West Baltimore and Transit-Centered Community Development

A Review of Community Plans and Exploration of Development Opportunities

Prepared for the Transit-Centered Community Development Initiative of the Baltimore Neighborhood Collaborative
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INTRODUCTION

The Baltimore Neighborhood Collaborative (BNC) has launched a Regional Equity initiative to test new strategies for transforming inner-city neighborhoods into mixed-income communities and offering new employment and housing opportunity to inner-city residents.

BNC has named this initiative Transit-Centered Community Development (T-CCD) to indicate its focus on exploring ways transit and transit hubs can be used to attract new investment and offer expanded opportunity to residents of older, low-income communities.

With a three-year grant from the Ford Foundation, matched by local funders, BNC’s initiative is exploring the promise of transit in three areas of Baltimore City including the West Baltimore neighborhoods along the proposed Red Transit Line, the Charles North and Greenmount West neighborhoods north of Penn Station, and the East Baltimore neighborhoods included in the East Baltimore Development Inc. redevelopment effort.

T-CCD aims to 1) invite new residential and commercial investment and redevelopment at a neighborhood-scale and 2) assure new transit service, transit hubs, and redevelopment stimulated by planned transit benefit long-time residents of these transitional neighborhoods.

Broad BNC goals for T-CCD are to:

- Support community-based projects that maximize the benefits transit hubs can offer Baltimore’s low- and moderate-income communities;
- Advocate for transportation and housing development that can make the target neighborhoods more regionally competitive; and
- Promote the integration of a variety of investments to address issues such as weak real estate markets, vacant and abandoned housing, undeveloped and underutilized land, and the long-standing disconnects between low-income people and affordable housing, employment and asset-building opportunities available throughout the Baltimore Region.

BNC is committed to building upon past and current planning and redevelopment activity and has commissioned this report to review community plans for fourteen West Baltimore neighborhoods surrounding the West Baltimore MARC Station and related City, Maryland Transit Administration (MTA) and other planning for these areas. This report analyzes the work put forth by these communities, organizations, public agencies, and more because their plans involved extensive participation and commitment on the part of many stakeholders, and now guide much program and investment activity in the target neighborhoods.

This report summarizes and compares the plans, gives their status, and points out common goals and potential conflicts. Finally, it identifies strategic physical development sites and recommends next steps to help achieve transit-centered community development in the vicinity of the West Baltimore MARC Station and a portion of the Red Line proposed as a component of the Regional Transit Plan now under consideration by local, State, and regional planning and transportation agencies.
EXECUTIVE SUMMARY

The Maryland Transit Administration (MTA) is planning a new transit line, the Red Line, to connect western Baltimore County with downtown and East Baltimore. This line is part of a comprehensive regional transit plan being studied by the MTA and City, County, and regional transportation and planning agencies. This proposed transit service has the potential to help neighborhoods near the Red Line in West Baltimore, and elsewhere, to achieve their community development and redevelopment goals.

Fourteen neighborhoods are close to the segment of the Red Line between the West Baltimore MARC Station and downtown Baltimore and they are the focus of the study. They are:

- Boyd Booth
- Bridgeview/Greenlawn
- Carrollton Ridge
- Evergreen Lawn
- Franklin Square
- Harlem Park/Lafayette Square
- Midtown Edmondson
- Mosher
- Mount Clare
- Penrose
- Poppleton
- Rosemont Homeowners/Tenants
- Shipley Hill
- Union Square

Most of these neighborhoods are located within one-half mile of the potential Red Line alignments. Others that are slightly farther away from that radius were included because they comprised significant pieces of five community plans, or groups of plans, that have been prepared by/for these Red Line neighborhoods. In addition to the community plans encompassing these target West Baltimore neighborhoods, plans developed by Baltimore City, the Parks and People Foundation, and the University of Maryland Baltimore contribute resources and opportunities.

The West Baltimore community plans seek to make or keep their neighborhoods attractive, safe and vital places of choice. Most of the plans are comprehensive and include strategies for housing, economic development, streetscape and open space, employment and training, and sanitation and security. Some neighborhoods have made considerable strides in implementing their plans. Other plans are new or their implementation is just beginning.

The three community plans adjacent to the West Baltimore MARC Station emphasize that the Station should be pedestrian friendly with physical and visual links to the neighborhoods. New transit should be used to strengthen the surrounding residential and business areas.
Despite decades of disinvestment in many parts of this study area, several physical developments in West Baltimore over the past ten years are having positive impact and enhancing the opportunity for future improvement. These include: the HOPE VI Terraces and Heritage Crossing redevelopment projects; the University of Maryland Baltimore’s new BioPark in Poppleton; the Bon Secours Apartments renovation of vacant houses on the 1800-2100 blocks of West Baltimore Street; and the expansion and upgrade of the Westside Shopping Center.

Collectively, the West Baltimore community plans identify nine sites with potential for significant development or redevelopment. These are:

- The former Lutheran Hospital site with potential for institutional uses and a variety of new housing types;
- The Acme Industrial Complex with potential for light industrial use;
- Midtown Edmondson’s proposed priority housing and retail renovation/revitalization near the MARC/Red Line hub;
- The Ice House with potential for larger retail at the transit hub;
- The proposed new Southwest Town Center residential community on underutilized industrial land in Shipley Hill;
- Gwynns Fall Overlook proposed new housing along Franklintown Road in Shipley Hill,
- Mount Street new housing development site in Harlem Park;
- Harlem Park proposed new retail center near Franklin and Carey Streets; and
- Poppleton’s new housing development site

All the sites are promising for mid-term (five to ten years) to long-term (ten to twenty years) success. They are sufficiently large areas for their redevelopment to have an impact on the marketability of their neighborhoods. Some, like the Acme and Lutheran sites, have single owners. Others, like the Mount Street and Poppleton development areas, have authorized City acquisition and a substantial number of City-owned parcels. Still others are experiencing industrial transition which may make properties available for development. Each site needs to be evaluated individually for its market feasibility, likely redevelopment timing, potential resources, and opportunity to maximize benefits. Then, the sites should be considered as a group to offer a broader strategy for Transit-Centered Community Development in West Baltimore.

Success will require:

- Including community organizations and leaders in all stages of the planning;
- Assuring employment and housing opportunities to current and long-time residents; and
- Supporting non-physical components of neighborhood plans such as “clean and safe” (sanitation and security) strategies, employment and training, greening and open space management, youth support and health services.
The Maryland Transit Administration (MTA) proposes to establish a new transit line connecting the Woodlawn area of Baltimore County, West Baltimore City neighborhoods, downtown Baltimore and East Baltimore neighborhoods to Canton. The service, called the Red Line, would be either light rail, bus rapid transit, or enhanced bus service. In 2005, and early 2006, MTA will be identifying alternative routes and modes for which a Draft Environmental Impact Study will be prepared. Following selection of a preferred alternative, the system will be designed and built. The new Red Line could begin operating by 2011 to 2013.

For the segment of the Red Line serving West Baltimore between Edmondson Village and downtown Baltimore, the following route alternatives are being considered:

- From Edmondson Village to Poplar Grove Street, alternative routes are 1) Edmondson Avenue or 2) Franklin Street;
- From Poplar Grove Street to Bentalou Street, alternative routes are 1) Edmondson Avenue, 2) Franklin Street, or 3) Franklintown Road or Calverton Road and the AMTRAK railroad right-of-way; and
- From Bentalou Street to Fremont Avenue, the expected route is the Franklin/Mulberry Corridor.

The Red Line would connect with the West Baltimore MARC Station. Alternative locations for a new MARC station are:

- The existing station location at the intersection of the AMTRAK line and Franklin and Mulberry Streets, and
- A new station location on the AMTRAK line in the vicinity of Franklintown Road and Calverton Road.

There will be one Red Line station between the MARC Station and Fremont Avenue/Martin Luther King, Jr. Boulevard. Map 1 (p. 7), shows the locations of the alignments and station areas MTA identified for further study in May 2005

Target Neighborhoods
Fourteen neighborhoods are located near the proposed Red Line in the segment between the West Baltimore MARC Station and Downtown Baltimore. They are: Boyd Booth, Bridgeview/Greenlawn, Carrollton Ridge, Evergreen Lawn, Franklin Square, Harlem Park/ Lafayette Square, Midtown Edmondson, Mosher, Mount Clare, Penrose, Poppleton, Rosemont Homeowners/Tenants, Shipley Hill and Union Square. Most are located within one-half mile of the potential Red Line alignments. Others were included because they are slightly further from that radius, but reflected significant aspects of the community plans included in this study. Map 2 (p. 9), indicates the locations of these neighborhoods. Table 1 (p. 8) contains 2000 Census data concerning population, housing, and income for each of these neighborhoods.
Map 1

Red Line Alignments and Station Areas for Further Study (2005)

- MTA Potential Transit Alignments
- MTA Potential Station Areas
- Current West Baltimore MARC Station

Carroll Park

Gwynns Falls

Haddon Park

Franklin Square

Union Square

Lincoln Square
Table 1  
West Baltimore Neighborhoods: Population, Housing and Income Characteristics

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Population</th>
<th>AGE 0 - 19 yrs</th>
<th>AGE 20 - 64 yrs</th>
<th>AGE 65+ yrs</th>
<th>Total</th>
<th>Occupied</th>
<th>Vacant</th>
<th>OCCUPIED HOUSING UNITS</th>
<th>MEDIAN HOUSEHOLD INCOME $</th>
<th>POVERTY STATUS</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td></td>
<td>Families below poverty %</td>
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<tr>
<td><strong>Baltimore City</strong></td>
<td>651,155</td>
<td>28.1</td>
<td>58.6</td>
<td>13.2</td>
<td>257,995</td>
<td>85.9</td>
<td>14.1</td>
<td>257,995</td>
<td>50.3</td>
<td>49.7</td>
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<tr>
<td><strong>Boyd Booth</strong></td>
<td>985</td>
<td>35.5</td>
<td>55.9</td>
<td>9.6</td>
<td>430</td>
<td>73.3</td>
<td>27.9</td>
<td>315</td>
<td>30.2</td>
<td>69.8</td>
</tr>
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<td><strong>Bridgeview/Greenlawn</strong></td>
<td>2,310</td>
<td>33.7</td>
<td>50.9</td>
<td>15.4</td>
<td>980</td>
<td>91.3</td>
<td>8.7</td>
<td>895</td>
<td>49.7</td>
<td>50.3</td>
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<tr>
<td><strong>Carrollton Ridge</strong></td>
<td>4,825</td>
<td>34.5</td>
<td>54.8</td>
<td>10.6</td>
<td>2,215</td>
<td>75.2</td>
<td>24.8</td>
<td>1,665</td>
<td>37.8</td>
<td>62.5</td>
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<tr>
<td><strong>Evergreen Lawn</strong></td>
<td>1,225</td>
<td>28.6</td>
<td>50.3</td>
<td>20.9</td>
<td>485</td>
<td>91.8</td>
<td>8.2</td>
<td>445</td>
<td>77.5</td>
<td>22.5</td>
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<tr>
<td><strong>Franklin Square</strong></td>
<td>3,550</td>
<td>32.7</td>
<td>57.5</td>
<td>9.8</td>
<td>1,955</td>
<td>71.1</td>
<td>28.6</td>
<td>1,390</td>
<td>30.9</td>
<td>69.1</td>
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<td><strong>Harlem Park/Lafayette Square</strong></td>
<td>4,720</td>
<td>29.8</td>
<td>56.1</td>
<td>13.8</td>
<td>3,170</td>
<td>59.9</td>
<td>40.1</td>
<td>1,900</td>
<td>22.1</td>
<td>77.9</td>
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<td><strong>Midtown Edmondson</strong></td>
<td>2,330</td>
<td>32.8</td>
<td>51.4</td>
<td>15.5</td>
<td>1,105</td>
<td>72.4</td>
<td>27.6</td>
<td>800</td>
<td>45.0</td>
<td>54.4</td>
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<tr>
<td><strong>Mosher</strong></td>
<td>2,010</td>
<td>32.4</td>
<td>52.7</td>
<td>14.9</td>
<td>825</td>
<td>81.2</td>
<td>18.8</td>
<td>670</td>
<td>55.1</td>
<td>44.0</td>
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<tr>
<td><strong>Mount Clare</strong></td>
<td>2,395</td>
<td>35.1</td>
<td>55.1</td>
<td>10.0</td>
<td>1,140</td>
<td>71.9</td>
<td>27.6</td>
<td>820</td>
<td>46.3</td>
<td>53.7</td>
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<tr>
<td><strong>Penrose</strong></td>
<td>3,810</td>
<td>30.1</td>
<td>54.1</td>
<td>15.9</td>
<td>1,565</td>
<td>83.4</td>
<td>16.6</td>
<td>1,305</td>
<td>56.7</td>
<td>43.3</td>
</tr>
<tr>
<td><strong>Poppleton</strong></td>
<td>5,300</td>
<td>31.1</td>
<td>58.0</td>
<td>10.9</td>
<td>2,680</td>
<td>81.4</td>
<td>18.6</td>
<td>2,182</td>
<td>24.3</td>
<td>75.7</td>
</tr>
<tr>
<td><strong>Rosemont Homeowners/Tenants</strong></td>
<td>1,745</td>
<td>30.4</td>
<td>52.7</td>
<td>16.6</td>
<td>670</td>
<td>88.1</td>
<td>11.9</td>
<td>590</td>
<td>72.9</td>
<td>27.1</td>
</tr>
<tr>
<td><strong>Shipley Hill</strong></td>
<td>2,455</td>
<td>33.6</td>
<td>53.6</td>
<td>13.0</td>
<td>1,100</td>
<td>73.6</td>
<td>26.8</td>
<td>810</td>
<td>42.0</td>
<td>57.4</td>
</tr>
<tr>
<td><strong>Union Square</strong></td>
<td>1,325</td>
<td>29.0</td>
<td>65.8</td>
<td>5.2</td>
<td>830</td>
<td>65.1</td>
<td>34.9</td>
<td>540</td>
<td>38.0</td>
<td>62.0</td>
</tr>
</tbody>
</table>
Map 2

West Baltimore Neighborhoods

- Neighborhood Boundaries
- MTA Potential Transit Alignments
- MTA Potential Station Areas
- Current West Baltimore MARC Station
Five community plans, or groups of plans, have been prepared by or for these neighborhoods:

- **Operation ReachOut Southwest (OROSW)**, September 2002
- **Midtown Edmondson Community Plan**, June 2004
- **Greater Coppin Heights/Rosemont Revitalization Plan**, draft February 2005
- **Poppleton Land Use Master Plan**, March 2002 and **A Housing Strategy for the Empowerment Zone**, March 2003

Map 3 (below), shows the areas covered by these plans.

**Map 3**
COMPARISON OF COMMUNITY PLANS

Operation Reach Out Southwest (OROSW)
The Operation Reach Out Southwest (OROSW) plan is very comprehensive, addressing housing, commercial and economic development, physical infrastructure, streetscape and open space, employment training and job development, public safety, sanitation, education and health. Among the plans studied, it has the most fully developed action plan for carrying out its recommendations. Now, three years after its publication, it also has the most solid record of accomplishment of all the plans.

The Bon Secours Health System, Inc. and the Bon Secours of Maryland Foundation are OROSW’s principal partners in carrying out its plan. They, in turn, have secured the partnership of many public and private resources. Accomplishments since the date of the plan include:

- Bon Secours Apartments, Phases I – IV, which have renovated the 1800 – 2100 blocks of West Baltimore Street, creating 119 rental apartments units and transforming these blocks;
- A system that greens and maintains 450,000 sq. ft. of vacant land throughout the community, partially through a competitive system using neighborhood volunteers;
- Our Money Place Credit Union, a new source of financial services, located in the Westside Shopping Center; and
- Monthly community leadership meetings with City police, sanitation and housing officials to address priority community issues.

Midtown Edmondson Community Plan
Midtown Edmondson’s Community Plan, developed with the assistance of the Neighborhood Design Center, and completed in 2004, is also comprehensive, dealing with issues related to
housing, business promotion, employment development, public infrastructure, open space, public safety and sanitation, youth and education, health and community capacity building. Plan implementation is limited.

**Greater Coppin Heights/Rosemont Revitalization Plan**
The Greater Coppin Heights/Rosemont Revitalization Plan, with a broad vision for transforming a large section of West Baltimore surrounding Coppin State University, is at this time a draft document that the University, the Coppin Heights Community Development Corporation, and their neighbors are completing.

**Land Use Redevelopment Plan for the Western Portion of Harlem Park and Harlem Park/Lafayette Square Land Use Master Plan**
The Harlem Park/Lafayette Square plans are primarily land use plans prepared as a part of Baltimore’s Empowerment Zone initiative. They deal with housing, economic development, streetscape and open space. There has been limited implementation of the plans’ recommendations.

**Poppleton Land Use Master Plan and A Housing Strategy for the Empowerment Zone**
The Poppleton Land Use Plan, like Harlem Park’s, deals primarily with housing and economic development. The Housing Strategy specifies an approach for carrying out the plan. These steps have begun through the actions of the University of Maryland Baltimore in launching its BioPark in Poppleton; the Mayor and City Council’s approval of Urban Renewal Amendments to authorize assembling property for the plan’s proposed new housing development; and the City’s selection of a development company to plan, design and manage the development.

In both Poppleton and Harlem Park, other aspects of the Empowerment strategy dealt with workforce development, safety, sanitation and community capacity building.
Community Plan Analysis

These community plans, which cover the entire study area, are generally compatible. There is very little overlap of boundaries and there are no conflicting recommendations. **Four of the five neighborhood plans identify at least one large redevelopment site where clearance and new housing development are recommended.** The fifth, Midtown Edmondson, recommends priority blocks for renovation of existing houses and commercial buildings.

Most of the study area communities are pursuing comprehensive plans which include physical and non-physical strategies. Housing, commercial or economic development, streetscape and open space, employment training and job development, youth support, safety and sanitation strategies are all part of the mix of actions being pursued by these communities. OROSW’s successes with establishing a vacant land maintenance mechanism and the institution of monthly community leadership meetings with police, sanitation and housing officials to deal with priority public service issues are noteworthy accomplishments. These approaches should be tried in the other target neighborhoods. OROSW’s success with transforming the 1800 – 2100 blocks of West Baltimore Street from a collection of vacant and deteriorated buildings to fully renovated blocks containing 119 rental apartments has also made a dramatic change in the neighborhood’s image, while providing much-needed, quality, affordable housing. **This is a model that should be considered for Midtown Edmondson’s proposed renovation in the 500 block of Pulaski Street and the 1900 block of Edmondson Avenue.**

One of Midtown Edmondson’s goals is to “Take advantage of planned transportation improvements to strengthen residential and business goals.” The plan states that the “Red Line is an opportunity to plan intelligently the land uses that will support transit. Affordable housing near mass transit work hand-in-hand, as these residents are most in need of mass transit, and mass transit depends upon a density of housing units as close as possible to stations to achieve success.” Plan strategies include:

- Working with transportation partners in decision-making about improvements at the MARC Station and location of the proposed Red Line;
- Tying the Edmondson Avenue Business area to the MARC station with physical and visual connections; and
- Attracting new homebuyers or renters to capitalize on long-range opportunities presented by regional transit planning.

The **Greater Coppin Heights/Rosemont Plan** states, “the area immediately surrounding the
MARC Station should be considered as a high priority for transit-oriented development, including rehabbed homes, new homes, and new retail and service uses that would serve the needs of potential commuters.” One of OROSW’s strategies is to “Make the West Baltimore MARC Station an attractive and pedestrian-friendly transit hub and encourage transit-oriented development around it.”

Potential conflicts are most likely to occur if communities are not participants in new transit station area planning and if improvements and new development at the stations occur only within the immediate vicinity of the stop. Such development is less likely to generate spin-off benefits to the adjacent neighborhoods. It will also be important to assure that a proportion of new residential development or renovation is affordable.

Map 4 (p. 15), summarizes the content of all the community plans and visually shows their relationship to each other. A summary of each plan is presented in Appendix I. The summary identifies each plan’s vision, goals and recommendations by major categories and indicates the status of its implementation.

**Take advantage of planned transportation improvements to strengthen residential and business goals.**

Make the West Baltimore MARC Station an attractive and pedestrian-friendly transit hub and encourage transit-oriented development around it.

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*Participants during a Red Line Fall 2005 workshop, BNC photo*
OTHER AREA PLANS

A number of recent plans and studies carried out or sponsored by city, state and private non-profit organizations also cover this study area. These include:

- Parks and People Foundation and Baltimore City’s Watershed 263 Study
- The Urban Renewal Plan for the Rosemont Industrial Area
- Baltimore City’s Capital Improvement Program
- Baltimore City’s Project 5000 initiative
- The University of Maryland Baltimore Facilities Master Plan
- An Empowerment Zone study of the potential for a Medical Services District in Poppleton, and
- An MTA-sponsored MARC West Baltimore Station Study and West Baltimore Quality Community Survey.

These plans support, and offer resources and strategies for, portions of the community planning areas examined above.

Baltimore City and Parks and People Foundation Watershed 263 Project
Harlem Park/Lafayette Square, Franklin Square, Poppleton, Union Square and Mt. Clare/New Southwest lie within storm sewer watershed 263. This plan recommends methods to improve the quality of water flowing from the watershed into the Patapsco River. It also proposes enhancements for overall area environmental quality and to improve the social and economic conditions of those who live and work in the watershed.

Urban Renewal Plan for the Rosemont Industrial Area
This City-adopted plan covers the industrial area along the railroad tracks which separate the Midtown Edmondson, Rosemont, Evergreen Lawn, Bridgeview/Greenlawn and Coppin Heights neighborhoods. The plan recommends zoning and land use controls compatible with the surrounding residential neighborhoods and authorizes City acquisition and disposition of a number of the area’s industrial properties.

Baltimore City Capital Improvement Program
Baltimore City maintains a six-year Capital Improvement Plan which is updated each year. The first year of the plan becomes the City’s Capital Budget each year. A number of area improvements are included in the Fiscal Year 2005 Capital Budget (July 2004-June 2005) and the Fiscal Year 2006 – 2011 Capital Program. These include:

- Fulton Avenue reconstruction restoring the median and streetscaping;
- Local street resurfacing in the OROSW area;
- Housing repair and assistance programs in the OROSW area; and
- Watershed 263 improvements
Project 5000
Project 5000 is Baltimore City’s aggressive initiative to return 5,000 vacant and abandoned properties to productive use by acquiring and then transferring ownership of the properties. The City is using Project 5000 in this area to help assemble the development sites recommended in the Harlem Park and Poppleton plans.

University of Maryland, Baltimore Facilities Master Plan
The University of Maryland, Baltimore (UMB) has begun implementation of a major research park in the 800 and 900 blocks of West Baltimore Street in Poppleton. The UMB BioPark will construct up to ten six-story office/lab buildings, totaling at least 1.2 million square feet, and three parking garages. The park will eventually house an estimated 2400 – 2500 jobs. Building One opened in the summer of 2005 and the first parking garage opened the following fall.

Empowerment Zone Medical Services Study
An Empower Baltimore Management Corporation consultant study explored the feasibility of locating a Medical Technology/Service District on West Baltimore Street in Poppleton. Because the only property suitable for this use is located at the site of the planned BioPark, this objective was determined to be not feasible.

MARC West Baltimore Station Study and the West Baltimore Quality Community Survey
This work was sponsored by the Maryland Transit Administration (MTA) to plan for improvements to the West Baltimore MARC Station. The Quality Community Survey, conducted in the 1990’s, tested residents’ visual preferences for different types of development and urban environments. The MARC West Baltimore Station Study planning began in the Fall of 1999. The problems this study confronted included poor accessibility and safety and a lack of parking to meet demand. MTA recognized the value of the Station to both the regional transportation system and surrounding neighborhoods in West Baltimore. As a result, this study incorporated insights from Amtrak, Baltimore City agencies, nearby community organizations, and the Quality Community Survey. The conclusions made by the MARC West Baltimore Station Study balance community preferences with the issues of customer service, available funding, MTA policies, and the realities of operating the MARC line.

A summary of these plans and identification of these resources is contained in Appendix II.

Appendix III lists major City Capital Improvement Projects planned for Fiscal Years 2005 - 2011. Many other large capital accounts for categories of action may provide funds for smaller projects that are not listed individually. For example, “street resurfacing” or “street tree planting” provides funds for multiple locations which are unspecified in the plan.

Table 2 (p.18), provides a snapshot comparison of all these plans and indicates the status of their implementation.
<table>
<thead>
<tr>
<th>PLAN</th>
<th>VISION</th>
<th>Housing</th>
<th>Economic Development</th>
<th>Transportation</th>
<th>Green Infrastructure</th>
<th>Employment</th>
<th>Public Safety &amp; Sanitation</th>
<th>Schools &amp; Education</th>
<th>Health</th>
</tr>
</thead>
<tbody>
<tr>
<td>OROSW June 2004</td>
<td>To be known city-wide as a desirable place to live.</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>MIDTOWN EDMONDSON June 2004</td>
<td>Mix of housing prices, thriving business area, and services residents need.</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>COPPIN HEIGHTS/ROSEMONT February 2005 Draft</td>
<td>Attractive, safe and vibrant neighborhood of choice with a variety of prices</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>POPPLETON March 2002</td>
<td>Build a corridor of science and create a diverse neighborhood of choice.</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>WATERSHED 263 May 2005 Draft</td>
<td>Enhance the ecological performance of the watershed and build social capital.</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>WEST BALTIMORE QUALITY COMMUNITY SURVEY late 1990s</td>
<td></td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>ROSEMONT URBAN RENEWAL April 2003</td>
<td>Environmentally responsible industry &amp; job opportunities for City residents.</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td>✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
<td></td>
</tr>
</tbody>
</table>

Plan Identified Strategies: ✓
Implementation underway: ✓
Many of the target West Baltimore neighborhoods have experienced substantial disinvestment over many years. Between 1990 and 2000, for example, Poppleton and Harlem Park saw population declines of 25 percent and 33 percent respectively. The number of households declined by 12 percent and 25 percent, resulting in a high degree of vacant and abandoned housing. In 2000, Poppleton had only 19 percent owner-occupied homes and 19 percent vacant residential units. Harlem Park had a homeownership rate of 18 percent and 40 percent vacant units.

Yet over the past 10 years, neighborhoods along the proposed Red Line have experienced significant re-development, spurred in large part by public resources. The largest residential redevelopments were the HOPE VI projects of Heritage Crossing and The Terraces, which offer a total of 651 new mixed-income renter and owner-occupied units. Four apartment buildings—Edmondson Commons, Harlem Gardens, Hollins Phoenix, and Bon Secours Smallwood Summit—offering a total of 318 units—were constructed. Bon Secours of Maryland Foundation and Enterprise Homes rehabilitated vacant row houses in the 1800 – 2100 blocks of West Baltimore Street to produce 119 rental apartments in Bon Secours Apartments Phases I - IV. Additionally, Volunteers of America constructed Chesapeake Pratt House providing transitional housing and support for up to 35 homeless women with children.

Heritage Crossing. Photo courtesy of Enterprise Community Partners
**Investment by the area’s major institutions has also been significant.** The University of Maryland Baltimore made a major decision to expand its campus west of Martin Luther King, Jr. Boulevard and, as noted above, has completed the first commercial building in its BioPark. This building contains 120,000 square feet of commercial space and can house 250 employees. Bon Secours Hospital has built new in-patient and out-patient psychiatric units and improved its Emergency Department.

**Commercial and community redevelopment has been less expansive, but is promising.** The Westside Shopping Center on Frederick Avenue made a substantial investment by adding 100,000 square feet of retail space including a new Superfresh Supermarket and Rite Aid Pharmacy. Additionally, Bon Secours constructed a Community Support Center and St. James Episcopal Church constructed a new Parish Center.

These developments are located on Map 5 (p.21), and described on Table 3 (pp.22-24).
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Neighborhood</th>
<th>Description</th>
<th>Developer</th>
<th>Development Cost</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edmondson Commons</td>
<td>1401 Edmondson Ave.</td>
<td>Harlem Park</td>
<td>74 unit rental apartments; 1 &amp; 2 BR units.</td>
<td>Edmondson Partners</td>
<td></td>
<td></td>
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<tr>
<td>Harlem Gardens</td>
<td>1720 Edmondson Ave.</td>
<td>Harlem Park</td>
<td>94 unit senior apartments; pharmacy; restaurant</td>
<td>Bank of America and Harlem Park Revitalization Corporation</td>
<td>$8,600,000</td>
<td>2003</td>
</tr>
<tr>
<td>Bon Secours Hospital Renovations</td>
<td>2000 W. Baltimore St.</td>
<td>Penrose</td>
<td>In-patient and out-patient psychiatric units constructed; improvements to Emergency Department</td>
<td>Bon Secours Health System</td>
<td></td>
<td>2004</td>
</tr>
<tr>
<td>Bon Secours Community Support Center</td>
<td>26 N. Fulton Ave.</td>
<td>Franklin Square</td>
<td>Family Support Center, Bon Secours of Maryland Foundation office and community meeting space</td>
<td>Bon Secours Baltimore Health System</td>
<td>$1,800,000</td>
<td>1997</td>
</tr>
<tr>
<td>Hollins Phoenix Apartments</td>
<td>25 S. Warwick</td>
<td>Shipley Hill</td>
<td>60-unit apartment building</td>
<td></td>
<td>$5,763,000</td>
<td>1998</td>
</tr>
<tr>
<td>Bon Secours Apartments Phases I – IV</td>
<td>1800 - 2100 W. Baltimore St.; unit blk S. Fulton Ave.</td>
<td>Boyd Booth/ Penrose/ Franklin Square</td>
<td>119 apartments (1, 2, &amp; 3 BR) in rehabilitated vacant row houses</td>
<td>Bon Secours of Maryland Foundation and Enterprise Homes</td>
<td>$13,400,000</td>
<td>2002 - 2005</td>
</tr>
<tr>
<td>Volunteers of America Chesapeake Pratt House</td>
<td>1701 W. Pratt St.</td>
<td>Mt. Clare</td>
<td>Transitional housing and support services for up to 35 homeless women with children</td>
<td>Volunteers of America</td>
<td>$5,600,000</td>
<td>2002</td>
</tr>
<tr>
<td>Project Name</td>
<td>Address Details</td>
<td>Neighborhood</td>
<td>Description</td>
<td>Developer</td>
<td>Cost</td>
<td>Year</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>----------------------------------------</td>
<td>--------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-----------------------------------------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>Bon Secours Smallwood Summit</td>
<td>2 N. Smallwood Street</td>
<td>Penrose</td>
<td>90-unit senior apartment building</td>
<td>Bon Secours of Md Found &amp; Enterprise Homes</td>
<td>$8,000,000</td>
<td>2003</td>
</tr>
<tr>
<td>Superfresh and Rite Aid</td>
<td>Westside Shopping Center</td>
<td>Mill Hill</td>
<td>100,000 sq ft retail added; parking lot repaved; facades of existing space improved</td>
<td>United Holdings, Inc.</td>
<td>$15,000,000</td>
<td>2001</td>
</tr>
<tr>
<td>The Terraces</td>
<td>Bounded by Saratoga, Poppleton, Fremont, and MLK</td>
<td>Poppleton</td>
<td>100 market-rate homeownership units, 41 market rate senior rental units; 250 public housing units including 47 senior co-ops; 11,180 sq. ft. Rite Aid and Business Center</td>
<td>Struever Bros. Eccles &amp; Rouse</td>
<td>$81,276,000</td>
<td>2002</td>
</tr>
<tr>
<td>Heritage Crossing</td>
<td>Bounded by Hoffman, Fremont, Franklin, MLK, and Argyle</td>
<td>Upton</td>
<td>75 public housing rental units; 185 homeownership units</td>
<td>Enterprise</td>
<td>$60,701,000</td>
<td>2003</td>
</tr>
<tr>
<td>St. James Parish Center</td>
<td>1020 W. Lafayette Avenue</td>
<td>Harlem Park</td>
<td>Education &amp; offices for St. James Episcopal Church</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B&amp;O Museum</td>
<td>1201 W. Pratt Street</td>
<td>Washington Village</td>
<td>Renovation</td>
<td>B&amp;O Museum</td>
<td></td>
<td>2005</td>
</tr>
<tr>
<td>University of Maryland BioPark, Building One</td>
<td>800 W. Baltimore Street</td>
<td>Poppleton</td>
<td>6 story, 120,000 sq. ft. of lab and office space</td>
<td>Building One – Townsend Capital</td>
<td>$36,000,000</td>
<td>Summer 2005</td>
</tr>
<tr>
<td>University of Maryland, Baltimore BioPark, Garage</td>
<td>Poppleton Street and W. Baltimore Street</td>
<td>Poppleton</td>
<td>638-space garage</td>
<td></td>
<td></td>
<td>October 2005</td>
</tr>
<tr>
<td>Camden Crossing</td>
<td>Scott Street</td>
<td>Washington Village</td>
<td>150 market-rate townhomes</td>
<td>Metro-Ventures</td>
<td>$30,000,000</td>
<td>Phase I August 2005</td>
</tr>
<tr>
<td>Planned Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>UMB BioPark</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>800-900 blks. W. Baltimore Street</td>
<td>Poppleton</td>
<td>Nine 6-story lab and office buildings totaling at least 1.2 million sq ft. and 2 additional parking garages. RFP for Building Two development will be issued soon.</td>
<td>$360 - $400 million</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bon Secours Apartments, Phase V</strong></td>
<td>2200 blk W. Baltimore; unit blocks N. &amp; S. Fulton and N. Smallwood</td>
<td>Boyd Booth &amp; Penrose</td>
<td>Vacant houses being acquired; 30 – 50 units</td>
<td>Bon Secours of Maryland Foundation &amp; Enterprise Homes</td>
<td>2007 - 2008</td>
<td></td>
</tr>
</tbody>
</table>
West Baltimore community plans and the *Rosemont Industrial Area Urban Renewal Plan* together identify nine significant development sites which offer opportunity to promote reinvestment in the study area neighborhoods, and enhance housing and employment opportunities. Such development would both benefit from and support use of expanded transit. The sites offer middle- and long-range (five to twenty year) development opportunity.

1. **Former Lutheran Hospital (Mosher neighborhood)**
   This site, if combined with the 2800 blocks of Rayner Street and Lanvale Street, could offer 28 acres for redevelopment for institutional uses and a variety of new housing types including row houses, two-family duplexes, apartment buildings and senior housing. In the *Greater Coppin Heights/Rosemont Revitalization Plan*, the row houses and duplexes are anticipated to be for sale. The apartments and senior housing would be rental. There could be an estimated 150 - 200 units total. Coppin State University owns the Lutheran site. The remaining land, much of which contains vacant buildings or vacant lots, has multiple private owners.

2. **Acme Industrial Complex (Rosemont industrial area)**
   Baltimore City owns this 9.4 acre property, containing buildings, with a total of 466,000 square feet. Emanuel Tire Company leases 228,000 square feet of the buildings and a large storage lot. Baltimore Development Corporation (BDC) has invited proposals for the remaining building space. The *Renewal Plan* for the area recommends that the property be zoned M-1-2 for light industrial uses.

3. **Midtown Edmondson Priority Renovation (Midtown Edmondson neighborhood)**
   *The Midtown Edmondson Community Plan* recommends renovation of rowhouses and commercial properties near the MARC Station. Priority locations are the 500 block of Pulaski Street, which contains 46 two-story row houses; the 1900 block of Edmondson Avenue with 45 three-story row houses; and the 2000 and 2001 blocks of Edmondson Avenue with 36 storefront commercial buildings. *The Community Plan* envisions that the Pulaski Street houses would be prime residential properties for transit users. The 1900 block buildings could have office or service uses on the first floor and dwelling units above. Both these blocks would be aimed at mixed-income residents.

   The 2000 and 2100 blocks could offer convenience retail for both the neighborhood and transit users. Uses needed by the community and MARC commuters such as day care, dry cleaners, restaurants, and convenience stores are recommended. There is also an opportunity to create a small parking lot by acquiring and clearing the 31 vacant and three occupied small alley rowhouses in the 600 block of Brice Street, which intersects with the 2000 block of Edmondson. The renovation and revitalization plan for this area is also recommended in the Coppin Heights/Rosemont draft plan.

4. **Ice House at 2100 W. West Franklin Street (Midtown Edmondson neighborhood)**
   This handsome and strategically located but fire-damaged industrial building provides an opportunity to locate a larger retail development at the Red Line and MARC transit hub.
The site is 2.6 acres. The building formerly contained 69,704 sq. ft. of space. With an additional property acquisition to its north, the site could connect visually and physically to Edmondson Avenue.

5. **Southwest Town Center (Shipley Hill neighborhood)**
   OROSW’s plan recommends conversion of this underutilized industrial area across Frederick Road from the Westside Shopping Center into a new residential community targeted toward transit riders. The adjacent shopping center would also be a valuable amenity for the new homes. A site of approximately 19 acres could be assembled. The Shipley Hill Community is now preparing a Master Plan for the redevelopment. Current plan discussion recommends primarily market-rate housing. Following completion of the Master Plan, it is expected that an Urban Renewal Plan specifying land use, zoning, property acquisition and property development will be prepared and enacted. OROSW’s goal for this redevelopment, together with the Gwynns Falls Overlook described below, is 300 new housing units.

6. **Gwynns Falls Overlook (Shipley Hill neighborhood)**
   Shipley Hill Master Planning is also considering redevelopment of obsolete industrial properties along Franklintown Road to new market-rate housing. Development could take advantage of views to the Gwynns Falls Park to the west and of the downtown skyline to the east. Taller buildings might be appropriate. Up to 13 acres could be assembled. The Shipley Hill Urban Renewal Plan would also encompass this area.

7. **Mount Street Redevelopment (Harlem Park neighborhood)**
   Harlem Park Plans recommend acquisition and clearance of six square blocks in the western portion of the neighborhood. The site is bounded by Lafayette Avenue, Fulton Avenue, Edmondson Avenue, and Gilmor Street. It contains 15.6 acres. Acquisition of all this property is authorized in the Harlem Park Urban Renewal Plan. A substantial portion of the property is vacant land or contains vacant buildings. Approximately 140 Project 5000 acquisitions have occurred within this site. The City’s Capital Budget identifies Harlem Park as one recipient of funds from bulk accounts for Acquisition/Relocation (#588-981) and Housing Development (#588-985). The Harlem Park Revitalization Corporation (HPRC) is looking for a development partner. HPRC anticipates the project will offer 320 three-story townhomes with rear garages and will include a mix of market rate and affordable housing.

8. **Harlem Park New Retail Site (Harlem Park neighborhood)**
   *Harlem Park’s Land Use Master Plan* recommends creation of a site for a new retail center bounded by Edmondson Avenue, Calhoun Street, West Franklin Street, and Carey Street. This block is three acres and will be in the vicinity of a Red Line stop between the MARC station and Fremont/MLK. It has a substantial proportion of vacant buildings and land in multiple ownership. The Harlem Park Urban Renewal Plan has not designated this block for acquisition nor recommended changing its primarily residential zoning to commercial.
9. **Poppleton Housing Development Site (Poppleton neighborhood)**

Poppleton’s community plans designate a horseshoe shaped area west, north, and east of Harbor City Learning Center for acquisition, clearance and new mostly market-rate housing development. The site is 13.8 acres. It contains 526 properties of which 358 are City-owned or imminently City-owned. (Project 5000 acquisitions have been targeted here.) A range of 300 - 500 for sale and rental units is anticipated. The site will be near a Red Line stop between the MARC Station and downtown, and will lie between that stop and UMB’s BioPark. Acquisition of these properties has been authorized in Poppleton’s *Urban Renewal Plan*, and the City has selected a developer to plan, design, and manage the redevelopment. First phase construction should begin in 2006.

**All of these offer opportunities to strengthen communities.** They represent mid-range (five to ten year) to long-range (ten to twenty year) potential. All sites are sufficiently large for their redevelopment to have an impact on the image of their neighborhoods. Some, like the Lutheran site and the Acme industrial property, have the advantage of containing large single-owner portions. Others, like Mount Street and Poppleton, have authorized City acquisition and contain a substantial number of City-owned parcels.

Together the sites could provide a variety of new and rehabilitated housing, for sale and rental, to households with a wide range of incomes. They also offer several neighborhood retail opportunities. Each site should be evaluated to determine the most promising strategies to promote its redevelopment. Factors such as market and financial feasibility, phasing, alternative resources, and opportunities to maximize benefits should be carefully considered. Next steps in evaluating should include a market assessment including an evaluation of their potential to attract homebuyers, employees, and transit riders from Baltimore as well as Washington, DC.
Linking these sites could make for a broader, more ambitious redevelopment strategy. For example, to maximize development proximate to the West Baltimore MARC Station, the current station parking lot could be developed with mixed commercial, parking and residential uses. This development could be linked with the Ice House across Franklin Street, which could be redeveloped as a large retail complex. This would be within walking distance and in view of renovated rowhouses and shops on Pulaski Street and Edmondson Avenue, and a short walk to new housing in the Mount Street/Harlem Park development. A newly greened Fulton Avenue, as well as adjacent smaller streets, would connect the two areas.

To the south of the Station, the Penrose neighborhood offers a strong, desirable existing homeownership neighborhood on the way to the new Shipley Hill Southwest Town Center and Gwynns Falls Overlook. “Greened streets” with inviting trees and landscaping could also connect and attract pedestrians through these areas, shaded and softened by added trees.

The Red Line stop, which will be located between the MARC Station and Fremont/Martin Luther King Boulevard, could be located to link the proposed Harlem Park new retail development site on the north and the new Poppleton housing site on the south. This stop will also be within walking distance of the UMB BioPark. The commercial block could provide convenience retail for transit users and the Harlem Park and Poppleton neighborhoods. The housing in both neighborhoods could attract workers from UMB’s BioPark, as well as the entire UMB campus and MARC and other Washington, DC commuters.

Map 6 (p. 29), and Table 4 (pp.31-32), both describe and identify the site locations.
Transit-centered community development in these West Baltimore neighborhoods will require that:

- Community organizations and leaders are included in all stages of planning. Community residents and other stakeholders have devoted much time and energy to developing plans and strategies for their areas. They are knowledgeable, flexible and committed to strengthening their neighborhoods.

- Plans and development provide housing and employment opportunities for current, often long-time residents. Involving current leaders in planning will help assure this outcome. Measures to assure that a proportion of new housing units are affordable for existing residents are essential, especially as market forces increase area demand and property values.

- Non-physical components of neighborhood plans, as well as direct development, are supported. “Clean and Safe” strategies, employment and training opportunities, greening and open space management, youth support and health services are integral to making these neighborhoods desirable places to live.

Community residents and other stakeholders have devoted much time and energy to developing plans and strategies for their areas.

2400 block of West Lexington Street, just south of the West Baltimore MARC Station
<table>
<thead>
<tr>
<th>Site</th>
<th>Location</th>
<th>Neighborhood</th>
<th>Plan</th>
<th>Size</th>
<th>Zoning</th>
<th>Development Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Former Lutheran Hospital</td>
<td>Hospital site + 2800 blocks of Lanvale &amp; Rayner</td>
<td>Mosher</td>
<td>Coppin Heights/Rosemont - Redevelopment with institutional uses and a variety of new housing – for sale row houses and 2-family duplexes; rental apartment buildings and senior housing.</td>
<td>28 acres</td>
<td>R-6</td>
<td>Institutional Space 150 – 200 housing units</td>
</tr>
<tr>
<td>Acme Industrial Complex</td>
<td>2120 Lafayette Street</td>
<td>Rosemont Industrial area</td>
<td>City-owned property; Unleased portion will be offered for market proposals in summer 2005. Total site is 9.4 acres with 466,000 sq. ft. building space. 228,000 and storage lot leased to Emanuel Tire.</td>
<td>238,000 sq. ft. building</td>
<td>M-1-2 (UR Plan)</td>
<td>238,000 sq. ft.</td>
</tr>
<tr>
<td>Midtown Edmondson Priority</td>
<td>500 block Pulaski St.; 1900 - 2001 Edmondson Ave.</td>
<td>Midtown Edmondson</td>
<td>Retail revitalization - 2000-2001 Edmondson; Housing rehab - 500 blk. Pulaski &amp; 1900 blk. Edmondson (mixed income)</td>
<td>1.7 acres</td>
<td>B-2-2 and R-8</td>
<td>36 commercial buildings; 46 2-story row houses; 45 3-story row houses</td>
</tr>
<tr>
<td>Ice House</td>
<td>2100 W. Franklin Street</td>
<td>Midtown Edmondson</td>
<td>Opportunity for retail at transit hub</td>
<td>2.6 acres; 69,704 sq. ft. bldg.</td>
<td>M-1-2</td>
<td></td>
</tr>
<tr>
<td>Area</td>
<td>Description</td>
<td>Location</td>
<td>Acres</td>
<td>Zoning</td>
<td>Units</td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>-------</td>
<td>----------</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td>SW Town Center</td>
<td>Industrial area north of West Side Shopping Center</td>
<td>Shipley Hill</td>
<td>19</td>
<td>M-2-2 and R-7</td>
<td>300 units</td>
<td></td>
</tr>
<tr>
<td>Gwynns Falls Overlook</td>
<td>unit – 200 Franklintown Road</td>
<td>Shipley Hill</td>
<td>13</td>
<td>M-2-2</td>
<td>Included in SW Town Center above</td>
<td></td>
</tr>
<tr>
<td>Mount Street</td>
<td>6-block site centered on Mount Street from Edmondson Ave. to Lafayette Ave.</td>
<td>Harlem Park</td>
<td>15.6</td>
<td>R-8</td>
<td>320 units</td>
<td></td>
</tr>
<tr>
<td>Harlem Park new commercial</td>
<td>Block bounded by Edmondson, Calhoun, Franklin, and Carey</td>
<td>Harlem Park</td>
<td>3</td>
<td>B-1-2 and R-8</td>
<td>40,000 sq ft</td>
<td></td>
</tr>
<tr>
<td>Poppleton new housing</td>
<td>Mulberry, Saratoga, Carrollton, Schroeder</td>
<td>Poppleton</td>
<td>13.8</td>
<td>R-8</td>
<td>300 – 500 units</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX I – SUMMARY OF NEIGHBORHOOD PLANS AND THEIR STATUS

<table>
<thead>
<tr>
<th>Operation ReachOut Southwest (OROSW)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The OROSW Plan was completed in September 2002. It covers an area bounded by Route 40 on the north, the Gwynns Falls River on the west, B&amp;O Railroad tracks on the south, and Carey Street on the east. The area contains eight neighborhoods in southwest Baltimore: Boyd Booth, Carrollton Ridge, Franklin Square, Mill Hill, Mount Clare, Penrose, Shipley Hill and Union Square.</td>
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</table>

A. Planning Process

A coalition of OROSW’s neighborhood residents, neighborhood institutions including the Bon Secours Health System, and City agencies participated in a strategic planning process in 1997 and 1998. In 2000 this work led to preparation of a comprehensive vision, strategy, and outcome statement. On September 12, 2002 OROSW became the first City neighborhood coalition to receive approval of its plan as a Strategic Neighborhood Action Plan from the Baltimore Planning Commission.

B. Vision

By the year 2018, the neighborhoods of Operation ReachOut SouthWest will be known city-wide as a desirable place to live.

C. Goals and Strategies

1. **Housing: To improve the Housing Market and Attract Homeowners**
   - Help existing homeowners on strong blocks with home improvement loans and grants;
   - Improve the appearance of stronger blocks;
   - Improve the appearance and safety of weaker blocks;
   - Implement block improvements identified in neighborhood plans;
   - Support housing developments where appropriate;
   - Assist residents in becoming homeowners through savings incentives, credit counseling and grants;
   - Market the community to potential new homeowners; and
   - Develop a new Southwest Town Center in Shipley Hill across Frederick Road from the Westside Shopping Center and new residential along Franklintown Road overlooking the Gwynns Falls River Valley. Both new developments would be on underutilized mostly-industrial land.
2. **Commercial and Economic Development: Assist Residents in Creating Personal Wealth**
   - Offer residents access to inexpensive, locally-based mainstream financial services;
   - Offer residents financial literacy, money management and financial counseling training; and
   - Provide residents with free income tax preparation

3. **Transit, Pedestrians and Other Transportation: Improve the Community’s Physical Infrastructure**
   - Make the West Baltimore MARC Station an attractive and pedestrian-friendly transit hub and encourage transit-oriented development around it;
   - Target housing investment around the station; and
   - Investigate the potential for transit-oriented facilities, such as retail and/or public facilities, adjacent to the station.

4. **Streetscape/Open Space/Other Infrastructure: Turn Vacant Land into Attractive Open Space in Order to Improve Image and Encourage Investment**
   - Improve Sanitation and the Community’s Physical Infrastructure;
   - Improve and manage vacant land to improve its appearance;
   - Develop an open space plan to transfer lots to homeowners for side yards, to developers, or to controlled open space;
   - Improve the appearance of publicly-controlled open space;
   - Improve the appearance of southwest Baltimore Gateways (Wilkens Avenue, Frederick Avenue/Pratt Street, Mulberry Street, Baltimore Street, Fulton Avenue, and Monroe Street); and
   - Develop a Gwynns Falls Vista Park.

5. **Employment Training and Job Development: Assist residents in Attaining Quality Employment**
   - Connect residents to training and placement resources;
   - Help area youth develop career plans

6. **Public Safety and Sanitation: Improve Safety and Sanitation**
   - Organize residents at the block level to alleviate crime and grime issues;
   - Improve communication between community groups and City agencies by holding monthly Crime and Grime meetings that strategically target and coordinate enforcement efforts; and
   - Improve lighting to increase safety.
7. **Education: Improve Youth Academic Performance**
   - Organize and train parents to strengthen school Parent Teacher Associations and School Improvement Teams;
   - Offer youth academic and social mentoring, family intervention and counseling, and increased access to recreation;
   - Offer scholarships to youth who are active in community programs and projects; and
   - Prepare children to learn in school by helping parents read and properly play with them.

8. **Health: Improve the Health of Residents**
   - Reduce substance abuse and help substance abusers integrate back into the community;
   - Coordinate, target, and enhance services to reduce infant mortality, improve maternal health, and reduce the number of accidents for children ages very young children; and.
   - Conduct family health assessments to identify chronic illnesses, including mental health.

D. **Status of Implementation**

OROSW has made substantial progress in implementing all of its Plan’s strategies using a wide variety of partners and resources. The principal community partner in this endeavor is Bon Secours Health System, Inc. and the Bon Secours of Maryland Foundation.

1. **Housing**

OROSW has used $297,000 from the State *Community Legacy* program to make home improvement loans to 46 homeowners in targeted strong areas. An additional $55,000 in loan funds from the Maryland Housing Rehab Program (MHRP) provided three more homeowner loans. Initially the target area was bounded by Mulberry Street, Warwick Avenue, Fayette Street and Carey Street. Homeowners around the Westside Shopping Center and along Wilkins Avenue were also loan recipients. More recently OROSW has targeted loans to blocks with less than ten percent vacancies near the West Baltimore MARC Station (bounded by Mulberry Street, Warwick Avenue, West Baltimore Street and Payson Street). In the 2200 and 2300 blocks of West Lexington, also in this area, uniform number plates were installed on all houses. OROSW’s goals are to provide thirteen $7,500 grants per year between 2005 and 2009 with *Community Legacy* funds. In addition OROSW intends to tap State and City funds to provide a small (under $100,000) pool of home rehabilitation funds to area residents.

In weaker blocks many vacant buildings have been demolished and the remaining
vacant lots cleared and maintained through OROSW’s Open Space Management Program. (See Streetscape and Open Space section below.) In an example of improving appearance and safety of weaker blocks, all homeowners in the 2100 block of Vine Street installed and lit outdoor lights. In some instances, the Community Law Center is pursuing authority to gate problem alleys.

Since 1997, the Bon Secours of Maryland Foundation has worked with Enterprise Homes, the City of Baltimore, and other partners to revitalize vacant houses in the 1800 - 2100 blocks of West Baltimore Street, creating 119 one-, two-, and three-bedroom rental units. Bon Secours Apartments Phases I - IV represent a total investment of $13.4 million. Participants were $3.8 million from the State of Maryland Community Development Administration (CDA), $1.33 million from City HOME funds, $5.9 million from the sale of tax credits, $101,000 from the Federal Home Loan Bank of Atlanta and $2.3 million from a combination of Bon Secours of Maryland Foundation, Enterprise Homes, Sun Trust Bank, and the Federal Home Loan Bank of Atlanta. Properties are now being acquired for Phase V in the existing blocks as well as the 2200 block of West Baltimore Street and unit blocks of North and South Fulton Avenue and North Smallwood. OROSW’s goal for Phase V is 30 – 50 units with occupancy in 2007-8.

OROSW is also planning to begin rehabilitating area houses for homeownership. Its goal is to rehab and sell five units in 2006 and ten units each in 2007, 2008 and 2009. This effort may be a partnership with Habitat for Humanity Sandtown.

The Hollins Phoenix Apartments at 25 South Warwick Avenue was constructed by a private developer working with COIL CDC in 1998. The building contains sixty units and is located in the proposed Southwest Town Center site. A total of $5.78 million was invested by a CDA Rental Housing Production Program (RHPP) Loan ($1 million), sale of federal tax credits ($4.4 million), and Harbor Bank ($363,220).

In 2003 Bon Secours Smallwood Summit, a 90-unit senior housing project at 2 N. Smallwood Street opened. This Bon Secours project is located on the site of a former potato chip factory that had been vacant for several years. The project was a $7.8 million investment provided by $741,000 in City HOME funds, $1.1 million from a CDA RHPP Loan, $5.8 million from the sale of federal tax credits, and $200,000 from Bon Secours of Maryland Foundation, Enterprise Homes and the Weinberg Foundation.

Volunteers of America Chesapeake Pratt House, completed in 2002, provides transitional housing and support services for up to 35 homeless women with children. The project was a $5.6 million investment from City HOME funds ($700,000), City Housing Opportunities for People with AIDS (HOPWA) ($100,000), a CDA RHPP Loan ($470,098), State Transitional Housing funds ($970,576), sale of federal tax credits ($3 million), and $400,000 from Volunteers of America.
of America, the Federal Home Loan Bank, and Sun Trust Bank.

A Master Plan for Shipley Hill, which recommends new market rate housing for the Southwest Town Center and Franklintown Road new development sites, is nearing completion. It is being prepared by Shipley Hill residents and the Bon Secours of Maryland Foundation.

OROSW offers a Homebuyers Club with a one year course in finance, budgeting, home buying and homeownership. Personal savings of up to $500 are matched 2-to-1 for those buying houses and 3-to-1 for those buying in OROSW.

2. Commercial and Economic Development

OROSW was successful in establishing “Our Money Place” Credit Union, a Social Security Administration Baltimore Federal Credit Union available to southwest residents, in the Westside Shopping Center in 2002. Funding was secured from St. Paul Companies, Annie E. Casey Foundation, and Bon Secours of Maryland Foundation. OROSW/Bon Secours also provides tax preparation services for low-income OROSW residents and offers financial literacy training and financial planning services for moderate income residents.

3. Transit, Pedestrians and Other Transportation

Improvements have been made to Parking Lots A and B of the West Baltimore MARC Station including parking lot rehabilitation and enlargement, new sidewalks, fencing, lighting, and landscaping. An elevator to provide handicap accessibility to the Station platform and improvements to the Franklin Street underpass are still needed. Some new stop signs have been installed in the neighborhood to improve safety.

4. Streetscape, Open Space, and Other Infrastructure Improvements

OROSW operates a Vacant Land Management Program which maintains approximately 420 vacant lots (approximately 450,000 sq. ft.). This is a key ingredient in improving the community’s appearance and image. Students in OROSW’s Workforce Development Training program assist as community service. The work gives them a work record that can be used for job placement recommendations.

210,000 sq ft of this property is maintained by community volunteers in the Clean & Green Competition. Participating teams receive an equipment and supply budget and bi-weekly prizes based on the quality of their work. Volunteers commit to mow, trim and pick up trash on their assigned lots from June through October. Funds for the Open Space program have been provided by the Maryland Neighborhood Partnership Program (NPP), the State Critical Area Commission...
(mitigation funds), Revitalizing Baltimore, and the Baltimore Community Foundation. Other lot and street improvements include turning six vacant lots into landscaped neighborhood identification sign sites, resurfacing Frederick Avenue from Font Hill Avenue to Bentalou Street in 2002-2003, and streetscape improvements to the Franklin/Mulberry corridor in 2002.

5. Employment Training and Job Development

OROSW hired Goodwill Industries of the Chesapeake to provide three to four week workforce development training classes and job placement services for community residents. The course includes job readiness and money management training. Between 2000 and 2003, 425 residents were placed in jobs. In 1997 Bon Secours Community Support Center, offering services for working families, opened at 26 North Fulton Avenue. OROSW’s Youth Employment and Entrepreneurial Program serves approximately fifty neighborhood youth per year offering job readiness training, college and post-secondary preparation and career planning.

6. Public Safety and Sanitation

OROSW hosts monthly combined meetings with neighborhood representatives, Police, Sanitation, and Housing officials to review community issues and their resolution. Each neighborhood may bring five priority items to each meeting.

7. Education

OROSW holds regular meetings with parents and school personnel to help parents support their children in school. Work with parents of elementary school students has been more successful than for those with middle school students.

The Southwestern Consortium, Baltimore’s Success By Six Partnership, works to improve the overall health and well-being of families with pregnant women and children ages 0-6. The program trains mothers in parenting skills including reading to their children.

8. Health

OROSW helped conceive and found the Recovery In Community (RIC) program to reduce substance abuse and criminal activity among substance abusers by preparing individuals for formal treatment, linking them to treatment programs, and helping them integrate back into the community.

An OROSW Health Committee meets monthly. Topics include diet, exercise, and wellness. A Hopkins researcher has completed and presented a study of the quality of health in Southwest Baltimore.
Midtown Edmondson Community Plan

The Midtown Edmondson Community Plan was adopted by the Midtown Edmondson Avenue Improvement Association (MEAlA) on June 24, 2004. The Plan’s boundaries are Harlem Street on the north, Bentalou Street on the west, Franklin Street on the south, and Fulton Avenue on the east.

A. Planning Process

Community leaders undertook plan preparation in order to have a formal document of the community’s issues and strategies to show prospective funders. The Plan resulted from a kickoff workshop in 2002, subcommittees and working group deliberations, and review of draft plan and maps. The Neighborhood Design Center and a team of design and planning volunteers supported the planning, which also involved many City agency representatives.

B. Vision

The community is restored with a mix of housing prices (for owners and renters and including affordable and transitional housing) and Edmondson Avenue is a rejuvenated commercial district. Over the next five years, Midtown Edmondson will make progress in becoming a safe and clean neighborhood with more homeowners, a thriving local business area, and services to provide for the needs of residents.

C. Goals and Strategies

1. Housing: Build a Strong Residential Core
   • Rehabilitate as many structures as feasible in priority residential areas. The plan identifies the 500 block of Pulaski Street (connecting the MARC Station and Edmondson Avenue) and the 1900 block of West Baltimore (three-story homes with opportunity for first floor services) as priority areas;
   • Provide affordable housing;
   • Increase home ownership;
   • Provide support and assistance to existing homeowners;
   • Attract new homebuyers or renters; and
   • Provide transitional housing and ensure desirable rental units.

2. Commercial and Economic Development: Promote Business and Employment Development
   • Support established businesses and recruit new business for the 2000 and 2100 blocks of Edmondson Avenue. Seek uses that are needed by community and MARC commuters, such as day care, cleaners, restaurants, and convenience stores. Provide improvements and amenities that will support the business area. The City-owned vacant lot at 2004-2010 Edmondson Avenue should be converted into a community plaza that could house vendors or a farmers market. The 600
block of Brice Street might be acquired and cleared for parking.

- Determine additional areas that might be considered for longer range commercial uses.

3. **Transit, Pedestrians and Other Transportation: Take Advantage of Planned Transportation Improvements to Strengthen Residential and Business Goals**

- Work with transportation partners in decision-making about improvements at the MARC Station and location of the proposed Red Line;
- Tie the Edmondson Avenue business area to the MARC Station with physical and visual connections. The Ice House, located between the two, is an opportunity; and
- Attract new homebuyers or renters to capitalize on long-range opportunities presented by planned regional transit.

4. **Streetscape/ Open Space/Other Infrastructure: Improve Safety and the Physical Environment**

- Protect and enhance existing and consider additional green space, parks and recreation facilities. The plan acknowledges Harlem Park’s proposal to return Fulton Avenue to its original design with a median and tree-lined sidewalks; and
- Address unsafe traffic conditions and improve inadequate street lighting.

5. **Employment Training and Job Development: Promote Business and Employment Development**

- Increase job opportunities and upward mobility for residents. Link residents to training and to nearby existing and new jobs.

6. **Public Safety and Sanitation: Improve Safety and the Physical Environment**

- Continue resident and police partnership to reduce crime. Maintain zero tolerance for businesses that facilitate the drug trade. Continue to engage young people in positive activities and mentoring;
- Reduce the number of abandoned structures that contribute to crime or blight;
- Reduce the number of unmaintained vacant lots; and
- MEAIA’s Sanitation Committee and individual residents work actively to improve sanitation.

7. **Education: Provide Additional Youth, Educational, Health, Senior and Capacity Building Opportunities**

- Provide programs and opportunities for neighborhood youth; and
- Improve access to educational resources including literacy, GED, and computer training.

8. **Health: Provide Additional Youth, Educational, Health, Senior, and Capacity Building Opportunities**

- Begin a lead education and mitigation program;
• Improve access to health, drug, HIV recovery, and psychological counseling services; and
• Invite recovery and transitional homes to locate in the neighborhood.

9. **Capacity Building: Provide Additional Youth, Educational, Health, Senior and Capacity-Building Opportunities**

• Call on and support the talent and will within the neighborhood to provide special programs and services for residents; and
• Build the capacity of Midtown Edmondson residents to participate in and lead their neighborhood revitalization.

D. **Status of Implementation**

John Hailey, President of the Midtown Edmondson Avenue Improvement Association (MEAIA), in describing the current status of his organization’s plan, expressed the community’s openness for considering new building in connection with a new transit hub. He emphasized that the community should be involved in redevelopment planning and decision-making. It should also be an active participant in redevelopment, generating resources that can be plowed back into neighborhood services. He and his neighbors are concerned that they may be losing the opportunity to acquire lower priced housing now which might allow the community to maintain affordable housing in the future.

1. **Housing**

MEAIA has purchased 1812 Lauretta Street, the house on which the mural *In the Spirit* was painted by Jay Wolf Schlossberg-Cohen and neighborhood residents, and beside a recently built park. MEAIA is rehabilitating the house, possibly for use as a transitional home. The building acquisition was financed by an Abell Foundation grant. MEAIA has also been pursuing acquisition of Housing Authority of Baltimore City (HABC) houses in the neighborhood for rehabilitation.

2. **Commercial and Economic Development**

The Edmondson Community Center at 2114 Edmondson Avenue was acquired by Edmondson Communities Organization, Inc., an umbrella organization for area neighborhoods, in 2000 in connection with the federal prosecution of drug king Little Melvin. The building has now been renovated using donated building materials. It offers youth programs and generates rental income from two churches and parties. MEAIA is negotiating to acquire 2004 - 2010 Edmondson Avenue, four long-vacant City-owned lots beside another community mural. On the south side of the 2100 block of Edmondson Avenue, a new church has recently rehabilitated and moved into a vacant building. MEAIA is also trying to acquire 2027 - 2029 Edmondson which are City-owned, vacant store-fronts.
3. **Transit, Pedestrians and Other Transportation**

    No action to date.

4. **Streetscape, Open Space, and Other Infrastructure Improvements**

    In the *Spirit* Park and mural at Monroe Street and Lauretta Avenue is a community youth and adult collaboration with artist Jay Wolf Schlossberg-Cohen to create a sacred space dedicated to the many people who have died in Midtown Edmondson as a result of violence and drugs.

5. **Employment Training and Job Development**

    No action to date.

6. **Public Safety and Sanitation**

    Block representatives are watching out for their blocks, paying particular attention to mentoring neighborhood youth.

7. **Education**

    MEAIA provides supervised youth activities at the ECO Center including computer access, art activities, homework assistance, and exposure to opportunities outside the neighborhood.

8. **Health**

    A Narcotics Anonymous group meets at the ECO Center.

9. **Capacity Building:**

    No action to date.
Greater Coppin Heights/Rosemont Revitalization Plan

This plan is a final draft dated February 24, 2005. The study area is bounded by the Gwynns Falls Parkway on the north, Hilton Parkway on the west, Edmondson Avenue on the south and Monroe Street on the east. The southern part of the study area encompasses several neighborhoods included in this study: Midtown Edmondson, Bridgeview/Greenlawn, Evergreen Lawn, Rosemont Homeowners and Tenants, and Mosher.

A. Planning Process

The plan was prepared by a team of consultants headed by Design Collective Architects and Planners. The consultants were selected through the University of Maryland, Baltimore Office of Procurement Services for the Coppin State University/Coppin Heights Community Development Corporation Revitalization Planning Project.

B. Vision

Create attractive, safe, and vibrant neighborhoods of choice with a variety of housing types by building and rehabilitating existing homes for both affordable and market-rate owner-occupancy and rental housing. Transform Coppin into an urban university which is more physically and socially connected to the surrounding neighborhoods with new academic buildings and student housing that create a genuine college town environment.

C. Goals and Strategies

1. Housing: Create desirable, attractive, stable neighborhoods of choice where each can enjoy such quality-of-life expectations as improved safety, cleanliness, attractiveness, and access to health and educational services.
   - Preserve the neighborhoods of Rosemont Homeowners and Tenants, Evergreen Lawn and Bridgeview/Greenlawn. Any vacant houses should be rehabilitated and vacant lots should be targeted for infill development. Offer grants and loans for home improvement and home purchase; streetscape improvements including paving, sidewalks, street trees and lighting; new open space and parks; and clearly marked pedestrian crosswalks and traffic calming devices;
   - Stabilize the neighborhoods of Midtown Edmondson and Mosher by providing enhanced crime prevention, incentives for increased homeownership, increased code enforcement and in some cases, minor selective demolition and redevelopment and infill. Also provide grants and loans for home improvement and home purchase; streetscape improvements; new open spaces and parks; and clearly marked pedestrian crosswalks and traffic calming devices;
   - Redevelop the former Lutheran Hospital property, owned by Coppin, and deteriorated properties west of the site to Poplar Grove Street. Along with institutional uses for Coppin or others, there is an opportunity to introduce a variety of housing types including row houses, two-family duplexes, apartment buildings and senior housing; and
• Relocate those displaced in area redevelopment to nearby, stable neighborhoods.

2. **Commercial and Economic Development: Revitalize Edmondson Avenue**
   • The Midtown Edmondson neighborhood retail core should be revitalized; and
   • In the 2400 - 2800 blocks of Edmondson Avenue, assemble a 2-3 acre site for a family-style sit-down restaurant of 4,000 to 5,000 sq ft.

3. **Transit, Pedestrians and Other Transportation:**
The area immediately surrounding the MARC Station should have high priority for transit-oriented development, including rehabilitated homes, new homes, and new retail and service uses that serve the needs of potential commuters.

4. **Streetscape/Open Space/ Other Infrastructure:** (See Housing)

D. **Status of Implementation:**

This plan is still in review; it is not final. Phyllis Green, president of the Alliance of Rosemont Community Organizations (ARCO), feels that the communities have not yet had an opportunity to be part of the plan. She is particularly concerned that acquisition of property for redevelopment by eminent domain does not occur.
Land Use Redevelopment Plan for the Western Portion of Harlem Park and Harlem Park/Lafayette Square Land Use Master Plan

The first plan, dated June 1999, covers the area bounded by Lafayette Avenue on the north, Mount Street on the west, Franklin Street on the south and Carey Street on the east. The second, dated September 2001, expands the area to Fremont Avenue on the east. The two plans build on each other and are reviewed together.

A. Planning Process

The first plan was prepared by Torti Gallas and Partners and CHK, Inc. for the Community of Harlem Park, the Harlem Park Neighborhood Council, and NationsBank Community Development Corporation. NationsBank and the Harlem Park Neighborhood Council sponsored a series of community workshops to produce the plan.

Two years later the Harlem Park Village Center, representing the various organizations and institutions in the Village, and its consultant Whitney, Bailey, Cox & Magnani, LLC completed the Harlem Park/Lafayette Square Land Use Master Plan. City agency representatives also participated in the plan preparation and review.

B. Vision

Re-create a thriving and friendly community.

C. Goals and Strategies

1. Housing

Create a six-block development site centering on Mount Street from Edmondson Avenue to Lafayette Avenue for the construction of new, mostly market-rate homes. This development would be of sufficient critical mass to attract a new market. The houses would be compatible with Harlem Park’s existing housing stock, but would offer larger yards, off-street parking, and larger ground floor public rooms.

- In blocks where vacant lots or houses interrupt blocks, create side-yards for remaining houses in a “Charleston” style with new side porches and fences along the yard front property line;
- Operate a Neighborhood Cooperation Program with Baltimore City, training residents to survey the neighborhood for housing code violations and
- Oppose further conversion of neighborhood homes to multiple-unit apartments.

2. Commercial and Economic Development

- Offer new retail in Harlem Park including a supermarket, restaurant, video rental, and
beauty/barber shop. The first plan identified a new development site at the southwest corner of Edmondson and Carey. The second plan suggested the entire block bounded by Edmondson Avenue, Calhoun Street, Franklin Street, and Carey Street, along with the east side of Carey Street in that block.

3 Transit, Pedestrians and Other Transportation

- Change some two-way streets to one-way with angled parking; and
- Add traffic-calming measures such as sidewalk bump-outs at corners and mid-block.

4. Streetscape/Open Space/Other Infrastructure

- Address Harlem Park inner block parks individually, creating plans that provide more private ownership and control;
- Create a new community green space linking the inner block parks north and south of the 1200 block of Harlem Street;
- Beautify Lafayette Square;
- Return Fulton Avenue to a tree-lined street with a central median; and
- Plant street trees throughout the neighborhood.

5. Employment Training and Job Development

- Create neighborhood demolition teams and
- Create community clean-up crews.

D. Implementation

Harlem Park’s Village Center is no longer in operation. The Harlem Park Neighborhood Council, Lafayette Square Community Association, and Harlem Park Revitalization Corporation seem to agree with the broad concepts of these plans. Tumas Tubman, Executive Director of the Harlem Park Revitalization Corporation says the Mount Street plan may have a different housing type -- one that uses the existing lots. The houses will probably be three-story with garages on the first floor in the rear. Thus the number of units for the six-block area will probably be 320 rather than the 160 envisioned in the Bank of America plan. Mr. Tubman also anticipates that the project will be mixed-income, rather than entirely market-rate as had been expected in the plan.

1. Housing

Heritage Crossing, completed in 2003, replaced the former Murphy Homes and Emerson Julian Gardens public housing developments, which contained a total of 781 units. Heritage Crossing consists of 75 public housing rental units, 185 homeownership units, a 12,000 sq. ft. day care and community center and the restored historic Perkins Park.
Harlem Park’s *Urban Renewal Plan* has been amended to authorize acquisition of the Mount Street development site properties. Bank of America (formerly NationsBank) has dropped its participation in the Mount Street redevelopment project. Harlem Park Revitalization Corporation intends to complete this project with another partner, not yet identified.

Harlem Gardens, a 94-unit senior apartment building with a pharmacy and a restaurant was constructed at Edmondson Avenue and Fulton Avenue in 2003. Developers were the Harlem Park Revitalization Corporation and Bank of America. Edmondson Commons, a 74-unit rental apartment building at Edmondson Avenue and N. Calhoun Street, has been completed since that date.

2. **Commercial and Economic Development**

The Baltimore Development Corporation has determined that a 40,000 sq. ft. supermarket with parking would fit on the new retail site recommended in the *Harlem Park Master Plan*. The market for the development has not been tested.
The Poppleton Land Use Plan is dated March 12, 2002. The Housing Strategy was completed on March 1, 2003. The Housing Strategy made recommendations for Poppleton and three other Empowerment Zone Village Centers—East Harbor, Harlem Park, and Washington Village/Pigtown. The Poppleton strategy recommended an approach to carrying out the earlier land use plan which was used by the Poppleton Village Center as the foundation for amendments to the Poppleton Urban Renewal Plan amendments. The amendments were enacted by City Council and signed by the Mayor on December 2, 2004.

A. Planning Process

Kirk/Ford Initiative, LLC prepared the Land Use Master Plan working with the Village Center and Empower Baltimore Management Corporation. The process identified Poppleton’s assets and liabilities and recommended improvements to the neighborhood’s physical environment.

A Housing Strategy for the Empowerment Zone for Poppleton, and other Village Centers, was prepared by Patricia Payne, Joseph Cronyn and Rachel Edds. Its purpose was to lay out a practical set of actions for implementation of the Village’s Master Plan. This planning also took advantage of the University of Maryland, Baltimore’s decision to locate a Research Park on West Baltimore Street in Poppleton.

B. Vision

Build a corridor of science along Baltimore Street connecting the University of Maryland Medical Institutions and Bon Secours Hospital. Create a diverse near-downtown residential neighborhood of choice.

C. Goals and Strategies

1. Housing: Achieve a greater mix of incomes in the neighborhood.
   - Build on assets and community investments such as the Townes at the Terraces HOPE VI project, Heritage Crossing HOPE VI development, and the UMB Research Park;
   - Ensure a scale of development and rehabilitation substantial enough to offset the market forces of disinvestment which have characterized Poppleton in recent years;
   - Build new, market-rate housing on a 13.8-acre development site along the 900 - 1100 blocks of Mulberry and Saratoga Streets, and the 100 - 300 blocks of Carrollton Avenue and Schroeder Street;
   - Support existing homeowners;
   - Target homeownership and rehabilitation incentives to existing housing south of West Baltimore Street; and
   - Make needed capital investment in Poe Homes.
2. **Commercial and Economic Development: Bring jobs and retail activity to Poppleton**
   - Support the UMB Research Park’s located in the 800 and 900 blocks of West Baltimore Street;
   - Encourage mixed-use (commercial and residential) in the 1000 - 1200 blocks of West Baltimore Street and around Hollins Market. This is a good area for rental development, especially above 1st floor retail. Use conversion of former commercial buildings and infill construction.

3. **Employment Training and Job Development:**
   - Create a community demolition team.
   - Create community clean-up crew.

D. **Status of Implementation**

1. **Housing**

   The Townes at the Terraces converted the former Lexington Terrace public housing complex from 5 high-rise and 25 garden apartment buildings (677 units) to 100 market rate homeownership units, 41 market rate senior rental units, and 250 public housing units including 47 senior housing co-ops. A Rite-aid Drug Store and business center were also constructed under a mechanism through which the Poppleton Community Development Corporation is a partial owner of the property. The CDC now owns 5 percent of the property and will receive 45 percent ownership when the debt for the development is fully repaid.

   Poppleton Urban Renewal Plan amendments to authorize acquisition of the proposed new housing development site were approved by the Mayor and City Council at the end of 2004. The City has targeted acquisition of Project 5000 properties in this area. This spring the City selected developer LaCite from New York to plan, design and manage the redevelopment. Development cost estimates include $8.5 - $10 million for acquisition, relocation and clearance and $3 - $6 million for upgraded utilities and street improvements. Total development costs are estimated to be $100 - $150 million. The development is expected to be done in phases over the next 5 - 7 years.

2. **Commercial and Economic Development**

   Building One of the University of Maryland Baltimore BioPark at 800 West Baltimore Street is open and fully leased. It houses 240 – 250 employees. This is a 6-story building with 120,000 sq. ft. of laboratory and office space. UMB’s master plan calls for a total of ten buildings, and three 638-space parking garages. An estimated 2400 – 2500 people would be employed in the total project.
3. Transit, Pedestrians and Other Transportation:

Lombard Street has been converted to a two-way street, a measure long requested by the community.

4. Employment Training and Job Development:

The Village Center of Poppleton operated a Career Center offering workforce development training classes and placement services to neighborhood residents at its 1223 West Baltimore Street office until recently. The Village Center would like to reinstate the service using resources such as building income and possible funds generated by the new Poppleton development. The community demolition team and clean-up crew were never established.
APPENDIX II – SUMMARY OF OTHER PLANS

Rosemont Urban Renewal Plan

In April 2003, the Mayor and City Council enacted a Rosemont Urban Renewal Plan for the industrial area along railroad tracks which separate the Midtown Edmondson, Rosemont, Evergreen Lawn Bridgeview/Greenlawn and Coppin Heights neighborhoods. This area contains former rail yards and industrial buildings and warehouses. The objective of the plan is to promote environmentally responsible industrial development in the area and provide employment opportunities for City residents.

The Rosemont Plan authorizes acquisition of a number of industrial buildings and land, including the site of the former Acme Warehouse at 2120 Lafayette Street. This property contains a five- and three-story building, one-story warehouses, and vacant land. The total site is 9.4 acres. Total building space is 466,000 sq. ft. of which 180,000 sq. ft. is located in the multi-story building facing Lafayette Street. The Renewal Plan recommends that the property be zoned M-1-2, light industrial.

Baltimore City now owns the Acme property and leases 228,000 sq. ft. of buildings on the site to the Emanuel Tire Company. Baltimore Development Corporation (BDC), which is responsible for the property, expects to invite market proposals for the remaining property on the site in the summer of 2005. This offering will include the multi-story building and 58,000 sq. ft. of additional building space.

BDC is considering introducing an amendment to the Rosemont Plan to authorize acquisition of the Ice House property at 2100 West Franklin Street near the MARC station. This building was recently damaged by fire.

Baltimore City 2005 - 2011 Capital Budget and Program

Baltimore City’s Capital Budget for Fiscal Year 2005 and its Capital Program for Fiscal Years 2006 - 2011 contain funding for some projects in the West Baltimore plans. Acquisition and Relocation and Housing Development funds are allocated for Harlem Park. Homeownership incentives, housing repair assistance and local street resurfacing for the OROSW area are also included. The Fulton Avenue median replacement is budgeted for FY2006. Funds for Watershed 263 are also budgeted and planned in FY2006 and 2007.

Table 3 (pp. 23-25), and Table 4 (pp. 32-33), list major City Capital Improvement Projects planned for Fiscal Years 2005 - 2011. Many other capital accounts may provide funds for smaller projects that are not listed individually.
Project 5000

Baltimore City has used an aggressive system to attain ownership of selected tax delinquent properties. In the West Baltimore neighborhoods near the proposed Red Line, Project 5000 acquisitions are concentrated in several locations:

- The proposed Mount Street development site bounded by Lafayette Avenue, Fulton Street, Edmondson Avenue and Gilmor Street in Harlem Park
- The Harlem Park blocks immediately south of the Mount Street site stretching from Fulton Street to Calhoun Street
- The 900 block of Bennett Street, where the Harlem Park Revitalization Corporation has renovated a number of homes for rental apartments
- The proposed Poppleton new housing development site
- The 800 block of Lemmon Street
- The 1200 block of West Lombard Street, north side
- The 100 block of South Stockton Street, east side
- The 2100 block of Booth Street, south side
- The 1800 block of McHenry Street, north side in New Southwest/Mount Clare
- The 400 block of South Payson Street and the 1900 block of Ramsay Street in Carrollton Ridge

University of Maryland, Baltimore Facilities Master Plan

The first building and parking garage of the University of Maryland, Baltimore’s BioPark are complete. These buildings represent the first phase of the University’s Master Plan for a research campus in the 800 and 900 blocks of West Baltimore Street in Poppleton. Building One is fully occupied and provides 120,000 square feet of laboratory and office space for commercial bioscience and pharmaceutical companies. The Master Plan calls for a total of ten buildings and at least 1.2 million square feet of space. The entire development cost will be $360 - $400 million. 2400 - 2500 workers are expected to be employed in the completed center. A Request for Proposals for the second research building will be issued soon.

Baltimore City and Parks and People Foundation, Watershed 263 Project

Watershed 263 is a 930-acre storm sewer watershed in West Baltimore that outfalls to the Middle Branch of the Patapsco River. The Watershed’s area includes the neighborhoods of Harlem Park/Lafayette Square, Franklin Square, Poppleton, Union Square and Mt. Clare/New Southwest. Baltimore City and the Parks and People Foundation are undertaking an innovative research and demonstration project in Watershed 263, funded by a number of federal and private agencies. This initiative intends to prepare plans to improve water quality run-off flowing into the Chesapeake Bay and to demonstrate the connection between improvements in environmental quality and enhancements of the social and economic opportunities of people who live and work in the Watershed.
The Watershed 263 work has involved extensive research, data gathering, and assessment as well as considerable communication with watershed residents. A community-based Watershed 263 Council has been established to assist with long-term management, monitoring and evaluation of project implementation of the watershed restoration project. The Council meets once or twice monthly.

The initial planning stage of the project is close to completion and has identified three key issues: (1) poor environmental quality; (2) trash, garbage and pests; and (3) lack of jobs, appropriate retail and economic development opportunities. Poor environmental quality includes polluted storm water and poor air quality. Trash, garbage and pests result from poor sanitation, including illegal dumping, abandoned buildings, and vacant lots. These factors contribute significantly to poor living conditions, create conditions that keep properties undervalued and make the watershed an unattractive place to live, work, or make investments.

Greening Watershed 263 recommends a series of actions to improve the environmental performance of the Watershed as well as strengthen the community and provide new economic development in its neighborhoods. These steps include:

- Establishing a safe pedestrian/bicycle Greenway that would loop through the Watershed and connect to the Gwynns Falls Trail on the south, as well as other City parks and trails. The Greenway would be removed from the fastest travel ways and segments would be community-managed. Along the Greenway would be ecological education exhibits, public art, and the reuse of salvage or found materials;
- Planting trees to green boulevards and travel-ways. Major routes to be greened are Monroe Street, Fulton Avenue, West Baltimore Street, Lafayette Avenue, Edmondson Avenue, and Pratt Street;
- Greening public space in schoolyards and parks in the watershed. Schoolyard sites probably present the greatest opportunity for reducing stormwater runoff while improving water quality. Turn impervious surfaces to green spaces. Construct green roofs when roofs need replacement. Create water features;
- Taking care of and putting to use open space and vacant lots. Use City-owned land for neighborhood micro-economic opportunities such as coop agriculture, plant or tree nurseries and gardening training centers. Create community recycling centers along the Greenway and create community demolition teams; and
- Setting up sanitation initiatives such as regular storm drain cleaning, Clean and Green Teams, and school-based re-cycling.

Implementing the first phase of the City’s Watershed 263 Water Quality Management Plan is estimated to cost $6.5 million over five years. In August, President Bush signed into law a new Federal Transportation Bill – Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) – that appropriates $720,000 for beginning the project. A 20 percent local match is required. Other anticipated sources of funds for the project include the City’s Capital Budget and City mitigation funds derived from development fees. Federal grants from the Environmental Protection Agency and others will also be sought.
Empowerment Zone Medical Services Study

In 2004 Empower Baltimore Management Corporation engaged LS Consulting, Inc. to evaluate the feasibility of establishing a Medical Technology/Service District on West Baltimore Street. This land use was recommended in the Poppleton Land Use Plan. The study looked at models of Medical Districts and of Institutional Purchasing Programs throughout the United States. It also described the current initiative of the Greater Baltimore Committee (GBC), Johns Hopkins Hospital, University of Maryland Medical System and Medstar Health to build supplier diversity in the Baltimore healthcare industry and to explore attracting two minority-owned medical/surgical supply companies to Baltimore. The study then considered opportunities Poppleton offers for a Medical Services District. The market and proximity to many existing and potential customers are positive factors. The weakness is the very limited supply of land for a district. The only land identified as meeting the minimum size for a District (four small blocks on the south side of the 800, 900 and 1000 blocks of West Baltimore Street) are planned for UMB’s BioPark.

The MARC West Baltimore Station Study

In 2004, the Maryland Transit Administration’s Office of Planning made recommendations to improve connections between the Station and the bus system. These initial improvements are described below. Later improvements are tied to the Red Line Planning Process. Some of the recommended short term improvements have been made. (See Transit, Pedestrian and Other Transportation Section under OROSW Implementation.)

Short-Term Improvements recommended by this study include:
- Rebuild stairwell, platform and shelters to the Station;
- Improve lighting on the platform;
- Redesign Parking Lot “B” to increase capacity;
- Install safety fence near the platform;
- Improve lighting under the bridge;
- Upgrade the public address system;
- Improve pedestrian access by upgrading sidewalks and signs identifying the Station;
- Upgrade bus shelters and improve crosswalks;
- Introduce a neighborhood shuttle bus; and
- Improve pedestrian and bicycle connections to surrounding neighborhoods.

Mid-Term Improvements recommended by this study include:
- Incorporate ADA improvements to the Station with ramps, chair lifts, elevators, and hi-block platform ramps;
- Purchase adjacent properties for parking, transit-oriented development, and/or station relocation;
- Coordinate the abandonment and removal of the unused southbound track with Amtrak;
- Coordinate the re-assignment of MARC commuter rail service to outer tracks to facilitate passenger boarding; and
Remove freeway abutment to provide additional parking and to facilitate future modal connections.

**Early Long-Term Improvements recommended by this study include:**
- Relocate the MARC Station’s Northbound platform to the south by 300 feet to accommodate high level platforms and avoid the track’s horizontal curve;
- Remove billboards; and
- Rebuild the station to accommodate new modes as identified by the Metropolitan Planning Organization’s Regional Rail Transportation Study.

**West Baltimore Quality Community Survey**

Several years ago MTA sponsored a visual preference survey (participants are shown visual images of varying types of development) and workshop with West Baltimore residents. The survey had broad community participation.

**Significant results and recommendations from the survey and session were:**
- Create a Greater West Baltimore Town Center around the existing MARC station on Franklin Street;
- Reinforce existing commercial area on Baltimore Street;
- Street trees in appropriately-sized tree wells should be added along sidewalks on residential streets and in center medians on larger streets and boulevards.
- Decorative, pedestrian scaled lighting should be installed on all West Baltimore streets;
- Traffic calming measures such as textured sidewalks, raised and/or textured intersections, and bump-outs should be incorporated into the street structure of West Baltimore;
- Redevelop West Baltimore with a mixture of single-use and mixed-use commercial buildings;
- Where possible, rehabilitate existing buildings in West Baltimore commercial areas;
- Provide a mix of housing types in West Baltimore redevelopment including new single-family houses, new townhouses, renovated townhouses and apartment;
- Redevelop the existing parking lot and area around the MARC station as mixed-use parking/retail structures with ground floor mixed-use retail and parking above;
- Redevelop surface parking lots in commercial areas of West Baltimore as mixed-use parking/retail structures;
- Sidewalks should be appropriately wide for the anticipated pedestrian traffic of the area. In residential areas they should be separated from the street by trees or a green edge;
- Parks and plazas should be dominant features of the redevelopment plan of West Baltimore;
- All residents should have access to a park within a five minute walk from their residence;
- Parks should be open, have ample landscaping, pathways and green space, lighting and street furniture (seating);
• 88 percent of participants said quality educational facilities and personnel are very important;
• 82 percent said well maintained buildings and streets are very important; and
• 80 percent said say it is very important that residents feel safe to walk along the streets at all times of the day and night.
<table>
<thead>
<tr>
<th>CIP #</th>
<th>Agency</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>$ Amount (thousands)</th>
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<tbody>
<tr>
<td>418-019</td>
<td>City School System</td>
<td>Lexington Terrace Elementary/Middle School</td>
<td>732 WEST Lexington Street</td>
<td>Replace Lexington Terrace Elementary/Middle School to accommodate a modern educational program for math, science, and technology</td>
<td>$1,000</td>
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<tr>
<td>418-454</td>
<td>City School System</td>
<td>Carver High School</td>
<td>2201 Presstman Street</td>
<td>Renovate Carver to accommodate a contemporary career and technology high school</td>
<td>$2,167</td>
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<tr>
<td>506-523</td>
<td>Transportation</td>
<td>Fulton Avenue Median Streetscape</td>
<td>Edmondson Avenue to North Avenue (portions of Carroll, Fairmont, Longwood, Mangold, Mount, Rokeby, Saratoga, Thornfield, and Walnut)</td>
<td>Remove and replace existing asphalt surfaces</td>
<td>$100</td>
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<tr>
<td>514-215</td>
<td>Transportation</td>
<td>Local Resurfacing Southwest</td>
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<td>Remove and replace existing asphalt surfaces</td>
<td>$1,350</td>
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<tr>
<td>520-634</td>
<td>Public Works</td>
<td>Critical Areas Storm Water Mitigation</td>
<td>OROSW SNAP area, Bentonlou School, Harlem Park School, West Baltimore School, Hilton School Franklin Street</td>
<td>Green OROSW vacant lots and other eligible storm water mitigation projects</td>
<td>$550</td>
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<td>551-670</td>
<td>Public Works</td>
<td>Franklin Street Maintenance Yard Renovations</td>
<td>Franklin Street</td>
<td>Evaluate, design and construct improvements and renovations to the Franklin Street Maintenance Yard</td>
<td>$2,000</td>
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<tr>
<td>588-981</td>
<td>Development Related</td>
<td>Acquisition/Relocation Fund</td>
<td>Harlem Park and others</td>
<td>Acquisition and relocation activities to support redevelopment of vacant and underutilized property in strategic locations</td>
<td>$3,325</td>
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<tr>
<td>588-985</td>
<td>Development Related</td>
<td>Housing Development</td>
<td>Harlem Park and others</td>
<td>Fund various housing development activities to include projects identified for federal HOME funding</td>
<td>$10,866</td>
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<tr>
<td>588-986</td>
<td>Development Related</td>
<td>Housing Repair Assistance Programs</td>
<td>OROSW SNAP area and others</td>
<td>Continue housing repair assistance programs for existing homeowners</td>
<td>$2,150</td>
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<td>CIP #</td>
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<tr>
<td>127-401</td>
<td>Mayoralty-Related</td>
<td>B&amp;O Railroad Museum - Car Shops Restoration</td>
<td>300-312 High Street; 808 Low Street</td>
<td>Restore the museum's Car Shops to sound and historically accurate physical condition</td>
<td>$1,000</td>
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<tr>
<td>197-316</td>
<td>Department of Public Works</td>
<td>Franklin Square Elementary School</td>
<td>1400 WEST Lexington Street</td>
<td>Improve/replace windows, doors, plumbing, interior lighting, exterior lighting, and elevator</td>
<td>$1,375</td>
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<tr>
<td>418-019</td>
<td>City School System</td>
<td>Lexington Terrace Elementary/Middle School</td>
<td>Poppleton</td>
<td>Funding from this account is to be deappropriated and transferred to support construction at Coldstream Park Elementary</td>
<td>($2,085)</td>
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<tr>
<td>474-698</td>
<td>Department of Recreation &amp; Parks</td>
<td>Recreation Facility Renovation</td>
<td>424 South Pulaski</td>
<td>Renovate 5 recreational facilities, including Samuel F.B. Morse Rec Center, Leithwalk Rec Center, Liberty Rec Center, Collington Rec Center and MiMi DiPietro Ice Rink</td>
<td>$550</td>
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<tr>
<td>506-523</td>
<td>Transportation</td>
<td>Fulton Avenue Median Streetscape (Edmondson to Reisterstown)</td>
<td>Edmondson Avenue to Reisterstown Road</td>
<td>Remove and replace existing asphalt surfaces</td>
<td>$3,000</td>
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<tr>
<td>507-412</td>
<td>Transportation</td>
<td>Frederick Avenue over Gwynns Falls Falls Gateway</td>
<td>Frederick Avenue over Gwynns Falls</td>
<td>Replace the bridge with a new bridge meeting current standards</td>
<td>$12,000</td>
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<tr>
<td>508-280</td>
<td>Transportation</td>
<td>Wilkins Avenue Gateway Reconstruction (Fulton Avenue to Dukeland Street)</td>
<td>Fulton Avenue to Dukeland Street</td>
<td>Replace existing asphalt surfaces, all necessary base repairs, curbs and sidewalk repairs, and other roadway appurtenance modifications</td>
<td>$450</td>
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<td>509-326</td>
<td>Transportation</td>
<td>Wilkins Avenue Bridge</td>
<td>Wilkins Avenue over Gwynns Falls</td>
<td>Rehabilitate deteriorated concrete areas of the bridge and reconstruct the pavement on top of the bridge</td>
<td>$4,500</td>
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<td>514-101</td>
<td>Transportation</td>
<td>Frederick Avenue Gateway Resurfacing</td>
<td>Beechfield Avenue to Fonthill Avenue &amp; Pratt Street to Bentallou Street Hollins Market Street</td>
<td>Remove and replace existing asphalt surfaces</td>
<td>$1,550</td>
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<td>525-993</td>
<td>Department of Public Works</td>
<td>Watershed 263 Phase I Bio-retention</td>
<td></td>
<td>Design a bio-retention, revitalize the neighborhood, meet the NPDES permit for storm water</td>
<td>$414</td>
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<td>Code</td>
<td>Category</td>
<td>Program/Project Description</td>
<td>Amount</td>
<td>Years</td>
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<tr>
<td>527-600</td>
<td>Transportation</td>
<td>SNAP Local Street Resurfacing--Operation ReachOut SouthWest</td>
<td>$500</td>
<td>2006</td>
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<td>588-981</td>
<td>Development Related</td>
<td>Acquisition/Relocation Fund, Harlem Park and others</td>
<td>$11,600</td>
<td>2006 - 2011</td>
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<td>588-985</td>
<td>Development Related</td>
<td>Housing Development, Harlem Park and others</td>
<td>$59,690</td>
<td>2006 - 2011</td>
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<td>588-986</td>
<td>Development Related</td>
<td>Housing Repair Assistance Programs, OROSW SNAP Area and others</td>
<td>$11,700</td>
<td>2006 - 1011</td>
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