

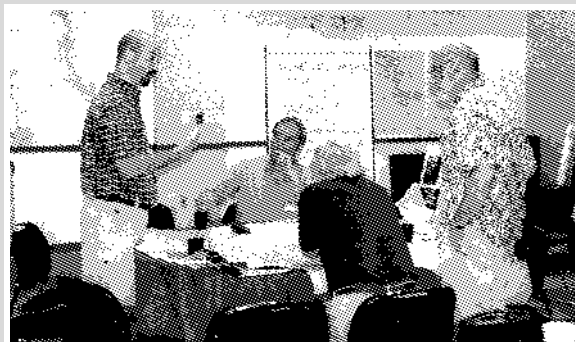
concern was the impact the plan would have on existing and jobs.

The final proposal called for a 5 1/2-mile park strip from Maryland Avenue to the City line. A continuous park drive would be created along Druid Hill Park between Children's Hospital and TV Hill. Woodberry would be retained as an industrial area.

In 1963, voters approved a \$3 million bond issue for the initial development of the Jones Falls Valley. However, for a variety of reasons, including political pressure from property owners and opposition from the community who were concerned over job loss, funds were never spent.



The next vision for the Jones Falls Valley was published in 1977 by Fred Shoken. The "Jones Falls Valley Plan" proposed three areas of redevelopment. Like the earlier Olmsted plans, the southern portion of the Valley, from Clipper Mill to Penn Station, would be retained for parkland. Mill buildings would be converted into research uses and a connection could be established to Wyman Park. The third area, near Coldspring Newtown, was proposed as a series of scenic and historic routes along with a continuous park.



A number of specific planning initiatives complement these broader visions. Cross Keys was one of James Rouse's early experiments in creating a suburban-style planned community designed around the principles of a traditional urban neighborhood. Relatively dense garden and mid-rise apartments, offices and retail sited around controlled open spaces all within a gated community were targeted to an upscale market who appreciated the bucolic setting, the proximity to downtown and amenities within walking distance.

This early and successful example of a "new town" inspired a larger, more ambitious vision for Coldspring Newtown in northwest Baltimore. The vision proposed by Moshe Safdie was also intended to compete with suburban developments that were

attracting increasing numbers of city residents. Similar to contemporary new urbanist developments, Coldspring Newtown was envisioned as a self-contained community with a variety of housing types affordable to a diverse income range. The Master Plan proposed 3,780 housing units spread over 375 acres. The plan's emphasis on community is reflected in the over 250,000 square feet of neighborhood and community facilities. Grocery stores and other retail amenities would be available through 90,000 square feet of commercial development, while 240,500 square feet of office space would serve not only the local market, but could act as a regional magnet drawing suburbanites back to the city.

The Safdie plan also included an extensive parks network. Two parks were proposed, one that would connect Coldspring Lane to Druid Hill and second that would follow the Jones Falls to Greenspring Junior High.

In 1988, the face of the Valley underwent a dramatic transformation, when the Maryland General Assembly approved the Central Light Rail Project ultimately providing thirty-six stations along a twenty-seven mile track. Initially, the plan included a three and a half-mile portion between Druid Hill Park and Robert E. Lee Park as a "light rail-trail" that might be connected to the North-Central trail in Baltimore County.

Other plans include:

- ◆ two master plans for Druid Hill Park.
- ◆ double tracking 9.4 miles of eight sections of light rail track.
- ◆ proposed twelve-mile Jones Falls Greenway trail from Penn Station to Lake Roland. First phase construction between Penn Station and Druid Hill Park is anticipated to begin in 2000.
- ◆ 340-space MTA parking facility near the Cold Spring Light Rail station at an unused BGE storage tank.
- ◆ proposed athletic fields, stadium and parking for Loyola College on the former Woodberry landfill.
- ◆ The Falls Road Task Force, which is proposing streetscaping improvements for Falls Road between Northern Parkway and the Beltway.
- ◆ Clipper Industrial Park Master Plan proposing a soundstage and film complex.
- ◆ Ruxton Riderwood community plan.
- ◆ Morgan State University's Greenway for the Jones Falls Valley.

# Stony Run

The Stony Run is a first-order tributary of the Jones Falls Valley has been partially enclosed severing the visible connection between these two bodies of water. Like the majority of the Jones Falls Valley, Stony Run suffers from a lack of connections - to Wyman Park and the Johns Hopkins University which are both easily reachable by foot or bicycle.

Storm water runoff and substantial amounts of impervious surfaces have created some environmental deterioration that will require close monitoring. Its popular use by local residents, many of whom bring their dogs will also require monitoring.

## IDEAS

### Develop a pedestrian and bicycle linkage between the Stony Run and Wyman Park

A trail should be established in Wyman Park, from north of University Parkway to Wyman Park Drive at Sisson and 29th Streets, providing a connection to Druid Hill Park, Johns Hopkins University, and Charles Village.



### Develop monitoring systems.

A community-based monitoring system should be developed that tracks erosion, water, and habitat quality to deter potential overuse. Sensitive areas should be cordoned off from dogs.

### Continue restoring the health of the river.

River banks should be restored as should the riparian plantings along the entire Stony Run. Storm water retrofits should be developed by Deepdene Road. Permeable parking lots could be developed near the Loyola campus to enhance water quality through improved vegetation. Programs should be developed with Gilman, Bryn Mawr, and Friends schools, that would enable students to become environmental custodians.



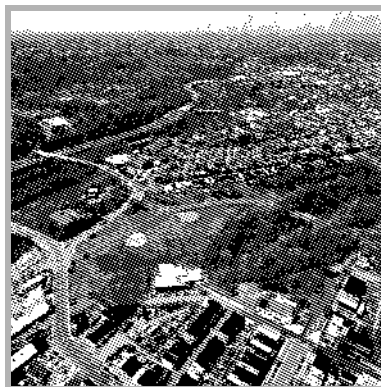
# Hampden-36th Street

Hampden is also a mill community adjacent to the northern edge of Wyman Park. It includes a number of churches that were built as a result of the mill owners importing workers from other parts of the country. Its commercial district, 36th Street, or the "Avenue," has experienced a renaissance over the past few years and was recently selected as one of the City's initial Main Streets.

The health of this retail district is critical to the surrounding residential neighborhoods and business interests. The district's scale is perfect and there are numerous successful businesses. The redevelopment of historic assets, which have been neglected to date, offer an opportunity to bolster the district's charm and sense of place while making available ready sources of financing through federal, state and City historic preservation tax credit programs.

The area's growing popularity has resulted in a severe parking shortage, and created a number of conflicts with the adjoining residential streets. Although close to the light rail station, its topography prohibits potential connections with the commercial district. The buildings have retained much of their original architectural features, however, many of have been covered by unattractive facades.

The neighborhood has retained a stable residential base, owing somewhat to a sense of isolation and homogeneity. Roosevelt Park provides a number of active and passive recreational uses, and is under-appreciated.



the shuttles as roving promotional opportunities.

## **Enhance the appearance of 36th Street through design standards.**

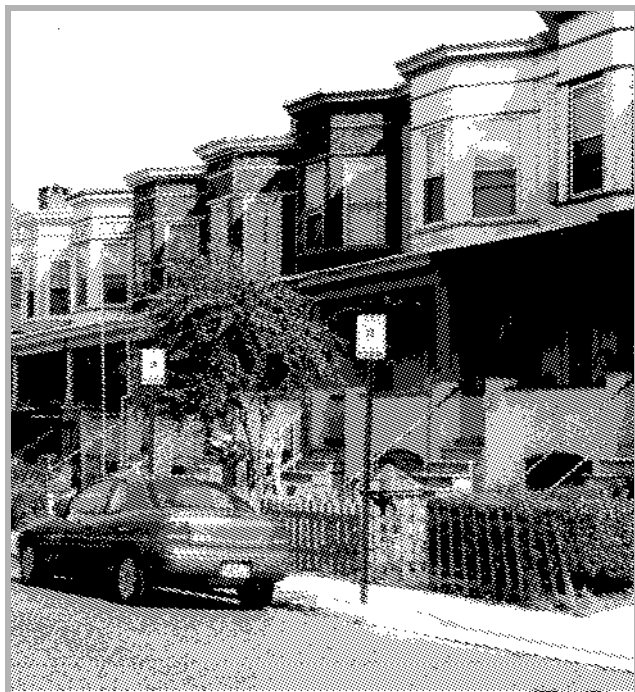
Efforts should be made to develop design guidelines that encourage the return or reproduction of original design features. Existing facade improvement funds should be supplemented to ensure that wholesale change can occur.

## **Support long-term improvements for Roosevelt Park.**

Support the efforts of the Friends of Roosevelt Park to develop a master plan. Encourage partnerships organizations such as the Neighborhood Design Center to enhance and replant the park's edge, upgrade the ball fields and design more appropriate playgrounds.

## **Use new investment to create catalysts for spin-off development.**

In the Northern District charrette, the suggestion was made to target other properties on Keswick Road for redevelopment. Two short-term candidates are the auto lot and the vacant studio across from the Northern District. Longer term opportunities may be presented for the auto repair establishments south of the station.



## IDEAS

### **Encourage shared parking as a means of resolving the commercial district's parking shortage.**

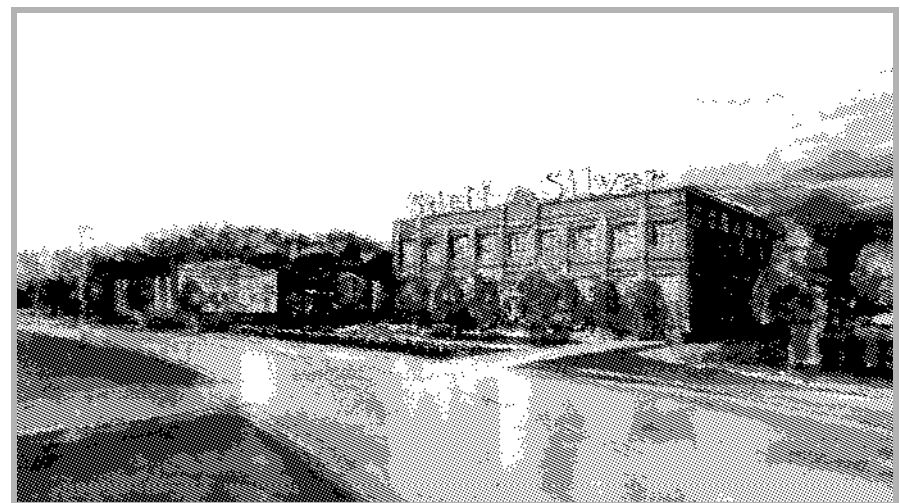
The City's decision to create new parking creates an opportunity for shared parking between commercial day and night-time uses.

The addition of bicycle racks near commercial establishments would provide an alternative to driving and could also relieve the need for additional parking.

### **Enhance connections with the Mill Corridor.**

Use the MTA's neighborhood shuttle as a marketing tool to connect the 36th Street business district.

Encourage commercial establishments to advertise with local businesses and to discuss using



# Hampden-Remington

The southern portion of Hampden is adjacent to Wyman Park, the Remington Industrial corridor and Druid Hill Park. Stone Hill and Brick Hill, two historic mill neighborhoods, are adjacent to Hampden. The Boy Scouts national headquarters is located in this corridor as is the Kirk Steiff redevelopment project. The conversion of the former silver manufacturing plant to office space is anticipated to serve as a model development opportunity and magnet to attraction to attract future reuse particularly along Sisson Street and Keswick Avenue. Ultimately, approximately 1,000 employees are likely to provide a critical mass for transit oriented development and encouraging more efficient use of existing transit modes.



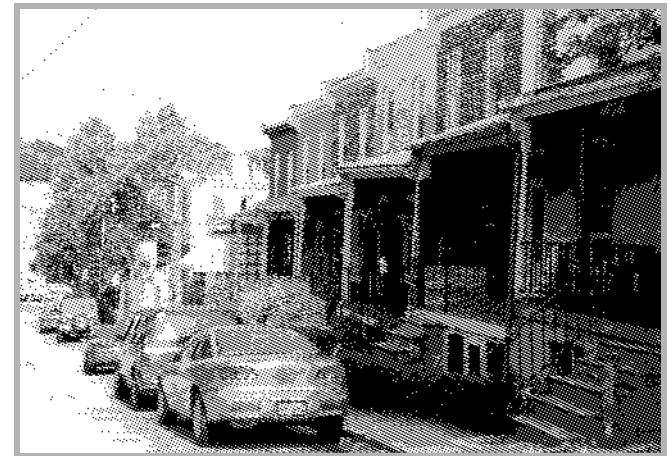
Hampden-Remington is within walking distance of a number of other neighborhoods. Pedestrian access is made difficult by poorly designed intersections at Sisson and 28th and 29th Streets respectively. Potential views of the Roundfalls are blocked by invasive screening and plantings along the Cedar Avenue Bridge.

DPW maintains two sites along Sisson Street, a truck transfer station and a recycling center. The former offers a direct connection to the river that is currently not available to the public

and paved and signalization should be adjusted to provide additional crossing time, with limited turning traffic.

## Develop a parking plan to encourage regional use of greenway and to enhance accessibility to the Valley.

The Kirk Steiff lot could be made available on a limited basis during working hours and on an unlimited basis during evenings and weekends for recreation users.



## IDEAS

### Develop alternatives to Howard Street.

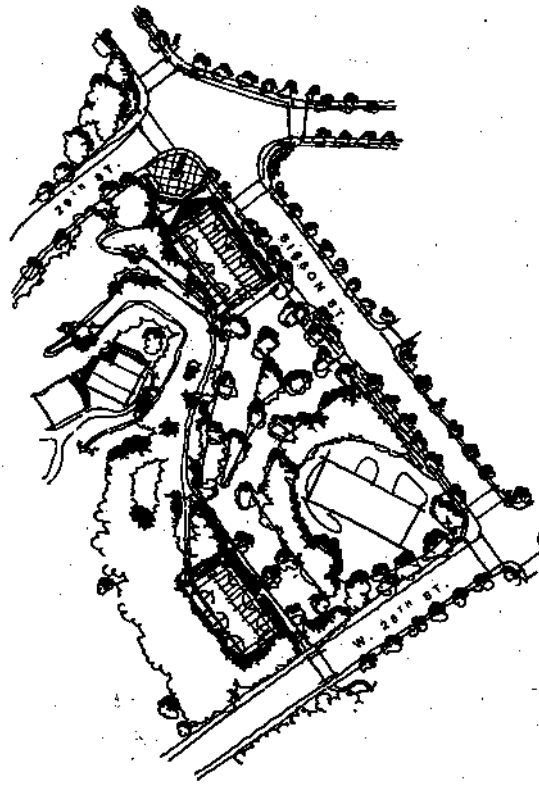
As Sisson Street becomes redeveloped as an industrial corridor, alternatives can be explored to reroute and relieve impending traffick from upper Howard Street. This could be accomplished by demolishing buildings west of 27th Street, which would then provide a new connection to Huntingdon Avenue, increased accessibility to I-83, and protect homes on the upper portion of Howard Street.

### Redevelop the DPW Site.

The DPW yard on the west side of Sisson Street between 28th and 29th Street extends to the Jones Falls. This gateway site currently presents an eyesore and prohibits the development of much needed connections. The site could be redeveloped as an office park with open space that includes public access to the water.

### Develop a comprehensive housing strategy.

Develop a housing strategy focusing on the renovation of existing stock, paying close attention to Keswick below 34th Street. Additional target blocks could include Fox Street, Miles Avenue, Remington Avenue, and Huntingdon Street. Fawcett, 23rd and 24th Streets represent some of Remington's most stable housing and should be viewed as a model for future efforts.



DPW redevelopment alternative

### Expand the greenway effort.

An expanded greenway trail should connect the Boy Scout property and Druid Hill Park.

### Redesign the intersection of Sisson and 29th Streets

The intersection should be reconfigured to tighten and channelize traffic and better accommodate pedestrians. Crosswalks should be clearly marked

### Develop a transit hub.

A new light rail station might be accommodated near the Kirk Steiff site. A raised parking deck could be constructed over I-83 to accomodate shared and commuter parking. Environmental impacts could be mitigated through community gardens, bio retention facilities, and the creation of wetlands.

### View the Boy Scout property as a redevelopment opportunity.

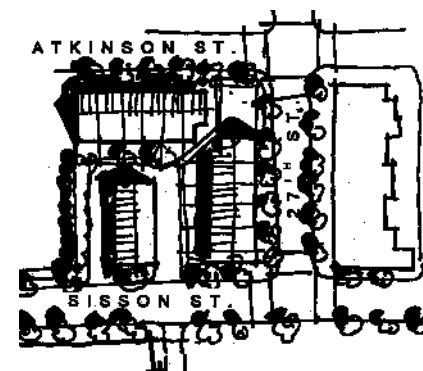
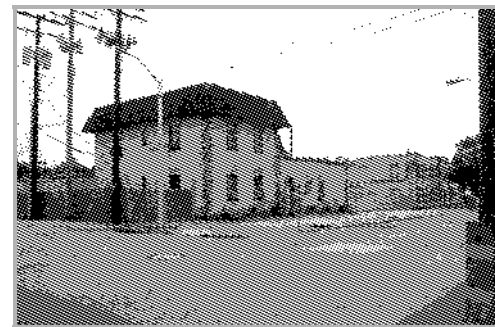
The Boy Scout property, on the edge of Wyman Park, is one of the community's gateways and provides easy access to the Jones Fall. Over time, a number of redevelopment options could be considered.

- ◆ The site is a midpoint between Druid Hill Park and other segments of the proposed greenway and as such has the potential to serve as a magnet, encouraging users to extend their ride through Hampden and the Mill Corridor.
- ◆ By replacing the buildings with a park, there would be a clearer connection to Druid Hill Park and more accessibility to the water.
- ◆ The existing building could be redeveloped as an office building that could include the Boy Scouts as a tenant
- ◆ The site could serve as an interim visitor's center, as well as provide shared parking and transit oriented development opportunities.

# Remington Industrial

The Remington Industrial corridor includes a number of operating industrial properties combined with residential enclaves. CSX maintains an active presence. Sisson and Howard Streets are the main north-west arteries. Sisson Street has maintained its industrial character, while Howard Street has become an automotive center offset by smaller industrial uses. As former mill buildings are redeveloped, Sisson Street may be considered as a logical and attractive relocation site. Large amounts of underutilized and vacant property provide consolidation opportunities for new development. The area is fortunate to include some of the community's strongest housing stock along Fawcett, 23rd and 24th Streets.

As the area attracts new investment, gateways should be considered particularly at the intersection of Howard and North Avenues. Potential traffic increases to residential areas could be avoided by developing a new artery to I-83.



## IDEAS

### Develop a new office park.

Sisson Street Station could be developed in the parcel bordered by Howard, 26th, and Sisson Streets with Kirk Stieff as the northern anchor. This site overlooks the valley with view corridors to downtown. Its location and proximity to Kirk Stieff and the Johns Hopkins University is likely to create a "technology magnet" where businesses are attracted by and feed off of one another. Nearby businesses, such as the Bell Atlantic office should be encouraged to upgrade the appearance of their buildings to help attract new investment.

### Develop infill housing.

Infill housing can be developed facing existing residential units on Atkinson and 27th Streets. The development would be entered from Sisson Street and include garages. Marginal auto uses are likely to relocate, providing the potential to develop additional office space.

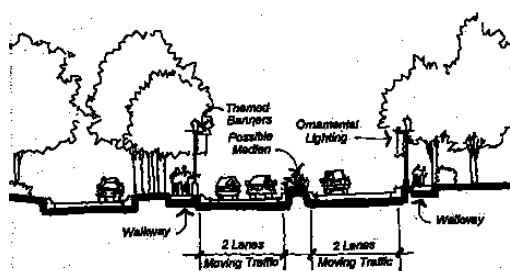
### Upgrade the intersection of Howard Street and North Avenue.

Howard Street should be redesigned as a Valley gateway and would include repaving, streetscape and facade improvements to the buildings at this location. In connection with effort, the Howard Street bridge should be repainted and streetscaping and design standards should be encouraged for all of Howard Street.

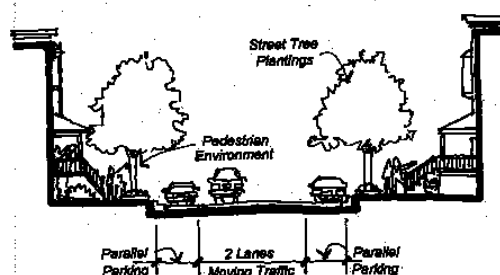


## Falls Road

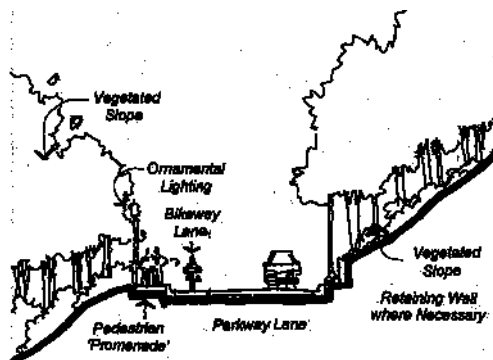
Falls Road could mark the beginning of an alternative to I-83 that was envisioned in the 1960 Master Plan. It is characterized by a parkway-like environment that includes narrow lanes, high views of the water and adjacency to historic mill sites. This amenity is detracted from by existing industrial properties, many of which have contributed to the environmental deterioration of the river. These concentrations discourage potential users from enjoying water views and contributes to a sense of isolation.



*Falls Road Corridor - Northern Parkway*



*Falls Road Corridor - Hampden*



*Falls Road Corridor Parkway*

## IDEAS

### Develop an environmental restoration strategy.

Along with Woodberry, Falls Road represents the Valley's greatest potential for environmental enhancement. Ongoing cleanups combined with more aggressive restoration and replanting will retain the appeal of this corridor, increase the health of the water, enhance the area's value, and strengthen a constituency for ongoing preservation and sustainability.

### Prepare for future traffic impacts.

As the proposed greenway gains in popularity, Falls Road is likely to experience a higher level of traffic. The City, in collaboration with institutions, users and the community should develop quantitative measures to gauge traffic impacts.

### Develop additional parking.

Small parking bays containing 4-6 spaces should be developed along the entire Falls Road corridor from Clipper Mill to Maryland Avenue to accommodate greenway users.

# Falls Road south

## Relocate Correlli Roofing.

Correlli Roofing is suspected to be one of the Valley's worst environmental and visual offenders at one of its more noticeable locations. The City should acquire the site with the intent of returning the land to its natural state. Once redeveloped as parkland, this is an ideal site for a pedestrian overlook.

## Implement remediation measures.

Storm water retrofits should be established along the river in addition to replacement drain catchers as part of a broader strategy to upgrade environmental maintenance. Drains should be cleaned regularly and zoning inspections should be conducted on all properties, including City owned, with the intent of issuing citations.

## Consider the Life Like property on Falls Road as a redevelopment opportunity.

The site's proximity to proposed public transportation at Kirk Stieff, and water access would make this an ideal office-residential complex. A shared parking agreement could be negotiated with the Mill Centre. Pedestrian overlooks would enhance the site's value and provide access to a place where the water has restored itself to a natural meandering path.

## Develop Falls Road into a parkway.

Falls Road should be developed into a parkway as an alternative commuter route to downtown. Successful models include Rock Creek Parkway in Washington, DC and the Henry Hudson Parkway in New York.

Falls Road south, from the Potts & Callahan site to Maryland Avenue, includes a number of industrial and municipal sites. It is also home to the Baltimore Streetcar Museum whose collection includes a number of rare streetcars. The area ends at Maryland Avenue adjacent to Amtrak's tracks and Penn Station. The area is isolated from Midtown and Charles Village. There are strong connections to Baltimore's transportation history, physically evidenced by the presence of the roundhouse and the former maintenance building for the Ma&Pa railroad that could be capitalized on as part of a broader tourism effort. This could have ties with the Baltimore Streetcar Museum that is located on Falls Road, but that has difficulty in attracting large crowds due to lack of visibility and easy access. The Museum's storage facility, which includes a number of rare streetcars, is in the floodplain and particularly vulnerable to damage.



## IDEAS

### Assist the Museum in its efforts to identify a new storage facility and to expand its capacity.

If the Streetcar Museum remains in the Jones Falls Valley, efforts will be needed to expand both its program and capacity. One alternative location could be the current HABC maintenance office on St. Paul Street across from Penn Station, which would provide the potential to create an intermodal transit hub between downtown and midtown.

### Redevelop the Potts and Callahan site as part of the parkway.

The Potts and Callahan site has the potential to be the centerpiece of a relocated Falls Road parkway. This portion of Falls Road can be reconstructed and moved west thereby creating a flood management area as well as a front door for a potential new development. The green space on the east side of the road would be expanded through the creation of a linear park. "Roundhouse Park" would include green space and a medium density housing unit. The Roundhouse could be redeveloped as a visitor's and conference center.

### Reevaluate the City's maintenance capacity.

There are several examples where the City's lack of maintenance has contributed to negative environmental impacts. For instance, debris catchers are reportedly not cleaned or maintained on a regular basis. Unless the City is able to significantly increase its commitment to enhance and maintain the river, privatization of these functions should be considered.

### Make Falls Road a destination.

The most effective way to reverse negative perceptions is by creating an environment that is attractive and safe and draws critical masses. Developing or

moving City-sponsored events to this area will change the perception and will enable users to feel comfortable with the area when the Greenway opens.

### Support the Midtown Benefits District Traffic Plan.

As part of its Master Planning efforts, the Midtown Benefits District has suggested a number of strategies to relieve traffic from its more residential streets. Traffic could be diverted away from St. Paul and Calvert Streets to create an environmentally-friendly linkage between the Valley and downtown. The southern portion of the proposed greenway trail could be routed onto Calvert and St. Paul Street near Penn Station, creating an additional link with light rail and buses.

### Evaluate 1813 Falls Road as a potential housing opportunity.

This older structure is ideally located between downtown and the proposed greenway trail and should be considered as an opportunity to develop loft apartments.

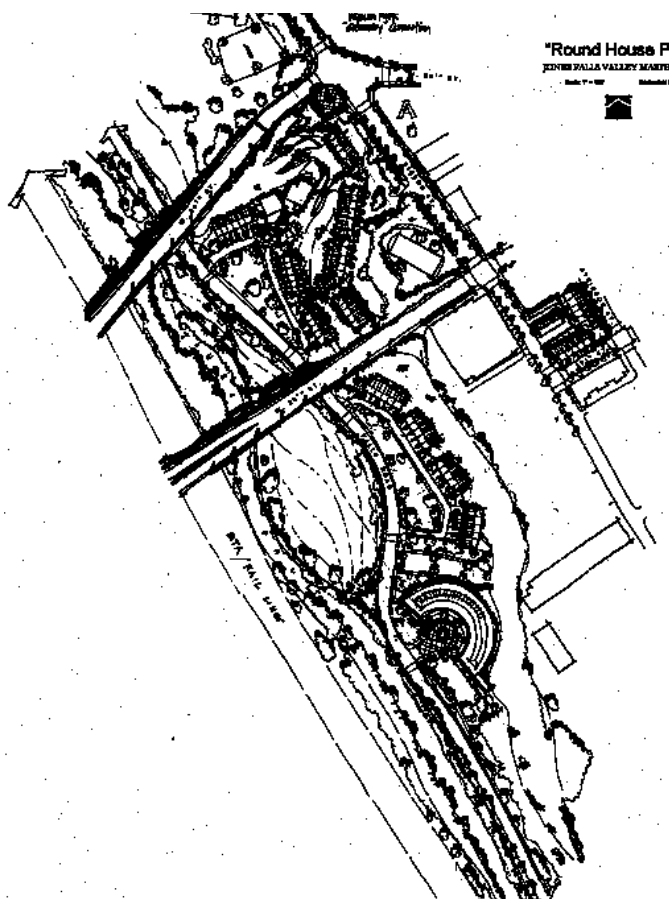
### Connect the end of Falls Road to Penn Station.

A pedestrian connection should be established to link the Greenway underneath Maryland Avenue along surplus right of ways.

### Redevelop the Maryland Avenue exit ramp.

This can create a pedestrian oriented development along Oliver Street from the University of Baltimore.

### Create a major Transit Oriented Development at the Bolton Yards complex.



The Jones Falls Valley Master Plan is being managed by a Steering Committee of:

**Baltimore Development Corporation**

Sheila Blum ♦ Andrew Frank ♦ Veronica Owens

**Baltimore Zoo**

Roger Birkel

**Greater Homewood Community Association**

William P. Miller

**Jones Falls Watershed Association**

Michael Beer ♦ Kathleen Warren

**Mass Transit Administration**

Henry Kay

**Parks and People Foundation**

Jackie Carrera ♦ Guy Hager

**Struever Bros., Eccles & Rouse**

Bill Struever ♦ Timothy Pula

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The Jones Falls Valley Master Plan process has been coordinated by a team of consultants led by AB ASSOCIATES, a comprehensive land planning firm located in Baltimore City. The consultant team includes:

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Joseph M. Cronyn

**Gerald P. Neily**

*Transportation Planning*

**Tadder Associates, Inc.**

*Aerial Photographs*

**Frank Perrelli**

*Layout & Graphic Design*

# FORUMS

With this publication the challenge for our effort is to gauge your reaction to these initial findings, and respond to issues, criticisms, and suggestions. A series of four public "Forums on the Falls" are scheduled beginning in October and individual sessions with neighborhood associations are encouraged. For information, or to schedule a community presentation, please call AB ASSOCIATES at 410-547-6900.

Following these meetings, it is anticipated that a final plan will be completed by the spring of 2001.

## Forum Dates & Times

**October 11 7-8:30pm**

Cylburn Arboretum Mansion House, Room D  
4315 Greenspring Avenue

**October 21 9:30-11am**

3800 Buena Vista Avenue  
(between 41st Street and Union Avenue)

**November 4 9:30-11am**

Roland Park Place, 2nd Floor  
830 West 40th Street

**November 21 7-8:30pm**

The Elm  
3100 Elm Avenue

