intersections for pedestrian crossing improvements along Edmonson Avenue are: Warwick Avenue, Wheeler Avenue, Bentlou Street, Pulaski Street, Payson Street, Monroe Street, and Fulton Avenue. Improve the lighting on these streets as well.
- Make bus transit improvements, including additions of shelters, signage, lighting, and pedestrian paving.
- Incorporate bicycle facilities including: striped on-street bicycle lanes; off street paths connecting the station to the adjacent neighborhoods and Gwynns Falls Trail; and ample, secure, covered bicycle parking.

Parking: This is traditionally an on-street, parallel parking environment. Additional or new parking should follow best management practices such as:

- Put parking behind, above, or to the side of buildings.
- Divide up large parking areas and design them as an integral part of the community.
- Share surface parking areas between uses, and manage them communally.
- Promote on-street parking for visitors and short-term users.
- Charge visitors/non-residents for on-street parking and invest the returns into the neighborhood.
- Keep unsecured parking areas in clear view of active, adjacent uses.
- Soften, screen, and/or provide active uses along ground floor frontages of multistory parking structures.

Urban Design: New infill development and/or building renovations should respect the existing "main street" character. Specific urban design considerations include:

- Promote pedestrian safety and comfort by incorporating details such as curb extensions, sidewalk maintenance, street furniture, and clearly marked street crossings.
- As referenced in the Operation ReachOut SouthWest (OROSW) Strategic Neighborhood Action Plan, respect the "human scale" of the street by paying attention to details such as sidewalk connections, street trees, sidewalk widths, building entries that are oriented to the street, continuous street walls, provision of window transparency, etc.
- Strive for a "building height to street width" ratio between 1:2 and 1:3. See Diagram.
- Encourage the main retail activity area in the four-to-eight blocks immediately east of the West Baltimore MARC station.
- Create strong pedestrian connections from this area to the MARC station and adjacent neighborhoods.
- Consider the areas just east and west of the four to eight blocks as "transition" areas where speeds are beginning to slow and act as "gateways" to the "main street".
- Promote pedestrian-oriented signage and lighting.



▲ Building Height to Street Width Diagram

Parks and Open Space: The provision of a small pocket park/plaza may support the main street environment, although it should have a strong relationship to and partnership with adjacent uses, such as providing outdoor dining space for an adjacent restaurant or café.

RESIDENTIAL NEIGHBORHOODS

West Baltimore has many strong owner-occupied residential areas that should be supported and enhanced. The primary long-term function of the area's neighborhoods should be residential. Their character will be enhanced by aesthetic, recreational, and personal safety improvements. Vacant housing should be sensitively renovated and/or redeveloped, respecting the character of adjacent buildings and uses.

Land Use: Land uses should remain primarily residential, although a more diverse housing stock is encouraged. Provision of housing options that meet a variety of needs and lifestyles is desired. Some local-serving retail or commercial development should be allowed, as long as it respects the residential qualities of the neighborhood. Based on input received at the October 12-13, 2007 public workshops, specific uses desired and mentioned by the community could include:

- A diversity of housing types, such as rowhouses, single family homes, duplexes, live/work units, lofts, stacked flats, apartments over retail, assisted living facilities, etc.
- Small scale, community-serving retail
- Community center
- Churches
- Day care
- Schools
- Parks and open space

Circulation: To improve safety and street connectivity for all users, the following should be implemented:

- Streetscape improvements to neighborhood streets including street trees, benches, paving, and lighting. Priorities should include: Warwick Avenue, Wheeler Avenue, Bentallou Street, Pulaski Street, Payson Street, Monroe Street, Fulton Avenue, and Saratoga Street.
- Measures to calm and green neighborhood streets including: Harlem Avenue, Saratoga Street, Penrose Avenue and Lexington Street. This includes incorporation of traffic calming measures, landscaping and street trees.
- Pedestrian crossing improvements including signage, crosswalk striping, and lighting.
- Specific intersections for pedestrian crossing improvements along Fulton Avenue are: Edmonson Avenue, Franklin Street, Saratoga Street, Lexington Street, Fayette Street, Baltimore Street, and Frederick Avenue.
- Bus transit improvements including additions of shelters, signage, lighting, and pedestrian paving.
- Incorporation of bicycle facilities including: striped on-street bicycle lanes and/or off-street paths connecting the station to the adjacent neighborhoods and Gwynns Falls Trail; and ample, secure, covered bicycle parking at the station.

Parking: As these areas mature, parking for any new uses is envisioned as being accommodated in a combination of on-site and on-street facilities. Some parking best management practices are recommended:

- Put parking behind, under, above, or to the side of buildings.
- Divide up large parking areas and design them as an integral part of the community.
- Share surface parking areas between uses, and manage them communally.
- Promote on-street parking for visitors and short-term users.
- Charge visitors/non-residents for on-street parking – invest returns in the neighborhood.
- Keep unsecured parking areas in clear view of active, adjacent uses.
- Soften, screen, and/or provide active uses along ground floor frontages of multistory parking structures.
- No driveways/garage doors allowed in front of single family homes – parking should be to the side or serviced from rear alleys.

Urban Design: The opportunity exists to strengthen the positive qualities of the adjacent neighborhoods. There are many potential improvements which could be of benefit including:

- Respect the existing scale and character of occupied housing.
- Preserve and renew significant, historic buildings within the neighborhoods.
- Introduce new housing types that diversify the mixture of housing choices.
- Allow “modern” architectural designs if they functionally relate well to adjacent streets and uses, to inject new “visual energy” into the urban landscape.
- Improve the aesthetic and functional aspects of existing community facilities, such as schools, to improve upon their function as community gathering places and civic landmarks.

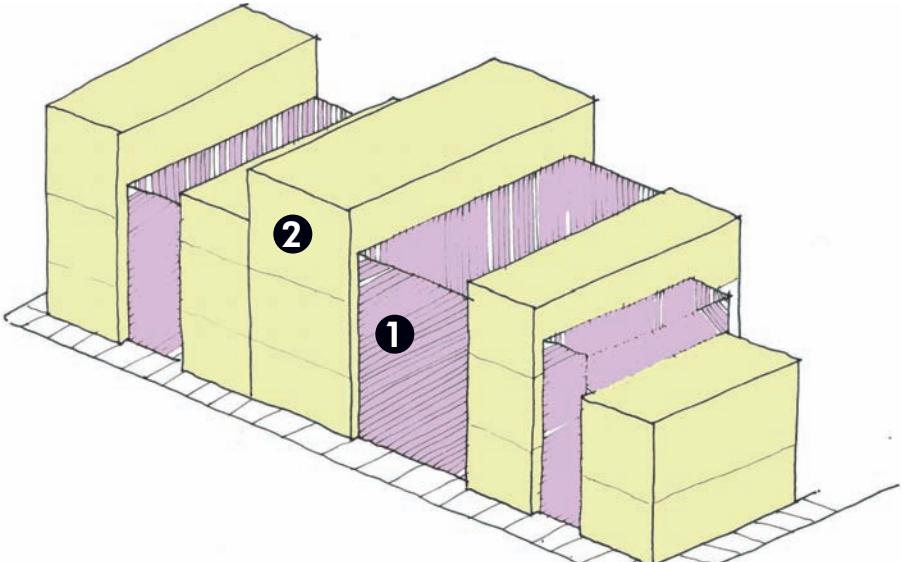
Parks and Open Space: Ideally, each neighborhood should have at least one park or recreational open space within a 5-to-10 minute walk of every residence. The overall study area should include a variety of facilities from tot lots and village greens to playfields and community gardens. These parks and/or open spaces should be configured to have a strong visual connection to adjacent uses, and be located in front of buildings, not behind them. If security concerns are high, then high quality, ornamental security fencing may be required to secure these areas from sun down to sun up.



▲ Housing Concept Diagram

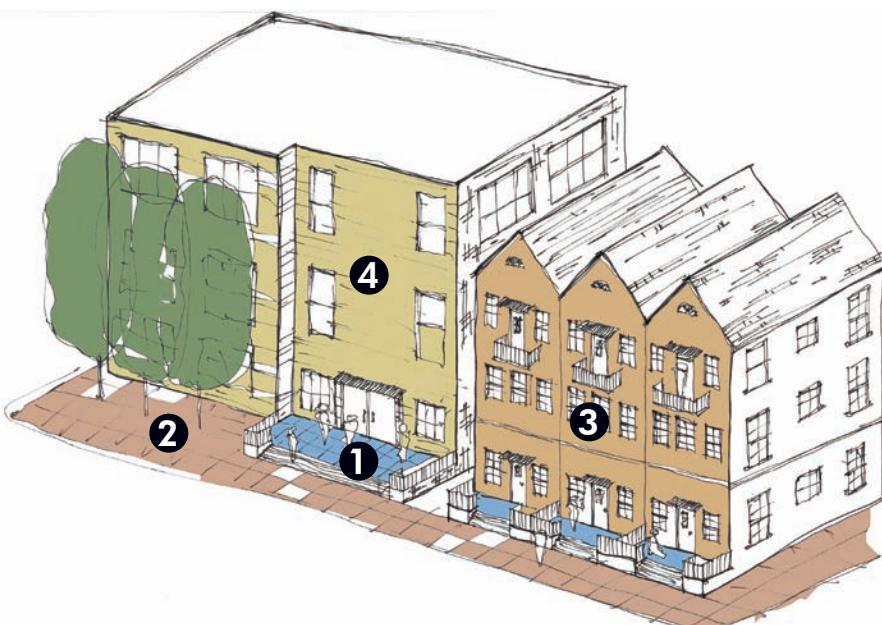
Legend

 	MIXED-USE POTENTIAL INDUSTRIAL AREA NEAR MCDONALDS/ MD LUMBER YARD COMPANY	 	REHABILITATION	 	MAIN STREET EDMONDSON
 	ICE-HOUSE ALONG I-40	 	FOCAL AREAS	 	POTENTIAL RED LINE ALIGNMENTS
★	HARLEM PARK				
	WARWICK TRIANGLE				
	SW INDUSTRIAL AREA				
	EXISTING SCHOOLS				
	- Bentlou Elem. School				
	- Lockerman Bundy				



Respect Existing Buildings

- ① Sensitive Infill.
- ② Stabilize Existing Homes and Business.

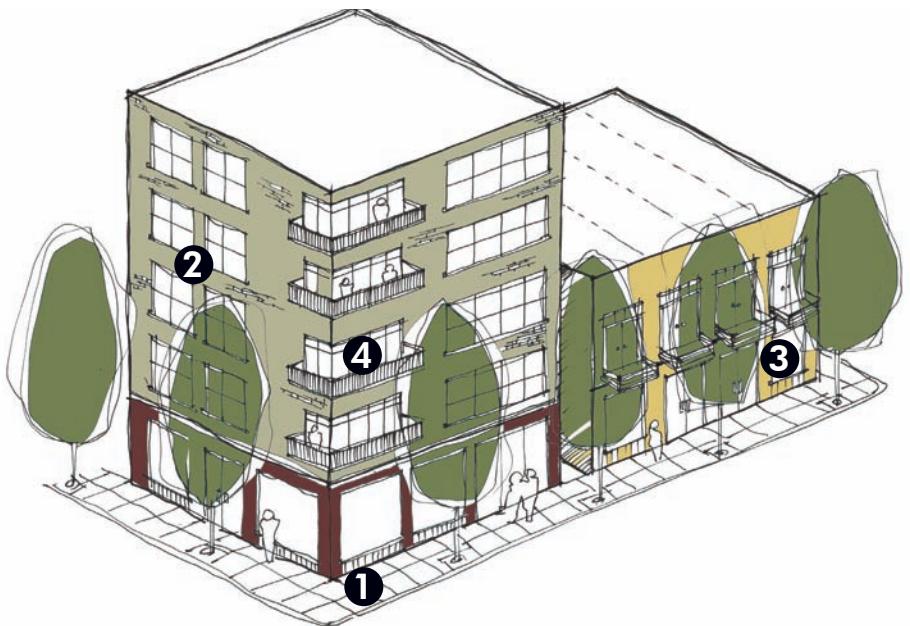


Improve Front Door Environment

- ① Porches w/ Buildings Set Back.
- ② Improved Sidewalks.
- ③ New Rowhouses with Building Materials that match Existing Neighborhood.
- ④ Orient Buildings to the Street.

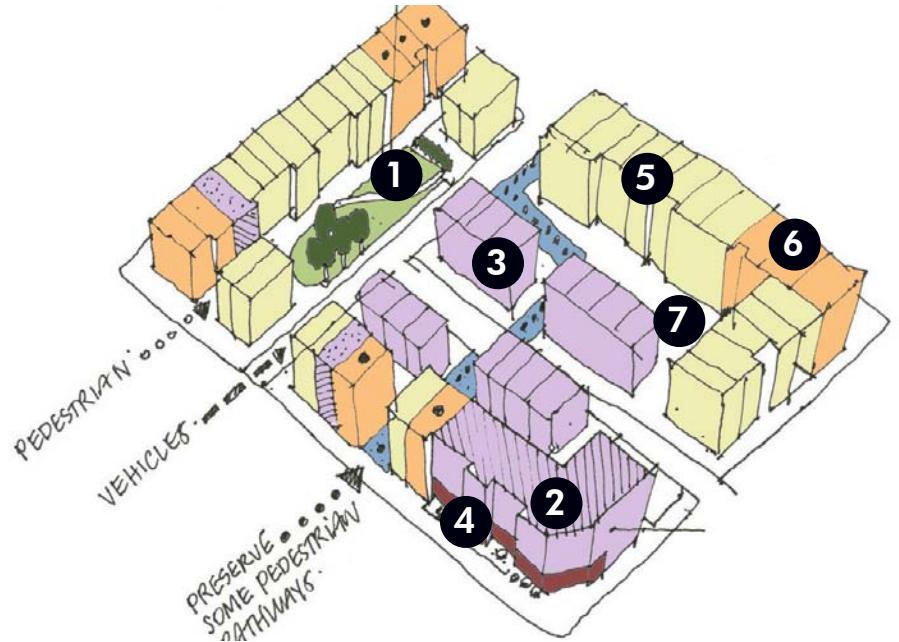
Build Housing Options

- 1** Neighborhood-Serving Retail.
- 2** A diversity of units for seniors, renters, and owners.
- 3** Variety of Rowhouse Types.
- 4** Balconies Provide Usable Outdoor Space.



Block Strategy

- 1** Neighborhood Parks .
- 2** Senior Housing or Multi-Family Housing Units w/ Ground Floor Retail.
- 3** Infill w/ New Row Houses.
- 4** Active Corners with Enhanced Sidewalks.
- 5** Stable Housing Units
- 6** Rehabilitated Facades of Buildings.
- 7** Parking for Residents.



PARKS AND OPEN SPACE

As discussed under the focus areas described above, a variety of open spaces are envisioned for West Baltimore. These spaces will provide important recreational, social, environmental, and wildlife benefits. The open space concept includes a pedestrian promenade, improved streetscapes, parks, and trails. These open spaces will help define and connect the different neighborhoods that make up West Baltimore, manage stormwater, and provide gathering spaces and visual relief from the surrounding urban neighborhoods.

Specific new parks and open space features recommended for West Baltimore include:

- MARC station to Edmondson Avenue pedestrian promenade,
- MARC station/Ice House park or plaza,
- Highway to Somewhere neighborhood park(s),
- Warwick Triangle neighborhood park,
- MARC station to Gwynns Falls connection,
- Neighborhood pocket parks, and
- Streetscape improvements.



▲ Open Space Concept

LEGEND

-  Trail
-  Promenade
-  Improved Streetscapes
-  Existing Park or Open Space
-  Potential Park

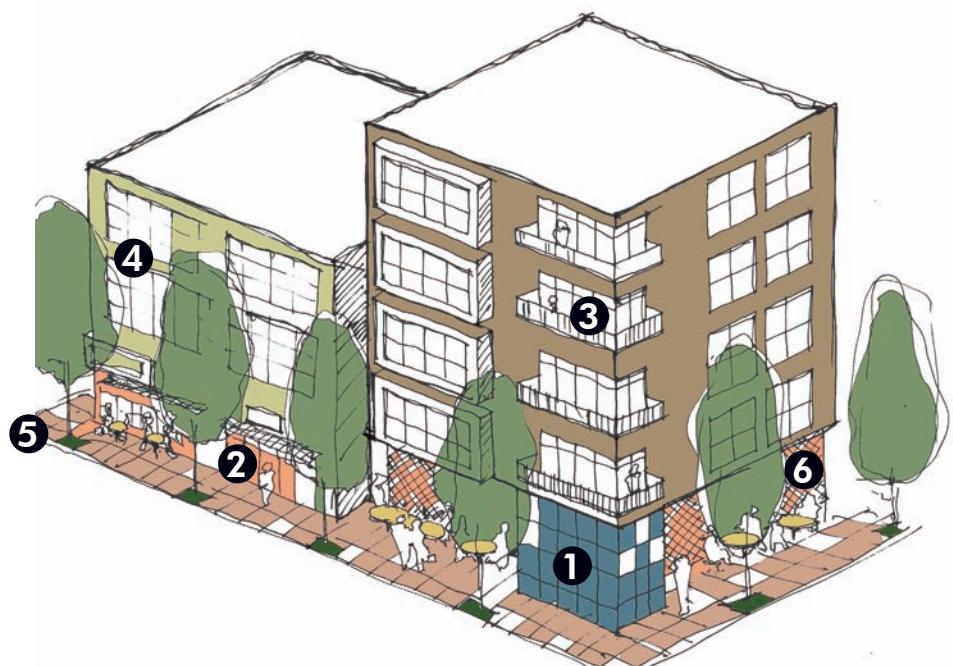
IMPROVED STREETS

West Baltimore's streets have room for improvement. Creating a median on Fulton Avenue is a positive first step, but much more needs to be done. For many streets the traffic should be slowed down – either by constructing wider sidewalks, providing more amenities, or greening the streets with street trees and landscaping – and many intersections lack safe and secure pedestrian crossings. New construction that occurs in the area should be done in a manner that creates and supports the concept of great streets with active corners and ground level uses. There is also a need to make more north/south connections in the areas where the east/west transportation network (e.g., the Route 40 right-of-way and the railroad tracks) dominates and has cut off different parts of the neighborhood. Improving the interface between the westbound off-ramp for Route 40 at Pulaski is another priority as the intersection is confusing and dangerous.

An additional recommendation for West Baltimore's streets is to design and reconstruct them in a manner appropriate to their function. That is, residential streets should be designed differently than a transit boulevard which is designed differently from a city connector street. In all cases, streets should be designed to deter crime and improve the safety and security of residents and visitors. This means creating active, well-lit streets that are fronted by uses that provide "eyes on the street" at all times.

Create Great Streets

- 1** Active Corners to Enhance Intersections.
- 2** Ground Floor Uses should be active.
- 3** Building Projections Enhance Street Environment.
- 4** Residential Units Provide "Eyes on the Street" for Increased Safety.
- 5** Street Trees and Furnishings Improve Pedestrian Experience.
- 6** Opportunities For Public Art could be provided.





Active corners and renovated rowhouses improve livability.



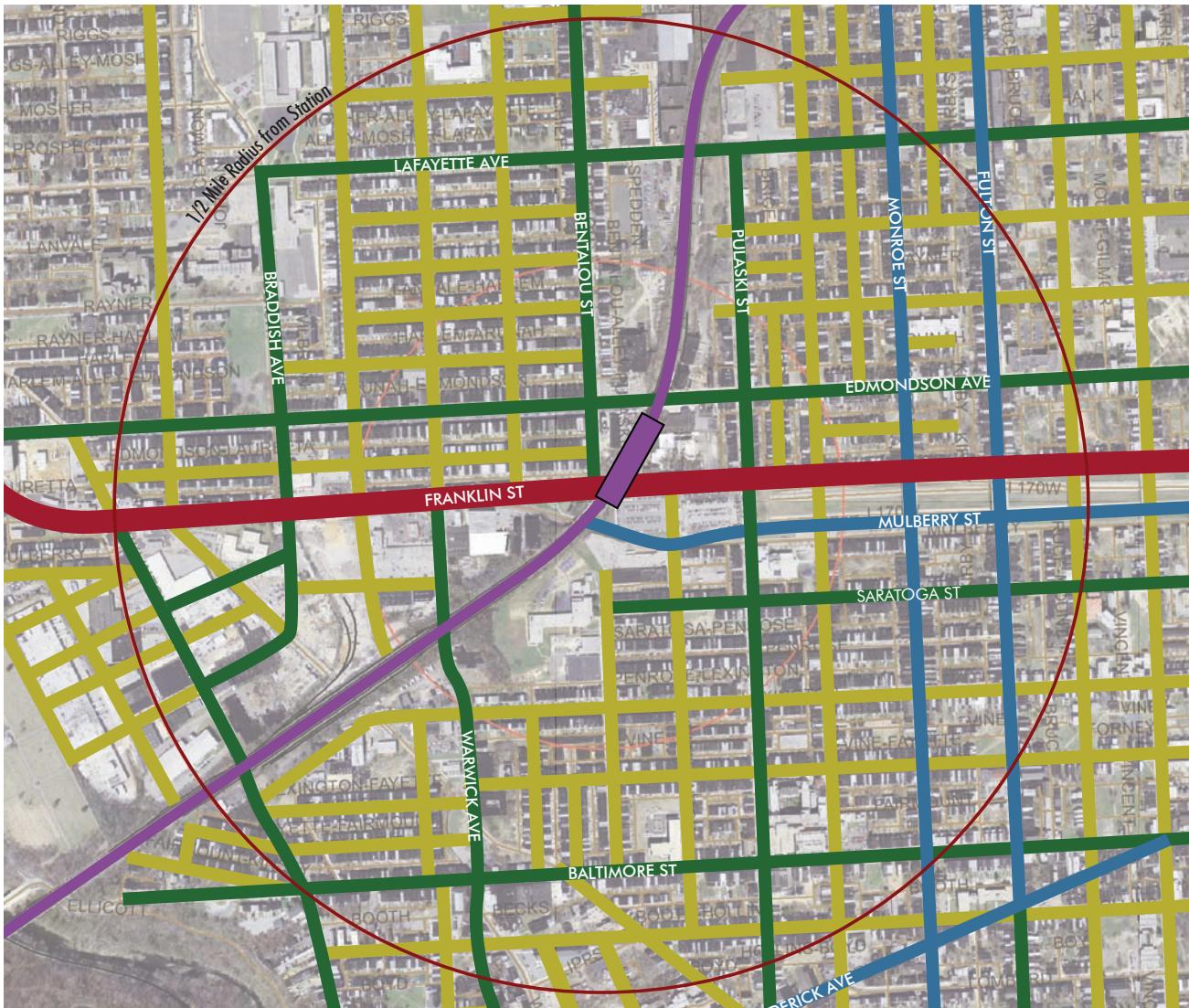
Lighting improves safety.



Streets for people, bicyclists and cars.



Safe and attractive bus stops promote transit usage.

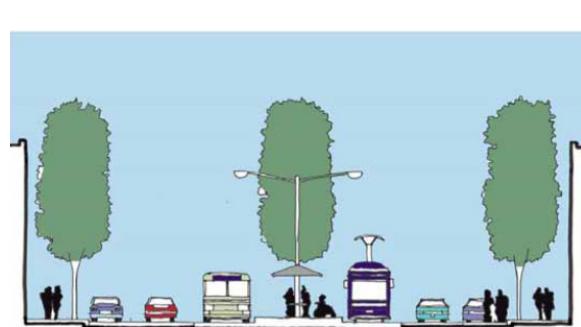


▲ Transportation Concept Diagram

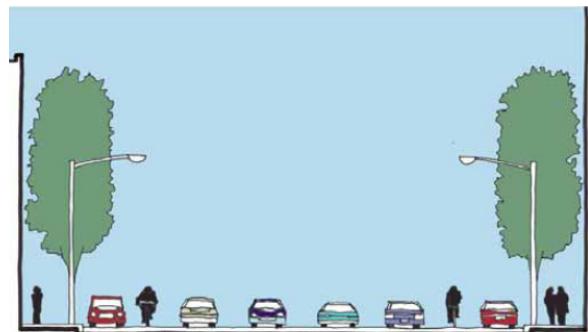
TYPE	USE	BUS	SPEED	TRAFFIC	GREEN
TRANSIT BOULEVARD	MIXED USE	YES	30 MPH	MANAGE	YES
CITY CONNECTOR	MIXED USE	YES	30-35 MPH	MANAGE	YES
COMMUNITY CONNECTOR	MIXED USE	YES	30 MPH	CALM	YES
NEIGHBORHOOD STREET	RESIDENTIAL	NO	10 MPH	REDUCE	YES

LEGEND

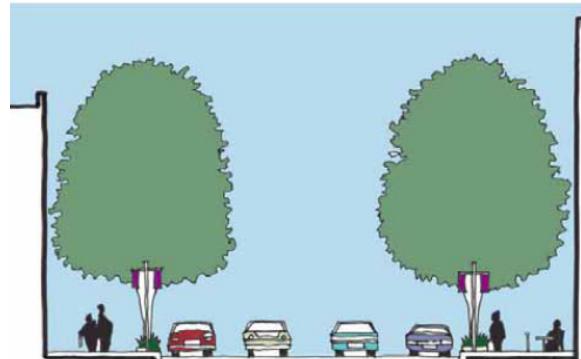
- MARC ALIGNMENT
- TRANSIT BOULEVARD
- CITY CONNECTOR
- COMMUNITY CONNECTOR
- NEIGHBORHOOD STREET



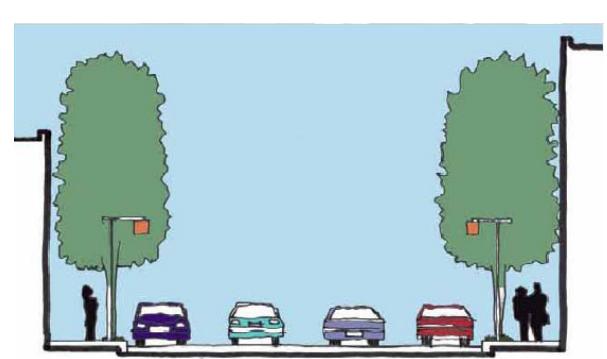
Transit Boulevard



City Connector



Community Connector



Neighborhood Street